Part 12: Boulton & Watt Correspondence
PUBLISHER'S NOTE
TECHNICAL NOTE
CONTENTS OF REELS
DETAILED LISTING
Publisher's Note - Part 12

Parts 12 and 13 of the microfilm project focus on the full run of correspondence and papers in the Boulton and Watt Archive. These materials have recently been recatalogued by the Archives of Soho Project, a major initiative funded by the Heritage Lottery Fund, Birmingham City Council and the Birmingham Assay Office Charitable Trust, to achieve a proper arrangement and listing of all the letters and papers. This work was carried out by senior project archivists Adam C Green and Tim Proctor, and project archivist Fiona Tait. It has made these important documents much more accessible to researchers. All the relevant listings compiled by the Archives of Soho Project are included in this microfilm project.

Matthew Boulton’s lifelong interest in science enabled him to see the potential of James Watt’s steam power and he backed Watt’s ideas with the necessary finance. He acquired John Roebuck’s interest in Watt’s steam engine patent in 1774 and Watt joined him at Soho in a 25 year partnership lasting until 1800. The patent was also extended for the same period of 25 years. These documents enable scholars to chart the growth of the steam engine business and the work of Boulton & Watt employees at Soho Manufactory (established in 1762) and Soho Foundry (built in the 1790s).

By the mid 1790s James Watt Junior and Matthew Robinson Boulton had already taken a leading role in the running of the business. After 1800 they continued to develop the range of Boulton and Watt activities in the next three decades. Incoming correspondence from Agents, Engine Erectors and Employees at Soho, provide researchers with many insights into the social and economic history of the Industrial Revolution.

Part 12 begins with the Principals’ and Partners’ Correspondence and features:

- Letters from Matthew Boulton (1728-1809) to James Watt, James Watt Junior and Matthew Robinson Boulton, 1777-1799
- Letters from James Watt (1736-1819) to Matthew Boulton, James Watt Junior and Matthew Robinson Boulton, 1777-1816
- Letters from Matthew Robinson Boulton (1770-1842) to James Watt, Matthew Boulton, James Watt Junior, Gregory Watt and John Southern, 1795-1809
- Letters from James Watt Junior (1769-1848) to James Watt, Matthew Robinson Boulton, Gregory Watt & Co., John Southern (Engineer and Head of the Drawing Office at Soho Manufactory), William Creighton (who succeeded John Southern as Head of the Drawing Office), James Miller, James Brown (London based engine erector who frequently assisted in the Drawing Office when he was at Soho) and William Bennett, 1789-1830
- Letters from Gregory Watt (1777-1804) to James Watt, James Watt Junior and Matthew Robinson Boulton, 1797-1803

In a letter of 10 October 1801 James Watt Junior writes from Newcastle to Matthew Robinson Boulton on ways of combating the desertion of smiths and the difficulty of getting goods hands in Newcastle. He gives news of an order for a 4 horse engine for Tyne Iron Co. and a new estimate for a probable order from Tyne Main. He remarks on his favourable opinion of the Tyne Iron Co.’s establishment, gives his views on Fishwick’s property and points out that Hawkies & Co. have given Murray the order for their engine. Mr Wheatley receives a present and an increase in his wages because of his good conduct. He points out errors in the Newcastle accounts, the need to offer assistance to the widow of Thomas Barnes, and concludes that there is a good prospect of an increased demand for coals and new orders for engines. This is typical of the detailed 3 or 4 page letters in which the major protagonists of the business kept in touch with each other on important information on a day by day basis.

These letters complement and dovetail neatly with correspondence already covered from the Matthew Boulton Papers in Part 1 of this microfilm project on the Lunar Society.

This is followed by the incoming correspondence and papers from Agents, Engine Erectors and Employees at Soho. Included here are:

- Thomas Barnes (Boulton & Watt’s North-Eastern agent from 1794 to 1798)
  There is a lot of correspondence from Thomas Barnes to John Southern, the head of Boulton & Watt’s Drawing Office at the Soho Manufactory. There are very good, detailed letters, often including sketches and diagrams. Two letters cover the making of an iron wagon railway for Walker Colliery.
- John Buchanan (Boulton & Watt’s clerk at Soho Manufactory)
  His letters cover the period 1780-1785, most are addressed to James Watt and were written by Buchanan at Soho.
- Henry Creighton (Engine erector and engineer)
  Younger brother of William Creighton, Henry was one of Boulton & Watt Co.’s best engine erectors and engineers.
  Letters cover 1804-1809, a period when he was mainly based in Manchester. He also spent much of 1808 in Ireland.
  As well as erecting and repairing steam engines, Henry did a great deal of work on gas lighting, heating apparatus and drying stoves.
- William Creighton (Engine erector and engineer)
  One of Boulton & Watt Co.’s longest serving engineers. He took over as head of the Drawing Office on the death of John Southern in 1815. He was a travelling engine erector and agent, based in Manchester for much of the period covered by his letters 1796, 1800-1805 and 1815, but making extended journeys to Scotland. He attended engines in towns within travelling distance of Manchester, such as Preston, Hull, Halifax, Macclesfield, Newcastle-under-Lyme and Chester.
- Peter Ewart (Agent and engineer)
  In the 1790s he worked as an agent and engineer for Boulton & Watt in Manchester. He later pursued several business ventures in Manchester and Liverpool, mainly in textiles, for which he purchased several engines. He also continued to act as an unofficial agent, liaising with customers on Boulton & Watt Co.’s behalf and passing information to Soho about the state of various firms in the North West. He also had a keen interest in steam boats.
- William Forman (Clerk, later the Head Clerk, in the engine firm’s counting house at Soho Manufactory)
  He was also responsible for the copying press firm, James Watt & Co. These letters written by Forman during the period 1791-1796 and 1799-1800 were sent to James Watt and James Watt Junior whilst they were in London.
- John Hall (Engine erector)
He was one of the first engine erectors employed by Boulton & Watt as documented by his letters for 1778-1783. The engines he worked on include the Wren's Nest forge engine in Shropshire, engines for John Wilkinson at Ketley and Snedsall, and blowing engines in Yorkshire.

- Joseph Harrison (Engine erector)
  Another one of the early engine erectors employed by Boulton & Watt. These are letters for 1779, 1786 and 1787 covering his activities.

- Logan Henderson (Engine erector)
  He was the first technical assistant engaged by Boulton & Watt and worked for them between 1776 and 1783. Previously he had been in the marines and a sugar planter in the West Indies. He had a good knowledge of leavelling, draining and machinery. He made extensive visits to Cornwall, London, Ireland, Scotland and the North East, and supervised matters at Soho when Boulton and Watt were absent. There is a substantial sequence of letters from him for the years 1776 to 1790 as well as some letters to him from Matthew Boulton and James Watt in 1777 and 1781. He had charge of the erection of the Tottyburn and Byker engines in 1778, spent much of 1781 in Cornwall with James Watt. He got on very well with William Murdock, but not always so well with James Watt, with whom he had a number of bad tempered exchanges. He left the employ of Boulton & Watt abruptly in the early part of 1783. By 1784 he was involved with a foundry in London; then in 1790 he applied, without success, for the post of Engineer to the Dublin Waterworks.

- Jabez Carter Hornblower (Engineer and rival engine-maker)
  He worked briefly for Boulton & Watt on various engines, including those at Ketye, Donnington Wood and Penryndee. Letters from Hornblower are dated 1778 and 1779. He was dismissed because of his bad attitude and poor relations with Boulton & Watt customers and other employees. He went on to become a rival engine-maker, constructing engines that Boulton & Watt considered as infringing Watt's patent, leading to lengthy legal action.

- Samuel Hurt (Head Clerk at Soho Foundry)
  He travelled around the country working on different engines. Letters cover 1781-1792 and provide details on his work in London, Chester, Nottingham and Oakhampton. There is significant material on the New River Engine, Thompson & Baxter's engine, Sir Richard Arkwright's engine, Mr Morehouse's engine and the Harris Engine.

- James Law (Engine erector)
  He spent much of 1796 gathering information on pirate engines for the various legal actions that Boulton & Watt were pursuing. Letters for 1797-1798 show him back in Manchester and the North West continuing his activities as Boulton & Watt's agent there. He made a number of journeys to South Wales, London and Cornwall during 1798 and at the end of the year he travelled to Carlisle, Newcastle and on into Scotland visiting various engines and customers. He sent back detailed reports on the state of the engines, the views of customers, possible problems, the settlement of amounts owing, payments and remittances, prospects of new orders and business opportunities. Letters for 1799-1802 cover his work in Manchester, Newcastle and Scotland. In 1802 he was also active in Yorkshire, South Wales and Ireland. The letters document his extensive travels during this period visiting numerous customers. Two letters from James Lawson in 1806 cover engines in South Wales at the Blaenavon Furnaces with various sketches and plans of these and Trevithick's engine and boiler at Penydarren, as well as repairs to a painted window in Lichfield Cathedral. Lawson's incoming correspondence consists of letters from his employers, Soho employees, and from customers, arranged chronologically by year.

This sequence of material from Agents, Engine Erectors and Employees at Soho is continued in Part 13 of this microfilm project. These letters and papers augment and fit particularly well with material already covered in Parts 2, 7 & 8 of this project. They relate to many of Watt's activities, Boulton & Watt customers, steam engines and other business matters mentioned in James Watt's notebooks and papers (see 'Muirhead IV' in Part 2). Letters to Matthew Boulton from Logan Henderson and James Lawson feature in Part 7. Significant letters to James Watt or James Watt Junior from Thomas Barnes, Peter Ewart and James Lawson are in Part 8 (see 'Muirhead IV').

Throughout, these letters are packed with details of great interest to the social historian. Here are some examples:

Matthew Boulton (London) to James Watt (Birmingham), 19 May 1779, covering the accident at Chelsea and Boulton's scheme to remedy this:

"Chelsea Engine was set to work on the day I set out to Holland & continued to work for about 4 or 5 days & then the hook which connected the Chain to one of ye pumps broke & the Engine came into ye House with such force as broke the Cylinder Bottom & did other mischief. A new Bottom was cast & all apparent damages was repaired & the Engine set to work again on Thursday last whilst I was present; the Vacuum was bad & yet everything about ye Condenser seemed perfect as everything was now grown warm we screwed up ye screws of ye Cylinder bottom a little, the vacuum grew worse even so bad that ye Engine would not work. We therefore stopped and agreed to examine ye nosells in ye morning, but low to our surprise and chagrin we found the Cylinder itself cracked horizontally about one foot long near its lower flank. We slackened the screws near it & apply a large quantity of putty & the Engine then worked very well. But I fear the Crack may extend & therefore wish your advice how to stop & remedy the mischief. I will endeavour to explain it on the other side & will mark the Crack & what I think should be new in red ink..."
Engine:

“I think Peter Colclough seems a fair, honest, reasonable man & I don’t see how we can escape erecting his Engine. I have wrote to Handley to request him to answer several questions I ask about obtaining a patent in Ireland & to give me his general opinion & directions about the mode of proceeding. If it is necessary that one of us should go over, I have no objection & I am personally acquainted with the Lord Chancellor, the Lieutenant & many of the Irish Parliament, but as to the business of viewing old materials and setting out the new Engine House, I think if the other business doth not require me to go that Mr Henderson might go over either from Cornwall or Bristol…”

Letter from James Watt (Newcastle) to James Watt Junior (Soho), 7 November 1796, about Cornish affairs and ongoing legal actions:

“...In respect of Mr Wilson’s letter, I think nothing for this should be offered to United Mines till something is settled with Counsels, & I really think we should have the 2/3rd from them, if possible but shall agree to any thing resolved upon in the General Soho Council. I think Wilson did wrong to make them any proposal until they came forward like men, he should be cautioned on this head. I think Mr Robison will make a good witness as his conversation is more full than his letter & he is enragé at the Horners. But there is the difficulty of his procuring leave of absence & of getting his substitute with whom he is on bad terms to lecture for him. There is also the expense which will be considerable, as from his disease, he must travel slowly & with his wife. The Deputy must also be paid, I suppose in all it will not be much under £150-. John Roebuck will come if wanted, but if he is in his ordinary health he can speak himself in the Mail, his evidence can go no further back than 1767... Dr Black has put his remembrances on paper of which he is to send copy, but cannot come to London on no account. I came here tonight by 7 o’clock & have sent a message to Mr Barnes whom I hope to see in the morning, & regulate my stay accordingly but hope to be home on Friday…”

Letter from James Watt (Soho) to M R Boulton (care of Thomas Janes, Manchester), 30 May 1796. On the first sheet is a transcript of an agreement between James Stockdale of Cork, Lancashire, and Boulton & Watt for an engine for a Cotton Mill. The letter then goes on to comment on pirate engines, the work of Peter Ewart, and on the premiums to be required from pirated engines:

“...Mr Ewart is certainly much wanted both at the Foundry & at Mr Whatelty’s works & I fear he will get into a scrape with the latter; the bills came to hand. Mr B. & Mr Jn. have been at work upon the estimates, but I have had so much to do, that I have not yet been able to attend to it. The question what we should charge the pirated engines is a difficult one & were we to charge our profits on those we make now, it would show what these profits are: suppose that you were to state that as the end of the term approached we had some years ago raised the premium on 4 horse engines to £6-6- per horse/which was always paid in London & in the South/ & that the premium per horse decreased proportionally as the Engine was larger until at a 14 horse power it came to £5 per horse, but this explanation need not be entered into except when you cannot settle otherwise…”

According to information summarised on the docket, a letter from James Watt Junior (Old Cumnock) to Matthew Robinson Boulton (Soho), dated 13 September 1801, describes:

“Further observations on the state of the engines in Scotland. The Linwood Company supposed to be in treaty with Baird. Engines likely to be wanted at Paisley.

Mr Cunningham’s difficulties in transporting his cylinder. Both he and Mr Houston diligent apostles in propagating the true faith. Overtures to G Grieve for a renewal of his engagement. Visit to Colonel Fullarton and opinions of his numerous schemes. The Colonel is curious to learn our views in the iron trade. Mention of an offer of a situation made to us by Mr Buchan. Mr Buchan’s estate near Cumnock. At the same inn with him - likely to learn his situation. Inspection of the neighbourhood of Old Cumnock. Good conduct of Mr Pearson - present to him. Will send him to Manchester. Destinations of the other hands. Proposes McMurdo’s mother to be cautious for her sons in the agreement. Order of a new boiler and apparatus for Messrs Finlay & Co. of Catrine Mill."

Letter from James Lawson (Salford) to James Watt (Heathfield), 15 February 1795, detailing his experiments upon engines:

“Since I last wrote to you I have made several experiments, both here and at Messrs Wormald Fountain & Gotts, which all agree in the loss by condensation.

From two experiments at Wormald Fountain & Gotts Engine the water evaporated was 15,3 Cubic feet per 112 (lb?) coals - I was very exact in measuring the water & weighing the coal, which agrees with the general consumption, so that the constant evaporation is not less than 15 Cubic feet... This chiefly owing to the fireplace being large & the coals burning slowly & undisturbed as there is seldom occasion to stir them the burns remain cool & little heat in the ash pit. The coals are kept thick on the grate and burn bright at the edges as in the Cornish Engines.

The fire places here being much smaller I have got them widened from containing 11 feet to 15. Since which there has been a constant saving of about 12 per cent and much less trouble in keeping the steam regular - I have made two experiments in one of which there was 14,06 & the 14,5 Cubic feet evaporated…”

Letters from Logan Henderson from Cusgarne in Cornwall are full of news of Cornish Engines, such as Poldice, Wheal Virgin and Ting Tang, and meetings of Cornish firms. Letters from James Watt Junior in 1796 reveal his activities in London making enquiries to help in the legal case against the Hornblowers, provide news of the injunction against Hornblower, Maberly and Peareth, and his journey to Leeds and Newcastle to serve injunctions on other pirate engines. Further letters from Newcastle cover the trial of the Benwell Engine and the possibilities of further new orders from various collieries in the region. By May he is busy back in London following the legal proceedings there. He reports to Matthew Robinson Boulton in Manchester on the affidavits filed by the Hornblowers and their allies. Letters for May and June continue to relay news of the legal actions. Letters for the following year also provide much material on Albion Mill, the Cornish Engines and the state of the Cornish Mines, as well as the ongoing battle against the Hornblowers.

Taken together these letters and papers provide a vast array of material for the researcher working on the Industrial Revolution. They give a detailed insight into Boulton & Watt’s network of agents, engine erectors and engineers. This enables the social historian to understand how the business was run and the nature and scope of its impact throughout the country.
and overseas. There is information on engine customers, the carriers who were transporting parts for Boulton & Watt, and the firms to whom Boulton & Watt subcontracted work.

A paperback guide accompanies the microfilm project to provide full contents of reels information and detailed listings for Parts 12 and 13.

<back
Technical Note - Part 12

Our microfilm publications have been prepared and produced in accordance with recommended and established guide-lines for the production of microform of superior quality. These conform to the recommendations of the standard guides to good microforming and micropublishing practice.

Attention should be drawn to the nature of the original material. The material consists of folders of correspondence and related papers spanning the period c1776-1830. Most of the material is in very good condition. A few manuscript items contain some faintly legible text written with a variety of inks, pens or pencils. A few items are stained or discoloured at the edges, or comprise material on very thin paper, which is so thin that there is show through that renders the original document difficult to read.

These original characteristics present difficulties of image and contrast which stringent tests and camera alterations cannot entirely overcome. Every effort has been made to minimise these difficulties.

An A4 identification target is filmed at the front of every new section of material. The relevant pages from the new typescript listing, completed by the ‘Archives of Soho’ Project, have also been added at the front of each section of material.

The full listings from the black binders covering MS 3147/3/1-79 and MS 3147/3/245-299 have been reproduced in their entirety on Reels 198 and 211 respectively. These listings are copyright of Birmingham City Council and we gratefully acknowledge their permission to include them in this microfilm project.

All these materials have been recently re-catalogued by the ‘Archives of Soho’ Project. The numbering of individual documents and other cataloguing work is still ongoing at the time of filming. Researchers should check any queries with the staff at Birmingham City Archives, Central Library, Chamberlain Square, Birmingham B3 3HQ, England, in case any further re-numbering has taken place. Contact details are as follows:

Tel: +44 (0)121 303 4217
Fax: +44 (0)121 464 1176
Email: archives@birmingham.gov.uk

The staff of Bell & Howell Ltd, Micromedia Division have exercised the most responsible care in the filming of this unique collection at the Central Library in Birmingham and this microfilm publication meets the standards established by the Association for Information and Image Management (AIIM) and the American National Standards Institute (ANSI).

<back
### Contents of Reels - Part 12

#### REEL 198

**MS 3147/3/1-79: Principals’ and Partners’ Correspondence**

Typescript listings from Black Binder for MS 3147/3/1-79

**MS 3147/3/1-22: Correspondence from Matthew Boulton, 1777-1799**

<table>
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<th>Reel</th>
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<td>M R Boulton, 12</td>
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REEL 204
MS 3147/3/45-75: Correspondence from James Watt Junior, 1789-1830
3/45 Letters to James Watt, 1794-1795 (37 items)
3/46 Letters to James Watt, Matthew Robinson Boulton, 1796-1797 (90 items)
3/47 Letters to James Watt, Gregory Watt, M R Boulton, 1798 (57 items)

REEL 205
3/48 Letters to Gregory Watt, M R Boulton, James Watt, 1799 (73 items)
3/49 Letters to M R Boulton, James Watt, Gregory Watt, 1800 (24 items)
3/50 Letters to M R Boulton, Gregory Watt, 1801 (24 items)
3/51 Letters to M R Boulton, Gregory Watt, 1802 (26 items)
3/52 Letters to M R Boulton, Gregory Watt, 1803 (54 items)

REEL 206
3/53 Letters to M R Boulton, 1804 (7 items)
3/54 Letters to M R Boulton, 1805 (9 items)
3/55 Letters to M R Boulton, 1806 (9 items)
3/56 Letters to M R Boulton, 1807 (4 items)
3/57 Letters to M R Boulton, Boulton Watt & Co., 1808 (5 items)
3/58 Letters to M R Boulton, 1809 (3 items)
3/59 Letters to John Southern, 1789-1799 (19 items)
3/60 Letters to John Southern, 1801-1811 (45 items)
3/61 Letters to John Southern, William Creighton, James Miller, 1812-1816 (49 items)

REEL 207
3/62 Letters to William Creighton, James Brown, 1817 (45 items)
3/63 Letters to William Creighton, William Bennett, January-July 1818 (44 items)
3/64 Letters to William Creighton, July-December 1818 (37 items)
3/65 Letters to William Creighton, 1819 (34 items)

REEL 208
3/66 Letters to William Creighton, James Brown, 1820 (67 items)
3/67 Letters to William Creighton, January-July 1821 (60 items)
3/68 Letters to William Creighton, July-December 1821 (63 items)

REEL 209
3/69 Letters to William Creighton, 1822 (67 items)
3/70 Letters to William Creighton, 1823-1824 (70 items)
3/71 Letters to William Creighton, 1825 (29 items)

REEL 210
3/72 Letters to Boulton Watt & Co., William Creighton, 1826 (59 items)
3/73 Letters to Boulton Watt & Co., William Creighton, 1827 (31 items)
3/74 Letters to Boulton Watt & Co., William Creighton, 1828-1829 (50 items)
3/75 Letters to William Creighton, William Bennett, 1830 (7 items)

MS 3147/3/76-79: Correspondence from Gregory Watt, 1797-1803
3/76 Letters to James Watt Junior, James Watt, M R Boulton, 1797-1799 (33 items)

REEL 211
3/77 Letters to James Watt Junior, M R Boulton, 1800 (13 items)
3/78 Letters to James Watt Junior, 1801-1802 (14 items)
3/79 Letters to James Watt Junior, M R Boulton, 1803 (17 items)

MS 3147/3/245-299: Incoming Correspondence and Papers:
Letters from Agents, Engineer Erectors and Employees at Soho
Typescript listings from Black Binder for MS 3147/3/245-299
3/245 Thomas Barnes, 1794-1798 (61 items)
3/246 John Buchanan, 1780-1785 (20 items)

REEL 212
3/247 Henry Creighton, 1804-1809 (80 items)
3/248 William Creighton, 1796, 1800-1805 (100 items)
REEL 213

3/249 Peter Ewart, 1790-1833 (153 items)
3/250 William Forman, 1791-1796, 1799, 1800 (25 items)

REEL 214

3/251 John Hall, 1778-1783 (25 items)
3/252 Joseph Harrison, 1779, 1786, 1787 (4 items)
3/253 Logan Henderson, 1776 (10 items)
3/254 Logan Henderson, 1777 (19 items)
3/255 Logan Henderson, 1778 (37 items)
3/256 Logan Henderson, 1779 (34 items)
3/257 Logan Henderson, 1780 (69 items)

REEL 215

3/258 Logan Henderson, 1781 (50 items)
3/259 Logan Henderson, 1782-1785, 1788-1790 (32 items)
3/260 Logan Henderson – letters to him from Matthew Boulton and James Watt, 1777, 1781 (14 items)
3/261 Jabez Carter Hornblower, 1778-1779 (24 items)
3/262 Samuel Hurt, Abraham Storey, Simon Vivian, 1800-1811 (35 items)
3/263 Eidingtoun Smeaton Hutton, 1804-1805 (29 items)

REEL 216

3/264 Eidingtoun Smeaton Hutton, 1806 (47 items)
3/265 Eidingtoun Smeaton Hutton, 1807 (39 items)
3/266 Eidingtoun Smeaton Hutton, 1808 (22 items)
3/267 Eidingtoun Smeaton Hutton, 1809 (29 items)
3/268 James Law, 1781-1792 (15 items)
3/269 James Lawson, 1781-1783, 1786-1787 (25 items)

REEL 217

3/270 James Lawson, 1793-1795 (46 items)
3/271 James Lawson, 1796 (52 items)
3/272 James Lawson, 1797 (50 items)
3/273 James Lawson, 1798 (53 items)

REEL 218

3/274 James Lawson, 1799 (57 items)
3/275 James Lawson, 1800 (36 items)
3/276 James Lawson, 1802 (50 items)
3/277 James Lawson, two miscellaneous letters, 1806 (2 items)
3/278 James Lawson, letters to him, 1793 (39 items)

REEL 219

3/279 James Lawson, letters to him, 1794 (41 items)
3/280 James Lawson, letters to him, 1795 (73 items)
3/281 James Lawson, letters to him, 1796 (93 items)

REEL 220

3/282 James Lawson, letters to him, 1797 (67 items)
3/283 James Lawson, letters to him, 1798 (66 items)
3/284 James Lawson, letters to him, 1799 (70 items)
3/285 James Lawson, miscellaneous letters to him, 1800, 1804, not dated (3 items)

<back
Detailed Listing - Part 12

Please click on each Reel number to download a PDF of the detailed listing

REEL 198
REEL 199
REEL 200
REEL 201
REEL 202
REEL 203
REEL 204
REEL 205
REEL 206
REEL 207
REEL 208
REEL 209
REEL 210
REEL 211
REEL 212
REEL 213
REEL 214
REEL 215
REEL 216
REEL 217
REEL 218
REEL 219
REEL 220

<back
DETAILED LISTING

REEL 198

MS 3147/3/1-79: Principals' and Partners' Correspondence

Typescript listings from Black Binder for MS 3147/3/1-79

MS 3147/3/3-79: Correspondence from Matthew Boulton, 1777-1799

Letters from Matthew Boulton to James Watt. Henry Hazleton summarised almost all of these letters in the 1890s, and his summaries have been transcribed.

3/1  Letters to James Watt, 1777  (18 items)

1. Letter. Matthew Boulton (Soho) to James Watt (at Mr. Taylor's, Bedworth). 6 Jan. 1777.

2. Letter. Matthew Boulton (Newhall) to James Watt (at Mr. Taylor's, Bedworth Colliery). “Thursday Teatime” [30 Jan. 1777?]. Docketed as 1 Feb., which was a Saturday.


5. Letter. Matthew Boulton (London) to James Watt (Soho). 1 May 1777. Not dated – date taken from the docket. Summarised “Boulton with Sir Charles Whitworth. Concerning the Richmond engine. Required another engine for Chelsea Water Works and not being yet accustomed to estimates please send all the hints etc. you can to enable me to face the committee. Watt proposes glass in the nozzles to permit the seeing of the valves at work.”

6. Letter. Matthew Boulton (London) to James Watt (Soho). “Saturday Night” [3 May 1777]. Summarised “Boulton with Mr. Gilbert MP in expectation of meeting gentleman from Russia. Concerning Mr. Wilkinson and his foundry, and if he is not honest Boulton will sell his clothes but what he will erect a foundry. About Perrier. Visits Chelsea engine and gives particulars of its working.”


10. Letter. Matthew Boulton (London) to James Watt (Soho). 16 May 1777. Docketed “Simcocks and Chelsea coals.” Summarised “Boulton before the Chelsea committee, who use strong language between themselves. Gives calculations of coal burnt, and other remarks, and proposes putting the cylinder inside the boiler. Also other propositions. In company of a person who has many strange views.”


18. Letter. Matthew Boulton (—) to James Watt (——). “Wednesday night” [— 1777]. This letter was probably written in October 1777; indeed Watt appears to have docketed it “Oct”; although this is not entirely clear. Dickinson & Jenkins date the letter after Watt’s return from Cornwall, which took place in late September or early October. The contents of the letter place both Boulton and Watt in Birmingham – given that Boulton departed for London early in November, October would appear to be the likeliest month. Docketed “Concerning the performance of the Soho engine.”

3/2 Letters to James Watt, 1778 (18 items)


*On the same sheet:*  
Letter. John Hall (Soho) to James Watt (Redruth). 10 Jul. 1778.  
*Docketed as Mr. Walker.* The letter signed “Boulton & Fothergill” is in Zaccheus Walker’s hand, and concerns a fire in the engine house at Soho.

*Summarised* “Received money. Bankers want it. Boulton in low spirits. Richmond engine in bad form. Concerning leads in cylinders, for the pistons.”


*Docketed as 28 July.* Summarised “Concerning money affairs. Richmond supplied with water entirely by Boulton & Watt. Slowness of erectors.”

*In Zaccheus Walker’s hand.*

*Summarised* “Concerning money matters. Engines visited and found in very bad state. William Murdock wants to erect a Scotch engine, now a good engineer.”


*Summarised* “Murdock not to erect the Scotch engine. University men to keep engines in order. Murdock at Bedworth. Copper eduction pipe better than iron.”


*Summarised* “Discovers the fault at Shadwell. Richmond won’t pay. Hawkesbury won’t pay.”

*Summarised* “Matthew Wasbrough good brazier. William Murdock as pattern maker. Engines going well.”

*Re-directed to James Watt at Soho.*  

*Re-directed to James Watt at Soho. The sheet is very badly damaged, and part of Boulton’s letter has been torn away.*  
*Summarised* “James Keir’s letter concerning James Watt’s son James. Concerning Cornish engines. Glass barometers better than iron.”
3/3 Letters to James Watt, 1779  
(36 items)

   This letter was not dated by Boulton. It was docketed by Watt as 6 Jan., but the postmark appears to read 19 Jan. Docketed “About Mr. Perier and about Bedworth engine.”

   Summarised “Cautions Watt against foreigners who have come over to steal his ideas. Concerning trouble in getting documents signed. Boulton hurt by a coach. Thinks it necessary to inform Wilkinson of the Baron’s visit for information.”

   Summarised “Complaints of delay in getting documents. Trusts Watt will not think ill of him. Will try to get a neutral ship to sail to Nantes. Wants Murdock to go to Watt. Business with Perrier – should not let him slip through our fingers.”

   Sent with the letter below. Summarised “Proposals to Perrier and directors.”

   Summarised “Concerning documents. Concerning his accident. Gives account of his health.”

   Summarised “Proposals to Monsieur Jary concerning the cost of engines for France and difficulties in sending them. Watt’s headaches. Engine for Russia. Fothergill says we want honours from Russia before supplying.”

   Summarised “Concerning business with Perrier.”


   Summarised “Concerning the business with Perrier.”


    Not dated – date taken from the postmark. Docketed as 14 Feb. Summarised “Concerning several engines.”

    Summarised “Plug valves used on atmospheric engine ought to be patented. Concerning the Hawkesbury Colliery engine.”

    Summarised “Concerning the excellent working of the Hawkesbury atmospheric engine.”

    Summarised “Trial of the old engines at Bedworth.”

    Summarised “Trials of the atmospheric and steam engines at Hawkesbury Colliery.”

    Summarised “Variance of the water lifted by the atmospheric and steam engines. Suspects the old engine people are tricking.”
Business with Lord D. (Lord Dartmouth I presume).”

Summarised “Boulton at Amsterdam. Concerning Mrs. Watt’s air (daughter’s birth). Boulton’s
scheme for varying lifts.”

Summarised “Boulton’s voyage from Holland. Mrs. Watt’s daughter’s birth. Signing of
documents.”

Not dated – date taken from the postmark. This paragraph to Watt formed the postscript of a
letter from Boulton to his wife; the outside of the letter is directed to “Mrs. Boulton, Soho”.
This part of the letter was torn away, and passed to Watt. Mrs. Boulton presumably retained
the other half. Docketed “Mr. Boulton 11 May 1779. The breaking of Chelsea chain.”
Summarised “Accident at Chelsea Water Works – the breaking of chains.”

Summarised “Concerning the accident at Chelsea and Boulton’s scheme and sketch [within
the text] for repairing the cracked cylinder.”

Summarised “Concerning Chelsea engine. Also Lord Dartmouth. Mentions Watt’s new
scheme for copying letters.”

Summarised “Concerning Watt’s headaches. Concerning Chelsea engine trial. Rude and
foolishness of the Bank people concerning Watt’s copying scheme.”


Summarised “Good bargain with the Hawkesbury people. Concerning the removal of
engines. Concerning passports. Erector nearly pressed. Signing of Penryndee Mine
documents.”

Not dated – date taken from the postmark On the same sheet are extensive calculations of
the performance of the “Chelsea Old Engine”. Docketed “Mr. Boulton’s account of Chelsea
experiments.” Summarised “Calculation of the trial of Chelsea Water Works engine.
Concerning Smeaton’s trials of Watt’s engine. Boulton gives points for ideas in improving the
engines.”

Summarised “Money prospects brighter. Mr. Watt ought to be relieved of part of business.
Chelsea Water Works. Boulton’s daughter’s illness. Hornblower to go home. Smeaton’s
publications not kindly intended.”

2 sheets. Docketed “About payments to Low Vere & Co.”

Summarised “Concerning the Shadwell Water Works engine and the air vessel. Also Chelsea
Water Works. Mentions the East India Company.”
Summarised “Donnington Wood engine, and Hornblower’s grievances and his expensive 
ways. Proposes sending him back to Birmingham. Boulton proposes to cut the steam off at 
2/3 of stroke. Bad behaviour of Hornblower. Boulton wants a good picture from Soho for a 
present.”

Summarised “Boulton thinks Hornblower should not be turned adrift. Suggests sending him 
to Ketley and Penryndee. Mentions the French and Spanish fleet in the Channel – hopes 
Hardy will beat them.”

32. Letter. Matthew Boulton (Soho) to James Watt (at Thomas Wilson’s, Chacewater). 
4 Oct. 1779. Summarised “Watt’s arrival in Cornwall. Smeaton speaks well of Chelsea 
engine. Letters from Wilkinson. Complaints to be of Ned Bull. Thinks he can make a good 
thing for Watt of the copying business. All the world won’t pay – time they did.”

33. Letter. Matthew Boulton (Soho) to James Watt (—). 18 Oct. 1779. 2 sheets. 
Summarised “Cleared up Vere’s business. Keir wants to patent his naval metal. Shadwell 
engine. Sealing of Hawkesbury deed and mocking of engine. Concerning the copying 
scheme. Wasbrough not to be pushed. A recipe for drunkenness better than for swearing.”

34. Letter. Matthew Boulton (Soho) to James Watt (—). 21 Oct. 1779. 
Summarised “Boulton angry – will not be bullied out of money. Trusts it will not upset Watt. 
to have charge of his business and he will then soon be at Cornwall.”

35. Letter. Matthew Boulton (Soho) to James Watt (at Thomas Wilson’s, Chacewater). 
23 Oct. 1779. 
Jary wants engines for France. Boulton going to London.”

36. Letter. Matthew Boulton (Soho) to James Watt (at Thomas Wilson’s, Chacewater). 
6 Nov. 1779. Summarised “Boulton and family ill. Watt in trouble with the Cornish mine 
proprietors. London Bridge Water Works and fire engine burned down.”
3/4 Letters to James Watt, 1780 (44 items)

Letters from Matthew Boulton to James Watt from 1780. The bundle also contains three letters from Logan Henderson to James Watt.


5. Letter. Matthew Boulton (London) to James Watt (Birmingham). 17 Apr. 1780. On the same sheet:


7. Letter. Matthew Boulton (London) to James Watt (Birmingham). 23 Apr. 1780. Summarised “Boulton with the King and followers. The King heads the list of subscribers for copying machines, wants a copying machine. Boulton’s sketches and suggestions. Boulton speaks well of Watt to the King. The King interested in Watt’s adventures.”


10. Letter. Matthew Boulton (London) to James Watt (—). 14 May 1780. Incomplete. This letter is marked “To be continued”, but the continuation is now missing. Summarised “Boulton before Lords and Commons. Lengthy correspondence concerning copying scheme. Shadwell engine affairs to settle.”


24. Letter. Matthew Boulton (Redruth) to James Watt (Birmingham). 18 Sep. 1780. Docketed “Account of United Mines boilers.” Summarised “Concerning Cornish money affairs. Re. boilers and chimney improvements. To persuade the Coalbrookdale Co. we are their friends. Watt to prevent absurdities at Soho. Re. cutting out presses.”


28. Letter. Matthew Boulton & Logan Henderson (Redruth) to James Watt (Soho). 2 Oct. 1780. This letter was begun by Boulton and finished by Henderson. Docketed “Henderson concerning proposed alterations in engine tables.” Summarised “Cornish – table of savings hath muddled the mine proprietors. The tables to be less complicated. Table of savings given for example. Letter from Henderson concerning the tables and richness of mines.”


30. Letter. Matthew Boulton (Redruth) to James Watt (Birmingham). 7 Oct. 1780. Docketed “Respecting the offer of £2500 by Wheal Virgin.” Summarised “Concerning receiving an annual amount for Cornish engines. Gives Watt hints to write back, that he may show the Adventurers to prove they have the best of the bargain. Thinks the arrangements are excellent for low spirits.”


Docketed “Wheal Virgin affairs.”

34. Letter. Matthew Boulton (Redruth) to James Watt (Birmingham). 24 Oct. 1780. 2 sheets.

35. Letter. Matthew Boulton (Redruth) to James Watt (Birmingham). 6 Nov. 1780.
Docketed “Enclosing Mr. Motteux’s letter and the questions put to Capt. Martin.”
Summarised “Copper boiler flues never want cleaning on the outside. Smiths’ work to be got at any price. Pool boiler to be a Bouge boiler. Captain Lye in respect to depths. Watt’s principle on shorter lever at pump end considered impractical. Proprietors’ printed forms to be filled up by an agent. Racks to be of wrought iron [?] and teeth milled out. Concerning the powers of engines.”

Docketed “Invoice of tin.” Summarised “Engine wanted at Comb Martin, West Devon. Concerning the quantity of tin for Soho. Fothergill to look the matter up. Thanks Watt for his medical advice. Surgeon advises him to be careful. He is much better. Gilbert Meason should be asked for money.”

Docketed “Cusgarne house.” Summarised “Will get writings engrossed. Calculations laid before Hitchens the astronomer. Improvements upon engines not to be paid for. Boulton or Watt to attend the engine starting. Concerning castings for pump work. Boiler covering to be like steam cases. Has started a lengthy table of boiler work. Boulton taken Cusgame House.”

38. Letter. Matthew Boulton (Plain an Gwarry) to James Watt (Birmingham). 16 Nov. 1780.
Summarised “Boulton’s illness. Watt’s remarks. Boulton endeavours to correct certain Captains. William Murdock’s trial of Poldory boiler. Mine proprietors will not employ engineers, we must. Boulton speaks of his wife’s birthday.”

2 sheets.
Boulton continued this letter on 20 Nov.
Docketed “List of Wheal Virgin pumps.” Summarised “Mentions Hornblower. Requires drawings for smiths. No smiths’ tools arrived. Re. design of pump rod joints. Bouge’s boilers do well. Does not care for Hornblower’s. 64 bushells put into 70. Proposes to have matters settled before sending materials. Pump information.”

Docketed “About signing Wheal Virgin agreements.” Summarised “Cannot get the documents signed. Tired with the delay. Want cost reduced. Watt to obtain forgings, he will get chains.”

41. Letter. Matthew Boulton (Dolcoath) to James Watt (Birmingham). 25 Nov. 1780.
Summarised “Received Watt’s drawings concerning forgings and smiths’ tools. Bought bellows at Hayle. Sizes of bolts and holes.”
42. Letter. Matthew Boulton (Plain an Gwarry) to James Watt (Birmingham). 26 Nov. 1780.  
On the same sheet:  
Letter continued from Truro on 27 Nov.  
Docketed “A payment from Dolcoath of £161.18.4 and the signing of Dolcoath and Pool agreements.” Summarised “Bill for £161.18.0. Business to be settled before signing documents, several settled. Birmingham manufacturers and merchants form a copper works with £50,000 and request Boulton to manage it. Concerning the wheel and crank and patents. To watch for patents.”

Mis-docketed as 7 Dec. Docketed “Account of money received.” Summarised “Has received moneys. On the consumption of coals. If Fothergill asks after my business here tell him it is a secret. Likes being at Cornwall.”

44. Memorandum by Matthew Boulton. Not dated [1780?].  
This note by Boulton appears to have been sent to Watt with the draft of a letter. It was written in Cornwall, as it goes on to discuss various Cornish engines and the potential advantages to Boulton & Watt if they are kept in good working order.

3/5 Letters to James Watt, 1781 (62 items)

Summarised “Perier and the Paris Water Works engine. Smeaton comes to Town, asks if Watt has anything to say to him. Boulton re. a journey to France concerning Jary’s engine.”

Summarised “Information concerning the copying machine costs etc. Playfair upon New River Head drawings. Mentions Smeaton. Guards Watt against the North East Wind.”

Summarised “Snow Hill Co. (re. crank patent) want £20,000 for licence. Should not discharge Cartwright, his evidence will be useful. Engines wanted in London, will see lawyers before settling. Boulton & Fothergill’s business not prospering during his absence – distresses Boulton. With Sir Francis Bassett who purchased a Cornish estate value £19,000. Tries to borrow money.”

Mis-dated by Boulton as 10 Apr.  
Docketed “Tidy & Spence’s engine.” Summarised “Messrs. Tidy & Spence require an engine to enable them to roll lead for Government. Boulton proposes Watt stays at Soho when he is away. Mr. Wasbrough and his engine and the patents, runs down Boulton & Watt engine.”

Summarised “Boulton has lost the agreement with Shadwell Water Works. Requests Watt to send another.”

Summarised “Navy Victualling Office require an engine for grinding corn. Wasbrough recommends his rotative motion and abuses Boulton & Watt’s engine. They visit our Chelsea and Shadwell engines and are satisfied with us. Glad to hear Watt is about designing rotative motions. The enemy shows fight, as we will not back. Recommends Watt to pray.”
Summarised “The Navy Victualling Office commissioners require our engine, with Wasbrough’s pretended patent crank, at which I declined business. What can we do? Has been in Wasbrough’s company, he wants all the profit of the crank end. Query if there is any advantage from the perpetual vacuum at Chelsea and Shadwell. Business requires a counting house in London. Fothergill unkind in remarks to Boulton. Has not charged his travelling expense. Will leave money matters in Watt’s hands.”

Summarised “Concerning the crank engine for the Navy victualling yard. Recommends Smeaton, and spends the evening with him. Proposes adopting Watt’s early scheme to avoid the crank. With Wasbrough who endeavours to come to terms. I refuse for the crank – is not his.”

Summarised “Crank. Meeting of Wasbroughs and Steed and Boulton. The invention… [part of the summary note has been torn away].”

Enclosing (b) below.
Summarised “Erecting the large engine for the Navy Victualling Yard will gain us experience. To accompany Smeaton to the mill. Mr. and Mrs. Fothergill ill treat Boulton severely.”

b. Memorandum. Rough draft of Submission – Boulton & Watt and Snow Hill Company.
In Matthew Boulton’s hand.
Summarised “The Crank Question. The engine for the Navy Victualling Yard. Boulton asserts Watt’s priority of invention. The matter to be laid before two gentlemen for arbitration.”

Summarised “Vessel with Pool engine to be ransomed if taken. Boulton with Smeaton, and what he can grind into corn per hour. Boulton proposes to raise water for wheels to grind corn and not have a crank engine. Account of Wasbrough’s model.”


Summarised “Disposal of castings in the boat, to lessen the ransom if taken by the French. Made trials with rotative motions. Watt to take out patents for the whole family of spiral and elliptical horizontal wheels. Afraid we shall lose what we have if not patented, will be at the expense myself. Mentions models.”

Dated “Soho the longest day not long enough 21 June 1781.” Summarised “Asks Watt not to vex himself, if the engines cannot be erected. Mentions the different rotative motions and argues for a patent. Many mill engines wanted and we ought to go in for them. Watt to do the best he can.”

Summarised “Concerning Mrs. Watt and family. About insuring goods for Cornwall. Great number of French and American privateers in St. George’s Channel. Lords and foreign visitors. Concerning the supply and market for copper and copper companies.”

Summarised “Sorry Cusgarne has painters etc. Many foreigners – Boulton tired of receiving them, wishes he was at Land’s End. Obliged to be merry etc. and attend to business with Fothergill though little to do.”
On the same sheet:
Memorandum of letters received at Soho from Francis Thompson (Ashover) and David Watson (Glasgow).

Mis-dated by Boulton as 1780.
On the same sheet:
Summarised “Private thoughts to Watt. Boulton & Watt’s accounts to be kept separate from Boulton & Fothergill’s. The Cornish proprietors to pay the erectors and insurances. Concerning Boulton’s scheme and models for rotative motions.”

Summarised “Concerning the great rotative engine and elliptical and rotative models. Trial of the Great Model, Boulton wishes to patent it. About different erectors and engines. Boulton at the Lunar Society. Nothing new but his ore.”

On the same sheet:
Summarised “Copy of Scott’s letter concerning “Bog” engines. Speaks of the model with the crank. About Cornish mine affairs in strong language. About motions to patent including the double crank. Boulton has a model of a rolling mill. Wilkinson desires to erect one, will Watt leave it my hands – I will do him credit.”

Summarised “Visits Bradley to look for castings. Sees a new forge at work. Thinks Boulton & Watt can make very good steam forges and with the assistance of pit coal and by canals, will alter the iron trade and overset the old iron masters.”

Summarised “Desires to show kindness to mine proprietors by sharing with them. Hopes the vessel with engines will arrive. Order Book to be kept. Concerning forge hammers, mills etc. with sketch [within the text] showing application of the double cylinder.”

On the same sheet:
Abstract of letter from John Threlkeld, 19 Jul. 1781.
Summarised “Boulton gives a sketch [within the text] and lengthy correspondence concerning taking out a patent for a new system of producing a vacuum – is greatly concerned therewith. Watt can have the honour if he can have the profit. Penryndee mine will close. Thinks he had better examine the Patent Office, to hold to rotative motions if the engine goes.”

Docketed “Terms for North Downs.”
Summarised “Glad the vessel has arrived with the castings. Hornblower and the new air. Concerning copper companies. No danger of having a law suit about cranks. Mentions a double crank. To take shares in Cornish mines.”
25. Letter. Matthew Boulton (Birmingham) to James Watt (Cusgarne). 26 Jul. 1781. Summarised “Dr. Priestley’s experiments upon the new airs, and their failure for use. Boulton rejoices and incites Watt not to fear the Hornblowers, they will bring the trouble upon their own heads. Cannot have law suits with the Snow Hill Co. about double engine forge – we only make the engine and work. Wilkinson makes and uses the forge.”


28. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 30 Jul. 1781. Summarised “Concerning mill hammers and Boulton’s mill model. Pickard’s deceit. In company of philosopher Walker, ridicules his invention of putting the cylinder in the boiler and speaks about vertical tubes in boilers, the use of second-hand steam and any other little object ought to be patented. Mentions Hornblower.”

29. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 7 Aug. 1781. 2 sheets. On the same sheet: Transcript of letter. John Turner (Bersham) to Boulton & Watt. 1 Aug. 1781. Transcript of letter. Hugh Jones (Chester) to Boulton & Watt. 1 Aug. 1781. Docketed “Return from Derbyshire and sundry other subjects.” Summarised “Gregory engine too expensive. Boulton proves their error. Yatestoop engine to be erected 1000 fathoms underground. Arkwright loses the day, his revenge. Boulton says he had no right to patent, for he had seen such mills 40 years prior to Arkwright’s use of them. Shadwell piston rod breaks. Engines wanted. Experiments upon the expansive principle at Soho. Lengthy correspondence concerning Hornblower.”


31. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 11 Aug. 1781. Docketed “About Yatestoop mine.” Summarised “Desires Watt to put his schemes on paper and have models made, also to advertise in papers all his previous schemes, of all sorts, to avoid patents. Wishes to prevent engine people going into Cornwall. An engine 100 yards underground. Will do all I can to prevent Yatestoop pulling me under.”


33. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 14 Aug. 1781. Docketed “Calculations about Yatestoop.” Summarised “Corrects his previous calculation. Desires Watt to boast about his engine to quiet the Hornblowers. Gives his views upon the surface condenser and asks Watt to thoroughly consider the question.”
34. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 16 Aug. 1781.
Docked “About allowance to Kestal and to Wheal Chance.” Summarised “Henderson’s influence over Murdock to be superceded by Watt’s. About the air in condensers. Re. mine speculation. Hockley Pool green grass. The philosopher Walker with me. I send you his drawings. Have now sent George Mynd home, he is too bad.”

Docked “About experiment on the quantity of ? in water and tube condensers.” Summarised “Boulton’s trials and remarks about the tubular condenser, and concerning Watt’s first model of one. Thinks Hornblowers make this their point since Henderson divulged. Do not care for plates in preference to tubes. Will watch Onions if he bores any cylinders with his new mill. Re. Arkwright’s invention. Re. red hot steam etc.”

Docked “Scheme of heating steam.”
Summarised “John Steed examines the inside of our engine – I think he is of the gang of robbers. Sketches [within the text] and ideas concerning the superheating of steam in answer to Watt’s remarks.”

Docked “About Mr. Ewer’s schemes.”
Summarised “Concerning Mr. Ewer’s invention. Boulton with him. Sends sketch [within the text] of his engine to Watt. Does not care for it.”

Docked “About an engine intended to drive a corn mill at London.” Summarised “London does not suit Mr. Boulton, therefore he must return before finishing business. Corn mill engines wanted. Steed has one and us the other. Speaks of the elliptical motion and equalizing machine.”

Docked “Return from London.” Summarised “Two caveats entered against engine by Ewer and another ? Hornblower. Watt to lie still with his scheme about gases. Likes and wishes to push the equaliser and the expansive engine. In trouble with Fothergill and banker. About Arkwright’s improved engine. Patents to be obtained.”

Enclosing (b) and (c) below. Docked “About expansive engine. Enclosing letter from Mr. Matthews.” Summarised “On equalising beams, Watt’s notion of pump velocities. Boulton proposes to alter his proportions of pump work for the experimental engine. Would like Watt to collect money to enable him to face his bankers. Letter to Perier, pressing him and then asking for money.”


On the same sheet:
Transcript of letter. Matthew Boulton (Soho) to Thomas Williams. 20 Aug. 1781.
Transcript of letter. Thomas Williams (Llanidan, Anglesey) to Matthew Boulton. 29 Aug. 1781.
Docked “Letters to and from Mr. Williams and about Mr. Morris’ engine.”
Summarised “Letters concerning the Anglesey Copper Co. Trial of Watt’s early inventions. Mentions Hornblowers and Henderson. About the engine for Wales. Has visited a large rolling mill at Coalbrookdale.”
Enclosing (b) below.
Docketed "Drawings of new work shop." Summarised "Makes experiments upon equalisers. Cannot see why one cylinder cannot be more economical than two, if double the length. Sends sketch of water course at Soho for Watt to study, re. the erecting of engine shops on Boulton's land, not Boulton & Fothergill's. About Colclough's engine." Enclosing (b) below.

b. Sketch plan of proposed new engine workshops at Soho Manufactory.

On the same sheet:
Memorandum of goods sent from Soho to care of Prichard & Barlow, 31 Aug. 1781.

44. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 16 Sep. 1781.
Summarised "Bills paid. About a new metal with the Anglesey ore. Boulton's remarks. Troubled with the Hornblowers. Fothergill keeps out of his way. About Chelsea and Shadwell agreements. Re. the sale of copying presses. Experiments upon the engine at Soho. Watt should write the history of his engine and publish it in all the controversial papers, that they may know he is the true inventor."

45. Letter. Matthew Boulton (Soho) to James Watt (—). 25 Sep. 1781. 2 sheets.
Marked "Derbyshire and Yorkshire."

On the same sheet:
Memorandum of pipes sent from Bradley for Poldice mine.
Docketed "Account of Poldice pumps and of experiments on little engine."
Summarised "List of pipes and other work. Proposes to publish in the Bristol paper an account of engine. About expansion. Trials with the equaliser. Wages for an erector. The new shops at Soho are begun, cost £131. Expansion now the fashion."

47. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 2 Oct. 1781.
On the same sheet:
Summarised "Insurance accounts. Concerning bad iron and Spedding's letter thereon. Watt requires drawing paper. Watt's bellows scheme will do. Gives expansion and other power diagrams combined. Another engine wanted, and proposes to apply it to the equalising beams."

Summarised "Boulton with his bankers. Concerning the copying press and failure of its ink to copy. Has an application for corn mill engine."

Summarised "Boulton with the lawyer concerning patents. Valuable information during conversation. We should bring up a youth to assist us, will sound young Southern. About his banker. Irish business."
Docketed “About Mr. Drake’s engine.”  
Summarised “Thinks the Soho little engine suffered in the fire. Shadwell works well. About the free use of a crank. Little engines required, could sell many if designed. With Fothergill and family.”

Summarised “Desires Watt not to trouble about other people and to either swear damnably or laugh. About drawing for Irish patent. Hornblower’s specification not delivered. Fothergill grows foolisher. To settle and close Boulton & Fothergill account. From Fs and Ks good Lord deliver us.”

Enclosing (b) below. On the same sheet:  
Docketed “Mr. Drake’s plan. Copies – Mr. Dearman about subterraneous engine and Mr. Colclough’s 2nd letter.”  
Summarised “Mentions Murdock and Bouge. About Mr. Drake’s water supply. Enclosed is a very neat sketch of Boulton’s. About the rascally Sohoites. Copies of Irish letter about Colclough’s engine, also about subterranean engine.”

b. Sketch (press copy). Matthew Boulton’s proposals for a pumping engine, wells etc. for Mr. Drake.  
Titled “Drake Esq., at Hamesham, 11 miles from Uxbridge.”

Summarised “Boulton goes on with the double cylinder engine. Pleased to hear Hornblower uses steam to press down the piston. Could not Henderson make Colclough’s drawings. Boulton and Fothergill at variance, William Matthews to be arbitrator. Playfair severs his connection with us. Mentions several youths etc. suitable for draughtsmen and recommends bringing one up to the profession.”

On the same sheet:  
Memorandum of insurance for goods on the Mary, Bristol to Portreath. 25 Oct. 1781.  
Summarised “Concerning copying ink. Disputes with Copper Co. Trials at Soho with Protius. Boulton hopes to rid himself from slavery and Fothergill. His case is sound. Trials at Soho to be made.”

Summarised “A large stock of ink powder. The double engine ready to erect. Playfair is going to roll silver spoons. Watt must relieve himself of drawing and have two draughtsmen. Re. Colclough’s engine. When the time of 4 months is up he will obtain Hornblower’s specification. Wasbrough dead. Remark of (injustice) Boulton’s concerning his dissolution of partnership with Fothergill and about Fothergill’s unkind behaviour. The new shop is built up to wall plate.”

56. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 1 Nov. 1781.  
Summarised “Boulton intends dissolving partnership. About money matters in relation to Fothergill, and the one-wheel clock, and his other partners. Fothergill lies. Accounts of the money possessed by both parties. About scales and weights.”

57. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 3 Nov. 1781.  
Summarised “About Fothergill’s lies. Boulton intends taking in partners, mentions their names. Watt’s patent passed the seal. Hornblower’s specification not enrolled. Yatestooop mine drawings by Southern – he will certainly be useful, if he will agree to terms. About crank, expansion engine and corn mill engines.”
58. Letter. Matthew Boulton (Soho) to James Watt (—). 13 Nov. 1781. Summarised “About winding up of Boulton & Fothergill’s affairs and Boulton’s generosity towards him. Playfair upon patent drawings. Thinks Hornblower’s two-cylinder engine comes about through Boulton mentioning it to Wilson about two years ago that had this scheme in reserve when the mines were so deep as to load the single cylinder too much, thereby enabling you to use second-hand steam. About the two-cylinder model. Boulton’s sketch of a boiler [within the text], also other useful information.”

59. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 17 Nov. 1781. Docketed “Dimensions of Wheal Crenver cylinder.” Summarised “About drawing and model of the pipe condenser. Also the introduction of steam in the piston, may keep the atmosphere from cooling. Will have his business settled and can then devote time to engine trade. Perier never mentions Watt in France – takes all the honour.”

60. Letter. Matthew Boulton (Soho) to James Watt (—). 20 Nov. 1781. Summarised “Desires Watt not to fear the Hornblowers’ impudence and insensibility to honour. Gives the outline of action to take. Will soon be in Cornwall. Henderson and the Irish engines.”

61. Letter. Matthew Boulton (London) to James Watt (Cusgarne). 25 Dec. 1781. Summarised “Boulton visits Bath to see engines Hornblowers have erected. The double cylinder will be at Radstock. Saw one pumping water and grinding corn by means of a crank. About the Irish patent. Perier says that our patent is not valid in France and that they will not pay.”


3/6 Letters to James Watt, 1782 (47 items)


2. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 9 Jan. 1782. 2 sheets. On the first sheet:

3a. Letter. Logan Henderson (Plain an Gwarry) to James Watt (Cusgarne). “Saturday morning” [12 Jan. 1782?] Kept with (b) below. On the same sheet:
Memorandum by Matthew Boulton on Mr. Hooper’s mill.

b. Memorandum. Items Matthew Boulton wishes Logan Henderson to bring back from Cornwall.
With notes and a rough sketch of Mr. Hooper’s mill on the other side. Passed by Henderson to James Watt.

Mis-dated by Boulton as 1781. Docketed “The revolving motion.” Summarised “Valuable information re. sun and planet motion, with Boulton’s sketch [within the text]. Boulton calculates the dimensions of a fly wheel. Concerning the crank and tube condenser. Watt’s discovery of acid of galls and sugar, and other remarks. Re. Mr. Keir.”


6a. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 19 Jan. 1782. Enclosing (b) below. Docketed “Sir J. Louther. Coal engine by revolver.” Summarised “Watt’s last motion (S & P) Boulton’s favourite. With Sir James Louther. Have killed robins with fixable air. James and Matthew are making a model of Savery’s engine. I have given them Henderson’s water wheel model and they are trying it on the Duck Pond. Boulton’s sketch [within the text & enclosed] of the application of a sun and planet motion for coal winding engines, with his remarks.”

b. Press copy of Boulton’s sketch.

7a. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 22 Jan. 1782. Enclosing (b) below. Docketed “Coal engine by eliptic.” Summarised “Boulton troubled at Henderson wasting his time. The rotative specification passed the seal. Watt’s drawing will do. Likes his idea of working up and down and with a fly wheel. Prefers the S&P motion. Gives his sketch [within the text & enclosed] of an eclipse arrangement. Fire at Woodmason’s and concerning the loss to the Copying Co.”

b. Press copy of Boulton’s sketch.


10. Letter. Matthew Boulton (Soho) to James Watt (—). 14 Feb. 1782. Docketed “Offer of resigning the cash to my care.” Summarised “Permanent elastic vapour of the London visitor. Walker refuses cylinders. The partners in the engine trade and Boulton and Fothergill’s disputes. Books to be examined. Boulton offers all the engine trade profit to assist Watt in clearing up his debts. He will have to trudge uphill most of his life.”

11. Letter. Matthew Boulton (London) to James Watt (Cusgarne). 19 Feb. 1782. Summarised “Concerning specification drawings. Boulton with Lord Dartmouth re. the new canal branches. Expansive principles give the maximum power of the steam. Should make models of equalisers (re. many cylinders). With Lord Mahon. If Boulton enters into fresh partnership with Fothergill it will be from year to year and will permit him to devote all his time to engine business.”

13. Letter. Matthew Boulton (London) to James Watt (Cusgarne). 26 Feb. 1782. Summarised “Concerning the settling of Boulton and Fothergill’s partnership, and the sums of and the arrangements agreed to, also the amount of Fothergill’s debt, with Boulton’s remarks.”

14a. Letter. Matthew Boulton (London) to James Watt (Cusgarne). 28 Feb. 1782. Enclosing (b) below. Docketed “Messrs. Garbett and Foreman’s award.” Summarised “Difficulties which prevent the settling of Boulton and Fothergill’s agreement. Would rather be troubled with mechanical movements. We had better assist the miners than go against them. Perier over from France to steal all the ideas he can. Concerning John Wilkinson and the copper trade. Enclosed is Foreman and Garbett’s award re. Boulton and Fothergill.”


19. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 26 Mar. 1782. Summarised “Replies to Watt’s remarks to keep good spirits. The copper trade. When Cornwall fails we must go in for mills. Bad state of men in smiths’ shop. No money coming in. Hall the erector working for other firms. Watt not to leave Cornwall, it will leave the enemy in full command. Wish the Radstock engine would start then we should know how to act.”

20. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 27 Mar. 1782. Summarised “Boulton considers it proper for Watt to return from Cornwall, to accelerate the specification business and the experiments on the two small Soho engines, to counteract the designs of their enemies.”

orders re. payment of moneys. Will borrow till Russia pays her debts. Knows people in Cornwall who open their letters. Boulton’s ideas of assisting old mines to continue through bad days. Dispatches a man to watch the new engine of Hornblower’s. If they use our engine they cannot thereby hurt us, if they do we must go to law.”

22. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 3 Apr. 1782. Docketed “Proposal for regular method of compounding with losing mines.” Summarised “Boulton's dealing with the Cornish mine adventurers when the mines are losing. Fothergill calls to see Boulton, who refuses to see him.”

23. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 6 Apr. 1782. Boulton completed this letter on 10 Apr. Docketed “Enclosing one from Mr. Fenton,” Summarised “Re. the losing mines. Boulton not competent to fight all Cornwall. Trouble with workmen and prices of nozzles. Mr. Fenton’s letter and affairs about copper trade. Dirty state of engines. Nozzles to be ground on top by a leaden lap, also drill to be turned by mill power.”

24. Letter. Matthew Boulton (Soho) to James Watt (Cusgarne). 13 Apr. 1782. Summarised “With Mr. Fastre, who requires engines for Vedrin – accompanies him to Coalbrookdale. Concerning the rating of engines for mine during the bad times. JH’s report upon Hornblower’s engine at Radstock, and will make sketches for Watt – most parts like ours.”


29. Letter. Matthew Boulton (Cusgarne) to James Watt (Harper’s Hill). 30 Sep. 1782. Summarised “Speaks very highly of Murdock’s industry. Remarks upon Hornblowers’ principles. Boulton gives ideas of improved pump work. Thinks Smeaton should be called to Soho to examine all the schemes of Watt, and then we can form an idea if a law suit can be commenced.”

30. Letter. Matthew Boulton (Whitehall, Chacewater) to James Watt (Harper’s Hill). 7 Oct. 1782. Docketed “The crushing of the tubes of Ale & Cakes boiler.” Summarised “Accident with Ale & Cakes boiler. Boulton attends Gwennap church. Hornblowers tubular metallic cold surface would not answer (they made it of lead) – put in lieu thereof a copper diaphragm, called a splash pan. If we proceed it must be for pressing with steam a piston. (Shorthand first noticed.)”

32. Letter. Matthew Boulton (Cusgarne) to James Watt (—). 12 Oct. 1782. Summarised “Concerning the course to pursue against Hornblowers. Pleased Smeaton is coming to Soho, should show him and gather from him his ideas of your invention before letting him know of our intended law suit.”

33. Letter. Matthew Boulton (Cusgarne) to James Watt (Harper’s Hill). 17 Oct. 1782. Docketed “Buying of Mr. Harris’ shares of Poldice.” Summarised “Truro will always be the mining capital. Sir Frederick Bassett thanks for the pair of vases. About business with the adventurers and buying of shares, and concerning the keeping on of the mine, also the adverse balance. Pleased to here Smeaton’s visit was a pleasant one.”

34. Letter. Matthew Boulton (Cusgarne) to James Watt (—). 19 Oct. 1782. Summarised “Boulton calculates the quantity of coals and steam the Hornblowers’ engine consumes, and compares it with Watt’s. The little cylinder is filled with steam each stroke. Does not think the splash plate in condenser an infringement.”

35. Letter. Matthew Boulton (Cusgarne) to James Watt (Harper’s Hill). 24 Oct. 1782. Extensive shorthand on the outside of the letter. Part of the letter has been cut away. Summarised “Boulton considers it necessary to publish Watt’s invention in the Bristol papers and gives the outlines, under five headings. Mentions Newcomen of Dartmouth. Hornblowers say it is no matter how the steam is used, whether on a piston or otherwise. Meets Mr. Townsend. Miscellaneous affairs in Cornwall.”

36. Letter. Matthew Boulton (Cusgarne) to James Watt (—). 28 Oct. 1782. Summarised “Boulton sees an opening to make the Radstock gentlemen our friends. Smoke from the boilers at different mines. The Hornblowers are going down, down with them to the Devil. Thinks the advertisement should appear in the Bristol papers.”

37. Letter. Matthew Boulton (Cusgarne) to James Watt (Soho). 2 Nov. 1782. Summarised “About Ale & Cakes boiler. Boulton complains of being pent up. Boulton’s sketch [within the text] of a double acting pump, and proposes up & down engines, and the pump rods to force water, and not to have such large masses in motion. Murdock mentioned. Want £500 pounds off us for Wheal Busy.”


40. Letter. Matthew Boulton (St. Austell) to James Watt (—). 11 Nov. 1782. On the same sheet: Memorandum. List of the shareholders and adventurers in Polgooth mine. Docketed “List of Polgooth adventurers.” Summarised “The erectors finishing their work, Mure [Muir], Pierson [Pearson] and Murdock will stay. Hornblowers propose erecting an engine at Wheal Unity. The Captains imagine the Hornblowers will be chief engineers to Cornwall, therefore treat us with insolence. List of Polgooth adventurers.”
Boulton completed this letter on 14 Nov.  
Summarised “Introduces Mr. Martyn. Boulton wishes he could attend all the meetings to flank the Hornblowers. Cornishmen love their country without one exception. Poldice trial – 21,783,244 pounds raised 1 foot. Murdock saves Poldory engine.”

42. Letter. Matthew Boulton (Cusgarne) to James Watt (Newhall, Birmingham).  
16 Nov. 1782.  
Summarised “Lawyer Rashley speaks in our favour at a meeting and condemns the introduction of Hornblower’s engine. Soho experiment gives 350,000,000. About mine affairs. Complains of the position of Cusgarne House and speaks highly of another in a better position offered by Count Warren.”

43. Letter. Matthew Boulton (Cusgarne) to James Watt (—). 28 Nov. 1782.  
Summarised “Watt visits the Radstock engine. Boulton proposes to give Murdock a better position and let him keep a house. Boulton is ill. Sees little of Murdock for he has so much to do, amongst so many strange engine men.”

44. Letter. Matthew Boulton (Hayle Copper House) to James Watt (Newhall, Birmingham).  
2 Dec. 1782.  
Summarised “All the 5 engines at work at Wheal Virgin. Boulton’s horse falls and hurts his back. Concerning power for grinding corn. If Hornblowers start their engine again we must prosecute them.”

45. Letter. Matthew Boulton (Cusgarne) to James Watt (—). 5 Dec. 1782. 2 sheets.  
Summarised “Boulton rides 10 miles out of his way, is very ill and faints away. With Murdock who is a valuable man. Re. pump rods and balance bobs. Cornwall going to petition Parliament for to rid them of Boulton & Watt. Boulton still presses Watt to get on with the up & down engine. Our people will not mix with Trepol and Pen’s. Bottoms of cylinders are colder than the tops.”

46. Letter. Matthew Boulton (Cusgarne) to James Watt (—). 7 Dec. 1782.

47. Letter. Matthew Boulton (Cusgarne) to James Watt (—). 12 Dec. 1782.  

3/7 Letters to James Watt, 1783  
(26 items)

Summarised “Must settle what kind of rotative motion to apply to the up and down. Prefers long cylinders, short ones may do for little engines. About corn mill and engines wanted for them. West Ham Water Works. Concerning the non-payment of the Paris Water Works account. Radstock colliery belongs to Lord Walgrave. Ireland expects much from Lieut. Logan Henderson.”

Summarised “Shadwell Water Works Co. require a new engine. Received Perrier’s account. Wilkinson has engine lying at Bersham for Perrier to be erected at St. Domingo. Put not your trust in founders. Shadwell ask if the accounts of Hornblower’s engine are true.”

Enclosing (b) below.  
Summarised “Trouble with workman Robert Cameron. Mr. Jones requires engines for sugar plantation. Boulton’s remarks upon Watt’s specification and tests its soundness. Shadwell new engine. Sends Irish newspaper about A. & P. Colclough’s engine.” The summary is attached to (b) below.
Summarised “Boulton’s letter to John Buchanan about Robert Cameron’s trial of an engine adverse to Mr. Watt’s notions, and Boulton wishes him to go to the West Indies.”

Summarised “Boulton & Watt refuse to assist the Captain against the Adventurers. Birmingham people petition against the exportation of brass. Engines wanted for mills. Boulton’s sketches [within the text] and remarks. Remarks upon Watt’s specification and his workman’s new engine (Robert Cameron’s). Van Liender hears of Hornblower’s engine. Boulton urges for making rotatives speedily. Shadwell new engine.”

Summarised “Lieut. Logan Henderson’s conduct is most diabolical. Thinks he intends to start our trade in Ireland. Well will send Robert Cameron to frustrate him. Will have a Northern gentleman at Soho who is going to succeed Smeaton and everybody and everything else. Accounts of the English new ministry.”


Summarised “Boulton’s name has been published in the paper as inventor of the engine. Watt rather troubled thereby and Boulton will show him all letters etc. when he returns, for he does not require laurels but £s.d.”

Summarised “Stood godfather for a new mill at Caseorton. With owners of sugar plantation in Jamaica. Dines with one of the Blackfriars millers. Mentions having the order to erect a corn mill at Blackfriars Bridge. Mr. Fenton our first Cornish and Yorkshire customer. About Poldice. Boulton not so much the Spaniel dog to kiss the foot that kicked.”

Docketed as 18 May, which was a Sunday. Summarised “Boulton requests Watt to send him a list of the taxes on the Cornish miners, i.e. such expenses as would be saved if the mine was at the surface. Cannot persuade Robert Cameron he was not ill used by us. The above is for Boulton when on the copper question at the Bar of House of Commons.”

Summarised “Anglesey v. Cornwall upon coal. Mr. Myle visits Anglesey for Sir F. Bassett and speaks before the House of Commons, saying if it was not for Mr. Watt’s engines, they would not be troubled with the dispute, but as the engines were becoming numerous, they might guess why the duty was wanted off the coal.”

Docketed as 20 May, which was a Tuesday.
Summarised “Anglesey v. Cornwall. Boulton requests Soho to send him the cost of coals at the Cornish mines. He is at the House of Commons.”

Summarised “Boulton to give evidence at the Bar of the House of Commons, concerning the taxes and expenses attending the working of mines. The brass question is folly and madness. Letter to Robert Cameron, will have no connection with him whatever.”

Summarised “Boulton returns home from the House of Commons – the evidence and results
of the meeting. Robert Cameron offers his engine cheap. Boulton with sugar planters. Will frustrate Robert Cameron.”

14. Letter. Matthew Boulton (London) to James Watt (—). 31 May 1783. Docketed “Account of payment made to Low Vere & Williams.” Summarised “We shall carry our point with Cornw v. Anglesey, and remarks thereon. About Robert Cameron and his offers to Newcastle collieries. Mining not profitable. Boulton prevented from returning home as he is wanted again at the House of Commons.”


16. Letter. Matthew Boulton (Dublin) to James Watt (Birmingham). 1 Sep. 1783. Boulton completed this letter on 2 Sep. Summarised “Boulton with Lord Arran at his lodgings – 132 Mr. Bull’s, Capel Street. Visits a friend who through his great skill became bankrupt. This is a violent country. About the value of patents and how parliament affects them. Several pieces of information about Ireland with Boulton’s remarks.”


18. Letter. Matthew Boulton (Stranraer) to James Watt (Birmingham). 8 Oct. 1783. Summarised “Boulton returns from Ireland to Scotland. Thinks his visit has done us great service, and that money can be made there. He has been well received by the chief men of Ireland.”

19a. Letter. Matthew Boulton (Dumfries) to James Watt (—). 9 Oct. 1783. Enclosing (b) and (c) below. Summarised “Boulton encloses the newspaper about his puff in the Irish paper, and draft of his answer to David Melvill, endeavouring to quiet that gentleman. Also Mr. Henderson’s letter concerning the above. Boulton considered the advertisement to unfairly expose his character as a great quack.”


20. Letter. Matthew Boulton (Carron) to James Watt (Birmingham). 16 Oct. 1783. Docketed as 18 Oct. Summarised “Boulton in company with eminent gentlemen in Scotland – Dr. Black, Dr. Ferguson, Sir Thomas Dundas, Dr. Roebuck, Lord Dondonnal etc. Visits Mr. Sandeman’s bleach field. There will be a total change in the Carron ministry.”

21. Letter. Matthew Boulton (Carron) to James Watt (Birmingham). 28 Oct. 1783. Summarised “Boulton approves of Watt buying Cornish shares. Will not inform Hornblowers when we shall proceed against them. Boulton’s views upon cotton mill engines for Manchester. Boulton visits many friends of Watt and wishes Mrs. Watt to hear her father, mother and sisters are well. Re. business at Carron.”

22. Letter. Matthew Boulton (Edinburgh) to James Watt (—). 8 Nov. 1783. Summarised “Boulton detained in Scotland to attend to the Carron affairs, when the fate of that company will be finally settled.”

23. Letter. Matthew Boulton (Edinburgh) to James Watt (Birmingham). 17 Nov. 1783. Mis-docketed as 8 Nov. Summarised “Boulton speaks of the hospitality of the Scotch people. With Dr. Black and Dr. Hutton, Dr. Cullin, Dr. Hope, Dr. Schwediaur, Dr. Cooper, Dr. Walker, Dr. Gregory, Adam Smith, Prof. Robinson, Prof. Ferguson, Lord President, Lord Braksfeld and Lord Elliock (Lords of Sessions), Duke and Duchess of Bucclough, Duke of Montague, Sir T. Dundas, Lady Hopton and many others.”
With shorthand notes on the outside of the letter.  
Summarised “Boulton visits Newcastle. Sorry N. Down is going to work, as I fear the copper trade will be over-done. Always endeavours to cultivate acquaintance with his children by every means in his power, so refuses Watt’s visit at Christmas.”

Summarised “Perrier will pay, at least he says so. Boulton arrives in London, will see to the patents. Mr. Mylne very kind in setting out the ground for the Albion Mill. We have got another partner who is a man of large fortune, but wants an establishment for one of his sons.”

Summarised “Mr. Richmond’s new scheme and his let-down. Concerning the Albion Mill building. About the Cornish mine affairs. Williams of Anglesey revengeful. Knows no more about patents and has not heard of Henderson or Cameron.”
DETAILED LISTING

REEL 200

3/8 Letters to James Watt, 1784 (36 items)

1. Letter. Matthew Boulton (Soho) to James Watt (at John Wilkinson’s, Bersham). 21 Apr. 1784. Summarised “Concerning Goodwyn’s engine. Should get small cylinders cast – 15 inches to 18 inches. Our opponents have entered a caveat against our charter. The opposition seems to increase their resolution.”


5. Letter. Matthew Boulton (Whitehall, Chacewater) to James Watt (Birmingham). 17 Jun. 1784. Docketed “On his arrival in Cornwall.” Summarised “Arrival in Cornwall. About Cornish business and when the mines shall start. Cameron is plaguing us here as much as Hornblowers ever did. Rasp is waiting in London to see the event of his engine.”


7. Letter. Matthew Boulton (Whitehall, Chacewater) to James Watt (Harper’s Hill). 23 Jun. 1784. Summarised “Rasp the assayer is waiting to see Cameron’s engine set to work. Murdock alters engine and pump work from Watt’s designs, Boulton thinks Watt’s the best (Wheal Maid rotative engine). Murdock like Baskerville’s philosopher, his new scheme (sketch). Rasp entered a Chancery suit. Boulton concerned about his son and daughter. Would like his son with him in Cornwall.”

8. Letter. Matthew Boulton (Cusgarne) to James Watt (Harper’s Hill). 28 Jun. 1784. Summarised “About Radstock engine. Thinks an action ought to be commenced, to convince the world that we shall adhere to our rights. Rotative gin work. Mr. Tomkins is going to do great things with the mines.”
Enclosing (b) below.
Summarised “Boulton urges Watt with the double engine. Chaffs Watt as a “Caldeonian”. Would not like to see other engines in the country. Thinks £8500 will be cleared this year. Murdock is going to be married to Capt. Painter’s daughter – she lives upon Polgooth mine. Watt’s doubt’s concerning the up & down.”

b. Memorandum. Resolutions agreed to at a meeting of North Downs adventurers. 29 Jun. 1784.

The two sheets were sent separately.
Docketed “State of some mines and engines.” Summarised “Boulton’s remarks upon the great length of pump rods and the depth of mines under the sea, and also upon so many of the mines dying. Remarks upon the winding engine. Upon the life of timber beams and the cost. The planet wheel presses hard on the sun. 700 lbs. of lead put on the rod. Suggests the rods are made of iron for the future.”

Summarised “[Capt. Magor] asks for abatement of license for Wheal Busy and Scorrier, afterwards resolves to have one of Hornblower’s. Who shall we proceed against? Mr. Wilson proposes a scheme for taking the mine under new hands to prevent the Hornblowers erecting their engine. The little engine goes well. About 1000 people witnessed it.”

Summarised “Concerning Albion Mill. Watt’s paradox is quite incomprehensible, getting rid of racks, sector, arch heads and chains will be acceptable. Speaks of pressing the piston with hot air. Has Wolf such ideas. Concerning the winding engine and trial of a new pit work and double engine which should be under Murdock’s inspection.”

Summarised “Sketches [in the text] and comments upon the design and working of the rotative whim engine. Boulton’s scheme to stop Brown [i.e. William Murdock] and his carriage. Wants Watt to erect the double acting engine and test the piston rod. Hornblower picking the bones of Watt’s specification. Lawson makes sections of the mines for the adventurers. Watt’s endless rope. Wolf, trumpeters and wasp all ghosts.”

Enclosing (b) below. 
Summarised “Catherine Phillips converses with Boulton upon the intended marriage of Scotchman James Lawson to Quaker Polly Williams. Lawson makes underground surveys and discovers many errors of Captains. Re. the mine affairs and the wish to erect Hornblower’s engine., and the taking up of shares.”

Transcript made by M. R. Boulton.

Enclosing (b) below. Summarised “Boulton gives a sketch of a new engine. Proposes Rennie should enquire for a Hornblower engine. Wish metal valves could be used instead of leather in pitwork. Mentions the name of lawyers for the impending law suit. About his children. Enclosed in a copy of Mr. Harris’ letter.”

b. Letter. William Harris (Rosewarne) to Matthew Boulton (—). 24 Jul. 1784.
Boulton completed this letter on 29 Jul. Summarised “Concerning the double engine and the whim with the power to drive the stamps. Propose to enter the action against Radstock Colliery, not Hornblowers, who will be supported by subscription. Smeaton should be paid £20 to visit Radstock and give a report and other remarks re. the expected trial.”

Docketed “North Downs engines.” Summarised “Concerning the shares in Cornish mines and the price to pay for license should be as the squares of the cylinder’s diameter, not as the squares multiplied by the length of stroke.”

Docketed as 22 Jul. Summarised “Mr. Fox gives to Boulton a copy of Hornblower’s proceedings. The miners much in favour of double engines. Is English iron as good as Russian for boiler plates.”

Summarised “Boulton examines the books [of Wheal Busy] and gives the gains per year. Has seen the Trumpeters’ printed circular and remarks thereon. Hornblowers visit the whim engine. Watt to work well at his patents.”

Boulton completed this letter continued on 7 Aug. Summarised “Concerning wheel carriages and whether the idea should be included in Watt’s specification. Wicked Robert Moor is off. Concerning the mines and shares. Chacewater and Scorrier.”

Summarised “More men required in Cornwall for the repairing of Poldory, Poldice, Crane, Wheal Towan, Wheal Hawke, Scorrier and Chacewater and Pool.”

Summarised “Monthly accounts fall short in £.s.d. The surveys of Lawson’s very useful. Also the circumferator better than compass. Should engage Smeaton upon the Radstock affair even if we give him 100 guineas. The double engine will beat Hornblower’s. Will write to Radstock to be permitted an inspection of the engine.”

Summarised “Concerning the money matters of the mines. Would like to see Wheal Crane at work with the new scheme for balancing pump rod. About the marriage of Lawson and the wicked doings of Robert Moor.”

Summarised “Boulton takes a share in Chacewater mine to prevent the mine closing. Concerning Wolf’s engine. Pleased to hear Goodwyn’s engine is gone. About the use of cement. About Colclough’s payments and Drumglass engine.”

Summarised “Concerning the expenses in the working of mines. Would like to see Soho principles adopted for payment. Mentions Rennie, and the water wheel at Soho. Will never gain by the plated trade at Soho till we roll the metal ourselves.”

Summarised “Boulton accompanies the ladies about the county of Cornwall. Will consider his remarks and treaties about wheel carriages.”

Summarised “Boulton attends a meeting at United Mines to conduct business. About the Albion Mill.”
28. Letter. Matthew Boulton (Cusgarne) to James Watt (—). 18 Sep. 1784. Summarised “Concerning the Irish patents. Re. the Albion Mill Co.’s affairs and Boulton’s distress thereat. Pool engine and mine will stop working and to be removed to another mine. Received drawings of the new 48 inch double engine.”

29. Letter. Matthew Boulton (Cusgarne) to James Watt (Birmingham). 20 Sep. 1784. Summarised “Concerning the destruction of the pump work by the water. Re. the dues upon little engines. Murdock would not have taken shares if he had known of these dues, thinks £3 per month sufficient. Concerning Wolf’s engine and Watt to visit it. Best to have as few enemies as possible out of our own pupils.”


31. Letter. Matthew Boulton (Cusgarne) to James Watt (6 Green Lettec Lane, London). 4 Oct. 1784. Summarised “If Watt has anything to do or agreement to make with Wolf, please transport him to the Sweet Sugar Islands. Chiefly concerning the division of shares and the rich and poorness of the mines.”

32. Letter. Matthew Boulton (Cusgarne) to James Watt (Birmingham). 21 Oct. 1784. Summarised “Boulton accused of sending spies to different works. Boulton attends a meeting and agrees with the Adventurers for reduced fees. Concerning the alterations to whim engine and the satisfactory results, also the increased quantity drawn.”

33. Letter. Matthew Boulton (Cusgarne) to James Watt (Birmingham). 28 Oct. 1784. Summarised “Disputes concerning the price to pay for the power of engines at the Cornish mines. The whim engine at Crane goes well, have christened it the Racehorse. The Hornblowers have nearly finished the engine for Penryn. Rejoices the central motion does so well. Radstock engine is again at work.”

34. Letter. Matthew Boulton (Cusgarne) to James Watt (Birmingham). 30 Oct. 1784. Summarised “The custom of Cornwall, upon deep mines, is to erect engines of such a size as to go half as deep again, i.e. if a mine was 40 fathoms below adit, then to erect an engine to go 60 fathoms and to begin with 2/3 of the power. 8 fathoms increases power 1 lb. per inch. Concerning the yearly income from engines. Hornblowers have nearly finished their engine.”

35. Letter. Matthew Boulton (Cusgarne) to James Watt (Birmingham). 4 Nov. 1784. Summarised “Boulton corrects his mistake in his last letter. Have cut a very hard vein in Eastern Wheal Maid and a meeting will be called, to which I will attend and not return to Cusgarne. One of us must be in Cornwall six out of the 12 months. The Hornblowers will soon have the Penryn engine at work and we already feel the insult thereby. Concerning North Downs mine and the arrangement of the pump work and rods.”

36. Letter. Matthew Boulton (Cusgarne) to James Watt (—). 8 Nov. 1784. 2 sheets. Summarised “Hallamanin adventurers require our advice. The adventurers of North Downs do not take advantage of Boulton’s mistake. He gives his rule for calculating the price for cylinders. Boulton thinks the yearly income from Cornwall will amount to £12,000 and gives details. Boulton speaks most highly of Murdock and mentions his wheel carriage. About the bargains he has made.”

3/9 Letters to James Watt, 1785 (30 items)


5. Letter. Matthew Boulton (London) to James Watt (——). 2 Apr. 1785. Summarised “Boulton would like to return, but cannot till Wedgwood comes back, and must call upon the several gents mentioned. Other remarks about the Manufacturers business. Also the Irish business.”


10. Letter. Matthew Boulton (London) to James Watt (——). 11 Jun. 1785. Dated by Boulton as “Saturday 10 Jun.,” but 10 Jun. was a Friday. Summarised “Watt to be in London to present himself before the Patent Committee. Re. the smokeless patent.”


12. Letter. Matthew Boulton (Truro) to James Watt (Birmingham). 22 Jul. 1785. Summarised “Remarks upon the disturbance in the copper trade. Large meetings and subscriptions. What had Boulton & Watt better subscribe?”

13. Letter. Matthew Boulton (Truro) to James Watt (——). 26 Jul. 1785. Summarised “Concerning the cutting down of patents. The Overseers of the Poor of the parish of Redruth assess our profits to ¼ - can they claim any money? Will give Murdock your instructions of valve gear alteration. Concerning the copper trade. Crane engine working with 22 lbs. per inch.”
Summarised “Re. Copper Co. and my illness. Saw the Whim engine at work. Want certain parts of engines. All engines east of Redruth should have brass condensers. Remarks upon the wear of certain parts of engines. Wheal Towan cut a good load. Re. the subscription to the Copper Co. Cannot get an invalid’s chair.”

Summarised “Lengthy correspondence about the Copper Co. Boulton’s leg is still very bad. Sorry to hear of Zaccheus Walker’s malady. Bennallack’s case is really hard.”

Boulton completed this letter on 8 Aug.
Summarised “Concerning the Copper Co.’s affairs. With Mr. Elton at Gloucester. Cannot prepare timber large enough for Polgooth beam. Will send information about stamps for ores. My buckles are broken – send up others. £1000 to Mrs. Baskerville. Also prodigious meeting of Quakers.”

Summarised “Boulton’s remarks upon the piston for the double engine. Murdock has the drawings. Glad Zaccheus Walker is better. Concerning the shares in the Copper Co.”

Docketed “Mr. Phillips’ death.”

2 sheets.
Docketed “About state of mines and engine stamps.” Summarised “Concerning the state of Cornish mines, their produce and a better method of dealing with it. Also recommends the use of steam stamps v. water stamps. The payment of wages at Soho by Scale or Hodges.”

Docketed “Subscriptions to C. M. Co.” Summarised “Mentions the different sums invested in the Copper Co. for different gentlemen and Boulton & Watt. Concerning the removal of the Crane engine and steam stamps.”

Docketed “Account of the election of directors and subscription to the C. M. Co.”
Summarised “Has given Murdock particulars from letters. Re. Metal Co. They require a good clerk. Ennis and friends hatching mischief. Poor Halse is dying and Wasp always drunk. Wolf has some cunning scheme. Watt to be watchful of him. The distribution of shares and the election of officers, servants etc. – Metal Co.”

Docketed “C. M. Co.’s seal.” Summarised “The Cornish Metal Co. entrust Boulton & Watt to design their office seal, transfer and blank bill. Boulton requests Lawson to survey underground and perceives the Captains have been working in wrong directions, this is a frequent error on their part.”

Summarised “Proposes to sell copper by commission. Re. the London agency. Our position in Cornwall. Engines not in good order. Murdock too much with his girl – he is rather awkward to deal with. Could make £1000 a month if he stayed in Cornwall. Cannot find a house to suit.”
Docketed “State of the mines.” Summarised “Trusts Hurd will have the position of Commission Agent to the Copper Co. The bad state of Chacewater. The state of Polgooth. Boulton proposes to do away the old engines of Boulton & Watt and erect two new ones and thereby save the adventurers money. Sketch [within the text] of stamping apparatus. Wooden top to air pump will do. Hancox is a thief. Suffers with cramp in legs.”

Summarised “Urges Watt not to be down-hearted. Boulton only in doubt about Chacewater. Will make about £10,000 next year. Complains of the bad method of sinking shafts. Gives a sketch [within the text]. Boulton leaves Cosgarne House. Dwells upon the sad state of Cornwall and the deaths through bad medical attendance.”

Docketed “With receipts for £1200 – C. M. Co.” Summarised “Hopes he will be able to remit Watt some money as well as pay the Copper Co. shares. Mentions Wedgwood. The Crane rotative engine to be removed to Chacewater. Requests Watt to send information about the stamping apparatus.”

Summarised “Concerning the profit realised at several Cornish mines. Conversation with Sir F. Bassett about the shares in the Metal Co. Lord Falmouth’s son and heir dead.”

Enclosing (b) below.
Docketed “With letter to Mr. Bedford.” Summarised “Sir F. Bassett upsets the arrangements previously made by the Copper Co. Boulton feels alarmed at the sight of Wheal Fortune new engine. Concerning delaying the trial against Boulton. Copy of Boulton’s letter to the lawyer enclosed.”


Summarised “Boulton receives no answer concerning the extension of time for his Chancery suit. The Albion Mill foundations are giving way. Re. the Copper Co.’s affairs. Boulton and Murdock in trouble with the parallel motion. Concerning the payment of certain sums of money.”

Summarised “Wheal Fortune engine works well – being set to work at 2 o’clock today. Murdock says this double engine with parallel motion works and is more manageable than the single-acting engine.”

Summarised “Boulton speaks highly of the double engine at Wheal Fortune, wishes Watt could see it. Attends the committee at Truro and paid £1200. Speaks of Wedgwood. Concerning the copper and brass trade.”

The direction to James Watt on the outside has been crossed out, and the letter passed to Mr. Walker. However the docket is by Watt. Summarised “Boulton hurries to London concerning his Chancery suit.”
33. Letter. Matthew Boulton (Chacewater) to James Watt (Birmingham). 28 Nov. 1785. 2 sheets.
Docketed “About abatement on Poldice.” Summarised “Concerning the Copper Co.’s affairs. The new engine at Wheal Fortune. Poldice mine adventurers in trouble. Boulton accuses them of bad management. Ask for reduction of fees, what are we to do? All Cornwall our enemies.”

3/10 Letters to James Watt, 1786 (30 items)

1. Letter. Matthew Boulton (Soho) to James Watt (—). 10 Jan. 1786.
Summarised “With Dr. Priestley, Mr. Russell, Mr. Wilkinson and John Vivian. Sends a letter to Dr. Blagden, and concerning Albion agent.”

Docketed as 26 Jan. Summarised “Concerning the copper trade and Birmingham. Leather dresser from Leicester requires 2 horse power engine. Don’t know how to make such small engines. Trouble at not having the engines to work by June. Concerning the coke scheme.”

Boulton completed this letter on 27 Feb.
Docketed “Argand’s trial.”
Summarised “Mylne requires the materials for the New River Head Water Works engine, that it may be set to work. About Mr. Allingham’s erection by Robert Moore. Concerning Argand and his patent lamp trial.”

Summarised “Albion Mill engine set to work. Slight troubles with different parts of the engine, the piston gets loose on rod. Visits Whitbread’s engine, has less fears of the single revolver than the double.”

Boulton completed this letter on 6 Mar.
Summarised “New River Head Water Works materials all behind. Wishes Soho or Bradley had a boring bar. Boiler plates won’t bend, will make them of Russia slabs. Boulton does not like the shafts at Albion Mill, driving off each side of the connecting rod with two sets of planet wheels.”


Summarised “Concerning the Albion Mill. Visited Thrales brewery [Barclay & Perkins], they want a 12 horse power engine and for us to consume their smoke, but have informed them it is not worth our while for so small an engine. Will examine several sorts of coal before buying for Albion Mill. Got £1000 of corn in grainary.”

Summarised “Letter concerning the Albion Mill affairs. Mentions Imperial Rennie.”

Summarised “Concerning the Albion Mill. Has agreed with Barclay & Perkins to erect them an engine. Re. York Buildings Water Works.”

Summarised “Concerning the Albion Mill engine. Thomson, the erector, must sign and seal agreement or he will be off. Elton and the Penryndee engine.”
Summarised “Boulton mislays the papers concerning the Dutch patent. The Albion Mill engine gives trouble, wishes Watt would come to it.”

Not dated – date taken from the docket and postmark.
Summarised “Concerning the troubles at the Albion Mill. Cannot yet find the Dutch patents. Rennie and Brown continue to snarl and thwart each other.”

Summarised “Concerning the troubles at the Albion Mill. Rennie wants us to lend him money for his undertakings, he has invited several gents from Scotland and uses the ‘I’ and ‘We’ freely.”

Summarised “Concerning the troubles with the engines at Albion Mill. Does not speak well of Rennie.”

Summarised “Watt remarks upon the number of people allowed to go over the Albion Mill. Boulton considers Watt has lent his ear to pimps and gossips and is annoyed.”

Summarised “Boulton ill and in bed. Argand visits him. He feels hurt by Watt’s remarks, for he always endeavours to please his friends.”

Summarised “Boulton with Mr. Barclay and Mr. Perkins, sends plan of their brewery. Introduces to them Mr. Rennie, who does not keep a promise he made. Boulton thinks when he is on his own legs he will get into many scrapes. Boulton also enlarges upon Rennie’s proceedings, which are not straightforward.”

Summarised “Concerning the troubles at the Albion Mill. Boulton again unwell. Joseph Hateley’s engine makes a great noise in Cornwall and Gullett is to have one erected.”

Summarised “Trial with the Albion Mill boiler. Boulton complains of the heat lost, and considers that a larger heating surface is necessary to absorb the heat before entering chimney. Visits Bell, Goss & Benwell.”

Summarised “Boulton with the Duke of Richmond concerning the gunpowder mills belonging to the Government, which have to be rebuilt. The London Bridge Water Works Co. have a trial concerning the Poors Rate. John Calvert orders an 8 horse power engine.”

Summarised “Returns from the gunpowder excursion with Richmond, and it is a job for Rennie. Undertakes to dry their powder by steam. About the Albion Mill. Concerning the appointment of lawyers.”

Summarised “Boulton travels from London to Cornwall. Meets with Murdock on his way to London with his steam wheel carriage to patent and persuades him to return. Murdock makes it run round a room carrying the tongues, pokers etc.”

Summarised “Concerning the delivery of goods. About the requirement of an engine at Wheal Maid. Watt does not like a 9 feet stroke in a double engine. Visits the North Downs mines and remarks upon their productive power.”
Summarised “Boulton attends the Copper Co. monthly committee meeting and receives the interest upon the sums invested, and would prefer the amount split in smaller sums, which will give more votes. Visits several mines. About the renting of a house. Lawson an idler. Murdock in good spirits and has neither thought upon nor done anything with his wheel carriage.”

The address and docket are on a separate wrapper.

Summarised “Re. the shipping of goods. Require more men to erect the engines. Send the 12 inch engine in Refining Shop to do the turning. Mentions Murdock, Bull and Cartwright. Complains of the heavy forged work. The bearings of motion etc. should be twice their diameters. The sale of shares.”

Docketed “Account of Polgooth No. 2 engine.” Summarised “Received Argand’s letter, also one from Mr. Poli of Naples for an engine for the King. About various engines in Cornwall and the fuel burnt, their speeds, also their pump work and Murdock’s remarks.”

Boulton completed this letter on 2 Oct.
Docketed “Prince George calculations.” Summarised “Murdock flies from mine to mine. About employing his brother. Concerning the Cornish mine engine at Prince George, also remarks and sketch [within the text] about the rotative engines for the mines and also about the other class of engines.”

Summarised “About the construction of the new committees for Copper Co. and the erection of a forge. Boulton in a poor bed, catches cold. 4ft. cylinder does not save coal. Prince George mine. Murdock in a temper with Prince George people.”

Docketed “About Chacewater mine.” Summarised “Concerning the productive power of Chacewater mine. Concerning the insolent Captain, and proposes to take more shares to gain a majority.”

3/11 Letters to James Watt, 1787  (18 items)

3 Mar. 1787.
Boulton completed this letter on 4 Mar.
Docketed “About Baron Stein.” Summarised “Baron Stein wants an engine. Would be better to get money from his King rather than a patent. About the state of the North Downs mines, shall we assist them.”

Docketed “London Bridge Engine.” Summarised “Mr. Williams (Boulton thinks) intends to demolish the Cornish copper trade. Asks Boulton to coin him two tons of pence and then uses it to injure Boulton’s trade. Scott & Co. want a mill. Concerning the London Bridge Water Works.”
Summarised “Concerning the engine at the London Bridge Water Works. J. Williams intends
to destroy the Cornish copper trade. Sends his son to Paris to fetter Droz and inform him I
must now buy my copper from his father.”

Summarised “Two Frenchmen and a Marquis shown over Albion Mill, and make sketches of
the engine. They will come to Birmingham and Boulton requests Watt not to let the thieves
see over Soho. In company with Wolf.”

Summarised “Concerning the Albion Mill and a consultation with Rennie. Also about the
result of the alteration to the chimney. Has been to the New River Head Water Works. The
arrangement of payments for advice about engines for France.”

On the same sheet:
Letter. Samuel Garbett (Birmingham) to James Watt. 2 Sep. 1787.
Not dated – date taken from information in Matthew Boulton’s diary.
Summarised “Copies of information for Watt, re. the Frenchmen taking out a patent for
bleaching. Boulton intends to journey to Anglesey. Concerning Mr. Droz. General Elliott at
Soho, plenty of gun firing.”

Summarised “Boulton journeys in a patent coach, which makes him very ill. His remarks upon
the coach. Meets Phillips and Lawson. About the Cornish mines.”

Summarised “Boulton again very ill, caused by the ride in the patent coach. About [Mr.
Knipe’s] German journey.”

Docketed “List of produce of mines.” Summarised “Symington’s new engine will go the same
way as his wheel carriage, so don’t vex about it. About someone stealing and re-using the
rotative motion at Manchester. The Hornblowers abandon the engine trade. About Williams
and the copper supply. About the wiredrawing of the steam at Poldice. List of the copper
produced.”

Docketed “Amount of our dues on copper got and about Mr. Gullet’s engine.”
Summarised “Boulton remarks upon the distressed state of the Cornish mines. Our tax upon
copper = 1½ guineas per ton. Our tax upon tin = 2 guineas per ton. Concerning Mr. Gullet’s
engine.”

Mis-dated by Boulton as 1789.
Docketed “About stopping North Downs and other mines.” Summarised “Boulton’s remarks
upon the distressed state of the Cornish mines.”

Docketed “Beginning of miners’ mob.” Summarised “400 Cornish miners assemble to pull
down Vivian’s house. Boulton fetched out of bed to render assistance.”

Docketed “Miners’ mob.” Summarised “The miners’ mob about 500 strong – ask for Boulton.
Boulton and Murdock flee to St. Agnes and then to Truro to avoid them.”


16a. Letter. Matthew Boulton (Truro) to James Watt (Harper’s Hill). 15 Oct. 1787. Enclosing (b) and (c) below. On the same sheet: Balance sheet. The Cornish Metal Co.’s Effects and Debts due to and from them. Docketed “With Cornish Metal Co.’s balance, and copy of a letter to Mr. Wedgwood.”


17. Letter. Matthew Boulton (Chacewater) to James Watt (—). 17 Oct. 1787. Summarised “Concerning the Cornish tinners and the distress. Also enclosed is a letter from Thomas Wilson [this letter was actually enclosed in the letter of 15 Oct. above]. Williams the cause of the mischief.”


3/12 Letters to James Watt, 1788 (18 items)


Docketed “Morris' premium.” Summarised “Mr. Pulteney and his invention. Mr. Morris and his
engine. Watt to confine himself to £5 a year for the country and 6 guineas in London.
Chacewater mine to be given up after a month’s trial, surprised as it is a tin mine.”

Summarised “Boulton and his daughter witness a sight of royalty etc.  Have no reply from
Morris about his engine. Rutt’s engine is going very well. Concerning the alterations etc. of
the Cornish mines, without the consent of Boulton & Watt.

Enclosing (b) below.
Docketed “With letter on coal trade.” Summarised “Account of papers enclosed.”


Summarised “The Cornish property, copper and bills surrendered into the hands of Williams.
Albion Mill customers put into the hands of lawyers. Sacks of corn stolen from the barges.
About Truman’s engine and Morris’ engine. Also the Glass Co. engine. About Albion Mill.
Concerning coinage. Beckman’s engine to stand over.”

Summarised “Watt troubled with asthma. J. Calvert’s address. Also Whitbread. Concerning
the sale of tin and copper. Also the state of affairs of the Metal Co.”

Summarised “Boulton and son are ill. Will visit the Lord Advocate and other members of
Parliament about Bartholet stealing our designs. About the Neapolitan boiler. To visit Sir
William Lemon, to confer with several Cornish gents.”

Summarised “The Lead Hills Co. The Mint engine boiler. Accompanies Van Liender to the
Albion Mill. Parker’s schemes and a sketch [within the text]. Concerning the governor,
applied to a mill stone. About Mr. Vere’s.”

Summarised “Concerning the drainage of the Fens. About the engine for the King of Naples
and Lawson to erect it.”

Summarised “Lawson not to erect the engine for the King of Naples, and other remarks
concerning the delivery.”

Summarised “About the King of Naples’ engine. Concerning the Fens. Boulton proposes to
buy a few thousand acres, and other remarks. Visited Whitbread’s, Calvert’s and Barclay’s
with Van Liender.”

Summarised “Proposes to meet Watt in the Fens. Whitbread peaks at being the first to give
us information thereof. About the King of Naples’ engine – good delivery.”

Mis-dated by Boulton as 14 Aug.
Summarised “Watt visits Buxton. About the Hawkesbury Colliery engine. Boulton visits
Bridgorth. Major Cartwright wants an engine. Rennie to be married to a lady of fortune.”

Mis-dated by Boulton as 15 Aug. Summarised “About Rumsey and Vaughan’s intention to build engines in Ireland where the law will not reach them. Boulton very annoyed thereby. Concerning slight disputes with part of the agreements by customers.”

3/13 Letters to James Watt, 1789 (16 items)


Docketed as 25 Jan. Summarised “Major Cartwright’s writings returned. About the selling of tin blocks. About Count Solager’s engine. Watt’s asthma and Boulton’s remarks.”

This letter originally consisted of 2 sheets, of which the first is now missing.
Docketed “About F. Scott & Co.”
Summarised “Concerning Gardner, and the saving of coals.”

26 Mar. 1789.
Summarised “Concerning the Albion Mill. Wilson in trouble. The miners say he stopped the North Downs mine for which they intend taking his life. Young Daniels in trouble respecting the Consolidated Mine.”

1 Apr. 1789.
Summarised “Concerning the Cornish mine affairs. Concerning the Albion Mill affairs. About the coining presses. Boulton to attend upon the slave trade. Also a Lunar meeting.”

Dated from the docket and from information in Matthew Boulton’s diary.
Docketed “Sales to the East India Co.”

Summarised “Boulton at Windsor, goes on the terrace to see the King who recognises him and has a conversation with him. About the brewers in London. Garbett insists upon me taking the Winson Green house.”

Summarised “Concerning the drainage of the Fens. About coinage. Re. Wilkinson and Weston erecting an engine without our consent, also gives a sketch of Wilkinson’s character. The Albion Mill sells 20,000 sacks.”

Summarised “Robert Cameron visits Boulton and trusts he will not be against him for erecting 5 winding engines (Blair, Jeffries and Cameron). Mr. Ware the inventor. Letter from Rennie about Cameron. Order for engine. Re. to coining press. Miss Boulton leaves her card [for Mr. and Mrs. Startin] and causes trouble.”


Summarised “About Mr. Mensa and the Spanish engine business. Also Wilkinson and the construction of engines. Robert Cameron calls again. Re. Mr. Sam Broome and the Paris engine.”
Mis-dated by Boulton as Sep. Summarised “About Robert Cameron, and also East India Co. bought 600 tons of tin.”

Docketed “About Mr. Torres.” Summarised “Concerning the Spanish engine business. Wilkinson and Carron patronise Symington. Wishes Watt would bring the box of coin with him.”

Re-directed to James Watt at Harper’s Hill.
Docketed “Concerning the Spanish engine business.”

Docketed “Agreement with Mr. Gardner.” Summarised “About Gardner and the premium. An appointment with Mr. Pitt.”

Summarised “Mr. Mensa takes a complete model of Albion Mill. New River Water Works Co. will not allow their water for condensing purposes. Concerning the Spanish engine business. Whitbread’s engine goes well. The sun wheel teeth are of well-seasoned live oak.”

3/14  Letters to James Watt, 1790

Summarised “About an engine for Cornwall. About Stein’s affairs. Mensa’s conduct. Concerning Droz and his invention for multiplying dies. Also other miscellaneous information.”

Summarised “Concerning Cornish lawyers. Flint’s engine gone wrong. Boulton wishes Watt to assure him several questions about Mr. Droz and coining machinery.”

Summarised “Boulton does not invite Watt to dine with his company, as he considers the dislike Watt has to mixed company, and better not expose himself to the wind.”

Summarised “Boulton guards Soho against an intended riot. Harper whom I nursed in misfortune says he is going to do coinage against me. About intended partnership with Scale and other remarks upon the button trade.”

Boulton completed this letter on 29 Jun.
Docketed “Borough Water Works.” Summarised “Boulton says ‘as we have never applied double engines to the raising of water by one pump, I think it would do to try it at Borough Water Works.’ The sales at the Albion Mill. About Droz, and his conduct re. the coinage machinery. Watt with the King.”

Docketed “Droz’s arbitration.” Summarised “Lengthy correspondence re the arbitration. Droz and the coining machinery.”

Mis-dated by Boulton as 1788. Summarised “Concerning the arbitration. Droz and the coining machinery.”
Docketed “Mensa, Torres, copper trade, abatements to mines etc.”
Summarised “Concerning Torres and Mensa’s engine. Concerning the copper trade and abatement of dues.”

Docketed “Mensa’s patent. Albion Mill. Williams’ copper warehouse.”

Docketed “Copper and tin trade. Mensa.” Summarised “Concerning Mensa, Garbett, Handley and the copper and tin trade. Copper will fall.”


Docketed “Bourdieu and Chollet.” Summarised “Concerning the Spanish business. About Mr. de Tastet and Messrs. Mensa & Co. The patent and drawings.”

Docketed “Droz.” Summarised “Watt to attend the arbitration case, to note Droz’s remarks, for he agreed to teach me the art, and superintend, and put the coinage in good train, so that I shall make the finest money.”

Docketed “Droz.” Summarised “Concerning Droz and the coining machinery – valuable information.”

Summarised “Miscellaneous information. Re. Soho men’s characters.”
DETAILED LISTING

REEL 201

3/15 Letters to James Watt, 1791 (9 items)

   Docketed “A.M.” Summarised “Concerning the bad state of the Albion Mill affairs. Boulton considers it a wreck. Meets Smeaton at the George & Vulture with Rennie. Re. Droz and his attorney.”

2. Letter. Matthew Boulton (Soho) to James Watt (—). 21 Mar. 1791.
   Summarised “Concerning the Albion Mill and other small matters.”

   Docketed “Albion Mill. Commotion among Soho men and resolutions thereon.”

   Docketed “Fire in the cutting out shop.” Summarised “Concerning Soho workmen, and the fire in the cutting out room. Thinks the Albion Mill was a national object and is entitled to a national enquiry.”

5. Letter. Matthew Boulton (Soho) to James Watt (—). 26 Mar. 1791. 2 sheets.
   Docketed “A.M. Townend & Co. Lawson, rolling mill etc.” Summarised “Concerning the Albion Mill affairs. Intends to have a fire extinguishing pump. Also about the Cornish mines and copper business. The coinage and Lawson.”

   Half the sheet has been cut away.

   Summarised “Short account about some business with France.”

   Docketed “A.M.” Summarised “Concerning the Albion Mill affairs.”

   Docketed “Charles Gardiner. A.M. Coining engine.” Summarised “Concerning the Albion Mill. Will buy their engine for Torres. About sending materials abroad. He is losing a fine opportunity in steel buttons, owing to the extent of his machinery.”

3/16 Letters to James Watt, 1792 (7 items)

(no correspondence found for 1793)

   Docketed “His arrival and conversation with Mr. de Luc.” Summarised “Concerning the French and English disputes. Boulton ill. Hornblower is about to take out a patent -- Boulton will be watchful.”
Summarised “Boulton’s remarks upon the new invention of the Hornblowers. Thinks Argand could be employed to watch as he is not known in Cornwall.”

Summarised “Boulton will search the patent records, to see if the Hornblowers have entered a new patent. Concerning Argand and Simpson.”

Summarised “Concerning the London Water Works. Models wanted of Newcomen’s, Watt’s and Bull’s engines and remarks thereon. Boulton with Argand and an Italian [Galvani? Sees an experiment on frogs – Hazleton misunderstood the letter and summarised it as “…and a Frenchman and dines on frogs.”]. Boulton is again ill. Sutton & Bowen’s engine. Smeaton ill.”

Summarised “Mr. Weston to be arrested at Shrewsbury. Remarks upon the manufacture of the models.”

Summarised “Boulton requires pomatum for Mr. Spencer’s engine. Wheal Unity adventurers desire a trial of Wheal Butson engine.”

Summarised “Concerning the points to prepare ready for a trial [against Bull].”

3/17 Letters to James Watt, 1794  
(17 items)

Summarised “Concerning the quantity of letters to answer. Watt to answer Mr. Jones’ letter. Boulton requires tin.”

Summarised “Boulton receives Watt’s letters and will remain at Soho a few more days, till he has better health.”


4. Letter. Matthew Boulton (Soho) to James Watt (—). 9 Apr. 1794.  
On the same sheet:  

5. Letter. Matthew Boulton (Soho) to James Watt (—). 3 May 1794.  
Docketered “Empowering me to treat for certain parcels of land.”  
Summarised “Desires me to consider the purchasing of land around the Soho Manufactory, with Boulton’s remarks thereon.” [Part of the summary is now missing, but the text was transcribed from an old photostat copy of the letter.]

6. Letter. Thomas Lane (Handsworth) to James Watt (—). “Sunday Morning” [4 May 1794].  
Docketered by Watt as 5 May.  
Docketered “About Mr. Boulton’s purchase.” Summarised “Concerning plots of ground left out of the valuation. Mr. Lane desires Watt to consider the matter, and how it can be inserted.”
Docketed “About the purchase of [land around] Soho.”

Docketed “About the purchase of [land at] Soho. Marquis of Stafford’s fears of sedition.  

Docketed “About the argument in the Common Pleas. Chevalier Pisani. Rumsey.”  
Summarised “About the argument in the Common Pleas (Bull’s case). Chevalier Pisani brings an engineer from Italy to be instructed in the erection of engines. Concerning Rumsey and the steam boat.”

Docketed “About Soho purchase.” Summarised “Concerning the purchasing of land around the Soho Manufactory. Other land declined. Speaks of Watt’s daughter Jessy, and a conversation with Watt’s son.”

About the purchase of land around Soho.  
This second letter of 20 May was transcribed by James Watt Jr., as Matthew Boulton blotted the original – see the above letter of 20 May.

Docketed “About the argument in the Common Pleas.”  
Hazleton added “Also Watt’s son and Mr. Lane and the Soho premises.”

On the same sheet:  
Transcript of memorandum. Mr. Lane’s valuation of allotments and cottages.  
Docketed “About the purchase of Soho.”

Docketed “Notice of hearing in Common Pleas.”

Docketed “About the argument in the Common Pleas.” Hazleton has added “Bull.”


Docketed “About the argument in the Common Pleas. Again put off. Morris of Swansea.” Hazleton has added “requires an engine. Mentions Dr. Beddoes and Withering” and “Bull.”

3/18 Letters to James Watt Junior, 1795 (5 items)

All the letters are docketed by James Watt Jr.

Summarised “Boulton’s letter to James Watt Jr. concerning Bull’s case, and his intended visit to London.”


*Docketed* “Kennedy’s land. William Wilkinson.”

*Re-directed* to James Watt Jr. at Soho. *Summarised* “Concerning the price of castings, and the manner in which they are rated. A great quantity of bricks purchased. To consider the Foundry.”

3/19 Letters to James Watt, James Watt Junior, M R Boulton, 1796 (12 items)

M. R. Boulton and Watt Jr. docketed these letters with Matthew Boulton’s name and the date of the letter. At a later date Gregory Watt added summaries of the contents once the letters had been brought together to form a bundle. The only exceptions are the final two letters from Boulton to Watt Jr., which Watt Jr. summarised himself.

*Forwarded* to M. R. Boulton.  
*Docketed* “Letter from Eckhardt. Hornblower and gilt chariot.” *Summarised* “Boulton in company of Eckhardt concerning the trial, bill will be now carried to the Lords. Eckhardt says Hornblower called at his lodging in a fine gilt chariot.”

*Docketed* “On Thackeray and an application of Mr. James Mort.” *Summarised* “Concerning the erection of several engines by Bateman. Re. Thackeray. Mr. J. Mort, 8 Tib Street, Manchester, informs us he is erecting a pirate engine.”

*On the same sheet*:  
*Transcript of affidavit of Jos. Thackeray and Richard Bradley, sworn before William Eccles, Manchester, 5 May 1796.*  
*Docketed* “Mentions 10 affidavits made by the Hornblowers and co. and containing a copy of an affidavit of Thackeray’s.” *Summarised* “Concerning Hornblower’s, Maberley, Thackeray and Bradley.”

*Docketed* “Mentions letter from Garshaw Wetherall & Co. Queries to be made concerning Thackeray’s engine. Letter from Daniel Burton & Son.” *Summarised* “Concerning Thackeray’s engine. Mr. Burton & Son, Manchester send word that they have nearly erected one of Bateman & Sherratt’s engines.”


*Docketed* “Agreement with Thackeray.” *Summarised* “Settles peaceably with Thackeray. Mr. Boulton Jr. to visit the wharf and see what castings are there. I suspect Wilkinson is exporting our engines.”
   Docketed “Agreement with Thackeray.” Summarised “Thackeray visits Soho. Boulton’s remarks thereon to his son.”

   Docketed “Letter from Mr. Lambton enclosing one from Mr. Featherstonhaugh.”
   Summarised “Thackeray’s alteration in his engine and his return to the air pump and condenser. John Boness’ shop has been robbed. Conversation with Mr. Lambton upon the Newcastle pirates.”

   Docketed “Mentions letters from Mr. Weston. Castings at the Foundry. Order of engine by Mr. Johnson.” Summarised “Boulton’s bad leg. A new nozzle in one piece has been cast at the Foundry. Concerning workmen for the Foundry. Mr. Lutwich orders a 4 horse power engine for Charles Johnson at Hides Cross, Manchester. Boulton acts as umpire in a water course dispute near Walsall. Re. Dr. Garnet.”

   Docketed “List of jury. Wilson. Southern. Murdock. Hateley’s Bristol engine. Work to be done by 84 lbs. of Newcastle coals.” Summarised “Remarks to J. Watt Jr. concerning the intended trial. Boulton and Murdock will come to London in Boulton’s easy chaise, as Murdock’s back is not firm. The Bristol people are erecting pirate engine. Remarks upon the duty performed by Boulton & Watt engines.”


    Docketed “With copy of our first letter to Hornblower and Maberley.” Summarised “Mr. Smalley journeys to London, as a witness. Boring goes on well.”

3/20 Letters to James Watt, 1797 (5 items)
(no correspondence found for 1798)

   This letter was forwarded to M. R. Boulton.
   Docketed “Arrival in London. Treasurer. Proposes buying £2000 of dollars as the nominal value at which they were to be issued was less than their value as bullion.”

   This letter was forwarded to M. R. Boulton.
   Docketed “Encloses guinea note. Coinage.”

   Mis-dated by Matthew Boulton as 1796.
   Docketed “Scheme of a copper coinage abandoned by ministry. Confusion at the Bank. Scarcity of dollars and small notes.”

   The letter was forwarded to M. R. Boulton.
   Docketed “Conversation of the Chief Justice with Mrs. Vere. Sargeant Adair recommends delay. New motion of Le Blanc.”
Enclosing (b) below. Summarised “Boulton will not return until he has ‘the King’s warrant to
empower him to coin.’ Enclosed is a note from Aimé Argand. The Borough Water Works
engine works well, the mains not large enough. Vists Meux’s brewery, and remarks thereon,
chiefly about Maberley.”

b. Note. Aimé Argand to Boulton & Watt.
Introducing Mr. Maurice of Geneva, who has discovered a method of concentrating wine with
Mr. Montgolfier.

3/21 Letters to James Watt, James Watt Junior, M R Boulton, 1799 (8 items)

Docketed “Cold weather. Foundry Poor Rates. Proceedings in King’s Bench.”

Docketed “Excuses himself for not attending upon the next Argument. Quandary about Poor
Rates. Application to Parliament.”

Docketed “Ill health and Poor Rates.”

Docketed “Loan to Dr. Withering. Donation to A. W. [Ambrose Weston].”
Hazleton has added “Removal of the coining presses to the new Mint. Also other remarks
upon coinage.”

5. Letter. Matthew Boulton (Soho) to James Watt (13 London St.). 10 Feb. 1799.
Docketed “Respecting the new question in Chancery.”

Is very busy – asks James Watt for as much time as possible before he has to come to
London. Remarks on going before Parliament. Fears T. Williams will be against them.

Docketed “Proposes returning here – state of his health. Observations on income tax.”

Docketed “Wishing Mr. Lockwood to be furnished with an estimate of a double 57 inch. The
Chancellor and other state officers whose signatures witness to his warrant not returned to
town. Portrait and character of Sueverrow”. Hazleton has added “not like Boulton’s medal.”.

3/22 Miscellaneous Letters and Papers, 1783 to 1790s (11 items)

Proposals for an engine. The first page of the letter is taken up with calculations.

2. Part of a draft of a paper on Watt’s engine. Not dated.
The page begins “Fourthly — I [i.e. Watt] intend in many cases to employ the expansive force
of steam…” This page was found among letters of 1784.

3. Memorandum concerning problems with the Coalbrookdale Co.’s engine.
Not dated [circa 1785].

4. Letter. Matthew Boulton (—) to James Watt [?]. Not dated [1780s?].
The middle of the sheet is missing.
Docketed by Watt “Mr. Boulton’s new tables of effects of engines.” [Details of the
performance of various Cornish engines. Written from the Chacewater ticketing.]
5. Letter (draft). Matthew Boulton (—) to “G. Mason” (—). Not dated [1780s?].
   Docketed “I think but am not sure that this was wrote to Gilbert Mason.” [Gilbert Meason of Wanlockhead?]

   Kept with (b) and (c) below.
   In Matthew Boulton’s hand. Signed by Boulton, Watt and John Hurd.

b. Memorandum. Minutes of Special General Meeting of the Birmingham Metal Company.
   Docketed “Minutes – meeting of Brass Company.”


7. Letter (draft). Boulton & Watt (London) to the partners of Pasqual Mensa y March. 4 Jan. 1791.
   In Matthew Boulton’s hand.

   Docketed “Radstock calculations.”
   On the same sheet:
   A Comparative View of the effects of one bushel of coal in different engines in raising water to equal heights.


   List of people to write to including various Lords, business correspondents etc.

11. Memorandum. Note of various patents [?].

MS 3147/3/23-32: Correspondence from James Watt, 1777-1816

3/23 Letters to Matthew Boulton, 1777 (17 items)


   Watt completed this letter on 17 Apr.


   Summarised “Mentions the Bedworth and Bloomfield engines. Boulton to get proper information for French patent.”


   Summarised “Soho better than ever was since the Creation. Tormented with headaches. Henderson to call about Tingtang piston rod.”

4 May 1777.
On the same sheet:
Estimate for a new fire engine for Chelsea Water Works.

6 May 1777.
Summarised “Stand to your tackling with these damned committees.” Mentions John Scott, Chelsea, Richmond and Salmon's engine. The Birmingham Navigation Co. have thrown over the reservoir scheme for the two engines.”

9 May 1777.
Boulton used the outside of the sheet for notes on the performance of the Chelsea engine, 11 May.
10 May 1777.
This letter was removed from this bundle by George Tangye and presented to the American Institute of Mechanical Engineers in 1910. For photographs of the letter see the Samuel Timmins albums.


15 May 1777.


18 May 1777.

20 May 1777.


3/24 Letters to James Watt Junior, 1795  (32 items)

9 Jan. 1795.
Docketed “Mr. T. Parker, Drake St., Red Lion Square. Letter from Mr. Wilson with remittance etc.” Summarised “Concerning Mr. Parker and his visit, Watt presumes about pneumatic apparatus. The letter from Wilson with remittance from Cornish Metal Co., says houses are fixtures but not engines. Good ground to proceed against Consolidated Mines.”

12 Jan. 1795.
Docketed “Mentions his intention of consulting Mr. Boulton on letter to Poldice and on retaining Mr. Mansfield.”

13 Jan. 1795.
Docketed “Mr. Mansfield being retained or not to be referred to Mr. Weston. Poldice and Consolidated Mines. Hope Mr. Weston ready for argument in Common Pleas.”
15 Jan. 1795.
Docketed “On the mis-recital of the Act. Willingness that the argument come on. Mr. Weston to be guided by his own prudence in regard to the other actions. Wishes James and M. R. Boulton to return home previous to the argument.”
Summarised “Watt's remarks upon his specification. Has written Dr. Beddoes.”

19 Jan. 1795.

21 Jan. 1795.
Docketed “Intention of coming to London. Wilson’s tribulation. Mr. Parker and the floating scheme.” Summarised “Watt intends visiting London. Wilson wishes to borrow money. Mr. Parker and the floating scheme – Watt says it has been tried by us 20 years ago, being an invention of Henderson’s.”

22 Jan. 1795.
Docketed “Directions for procuring lodgings. Papers dispatched by the Mail coach.” Summarised “Concerning lodgings for Watt and his wife and servant in London. Names the servants.”

Docketed “Safe arrival in Town. Mr. Anstruther. New River Head piston rods etc. found.” Summarised “Watt arrives in London. Visits several persons, to converse with them concerning the intended trial. Mentions the New River Head Water Works piston rod and buckets.”

Docketed “Whitbread's nozzles. Wilson's letter concerning the Foxes. John Wilkinson and his own journey to London. Ramsden. Buller's resuscitation. Mrs. Matthews and the L. C.” Summarised “Remarks on the nozzles for Mr. Whitbread. Concerning the prices of castings from the different firms. North Downs require their engine to be built upon the plan suggested by Murdock. They will absolve us of all blame, if it goes wrong.”

Docketed “New form of agreement must be adhered to. Boring to be considered on. Parker’s hints respecting Chancery. The uses of his machine. Sergeant Adair. Opinions of the judges.” Summarised “Copying press received, remarks thereon. Remarks upon agreements. The boring he will consider. Remarks upon the trial with Bull.”

Docketed “Mr. Smith wanting a man to erect his engine. No law intelligence.” Summarised “Concerning McGrigor's illness (Mrs. Watt's father I presume). Mr. Smith wishes to send Murdock's relation to erect his engine. Watt desires one of the Soho men to erect it.”

Docketed “£991 received from Tate & Co. Mr. & Mrs. Cochrane. Mr. Weston on Brockliss' acceptance.” Summarised “William Tate & Co. send £991. Concerning the visit to Birmingham of Watt's cousin Mr. Cochrane, who, with 3 sisters, are all the relatives Watt has by his father's side. Mrs. Watt distressed about her father.”

Summarised “Remarks upon the premiums due from several customers. North Downs air pump to be of brass.”

Docketed “Copies of Gardner & Manse’s letters sent with this. Decision put off. Supposed reasons for it.” Summarised “Gardner & Manse backward in their payments, interest on the delay to be calculated. To face them. Concerning the decision of the Court. Remarks upon the Heathfield garden for his servant John.”

Docketed “Lead to remain at Hull. Letter from Jefferies and Cameron on their patent. Mr. and Mrs. Cochrane. Sir John Dalrymple.” Summarised “Boulton with the King taking orders for a medal. Remarks upon the crank. Watt saw one at work about 1760. Remarks upon the engines for raising coal or ore and concerning infringements. Southern to look the matter up.”

Mis-dated as Apr. by Watt.
Docketed “Decision to be tomorrow. Lord Chief Justice and Buller’s animosities. Does not understand the charcoal rotting the cloth. Hornblower’s letters. Price and wharfage of lead. Cameron’s patent, letter to Jefferies.” Summarised “The judges have hot words, hopes they will not ruin us. The Foxes will not pay. Concerning spontaneous inflammation. Re. Mr. Hornblower. Concerning the winding engine. Boulton fully employed with his medals and the ladies. Remarks upon the boring machine.”

Docketed “Remarks on the speeches of the judges. North Downs nozzles to be prepared.”

Docketed “Mrs. Vere’s conversations with the Lord Chief. Copying machine for Edgehill.” Summarised “Mrs. Vere’s remarks to the Chief Justice and his answers, concerning the trial. Copying press for present of Edgehill the judge’s nephew. Watt’s cousins with him.”


Docketed “Hall’s offer to sell Boulton & Watt his engine. Conversation with Fishwick [ - orders 16 horse engine]. Letter from Lawson. Drawing of Bull’s Poldice engine from Murdock.”


Docketed “The land to stand till his return. Proceedings against Dumbell. Injunction against Ding Dong. Attachment against Trevithick.” Summarised “Concerning the purchasing of land (presumably for Soho Foundry). Injunction obtained to stop Ding Dong. Trusts we shall be able to bring up from Cornwall to the Fleet Trevithick and Bull.”

Docketed “Cylinder to be cast for Wetherall’s. A letter to Marshall & Benyons from the Westons. To Mr. Southern on smoking engines not being prosecuted. Remarks on Murdock’s drawings of the engine.” Summarised “Mentions Dr. Beddoes, Wetherall’s, Marshall & Benyons, and Westons. Concerning the smoking of chimneys, in answer to Southern. Murdock’s drawing will do, but Watt ‘very much dislikes the cylinder being over the shaft.’ Is going to Croydon.”

Docketed “Occurrences at Manchester and on the road to Keswick.”
Summarised “Concerning the pneumatic apparatus. Arrival at Kendal. Watt gives the fossilology of the place. Mentions Rennie, Dr. Percival, Dr. Ferriar, Mr. Henry and Mr. Lee and engine.”

Docketed “Indifferent state of the engines at Workington. Mr. Southern’s journey there may be beneficial.” Summarised “Watt arrives at Wemyss Bay. Visits Mr. Hamilton. Had not much satisfaction in his call at Workington, most of the engines being in very indifferent order. Thinks a visit by Southern may be useful.”

Docketed “On purchases proper to be made at Bersham. Pneumatic medicines etc.”
Summarised “Concerning foundries, and the buying of machines at the sale. Remarks upon the using of the pneumatic apparatus. Watt gives account of [?] and the fossilology of the place.”

Docketed “Proceedings to be followed towards Cornwall.”
Summarised “Concerning Cornish mines and money matters, giving the amounts they will have to pay, as their evasions are frustrated.”

Docketed “Account of Carron.” Summarised “Watt proposes taking shares in the Carron Iron Works. Will visit the works, to gain information for the Smethwick Foundry. Has seen a Foundry at Greenock about 40 x 50 feet. Gives details of the pains in his breast.”

Summarised “The Highland journey put off. Remarks upon the plan of the intended new foundry (Soho Foundry). Sorry Wilkinson is ruining himself. Grieved Murdock is leaving Cornwall, will see they day when they repent their proceedings. Concerning the buying of cylinders and Coalbrookdale.”

With label attached marked “All these letters are from J. Watt to his son James 1795.” Docketed “John Wilkinson. Mr. F.’s offer. Proposes returning home.” Summarised “Chiefly concerning debts of John Wilkinson and others.”

3/25 Letters to James Watt Junior, 1796 (40 items)
1. Letter. James Watt (Heathfield) to James Watt Jr. (13 London St.). 5 Jan. 1796. Mis-dated as 5 Dec. by Watt. Docketed “On the danger of making too free with injunctions and on the conduct to be pursued towards Peareth.” Summarised “Not to make too free with injunctions. The engines may by this time be altered which will make it difficult to proceed. Not to proceed against small pirates. “We did not attack Symington because his invasion was not so clear and because his engines were bad ones and very expensive”.

2. Letter. James Watt (Soho) to James Watt Jr. (13 London St.). 18 Jan. 1796. Docketed “Wishes James Watt Jr. to return to Soho previous to going on his journey.” Summarised “Watt Jr. to return to Soho before taking his intended journey. ‘It gives us satisfaction that the injunctions have been so readily granted’ – we must make them effectual.”

3. Letter. James Watt (Soho) to James Watt Jr. (at Thomas Barnes’, Walker Colliery Office, Newcastle). 3 Feb. 1796. Docketed “Approves of conduct with respect to Peareth. Letter from Dawson. Elwell’s attorney. Hints respecting information to be gained at Newcastle.” Summarised “Our business to stop encroachments, not to proceed against and make enemies. Elwell has not been a partner in the Bowling works for years. Watt’s remarks upon information he requires from the district of Newcastle upon Tyne.”


10. Letter. James Watt (Soho) to James Watt Jr. (13 London St.). 23 May 1796. Docketed “Encloses letter from Mr. Wilkinson and answer thereto. Thackeray. Elopement of Tom Bromley and his trunks.” Summarised “Tom Bromley has proved too many for us, he has got away his boxes and we apprehend drawing of your lathe. Concerning Thackeray and other slight law matters.”

Docked “Thackeray’s duplicity.” Summarised “Thackeray comes with a pitiful tale. Pleading ignorance and on being told he had sworn otherwise, said that was his attorney’s doing. About the Cark engine.”


With (b) below attached. Docked “Submission of Bateman’s customers. Thackeray’s obstinacy. Letter to William Wilkinson concerning treating with Stockdale. Bramah’s paragraph enclosed.”

b. Cutting from The Times, 30 Jun. 1795.
Concerning Rowntree’s engine constructed on the principle of Bramah’s patent balloon engine.

Docked “Mentions letter from Daniel Burton & Son wishing to capitulate. Letter from John Cuthebertson. On the adjustment of premiums.” Summarised “Concerning the premiums to be charged for small pirate engines. To go on less expensively at the Foundry. About John Cuthebertson and his brother’s correspondence from Rotterdam. Re. Mr. Stockdale. Daniel Burton & Son offering to capitulate.”

Docked “Stockdale’s arrival at Birmingham. Conference with him. Thackeray present after him and letter.” Summarised “Concerning a steam wheel. William Wilkinson and Stockdale at Soho. About their infringement by using Roe’s and Thackeray’s engine, remarks thereon. Watt would like to be rid of infringements and end his life in peace.”

Docked “Thackeray’s entire submission. Letters from Wilson. Thackeray’s information concerning Sutcliff’s conspiracy.” Summarised “Concerning the submission of pirates, and Watt’s remarks thereon. The Yorkshire people are collecting subscriptions to petition Parliament to buy us out, if so we shall be gentlemen at large.”

Docked “Doubts Maberley will not submit. Professor Jardine. Peter Ewart’s account of Thackeray and Bateman’s proceedings.” Summarised “Maberley’s submission doubtful. He is the tool of Hornblower and adherents. Professor Jardine willing to take oath that Dr. Roebuck was not the inventor of the improvement. Thackeray’s proceedings insane. Fenner & Flint’s engine.”
On the same sheet:
Docketed “Copy of letter from Goodchild. Directs James Watt Jr. to call upon him on his return home.” Summarised “Concerning Hornblower’s engine for Mr. John Nesham, and his submission. Weston has summoned Meux & Co. to appear before him. Mr. Pickernell’s enquiry for a dredging engine (for Sunderland Harbour I presume).”

Docketed “Continuation of injunction against Maberley. New trial granted. Nesham’s executors.” Summarised “Watt considers a trial with Maberley must quickly come about, owing to his obstinacy. John Price to go to Nesham’s engine.”

Docketed “Preparations to be made for a new trial. Soho Foundry.” Summarised “Concerning Mr. Miller and children. Must prepare for a vigourous defence in Common Pleas. Engineers to be secured to prevent them joining the enemies. Boulton with crutches. A small double nozzle cast at Soho Foundry.”

On the same sheet:
Docketed “Copy of letter from Fenner & Flint. Thoughts on it. Preparations for trial.” Summarised “Expects Muirhead. Watt’s remarks upon the intended Hornblower & Maberley trial.”

Docketed “Albion Mill business. Leeds etc.” Summarised “Concerning Mr. Miller and children. Mr. and Mrs. Muirhead at Heathfield. Concerning the sale of the Albion Mills and £8000 debt for roofing timber.”


Mis-docketed as 14 Jun. by Watt Jr. On the same sheet:

Docketed “On Foundry law etc. Proposes leaving Bath.” Summarised “Watt very sad at the death of his esteemed relation Mr. Cochrane. Interesting remarks of caution to his son, concerning Soho Foundry.”

Docketed “Maberley and Hornblower. Return home.” Summarised “Setting out for Bristol. The Prince of Wales at Bath. Watt buys two landscapes from a friend of his son’s. Thinks Maberley should be convinced what a scoundrel Hornblower is. Return to Soho. Miss Campbell mentioned.”


34. Letter. James Watt (Soho) to James Watt Jr. (care of Thomas Wilson, Truro). 25 Sep. 1796. Re-directed to Watt Jr. at Soho. Docketed “About concessions to Maberley. Scarcity of money.” Summarised “Remarks upon Maberley. The Bread Co. propose to pay £900. John Price and Knuckey have both been running into arrears. Reynolds has got some new engine schemer and Sadler the pastry cook.”


36. Letter. James Watt (Glasgow) to James Watt Jr. (Soho). 1 Nov. 1796. Docketed “Arrival at Glasgow. Mr. Patrick Wilson excuses himself from attendance at the trial. Professor Robison expresses his willingness to attend.” Summarised “Mr. Patrick Wilson desires to be excused from attendance at the trial. Prof. Robison, who recollects many particulars of the invention, will willingly attend the trial, if leave be obtained from Patrons of the University. McGrigor mentioned.”

37. Letter. James Watt (Glasgow) to James Watt Jr. (Soho). 4 Nov. 1796. Watt completed this letter on 5 Nov. Docketed “Anderson the attorney’s illness. Enclosing letter from John Robison respecting his testimony. John Roebuck’s testimony. State of Mr. McGrigor’s health.” Summarised “Concerning Dr. Black, Prof. Robison and J. Roebuck’s evidence for the trial. Mr. Anderson dying. Mr. McGrigor’s illness. Roebuck will prove his father was not the inventor.”

With label attached marked “All these letters are from J. Watt to his son James, 1796.”
Docketed “Cornish affairs. Professor Robison’s evidence. John Roebuck’s ditto. Dr. Black writing for us. Mr. Barnes.” Summarised “Concerning United Mines and Consolidated Mines. Thinks Robison will be a good witness. Mentions John Roebuck and Dr. Black as witnesses. James Hamilton will be at Heathfield. The corn in Scotland.”


Docketed “Murdock’s accident. Wilson’s pusillanimity. R. Michell’s alertness.”


On the same sheet:

3/26 Letters to Matthew Robinson Boulton, 1796 (13 items)

1. Letter. James Watt (Soho) to M. R. Boulton (care of Thomas Jones, Manchester).
10 May 1796.
On the same sheet:
Boulton & Watt (Soho) to M. R. Boulton. 10 May 1796.
Docketed “Thakeray’s conduct. Letter from Wilson. T. Walker and Dr. Garnett.”

2. Letter. James Watt (Heathfield) to M. R. Boulton (care of Thomas Jones, Manchester). 2
2 May 1796.
With a postscript by Matthew Boulton.
Docketed “Stockdale’s intended visit. Thackeray.”

23 May 1796.
On the same sheet:
Transcript of letter. Boulton & Watt (Soho) to William Wilkinson. 23 May 1796.
Docketed “With copy of letter to William Wilkinson.”

4. Letter. James Watt (Soho) to M. R. Boulton (care of Thomas Jones, Manchester).
29 May 1796.
Docketed “Submission of Bateman & Co. Lord Derby and Peel. Stockdale and Thackeray.”

5. Letter. James Watt (Soho) to M. R. Boulton (care of Thomas Jones, Manchester).
30 May 1796. 2 sheets.
On the first sheet:
Transcript of agreement between James Stockdale of Cark and Boulton & Watt.
Docketed “Copy of agreement for the Cark engine. Remarks on the pirates. Peter Ewart. On premium to be required from pirated engines.”

1 Jun. 1796.
Re-directed to M. R. Boulton “care of Ewart & Rutson, Liverpool.”
Docketed “Estimates of premiums on engines.”

7. Letter. James Watt (Soho) to M. R. Boulton (care of Thomas Jones, Manchester).
2 Jun. 1796.
Docketed “Thackeray’s submission. State of affairs with Stockdale.”

8. Letter. James Watt (Soho) to M. R. Boulton (care of Thomas Jones, Manchester).
3 Jun. 1796.
Docketed “Thackeray’s submission in full. Gives information of a conspiracy in Yorkshire.”
Docketed “Confirmation of information against Maberley. Proceedings against Manchester pirates.”

On the same sheet:
Docketed “Copy of Mr. Goodchild’s letter. James Watt Jr. to call upon him on his return from Scotland.”

Docketed “New trial granted to Maberley.”

Docketed “Arrival at Bath. Weston.” Summarised by Henry Hazleton “Mentions his arrival and lodgings. Gives the state of weather and crops. To give Weston sailing orders. Trusts Boulton’s leg is better.”

3/27 Letters to James Watt Junior, 1797 (12 items)

With a label attached marked “All these letters are from J. Watt to his son James 1797.” 
Summarised “Mr. Perier in London, he is doubtless come to buy pig iron and spy out new 
inventions that he may publish them as his own. Intends calling at Windsor.”

Enclosing (b) below. 
Docketed “With enclosure of letter to Mr. Parker.” Summarised “Watt’s letter to Thomas 
Parker enclosed, asking for money. Requests his son to send or give the enclosed to 
Parker.”


Docketed “John Wilkinson approves of the Chancellor’s nomination.” Summarised 
“Concerning engine for Hockley Heath Co. corn mill. John Wilkinson approves of the 
Chancellor’s nomination of Mr. Lovat.”

Docketed “Wyatt’s offer to the City of Albion Mill premises. Letter from Mr. Mylne concerning 
his boiler. Letters from sundries. Concerning Daniell.” Summarised “Gives the cost of the 
Albion Mills. Watt balloted for the new cavalry. Remarks upon engines.”

Docketed “Acknowledges receipt of letter on Albion Mill business. Mentions Mr. Wilson’s 
agreeing to the proposal respecting Tom. Has paid some bills. Received from Bott & Birch 
£240. Encloses Foulkes’ letter which is to ne answered by Southern’s affidavit. Advises 
Meux to be spoken to.” Summarised “Re. Albion Mill affairs. Speaks of Foulkes’ letter and 
Meux. Signed a bill for J. Watt & Co. Orwell’s order for 10 horse power engine and other 
small matters.”

The outside of the letter is directed to Watt Jr. alone. On the same sheet: 
Letter. Gregory Watt (Soho) to James Watt Jr. 9 Feb. 1797. 
Docketed “About taking the opinion of Counsel concerning the Trustee for Albion Mill.” 
Summarised “Concerning money matters and Albion Mills. A long quarto copying press to 
Mr. Brinley of Boston. The parallel elevator acts well. Philosopher Lucas engaged as a 
cavalry substitute. P.S. by Gregory Watt, re a night cap.”

On the same sheet: 
Docketed “Copy of letter to Wilson on his private affairs.” 
Summarised “Intends going to Bath. About the Albion Mills. About Wilson’s affairs. Copy of 
Watt’s letter to Wilson, about his debts and unfortunate undertakings.”
Docketed “Has signed Mr. William Wilkinson’s arbitration powers and forwarded letter to Mr. Wilson concerning Trevithick.” Summarised “Concerning his letter to John Wilkinson and Watt’s remarks thereon. Watt at Clifton.”

Summarised “Sunderland & Lawson Main agreements. Re. Thackeray & Co. Remarks upon the town of Bath, and Ewart. Has had a fit of the gravel.”

Docketed “With letter from Mr. Wilson concerning his private affairs.”
Summarised “Speaks of an enclosed letter, too ill to form any resolution thereon.”

Docketed “About making present of Prony’s work to Prof. Robison.”
Summarised “Concerning the carriage of Prony’s work for Prof. Robison, who is at his farm at Baghall. Intends leaving Bath so mention this to Murdock. Glad Boulton is better.”


3/28 Letters to James Watt Junior, 1798 (10 items)

With a label attached marked “All these letters are from J. Watt to his son James, 1798.”
Summarised “Watt and Matthew Robinson Boulton intend to set out on their enquiry. Concerning the specification and patent.”

Docketed “On the termination of Pednandrea business. Received remittances from Edinburgh. Power of attorney sent to Hotchkiss. Not willing to build at Greenock. Proposed route to Scotland. State of the weather.” Summarised “…M. R. Boulton and Gregory are gone to see Sir R. Lawley’s house. Mr. Boulton at a guinea meeting…Accounts of harvest at Soho. Intends visiting Scarborough.”

Docketed “Mr. Curwen’s engine. Projected route to Scotland. Visit of Judge Heath and Baron Thompson. His health and that of the horses.” Summarised “Mr. Curwen merits own indulgence. On the state of engines at Workington. Altered the intended journey, will go to Scotland. Justice Heath and Baron Thompson at Soho. Boulton expected home. The state of the new horses.”

Docketed “Remarks on Lord Kenyon’s observations on the recitals of the Act.” Summarised “Lord Kenyon states that the recital was incorrect and the House of Commons deceived. Watt remarks at length upon it. Concerning the division of some family property.”


Docketed “Queries about our future proceedings.” Summarised “Watt in trouble about the best manner of proceeding with the trial. Suggests different ways of evading trials.”
Docketed "Despondent reflections on the law suit." Summarised "Despondent reflections on proceedings before Parliament. Concerning piracies of the engine trade."


Summarised "Etymology of terms in specification. Desires the house to be sold. Boulton thinks well of Murdock's affidavit, so I must have more talk with him. Re. the loan to Wilson."

Docketed "Upon the effects of salt water on steam engines."

3/29 Letters to Matthew Robinson Boulton, 1799  
(13 items)

With label attached marked “All these letters are from James Watt Senr. to Matthew Robinson Boulton son of Matthew Boulton, 1799.”  
With a postscript by James Watt Jr.  
Docketed "Sentiments upon Wilson’s situation and conditions of Boulton & Watt’s consent to the proposed mortgage upon the brewery."  
Summarised "Watt’s remarks upon Wilson applying our money for his own purpose, proposes advancing him £600. Gives accounts of his debts and proposes a mortgage on the brewery. Murdock sets out for Cornwall."

Docketed "Sentiments in regard to the mortgage upon Wilson's brewery. In regard to our claim upon Hallamanin adventurers." Summarised "Concerning Wilson’s appropriation of our money, and the mortgage on his brewery. Speaks about the engine erected upon Bull’s principle."

Docketed "Return from Town. Account of the proceedings in Court on the motion made by Daniel and Harris to remove the venue." Summarised "Watt recites to M. R. Boulton what passed in the court between the counsels, upon the Cornish affairs."

Mis-docketed as Jun. by M. R. Boulton.  
Docketed "Murdock's arrival. Weston desired to point out the evidence wanted in regard to the action against the refractory mines. Aversion to further litigation. Copper controversy likely to terminate by some restriction being imposed. My sister hurt her knee."  
Summarised "Concerning Murdock, the little engine and the boring mill. Watt dislikes law suits. Tries to persuade Boulton from the copper business (in vain). Miss Boulton and friends mentioned."

Docketed "Approbation of the settlement with Crenver. Thinks it ought not to be a precedent for others. Opposition to the copper regulation bill likely to succeed. Charles Wilson’s departure from Soho." Summary adds "Miss Boulton mentioned."
On the same sheet:
Docketed “Copy of a letter from A. Weston with his sentiments upon the necessity of compromising. Receipt of Harris’ acceptance. Sentiments upon compromise with Daniel.”

Docketed “Bedford’s opinion upon the mortgage offered by Wilson and general advice upon the best mode of securing the money due from him. Our concerns in Cornwall to be brought to a conclusion. Bad management of the Minera mine.”
Summarised “The little engine at the Foundry does well. Preparation for boring mills. Concerning the management of the Minera Mine. Remarks upon mortgaging Wilson’s shares in a brewery.”

Docketed “Not dissatisfied with the terms of the agreement with Consolidated Mines. The proposal suggested in his preceding letter respecting the settlement with this mine founded on a mistake. Curious request of exemption urged by Harris.” Summarised “Sends power of attorney for M. R. Boulton to act in Cornwall. Concerning the money owing from Consolidated Mines, and M. R. Boulton’s proceedings thereof Watt approves. Strange suggestion of payment by Harris, when working an engine without a beam.”

On the same sheet: 
Docketed “Bedford’s opinion of the mode of securing Wilson’s debt. The terms proposed for the compromises with the recusant mines agreed to. Hesitation in complying with the refund to the friendly adventurers in Wheal Gons.” Summarised “… Murdock is going on with the boring mill. Watt’s remarks upon the payments to be made by United Mines and Wheal Gons.”

On the same sheet: 
Transcript of letter. William Harris (Rosewarne) to James Watt. 30 May 1799. 
Docketed “Encloses Harris’ singular epistle. Arguments in refutation of the alleged promise. James Watt Jr. approves of the sums proposed for the agreement with the recusant mines.”


Docketed “Advice of the deed of mortgage and warrant of attorney being forwarded.” Summarised “Concerning the mortgage in Wilson’s brewery. Congratulates M. R. Boulton upon his success with Wheal Gons. Boulton with Lord Hawkesbury thought the new mint. Written Weston upon the Hornblower’s engine.”

Docketed “Consents to the installments proposed by Wilson & Co. Bedford directed to fill up the bond accordingly. Doubts upon the propriety of allowing Wilson’s commission upon the litigated premiums. Waiting Weston’s opinion in regard to Hornblower’s engine. Proposes to charge the premiums upon the largest cylinder as a single engine.”
3/30 Letters to James Watt Junior, 1800 (5 items)

With a label attached marked “All these letters are from James Watt to his son James 1800.”
Docketed “Upon the conduct of the trial versus Hornblower. Mr. Boulton to set out. Visit from Stuttle and his reasons for not entering into an immediate engagement with us.”

Docketed “Sentiments upon the proposed release of Mr. Furey by the Albion Mill Co.”

Docketed “Conference with Mr. Galton. Letter from Mr. Jones respecting Bateman. Arrival of Thomas Walker and departure of Mr. Boulton. Gregory’s visit to Wednesbury and that of Edwards to the Foundry. Offer of a scheme.”


Enclosing (b) below.
Docketed “With Smith’s advertisement.”

b. Cutting. Advertisement of William Smith for his improvements to the steam engine.
21 Oct. 1800.

3/31 Miscellaneous Correspondence, 1776-1816 (15 items)


The letter has been docketed twice. One of the docketed misdates the letter as Aug. 1778.

Summarised “Paid Boulton’s fees at the Royal Society. Concerning heating the boilers from coke ovens, and Watt’s annoyance thereby. Allingham’s engine and about Argand.”

Summarised “Concerning Watt’s illness, the Albion Mill, Mr. Allingham’s engine, the forge engine, orders for engines. Argand’s case before the four Judges of the Common Pleas.”

Comments upon Dennison’s order. Arrangements for shipping materials to de Tastet. The fire at Goodwyn’s has done little damage compared to the fire at Albion Mill.

Comments upon the Mydrecht drawings. Is to go to Brentford and Albion Mill.

Summarised “We are taking proper measures to proceed against Hornblowers. Heard nothing of Richard Dayus. Isaac to be sent to Ocker Hill. The report that the engine caused the fire (at the Albion Mill I presume) is very disagreeable.”

Docketed “Substance of reply to Davis Giddy.” Summarised “James Watt’s letter to his son Gregory, or a letter for him to copy and send to Mr. Giddy, relating to law suits and Wheal Crenver.”
Docketed “Upon Mr. Gott’s proposed patent.” Summarised “Concerning a patent for heating dyeing liquors by steam, and suggests we have nothing to do with the affair.”

Docketed “Account of G. Watt’s progress in his tour on the Continent. Examination of an estate in Gloucestershire. Directions for forwarding his letters. William Reynolds employed by the Gloucester Flour Co.” Summarised “Gregory Watt at Zurich. Watt speaks of land on the banks of the Severn, will not purchase. Speaks of Miss Boulton and friends.”

Docketed “Upon the proposed tunnel etc. at the Glasgow Water Works.”

Sent by James Watt to John Southern at Soho.
Docketed “Order for stove for College of Glasgow.”

Enclosing (b) and (c) below. Docketed “Enclosing letters introducing Mr. Stocks who wants employment as a clerk.”

Docketed “Introducing Mr. Stocks.”

Docketed “Introducing Mr. Stocks.”

Docketed “Upon the height of the ground and nature of the foundations at Sheerness.”

Docketed “Titles of Rumsey’s patents. Cannot find the copies. Suggestions with regard to the alteration of the engine in the Congo boat.”

3/32 Miscellaneous Memoranda and Papers, 1791-1816 (4 items)

In James Watt’s hand. Minutes of a meeting between George Birch, Thomas Lane, John Whately, Matthew Boulton and James Watt. “Resolved, that it appears to this meeting that there are too many public houses near to one another…”

2. Manuscript. Directions for the erection of Buildings [for Blowing Engine BWG]. Not dated [circa 1793]. 32 pages [of which 1-4 are wanting].
In James Watt’s hand. Directions for building the engine house for engine BWG, the first blowing engine supplied to Don Diego Gardoqui, Cadiz, Spain. The engine was identified via references in the text to drawings codes. Henry Hazleton attached a label reading “Miscellaneous letters by J. Watt. James Watt’s directions for the erection of Buildings for a Blowing Engine.”

Address on behalf of Boulton & Watt. In James Watt’s hand.

4. Text of description of plates of engines for Dr. Brewster. 1816.
Text to accompany plates of the Albion Mill engine, for Dr. Brewster, as follows:

a. Rough Draft. 3 sheets.
Consisting of “Description of the Method of working the Albion Mill Engine, plates A B C D V VI VII VIII” and “Particular description of the mechanism which opens and shuts the nozzle valves regulators, plate VII, Fig. —.”

c. Description of the Method of working the Albion Mill Engine, plates V VI VII VIII. 2 sheets.

d. Drawing. Side view or Section of one of the Albion Mill Steam Engines.

**MS 3147/3/33-44: Correspondence from Matthew Robinson Boulton, 1795-1809**

3/33 Letters to James Watt Junior, 1795  (9 items)

_Docketed “State of affairs at Soho. Glass phials. Casting of brass rolls.”_

_Mis-dated by M. R. Boulton as 1794.  

_Mis-dated by M. R. Boulton as 1794.  
Docketed “Going on well at Soho. Sir John Sinclair. Workmen from Liverpool. Sponge paper. Fearnaught.”_

_Docketed “On the purchase of mahogany. Brushes for copying machines. The explicitness of the Foxes.”_

_Mis-dated as 1794 by M. R. Boulton.  
Docketed “State of the copying machine business. Completion of the lathe announced.”_

_Arrival of the ‘demon of disappointment’ at Soho, and the fearnaught. Possible supply of cloth from Gott. Disappointing work from the cabinet maker at Dudley. Remarks on the agreement with Richardson & Harrison. Remarks on trunks, brushes and boxes for copying machines. Death of Miss Mylne._

_Docketed “Letter to Forrest. Gott’s cloth. Preference to be given to Dearman over Ramsden’s man in casting brass rolls. Richardson & Harrison’s account. Hair powder etc.”_

_Docketed “Anxiety on account of his father’s illness.”_

_Docketed “Order of a copying machine by Hodson and Hayton. Conversation on portable copying machines with Richardson & Harrison.”_
3/34 Letters to James Watt Junior, James Watt, Matthew Boulton, 1796  (49 items)

   On the same sheet:
   Transcript of letter. Boulton & Watt to Hornblower & Maberley. 1 Jan. 1796,
   Docketed “Copy of letter to Hornblower and Maberley. Proceedings against Sturges & Co.”

2. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). “Friday Morning”
   Dissention of Hornblower and Maberley.”

   Hornblower’s practices as detailed by Cornforth. William and John Wilkinson.
   Copying machine business. Wilkinson’s correspondence.”

   12 Jan. 1796. Docketed “Perrins ready to make affidavit relative to Sturges & Co.”

   The docket is on a separate wrapper.
   Boulton completed this letter on 16 Jan. with a report of progress at Soho Foundry.
   Docketed “On draining of Fens by steam engine. Copy of a letter from T. Dudgeon.”

   Peareth, Barnes, McMurdy. William Harrison and Peter Ewart. Scarcity of hands. Advertisement for them.”

   [22 Jan. 1796]. Docketed “Theorem for the calculation of engines.”

   24 Jan. 1796. Re-directed to James Watt Jr. at the Walker Colliery office, Newcastle.

9. Letter. M. R. Boulton (Soho) to James Watt Jr. (at Wormald Fountain & Gott’s, Leeds).
   27 Jan. 1796. Re-directed to James Watt Jr. at the Walker Colliery office, Newcastle.
   Docketed “Sturges & Co. Fenner & Flint. Letter from Wilson with overtures from Daniel.”


12. Letter. M. R. Boulton (Soho) to James Watt Jr. (Fountain Wormald & Gott’s, Leeds).  
15 Feb. 1796.  
On the same sheet:  
Transcript of letter. Boulton & Watt to The Proprietors of Cockshead Colliery. 6 Feb. 1796.  
Docketed “Coxhead.”

19 Feb. 1796.  

22 Feb. 1796.  
Thomas Thorneycroft’s evidence against Thackeray and Bradley. James Watt is inclined to bring an injunction against Thackeray.

22 Feb. 1796.  
On the same sheet:  
Pencil sketch and plan of Soho Foundry.  
Docketed “Inspection of Parker’s engine. Proofs against Thackeray.”

23 Feb. 1796.  
M. R. Boulton sent this to Watt Jr. on 23 Feb. Witnessed by William Creighton.

11 Apr. 1796.  
Docketed “Contents of letter from Wilson and comments.”

Docketed “Thorneycroft’s affidavit. Men from Scotland. Rise of wages.”

19. Letter. M. R. Boulton (Manchester) to James Watt Jr. (—).  
“Tuesday Evening” [10 May 1796].  
Docketed “Thackeray, Bateman and Sherratt. Horton etc.”

20. Letter. M. R. Boulton (Manchester) to James Watt Jr. (13 London St.).  
“Wednesday Evening” [11 May 1796].  
Docketed “Perrins’ affidavit against Bradley. Jones’ proposition to Thackeray. Bateman’s conduct.”

“Thursday Morning” [12 May 1796]. 2 sheets.  
Docketed “Information gained concerning Thackeray and Bateman. Recommends vigourous measures.”

22a. Letter. M. R. Boulton (Manchester) to James Watt Jr. (13 London St.).  
“Thursday Evening” [12 May 1796].  
Enclosing (b) below.  
Docketed “Copy of letter to Mr. Watt containing an account of proceedings respecting Thackeray.”

b. Letter (press copy). M. R. Boulton (Manchester) to James Watt [Heathfield].  
“Thursday Morning” [12 May 1796]. 5 sheets.  
Press copy of the above letter to James Watt.

Docketed “Thackeray’s conduct. T. Livesey’s affidavit. Endeavours to procure evidence.”


26a. Letter. M. R. Boulton (Manchester) to James Watt Jr. (13 London St.). 19 May 1796. Enclosing (b) below. Docketed “Copy of letter from Thackeray to Jones. Interviews with Bateman and Sherratt.”


   Letter re-directed to James Watt Jr. at Soho.
   Docketed “Reflections on Thackeray’s submission and conduct.”

   Docketed “Interview with Thackeray. List of pirate engines. Respecting their premiums.”

   Docketed “On premiums to be exacted from the pirates. Dumbell. Bateman’s tenants’ threats. Thackeray.”

   Docketed “Dimensions of Thackeray’s engine. Conversations with Dumbell.”


   Docketed “Conclusion with Mr. Watson. Lord Derby. Messrs. Peel.”


   Docketed “Albion Mill accounts. Sending Mr. Brown to London.”

   Docketed “About Mr. Goodwin’s evidence.”

   Docketed “Mr. Wilson’s amendment. Murdock’s journey. Mr. Nicholson not among the witnesses.”

   Docketed “Observations on Maberley’s sluggishness. Gilpin’s articles.”

   Docketed “Maberley’s men dismissed. Robison and Matthews offer their services. Grand Junction pump. Albion Mill Co.”

3/35 Letters to James Watt Junior, 1797
   (13 items)

   Docketed as 7 Feb. With a postscript in James Watt Jr.’s hand.
   Docketed “Transactions at Westminster Hall.”


   Docketed “About licensing Bowman & Garforth’s engine.”

   Docketed as 7 Jun.
   On the same sheet:
   Transcript of letter. Samuel Wyatt (—) to M. R. Boulton [London St.]. 8 Jun. 1797.
   Docketed “United Mines. Albion Mill.”

   Docketed “Upon Wilson’s private affairs.”

8a. Letter. M. R. Boulton (Soho) to James Watt Jr. (care of Dr. Beddoes, Mall, Clifton, Bristol).
    20 Sep. 1797.
    Enclosing (b) below.

   In James Pearson’s hand.

   1 Oct. 1797. 2 sheets.
   Dated and docketed as 31 Sep.
   Docketed “Visit of Trevithick and Vivian to Soho and detail of what passed with them.”

10. Letter. M. R. Boulton (Soho) to James Watt Jr. (care of Dr. Beddoes, Mall, Clifton, Bristol).
    13 Oct. 1797. 2 sheets.
    On the second sheet:
    Transcript of letter. Boulton & Watt (Soho) to J. Stackhouse [Bath]. 30 Sep. 1797.
    Transcript of letter. J. Stackhouse (Bath) to Boulton & Watt [Soho]. 8 Oct. 1797.
    Docketed “Stocktaking and particulars of progress in lathes, stoves and other machinery at the Foundry. State of orders. Letters to and from Mr. Stackhouse about Prince William Henry.”

    9 Nov. 1797.

12a. Letter. M. R. Boulton (Soho) to James Watt Jr. (care of Dr. Beddoes, Clifton, Bristol).
     19 Nov. 1797.
     Enclosing (b) below.
     Docketed “Advice of my father’s coming to Clifton. Materials prepared at Soho Foundry etc.”

b. Memorandum of castings, smith work, engines ordered etc.
   In Gregory Watt’s hand.

    On the same sheet:
    The docket and the address are on a separate sheet, but the address has been torn away.

3/36 Letters to James Watt Junior, 1798 (27 items)

   Docketed “Interview with the Under-Secretary of State. Particulars respecting Messrs. Loughan & Cheap.”


b. Transcript of letter. James Watt (Soho) to Mr. — Smalley (Low Moor Iron Works). 18 Apr. 1797.


20a. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). 15 Dec. 1798. 2 sheets. The address and docket are on a separate wrapper. Enclosing (b) below. Docketed “Return of Mr. Boulton. Effect of the screw and other improvements at the boring mill. Inconveniency of undertaking Mr. Gordon’s order. Bishop & Co.’s endorsement of Johnson & Gould’s agreement not found. Extract of advertisement in the Sherborne Journal.”


Enclosing (b) below.
Docked “Correspondence with Cook’s Kitchen mine (Kevill) and observations upon it.”

b. Transcripts. Transcripts of two letters on the same sheet, as follows:
Thomas Kevill (Trevenian) to Boulton & Watt [Soho]. 24 Jul. 1798.
Boulton & Watt (Soho) to Thomas Kevill [Trevenian]. 10 Aug. 1798.


Docked “Advice of sending some documents. Thermometer at 2, 5 degrees above zero.”

Docked “Respecting the engine for the docks at Lisbon. Murdock and Abraham Storey set out for Leeds. Dayus to return to Town.”
3/37 Letters to James Watt, James Watt Junior, Gregory Watt, 1799 (64 items)


5a. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). 22 Jan. 1799. Enclosing (b) and (c) below. Docketed “Enclosing estimate of boring rods. Application from Yates of Salford. Suspicion respecting Salvatore.”


Enclosing (b) below.

b. Letter. M. R. Boulton for Boulton & Watt (Soho) to Lingard & Were (—). 6 Feb. 1799.

Docketed “Upon the question of surrender.”

Sum £391. Rennie’s order for a 2 horse engine.”

Docketed “Warehouse for little engines. Remarks on diminishing estimates. Drawing
instruments wanted.”


Docketed “Estimate for Mr. Stein. Cylinder for Herald. Parliamentary application. Pearson’s
indentures. Appearance of Salvador in London St.”

Docketed “His journey to Cornwall.”

Docketed as 13 Mar.
Docketed “Cannot catch runaways. Weston has not settled for costs. Deriabin’s order for
copying machines [for Russia]. Draft of Spedding & Co. not presented to Mrs. Matthews.”

Docketed “Apprehension of Dilworth. Mr. Boulton’s indisposition. Directions for forwarding
goods to Mr. Deriabin.”

On the same sheet:
Memorandum. “Brewery” (Results of M. R. Boulton’s investigations of the premises and
books of the brewery part-owned by Thomas Wilson).
Docketed “Statement of Wilson’s property and debt to Boulton & Watt.”

Docketed “Ferment in Cornwall about lowering the price of copper. Meeting with Harris etc.
Difficulty of delivering some accounts. State of Murdock’s mining concerns. Boring rods for
J. Williams. Specimens of coin wanted.”

Docketed “Journey to the West. Eulogium on Giddy. State of opinion in Cornwall.
Machinations of Grylls. Proposals of Trevithick – reflections upon them.”

On the first sheet:
Memorandum. Resolutions of a meeting re. Boulton & Watt’s action against William Harris
and adventurers of Wheal Crenver and Oatfield Mine. 6 Apr. 1799.
from Daniell. Papers wanted.”

Docketed as 9 Apr.

Docketed “Upon the loan to Wilson.”

Docketed “Attends at meeting of Consolidated Mines. Conference with Daniell and proposals made on both sides. Pleas urged by Daniell and quibbles upon Consolidated agreement. Mr. Thomas informed that our law proceedings will not be suspended. Reasons urged for abatements. Dissentions among adventurers. Applications to sundry people. Horse.”

Docketed “Crenver and consols proposal rejected. General pleas intended to be urged against our demands. Morcam’s malice and Mr. Grylls’ candour and civility.”

28. Transcripts. Three transcripts on the same sheet, as follows: 
Letter. M. R. Boulton (Truro) to the Wheal Crenver Adventurers. 19 Apr. 1799. 
Sent by M. R. Boulton to James Watt Jr. at 13 London St. on 21 Apr. 1799.  
Docketed “Resolution of Wheal Crenver adventurers. Answer thereto by M. R. Boulton. Mr. Daniell’s letter and proposal.”

Docketed “Necessity of vigour over law proceedings. Embarrassments of the Wheal Crenver adventurers. Proposal of Mr. Daubery and intended journey. Daniell advances his offer – his intended journey to Bath.”

Docketed “Wilson agrees to our last proposals for settlement of his debt. Repeats Harris and Daniell’s proposals. Actions proper to be commenced.”

Docketed “Particulars of agreement with Herland. State of that mine. New Wheal Treasure account. Wheal Gons account. Consolidated agreement to be returned.”

Docketed “About the state of Charles Wilson’s health. Cornish affairs.”

Docketed “Caution about sealing letters. Suspension of hostilities till decision on the venue is known.”


On the second sheet:  
Transcript of memorandum. Engines erected by Bull – names of the mines and the adventurers. — Nov. 1794.  
Docketed “List of adventurers in sundry mines. Proposed allowance to Old Wheal Treasure adventurers. Difficulty of obtaining affidavits. Reed’s refusal to pay for Balcoath.”


Docketed “His arrangements on the income tax. Proceedings in Cornwall. Daniell’s consultation.”

Docketed “Terms upon which he conceives it probable a compromise may be effected.”

Enclosing (b) below.  

13 May 1799.  
The original was signed by George Simmons.

Not dated – date taken from the docket. The outside of the letter is directed to Gregory Watt.  
Docketed “Conclusion with the Adventurers of Wheal Crenver.”

Enclosing (b) below.  
Docketed “Enclosing bills from the adventurers of Wheal Crenver. Difficulties which occurred in closing that negotiation.”

b. Transcripts. Two transcripts on the same sheet, as follows:  
Transcript of one bill and list of the other five sent to Boulton & Watt, 25 May 1799.  
Transcript of M. R. Boulton’s receipt. 25 May 1799.  
In Thomas Wilson’s hand.

Enclosing (b) below.  

b. Transcripts. Two transcripts on the same sheet, as follows:  
Memorandum. Terms of agreement made between William Hore on behalf of R. A. Daniell and the other adventurers in the Consolidated Mines, and Robinson Boulton on behalf of Messrs. Boulton & Watt. 30 May 1799.  
Memorandum. Calculations for offers of terms to different mines.  
In Thomas Wilson’s hand.  
Docketed “Compromise with Daniell. Terms proposed for the remaining recusants.”

Docketed “Advises not to relinquish our mining concerns for the present. Sums proposed by sundry mines. Knavery of Andrew Vivian. Thoughts upon the propriety of his leaving Cornwall. Wishes to proceed against Hallamanin and Crazies Wood.”
45. Letter. M. R. Boulton (Truro) to James Watt (Heathfield). 8 Jun. 1799. Docketed “United Mines offer £10,000 and desire it may be referred to Boulton & Watt. Upon the claims of Mr. Edwards and other adventurers in Wheal Gons to concessions.”


52. Letter. M. R. Boulton (Truro) to James Watt (Heathfield). 13 Jul. 1799. Docketed “Chiefly upon the mortgage of Wilson's brewery etc. Consideration upon the purchase of premium for remainder of term.”


b. Memorandum. Engines undertaken by Capt. Trevithick and for which he wishes to agree with Boulton & Watt.


57. Letter. M. R. Boulton (Truro) to James Watt Jr. (Soho). 1 Aug. 1799. 3 sheets.  

Docketed “Mr. Wilson, say Mr. R. Boulton. Enclosing bills for £698 in full from Wheal Anne.”

Docketed “Procuring information about Hornblower’s engines – wishes for Davies Giddy’s assistance. Present to Mr. Edwards.”

The docket is on a separate wrapper.  
Docketed “Mr. Trevenon appointed by Wheal Abraham adventurers. Penrose’s procrastination. Wheal Rose renew their proposal of a reference. Mode of stating accounts against Hornblower’s engines. Murdock’s account with John Williams. Proposal for purchasing his shares in Godolphin etc.”

Docketed “Survey of Hornblower’s engines by Mr. Rennie. Waits for Weston’s opinion respecting demands on Hornblower. Penrose’s delay. Settlement with Wheal Abraham. Settlement with Carzize Wood.”

Re-directed to James Watt Jr. at Messrs. Homfray’s, Penydarren, then to Merthyr, then to Soho.  
Docketed “Suggestion respecting Winwood. Weston’s instructions not received. Intention of going to London.”

Docketed “Wanting estimates. Proposes leaving Cornwall.”

64. Letter. M. R. Boulton (Truro) to Gregory Watt (Soho). 19 Sep. 1799.  
Docketed “Remitting bills from Goldolphin, Wheal Abraham and Hallamanin.”

3/38 Letters to James Watt Junior, Gregory Watt, 1800 (22 items)  

Docketed “Advice of forwarding models and papers respecting Hornblowers.”

Docketed “Intention of coming to Town.”

Docketed “Wanting weight of a 30 horse engine and freight to Bristol.”
On the same sheet:
Mis-dated as 12 Jan. by M. R. Boulton.
Docketed “Wanting correspondence relative to mahogany. Tuffen’s narrow escape. Copy of letter to Leeming & Jackson.”


Docketed as 26 Jul.

Docketed “Proposal for vesting the capital in Mrs. Matthews’ hands in Navy bills. J. Weston coming to Soho. Ambrose Weston proposes taking joint apartments in the Temple.”


Docketed “Unpleasant journey. Wants Hornblower’s diagram.”


Docketed “Wants copy of diagram. List of papers of which he stands in need. Interview with some of the grandees.”

Docketed “Remittance from Herland. Negotiations with the Hornblowers. Offer of £1500 from Wheal Unity.”

Docketed “Wanting estimate. North Downs to be stopped. Poldice to be recommenced.”

Docketed “Advice of his settlement with Wheal Unity, Tincroft and Tresavean and Baldue and enclosing bills from them. Wheal Margaret and the Wherry hold out. Their intended meeting and measures recommended to be adopted with them. Payment of goods – United Mines.”

Docketed “Enclosing sundry bills from Wheal Unity and Tincroft.”

Docketed “Approves of sketch of proposals to Lawson. Agrees to reinforcements at Foundry. Wheal Margaret meeting deferred. Capadey escapes his pursuers.”
On the second sheet:
Transcript of memorandum. Mr. Edwards’ Opinions etc.
Docketed “Meeting of Wheal Unity and Wheal Margaret and partial settlement rejected. 
Considerations on measures to be pursued with the Minorities. Meeting of Wheal Pool 
adventurers negatory. Recommends proceedings against them. Offer made by Wallis for 
Goldolphin. Wants estimates of a 24 and 36 inch single engine for Daniell and others. 
Edwards’ opinion upon the probable result of an application to the Vice-Warden’s court by 
Wherry adventurers.”

Docketed “Proposal of Mr. Daubuz to try the Vice-Warden’s court. Letter to Weston 
respecting recusants. Hornblower’s pusillanimity, absurdity and disgrace.”

Docketed “New meeting of Wheal Pool adventurers and claim of Limitation Statute. Mr. 
Stockdale’s shares in Consolidated Mines.”

On the same sheet:
Transcripts of four letters, as follows:
John B. Bayley (Plymouth) to Thomas Wilson [Truro]. 18 Oct. 1800. 
Docketed “Correspondence with Bayley. Remarks and suggestions on the Wherry affair. 
Godolphin. No forgers to be expected from Cornwall.”

Docketed “Daubuz etc. lukewarm. Consideration respecting agreements with the willing 
adventurers. List of adventurers sent to Weston. Writs to be served upon the refractory 
one. Query as to giving up the action against Hornblowers.”

Docketed “Advice of payments from East Pell, Wheal Providence, Wheal Tregothnan, Baldue 
and Lostwithiel adventurers. Remittance of £521.18.8 from Wilson.”

3/39 Letters to James Watt Junior, 1801 (20 items)
3/40 Letters to James Watt Junior, 1802 (17 items)

Mis-dated by M. R. Boulton as 1801. 
Docketed “State of Mrs. Matthews’ health. Woodward and Mosley have her power of 
attorney. Thinks that business may be transacted with them as usual. Favourable report of 
Mr. Stewart.”

Docketed “Very doubtful of the state of Mrs. Matthews. Weston proposing a banking 
connection with Boddington Sharp & Tuffen. Objections to it. Bankers’ general terms for 
transacting country business. Down Thornton & Co.’s repulsive answer. Woodward and 
Mosley desirous of remaining connected with us. Bills to be sent to Woodward on suspense 
account.”

The address and docket are on a separate wrapper. 
Docketed “Dr. Babington reports Mrs. Matthews’ case hopeless. Proposal of transacting 
business temporarily with Woodward and Mosley. Thinks Mrs. Vere should appoint one of us 
her attorney.”
4. Letter. M. R. Boulton (London) to James Watt Jr. (Soho). 9 Jan. 1802. Docketed "Death of Mrs. Matthews. Arrangements about her will and funeral. Proposes that we should draw upon his father. Weston wishes to see Gott's brief versus Bramah."


b. Letter. N. G. [?] Clarke (Brown's Green) to M. R. Boulton (—). "Tuesday Afternoon" [8 Jun. 1802].


9. Letter. M. R. Boulton (Soho) to James Watt Jr. (at G. Lee's, Salford). 21 Jun. 1802. 2 sheets. Docketed "Narrative of proceedings against Hughes and his son. Three other apprentices upon the point of absconding. General ferment among the workmen in Wales etc."


Docketed “Mr. Southern does not intend coming to Town at present. Time necessary for the preparation of split nozzles.”


Docketed “Correction of the estimate for Hawkes & Co.’s 14 horse cylinder.”

3/41 Letters to James Watt Junior, Gregory Watt, 1803 (25 items)


Docketed “Precarious situation of Scarth Marshall & Co. who will take the 45 horse proposed for Tredegar Co. S. Bridge alters his order to a 60 horse. Bennet determines on a 32 horse. Aston’s engine to start on Friday. W. Wright to be sent to Radford in a day or two.”

Docketed “Has entered into Recognisance for the costs of the Scire Facias against Murray, which will be immediately sent off. Weston’s advise Schofield’s effects to be taken in execution etc.”

Docketed “Proposes leaving Town for Wisbeach and Boston. Will settle respecting the destination of John Brunton, Shakespear and Poole. Dayus to go to Manchester and return by Soho. Dayus has taken a new house with the intention of opening a shop and has already begun to supply our customers. Weston desirous of receiving the models and digest of the evidence. Murray’s agent offers us the use of his inventions.”

Docketed “Murdock not returned. Will put the models into hand as soon as he comes.”

Docketed “Observations on Murray’s offer to admit us to use his patents. Murdock repairing Spode’s engine – bad account of it. Heath has ordered two of Trevithick’s. Wilkes & Co. have remitted in full. Alston’s report of the badness of trade at Manchester. Visit from Prince of Esterhazy.”

Docketed “Enclosing Mr. Candlish’s acceptance for £852.18. Proposes taking twist from Houldsworth. Dayus upon his return to Town – seems unwilling to relinquish his shop. John Brunton paying his addresses to a ward of Mr. Swinburn at Derby.”
Docketed “P. Marsland’s account. Receipt of bills from Daintry & Ryle. W. Wright has a balance owing to him which is proposed to be paid at Manchester. Tait & Co. of Dowlais apply for an estimate of a rolling mill engine. Case of Murray received and revised.”

Docketed “Proposes the paragraph respecting Murray’s trial to be inserted in some of the periodical publications. Reflections on Murray’s defeat.”

Docketed “Dispute at Wisbeach between John Brunton and Rennie’s men. De Tastet’s brother upon a visit wishing to see the Manufactory.”

Docketed “The curtailed statement of the proceedings versus Murray approved of at Soho. Letter from Mr. Kershaw respecting nozzles ordered for him by Thomas Livesey. Arrival of Southern and Murdock with parts of Symonds’ engine.”

Docketed “Betts and Partridge have absconded. Moseley to be discarded. Tyne Iron Co. give up their engine. William Harrison’s absence likely to retard our progress in the execution of orders. Halliday & Co. apply for a man to erect their engine. Letters from Mr. Clegg and his nephew. Account with Brooke & Pease. Heat of the weather.”

Enclosing (b) below. 
Docketed “Apprehension of Betts and alternatives to be offered him. Leach’s thievery and proposed mode of punishing him. Enclosing copy of Murray’s advertisement with suggestion for an answer. Murdock’s intended expedition to Scotland.”

b. Cutting from The Star. Letter of Matthew Murray to the editor, 19 Jul. 1803. 
Titled “Patent Steam Engine Manufactory.”

The address and docket are on a separate wrapper. Docketed “Drawings sent to William Wilkinson. Enquiry about framing for sundries. Observations upon Hope’s tenants’ engine. Meeting at Handsworth for military preparations. The Smethwick meeting offers the command of their corps. Subscriptions made to our ward in London and proposed subscription at Lloyd’s.”

Docketed “Advising of sundry accounts and schedules. Increase of price to Kenworthy & Brierley in consequence of the fly being on the first shaft. Executions against Schofield sent to Mr. Jones. Proposes bill of sale from McCandlish. Proposes Molliet’s order for twist to be executed by Houldsworth. Leach sent to town under escort of Mr. Lodge. My name upon the Grand Jury at Stafford and proposed meeting at the assizes there.”

Docketed “Proposes a wooden teeth rim for P. Marsland’s connecting wheel. Estimate of a 24 horse for Mr. Beaver. Expects an elopement of some of the apprentices.”

Docketed “Walter Peters’ bill returned not paid. Letter from Mr. Little respecting the debt of Kenton Colliery.”

19. Letter. M. R. Boulton (Soho) to James Watt Jr. (care of Philips Wood & Lee, Manchester). 15 Aug. 1803. Docketed “Enclosing note of Kenton Colliery for £654.1.6 returned not paid. Proposes Lawson to go thither and Jones to be consulted. Thinks we are entitled to some indemnification from Mr. Wore.”


b Transcript of letter. William Creighton (Glasgow) to Boulton Watt & Co. [Soho]. 13 Aug. 1803. Docketed “Sword Hayward & Co. are satisfied with the engine but decline settling at present. State of White’s order and Wilson’s engine. Perth Foundry engine started.”


3/42 Letters to James Watt Junior, 1804-1807 (31 items)

1804.
Docketed "Sir R. Smythe & Co. urge the completion of assignment. Time as mentioned for completion of Mr. Turner's 12 horse engine. Mr. Lawson's mission to South Wales not effectual."

Docketed "Upon the mode of passing Woodward's salary etc. The consideration of an allowance for rent postponed. Walkers' of Rotherham order a blowing engine. Addenbrooke accepts our proposal for the small engine. Phyn Inglis & Co. impatient about their engine. Anomalous result of experiments with the dense steam engine. Cloth arrived from Mr. Austin."

On the same sheet:
Transcript of letter. Mr. — Watson (Birmingham) to Boulton Watt & Co. [Soho]. "Thursday Evening" [3 May 1803].
Forwarded to James Watt Jr. at Mr. Tuffen's, corner of Upper Grosvenor St., Park Lane, London.
Docketed “Application made by Watson & Co. of Preston for estimate of a 40 and 45 horse engine with his address in Town etc.”

Docketed "Enclosing Mr. Southern's account of his transactions at Wisbeach. Van Liender requests estimate of a 4 horse. Failure of spur wheel at Fazeley Street."

Marked "Recd. at Soho Aug. 18th."
Docketed "Stourport engine house very backwards. Varley to go to Purnell's if John Brunton comes not by middle of week."

On the same sheet:
Docketed "Encloses copy of a letter from Messrs. Cooper of Trowbridge. Proposes that I should visit him on my return."

1805

Docketed "Weston's advice respecting Robert Hodges' affair. Bough Hollinsworth & Co.'s engine will be secured. Rennie enquires time for the construction of two engines for the Prince of Wales Island. Has not met with Capt. Mulcaster. Correction of the date furnished by Dayus for the engine at Waltham Abbey."

Docketed "Requests that plans of Col. Mylne’s engine may be made out same as those for the Dublin Canal Royal."

Docketed "Interview with S. Wyatt upon the subject of Eginton's debt etc. Late advances made by the Albion Mill Co. Progress making in his Treasury business. To see Rennie etc. etc."

Docketed "Rennie’s information respecting the undertaking at the Prince of Wales Island and Mr. Barailler. Good performance of small engines in the West Indies. Rennie’s order for 3 or 4 positive. Dayus neglects our business. Complaints of the mortar engine at East India Docks."
   30 Jul. 1805.
   On the same sheet:
   Transcript of letter. Wilson & Sons (Wilsontown, by Edinburgh) to Boulton Watt & Co. (Soho).
   26 Jul. 1805.
   Transcript of letter. George Taylor (Fort William) to Boulton Watt & Co. [Soho]. 19 Jul. 1805.

   6 Aug. 1805.
   On the same sheet:
   Docketed “Gourock Co. want a man. Thomson has been written to at Col. Mylne’s.”

   Docketed “One of Mr. Rennie’s millwrights to be sent out with the engines to Essequibo and to be sent to us to be instructed.”

   Docketed “Enquiry made by Mr. Hawkes for estimates of a 30 and 40 horse engine and by Brown & Parry for estimate of a 30 horse engine.”

   Docketed “History of Brown & Parry’s intended establishment. Estimates of 30 and 36 horse engines to be sent to them and made payable on delivery. Capt. King wants the account of his engines and extra articles. Settlement with Dayus.”

1806.

   M. R. Boulton has made notes about payments to employees Noah Newman, Thomas Newman and John Shakespear on the same sheet on 20 Jan.
   Docketed “Proposed agreement with William Wright and his intended departure for London. Lawson to set out next day. Mr. Murdock better and his light succeeding well.”

   18 Feb. 1806.
   Docketed “Accounts from Mr. Pearson. Balance of his books.”

   On the same sheet:
   Docketed “With schedule and copy of letter with estimate for S. Bridges. Lawson has sent a remittance from Tredegar. Crawshay orders a 40 inch.”

   27 Feb. 1806.
   On the same sheet:
   Docketed “Wood Daintry & Co. complain of their syphon balls. Billingsley not prepared with a remittance. Rennie employed by the Admiralty.”
1 Mar. 1806.  
On the same sheet:  
Letter. Jones & Milne (Manchester) to Boulton Watt & Co. 27 Feb. 1806.  
Docketed “Letter from Jones & Milne respecting Brierley. Murdock arrived and engaged with Mr. Southern. Expects to be sent for to Town.”

3 Mar. 1806.  
Docketed “Receipt of bill from Marsland. Receipt of bill of £1000 from Mold Twist Co. They want explanation of part of the account. Southern and Murdock occupied with Lee’s photogenous order. Henry Creighton to send sketch of crane. Cost of connecting wheel for James Kennedy and list of materials to be returned corrected. Bridges’ steam pipes to be charged separately. Murdock ready to return on Friday. Orders and estimates.”

9 Mar. 1806.  
Docketed “Respecting Watson & Co.’s connecting wheels – means taken to forward them.”

17 Mar. 1806.  
On the same sheet:  
Docketed “Difference of cost between wheel with iron and wooden teeth for a fly. Murray. Additional cost of Bridges’ connecting wheels. Crawshay countermands his order. Dangerous illness of Dr. Carmichael occasioned by the death of his servant. Intention of going to Town. Receipt of bills from McConnell & Kennedy.”

1807.

On the same sheet:  
Docketed “Upon Bury’s proposals. Letter from Mr. Balston ordering pipes and enquiry about lighting apparatus.”

Docketed “Information to be taken respecting the parties on whom Henry Houldsworth & Co.’s bills are proposed to be drawn.”

Docketed “Mr. Gibbons’ proposals for extending his security and increasing his drafts on the London House.”

Docketed “Upon John Pooley’s proposals to his creditors. Bury objects to giving security.”

Docketed “Enclosing Gillespie’s letter respecting the speed of the Danish forge engine.”

Enclosing (b) below.  
Docketed “Enclosing advertisement of David Whitehead & Co. Millward’s have not yet accepted our draft. About the flooring of the Mint engines.”

_Docketed “Enquiry respecting his father’s health.”_

_Docketed “Upon the discount to be allowed by James Watt & Co. to the London dealers.”_

3/43 Letters to James Watt Junior, 1808-1809  
_(14 items)_

1808.  
_Not dated – date taken from the docket._  
_Docketed “Respecting the present to Mr. Foreman on his leaving our service.”_

_Docketed “Interview with Black & Parry and favourable opinion of them. Has seen Sandell & Edwards. Remarks upon copying paper, and specimens sent. Conference with Mr. De Paiva.”_

1809.  
_Docketed “Wishes to have particulars of engines and accounts in the neighbourhood of Bath. State of his health. Mr. Lapp has given him specimens of cobalt etc.”_

_Docketed “Proposes being at home by the middle of next week.”_

_On the same sheet:_  
Transcript of letter. John Rennie (Boston) to Boulton Watt & Co. 23 Mar. 1809.  
_Docketed “Enclosing copy of a letter from Mr. Rennie respecting Lund’s engagement. Intends going to Town to oppose the bill of the Gas & Light Company.”_

_Docketed “Progress making by the Gas & Light Co. in their application to Parliament. Terms proposed by Sir Alexander Grant for Lund.”_

_Docketed “Letter from Mr. Brown and remarks upon the engines wanted by him for drainage. Proposed interview with the Gas & Light Company. Enquiry about agreement with Lund.”_

_Docketed “Gas light bill.”_

_Docketed “Mr. Rennie wants estimate of an engine and pumps for the Woolwich Water Works.”_

_Docketed “Upon the responsibility of the Woolwich Water Works. Suspends the delivery of our letter for the present. Deduction to be made from the estimate. Meux & Co. intend ordering a 30 horse engine.”_
Docketed “Has delivered the estimate of the 6 horse engine to Mr. Bourdelain, who wants estimates of 8 and 10 horse engines. Thinks Meux & Co. should have a 32 horse engine. Directions respecting his gig.”

Docketed as 5 Jul.  
Docketed “Recommends Mr. Cummings of the India House.”

Docketed “Urges the necessity of stating a less time for the execution of Meux & Co.’s order. Mr. Rennie willing to allow more time for the 10 horse engine for the Witham drainage.”

Docketed “Enclosing copy of his letter to the Woolwich Water Works. Meux & Co. to have a 32 horse engine.”

3/44 Miscellaneous Letters to John Southern, 1796-1803  
(12 items)

Letters from Matthew Robinson Boulton to John Southern, head of Boulton & Watt’s Drawing Office, from 1796 to 1803. The letters of 1796 were sent from Manchester, when Matthew Robinson Boulton was there in June pursuing various the accounts of various pirate engines. The summaries were made during the Archives of Soho Project in 2000.

Has been so occupied with pirates that he had to defer his visit to engine customers until this morning. Those he has seen are “much satisfied”. Nightingale, Harris & Co. wish to replace their “Savary” engine with a 10 horse Boulton & Watt. M. R. Boulton’s rough estimate for them. Isaac Perrins’ progress with B. & W. Sandford’s engine. Mr. Lee’s preparations for his new boiler. He intends to try some of Count Rumford’s ideas. Encloses a bill of exchange for £50 from Holland & Bridge for a year’s premium, which they insist is due. James Pearson had only charged them for half a year’s premium. Can Southern find out if Simpson’s have paid. M. R. Boulton did not date or address this letter. It is postmarked “Manchester” and Southern docketed it as being received on 19 May.

Has corrected the error in Holland & Bridge’s account. Encloses 3 bills of exchange worth £99.4.- from J. Lees who has bought Seedhouse’s engine. Has not yet settled Barrow Lees & Co.’s account. “Delinquents” are still resisting – [James?] Bateman and Jos. Thackeray are planning to alter their engines to “the old construction”. Thackeray’s Garratt’s mill has been stopped. Will deliver B. & W. Sandford’s drawings to Isaac Perrins. Progress with their boiler. Thomas Horton has finished Mr. Lee’s boiler. After he has been to Mr. Owen’s he will complete P. Atherton’s boiler. Atherton’s undertaking is not well known.

Does not know which bill of exchange Southern was alluding to in his last letter. Details of the bills of exchange he sent to James Watt. Encloses two bills of exchange for James Watt & Co. Peter Ewart has been asked to procure an estimate for a 12 horse engine by Mr. Meyers of Liverpool. Submission of Bateman, which should open an extensive market for Boulton & Watt. Boulton & Watt’s great deficiency is the lack of a good engine erector based in Manchester. ? [part of letter torn away – Perrins?] has disgusted several of their customers. Faults with Mr. Lee’s boiler.

Problems with Mr. Lee’s boiler. Thomas Horton risks discrediting his workmanship and he should come to repair it. He should also prevent similar blunders with the boilers for Mr. Owen, to avoid ruining the reputation of the boilers Boulton & Watt supply. Hopes to conclude his business with the pirates by the end of the week.
*M. R. Boulton did not address this letter, and only noted the date as “Sunday Evening”.*
Southern docketed it as being written at Soho on 12 Jun.
Can Southern forward a corrected version of the estimate to him in Manchester, as the one Southern has already sent may have been returned. M. R. Boulton has taken the copies from the drying book. Can Southern look into the state of B. & W. Sandford's engine as they are anxious to have it completed.

Problems of repairing Mr. Lee's boiler. Thomas Horton vouches for the solidity of the boilers for Owen & Co. P. Atherton's factory is not yet ready. Southern's letter never arrived – can he address all future letters to M. R. Boulton at Mr. Jones.

Can Southern trace a letter that should have been sent back to Birmingham. Concern that it might fall into "the enemy's possession". The estimate arrived. Some of the “discarded Sohoites” in Manchester may try to cause trouble for Boulton & Watt. Problems with fitting the steam pipe to Owen's engine, caused by a builder's error. Mr. Lee is still "sore" about his boiler – it is pointless making accusations about his engineers at the present time. Asks for an estimate for 41 inch single reciprocating engine for a colliery.

Can Southern confirm the arrangement for Mr. Lloyd the builder to use a small field by the Foundry for his horse. Mr. Lee will call briefly at Soho on his way to Bath.


*M. R. Boulton did not address or date this letter. Southern has noted that it was received on 8 May and docketed it as being from London, 7 May.*
Proposals for a 32 horse engine for a corn mill in Portugal, as requested by Messrs. Chease & Langham. John Rennie’s proposals for the millwork. Can Southern send the estimate to M. R. Boulton. Mr. Wyatt disagrees with Southern over the amount of flour wheat produces. M. R. Boulton has not forgotten Southern’s query about the sluice at Mr. Spencer’s mill. Mr. Ramsden promised to show M. R. Boulton Southern’s portable barometer, but M. R. Boulton doubts that he has made it.

11. Memorandum. “Extract of a letter from Mr. R. Boulton dated Truro 22 July 1799.”
In James Watt Jr.’s hand. The extract is taken from Boulton’s letter to Watt Jr. of 22 Jul., and further calculations have been added. Watt Jr. presumably passed to extract to Southern, as the docket is in his hand.
Docketed “About estimate for St. Agnes.”

In M. R. Boulton’s hand. Each order has been ticked off. The docket is in Southern’s hand.
MS 3147/3/45-75: Correspondence from James Watt Junior, 1789-1830

3/45 Letters to James Watt, 1794-1795  (37 items)

1794.

   Docketed “List of Herland adventurers.”

   On the same sheet:
   Docketed “With copy of letter from Wilson.”

   Docketed “About indemnity bond to Tremayne and others. Timber at Middleton.”

   Re-directed to James Watt at Wrexham. Docketed “Malcolm Logan.”


1795.

   Docketed “Arrival in Town.”


   Docketed “Consultation on special case. Adair’s opinion of refund.”

    Docketed “Case of Consolidated Mines and other Cornish affairs. Spence, Severn, Cox King & Curtis.”

    Docketed “Probability of an adverse decision in Common Pleas. Consultation appointed with Erskine. Mr. Parker.”

    Docketed “Plummer’s opinion on refund. Mr. Parker’s scheme.”

Docketed “Case put off. Declaration of James 1st not to be found.”

Docketed “Weston’s bill to the first argument.”


Enclosing (b) below.

Sketch of “our intended evaporating machine”—a sea water evaporator? The notes are in M. R. Boulton’s hand.

2 sheets.

Docketed “Arrival of Mr. and Mrs. Cochrane. Letter from Mr. L’Eveque.”


Docketed “With Dr. Gulet’s letter on King James’ declaration concerning monopolies. Repairing little engine. Lathe for copying co. Evaporator. Purchase of Cox & Hall’s engine.”

Docketed “Cox & Hall. Fishwick & Co.”


Docketed “Mr. Kennedy’s land.”


Mr. Boulton may go to Cheltenham. Wishing Watt a good journey in Scotland.
3 Sep. 1795.

4 Sep. 1795.

6 Sep. 1795.
On the same sheet:
Docketed “Copy from Mr. Wilson.”

9 Sep. 1795. 2 sheets.
On the same sheets:
Transcript of letter. William Wilkinson (Court) to James Watt Jr. 4 Sep. 1795.
Transcript of letter. William Wilkinson (Court) to James Watt Jr. 6 Sep. 1795.
Transcript of letter. William Wilkinson (Court) to James Watt Jr. 7 Sep. 1795.
Docketed “Fawcett and Wilkinson’s letters.”

15 Sep. 1795.

34. Letter. James Watt Jr. (Soho) to James Watt (care of Gilbert Hamilton, Glasgow).
24 Sep. 1795. 2 sheets.

30 Sep. 1795.
Docketed “Cornish matters.”

4 Oct. 1795.
On the same sheet:
Transcript of letter. William Fawcett (Liverpool) to Boulton & Watt. 26 Sep. 1795.
Docketed “Cautious letter of Mr. Fawcett.”

This letter has been removed from a scrapbook. Docketed “Disposal of Bersham to John Wilkinson. Conversation with him about grievances and accounts.”

3/46 Letters to James Watt, Matthew Robinson Boulton, 1796-1797  (90 items)

1796.

The docket is on a separate sheet.
Docketed “Interview with Maberly Jr. and with Jabez Hornblower. Injunction prepared against Sturges & Co.”

Docketed as 7 Jan. However James Watt Jr. refers to a letter from M. R. Boulton "of this morning", and M. R. Boulton wrote to him on 6 Jan.

Docketed "Weston’s opinion of the measures to be pursued with John Wilkinson."

Docketed "Proposes going to Leeds and Newcastle to serve the injunctions."


Docketed "Watkins’ report of his conversation with Perrins."

On the same sheet:
Forwarded to M. R. Boulton by James Watt.
Docketed "Injunction granted against Hornblower, Maberly and Peareth. Letter to Fenner & Flint."

Docketed "Hornblower etc. David Watson’s infringement. Bull not to proceed with the Scire Facias."


Docketed "Upon journey to Leeds and Newcastle and measures proposed to be adopted with the pirates."

Not dated – date taken from the docket.
Docketed "Bowman & Garforth. Preparation for copying papers. Departure for Leeds."

On the second sheet:
Transcript. Isaac Perrins’ affidavit against Richard Paley.
Docketed "Perrins’ affidavit and account of Paley etc. Inspection of Paley and Holdforth & Co.’s engine. Non-admittance at Mr. Paley’s. Character of Mr. Nicholson. Perrins’ affidavit."

On the first sheet:
Docketed "With copy of letter to Mr. Paley. Character of Sturges & Co. Mr. Barnes. Foundry feast proposed. Mr. Foster. Gowland Clerk & Co."

On the second sheet:
Docketed “With proposals to Sturges & Co. left with Mr. Nicholson. Account of serving injunction on young Sturges. Conjecture as to their manoeuvres. Richardson & Harrison.”

Docketed “Service of injunction on Mr. Peareth. Mr. Barnes.”


Docketed “Information respecting Sturges & Co. and concerning the effects of the injunctions against them.”

Docketed “Results of Benwell trial. Estimate for Mr. Croustace of Penshaw Colliery” and “Submission of Sturges and Paley. Trial of Benwell. New orders. Penshu Colliery.”

Docketed “Mentioning capitulation of Sturges & Co.”

Enclosing (b) and (c) below.
Docketed “With an account of the transactions at Leeds up to the definitive settlement with Sturges & Co.”

19 Feb. 1796. 2 sheets

c. Transcripts. Four transcripts on the same sheet, as follows:

Docketed “Bradley’s journey to Town and affidavit. Mode of conduct to be pursued towards Thackeray. Hornblowers filed nine affidavits. Mr. Campbell’s opinion. Conversations with Watson’s clerk.”

Docketed “Bradley’s affidavit. Thackeray’s proceedings. Watson.”

Docketed “Bateman and Thackeray’s contempt. Motion to be made for an attachment against them. Memorandum sent Mr. Watson of Preston.”

Affidavits by the Hornblowers and their allies. Meeting with Mr. Watson of Preston. Proceedings against Thackeray – M. R. Boulton’s affidavit.”

Docketed “Terms to be granted Thackeray. Hornblower. Peter Ewart.”

Docketed “Negotiations at an end with Thackeray. Proceedings to be gone on with against him. Bramah going on with an engine for Norwich.”

Mis-dated by James Watt Jr. as 15 May.  

Docketed “Notices to Thackeray and Bradley. Affidavits to be obtained from Barton, Jones and others. Hornblower’s motion threatened. John Lee.”

Docketed “Hornblower’s motion. Mr. Cummings’ affidavit. Attachment against Thackeray.”

Docketed “On Thackeray’s proposed alteration of his engine. The attachment against him. Watson’s. Hornblower and Maberly’s vexation.”

Docketed “Mr. Watt’s affidavit. Messrs. Ramsden, de Luc, Fordyce, Herschel and Cummings’ readiness to give affidavits on various matters. Maberly’s despair.”

Docketed “Applications for various affidavits. Preparations for a vigorous attack on Thackeray.”

Docketed “Harmlessness of Brown’s and Braithwaite’s affidavits. Proof of Hornblower’s contempt. Proposed expedition to Windsor.”


Docketed “Chancery business deferred. Proposes returning home.”

On the same sheet:  
Draft of letter. M. R. Boulton for Boulton & Watt to proprietors of Bateman & Sherrat engines.  
Docketed “Chancery business deferred.”
Gavin McMurdo’s deposition about an engine being erected by Arthur Woolf. Weston’s and his opinions about the Cark engine. Further postponement of Chancery business. Remittances only coming in slowly.

25 May 1796. 2 sheets.

27 May 1796.
Docketed “Bateman’s submission. Thackeray’s. Application to be made to see his engine.”

Docketed “Settlement with Bateman & Sherrat. Thackeray’s moderation.”

Docketed “Delays returning home till Thursday. Weston thinks the contempt of Cark must be passed over. Draft of affidavit of Southern.”

Docketed “Remarks on agreement with Bateman & Co. Mr. Weston’s advice concerning Thackeray.”

29 May 1796.
Docketed “Affidavit against Thackeray. To threaten him with a prosecution for perjury.”

Docketed “Maberly’s proceedings about Meux. Submission of pirates. Thackeray’s conduct ridiculous.”

Docketed “Submission of Mr. Carlisle. Burton. Terms to be prescribed to Thackeray and the Cark people.”

Docketed “Mr. Mylne’s affidavit relating to steam wheel and Bramah’s engine.”

1 Jun. 1796.
Docketed “Lawson’s report. Thackeray’s business deferred. Mr. Mylne’s affidavit against Bramah. Burton’s submission.”

2 Jun. 1796.
Docketed “Failure of Hornblower’s attempt to remove the injunction.”

This letter was passed to Matthew Boulton.
Docketed “Hornblower’s motions for dissolving the injunctions. The Chancellor’s conduct thereon.”

This letter was passed to Matthew Boulton.
Docketed “Conference with young Maberly.”
Docketed “Thackeray and Daniel Burton’s agreements. Maberly’s application to Weston for an accommodation. Meux and Nesham.”

55. Letter. James Watt Jr. (Soho) to M. R. Boulton (Bridgewater Arms, Manchester).  
11 Jun. 1796. 
Forwarded to M. R. Boulton in Birmingham. 
Docketed “Terms to be granted the pirates and also Thackeray and Co.”

21 Jun. 1796. 
Docketed “Proposed journey to Newcastle.”

Docketed “Sturges & Co. Paley etc. on Watt Jr.’s return from Leeds.”

Enclosing (b) below. 

b. Transcript of letter. Thomas Gundry (Goldsithney) to Boulton & Watt. 5 Jul. 1796.

59. Letter. James Watt Jr. (Soho) to James Watt (at Mr. Fletcher’s, 18 Circus, Bath).  
12 Jul. 1796. 
Docketed “J. Wilkinson. Thackeray.”

60. Letter. James Watt Jr. (Soho) to James Watt (at Mr. Fletcher’s, 18 Circus, Bath).  
15 Jul. 1796. 
Docketed “Meux & Co.”

This letter was dated 5 Sep. by James Watt Jr., but was almost certainly written on the 4th. 
Events mentioned in this letter are described in the second letter dated 5 Sep.(see below) as having happened “yesterday”. The subsequent movements described in the letter of 7 Sep. only make sense if this letter was written on the 4th. 
Docketed “Conference with Maberly and rejection of proposals.”

Docketed “Reflections on the meeting with Maberly. Determination to go to Cornwall and measures intended to be there pursued.”

Docketed “Arrival at Truro.”


Docketed “Sentiments on Maberly’s renewed proposals.”

Docketed “Ambrose Weston’s indisposition. Subpoenas sent to Peareth, Barnes, Chapman etc. William Wilkinson’s interview with J. Hornblower. Despondency of the latter and traces of his correspondence with Cornwall.”
   Engine drawings and wooden model. Maberly not joined issue. Payment of Meux’s premium
   and subpoena proposed for Daniel. Probable intentions of the enemy.”

   Docketed as 24 Nov.
   Docketed “Ambrose Weston’s indisposition. Reports of the enemy’s dejection. Issue to be
   joined by Maberly and his application for trial at the Bar. Wilson’s conduct. Lingard’s
   drawings for framing. Daniel not to be subpoena’d.”

   On the same sheet:
   Memorandum. Notes of what passed on the motion for a trial at Bar.
   Docketed “Account of Maberly’s motion for trial at Bar – rejected. Chief Justice’s speech and
   reasons of refusal.”

   Enclosing (b) below.
   Docketed “Copy of Peareth’s correspondence.”

b. Transcripts. Transcripts of two letters on the same sheet, as follows:
William Peareth (Usworth House, Durham) to Boulton & Watt. 26 Dec. 1796.
James Watt Jr. (Soho) to William Peareth (Usworth House). 29 Dec. 1796.

1797.

   2 sheets.
   Mis-dated as 1796 by James Watt Jr. This letter was addressed on the outside to “Mrs.
   Matthews for Messrs. Boulton & Watt.” Matthew Boulton, James Watt and M. R. Boulton
   were all in London at the time.
   arrangements.”

   Docketed “Lingard countermands his order for 30 horse engine.”

   Docketed “On the rule for new trial.”

    Not dated by James Watt Jr., and docketed as Jan. by Gregory Watt, but postmarked 2 Feb.
    Docketed “On the delays of the Albion Mill business. Proceedings relative to the verdict and
    proceedings against Daniel.”

    Docketed “Law proceedings relative to the verdict. Time settled for the Albion Mill meetings.”

    Docketed “On Bramah’s letter to the Lord Chief Justice, and on Albion business.”

    Docketed “On delays in law business.”

    Docketed “On the motion for a new trial and a special verdict being negatived.”

    Docketed “Concurs in the propriety of licensing Garforth’s engine. James Stockdale’s letter.”
Docketed “Abraham’s debt. Mr. Bond from Davidson & Hawkesley.”

82. Letter. James Watt Jr. (Soho) to M. R. Boulton (13 London St.). 8 Jun. 1797. 
This letter has been removed from a scrapbook. 
Docketed “Substance of reply to Trevithick’s application.”

The docket is on a separate wrapper. 

Docketed “Observations on Samuel Wyatt’s note and the payment of the sum required. Cornish journey.”

Docketed “Sentiments upon negotiations with Capt. Andrew Vivian and Trevithick.”

Docketed “Proposes to remain longer at Clifton.”

Docketed “Clifton.”

The docket is on a separate wrapper. Docketed as 30 Nov. 
Docketed “Wilson’s proposals re. Pednandrea Mine and conduct to be pursued with them. Police and answer to Mr. Tremayne’s letter. Murray’s attacks and opposition at Leeds.”

Docketed “Suggests propriety of journey to Cornwall.”

On the same sheet: 
Letter. Ambrose Weston (Fenchurch St.) to James Watt Jr. (Clifton). 4 Dec. 1797. 
Docketed “Opinion of measures to be pursued in the case of Murray.”

3/47 Letters to James Watt, Gregory Watt, M R Boulton, 1798 (57 items)

The inside of the letter is directed to Gregory Watt at Truro.


With a postscript by M. R. Boulton.


22. Letter. James Watt Jr. (Edinburgh) to M. R. Boulton (Soho). 19 Jul. 1798. 2 sheets. Docketed “Papers and power of attorney withdrawn from Alexander Mackenzie’s possession. Copies of his and Mr. Anderson’s account against us. Mr. Hotchkiss, Writer to the Signet, appointed in the place of Mr. Mackenzie. Interview with Mr. Smith, partner with Mr. Stein. Our claims upon him compromised for £210, ditto upon W. Aitchison for the time the engine was worked by him for his own account, compted at £20, in addition to the sum, viz. £40, paid by him into the hands of Mr. Anderson. Settlement with the trustees of Aitcheson & Co. for the premium due from them.”


25. Letter. James Watt Jr. (Workington) to M. R. Boulton (Soho). 6 Aug. 1798. 2 sheets. Docketed “Thinks Brunton should be sent to Messrs. Stein’s. Thinks forged iron work for the beams etc. might be advantageously made at Newcastle. Has recommended Boulton & Watt’s engines strenuously at Glasgow, Paisley etc. Conversation with Robert Muir, ditto with Mr. Pattinson on the engine he proposes to erect. Went to the Leadhills. State of the engines there. Mr. Wood of Carlisle’s engine constructed by Bateman & Sherrat. Arrival at Workington and detection of piracy there. Order for James Watt & Co. from Mr. Miller. Particulars of Mr. Wood’s engine.”


Docketed “Notifying his arrival in London.”

Docketed “Enclosing James Lawson’s letter from Workington.”

Docketed “Memorandums relative to arrangements at the Foundry. Wilson in Town.”


Docketed “Suggestions concerning repairs of the old and order for the new engine of Mr. Curwen.”

Docketed “Difficulties in placing Pryor & Co.’s engine. Bramah’s affair at Norwich deferred. Particulars of Clark, the purchaser of Cobb’s engine. Dayus’ suggestions respecting improvements in the construction of the engines.”

Docketed “Sentiments upon Kenyon’s conduct and frivolity of the objections raised by the judges. Measures proposed to retrieve our legal affairs. Proceedings in Chancery advisable to be continued. Brodie’s premium to be settled with all speed. Weston’s opinion upon the time when our Act expires. Detection of Cobb’s duplicity and necessity of bringing the negotiations with him to a speedy close. Wheal Garland’s premium and offer to Mr. Tremayne to be explained.”

Docketed “Weston’s proceedings. Shadwell engine. Meeting with Mr. Cooper at Limehouse.”

Docketed “Revision of our agreements necessary. Difficulty of learning Kenyon’s sentiments. Opinion of the motives of his conduct and general reasoning upon our situation. Proposals to the Shadwell Company. Mr. Boulton’s stay in Town still uncertain.”

On the second sheet:
Docketed “Conversation with Mr. Hodson on the transactions of Cobb. Letter from Lawson.”

Docketed “Consultation with Rous. Effects of an adverse decree. Measures to be pursued. Consideration on compromise with Maberley. Remarks on Cornish affairs.”

Docketed “Conclusion of the business with Shadwell Water Works. Mr. Pryzor not yet visited.”

Docketed “Abridgement of Reed and Daniell’s answer to our last bill against United Mines. Sentiments thereon. Copy of notice directed by them to be stuck up on the mine.” The copy of the notice is within the text.
On the same sheet:
Transcript of letter. Thomas Cobb (Banbury) to Boulton & Watt (13 London St.). 30 Nov. 1798.
Docketed “Copy of a letter from Cobb. Reflections upon the transactions of that gent.”

On the second sheet:
Draft of letter. James Watt to Mr. — Erskine.
Docketed “Arguments against despondency at our late bad success in the King's Bench. Causes of the failure. Measures proposed to retrieve state of our affairs. Order for a 4 horse engine from Maltby. Copy of a letter proposed to be written by Mr. Watt Senr. to Erskine.”

The docket is on a separate wrapper. Docketed “Consequences of an adverse decision of the King's Bench and measures to avert the evils of it. Reasons for journey to Cornwall and conduct to be pursued there.”

Docketed “Receipt of Murdock and Mr. Watt's affidavits in the case of United Mines. Sum stated for a 4 horse engine wanted by Maltby. Fish & Yates decline ordering their engine. Visit to an engine where Mr. Conway's patent had been employed. Estimates to be sent to Mr. Sheriff of Leith.”

Docketed “Particulars of Mr. Gilbie’s situation and probability of an order for a 20 horse engine from him. Desirous of some discovery to prevent the bad effects of salt water in engines. Bill of £60 procured from Hodgson – and his opinion of Cobb's conduct. Copy of release to the Shadwell Company.”

Docketed “Engine for Mr. Gordon of Goswell Street. Apparatus now employed by Mr. Gordon. Fair opportunity for the introduction of small engines.”

Docketed “Sentiments upon Mr. Wilson's request to borrow a sum upon the mortgage of his premises. Queries relative to the bad effects to be apprehended from the use of salt water in engines. Suggestions as to the preventatives.”

Docketed “Departure from Town of Mr. Boulton with Mr. Dayus. Reasons for J. Watt Jr.’s continuing there. Demur to the payment of the premium by Bishop & Co. Copy of Weston's sent – general statement of his account wanted.”

Docketed “Interview with Cobb. Sentiments upon the effect of salt water used in engines. Information from Mr. Hall respecting the quantity of water necessary for their lead manufactory.”

Docketed “His idea of arguments to be used in opposition to the Chancellor's objections. Wishes Mr. Watt to come to Town.”

Docketed “Documents and papers laid before the Chancellor elucidatory of the double engine patent. Little apprehension of the double and puzzle raised by the United Mines' counsellor. Intimation of Plummer that Erskine may be prevailed upon to argue the case.”
Docketed “Story of Darleston’s pretended invention omitted in the proceedings re. United Mines. Conference with Plummer and proposal for Erskine to argue the cause. Interview with Erskine and representation of the importance of the cause with the view of undertaking to give it attention. Gordon desirous of having his small copying machine soon. Johnson & Gould’s agreement found in Weston’s possession. Desires to see sketch of the proposed plan of boring mill.”


Docketed “Engine wanted to drain the dock at Lisbon. Data to be assumed.”
DETAILED LISTING

REEL 205

3/48 Letters to Gregory Watt, M R Boulton, James Watt, 1799 (73 items)

Docketed “Further particulars respecting the Abbé Corea’s engine for Portugal. Favourable alteration in the aspect of our legal affairs. Erskine promises to speak to Kenyon, the Attorney General also. Rous gone out of Town. Cornish documents wanted in Town. Price of Lord Orford’s works.”

Docketed “Mr. Dodd’s note.”


Docketed “Wants replies to his enquiries respecting the engines for Dodd. Estimates delivered by him in the interim.”

Docketed “Lingard & Were’s order for a 20 horse engine but with a 4 foot stroke. Expense caused by alteration of patterns to be defrayed by them. Desirous to have a round boiler. Rous determined to enter a figure and argue the case. His zeal rather outré.”

Docketed “Approves of the principle of separate engine for the boring mill – unable to enter into consideration of the details. Suggests that in addition to ‘Act for amending and explaining our Act’, should be subjoined ‘to prolong it.’ Approved by Erskine and Adams who promise to support and carry it through. Grounds of the proposed petition.”

Docketed “Notice of the day appointed to hear our cause in King’s Bench. M. R. Boulton’s attendance in Town after the argument desirable.”

Docketed “Mistake in Sutton’s agreement to be notified to them – 8 horse the power wanted. Lingard’s absurdities arising from the suggestions of his firestoker. Mr. Watt Senr. disapproves of the hunting tooth in the sun wheel. Confirmed in the intention of applying to Parliament. Friday the day of argument. Vexation at Salvatore’s elopement.”

11. Letter. James Watt Jr. (London) to M. R. Boulton (Soho). 26 Jan. 1799. Docketed “Letters sent to the witnesses and other friends informing them of our victory and stating the hardship with which we have had to encounter. Application to Parliament in agitation.”


16. Letter. James Watt Jr. (London) to M. R. Boulton (Soho). 8 Feb. 1799. 2 sheets. Docketed “Proposal for establishing a warehouse in Town. Business with the Shadwell Co. in the same state as per last letter. His sentiments upon the proposal of contracting for the erection of the engines and for the gradual reduction of engine prices. Mistake in blunderbusses sent to the Lord Chief Justice. Iron connecting rods much desired by the London customers. Small engines to be tried according to the drawings sent.”


The docket is on a separate sheet.  
Docketed “Notice from Luke Pope to deliver in his income tax. Attempt of the Harborne collectors to procure a distress to compel payment of the Poor Rates. Declaration of income to be delivered into the Commercial Commissioners for the county in preference to those appointed for Birmingham. Westons account wanted.”

On the same sheet:  
Transcript of letter. R. A. Daniell (Truro) to James Watt & Matthew Boulton [Soho].  
13 Mar. 1799.  
Docketed “Copy of Mr. Daniell’s letter. Necessity and reason for Murdock’s further stay at Soho. Mr. Walker’s apprehensions of the difficulties of entering the copying machines into Russia. Threats of the Harborne gents.”

Re-directed to M. R. Boulton at Thomas Wilson’s, Truro.  
Docketed “Arrival of my father at Soho. State of his health. Proposes to let Dilworth return after his punishment expires.”

Docketed “State of my father’s health. Negotiations between him and Timmins. Suspension of proceedings in regard to the dispute about the Poor Rates. Murdock’s visit to Cornwall. Murray’s patent. Lawson commissioned to see Wood.”

Docketed “Wilson’s account. Opinion of the proper persons to whom the accounts are to be delivered where there is no visible agent of the mine. Ideas upon the title of patents for securing improvements in regard to the fire engines.”

On the same sheet:  
Transcript of letter. Boulton & Watt (Soho) to Ambrose Weston. 9 Apr. 1797.  
The address and docket are on a separate wrapper. Docketed “Copy of letter to Weston. Concurrence in the measures pursued in regard to Crenver and objection to suspend law proceedings. Ultimatum in regard to Crenver. Queries in regard to Hornblower’s piracy. Assent to proposal for licencing Trevithick’s engines. Suspicious of Trevithick’s integrity – proposals relative thereto.”


Docketed “Accident at the boring mill. Agreement between the Scales and Glover for a lease of his premises. Partnership between them and Homfray.”

Docketed “Call to London. Our Cornish claims mentioned before the Committee upon the Copper Bill. Statement of my stock account in J. Watt & Co.’s books.”

Docketed “Safe arrival in London.”
Docketed “Taylor & Weston’s order to be executed. State of things in London.”

22 Apr. 1799  
Enclosing (b) and (c) below.  
Docketed “Encloses my father’s letter to himself and father. Papers laid before the members of the Copper Committee. Favourable disposition of the principal. Determination of Sir John Call to conclude the Albion Mill concerns.”


24 Apr. 1799. 3 sheets.  
MD-dated as 23 Apr. by James Watt Jr.  

24 Apr. 1799.  
Docketed “Statement of my account in J. Watt & Co. and Boulton & Watt’s books and outline of the Foundry accounts.”

25 Apr. 1799.  
Docketed “Letters to sundry refractory mines resolved upon. Lists of adventurers wanted. Attempts of Harris and Daniel to change the venue. Measures in agitation to frustrate them.”

26 Apr. 1799.  
On the same sheet:  
Transcripts of four letters, as follows:  
A. & J. Weston (Fenchurch St.) to William Harris (Camborne). 25 Apr. 1799.  
A. & J. Weston (Fenchurch St.) to Mr. — Rowe (near Helston). 25 Apr. 1799.  
A. & J. Weston (Fenchurch St.) to Mr. — Passmore (Helston). 25 Apr. 1799.  
A. & J. Weston (Fenchurch St.) to Andrew Vivian (Camborne). 25 Apr. 1799.  
Transcript of account. New Wheal Treasury adventurers debtors to Boulton & Watt.  
Docketed “Copies of letters written to several of the recusant mines. Foulke’s negotiation in status quo. Measures adopted to bring it to a conclusion. Consultation with Serjeant Williams upon the attempt to change the venue.”

26 Apr. 1799.  
Re-directed to M. R. Boulton at William Murdock’s, Redruth.  
Docketed “Consultation with Serjeant Williams who thinks the adventurers cannot get the venue changed. Grounds allledged by opponents for changing the venue. Little chance of their success in the action.”

Docketed “Letter to be written to W. Reynolds & Co. Vivian’s blunders in Pryor’s engine. Allowance to Coalbrookdale.”
Enclosing (b) below. On the same sheet:
Docketed “Proceedings at the Albion Mill meeting. Copy of the resolutions passed.
Investigation of our Cornish claims postponed upon motion of Mr. Gregor in the Copper
Committee. Watt Senr.'s sentiments upon compromises in Cornwall.”

b. Memorandum (press copy). Minutes of the meeting of the Albion Mill Co.
27 Apr. 1799. 3 sheets.

30 Apr. 1799.
Docketed “Affidavits in opposition to Daniell and Harris preparing. Serjeant Williams
indisposed. Palmer retained. Strong hopes entertained that the venue will not be changed.
Intentions to leave Town.”

Docketed “Proposed departure from Town. Arrangements for the engine erectors.”

3 May 1799.
Docketed “Motion upon the rule to remove the venue postponed. Pleas put in by Spears,
Harris' attorney – repented of and altered. Little chance of the motion succeeding. Tenor of
Harris’ answer to Weston’s letter.”

4 May 1799.
On the same sheet:
Transcript of letter. William Harris (Rosewarne) to A. & J. Weston. 29 Apr. 1799.
Transcript of letter. John Thomas (Truro) to A. & J. Weston. 1 May 1799.
Docketed “Copies of Harris’ and Thomas’ answers to Weston’s letter. Chief Justice
indisposed.”

6 May 1799.
Docketed “Discharge of the rule to remove the venue into Cornwall. Account of the judges’
observations and general remarks upon what passed in Court. Preparing to leave London.”

47. Letter. James Watt Jr. (Soho) to M. R. Boulton (care of Thomas Wilson, Truro).
12 May 1799.
Docketed “Latitude in settling with the recusants. Weston required to sue out writs against
sundry delinquent mines. State of engine orders.”

Docketed “Detention at Minera – state of things there.”

49. Letter. James Watt Jr. (Soho) to M. R. Boulton (care of Thomas Wilson, Truro).
29 May 1799.
Docketed “Motives of his journey to Minera – report of the administration of Mr. Jones and
measures to be pursued by Boulton & Watt to justify themselves before the Chancellor.”

50. Letter. James Watt Jr. (Soho) to M. R. Boulton (care of Thomas Wilson, Truro).
10 Jun. 1799.
Docketed “State of orders received and executed. General proceedings and proposed new
arrangements at the Foundry.”
11 Jun. 1799.  
Docketed “Agrees to the propriety of not relinquishing our shares in the mines till the conclusion of our disputes. Objections to the acceptance of the offer of the United Mines. Urging the speedy ratification of the agreement with Consolidated Mines. Difficulties attending the proposed concession to the Wheal Gons adventurers. Boulton & Watt disposed to acknowledge their obligations to Mr. Edwards in any other way.”

52. Letter. James Watt Jr. (Soho) to M. R. Boulton (care of Thomas Wilson, Truro).
16 Jun. 1799.
Mis-dated by James Watt Jr. as 1798.  
Docketed “Receipt of bills in payment of the premiums from Consolidated Mines. John Wilkinson’s hostile preparations.”

22 Jun. 1799.  
Docketed “Acquiesces to the reasons for settling with the United Mines upon the terms offered. Determination to secure Murdock’s improvements by a patent. Weston expected down to prepare the affidavit. Protests respecting Consolidated Mines wanted. New boring rod succeeds. Another epistle from Harris surpassing the former in absurdity. Certificates for the Income Tax not yet issued. Return and defeat of the Birmingham delegates.”

54. Letter. James Watt Jr. (Soho) to M. R. Boulton (care of Thomas Wilson, Truro).
29 Jun. 1799.
Docketed “Receipt of bill - £100. Thinks Harris not deserving of any further notice. Progress in the alterations and additions at the Foundry. Visit of J. C. Curwen and his satisfaction with the terms of the settlement respecting his premium. Measures pursued by Boulton & Watt in regard to Maesyfynnon Mine. Sir John Call written to upon Albion Mill affairs. Present to Murdock.”

55. Letter. James Watt Jr. (Soho) to M. R. Boulton (care of Thomas Wilson, Truro).
8 Jul. 1799.
Docketed “Acknowledgement of letter informing him of the settlement with Wheal Gons. Proposes to submit the other points of my letter to the consideration of Weston.”

Docketed “Concurs in recommending immediate proceedings against the remaining refractory mines. The Birmingham Anti-Cornubians baffled.”

57. Letter. James Watt Jr. (Soho) to M. R. Boulton (care of Thomas Wilson, Truro).
14 Jul. 1799.  
Docketed “Waits Weston’s opinion before he can write definitively upon the various points submitted to his consideration. Simcox promised to appoint a day for settling the Hallamanin business. Murdock’s patent stopped by a caveat of Matthew Murray’s. Wants Rogers’ opinion of the propriety of throwing up Murdock’s share in Wheal Susan.”

19 Jul. 1799.
Enclosing (b) below.  
Docketed “Enclosing copies of his correspondence with Weston relative to the unsettled claims and Homblower’s engines. Proposes to have the engines inspected by Rennie and writs to be sued out. Appointment with Simcox to settle the Hallamanin business. Reflections on the death of Lord Chief Justice Eyre.”

b. Transcripts. Transcripts of two letters on the same sheet, as follows:
James Watt Jr. (Soho) to Ambrose Weston (London). 9 Jul. 1799.
Ambrose Weston (London) to James Watt Jr. [Soho]. 17 Jul. 1799.
22 Jul. 1799.  
Docketed “Enclosing the bond for Wilson. Intends writing more fully in a post or two.”

60a. Letter. James Watt Jr. (Soho) to M. R. Boulton (care of Thomas Wilson, Truro).  
24 Jul. 1799.  
Enclosing (b) and kept with (c) below. Headed “Wheal Prosper.”  
Docketed “Estimate of double 63 inch engine for Wheal Prosper adventurers. Cautious in regard to the mode of stating the particulars. Comparison with Trevithick’s offer.”

b. Memorandum. Metal Materials not included in Boulton & Watt’s Estimate.

c. Memorandum. Price of 3 working pieces, 31 16 inch pumps and house water lift.

24 Jul. 1799. 2 sheets.  
Docketed “Mr. Boulton’s letter to Mr. Warren Junr. written with the view of getting rid of the application – not desirous to employ him. Opinion of the proper mode of charging the premium upon Hornblower’s engines. Rennie’s consent to inspect the engines. Murdock’s return and his report passed by the Attorney General. Murray’s invention much approved. Visit and treaty with two Swedes for an engine. Mr. Ratton of Lisbon in treaty for an engine. Concluded with Paul Benfield upon the guarantee of Schneider & Co. – their character. State of orders. Gregory’s return from a tour with Tuffen. Visit of the Russian ambassador.”

Docketed “Enclosing de Boffe’s account. Murdock assents to throw up Wheal Susan share – his discontentment. Proposal to take his shares off his hands. Opinion of Wilson’s deserts. His history of Hornblower’s engines received.”

29 Jul. 1799.  
Enclosing (b) below. Headed “Hallamanin.”  
Docketed “Statement of Hallamanin account and other particulars of the conditional settlement with Simcox. Copy of letter to him.”

On the same sheet:  
Transcript of letter. James Watt Jr. for Boulton & Watt (Soho) to G. Simcox (Birmingham). 26 Jul. 1799.

64a. Letter. James Watt Jr. (Soho) to M. R. Boulton (care of Thomas Wilson, Truro).  
1 Aug. 1799.  
Enclosing (b) below. On the same sheet:  
List of Richard Trevithick’s engines and the premiums due on them.  
Docketed “Enclosing calculation of Trevithick’s premiums. Observations thereon.”

b. List of Richard Trevithick’s engines and the premiums due on them.  
Calculated in a different way to the above list.

65. Letter. James Watt Jr. (Soho) to M. R. Boulton (care of Thomas Wilson, Truro).  
3 Aug. 1799.  
Headed “Tin Mines, St. Agnes.”  
Docketed “Calculations and estimate for the new tin mines in St. Agnes.”
Enclosing (b) and (c) below.
Docketed “Acknowledgement of the receipt of sundry bills. Anxious to have an account of Murdock's mining concerns in order to close them. Rennie written to. Suggestion in regard to the best mode of attacking Hornblower's piracies. Assent to make a present to Mr. Edwards. Appointing to be of the Rose Copper committee.”

Re-directed to M. R. Boulton at Thomas Wilson's, Truro, then presumably enclosed in James Watt Jr.'s letter.
Telling M. R. Boulton that he has been appointed to the Rose Copper Co. committee.

c. Printed card announcing meeting of the Rose Copper Co. on 2 Aug. 1799.

On the same sheet:
Transcript of letter. Ambrose Weston (Fenchurch St.) to Boulton & Watt [Soho]. 7 Aug. 1799
Docketed “Weston's opinion in regard to the proposed refund to certain adventurers in the Consolidated Mines. No objections to the measure. Payment to be made as before proposed.”

On the same sheet:
Docketed “Rennie's letter and uncertainty of his departure for Cornwall. Thinks my presence will be useful. Of opinion that we should make known our determination to enforce the payment of our claims. Weston entertaining little doubt of our being able to support our claims. Building at the Foundry nearly completed except workmen's houses which are postponed to another season.”

On the same sheet:
Transcript of letter. Richard Crawshay (Cardiff) to Boulton & Watt. 12 Aug. 1799.
Transcript of letter. Boulton & Watt (Soho) to Richard Crawshay. 19 Aug. 1799.
Docketed “With copy of the correspondence with Crawshay. Wilson to know if there is any grounds for his alleged ignorance of Boulton & Watt's claims.”

Docketed “Receipt of a letter from Rennie announcing his departure for Cornwall. Proposes making a tour into Wales with Lee.”

Docketed “Transmits my last letter for Weston’s consideration. Thinks Penrose should be served with a writ, to hasten his motions. Does not see any objections to Wheal Rose reference. Intention of proceeding with Lee to Clifton. Murdock's patent not yet passed owing to various obstacles. Has mentioned to him the proposal for buying his shares – his indecision. Agreement with Iddins for a quantity of timber.”

Docketed “Change in his plan of tour through Wales. Progress down the Wye.”

With a postscript added by George Lee. Docketed “Relative to Murdock's specification.”


*Docketed “Departure with Lawson upon an excursion into Wales. Southern at Manchester with Lee to arrange his engine. State of orders. Arrangements in the copying machine business.”*

*Enclosing (b) below.*

**b.** Printed list. Materials proposed to be furnished by Boulton Watt & Co. for the Whim Engine at United Mines.  
*On the same sheet:*  
*Docketed “Copy of letter and estimate to R. Mitchell. Return from his tour to North Wales and Lancashire, and Lawson’s perfect restoration. Great influx and prospect of orders. Proposal and proposals of Fawcett of Liverpool. Necessity of extending our Foundry and increasing the hands. Proposals to Lawson and ideas upon the intended agreement with him. Opinion and examination of Balcarres’ works.”*

*On the same sheet:*  
(The account is in James Pearson’s hand.  
*Docketed “Statement of charge against J. Williams for boring rods. Mr. Boulton confirms Mr. Wilson’s statement of the agreement with Capt. Paul and desires the account to be settled with him.”*

*Docketed “Acknowledgement and receipt of bills from Hornblower pirates. Lawson and Gregory set out upon their tours. Capt. Crawford wants information respecting Cassady.”*

*Enclosing (b) below.*  


*Docketed “His numerous occupations prevent him from answering enquiries about estimates. Lawson’s agreement concluded. Doubts of its being entirely satisfactory to him. Prospect of orders from Scotland – great reputation of our engines there. Fishwick’s orders. Conference with Dearman – promise of assistance from him. Ideas upon the proposal of the Wherry and Wheal Margaret Adventurers and of the proper proceedings against them.”*

*Enclosing (b) below.*  
*Docketed “Estimate of a double 24 inch and single 36 inch cylinder. Summoned to a consultation by Weston. Doubtful of his being able to attend.”*

**b.** Printed list. A list of the metal materials of a 36 inch single 8 feet stroke proposed to be furnished by Boulton & Watt, to Messrs. Daniell Jenkins & Co. Soho, 17 Oct. 1800.
Docketed “Resolves upon going to London.”

Docketed “Return to Soho and account of the consultation with Weston. Sentiments upon future proceedings to be pursued against the refractory mines.”

Docketed “Money advanced to Dyer and ideas of a connection with him. Wants Wilson’s accounts and copy of correspondence with Bailey of Bristol.”

Redirected to M. R. Boulton at Soho. 
Docketed “Extract from Weston’s reply in regard to the effect of the Statute of Limitations in Wheal Pool case. Homfray’s letter and wish to see one of the firm in Wales to arrange with him the proposed new engines. Southern’s journey to London. Murdock’s engagement.”

Redirected to M. R. Boulton at Soho. Enclosing (b) below. 
Docketed “Enclosing copy of reply to Homfray’s letter requesting an interview with one of the house in Wales.”


3/50 Letters to M R Boulton, Gregory Watt, 1801 (24 items)

1. Letter. James Watt Jr. (London St.) to M. R. Boulton (Soho). 2 Mar. 1801. 2 sheets. On the second sheet: 
Docketed “Declined Douglas’ premises. Receipt of £2236.11 from West India Dock Co. R. Walker’s conduct handsome. London Dock Co. unwilling to give up their turn. Order for a third pump and engine for this co. Rudge and Price’s conduct. Slow progress of Isle of Dogs Canal. Difficulty of getting money from Isle of Dogs Canal. Detention of Turnbull Forbes & Co.’s goods and Huddart’s fly wheel – latter sent back part of the way. Turnbull & Co. will not have the engine erected in London. Answers to sundry memorandums of Mr. Southern. Orders for sundries for London Dock Co.”

2a. Letter. James Watt Jr. (Soho) to M. R. Boulton (Post Office, Cheltenham). 19 Apr. 1801. Enclosing (b) below. On the same sheet: 
Letter. Mark Kerr (Royal Canal House, Dublin) to John Tyrrel [Dublin]. 13 Apr. 1801. 
Docketed “Enclosing letter of Royal Canal Co.’s secretary authorising Mr. Tyrrel to treat for the Gloucester engine on their behalf. Mr. Tyrrel’s letter proposing to call to inspect it – wishes me to meet him.”

b. Letter. John Tyrrell (5 Merrion Square East, Dublin) to Boulton & Watt. 14 Apr. 1801.

Docketed “Visit of Mr. Tyrrel who intends to treat for the Gloucester engine. Further particulars relative to the Royal Dublin Canal Co. Departure of Gregory Watt and Murdock upon an excursion to Scotland. Sundry particulars about engine concerns.”

Thomas Easton of Kenton Colliery reports Thomas Barnes’ death and suspends the engine order. Can Gregory Watt visit him.


Docketed “Has not seen Creighton but left directions to proceed to Caton. Grate to be rectified. Arrowsmith & Pennington’s engine. Lawson wants memorandums of accounts. Receipt of £100 from Bakers’ Co. Appointment with Lawson at Dundee to return through the iron works. Sales of copying machines.”

16. Letter. James Watt Jr. (Glasgow) to M. R. Boulton (Soho). 1 Sep. 1801. 3 sheets.
Docketed “Intended progress southwards on his return home. Situation and condition of the Scotch engines and general satisfaction of the parties. Summary account of the situation of some new iron works. Geddes’ inconsistent conduct. Receipt of £30 from him and advice to draw for the balance if not remitted in the course of a fortnight. Favourable report of Harley’s conduct.”

On the same sheet:
Docketed “Remittances from Pattison and Monach. Philp & Co. have given directions for the payment of their account. Nothing recovered by Mr. Hatchtiss from Anderson & Co.’s estate. Beam and cross beam wanted by Tenant Knox & Co. Estimate of a blowing engine for Mr. Edington wanted. Mr. Miller disposed of his stock of copying machines. Orders new ones. Visit to Mr. Hamilton.”

Docketed “Further observations on the state of the engines in Scotland. The Linwood Company supposed to be in treaty with Baird. Engines likely to be wanted at Paisley. Mr. Cunningham’s difficulties in transporting his cylinder. Both he and Mr. Houston diligent apostles in propogating the true faith. Overtures to G. Grieve for a renewal of his engagement. Visit to Colonel Fullarton and opinions of his numerous schemes. The Colonel is curious to learn our views in the iron trade. Mention of an offer of a situation made to us by Mr. Buchan. Mr. Buchan’s estate near Cumnock. At the same inn with him – likely to learn his situation. Inspection of the neighbourhood of Old Cumnock. Good conduct of Mr. Pearson – present to him. Will send him to Manchester. Destinations of the other hands. Proposes McMurdo’s mother to be cautionary for her sons in the agreement. Order of a new boiler and apparatus for Messrs. Finlay & Co. of Catrine Mill.”

Docketed “Account of his progress to Glenwilt. Opinion on Mr. Thomson, Mr. Murdock’s brother-in-law and idea of his utility to us. Order in agitation by Messrs. Scott McWilliam & Co. of Gatehouse. Intends to visit Alston Moor and the upper part of the Tyne.”

Docketed “Wants answer respecting Thomson’s application. Offer of services from an acquaintance of Lawson. Account of Murray’s proceedings and revels. Opinion of Watkin. Striker & Co. Fishwick’s anger at not receiving calculations and assistance in planning his forge engine.”

The docket is on a separate wrapper.
Docketed “Opinion of mode of combating the desertion of our smiths. Difficulty of getting good hands about Newcastle. Kenton Co. satisfied to wait our time. New estimate for Tyne Main – thinks it will be an order. Order of a 4 horse engine for Tyne Iron Co. Favourable opinion of their establishment. Fishwick’s property. Hawkes & Co. have given Murray the order for their engine. Present and increase of M. Wheatley’s wages – his conduct satisfactory. Errors in several of the Newcastle accounts. Receipts from sundry. Barnes’ widow left in straightened circumstances – expected that we should render her some assistance. Prospect of an increased demand for coals and new orders for engines.”

Docketed “Has a prospect of engaging smiths and fitters.”
Docketed “Terms of engagement of four smiths and a millwright to go out with the Falmouth hydraulic ram. Received balance owing from Gateshead. Grimshaw wishing to exchange his engine for a larger one.”

3/51 Letters to M R Boulton, Gregory Watt, 1802  
(26 items)

Enclosing three bills of exchange. Fire in R.R. Cunningham’s engine house. Mr. Clegg’s extravagant charges for time spent repairing Mr. Strutt’s engine. Three apprentices who have not been given Christmas presents for being idle etc. Wants a small box of tools “fitted for the use of a Country Gentleman”.

Has received a letter from Rennie saying that the cast iron beam is urgently wanted and he will get it made in London. Doubts the urgency of this. M. R. Boulton should see the premises first. If Matthew Boulton and M. R. Boulton agree with him about the little engine, they can cast both beams in a month or six weeks. Encloses an impudent letter from Mr. Morgan. Wants Ambrose Weston’s opinion on prosecuting him. Arrangements to bring Mr. Potter home from Ireland. Cannot trust Morgan to deliver letters.

Substandard pipes made by Messrs. Smiths for Falmouth water works. The Falmouth account should now be presented. Can M. R. Boulton speak to Mr. Chippendale about his advertisement. The London dock engine beam has been cast. The second will be cast within a week. Casting Murray’s beam today. Improvements to Foundry stoves. Creighton has not got Mr. Williams’ engine working – he has sent William Harrison.

Have received the “project” from M. R. Boulton. Murray’s beam has been cast. Improvements to Foundry stoves. Can John Woodward enquire about prices of ships’ fireplaces. Can M. R. Boulton reproach Mr. Tuffen for not carrying out sundry commissions.

Mr. Delafort has called upon him so he will have to delay coming to London. Encloses a remittance from Taylor & Weston. Can M. R. Boulton send £300 in small bank notes to James Pearson. 4 bills he has drawn on Matthew Boulton.

Benjamin Gott’s millwright Mr. Pritchard found Mr. Halligan at Matthew Murray’s foundry. William Murdock has spoken to Halligan’s wife – she is very unhappy and wishes to return to Soho. The Halligan’s situation in Leeds. John Hughes is lodging with them but she knows little of his job with Murray or why he left Soho. James Watt Jr.’s enquiries about buying land next to Murray’s foundry, including a malt house which projects onto Murray’s premises. Gott thinks that Murray’s partner Mr. Fenton would be ashamed of his partner’s actions. Murray’s character. Halligan’s report of Murray’s casting nozzles in dry sand – their moulder who cast them in green sand is dead; the quality of Murray’s green sand castings; Soho Foundry mixes too much coal dust into the sand. Details of Murray’s casting operations, foundry and cupola. Plans to learn more about Murray’s works.
Mr. Halligan has asked to be re-employed at Soho Foundry. His reasons for leaving Soho.
James Watt Jr. has agreed. The terms for Halligan’s return. The possibility of leaving him to
spy on Matthew Murray and Mr. Dixon. Halligan’s wife Nancy is delighted at the chance of
returning. John Hughes’ situation with Murray, and his report of Dixon calling at Soho to lure
away more workers. Has searched Hughes’ trunk and found a roll of drawings. Wants to
seize Hughes in order to see letters from his father but needs a Justice’s warrant in the area
where the offence happened. Can James Watt procure a warrant. Has not taken the
drawings as it might raise Hughes’ suspicions. Believes Hughes was encouraged to leave
Soho by his father, who is also planning to leave. Seizing Hughes may help incriminate his
father. Dixon came to Soho both to look for 3 or 4 apprentices who had left Murray, and to
entice other men to Leeds. Has no intention of seeing Murray and his partners. Is
negotiating for the malt house and other land next to Murray’s foundry – what is the Soho
opinion on this. Further details of Murray’s works including a small sketch.

Encloses Mr. Halligan’s new articles. Halligan’s gratitude at being re-employed at Soho and
condemnation of Mr. Dixon. Halligan has learnt much about Matthew Murray’s foundry.
Halligan will try to steal John Hughes’ letters from his father. Has heard from Halligan’s wife
that W. Williams at Soho Foundry was encouraging other workers to look for new posts.
Details of the orders Murray is working on. Details of Murray’s foundries and production
operations, workforce, pay etc.

Mr. Halligan has seen John Hughes’ letters – they are not significant. Mr. Dixon has returned
and told Halligan of problems at Soho and that W. Williams, Mr. Meadows, Isaac Croft and
Hughes’ father Joseph are all leaving. His attempts to buy land near Matthew Murray’s
foundry. Opinions about Murray’s partners Mr. Fenton and Mr. Wood. Hopes the arrival of
the warrant will finish the business. Little chance of hiring any of Murray’s men. Will have
plans and information about Murray’s machinery, and have seen the engines he makes.
Report of Mr. Ennet’s engine works near Bradford. Wants M. R. Boulton to place a large
order for green sand with Mr. Smith of Castleford.

Has learnt that one of John Hughes’ letters is from a Soho smith, Forster. Therefore had
Hughes apprehended in order to get the letter and prove he was “seducing” Soho workers.
Encloses Hughes’ drawings, letters and indentures. If he does not prove himself to be of age,
Mr. Lane can charge him with absconding. Hughes has been unco-operative. It is not yet
known that Mr. Halligan is privy to James Watt Jr.’s “operations”. They need to take strong
measures against the miscreants.

On the second sheet:
Sketch of the area around Matthew Murray’s works.
Arrest and return to Birmingham of John Hughes. His reasons for leaving Soho. Problems of
proving that Hughes’ father was encouraging workers to leave Soho. Problems of Mr. Dixon
as a witness against Hughes and Matthew Murray. Progress with purchasing land near
Murray’s foundry – advice of Benjamin Gott and Boulton Watt & Co.’s lawyer Mr. Upton. Will
proceed to Manchester. William Murdock is ill with headaches. The only way to get at
Matthew Murray is to undermine his reputation and compete with him. Their friends say there
is sufficient business for another engine works in the area. The woman who owns the malt
house next to Murray’s works will not sell it. Got Mr. Halligan to inform Murray’s partner Mr.
Wood about Hughes’ arrest. Wood’s belief that Hughes had been Boulton Watt & Co.’s spy.
One of their runaway workers had been returned from London – their problems with runaway
workers. Halligan’s neighbours have noticed James Watt Jr.’s visits, but the business is
finished now. William Murdock is to meet with a Scottish green sand moulder.
Messrs. Bairds of Glasgow have visited Matthew Murray's works. They claim to have a letter from someone in Glasgow to James Watt, but they should not be allowed into Soho. Mr. Dixon has suggested Joseph Hughes ask for wages arrears – Hughes does not care if he affronts Boulton Watt & Co. Benjamin Gott wants M. R. Boulton to get a plan of a hall from Mr. Lawrence.

The docket is on a separate wrapper.
Called upon Mr. Lodge of Halifax – Creighton will send details of his engine. Saw Taylor & Butterworth's factory at Rochdale. Mr. Taylor Snr. is dead, his son is retired and employs his capital building mills. Saw a Bateman & Sherrat engine at Rochdale working very poorly. General poor opinion of their engines. His instructions to the lawyer Mr. Upton about buying land next to Matthew Murray's foundry in Leeds. The green sand moulder Mr. Davey asked for too much for it to be worth hiring. Has asked Mr. Halligan to stay at Murray's but to leave if his situation becomes uncomfortable. A. & G. Murray's engine is working well and they want an estimate for extinguishing apparatus. McConnel & Kennedy are in a hurry for their machinery. Mr. Lee's eccentric circle needs replacing. Mr. Bury's engine was working well. Problems with Marriott & Robinson's engine. State of Mr. Rupp's engine. Is going to Bolton. M. R. Boulton should consult Ambrose Weston about bringing an action against Joseph Hughes.

Needs the opinion of "the Soho Committee" about buying land next to Matthew Murray's foundry in Leeds. Has finished his survey of engines in the Manchester area (except Oldham). Suggests an alteration for the Chatham little engine working gear. They also want a pillar under the main beam, as do Dixon & Co. Taylor & Weston want a box of cement. Peter Marsland has altered the situation of his engine.

Enclosing (b) below.
Enclosing a note of Joseph Hughes' time and profits. Hughes is consulting a lawyer about getting his and his son's articles from Boulton Watt & Co.

b. Account. Joseph Hughes' day and piece work and wages, Michaelmas Quarter 1800—Midsummer Quarter 1802.

2 sheets.
Will stop proceedings against the Straw Paper Co., as Mr. Lister says their forfeit money will be paid. Arrangements for the removal of the engine. Rennie has finished the drawings of Peckover & Bellamy's millwork. Discussion with Mr. Hawkes about the Gravesend account – Hawkes suggests a very strong letter from Boulton Watt & Co. Fire at Hawkes & Co.'s Newcastle premises, destruction of their engine. Want to replace it with a 20 horse one. John Shakespeare has finished repairs at Gravesend and is free to erect the Barton engine. William Hufton's engine performs well. Has forwarded the corn mill governor drawing to J. D. Van Liender. Discussions with Ambrose Weston concerning Matthew Murray's patent. List of drawings Weston needs for the case. Has James Lawson obtained any information from Gavin about Murray's "seduction" of Soho workers and obtaining intelligence of Boulton Watt & Co.'s proceedings. Has he got any information from Mr. Crowther.

Enclosing a letter from Zaccheus Walker Jr. and John Woodward's reply. Will discuss the subject when they meet. Rashleigh Goode & Rempthorn of St. Austell are ready to pay as soon as the deeds are signed [M. R. Boulton's docket notes this was connected with Thomas Wilson's mortgage]. Has not seen Thomas Wilson.
Joseph Bramah's opposition to James Simpson's plans for Chelsea water works. James Watt Jr. has declined interfering beyond advising on the best sort of engine. Rennie's sole objection to Peckover & Bellamy buying Koops Tate & Co.'s engine. They might buy Fishwick's engine as well. Mr. Lister's week for paying the Straw Paper Co. forfeit money expires tomorrow. Mr. Chapman from Newcastle is planning the new Hull docks with Rennie.

Has explained Mr. Wetherell's affair to Fermin de Tastet, who recommends putting the business into the hands of a reputable house in Seville. Dias Santos believes his Portuguese correspondent will agree to send men for instruction. William Hufton's engine is well put up but "in a dismal hole". One of the millwrights had his hand sheared off in the wheels. Hufton is pleased with the engine and praises Mr. Dayus.

Has received the deeds and given Thomas Wilson his accounts. Wilson "has been roughly handled" by Mr. Craunshay, and his plans for a brewery have not progressed. Is attempting to get his loan from Boulton & Watt prolonged. Encloses a letter to Dias Santos. Death of Mrs. Keir. Has not yet seen the Browns.

Has visited the Isle of Dogs canal engine with Rennie. The company's plans to make it double-acting. Details of the parts needed. If Soho can do it in the time specified, can M. R. Boulton contact Rennie. If not, Rennie wants them to make the nozzles. Mr. Lister's clients [The Straw Paper Co.] have not yet paid the money.

Ambrose Weston wants models for the case against Matthew Murray. Directions for William Murdock to make them. Has discussed with Anaram Burton & Graham their proposed allowance for introducing Boulton Watt & Co. engines in the West Indies. George and John Philips have dissolved their partnership with their London manager Mr. Borne. Does not see any objection to Mr. Upton's plan. One of the letters M. R. Boulton forwarded was from William Henry, saying that Mr. Haliburton, Lord Balcarres' steward was about to visit Soho. Can M. R. Boulton show him the necessary civilities.

Has met with Mr. Lister and the proprietors of the Straw Paper Co. Has referred the settlement to Ambrose Weston. Believes their premises have been sold to liquidate Mr. Koops' debts. Proposals for the removal of the engine from the premises and payment by the company for the costs and materials. The successful erection of the Falmouth water works engine in Jamaica. Has not seen Richard Dayus. Can John Southern set out immediately so he can visit Chelsea with James Watt Jr.

Has given Rennie the estimate for the Isle of Dogs alteration – he says they should go ahead. Hawkes & Co. would prefer a 20 horse engine but have asked for an estimate for a 14 horse cylinder for their existing engine. Rennie has not heard of the 6 horse engine sent to him. Peckover & Bellamy will take Koops & Co.'s 80 horse engine. Have consulted with Mr. Holroyd over Matthew Murray's patent. William Cox and Salavatore Viaggio wish to rejoin Boulton Watt & Co. Details of their careers since leaving Boulton & Watt. John Woodward's relation Mr. Yates has joined the Borough water works. The Revd. Cotton called on Woodward – his son is promising and Woodward says they need a boy in the counting house at London St. G. Mynd told James Watt Jr. that he had given "the questions" to Wyatt to answer.
It is not essential for John Southern to come to London. The split models for the case against
Matthew Murray will not be wanted before the end of January. Koops & Co. acceded to the
proposal for the delivery of the Straw Paper Co. engine. Has passed an estimate of a 6 horse
engine to Mr. Sabine at the London Assurance Office. Has met Mr. Fishwick — arrangements
for the sale of the engine originally intended for him as he will not want it in less than 6 to 8
months. His father and mother have set out for Soho.

2 or 3 months ago they sent an estimate for a 40 horse engine to Mr. Swann of Goodman’s
Field, London. Has heard Swann has ordered an engine from Matthew Murray, Fenton &
Wood, as their estimate was £400 less. Can he have a copy of the estimate. Hopes “the
travellers” [James Watt and Mrs. Watt] arrived safely. He and Mr. Moilliet plan to travel to
Soho on Saturday or Sunday.

3/52 Letters to M R Boulton, Gregory Watt, 1803 (54 items)

Sees no objection to sending Pearson and Mr. Wright to erect the Radford Cotton Co.’s
engine. Progress with its manufacture. No word from Brown & Co. about an erector. Mr.
Spode’s colliery engine is nearly finished. Rennie has ordered 2 6 horse engines. 4 of his
previous orders were for Trinidad. Mr. Addenbrooke wants a 4 horse engine immediately.
Creighton has answered some but not all of Boulton Watt & Co.’s queries — his information on
etc. Query from Scailth Marshall & Co. about their materials. Mr. Mitton’s executor Mr. Eaden
wants Boulton Watt & Co. to dispose of the engine.

Brown & Sons have received their materials and will be ready for an engine erector in a week
to 10 days. M. R. Boulton should instruct John Brunton. Ann Boulton has had gripple.

Details of Dias Santos’ order for engines for Portugal. They are tied by their correspondents
and wish to have the matter off their hands. They will approve a man being sent from
England. Richard Dayus will go to Peckover & Bellamy. He says John Shakespeare has
almost finished the Barton engine. Broken valve on Messrs. Trummer’s engine. Problem
with the new eccentric wheel on Bough & Holmes’ engine. Jackson & Dampier will begin their
alteration work. Has asked John Woodward to send an account of his commission at the
London House to Soho. When it is settled, the books can be closed. Plans to go to Bath.
Mr. Lee’s marriage — “I believe the horse is to be tied tomorrow”. Political observations.

23 May 1803.
Creighton has sent Mr. Monteith’s remittance. Problems with the account – can Gregory call
upon Monteith. They have sent James Lawson to “admonish” John McGeorge. If he fails,
Gregory may have to call upon him in Edinburgh.

24 May 1803.
On the same sheet:
Letter. James Lawson (Manchester) to Gregory Watt (—). — May 1803.
Four transcripts, as follows:
J. & J. Wilson (Hurlet Colliery, Paisley) to Boulton Watt & Co. 8 Mar. 1802.
Can Gregory visit J. & J. Wilson of Hurlet Colliery about the order for their boiler. Annexes
correspondence with them. They did not order a boiler originally but one can be provided in a
month.
Barker has got a judgement against Hesketh & Schofield, and they may have an execution
against either their persons or effects. James Watt Jr. is unsure how to proceed so has
asked James Lawson and Mr. Lee to consult Mr. Jones. John McGeorge’s complaints about
his account. Gregory Watt and Creighton will visit him.

31 May 1803. 2 sheets.
Enclosing (b) below. On the second sheet:
Enclosing copies of correspondence with John McGeorge. His reasons for not paying his
account, some of which sound plausible, others false. Details of his queries and the order.
They have reason to be dissatisfied with McGeorge’s conduct. However he is wary of their
erector Henry Vivian’s abilities. Therefore can Gregory and Creighton inspect the engine and
remedy any faults. If McGeorge refuses to pay the matter should be put into the hands of
their Edinburgh attorney Mr. Hotchkiss. Sending the letter via James Lawson for his
comments.

b. Transcripts. Four transcripts on the same sheet, as follows:
Extract from letter. William Creighton to Boulton Watt & Co. 27 Apr. 1803.
Boulton Watt & Co. (Soho) to John McGeorge [Edinburgh]. 5 May 1803.
John McGeorge (Edinburgh) to Boulton Watt & Co. [Soho]. 24 May 1803.
Account presented Mr. McGeorge by Mr. Creighton.

The address and M. R. Boulton’s docket are on a separate wrapper.
Settlement with Hesketh & Schofield. James Lawson has been at Halifax visiting engines and
settling accounts of Mr. Lodge, Taylor & Sons, Mr. Ashton, A. & G. Murray. John Brierley of
Stalybridge has ordered a 14 horse engine. Gregory Watt has reported that he has settled
with Mr. Monteith, that J. & G. Wilson are convinced that their boiler was included in the
original estimate, and on the conceit of Henry Vivian. Rennie’s queries about his 4 engines
for the West Indies. Backlog of current orders. Preparations for a court case. John Brunton
has altered Messrs. Strutt’s engine. Mr. Potter says Wilkes & Jewsbury’s engine performs
well. Bad weather interrupting alterations at the Manufactory and the Foundry. Transfer of
the smith Forster to the Foundry. William Murdock found that Mr. Thompson had done
nothing at Fazeley St.

8 Jun. 1803.
Thanks him for his mineralogical observations in Ayrshire. M. R. Boulton and John Southern
are in London. Are preparing for the case against Matthew Murray. Details of the building
work at the Manufactory and Foundry. Was not aware of Gregory Watt’s poor health or he
would not have sent him to settle with Mr. McGeorge. Wishes Creighton had more energy in
his dealings. Personal and social news from Soho and of friends.

Details of the movements of various engine erectors and their work on various engines.
William Wilkinson’s report of the Llanarmon engine. Enquiry from Bristol about a colliery
engine and from Creighton for an 8 horse engine for the Springfield Dye Works Co. Can M.
R. Boulton get 6 flasks of Bartovalli oil for him.

Richard Dayus’ practice of selling hemp and tallow and his desire to set up a shop – James
Watt Jr.’s disapproval. Rennie’s disapproval of his conduct but high opinion of his talent.
John Woodward says Peckover & Bellamy’s account is 3 months overdue. John Brunton’s
problems with Messrs. Strutt’s engine and Gould & Williamson’s engine. Models for the case
against Matthew Murray. An enquiry from Baron Rolbielsky of Vienna for an engine for
spinning cotton. Visit of Mr. Rey, former partner of de Bihl & Co., Petersburg – James Watt
Jr. did not like him. Details of Rey’s background. Lawson’s report from Manchester – cannot
get payments. News of various Manchester engines.

In James Watt Jr.’s hand.
Mr. Monteith’s bill upon Messrs. Smith Lindsay Smith & Co. has not been accepted. Can Gregory Watt tell Monteith and obtain other security. Another bill of Dunlop Smith & Co. on the same house has also been returned. Some of Boulton Watt & Co.’s other connections may be affected – James Lawson is worried about his brother.


Sorry to hear Gregory Watt is still indisposed. If Creighton cannot get John McGeorge to settle, it should be referred to law. The house of Smith Lindsay & Co. may soon resume payment of bills. Poor trade in Manchester due to the war. Mr. Houston’s order.


Models for the case against Matthew Murray. Need for new ones of the double engine prior to William Murdock’s improvements. Murdock to make a new model immediately.


On the same sheet:
Annexes a copy of a letter from Matthew Murray’s agents making an offer. Mr. Simmon’s engine at Reading has broken down. Mr. Poole might be sent.


Has given an estimate to the Chevalier Edelcrantz for an engine for his distillery. Request by Mr. Lockey for an estimate for an engine for a rice manufactory for Mr. Lucas of South Carolina. Need for a Boulton Watt & Co. erector to stay with Jackson & Dampier’s engine. Cannot find Newman to send to Mr. Symonds. Mistakes in making Jackson & Dampier’s engine – leaving the piston rod and cap black while all the other work is polished has “an indifferent appearance”. Mr. Smith of the Gravesend Tunnel has paid £200.


Titled “No. 2.”
The case and proofs have been delivered to their council. Error in the dating of Murray’s patent – Boulton Watt & Co.’s lawyers have however repeated the error in their writ so they cannot use it and proceedings may have to recommence. Refusal of the offer made by Murray’s lawyers. Refusal of a bill drawn on Anthony Warwick of Liverpool. This and problems in Manchester have determined him to go there. Leaving the explanation of the models for the case to Messrs. Westons. James Lawson has suggested that William Murdock [Jr.?] who worked at Benjamin Gott’s might have evidence against Murray. Has seen Newman. Poole will go to Reading. Pearson or Clegg can attend Messrs. Austins. Jackson & Dampier’s engine works “tolerably well”. Richard Dayus’ brother was working on Mr. Bateman’s nozzles.


Is going to Manchester tonight, therefore can M. R. Boulton write direct to Mr. Lockey. Has looked for other suspicious bills and has found another from A. & G. Murray drawn by Mitchel & Cantrell on Smith Lindsay & Co.
Visit to P. McCandlish to secure payment – details of his finances, security etc. P. McCandlish’s intention to sell his engine to Messrs. Reid Irving & Co. Other outstanding bills. Agreement with Mr. Holdsworth for payment with £1000’s worth of twist which Holdsworth will sell for Boulton Watt & Co. Mr. Kennedy has gone to Glasgow to get remittances. Mr. McConnel offered a similar security to Mr. Holdsworth, but James Watt Jr. has left payment up to them in view of their past friendship to Boulton & Watt. George Murray’s pledge of his engine and mill as security. Breakdown of Daintry Ryle & Co.’s engine. Things in Manchester not as bad as expected – only those with Glasgow connections are suffering. American agents are buying cotton to supply the countries at war. Lees’ mill is working piece hours. Their engine is “a bad job”.

The outside of the letter is directed to Boulton Watt & Co.
Account of the damage to Daintry Ryle & Co.’s engine following the accident. Details of new parts to be made. They want to recommence work immediately.

Has been to Leeds to look into Matthew Murray’s proceedings. A Mr. Heptenstall may make a useful witness. Reid Irving & Co. are delaying their answer about P. McCandlish’s engine and payment for it. Ambrose Weston’s “blunders” over the summoning of witnesses for the Murray case – will have to leave the business in Manchester unfinished. Mr. Lodge’s engine works well, but he has many complaints against Clegg, the erector. James Watt Jr.’s plans to discharge Clegg. Current location of various erectors. The house of Surtees in Newcastle has stopped payments. Got sunstroke going to Leeds.

Arrival in London. Deferral of the trial. Arrival of witnesses Mr. Heptenstall and Mr. Dudgeon from Doncaster.

The trial is brought forward to Saturday. Meeting with Murray’s solicitors. He had hardly seen Murray and had no instructions. Second meeting with the solicitor – Murray’s abandoning of the case and setting aside of his patent. Will prepare a paragraph for the newspapers tomorrow – will celebrate today. Quality of the evidence from Mr. Dudgeon and Mr. Heptenstall from Doncaster. This letter was forwarded to James Watt at Heathfield.

P. McCandlish & Co.’s debts to Reid Irving & Co. Possibility of P. McCandlish being declared a bankrupt. Has sent Poole to Messrs. Austin. William Murdock will return via Reading. Plans to go to Portsmouth with Mr. Lee and James Lawson. Plans to place an advertisement in the papers.

Enclosing (b) below.
Editing of the advertisement as some papers insisted it was cut – encloses the original for M. R. Boulton’s comment. Ambrose Weston is afraid of a libel action but James Watt Jr. has pointed out that this is what they want as they have all the evidence. Will be delayed in London as Reid Irving & Co. have had no answer from P. McCandlish. Report on the Navy engine.

Text of report by James Watt Jr. and John Weston for the newspapers.
Going to Wisbeach – will not concede anything to Mr. Walker. Has seen Richard Dayus about his selling hemp and tallow. He maintains Matthew Boulton and M. R. Boulton knew about it. His lease of a new house. P. McCandlish’s brother has died but Reid Irving Co. cannot make any proposals until Mr. Reid returns. Reid Irving & Co. seem willing to enter an agreement for a gradual payment of Boulton Watt & Co.’s debt. Discussions with Phyn Inglis & Co. and Manning Anderdon & Co. about their engines for the West Indies. Possibility of large orders for the West Indies which may warrant extensions to the Foundry and Manufactory. Has pushed Westons to pursue Mr. Sands for payment.

Enclosing a letter from Hawker & Richards with a report of Benjamin Gott’s dyer and a list of Matthew Murray’s prices from Mr. Dudgeon. John Woodward has paid Dudgeon £25.


30. Letter. James Watt Jr. (Manchester) to M. R. Boulton (Soho). 29 Jul. 1803. 2 sheets
The address and docket are on a separate wrapper.
Problems of P. McCandlish’s security on his engine. Their advertisement stating the facts about the case against Matthew Murray – does not feel anything more is necessary. Has seen William Murdock who is probably has in mind what M. R. Boulton conjectures he had. Leach’s thieving from the Foundry. Report on Johnson’s work on Pownal’s engine. Gemmel’s accident while working on Hope’s Tenant’s engine, and his poor work. Dirty state of Ashton & Cheetham’s engine. Financial problems of Peter Ewart’s house. Can M. R. Boulton send him memoranda on anything that needs doing in Manchester.

James Lawson got Hope’s Tenants’ engine working. Visit to Bolton – reports on Vickers & Tedstil’s engine which had little fault with it, despite an urgent message from Mr. Tedstil, and Dixon & Co.’s engine which is working well.

Enclosing a bill of exchange from A. & G. Murray. Mitchel & Cantrell’s plans to pay their creditors. Expected rates of payment of bills on Smith Lindsay Smith & Co. and Dunlop Smith & Co. Peter Marsland’s partners Messrs. Burnley want more time to pay for the engine. Problems with the large connecting wheel sent to Marsland. Thoughts on construction of connecting wheels – various examples. Work on Mr. Southam’s, Askham Eyre’s and Messrs. Pelling’s engines. Can M. R. Boulton send the Hope’s Tenants account. Mr. Pooley has bought Mr. Lee’s 30 horse cylinder and wants his extinguishing apparatus. Requests an estimate for a 24 horse engine for Mr. Beevor.

Mr. Kenworthy and Mr. Brierley are ready for their engines. Report on Hope’s Tenants’ engine. Gemmel cannot account for his “blunders” during the erection. P. McCandlish’s financial affairs and proposals. Declines becoming an officer in the Birmingham Volunteers, but will serve in the ranks. Approves of the subscription Lloyd’s [for prisoners of war] – should one be raised in Birmingham. Has passed Mr. Moilliet and Samuel Galton’s twist order to Philips Wood & Lee. Mr. Jones has sent out the execution against Schofield.
Charges against Clegg, but does not discharge him due to his promised good conduct and his mother’s situation. Thoughts on Clegg’s character. Will take possession of P. McCandlish’s engine as there is no other option. James Lawson’s report on Halliday Paton & Kerr’s engine house. Progress with various other Manchester engines. Poor quality of the pipes supplied by Mullins & Co. for McConnel & Kennedy’s extinguishing apparatus.

Is travelling to the Cark Co. in hope of procuring an order. James Lawson has gone to Carlisle. Can M. R. Boulton tell any meeting about the Volunteers that he will serve at any rank thought most useful. Detailed discussion with Mr. Irving of Irving Reid & Co. about P. McCandlish’s financial affairs and proposals for payment to his creditors including Boulton Watt & Co.

Titled “No. 1.”
Description of the Cark Co.’s works including their pirate engine erected by John Wilkinson. Requests estimates for 36 and 40 horse engines. The Cark Co. know they cannot compete with “the Manchester people” so want to make what savings they can. Errors in Mr. Kenworthy’s flywheel shaft.

Titled “No. 2.” Enclosing (b) below.
Meetings of P. McCandlish’s creditors. Proposal that Reid Irving & Co. should take on the concern. James Watt Jr. wants to know more about the affairs of Reid Irving & Co. first. Enclosing a statement of McCandlish’s affairs. Has received a bill from Marriott & Robinson. Gregory Watt has recovered – Scottish accounts should be sent to him.

Delivered to James Watt Jr. by McCandlish.

This letter was forwarded to Gregory Watt in Aberdeen.
He and James Lawson have been dealing with affairs in Manchester for the past 6 weeks. Hopes the only bad debt will be that of McCandlish & Co. Details of the proceedings and Reid Irving & Co.’s proposals. Gregory Watt should endeavour to collect debts in Scotland as funds are low. Manchester has only suffered through its connections with Glasgow. Cannot leave Manchester until James Lawson returns.

Fray Hole & Potter are still deciding about the size of their engine. Walter Peter’s debt. Enclosing a bill of exchange from Marriott & Robinson. Consultation with Mr. Jones about Kenton Colliery’s debt. M. R. Boulton should send Scottish accounts to Gregory Watt. Feels they can decline Robert Fulton’s order. Mr. Jones’ pursuit of Schofield’s debt. Work of various engine erectors.

Arrangements with Reid Irving & Co. for payment of McCandlish & Co.’s debt to Boulton Watt & Co. Shafts for Mr. Kenworthy and Mr. Brierley. Fray Hole & Potter want a 4 horse engine. Hope’s Tenants’ arrangements for payment. Changes made to Butterworth’s pumps. Mr. Wroe has not countermanded his engine but wants delivery suspended until March.
On the same sheet:
Transcript of letter. Walter Peters (—) to Boulton Watt & Co. [Soho].
Transcript of letter. Adkinson Hopwood & Brent (Hope’s tenants) to Boulton Watt & Co. [Soho].
Memorandum. Re. William Chapman & Co. acting for Boulton Watt & Co. over the Kenton Colliery debt.
Walter Peter’s settlement of his account. Hope’s Tenants’ arrangements to pay. Dixon Greenhalgh & Co. have promised a bill. T. Holland & Co.’s payment will be got in a few days. Has not seen Pollard, Daniel Lees or Barrow Lees & Co. Phillips Wood & Lee and Greg & Ewart have said nothing about their accounts. Has no news of James Lawson. Visited Mr. Kenworthy at Ashton.

Wants Gregory Watt to settle the account of John McGeorge. Enclosing a bill of exchange for Gregory Watt to get discounted. Sword & Co.’s debt may have to have recourse to law. Plans to leave Manchester for Stoke.

On the same sheet:
Annexing copies of correspondence with John Pattison concerning a bill of John Monteith’s. Monteith has no claim upon Boulton Watt & Co. and if they have to pay the bill, they shall claim money from him.

In James Watt Jr.’s hand. On the same sheet:
Transcript of letter. James Turnbull for James & Robert Watson (Glasgow) to Boulton Watt & Co. [Soho]. 1 Sep. 1803.
Annexing correspondence with J. & R. Watson concerning John Monteith’s bill. If Gregory Watt has to pay Watsons’, he should recover the money from Monteith with recourse to law if necessary. Monteith’s delays in paying for his engine and his bad bills.

Enclosing (b) and (c) below. In James Watt Jr.’s hand. On the same sheet:
Transcript of letter. John Pattison & Co. (Glasgow) to Boulton Watt & Co. [Soho]. 3 Sep. 1803.
Annexing a copy of a letter from John Pattison & Co. concerning John Monteith’s bill and enclosing a letter to Monteith. Monteith’s “maneuvering”. Gregory Watt is to proceed as he sees fit. Have received the remittance from the Perth Foundry Co. Want details from Creighton about the Perth eccentric wheel. Brown Chalmers & Co. have remitted for the men’s time and ordered a boiler. James Watt Jr. has seen Gregory Watt’s arrangements with Sword & Co. & Messrs. Stirling. Hope he will be able to settle the outstanding claims in the North. Have never applied an engine to a sawmill but have sent out several estimates in the past.


This draft is not mentioned in the above letter but appears to have been enclosed in it.
10 Sep. 1803.  
Gregory Watt’s settlement with Sword & Co. From the number of engineers starting up and poor trade, is it worth continuing the “establishment”? Creighton and his assistants can leave after finishing Wilson and Stirling’s engines. Despatch of engines for Sir John Hope and Mr. Houston. Can Gregory Watt inspect progress with Gilbert Meason’s engine house. No need to visit Richard Jackson’s engine house at Carlisle.  

13 Sep. 1803. 2 sheets.  
Accounts at Newcastle – Mr. Dudgeon’s payment of engine erectors Michael Wheatley and George Taylor. Wheatley’s leaving Dudgeon and going to the Tyne Iron Co. without being dismissed by Boulton Watt & Co. Higher wages and entering into an agreement might induce Wheatley back. George Taylor is at Hull erecting engines for Coates & Co. and Pease Wray & Trigg. Need details of his accounts. Progress with Dudgeon’s engine. When at Newcastle James Lawson detected Dudgeon making engines, but they have done nothing as he has helped Boulton Watt & Co. in the past, particularly in the Matthew Murray trial. Financial affairs of the Kenton Colliery and the creditors’ proposals for payment of debts. Financial problems of firms connected with Surtees – the Tyne Iron Co. and Easterly Hall & Co. Ropes ordered from Grimshaw & Co. Report that Wheatley had combined with the millwrights to prolong the erection of Ellerby & Ransom’s engine.  

14 Sep. 1803.  
Problems of hardtwisted ropes on the Foundry crane pullies. Have sold the 56 horse engine intended for the Tyne Iron Co. to the Dowlais Co. Sir John Hope’s engine is not due until next month. James Lawson and Creighton’s criticisms of Henry Vivian. Can Gregory Watt call on John Barker of Leadhills to see if he is going to order the engine he has had an estimate of. Sorry to hear his cough has returned. He should spend winter in Cornwall or Devon. Creighton should go with him to Newcastle as an assistant.  

Letter. James Watt Jr. (Soho) to Gregory Watt (at Mr. Wormald’s?).  
1 Oct. 1803.  
The final part of this letter including the address has been cut away.  
Lack of cash in Newcastle – fortunately Boulton Watt & Co.’s claims there are trifling. James Lawson has gone to Peckover & Bellamy’s engine at Wisbeach, therefore they have sent William Murdock to Manchester to sort out difficulties there – Gregory Watt may call on him. John Holme’s complaints about his extinguishing apparatus, and “bad job” of Hope’s Tenants’ engine, both of which were done by Gemmel. If Gregory Watt goes to Manchester, can he sign the deed of release for McCandlish’s estate. John Irving, who says he knows Gregory Watt from the Continent, is there.  

11 Oct. 1803. 2 sheets.  
The only business at Manchester is McCandlish’s affairs. Will write to Gregory Watt at Stoke concerning Josiah Spode’s engine.  

11 Oct. 1803.  
The only business at Manchester is McCandlish’s affairs. Will write to Gregory Watt at Stoke concerning Josiah Spode’s engine.  

12 Oct. 1803. 2 sheets.  
Transcript of letter. Josiah Spode (Wolseley Bridge) to Boulton Watt & Co. 9 Oct. 1803.  
Account of the problems of Josiah Spode’s engine. Subsequent problems of connecting the engine to the mill. Further problems due to Spode’s managers trying to alter it. Suggestions for connecting the engine to the mill. Annexing copies of correspondence with Spode. William Heath, agent to Spode and Fenton Park Colliery, is an advocate of Richard Trevithick’s engines. He is probably trying to get Spode to buy a Trevithick engine and is therefore probably the cause of the problems with Spode’s engines. Trevithick’s piracy of the engine William Murdoch made in Cornwall in 1785 or 1786. Extreme danger of using high pressure steam – the Greenwich explosion justifies Boulton Watt & Co.’s not employing it. Suggested improvements to Spode’s engine.
13 Oct. 1803.
On the same sheet:
Memorandum and sketch. Mr. Spode’s Great Bevil Wheel. By John Southern.
Memorandum. Explosion of the Trevithick engine at Greenwich.
Annexing details of the bevil wheels for Josiah Spode’s engines. If he sees any of the Fenton Park proprietors, can he urge the settling of their account. Annexing Richard Dayus’ account of the explosion of one of Richard Trevithick’s engines.

15 Oct. 1803.
Have told Josiah Spode that they will erect the machinery for disconnecting the millwork, that Gregory Watt will take measurements of the Bevil wheel and an erector will be sent.

Sending the key to James Lawson’s writing desk [so that M. R. Boulton can find bills from Murray]. Visits to Mr. Purnell’s works at Froombridge and Framilode in preparation for his engine. Report on and repairs to Mr. Austen’s engine at Wotton-under-Edge. Intends to go to Hawker & Richards.
3/53 Letters to M R Boulton, 1804  
(7 items)

Docketed “Enclosing a letter from Gregg & Ewart. The receipt of their remittance acknowledged by him and the amount paid into the hands of M. & R. Boulton J. & G. Watt & Co. Proposed answer from the London firm to Messrs. Hart & Son suppressed upon the consideration of the inexpediency of their proposal.”

Docketed “Extracts from books of M. & R. Boulton J. & G. Watt & Co. Parts of general expenses etc. Wishes for our sentiments as to Woodward’s extra allowance for house rent etc. Copper boilers ordered by Puller & Son.”

Docketed “Enclosing Mr. Miller’s recommendation of Mr. Finlayson as a clerk. Difficulty in getting power of attorney to Sir R. Smith & Co. completed. Particulars of Mr. Turner’s order. Capt. Huddart’s perplexities and desire of having evidence from Soho. Wishes not to see Phyn Inglis & Co. Mr. Villiers countermands his order. Progress at Chelsea. Disgrace of the explosive engines. D. Watson’s losses. Weston’s have got payment of £900 from Sands.”

Kept with (b) and (c) below. On the same sheet:  
Docketed “With statement of Gillespie’s account and particulars for Mr. Southern’s government in advancing him the money he wants to borrow.”

b & c. Two sheets of notes in Southern’s hand on Gillespie’s work for Boulton Watt & Co., his expenses, wages etc.

Docketed “His stay in Town will be prolonged. West India Dock Co. seem resolved to adopt Bramah’s scheme. Intends calling on Mr. Smith respecting Gravesend account.”

On the same sheet:  
Docketed “Copy of estimate delivered to Mr. Watson of Preston. Application from Mr. Campbell, a Jamaica gentleman. Wants to be informed of the result of Mr. Southern’s mission to Wisbeach.”


3/54 Letters to M R Boulton, 1805  
(9 items)

Docketed “Respecting Eginton’s affairs.”
2. Letter. James Watt Jr. (Soho) to M. R. Boulton (13 London St.). 22 May 1805.

On the same sheet:
Transcript of extract of letter. Samuel Wyatt (Surrey Place, Strand, London) to Mrs. — Eginton (—). 1 May 1805.

Docketed “Eginton’s affairs. Bond of £500 from Hodges.”


Docketed “Shakespear’s return to London. Repairs of W. Smith & Co.’s boiler. Remittance from Tredegar. Order from Hadden & Son. Departure of Mr. and Mrs. Ewart.”


Docketed “Account of our connections at Belfast and neighbourhood. Report of the state of the different engines. Houston & Stephenson leave it with us to send either a 30 or 32 horse engine. Promise of remittance for the balance of our account from Col. Ward. Complaints against Jee’s charges. Favouroable opinion of Murdock’s boys – intentions in disposing of them. Further progress of their tour.”


Redirected to M. R. Boulton at the Post Office, Stafford. Docketed “Reference to his letter to Mr. Watt for account of their journey. Report of the state of Mr. Cunningham’s, Mr. Houston’s and Mr. Gibb’s engines. Propose visiting Wilsontown, Edinburgh etc. Murdock coincides with our opinion as to the removal of the engine house at Fort William. Competition in the new lights started. Trade reviving at Glasgow.”


On the same sheet:

Docketed “Order and particulars of nozzle covers wanted by Hussey & Co. Annexes a letter from Mr. Kelly.”


Docketed “Tuffen laid up with the gout in company with Mr. Chippendale. Bad weather since his arrival. Prospect of an alleviation and intention of beginning their researches in the county. Report of the Carlisle engine. Receipt of £50 from Hussey. Bad conduct of Thomson – his rascality equal to his folly. Memorandum to Murdock respecting the Gourock engine wall opening boxes. Will leave directions to have his letters forwarded.”

3/55 Letters to M R Boulton, 1806


Mis-dated by James Watt Jr. as 1805.

Docketed “Brown & Parry’s materials in part arrived – difficulties in landing them. Payment of £1000 made by them. Arrangements for the erection of the engine.”
Docketed “Directions to Mr. Hurt to complete the charge for Mr. Lee’s lighting apparatus – report of the effects of it etc. Proposed destination of engine erectors at Manchester. Mr. Clegg’s circumstances reported not to be good.”

Docketed “Particulars of the piston rods wanted by Mr. Lee. Defects of Wedgwood’s engine rectified to their satisfaction. Wedgwood coming over to Soho to order a new one. Report of the experiments upon Mr. Lee’s lighting apparatus. Order for them in contemplation. Order of engine by S. Bridge confirmed. Wants the schedule of materials. Mr. Clegg failed in his appointment. Arrangements and occupation of the engine erectors at Manchester.”

Docketed “Encloses a bill from P. Marsland. Mr. Murdock about to return and will bring sketches of S. Bridge’s house etc. Cost of a box of pomatum wanted by S. Bridge. Particulars of Mr. J. Kennedy’s engine. Proposed orders for photogenous apparatus. Promises to communicate further particulars of the apparatus at Mr. Lee’s.”

Docketed “Particulars of Messrs. McConnel & Co. wanted. Destination of William Murdock Jr. Lodge of Halifax has got a photogenous apparatus from Clegg. Thinks his account should be sent in.”

“Saturday Morning” [8 Mar. 1806].  
Docketed “Fracture of Messrs. Watson & Co.’s connecting wheels.”

Docketed “Reference to his letter respecting the fracture of Watson & Co.’s connecting wheels. Investigation of the state of Shaw’s bond, debt and proceedings adopted in that matter. Mr. Bateman of the Mold Twist Compy. does not desire further explanation of their account. Orders for photogenous apparatus from Mr. Douglas.”

Docketed “Bury’s embarrassments – arrangements with him for the liquidation of his debt. Has given directions for Brierley’s securities to be called upon. State of Mr. Clegg’s affairs. Report upon the condition of the engines at Stockport and Macclesfield. Report upon the steam drying and heating apparatus of Messrs. Daintry & Co. Defects of the syphon balls. Gibson to be sent to them. Their order for a lighting apparatus. Henry Creighton indisposed. Wants to know the difference of cost between iron connecting wheels and those prepared for wooden teeth.”


3/56 Letters to M R Boulton, 1807 (4 items)
On the same sheet:
Memorandum on Mr. Gibbons’ account. 25 Feb. 1807.
Docketed “Sentiments upon Mr. Gibbons’ proposed extension of his account with the London firm. Woodward’s explanation of the nature of the transaction and emolument derived from it. Report upon their visit to Chatham. Mr. Balston’s engine and experimental apparatus. Mr. Harvey’s engine – performance thereof.”

Docketed “Disposed to accede to Pooley’s proposal. Thinks Bury’s objection to our proposal unreasonable. Further opinion on Gibbons’ proposal. Report of the performance of Millward’s engine. Estimates given to sundries. Has communicated our opinion of Smallman to Mr. de Tastet, who wishes to have the substance of it in a letter.”

3/57 Letters to M R Boulton, Boulton Watt & Co., 1808 (5 items)

Docketed “Messrs. Walker & Co. determine upon the socket nozzles and desire they may be proceeded with immediately. Gavin, or some other equally good hand to be appointed to the job.”

Docketed “Has seen Messrs. Birley & Co. who are anxious to receive the drawings of their gasometer. Mr. James Kennedy has built a pit for his gasometer – not necessary to send him an estimate. Mr. Rennie there making a plan of the water works. Most of the mills at Manchester at half work.”

Docketed “Has received payment of £18.6 from Rothwell & Co. who are satisfied with their engine. Particulars respecting the accident which happened to the Carlisle Twist Co. engine. Expects to be at Ayr in two days. Has received three letters from Soho at Cark.”

Docketed “Report of the state of the engines in Glasgow and vicinity. Remarks in regard to the construction and arrangement of some of the parts.

Docketed “Continuation of the report respecting the state of the Scotch engines.”

3/58 Letters to M R Boulton, 1809 (3 items)

The account is in James Pearson’s hand.
Docketed “Somerset Coal Canal Co. account and explanations relative to their claims of an allowance for sundries.”

The docket is on a separate sheet. On the same sheet:
Account. The Somersetshire Coal Canal Lock Fund Co. debtors to Boulton Watt & Co. 1805—1807.
The account is in James Pearson’s hand. Docketed “Detailed statement of the Somersetshire Coal Canal Co.’s account with explanation relative thereto.”

Re-directed to M. R. Boulton at Soho. Docketed “Enclosing letter to Bough.”
1. Card cover. 
  Marked “Mr. Watt Jr. 1791—1800.” The Library added “1789; 1790.”

   Enquiring about an engine for Joseph Baker & Co.’s bleaching works.

   Docketed “John & Samuel Simpson, Mr. Watt Jr.”, as James Watt Jr. was enquiring about an engine on the Simpsons’ behalf. With sketches of the layout and situation of the Simpsons’ premises.

   Docketed “John & Samuel Simpson, Mr. Watt Jr.”, as James Watt Jr. was enquiring about an engine on the Simpsons’ behalf.

   Docketed “Price – coals.”

   Docketed “Seedhouse.”


   Marked “Rec’d 10th at night.”


    Southern has marked the letter “London suppose 9 Jany. 96 J. S.”

    On the same sheet: 


    Docketed “Several enquiries about engines for Mr. Johnson.”

    Enclosing (b) below.

b. Memorandum & Sketch. Present method of working the King Pit at Walker. 
   Working and braking mechanisms described by Thomas Barnes. Docketed as 8 Jul.

    Docketed “With Sutton Keen & Smith’s agreement. Price has given satisfaction at Shadwell. 
    Estimate given to Benfield. Dodd has sent no answer to his estimates.”

    Docketed “About Wilkes’ estimate. Simonds’ engine to have circular valves.”
1. Card cover.  
Marked “Mr. Watt 1801 to 1811.”

Docketed by John Southern.  
Docketed “Situation of Carron engine. Will have an iron beam.”

Docketed “Dock beam to be sent by land even at 10/- per cwt.”

This letter has been removed from a scrapbook.  
Docketed “Upon the present construction of the water works at Chelsea and the quantity of water raised by the water wheels and engines. Plans of the company respecting the proposed new engine and quantity of water wanted to be raised by it. Visit with Mr. Simpson to Shadwell double engine. Method to be devised of preventing bangs in case a single engine without a regulating fly is adopted.”

Docketed “Further explanations relative to the Chelsea Water Works.”

Docketed by Southern.  
Gregg & Co.’s engine. Advantages of iron teeth over wooden teeth on wheel rims in various engines, in relation to a new part for Marsland’s engine. Lawson’s visit to Stockport.

Docketed “Pooley’s extinguishing apparatus &c.”

Docketed “Desiring order to be given out for single engine on speculation. Also order for new cupola blowing cylinder at Soho Foundry.”

The docket is on a separate wrapper.  
Docketed “Relative to Mr. J. Kennedy’s engine. Mr. Lee’s photogenous apparatus.”

Docketed by Southern. Passed by M. R. Boulton to Southern and William Creighton.  
Docketed “Order for Houldsworth pipe, Buchan & Shaw wheel. Wants estimate of heating pipes for Mr. Clegg.”

In James Watt Jr.’s hand. Docketed by Southern.  
Sent by James Watt Jr. to M. R. Boulton at Soho, who presumably passed it to Southern.  
Docketed “Watt, Mr. J. Holme & Co. order a 20 horse cylinder. Bridge, S. to have a spare air pump bucket.”

Docketed “Mr. Chapman (not Rennie) is engineer to the Ipswich engine.”

Docketed “Messrs. Mann & Barnard have favourable characters. He wishes drawings of 14 horse engine with 20 horse boiler. Instructions to Gibson when he goes to Tredegar.”

Docketed “Wants weight of cast iron and wrought iron of a great Cornish engine.”
Passed by James Watt Jr. to John Southern.

Forwarded to James Watt at Heathfield, who returned it to Southern.
Docketed "Gas light."

Docketed "Mr. Simms will not want his engine til next Spring. Reed wishes to exchange his order for a larger. Will meet Mr. Lumley tomorrow. Stone Pipe Co. not likely to loose Pool. New River Head will want a new engine. H. Meux’s drawings wanted. Easterby Hall & Co.’s proposals. North Fleet likely to go on. Lushington order an 8 horse engine. He wants the estimates lately sent to these gentlemen."

Docketed "York Buildings to be 48 inch and 2 21 inch pumps and two boilers full size. Grand Junction Water Works to be 54 inch cylinder and 28 inch pumps, 3 boilers. Kent Water Works have removed their works. Leader & Co. Chelsea Water Works. Mr. Turner – Neilson & Co."

Docketed "Gardener Howard & Co. – particulars of their wants. Garford – many complaints about his engine etc. Leader & Co. have not received their boilers."

Docketed "Mr. Rennie’s determination about the heights of the Grand Junction Water Works engine. Some hypotheses about the difference of levels of the West Middlesex Water Works. Mr. Rennie wants copy of memorandums about York Buildings."

Enclosing (b) below. On the first sheet:
Sketches of proposed engine house and shaft for Gardner & Co. 1 Sep. 1810.
Docketed "Order 14 horse engine for Gardner Howard & Co. Sketch of their premises and dimensions of fly shaft. Order nozzles for the same gentlemen for their old engine. Sketch of flanches and pipes. Machinery at Guiting is going wrong and Mr. Rennie desires Mr. Murdock to meet him there."


Docketed "Stays a week longer. Mr. Rennie expects Mr. Murdock to meet him at Guiting, and will thence come to Soho about York Buildings. West Middlesex Water Works – new levels have been taken which show the error of the former ones. Varley or Robert McMurdo to be ready to be sent to put Covent Garden apparatus up. Lambeth Water Works will have an engine with a flywheel."

Docketed "Commissioners of York Buildings may oppose the shutting off view of Thames. Expects to purchase Aldridge’s engine for Vauxhall Bridge."

Docketed "Desiring that Varley may be sent to Covent Garden. Buller & Co. want an account of the Cadiz engine lately sent."


Docketed “Some account of Mr. Pooley Jr. J. Bury in suspicious circumstances. Mr. Hutton to have copy of account sent to Garden & Sons. To go to Kent Water Works on Wednesday with Mr. Rennie. Affidavits of Pattison & Co. and Dalrymple’s debts sent off.”

Docketed “Sketches [within the text] and suggestions relative to Lambeth Water Works. They will have a copper boiler to their new engine.”


Docketed “Huddart & Co. far advanced with their erection. Garford’s a good job – quantity of apparatus supplied. Emptying pipes encrusted with salt. Henry Meux & Co. have raised their engine and boiler above 3 feet. Covent Garden Theatre heating apparatus gives entire satisfaction. Consumption of coals and cinders. Lord Lonsdale’s apparatus to be sent off beginning of July. Has written to Mr. Hill about the second engine for Manchester Water Works.”

Docketed “Wishes James McMurdo to wait his return. Meux Reid & Co. likely to take engine intended for Wright & Co. at Swansea. Leader & Co.’s goods nearly all in their places – wrong wheels sent for the governor. Angle of boiler steam pipe wrong. Their 6 horse engine leaks. West Middlesex agents discharged by the new directors.”

Docketed “Garford’s mill burnt down. Reid’s house built and he is anxious to begin the erection. Simms wish their engine soon. An estimate is given to a Mr. Shakespear. Gardner & Howard’s house is nearly ready. Mr. Batley’s engine gives satisfaction – some trifling accidents have happened to it. Work done by it. Mr. Millington expects not to be finally lost to the West Middlesex Co.”

Docketed “Desires Mr. Pooley’s engine may be sent off. Orders a pump for Mr. Hamilton.”


The outside of the letter is addressed to Boulton Watt & Co.
The outside of the letter is addressed to Boulton Watt & Co. and marked “Mr. Creighton will open this in case Mr. Southern should be absent.”
Docketed “Lambeth Water Works. Mr. Johnson. Hudson Bay Co. ship sails on 15th and desires drawings to be sent. Their nozzles to be circular. The Co. will send a person to Soho for instructions. Mr. Taylor’s engine was tried yesterday.”

Docketed “Mr. Rennie’s opinion about the power to grind cone wheat. Price of boilers.”

The outside of the letter is addressed to Boulton Watt & Co.
Docketed “Hudson Bay drawings are forwarded. Alters the estimate. Chelsea Water Works. Taylor’s engine has been tried. Meux Reid & Co.’s second engine undetermined. Proposed alteration of their boiler. Desires Henry Creighton may come to his assistance.”

Docketed “Desires copies of Lewis & Hughes’ correspondence. York Buildings – desire some of their goods to be sent. Meux Reid & Co. determine on the 32 horse size. Lambeth Water Works. Grand Junction think it best to countermand the order at Bradley. West Middlesex will not want their goods for some months.”

The outside of the letter is addressed to Boulton Watt & Co.
Docketed “Wants drawings etc. about the Witham drainage.”

Docketed “Mr. Boulton and he expect to be at home on Sunday. Drawings of Tritton’s engine wanted.”

42. Transcript of extract of letter. James Watt (Glasgow) to James Watt Jr. [Soho].
27 Aug. 1811.
The extract is in James Watt Jr.’s hand and was sent to Southern by him.
Docketed “Extract of letter relative to Jos. Miller, the boy recommended by Mr. Rothwell of Carlisle.”

Docketed “He and Mr. Murdock are going to Witham as the engine for the drainage does not perform. Idle’s steam pipes to drawings. The engine may be sent when ready. Liverpool Dock engine to be sent off. Has seen Ph. Crabb, and Rendle & Bridge, to whom he has given estimates – see within. York Buildings apparatus for second boiler.”

Docketed “Relative to the York Buildings boilers and steam pipes. Stairs etc.”

On the second sheet:
Transcript of letter. J. Linton, A. Duggan, A. Sheath (Boston) to John Rennie [London].
11 Dec. 1811.
Docketed “Copy of letter from the Witham Commissioners to Mr. Rennie. State in which we found the engine and first experiments made with it. Visit to Christie & Catherow’s engine.”

3/61 Letters to John Southern, William Creighton, James Miller, 1812-1816 (49 items)

1. Card cover.
Marked “Mr. Watt 1812, 1813, 1814, 1815, 16.”

Docketed “List of cotton engines wanted. Directions for John Bennett to Mr. Pearson. W. Murdock engaged with Mitchell’s. Chelsea engine has been tried.”
The address has been torn away, and the letter simply begins “Dear Sir.”
Docketed “Enquires about Meux Reid & Co.’s damper and frame.”

Water Works. Distribution of the men, say engine erectors.”

On the same sheet:
Docketed “Settlement with the York Buildings Co. Mr. Murdock’s nephew has not been heard
of in Jamaica yet. Mitchell’s engine put up there and does well. Henry Wildman likely to
order an engine for Jamaica.”

Mr. Dyer has not got any premises yet.”

Application from George Gibson & Co. for a small engine for America.”

Docketed “Mr. Lumley will not accept draft for East Layton. His partners are sound. The
account will be settled 13th Aug. York Buildings pump still leaks. Outer pump there is loose.
Lambeth pump rod too short. W. Murdock Jr. [nephew] arrived in Jamaica. Mr. Mitchell
expects to order a 10 horse engine in a few days.”

Docketed “Still thinks it necessary for Mr. Murdock or Mr. Creighton should go to Cooper
Matchett & Co. Messrs. Severn & Co. to have the first 14 horse independent engine in 5 or 6
months.”

Docketed “Sir Alexander Grant. Amos & Co., Söbotters – has given them estimates of 10
horse engines. New River Head going on rapidly with the erection. Grand Junction Water
Works not supplying their tenants. Anderson – has given him estimate (about £146) for
warming school. Smith & Harrington – mistake in direction to them. West Middlesex Water
Works are putting in a 21 inch main – and were putting the stop valve in the wrong place.”

Docketed “About Taddy Tomlin’s shaft made by Mr. Rennie. Mr. Jones of Bershams desires
we will cast a new working barrel for York Buildings. Liverpool Dock engine house drawings
approved by Mr. Rennie.”

Docketed “Mr. Oddy. Credit on engines. Inglis & Ellice request us to draw. New River Co.
will pay money allowing discount. Amos & Co. order a 10 horse engine. Brown and
Wilkinson are arrived.”

Enclosing (b) below. Docketed “Order for a 10 horse engine for Messrs. Mitchell.”

b. Memorandum. William & Rowland Mitchell (London) to Boulton Watt & Co. ordering a 10
horse engine. 1 Aug. 1812.
Docketed “Jorgens' wheels need not keep the engine at work during the holidays. James McMurdo is removing the Strand Bridge engine. Burchall & Co. Hammersmith engine.”

Docketed “Hammersmith engine started in connection with the main which had many failing joints. After being mended, water was raised to the Kensington Basin. Lambeth engine started, and promises well. Burchall & Co. Smith & Harrington's engine. York Buildings much improved by Mr. Murdock. Rundell & Bridge have stopped Mr. Rennie's proceedings. New school tickets to remain unappropriated till his return.”

Docketed “Mr. Cotton of Limehouse wants estimate of a cheap 14 horse engine for a friend of his. Rundell & Bridge — 40 or 50 men grinding diamonds etc.! Mr. Willinck (of undoubted responsibility) wants estimate of a 6 horse and 4 horse engine for Hamburg.”

With (b) below attached to the letter, and enclosing (c) below. The address and docket are on a separate wrapper.
Docketed “Order for boiler apparatus for 2 boilers for R. & W. Mitchell. Smith Harrington – wrong eccentric rod sent. Mitchells want estimate of boilers and apparatus complete for their 3 engines. Thinks of remaining in London till Peckover & Bellamy's business is over. Rundell & Bridge will stop the erection of their engine, and wish to return it. Messrs. Walker and Lawson have altered the position of the boiler.”

b. Transcript of memorandum. “List of articles necessary for the secondary boilers for the engines which are to be erected upon Bushy Park and Moreland estates.” By William Murdock [nephew].
In William Creighton’s hand.

c. Memorandum. “Smith Harrington & Co.'s 14 horse. Received from John Shakespear. 27 Dec. 1812.
In James Watt Jr.’s hand. Docketed “About Smith & Harrington’s eccentric rod.”

Docketed “Mr. Murdock has been much at Hammersmith and must be there for a day or two more to adjust working gear etc. Barclay & Perkins want estimate of a new cylinder etc. Lambeth engine performs well. Jorgens' walls still low. Idle’s shaft arrived – he is tired of the millwrights. Huddart’s engine and gas apparatus doing well. About Lightmore’s estimate.”


Docketed “An additional hand wanted for Brandram’s repairs. Perhaps one may be wanted for Smith & Harrington's. Burchall & Co. – consumption of fuel by their old engine. Drawings right. R. Walker likely to leave his situation. A Mr. McMurdo, calico printer, wishes to dispose of his 12 horse engine. Idle’s second shaft put in, and a new sliding clutch is to be applied with Mr. Rennie’s consent. Description of the connection with the mill.”

Directed to “Mr. Wm or H. Creighton.” Docketed “Will be at home tomorrow, and desires sundry preparations. Amos & Co. have not heard of their goods and make enquiry.”
Docketed "David Holt’s bills to be received — send him a small keg of blacking. Pollard’s order positive. Some stir of business in Manchester. Mr. Boulton and he go through Clitheroe to Leeds. Houldsworth’s new engine a good job — air leak vanished. Wheels make a noise. Goodier & Fowden have injured their outer bottom."

By James Watt Jr.

Docketed “Birmingham Canal affairs.”

Docketed “To J. S. in London.”

Docketed “Leaves end of present week to Kington. Directions as to Quarter Day. How to send the boring tools.”

Docketed “Has learnt that Whitehouse & Co. omitted to send part of the East India Co.’s goods from Birmingham, but forwarded them by water after — not yet arrived. Hopes to fix about Hugh Thompson in a few days. West Middlesex Water Works. Heat for new process of refining sugar.”

Docketed “Enclosing sundry particulars of experiments made at the West Middlesex Water Works. Consumption of coals there etc. Mr. Howard on sugar refining.”

Docketed “The East India Co. have agreed to our proposals about Hugh Thompson who is to go by the Warren Hastings, 10 May. Hugh Thompson to set off for London immediately. Wishes the remainder of the Co.’s goods to go with the Engine if possible. West Middlesex Water Works have agreed to the times of payment for second engine. Mr. Murdock has worked first engine without air.”

Docketed “Mr. Neate respectable. Is to see Mr. Allen. Woolwich. Hodgson & Son. Kennet & Avon need engine to be sent to Mr. Rennie’s wharf in London.”

The address and docket are on a separate wrapper. 
Docketed “Experiments with the new air pump engine for making sugar. Want a man to go to Pilcher’s. Sundry orders for 6 horse engines for sugar making.”

Docketed “Has given Mr. Paillette the requisite information. Remarks on Moredale’s application for estimates for Heathfield Co.”

Directed “In his absence James Miller.” 
Docketed “About Ralph Walker’s son.”

Docketed “Suggestions about B. Donkin’s boiler going whole. Insurance on Walker’s goods. Carlisle Twist Co. boiler.”
In James Watt Jr.’s hand.
Work needed on Birley & Hornby and Greenway’s engines. Also work needed by Spode, R. Hamilton and Bourne Baker & Bourne at Stoke, and Sykes of Stockport.

Docketed “The sugar casting apparatus must have holes to clear out a crust that accumulates. Sutton & Davis and Rohde’s engines up. Coope’s materials sent for. Boilers etc. for Congo boat.”

Docketed “Mr. Humphreys and his projects. Progress of Congo boat. Mr. Spode will not want gas at present. Appointment with Mr. Rohde for Tuesday. Design for Chatham engine house by Mr. Rennie.”

Docketed “Order for a 6 horse engine by Campbell Bowden & Co. Letters and particulars enclosed. Mr. Humphreys has got security. Woolwich goods not all delivered and difficulty about receipt. Congo boat – accident with boiler.”

Docketed “Congo boat will take another week. On Robert McMurdo. Campbell Bowden & Co. – time. On George Taylor, and substitute. Column for Mr. Long broke, the boxes dripping wet.”

Docketed “Brought by Mr. Humphries.”

Docketed “Directions for paying wages. Woolwich not much advanced. Sutton & Davis nearly ready. Rohde’s backward.”

Docketed “About to set out for Sheerness etc. Mr. Mosley on the sea coast. Mr. Murdock valuing Shadwell engine, for which a single engine is recommended. Small single engine patterns of slide valves to be made.”

Docketed “Account of Duke of Bedford’s engine and mill at Woburn, and observations on the mill work. Sugar exhausting machines give satisfaction.”

Docketed “Brought by Samuel Grey going with Pedra & Co. engine. Time he is to stop and money to be allowed.”

Docketed “Has sent a letter with Samuel Grey. Mr. Treviranus ready to come to Soho when 14 and 30 horse engines are ready. Mr. Murdock inspecting Thames steam boats. Porter proposed to go with Droop’s engine and to have an agreement previously made. Remarks on exhausting machines of which 6 are proposed to be made. Boilers at Mint erected. Sets off on Sunday morning and gives directions for letters.”

Docketed “Passage over. Steam boats a desideratum. Directions for forwarding letters etc. The two 14 horse engines at work at Sheerness. Progress made with the foundations of the well for the large engine.”
On the same sheet: 
Docketed “Copy of a letter to Mr. Banks about a 14 horse boat engine. Receipt of letters. On Mr. Banks’ engine if an order. Mr. Scheibler’s engine doing very well. Expects to stay 10 or 14 days in Paris.”

Docketed “Arrival on the 4th. Will remain a few days in London. Has received letters from Henry Creighton.”

DETAILED LISTING

REEL 207

3/62 Letters to William Creighton, James Brown, 1817 (45 items)

1. Card cover.
   Marked “Mr. Watt 1817.”

   Docketed “Men to have holiday. Time proposed for completing Mr. Molson’s engine.
   Conference with Marquis Grimaldi. Mr. Rennie’s motions. Plymouth Dock to have an engine
   sometime. Will enquire about Winter’s shaft. Time when New River Co. will decide upon
   completing their 2nd 48 inch – not likely to be wanted this year.”

   The outside of the letter addressed to Boulton Watt & Co.
   Docketed “Rohde’s boiler to be 10 horse, 3 feet longer. Wish to have it for strong steam. Mr.
   Davies’ hoisting apparatus to be done at Soho.”

   Docketed “Woolwich Smithery and suction pipes wanted for suction. If Mr. Boulton can sign
   bills for Quarter Day? Iron to be ordered. Delftfield blowing cylinder in haste. Winter & Co. –
   time and also particulars of shaft etc.”

   Docketed “Mr. Barker’s bell, to Mears. Leith Steam Boat Co.? Caledonia for sale without
   engine. Proposal for getting same ready. Denison’s drawings wanted. Mr. Rohde’s little
   engine air pump. Mr. Molson not yet seen.”

   Docketed “Size of Rohde & Co.’s vacuum pumps. Estimate for Chelsea wanted. Estimate
given to March & Co.”

   Docketed “Agreed to purchase Caledonia boat which is to be put in dry dock. Wishes Mr.
   Brown to attend there. Proposal for engines and boiler. Drawings to Mr. Rawson forwarded.
   Time for Combe Delafied & Co. Explanation of Sutton & Davis’ winding apparatus as
   sketched.”

   Docketed “Purchase of Caledonia. Engine taking out. Mr. Watt will not leave this week.
   Plymouth engine likely to go on. Denison & Co. drawn upon.”

   Docketed “Plymouth dock estimate wanted. Progress with Caledonia. Success of Mr.
   Schroeder and favourable account of Porter. Mr. Schroeder likely to want more engines.”

    Docketed “Estimate for Plymouth Dock engine given in. Time of return with Mr. Molson.
    Sutton & Davis – power required. Progress with Caledonia, and proposal for boiler.”


Docketed “Carriage of Bracknell’s engine to be paid to London. May order 4 12 horse boilers. One 10 horse boat boiler wanted and two large ones for East London. Speed of Caledonia improved and reduced consumption of coal. Thames boat beaten shamefully. Wait trial with Sons of Commerce. Little difference of speed by increasing dip of paddles 1¾ inches. Mr. Creighton returns home on Monday. Mr. William Murdock Jr. requested to be in London as soon as he can to assist with further experiments. Mr. Murdock Snr. has been indisposed but somewhat better.”

Docketed “Writes for extract from one of Cropper Benson & Co.’s letters of the last terms offered by them for a man to go out to erect TT60.”

Docketed “Proposal to Cropper Benson & Co. for David Fairweather. Caledonia, with Wylam coal, has plenty of steam. From London to Sheerness and back took 11 hours 25 minutes. 33 strokes per minute. Other experiments to make.”

On the same sheet:
Docketed “On Cropper Benson’s proposal for Fairweather. Copy of letter to Hicks & Son – extracts from correspondence with them wanted. J. T. & A. Douglas to have 5 per cent discount. Press copies of letters enclosed per box. Other experiments with Caledonia not reported yet correctly.”

The docket is on a separate sheet, which has been attached to the letter.

Docketed “Voyage of Caledonia to Ramsgate, Sheerness etc. William Gibbins sent to Soho. Letters to Hicks wanted. Cropper Benson & Co.’s terms. Mr. Humphreys to have a letter.”

On the same sheet:

Docketed “Mr. Barrow wants account of the Congo steam boat, and that on the Tyne.”

26 Sep. 1817.
In James Watt Jr.’s hand. Docketed by William Creighton, who added various calculations and notes to the sheet.
Docketed “Mr. Watt Jr., Soho”. Estimates for Paris Water Works wanted by Mr. Mylne. Estimates for West Middlesex wanted by Mr. Clark. Calculations for the former.”

This letter has been removed from a scrapbook.
Docketed “Estimates for Mr. Mylne wanted. Letters about Congo wanted. Proposes Mr. Brown to cross to Holland instead of Mr. Murdock. Drawing of mud barge sent. Eau Brink Drainage want engine 36 inch, 7 feet stroke by Mr. Rennie who will send particulars of pumps.”
_Docketed “Mr. Murdock too unwell to be at sea and Mr. Brown wanted instead. Proposes going across on Friday. Account against Sir Isaac Coffin. Will try to see Lubbock & Co.”_

_Docketed “Expedition to Sheerness with Admiralty. Do not leave London til Saturday. Mr. Mylne’s estimates. Sir J. Lubbock.”_

_On the same sheet:_
_Docketed “A mistake in data for Paris Water Works and new estimate wanted. Copy of letter to Mr. Mylne.”_

_Docketed “Voyage to Margate and detention there by the weather. Sons of Commerce’s proprietors may perhaps order an engine or two. Observations on engines and boilers.”_

_Docketed “Detention by contrary winds and rough sea. On Wetherell & Co.’s enquiries. Directions to forward letters. Character of Majestic etc.”_

_Docketed “Voyage of the Caledonia from Margate to Rotterdam. Getting passports etc. for continuing voyage up the Rhine.”_

_Docketed “Have got passports, and preparations for proceeding up the Rhine. Rebellion of Worley and Taylor, the former sent home. Van Heukelon’s engine doing well. Forwarding of letters. Examination made of the boilers.”_

_Docketed “Brought by Worley 29th.”_

_Docketed “Journal of passage from Rotterdam to Wesel. One of the side beams broke and two new ones wanted.”_

_Letter continued on 1 Nov._
_Docketed “Journal of proceedings. Progress in mending beam.”_

42. Letter. James Watt Jr. (Caledonia, off Urdingen, between Rurhrot and Dusseldorf) to William Creighton (Soho). 5 Nov. 1817. 
_Docketed “Repair of damage completed and progress up the river. Arrived [i.e. the letter] November 15.”_


_Docketed “On paddle wheels for 20 horse engines. Endeavouring to sell Caledonia. Tandy very ill. Sketch of Sons of Commerce boat wanted.”_

3/63 Letters to William Creighton, William Bennett, January-July 1818 (44 items)

1. Card cover.
Marked “Mr. Watt 1818 No. 1.”

Docketed “Observation on Favourite boat. Respecting a man for Humphreys and St. Croix. Wants engineman for Caledonia. Account of voyage to the Moerdyk. Tandy better.”

Docketed “Desirable to work both engines by one man, and have eccentrics to reverse. Nottingham application to be settled without him. Caledonia altering. Draft. Tandy to work, and his wages. Enquire for a man to Caledonia.”

Marked as being received at Soho on 14 Mar.
Docketed “Mr. de Hens at Amsterdam. Account of his engine. Connection of condensers? Prospect of returning and Caledonia to follow. On Favourite’s draft of water. Will write to Mr. Humphreys. Observations on Molson’s 60 horse engine.”

The docket is on a separate sheet, which has been attached to the letter.
Docketed “Return last week. Taylor sent to Mr. de Hens. Caledonia at Rotterdam and some alterations proposed. Favourite draws 3 feet 4 inches water. Progress at East London. Spring beam under columns. Mr. S. Brock has model of a steam vessel for sea.”

Docketed by Creighton, and kept with James Watt Jr. ‘s letters.
Docketed “Voyage of Caledonia from Brill to Gravesend. Mr. Watt Jr. wants estimate of 20 horse engine. Mr. Lawson very ill.”

Docketed “Will see Mr. Stevens about the bang columns. Arrival of Caledonia and proposed alterations. Scheme for increasing size of Caledonia’s boiler. Sons of Commerce got new boilers.”

Docketed “Mr. Humphrey’s engine wanted. Observations on the cost of Favourite’s engines. Observations on Caledonia’s boiler. Mr. Beckett to be dun’d. Mr. Lawson despaired of.”

Docketed “Death of Mr. Lawson. Will write to Mr. de Hens. Favourite’s engines – price.”

The docket is on a separate sheet, which has been attached to the letter.
Docketed “Favourite engines completed and remarks thereon with experiments.”

Docketed “First trials with Favourite. Several improvements suggested with engine etc.”

Marked “No. 2.”
Docketed “Enquires if Mr. Armory U.S. has ordered 2 engines. Mr. T. Clark enquires about a boiler for a 6 horse engine, Gosport Water Works. Leader & Co.’s breakage, and a piston rod proposed. East London bang-up beam to be made at Soho.”
The docket is on a separate sheet, which has been attached to the letter.  
Docketed “Caledonia frames to be made stronger and project sent. Schemes for increasing boiler. Another safety valve wanted. Alteration of feeding apparatus? Favourite to be altered.”


Docketed “Wants estimate of 64 inch cylinder and pumps. On increasing Caledonia’s boiler. Sons of Commerce went 7 miles per hour with new boilers.”

On the same sheet:  
Docketed “Mr. Taylor wants an estimate of a rolling mill engine for France. Letter from Mr. Williams about high pressure boiler.”

Docketed “Enclosing letter from Mr. Oesterreicher. Estimate of 53 horse engine wanted, also of 20 horse boat engine. Enquiry about procuring more steam for Caledonia.”

Docketed “Darthez’s estimate delivered. Great blunder in estimate of 60 horse engine. Experiment proposed with Caledonia’s boiler. Experiments to be tried with Favourite.”

Docketed “Account of experiments with the Favourite steam boat.”

On the same sheet.  
Sketch. Pockets for boiler flues.  
Docketed “Wishes a turning top to chimney. Pockets for boiler flue. Paint and screws.”

Docketed “Letter from Milligan Robertson & Co. Darthez & Co. order 20 horse boat engine and want drawings. Maudslay’s estimate to them. Answer given to Messrs Schenk Mylins & Co. Mr. Taylor has had estimate, Mr. T. Clark ditto. Report that Mr. de Hens’ works are burnt – stop goods.”

Docketed “Experiments with Favourite down to Erith – beat Sons of Commerce. Proposed alterations to get speed in the engines. Engine ordered for a boat from Seville to Cadiz. Mr. Clark wants boilers repaired.”


26. Letter. James Watt Jr. (London) to William Bennett (Soho). 10 Jun. 1818. Docketed “Chimney etc. for the Caledonia has reached Paddington. 3 sets of fire bricks for backs of grates of Caledonia to be sent. Fire doors and barometers for Caledonia not received. A flanck for barometer pipe to be sent. Files not received and other tools. Painting still to do for Caledonia. Barometer ordered by Mr. Brown for Favourite, ditto ordered by Mr. Brown for Portsmouth & Farlington Water Works. George Taylor to be sent to erect engines for East London Water Works.”

27. Letter. James Watt Jr. (London) to William Bennett (Soho). 18 Jun. 1818. Docketed “Prospect of Caledonia being ready to start again in a few days. The charge to de Hens to be —. Answer which is to be given to Chance’s of Birmingham. Mr. Bennett to explain the reason of delay to them and Mr. Potts. Returns accounts of Favourite’s engines and observes the profit, if charged at the highest estimate. Is afraid the Favourite will have been beaten in a late cruise with Victory. Proposes to alter her paddle wheels. Letters for him to be sent to London till further notice, and also for his father. Mr. Hootton may go to Nottingham to vote. Mr. Creighton will answer Mr. Potts. Mr. Holl gone to Ireland – will get the particulars wanted by Mr. Murdock for Woolwich from Mr. Miller.”


Docketed “Has wrote respecting estimates for Portsmouth & Arundel Canal. Estimate of 30 horse engine wanted for Littleport & Downham drainage. Width of scoop wheel wanted.” A sketch of the wheel is on the same sheet.

Docketed “Nothing respecting Mr. Austin’s shaft can be made out.”

The docket is on a separate sheet, which has been attached to the letter.  
Docketed “Cause of not seeing Mr. Kennedy. Progress with Caledonia and wish to have Mr. Murdock. Copy of Mr. Ewart’s paper wanted. Alteration of Caledonia’s wheels wanted to be schemed. On Lancashire engines. Favourite’s wheels proposed to be narrowed. Favourite sustains sea well.”

On the first sheet:  
Transcript of letter. John Austin (9 Paragon Buildings, Bath) to James Watt Jr. [London].  
28 Jun. 1818.  
Docketed “Nothing ascertained about Mr. Austin. Portsmouth & Arundel estimate wanted. Directions for Mr. Holt’s estimate.”


Docketed “New River Co. want account. Caledonia experiments concluded. Will answer letters soon as possible.”


Docketed “With 1st set of Caledonia experiments and observations on them. Voyage to Sheerness and back with Mr. Rennie and Mr. Watt Senr.”

Docketed “Inclosing letter from Messrs. Kings.”

The docket is on a separate sheet, which has been attached to the letter.  

Docketed “Objections to try 4 paddles. Bad success of Engineers. Progress at East London Water Works. More room to be allowed round safety valves.”

3/64 Letters to William Creighton, July-December 1818 (37 items)

1. Card cover.  
Marked “Mr. Watt 1818 No. 2.”
Docketed “With second set of Caledonia experiments and observations on them.”

Docketed “Scheme for large engines going slow, and no spur wheels. Enquires after 10 and 15 horse engines.”

Docketed “Project for steam boat between London and Richmond. Proposed size etc.”

Docketed “Account delivered to Mr. Droop. Cannot answer Porter’s enquiry. Darthez’s enquiry for the engine and want weights etc. Caledonia block pieces wanted. Molyneux may have the £12. Johnson going to Lynn. Favourite Co. propose another boat. Scheme for large engines going slow. Richmond boat probably wanted. Engineers is desperation. Lord Cochrane’s in same way. Mr. Ewart to have experiments. Favourite Co. paid £1000. Engines have broke a beam.”

Docketed “Mr. Brown on penitentiary warming. Mr. Watt on same – estimate wanted.”

Enclosing (b) below. 

b. Transcripts. Transcripts of 3 letters on the same sheet, as follows: 

Docketed “Particulars wanted by Darthez. Tandy wanted immediately. Caledonia advertised for sale. Mr. Murdock and Taylor returning. Mr. Couttz’s mud engine. Engineers boat altering. Hicks’ estimate to be precise.”

The docket is on a separate sheet, which has been attached to the letter. 
Docketed “Richmond boat designs received. Favourite Co. about a new boat – prospectus and estimated expense. Sketches wanted.”

The docket is on a separate sheet, which has been attached to the letter. 
Docketed “Proceedings about Richmond boat – power and width of boat proposed. Darthez needs no fly. Caledonia experiments made.”

Docketed “Mr. Rennie has appointed to make estimate for Mr. Lowe. Voyage of Caledonia to Margate. Henry Taylor leaving London. Tandy wanted immediately.”

Docketed “With estimate of saw mill for Lowe & Co. Trinity to have a voyage on Tuesday with Caledonia. Particulars of Couttz’s boiler wanted.”

Docketed “With J. Blackie who is to learn engine-keeping.”
Docketed “Mr. Smirke wants estimate for the prison heating apparatus. Expectation of Taylor.”


With a postscript added by James Brown.  

The docket is on a separate sheet, which has been attached to the letter. Creighton has drawn sketch sections of the Po tow boat on the back of the docket.  
Docketed “Further particulars relative to tow boat for the Po. Estimate and time wanted. Eclipse centre of gravity wanted.”

Docketed “Designs for Richmond engines wanted by Tuesday. Eclipse wants centre of gravity and engine takes too much room. Mr. James Law enquires after engine for West Indies.”

Docketed “Remarks on boat engine schemes. Voyage with Count Gonfaloniere. Observations on Po tow boat. Mr. Smirke has had prison estimate – remarks on plan. Richmond boat project in agitation.”

Docketed “Darthez raving for their engine. Isaac Low & Co. enquired after. Mr. Carmichael wants credit.”

On the same sheet:  
Docketed “Copy of letter to Mr. Smirke on heating Penitentiary. Proposal for longer pipes to be ready by end October.”

Docketed “Eclipse boat discussions and particulars of the plan. Boats for towing ships? Favourite Co. has paid a 2nd £1000. Disgrace of Victory.”

Marked “No. 2.”  
Docketed “Messrs. Bourdieu have had 6 horse engine West Indies estimate. James Law a 10 horse engine West Indies estimate. Isaac Low & Co. very safe. Straps proposed by Mr. Walker for saw mill – objections. Experiment made with London boat.”

On the same sheet:  

Docketed “Heat pipes for Penitentiary – also more additional pipes. Remarks on engines and boiler for Eclipse boat. Plan making. Distance of bridges, London boat only goes about 7¼ miles. Going on voyage with Caledonia. Richmond engines must be well done.”


b. Letter. James Watt Jr. (London) to William Burdon (Soho). 3 Sep. 1818. Docketed by William Creighton. Docketed “Cannot sign affidavit for Mr. Leach till known if was partner at Soho when engine was sent.”


On the same sheet:  
Docketed “Report on pump at Eastnor Castle. Copy of letter to Mr. Smirke respecting it.”

Docketed “Answer to letter from Mr. Rennie about engine for Ratton etc. Mr. Andelle expected to be at Soho.”

3/65 Letters to William Creighton, 1819  
(34 items)

Docketed “Mr. Coope wants a large boiler. Boat boiler at Foundry enquired after. Eclipse accounts wanted.”

Docketed “Baring Bros. want estimate of 14 and 20 horse engines. Coope’s boiler must be 40 horse – some dimensions given. Hodgson’s have tube boiler which answers very well.”

On the same sheet:  
Docketed “Regent’s Canal, further data, size of pumps etc. wanted. Copy of letter to Mr. Anderson with estimate of 2 engines – 6 horse/8 horse.”

Docketed “Mr. Coope is inclined to take boiler and will want a chimney. Baring Brothers & Co. – copy of letter to them. Congo boilers only wanted for a temporary purpose, and cheap. Sheerness brasses – trying to get the dimensions. North & Tilbe have had estimate. Shears’ bill for East India boiler.”

Docketed “Estimate of boiler given to Mr. Coope. Congo boilers must be made into one. Eclipse beat Victory, account wanted. Mr. Rennie in Liverpool.”

On the same sheet:  
Transcript of newspaper article re. steamship Savannah.  
Docketed “East India Co. account given in. Mr. Watt Jr. asks what was said about discount. Mr. Coope has ordered boiler and apparatus. Favourite cylinder bottom cracked. Voyage of Savannah steam ship to Liverpool.”

Docketed “Enclosing copy of letter to Mr. Coope. Proposal for putting 14 horse engine in Capt. Wager’s boat.”

Docketed “Woolwich working very well, and account wanted. 10 horse engine about to be ordered for Woolwich. East India Co. account delivered. Coope’s particulars will be sent. Congo sides may be used the full height. Woolwich Yard propose having a steam boat. 74 and 40 gun ships building of larch and fir – 1st called Athol.”

Docketed “Statement of what has passed with Regent and Grand Junction Cos. Estimation of the time an engine may take to finish. Mr. Anderson and Mr. Murdock coming to Soho.”

Docketed “Regent’s Canal engines to go on. Mr. Murdock and Mr. Anderson going to Soho.”
Docketed "Regent engines to go on and Mr. Anderson is coming to Soho. Woolwich calculations will do. Richmond boat to be executed. Engines and boiler may go on – size. Leith packets proposed. Enquires if Henry Creighton has sent answers."

Docketed "Savannah steam ship. Enquiry after estimate of Eclipse engines. Some doubt about Regent order. Eclipse’s hot water pumps work ill. Mr. Walker wants estimate of water works engines."

Docketed "Mr. Rennie’s account of the Savannah steam ship. Capt. Rogers’ account, with coals burnt etc. etc. Leith packet scheme going on. Packet projected for Gibraltar."

Docketed "A new pump proposed for Penitentiary. Enquiry about the engine pump. Mr. Rennie’s mud engine enquired after."

Docketed "Observations on Mr. Nash’s letter. Proposes Mr. Anderson to settle the matter of Regent’s Canal. Congo boilers to go forward. Enquiry has been made of Mr. Rennie about mud engine."

Docketed "Men’s time at Eclipse wanting. Mistake in Richmond paddles, ditto in boiler surface."

Docketed "Regent’s Canal engines not settled but materials may go on. Eclipse Co. want their account, and the charge is here given. Men’s time wanted. Crank broke. Eclipse chimney leaks. Leith passage boats proposed."

Docketed "Gothenridge’s old agreement wanted. Mr. Anderson not yet seen."

Docketed "Coope’s enquire about their boiler. Richmond boat progress – boiler to go forwards. Leith packet scheme going on – several proposed dimensions."

On the same sheet:
Transcript of letter. William Anderson (Grand Junction Water Works, Union St., Bond St.) to James Watt Jr. [London]. 16 Jul. 1819.
Docketed "Mr. Nash admits his error. Mr. Anderson is to call with drawings. Exact time wanted. Proposal to pay carriage."

Docketed "Richmond boiler to be made. Builders proposed for boat. Leith engines proposed to work slow and expand steam. Some particulars of Savannah steam ship – and cost of it. Coope’s boiler much wanted. Price of 10 horse boat engines wanted."

With (b) attached inside. Docketed “Progress with Regent Co. Payment not yet sure. Mr. Walker has had estimate for Marylebone and Shadwell. Holyhead packet on fire."


Docketed "Much in want of time fixing for Regent’s Canal engine. Funds of Regent’s Co. Enquiry about upper columns. Boiler charges cannot be explained at present."
   On the same sheet:
   Transcript of letter. Boulton Watt & Co. (Soho) to John Nash (East Cowes Castle). 2
   0 Jul. 1819.
   Docketed by Creighton as 20 Jun.
   Docketed "Copy of letter to Mr. Nash. Estimate wanted of how the additional £400 is to be
   occupied. Letter of enquiry about delivery sent to Mr. Anderson."

   Docketed "Regent's Canal proceedings. Mr. Jones' certificate forwarded. McNiven not to
   have advance. A Gravesend boat projecting – some particulars. Sons of Commerce talk of
   having new engines. Enquiry after seating to Coope's boiler."

   Docketed "Calculations for speed of boat wanted – 15 and 20 horse engines. Duke of Athol's
   larch – price and time of delivery. Total cost of Eclipse £10,250. Brent's extras £715 –
   dispatched. Profits of Eclipse £700. Nothing done at Regent's Canal Co. Propriety of
   William Murdock going to Manchester."

   On the same sheet:
   The docket is on a separate sheet, which has been attached to the letter.
   Docketed "Mr. Rennie considers the Amsterdam mud engine an order. Copy of letter to
   Sampson Cazenove & Co. Estimate wanted for mud engine."

   Docketed "Amsterdam mud engine to be 8 horse – estimated time? Gravesend boat
   information wanted. Towing boat with 40 horse engine talked of for Portsmouth. Mr.
   McKenzie has enquired about a boat engine for Bermuda. Defects in construction of the
   Eclipse engines. Little salt made."

   Docketed "Amsterdam mud engine to be 8 horse and 10 horse boiler. Estimate as stated.
   No account of Regent's Co. or Mr. Anderson – not begun to dig."

   Docketed "Regent Co. have not agreed about ground for engines. Mr. Rennie expects order
   for another mud engine. Time for mud engines wanted."

   Docketed "2 mud engine boilers to go on. Jolliffe & Banks have the engine etc. of de Couttz.
   Some negotiation about getting it back again. Richmond boat – a jointed chimney.
   Gravesend boat designs making. Mr. Wood has sent draft of a Leith boat, which is thought
   too narrow. Mention of coming to Soho."

   Docketed "Carriage of Regent engines not to be paid – something must be found to make up
   sum. Printed lists wanted."

   Docketed "Coope & Co. impatient for boiler. Speedwell paddle wheels may go forward.
   Estimates. Larch is procuring from Duke of Athol. Gravesend drawing made. Leith schooner
   drawing made and estimates preparing. Time and expense of 35 and 40 horse engines
   wanted. Annesley's plan has been proposed for Speedwell."

   Docketed "On the draft of contract with Regent's Canal Co."
REEL 208

3/66 Letters to William Creighton, James Brown, 1820 (67 items)

1. Card cover.
   Marked “Mr. Watt 1820.”

   On the same sheet:
   Two transcripts of extract of letters, as follows:
   Docketed “Copy of letter from Mr. Weston about Regent’s Canal business which seems
   nearly concluded. Davidson Barkly & Co. cannot have mill till Mr. Rennie consults Mr.
   Cameron.”

   Docketed “Thinks Mr. Murdock should go to Penitentiary.”

   Docketed “What is wrote Mr. Weston about Regent’s Canal agreement.”

   Docketed “Date of Regent’s Canal deeds to be corrected.”

   Docketed by William Creighton. Docketed “On Molson’s boiler going through the tunnel.”

   Docketed “Mr. Mosley knows nothing of Smith Lindsay & Co. Proposed to ask Henry
   Creighton.”

   Docketed “On probable time of preparing 2 engines, 40 horse.”

   Docketed “Directions for writing to Mr. Hudig, Rotterdam. Directions for letters to Manchester
   and Glasgow. Mr. J. Robison may probably call at Soho.”

    Details of the steam boat Superb, including a sketch section, transcribed by William Creighton
    from an enclosure sent with the letter from James Watt Jr. dated 8 Jul. 1820 (see below).

    Docketed “Sends particulars of Scotch steam boats for Mr. Brown. Will return soon.”

    Docketed “Has given Mr. Rennie a letter for Swaffham Commissioners. Sons of Commerce
    out of patience. Mr. Evans’ remarks on Holyhead vessels. Dimensions of 40 horse boilers
    Proposes 14 horse engine for Gravesend boat.”


16. Letter. James Watt Jr. (London) to William Creighton (Soho). 9 Aug. 1820. Docketed “Post Office enquire to have wheels on first shaft, on deck. Wants sketches of plan etc. Estimation of draft is 8 feet 6 inches.”


Docketed “Letter from Mr. Rennie with price of sugar mills. Asks if 8 horse boiler for mud engine at Ramsgate is going on. Remarks on boiler for 14 horse. An additional boiler or larger engine recommended to Ranson's. Account wanted of men’s time at ditto.”

Docketed “Regent's Canal engine ready for starting. Mains have burst. Sons of Commerce not ready for a voyage. Debtors to be looked up. Answer to give Orrell.”

The docket is on a separate sheet, which has been attached to the letter. Docketed “Some resolutions on Post Office engines. Mr. Brown proposed to see the present Irish packets. More steam way in the boiler wanted. Proposal for steam pipe.”

Docketed “Post Office have decided on a second vessel with 30 horse engines. Estimate of copper boiler wanted. Eclipse and Favourite boilers leak.”

Docketed “Experiment with Sons of Commerce 7¾ miles per hour – speed of engines and coals burnt. Velocity same as Victory. Po boat papers wanted. Enquiry about mud boiler proposed for Ramsgate.”

Docketed “Template making of section of Post Office vessel, proposals for boiler. Engines must have a hand pump. Place of paddle wheel shafts.”

Docketed “Mr. Craven orders 10 horse sugar engine and one machine. Post Office wheels proposed 14.0 feet, 2 feet 6 inches dip, connecting rod 6 feet 6 inches. Mr. Brown about leaving for Ireland. Margate Union Co. vessel.”

Docketed “Wants Mr. de Gallois' papers. Post Office vessel No. 1 considered settled as far as can in London. 2nd vessel to have iron boiler. Section to be sent here. Mr. Murdock will alter Sons of Commerce. Will write about Ramsgate Harbour boiler. Mr. William Murdock Jr. proposed to go to Dublin. Plan of Mr. Craven’s premises making.”

On the same sheet:
Log. Experiments with the Diana. 9 Sep. 1820.
Docketed “Experiments on speed of Diana. Boat appears sunk at middle. No steam to spare from boiler. Engines work very well.”

Docketed “Post Office 2nd engine estimates given. Sons of Commerce to be altered by Mr. Murdock. Drawing of Post Office paddle wheels wanted.”
The docket is on a separate sheet, which has been attached to the letter.  
Docketed “Post Office 2nd boat engines ordered and to be 30 horse.  Boiler plates not to  
be thinned.  Broderipp and Oldham’s schemes to be officially tried.  Capt. Rogers gone to  
Holyhead.  Another trial of Diana to be made – fuel consumed.  Has looked at de Gallois’  
papers.”

Docketed “Experiment with Sons of Commerce loaded astern – 7.6 miles per hour.  Worley  
and Shakespear’s wages.  Design for a Leith vessel wanted.”

Docketed “Answer to be given Mr. de Gallois.”

Docketed “Mr. Brown’s observations received.  Instructions for Mr. Ratton’s faggotts.  Mr.  
Murdock ready to return.  Regent’s Canal progress.  George Taylor very unwell.”

The docket is on a separate sheet, which has been attached to the letter.  
Docketed “Mr. Röntgen wants various estimates of engines.  Price of 60 horse boat engine  
wanted.  Propriety of boat engine for scoops and enquiry into expense.  Imagined speed of  
Leith boats.  Performance of Sons of Commerce.  Favourite broke a beam.”

Docketed by William Creighton.  
strengthening side beams.  Leith packet scheme decided.  Rotterdam drawings going on.  Mr.  
Craven wants plan.  On Margate new boat.  Wheels of Sons of Commerce altered.  Regent’s  
Canal main burst.”

Docketed by William Creighton.  
Docketed “On Craven & Bowman’s plan – drawings wanted.  Pumps.  A rough expedition on  
Sons of Commerce.  Craven & Bowman’s boiler to be strong.”

Docketed “Paddle wheels – Post Office and for Margate will do.  Gravesend Consolidated Co.  
Necessity for getting on with more boilers.  Expedition with boat orders indispensable.  West  
middlesex may want boilers.  Mr. Murdock returning.  A steam vessel from Liverpool to Lisbon  
talked of.”

Docketed “Wants estimate of boilers for West Middlesex.”

Docketed “Fresh trial of Sons of Commerce.  John Craven Jr. is right.  Materials wanted etc.”

The docket is on a separate sheet, which has been attached to the letter.  Docketed by  
wheel outer necks.  Time of execution wanted.  Leith packet business going on.  Rotterdam  
vessels kept back.  Victory and Engineers talk of boat.  Evans extending premises to build  
Post Office 2 and Margate 6th.”
On the same sheet:
Docketed "Craven's machine will do. Craven's steam pipes will be sent. Post Office vessels – remarks. Leith vessels ditto. Enquires when several orders will be completed. Proposed new plates, Sons of Commerce."

Docketed "Mr. Gibson has had estimate. No remarks on Post Office No. 2. Cannot reply to Goldschmidt's for want of questions. Goldschmidt's have furnished a copy."

Docketed "Sends copy of letter to Messrs. Goldschmidt & Co. Observations on letter to be sent to Mr. de Gallois. Eclipse boiler must have a new bottom – to consider it. Favourite Co. irresolute, but boiler to be sent when ready. Post Office vessel No. 1, planking."

On the same sheet:
Transcripts of two letters, as follows:
Docketed "Po Steam Boat Co. complain that more than Tandy's wages has been taken up – complain of Tandy. Denied by Mr. Richards."

Docketed "Draft of Gravesend boat to be followed, price given. Leith packets 25 feet by 125 feet settled – price of engines given. 50 horse engines to be designed. Scheme for boats to Calais, and time of execution wanted. Asks if 60 horse engines can be used. Brocklebank's order 2 20 horse engines about settled, also 2 more – price given."


Docketed "Wants size of 50 horse engine house. Also time for 40 and 50 horse engines, Leith 2nd. Estimate and weight wanted. Post Office engines No. 1 to be sent when ready. Favourite boiler being taken out. Leith No. 2 to be settled soon. Mr. Rennie's scheme to drain a fen. Directions for Favourite's new boiler."

Docketed "Lord Audley enquires about a 10 horse engine and pumps. Expects Leith No. 2 in 3 months less than supposed. Builders' calculations about draft etc. of Leith vessels. Supposed quantity of coals."

Docketed "Leith No. 1 built by Wigram, Leith No. 2 proposed by Wood. Boiler of ditto same surface as Eclipse proportional to size. West Middlesex want boilers inspected. Also Favourite's boilers to be examined."

Dated as 23 Nov. by James Watt Jr.
Docketed "Weight of 50 horse boiler with single flues wanted. Also the whole weight. Supposed estimate – 50 horse. 1st Post Office engine to be sent away. Leith vessel No. 2 scheming. Rohde's wish to know about boiler. Fen engine supposed in no haste."

Docketed "On Mr. Brocklebank's order. Order of execution. Mending of Eclipse boiler."


3/67 Letters to William Creighton, January-July 1821 (60 items)

1. Card cover. Marked “Mr. Watt 1821, No. 1.”


5. Letter. James Watt Jr. (London) to William Creighton (Soho). 12 Jan. 1821. Docketed “Observations on Mr. de Gallois’ letter, and answer to be given his agent. On terms for Chelsea payment. Mr. Craven’s job, asks if boiler was made for strong steam. Mr. Craven wants his account. Hodgson & Son’s apparatus at work. Enquiry after boiler for Post Office No. 1.”

On the same sheet:
Transcript of letter. Francis Freeling (General Post Office) to James Watt Jr. [London].
18 Jan. 1821
Docketed "Enquiry from Post Office about engines for 2 steam vessels. Price, time etc. wanted for ditto. Post Office No. 1 successfully launched and engines putting in."

Docketed "Proposal for making boilers Leith No. 2 of copper. No account of Mr. Murdock's progress."

Docketed "On boiler for Post Office No. 1. Mr. Freeling has had estimate of 20 horse engines. Brocklebank talks of 30 horse engine. Estimate of 50 horse copper boiler wanted. Dutch engines."

Docketed "Post Office No. 1 boiler arrived. Arrangement for getting it in. Sections of boat wanted. On copper boiler for Leith No. 2. Mr. Murdock's visit to Chelsea. Regent's Canal fireplaces — are about to use Brunton's scheme. Consumption of coals wanted."

Docketed "Copy of letter to Mr. Röntgen — sent."

The docket is on a separate sheet, which has been attached to the letter. Docketed “Leith No. 2 to have iron boiler – a sketch of it wanted. Dover packet engines not ordered. Speculation boilers. Cross bars to be strengthened.”

Docketed “About Henry Taylor.”


Docketed “Section of Leith No. 2 sent. Breadth of ship at boiler. Observations on boiler. Henry Taylor's statement is right – is wanted in London. Swiftsure engines etc. wanted. Enquiry about boilers. Asks if Leith No. 2 will be done by end of April. Brocklebank's time etc.”

On the same sheet:
Sketch plan of boiler.
Docketed “Cleaning holes for boiler – Leith No. 2. Observations on pipes, boilers etc.”

Docketed “Mr. Lunell's boat enquiry. Leith No. 2 deep flues. On delivery of Post Office No. 2. 20 horse boilers with narrow bottoms. 15 horse engine to be expedited. Expects some more orders. Independent 20 horse engine to go on. Men not arrived, William Murdock Jr. gone to Denmark, Worley ill. Proposes Taylor for a steam boat.”

Docketed “Leith No. 2 boat to be in Thames by the end of May. Enquiry about boiler. Leith No. 1 to have the engines etc. delivered by 24th March. Disappointment about Post Office No. 2. Gibbs Son & Bright will be drawn upon.”
Docketed “Order given for 2 packets from Dover to Calais. Remarks on copper boilers. Taylor wished for back. Wilkinson to stand over. Porter wanted if he can be spared.”

Docketed “Proposed boat for Queensferry and estimates given. Asks if his of 19th was received. Leith No. 2 – nothing further. Post Office No. 2 need not be sent much before the boiler.”

Docketed “20 horse independent engine to wait. Soho orders considered slow in execution. Henry Taylor may have £10 and a boat place got him. Margate vessel launched. Swiftsure engines wanted.”


On the same sheet:
Memorandum. Experiments with the Lightning Steam Boat. 28 Mar. 1821.

Docketed “Wants Chelsea sketches back. A longitudinal section needed.”

Docketed “Leith No. 1 called City of Edinburgh. Launching and draft. Lightning engines go faster. Sons of Commerce’s shaft arrived. Brocklebank’s goods to be sent. Woolwich Smithery doing well.”

Docketed “Leith No. 1 coal boxes too small, new ones wanted.”

Docketed “Chelsea will be attended to. Post Office 1 preparing for voyage. On safety valves, Leith No. 2. Wages of men in London. Mr. Zwinger wants estimate of 60 horse engine. Delays with Meteor goods.”

Docketed “Experiment with Lightning. Stability of vessel etc. John Tandy returned. Capt. Tucksen not seen.”

The docket is on a separate sheet, which has been attached to the letter.
Docketed “Chelsea Water Works – notes about engine and pumps.”

Docketed “Copy of East India order wanted. Estimate of West India engines wanted. Also Mr. Zwinger’s estimate.”

Docketed “Price stated for West India 8 horse. Mr. Zwinger has had his estimate. Cannot settle Taylor’s wages. Lightning experiments – 9¾ miles per hour. Voyage to The Nore and time. Vessel very steady.”
On the same sheet:
Sketch. Lightning Steam Packet – new rings for paddle wheels. By James Brown?
Docketed “Lightning paddle wheels to have new rings, of which dimensions are sent. Order for Dover packets confirmed. Sheerness tow boat scheme. Lightning and Leith No. 1 accounts wanted.”

Docketed “About copper boilers. Navy Board have not yet determined about steam boat. Mr. Boulton has copies of the Calcutta estimates.”

Docketed “Enquiry about weight of boilers. Cannot settle paddles – Leith No. 2. Approves of 3 rings. Leith No. 1 will be tried in a fortnight. Some mistake about wood and iron paddles. Brocklebank’s shafts are hollow. Dover boats not finally settled.”

Docketed “Gemmel may go to London. 40 horse spur wheels too weak. 50 to be made stronger. 40 wheels to do for Admiralty. Enquiry about wood and iron paddles. Meteor nearly as quick as Lightning. Dover vessels not settled.”

Docketed “Trial with Eagle, about 8 miles per hour. Spur wheels very noisy. Cranks preferred to wheels. Swiftsure launched, draft. Departure of Post Office vessels.”

Docketed “No letter from Mr. Zwinger. Observations on the price of cement. Swiftsure, draft and slow speed. Venus towing an India ship. Voyage of Lighting and Meteor to the Downs. Accounts wanted. Dover No. 2 to have copper boiler.”


Docketed “Expense of Leith No. 1 wanted. Cost of all others wanted also.”

The docket is on a separate sheet, which has been attached to the letter.
Docketed “City of Edinburgh tried with ½ numbers of paddles. Difficulty in keeping up steam. More experiments intended to be tried. Capacity of boilers wanted.”

Docketed “Experiments with City of Edinburgh. Coals burnt in ditto. More experiments proposed.”

Docketed “Eagle has had boiler burnt. Observations on boilers. Mr. Ewart and G. Haden report on smoke burning. Grate bars sent too long. Lightning and Meteor at Milford the 26th.”

Docketed “Account of experiments with Venus. Steam not very plentiful. Hero launched at Chatham. Venus’s paddles answer well.”
On the same sheet:
Transcript of letter. Francis Freeling (General Post Office) to James Watt Jr. [London]. 31 May 1821.
The docket is on a separate sheet, which has been attached to the letter.

On the same sheet:
Docketed "Mr. Freeling’s report of voyage to Holyhead. Breakage and loss of paddles. City of Edinburgh has fresh cleaning holes cut in boiler. More experiments proposed. John Taylor mending."

The docket is on a separate sheet, which has been attached to the letter.
Docketed "Account of experiments on speed of City of Edinburgh steam packet. Difficulty in getting steam for the above, and also Venus. Venus chimney raising 6 feet."

The docket is on a separate sheet, which has been attached to the letter.
Docketed "Mr. Watt, London, 6 June 1821. Account of Lightning and Meteor’s adventures. This copy sent by Mr. Boulton."

The docket is on a separate sheet, which has been attached to the letter.
Docketed "City of Edinburgh to set off for Leith the 20th. Paddles 24 inches. Capt. Rogers about paddles. Success of Lightning and Meteor. Mountaineer’s challenge etc. Salt traps under consideration. Leith No. 2 vessel to be launched the 18th and engines must go soon in July. Mr. Murdock’s return, Mr. Watt’s ditto. Dover packet drawings going on."

The docket is on a separate sheet, which has been attached to the letter.
Docketed "Swaffham account is sent. Progress of scoop wheels and house – Johnson. Syphon boxes will not do. Vessel as Mr. Walker’s enquiry £6000. Mr. Austin’s man to be enquired of. Paddles of Venus altered. Eclipse considered mended in speed."

Kept with (b) below.
Docketed "Mr. Watt, London, 10 June 1821. Remarks on various parts of the Lightning’s engines, that are to be corrected in future."


Docketed “Voyage of City of Edinburgh to The Nore and back. To leave for Leith 20th. Account of Mountaineer got. Capt. Rogers wrote to about cutting the paddles. Estimate procuring for Mr. Walker. Mr. Murdock returning."

Docketed “Will enquire about Lambeth mains. Wants expense of erection. Mountaineer gone with 20 or 30 passengers.”

On the same sheet:
Transcripts of three letters, as follows:
H. Hicks & Son (Eastington, near Stroud) to James Watt Jr. [London]. 7 Jun. 1821.
James Watt Jr. (13 London St.) to H. Hicks & Son (Eastington). 13 Jun. 1821.
Docketed “Correspondence with Hicks & Sons about smoke burning and drying cloth by steam.”

Docketed “Answer about Lambeth wanted. Conference with Mr. Cockerell.”


On the same sheet:
Transcript of letter. James Brown (London) to Mr. — Evans & Mr. — Patterson. — Jun. 1821.
Docketed “Estimate of a steam boat for Mr. Simon Walker. Mountaineer at Berwick.”


Docketed “Lambeth Water Works have had estimate sent them. Mr. Simpson wants size of grates.”

3/68 Letters to William Creighton, July-December 1821 (63 items)

1. Card cover.
Marked “Mr. Watt 1821, No. 2.”

Docketed “Mr. Watt – Soho, 28 Jun. 1821. Relative to the City of Edinburgh.”

Docketed “On hollow and solid shafts.”

Docketed by William Creighton, so presumably kept with this bundle.
Docketed “James Watt has shipped ballast and sails the 11th. City of Edinburgh about to sail. Observations on making salt in boilers.”

In James Watt Jr.’s hand. Docketed by William Creighton.
Docketed “About boat engines. Soho 25 July 1821.”

Docketed “City of Edinburgh made good passage. Eclipse beat Mountaineer 20 minutes from Nore.”

_The docket is on a separate sheet, which has been attached to the letter. Docketed “Cost of making Navy tug with changing wheels wanted. Complaints of delay of carriers. Launch of Dover not yet known. Mr. Röntgen making arrangements. A third Leith vessel proposed.”_

_Docketed “Breakages of Lightning and City of Edinburgh. Project for safety valve. Hero has broke a cross bar. Remark on sheet copper order.”_

_Docketed “Dover No. 1 to be launched 7th to 9th September. More men wanted. Plan of James Watt’s boiler wanted. Parts of James Watt long on the way.”_

_Docketed “Brought by Mr. Röntgen.”_


_Docketed “Navy tug not yet settled. Venus Co. – want wrought iron shaft, 2 solid shafts resolved on, duplicate wheels also, plummer block making in London. More men wanted. Venus shaft piecing, Mr. Rennie.”_

_Docketed “Navy tug drawings wanted. Venus’s shaft broke again. To be repaired by Mr. Rennie. A solid shaft to be made. Gangway beams strengthening. Orders for copper plates.”_

_The docket is on a separate sheet, which has been attached to the letter. Docketed “Enquiry about boiler cramps. Observations on Allingham who is to be discharged. Urgency with copper boiler and engine for Dover No. 2. Observations on the breakage of Venus. Venus’s shaft nearly mended. Thomas Hughes may go to Chelsea. Mr. Simpson grumbling and growling.”_

_Docketed “Venus repaired and gone to Margate. New shaft in great haste.”_

_Docketed “Mr. Mylne wants estimate for water works, Lichfield. No accounts of Venus. City of Edinburgh arrived at 10 Saturday.”_

Docketed “Has received a Post Office Firman.”

Docketed “Arrival of Meteor articles. Talbot has been hired. Pipes wanted for emptying cocks. Cranck and barometer glasses wanted. Lightning off with reduced paddles. Duplicate shafts agreed to. Fir paddles stand best.”


Docketed “Enquires about Dover No. 2. Observations on shafts of ditto. Proposes going to Dublin and return on Tuesday. Francis Taylor returning to see wife – gives great satisfaction. Carriage sent by Liverpool.”

Docketed “Mr. Watt, Holyhead, 12 Sep. 1821. Dimensions of paddle shafts, cocks and air vessels, Meteor. New solid irons proposed.”


Docketed “Francis Taylor arrived. Orders for pipes, cocks and tools, screws etc. for Lightning. Proposal for paddles.”

Docketed “Sovereign to have only 12 paddles. Mr. Freeling going to see Broderip. Mr. Watt proposes returning 15th. Gauges for new shafts. Copper cover and grease cocks.”

Docketed “Navy tug wheels on 4th shaft. Bearing in side of ship may be had.”

Docketed “Arrival in London and resolution of James Watt committee. Engines have been worked. Expect to make experiments on Thursday. Bars of iron proposed for paddle shafts. City of Edinburgh sailed 26th. Dasher, Dover 1 nearly ready. Progress of Sovereign. Unfavourable opinion of Mr. Freeling on Broderip’s ship.”

Docketed “More holes for paddle bolts in Dover No. 1 wheels.”

Docketed “Enquires if 2 letters have been received. Strang & Webber doubtful. Dasher and James Watt unfinished. Mr. Rennie dangerously ill. City of Edinburgh 53 hours passage.”

Docketed “Laird & Co. have contracted with Fawcett & Co. – price. Sir John Tobin about 2 vessels – estimates wanted. Prices of Fawcett & Co. Dasher is out of dock.”
The docket is on a separate sheet, which has been attached to the letter.

The docket is on a separate sheet, which has been attached to the letter.

Docketed by William Creighton.
Docketed “Mr. Murdock unwell. Experiments with James Watt sent. Size of 15 horse boilers wanted.”

Docketed “On Sovereign’s shafts. Necks reported to have been hot. Another experiment with City of Edinburgh, ditto with the Dasher. Dasher sails Dover. Mr. Murdock better. Carriage for Crowley?”

Docketed “Dasher has broke cross bars. Duplicates of wrought iron. Mr. Brown going to Dover. Connecting rods too near frame. Strang & Webber safe for £2000.”

Docketed “About strong cross bars. Constant disasters with boats. Dover wrought iron soon as possible.”


Docketed “On cross bars – wrought iron, Dasher, and also the cast ones. On breaking up side beams. Design for Holyhead packet shafts wanted. West India heavy flys. James Watt ready by Thursday. Pearsall will be wanted.”

Docketed “Mr. Röntgen’s order settled and particulars of boat. Size of paddles, rudder, working gear, boiler. To be complete by 1st March. Dover No. 2 wanted soon. Holyhead packets at work.”

Docketed “Dasher has had a disaster. Holyhead – all well. Venus engages for George Rex.”

On the same sheet:
Docketed “Mr. Watt, J. Brown. Venus’s crank wheel quite done. New shaft proposed with wheels. Damage of Dasher’s blow valve. Dasher to have stop pipes. Stop valves to be general. Crank wheels to be stronger.”

On the same sheet:
Docketed “Account of James Watt’s experiments on velocity and coals.”

Docketed “Sends copy of letter to Mr. Röntgen. Part of payment advanced. Mr. Coulthorp to build vessel.”

Docketed “Further experiments with the James Watt. Weather bad for them. Paddle wheels thought too large. Post Office disappointed about Dover No. 2. Broderip not yet at Holyhead.”

The docket is on a separate sheet, which has been attached to the letter. Sent with James Watt Jr.’s letter of 3 Nov.
Docketed “Experiments on the velocity of consumption of coals with the James Watt steam packet.”

With (b) below attached. Dated by James Watt Jr. as Oct., but docketed by Creighton as Nov. From the content, the latter would appear to be correct.
Docketed “Breakages of crank wheels. Proposal to shorten arms. Another experiment with James Watt on 7th.”

b. Sketch. 40 horse engine crank wheel.

On the same sheets:
Memorandum. Experiments with the James Watt. 6—8 Nov. 1821.
Docketed “Experiments with the James Watt. First: all the paddles on, immersed 2 feet 6 inches – speed 10.04 miles per hour. 2nd: half the paddles off the outer rims – speed 9.94 miles per hour. 3rd: first the paddles off each wheel – speed 9.51 miles per hour. 4th: half the paddles off the inner rims – speed 9.03 miles per hour. Comparative speed of the Dasher. Consumption of coal, ten bushels per hour. Propose carrying less coal. Intend trying a deeper immersion of the paddles. One of the crank wheels cracked. Paddle shafts of Meteor. On Mr. Delap’s syphon scheme. Broderip’s vessel at Holyhead. His statement of its velocity.”

Docketed “Further observations on the James Watt’s machinery. Mr. Freeling on Meteor’s wheels. Observations on breaking crank wheels.”

On the same sheets:
Memorandum. Experiments with the James Watt. 13—15 Nov. 1821.
Docketed “Further experiments with the James Watt. First: half the paddles immersed 3 feet, the other half 2 feet 6 inches – speed 9.49 miles per hour. Second: three fourths of the paddles immersed 3 feet – speed 9.73 miles per hour. Third: paddles on the inner half of the wheels only & immersed 3 feet – speed 9.17 miles per hour. Fourth: one engine only, paddles as before – speed 6.95 miles per hour. Fifth: one engine only, paddles on inner division only, immersed 2 feet 6 inches – speed 7.69 miles per hour. Sixth: one engine only, all the paddles on, immersed 2 feet 6 inches – speed 7.13 miles per hour. Seventh: all the paddles on and both engines. Difference of speed with the paddle wheels 9 feet wide and when 4½ feet wide = 0.87 miles per hour. Vessel proposed to be tried at sea.”

Docketed “With experiments on the James Watt. Observations on the experiments etc. etc. Tremor in boilers. Will enquire about Meteor shafts. On cracking of crank wheels.”

On the same sheet:
Sketch. Framing of Royal Sovereign, showing place of breakage.
Docketed by ?
Docketed “Sketch and explanation of the fracture of the Royal Sovereign’s headstock framing.”

On the same sheet:
Memorandum. For the Meteor Steam Vessel. 5 Dec. 1821.
Docketed as 5 Dec.
Docketed “Order for Meteor’s new paddle wheels.”

On the same sheet:
Letter. John Miller (2 Hatfield St.) to Boulton Watt & Co. (London St.). 8 Dec. 1821.
Docketed “Eclipse wants estimate of new boiler, iron and copper. Arrow has been launched.”

Docketed as 11 Dec.
Docketed “Asks if May & Co. are to have discount. Remarks on paddle wheels wanted. Enquiry about James Watt’s crank wheel. Crank shaft wheels for City of Edinburgh wanted for experiment.”

Enclosing (b) below.
Docketed “Order for waste steam pipe, Royal Sovereign.”


On the same sheet:
Memorandum. For the Royal Sovereign Steam Packet. 10 Dec. 1821.
Sketch. Royal Sovereign’s paddle wheel. 10 Dec. 1821.
Docketed “Order for paddle wheels to the Royal Sovereign. Sketch of shaft and wheels.”

On the same sheet:
Docketed “On strengthening James Watt’s crank wheel. Particulars of Mr. Blanker’s engine wanted – his credit. On strengthening City of Edinburgh’s wheels with wrought iron. Mr. Myline reckons 10 lbs. to the gallon and 54 gallons to the hogshead. Sketches of 6 and 8 horse engines wanted. Copper boiler put together.”

Docketed “Cocks, gauges etc. sent wrong. To be advised of in future. Letters not to be sent to London as is about to return.”

Docketed “Mr. Myline thinks of single engine for Lichfield Water Works. Has got plan and levels.”
### Detailed Listing

**Reel 209**

#### 3/69 Letters to William Creighton, 1822 (67 items)

1. Card cover.  
   *Marked “Mr. Watt 1822.”*

   *Docked “Paddle wheels of Meteor, ditto Royal Sovereign, ditto City of Edinburgh, ditto Navy tow vessel.”*

   *Docked “Moerdyke boiler.”*

   *Docked “Mr. Lang’s directions for the paddle wheels of Navy tug. The vessel to be launched and the materials delivered within a month from this date. Favourable account of the vessel. Size of engines for third Holyhead steamer yet undetermined. The City of Edinburgh sailed on its first voyage this year. The James Watt to be tried on Saturday.”*

   *Docked “The City of Edinburgh has broken one of the side beams off Harwich. Mr. Brown gone with some of our men to assist them. Advise strengthening the side beams and sending two new ones. Wish Mr. William Murdock to come to Town to inspect the paddle wheels of the James Watt.”*

   *Docked “The Post Office determine on two 40 horse engines for the third Holyhead steamer. Length of engine room and weight of materials. Suggestions with regard to the construction of the engines. The vessel to be built at Deptford under Mr. Lang’s directions.”*

   *Enclosing (b) below. Docked “Tooth broken out of the large connecting wheel of the James Watt in turning it round. John Walker superintending the fitting in of a new one. The vessel to be tried on Sunday. Accounts of the City of Edinburgh from Mr. Brown at Harwich. Pins with double nuts ordered for the diagonal stays of the James Watt.”*

   *Docked “Breakage of a tooth in one of the large connecting wheels of the James Watt.”*

   *Docked “Mr. Brown’s report of the breaking of the beam of the City of Edinburgh. Order two spare beams of increased strength. The beams of Navy tug engines to undergo consideration. The main gudgeons also. The new tooth put into the large connecting wheel of the James Watt. Mr. William Murdock to go to Blackwall. Farther directions about the Navy tug paddle wheels.”*
9. Letter. James Watt Jr. (London) to William Creighton (Soho). 28 Apr. 1822. 2 sheets. Letter continued on 29 Apr. Docketed “Attempt at trial of the James Watt at Long Reach. Breakage of air pump gudgeon and side beam. One of the boilers injured by letting out the water. Speed of vessel 8¾ miles per hour at 29½ strokes per minute. The girdling has made the vessel over-stiff. Shake in the vessel increased by the straight paddles. Mr. Bennett and W. Warley to go the first voyage.”


12. Memorandum. “Mr. Watt & Mr. Murdock, Soho Foundry.” 31 May 1822. In William Creighton’s hand. Docketed “Rotterdam engines to have boxes on top of cisterns.”


Docketed “With copies of accounts – City of Edinburgh and James Watt. City of Edinburgh’s paddle necks only 8 1/8 inches.”

Soho, 26 Jun. 1822.  
Docketed “Memorandums respecting Holyhead Steamer No. 3.”


Docketed “Southwark Water Works scheming. Prices of engines etc. wanted. Cost of Regent’s Canal wanted. Drawings of Lambeth wanted.”

Docketed “Comet towing the Russell. Comet shakes considerably. New headstocks? Eccentric rods for Holyhead, plain. Comet may have to attend the King.”

The docket is on a separate sheet, which has been attached to the letter.  
Docketed “On the complaints made by the agent at Holyhead. Sillem & Grantoff require time for delivery of Caledonia boiler not to exceed 6th Oct. Sends copies of correspondence with Lunell & Co. Drawings of Lambeth Water Works received. The Borough likely to have an engine of same power. Comet to have additional stays to beams to remove the shake. Considerations about raising the shafts of Comet.”

Docketed “Wants Mr. Walker’s letter about London Bridge Water Works. Comet going to be painted. Comet and another vessel wanted for King’s voyage to Scotland. 3rd Holyhead getting forwards. Are drawings of 2nd tug received? Rotterdamer to be tried this day. Venus beaten by Hero and more power wanted.”

Docketed “Speed of King of the Netherlands [formerly Rotterdamer] with altered paddles.”

Docketed “James Watt about to be hired for the King’s voyage. Estimate of new cylinders wanted for Venus. Soho price of copper boilers. Price of Foundry 14 horse engine. Sections of 2nd tug were sent.”


The docket is on a separate sheet, which has been attached to the letter.  
Docketed “Remarks upon the propriety of lowering the shafts in the King of the Netherlands and order for new headstocks.”

Docketed “Rotterdam headstocks to be altered. Ambassador’s party pleased with the vessel. Mr. Murdock returning. Coming to Soho with Mr. Mylne.”


37. Letter. James Watt Jr. (London) to William Creighton (Soho). 9 Aug. 1822. The docket is on a separate sheet, which has been attached to the letter. Docketed “Advise him to consult Mr. Boulton about Overbury’s estimate of the old 14 horse engine. James Watt’s alteration of girdling completed. Ordered to be attached to the Royal Squadron on the voyage to Leith. Cabins fitting up for the King. Mr. Brown to go with her. Mr. Bennett’s return in the King of the Netherlands. Fresh leak in boiler of the James Watt.”


Docketed "Dasher ordered to London. Boiler makers wanted. Progress of Holyhead 3 wanted. All well on board James Watt. Southwark Water Works progress. Plan of ditto to be settled soon. Mr. Edwards takes the works."

Docketed "Dasher arrived in Thames. Observations on heads of shafts. Holyhead to go complete. Will write about bolts of ditto. Bilge pumps must be had."


Docketed "Knows no reason for Soho Foundry increasing prices of castings. Southwark drawings arrived."


Docketed "Holyhead 3rd finishing forward. Repairs of boilers. No more materials to Southwark till wanted."


Docketed "Repairs of Dasher's boiler completed by Richards. Mr. Bennett to go in her to Dover and return in the Arrow. Comet returned to Leith from the Morray Firth. King expected to embark at Queensferry on Thursday. Necessity of doing away with the present stay bolts and bridges in boilers. To be altered in Holyhead No. 3. Intention of returning home on Monday."

On the same sheet:

In William Creighton's hand. Continued on 10 Oct. at Soho.
Docketed "Mr. Watt, Mr. Murdock etc., Foundry, Oct. 1st 1822. About boiler parts of Holyhead No. 3 Vixen. 60 horse engines for Leith No. 3 – how to executed. Confirmation Oct. 11th."

Docketed "Proceedings of boiler makers. Enquiry about power to King of the Netherlands. A scheme for another ship ditto. Several new orders in agitation."

Docketed "Copy of Mr. Bennett's remarks on boat engines wanted. Wants surface of Leith 3 boat. 2 30 horse engines proposed for King of the Netherlands. Another scheme, for new vessel."
Docketed “Observations on Leith No. 3 dams. Grate surface is too small. City of Edinburgh – 
good dams. James Watt’s bad. Mr. Brown will explain the section of Leith No. 3. 3rd 
Holyhead out of dock in a week. City of Edinburgh coal boxes to be enlarged. 2nd Rotterdam 
vessel scheming. John Johnson’s return.”

Docketed “Parcel by John Johnson. Margate & Gravesend boats want their accounts.”

Docketed “Estimate given to Navy still higher than other persons give. In good graces of 
Navy Board. Wonderful proposal of Evans. Leith No. 3 to be all ordered. A new Navy tug 
proposed.”

Docketed “Enquiry about Southwark suction pipe and reference to letters. Wants cost of 
materials soon.”

Docketed “King of the Netherlands to have 30 horse engines. Ditto drawings are preparing. 
2nd Rotterdam vessel unsettled. Vixen accounts wanted.”

Docketed “Asks if Mr. Bennett will be useful. Return uncertain. Observations on Leith 3 
boiler bottom.”

Docketed “Margate Co. propose new vessel with 40 horse engines. Southwark entablature 
too short.”

Docketed “London & Margate new vessel – 2 engines 40 horse ordered. Wanted to work 
May. Drawings preparing.”

Docketed “30 horse drawings King of the Netherlands sent. Engines to be pushed. 
Southwark entablature enquiry. Southwark account wanted soon.”

Docketed “Warley declines going to Holyhead. Buckle and another wanted. Sovereign’s 
crank and steam box to go by land. Vixen to be tried on Friday. Ditto’s time of sailing 
unknown.”

Docketed “New River ground not settled. Vixen to sail next week. Holyhead articles may be 
delayed one week. Mr. Brown has written about King of the Netherlands’ shafts. Margate 
Co. order 40 horse engines. Southwark entablature beam? Ditto enquiry about pumps.”

Docketed “Trials of the Vixen. Great consumption of coal. Remarks upon it, on the engines 
and vessel.”

with the Vixen. New experiments on coal burnt by Vixen. Steam way and surface suspected. 
Letter from Mr. John Wood.”

Docketed “Proposes modes of stating the account with Southwark Water Works.”
1. Card cover.  
Marked “Mr. Watt 1823, 1824.”

On the same sheet:  
Docketed “No complaint of fire places known. Boilers to have fires altered. Margate bridges will be settled. To see Mr. Lang tomorrow. Feeding holes must not be less. Large coal used at Holyhead.”

Docketed “Wants letters about Southwark Water Works and other particulars.”

Docketed “T. Castle & Co.’s letter returned. Post Office order for two 40 horse engines to be erected at Falmouth. State of the erection of the engine at the Southwark Water Works.”

Docketed “Post Office order 40 horse engines according to estimate. New vessels ordered for Ostend, the Dover packets proposed to be removed thither. Parcel not arrived. Mr. Mylne to settle on Thursday. Mr. Murdock in request. Southwark fly complained of.”


Docketed “Wants Varley’s and Hollinsworth’s letters in the Portsmouth & Arundel affair.”

Docketed “Portsmouth papers received. Some more wanted. Southwark fly wheel not true. East India letter about dredging wanted.”

Docketed “Documents wanted in the affair of the Portsmouth & Arundel Canal, particularly the vouchers for Varley’s time.”

Docketed “Ourscamp letter sent with a correction. Advance of price on copper. Cannot leave London for some days. Portsmouth letter of advice wanted. Mr. Murdock got a cold.”

Docketed “Sends copy of letter to East India Co. with dredging estimate.”

Docketed “Opinion of Weston Teasdale & Symes on the Portsmouth & Arundel Canal debt. Enquiry about new boiler and estimate. New River Co. order 66 inch engine. Southwark fly not completed. Decay of iron pipes through strips. Copper hold-down bolts proposed. Mr. Everitt should be spoken to.”

Docketed “Dover steam pipes to be copper. Ditto, no drawings ready yet. Another letter from Mr. Williams. Orders for Navy Tug 2 to be given out.”

Docketed “Result of conference relative to Portsmouth & Arundel Canal. Estimate given of a boiler. Part of Varley’s time given up. Engine may want inspecting and boiler a new bottom. Mr. Mylne wants estimate of copper boilers for 66 inch engine.”
Docketed “Montvoisin & Perrin considered not very responsible. Sends copy of letter to them. Heath Son & Furse drawn upon for £821.”


Docketed “Returns in a few days and will settle about Sheerness boiler. King of the Netherlands goes 8¼ miles per hour. Death of Mr. Simpson. Not able to see Mr. Houldsworth. Myln cannot remove the party walls.”

Docketed “On sending the copper boiler for Sovereign to Bristol.”

Docketed “Copper chimney to be made for Sovereign.”

Docketed “New River model arrived, damaged. New River driving piles for well. Alterations of Albion’s paddles and chimney.”

The outside of the letter is addressed to Boulton Watt & Co., but the letter begins “Dear Sir.” “Mr. Murdock” been added to the outside in pencil, but the docket is in William Creighton’s hand. Docketed “Bad performance of Albion. Chimney + 8 feet. Number of strokes. Gone to Margate. Returning to Soho. Soho boiler much suspected.”


23. Memorandum. Experiments with the Soho, commencing 3 Sep. 1823. 
Sent with James Watt Jr.’s letter of 6 Sep. below. Docketed “Voyage of Soho steam boat to Dover and back, Sep. 3, 4, 5, 6th. Draft, velocity, adventures. 10.03 miles per hour in still waters.”

Docketed “ Sends account of steam boat Soho’s voyage.”

Docketed “Soho steam boat – coals burnt, enquiry about height of shafts – further draft by passengers. Additional knees ordered. No more alterations this season.”

Docketed “Extracts from Holyhead reports sending to Soho. Francis Taylor – return and conduct. Model of 66 inch engine returning.”


Docketed “Milford engine to go with boiler. John Harrison cannot be spared, it is supposed. Observations on order for Sheerness. Scheme for side rods, to try. Proposes to leave London on Sunday. Soho does not go till next week, some knees being wrong.”

Docketed “Sort of answer to Darthez. Albion boiler to be altered. About boiler repairing.”

Docketed “On sending New River boilers. Charge to be made to Albion.”

Docketed “Charge for Albion shafts.”

Docketed “Time for 2 engines 10 horse wanted. Proposes a copper boiler.”

Docketed “Boiler makers to be sent off. Navy engines to have plunger blocks.”


Docketed “Soho shafts to be lowered. Soho estimates wanted. Answer queries to Southampton. 2 men arrived.”

On the same sheet:
Sketch. Plummer block for the Soho.

Docketed “Soho plunger block sketch will do. Soho articles returning for altering. Proposes to leave on Wednesday.”

James Watt Jr. did not note where he was writing from, but Creighton docketed the letter as being from Aston.
Docketed “Report of water being out of Sovereign’s boiler on passage to Milford. Speed of Milford boat satisfactory. Has no faith in grease doctor.”

Docketed “Wants experiments by Mr. Lawson with indicator at Mr. Gott’s.”

Creighton has noted that this letter was postmarked 5 Apr.
Docketed “Ingle to have instructions at New River Head. Mr. Gott wants estimate of 80 horse engine. Manchester end of week.”

Docketed “Has wrote to Mr. Boulton from Leeds. Parcel of 3rd received. Project for going to Glasgow.”
Docketed “Has got Leeds parcel but not Mr. Boulton’s letter. Going to Stalybridge. Mr. Gott wants more estimates. Visit to Mr. McRae.”

On the same sheet:
Docketed “Copy of letter to New River Co. Stalybridge engines doing well. Cheetham’s probably may have 40 horse engine. Not time to write on Sovereign’s boiler. Mr. Boulton’s letter received.”

Mis-dated by Watt as 14 Apr.
Docketed “Letter of 9th received. Has wrote to Oxford Road Twist Co., also B. Gott & Sons. Mr. Murray proposes repairs. Account of J. Kennedy’s engine. Slow progress with Mr. McRae.”

Docketed “Oxford Road Twist Co. order 80 horse engine. Harrison’s want a plate. Liverpool dock engine wants repair. Mr. Ewart wants estimates. Mr. Kaye has had no estimate. Room for 14 horse boat engine wanted.”

Docketed “30 horse air pump valves noisy. Mr. Pooley wants estimate of 14 horse engine. Leaves 16th for Tean Hall.”

In M. R. Boulton’s hand. Docketed by Creighton.
Docketed “Mr. Watt, London, May 12 1824. Harlequin boiler reported to be 5.0 feet shorter than Cinderella, and much lower.”

Docketed “Experiments with Navy Meteor. 10.1 miles per hour, 10 bushels of coal, strokes 27, 28, draft 8 feet 10 inches to 9 feet 5 inches. Vessel very strong and steady. Deptford ship builders very well satisfied with the vessel. Woodwork in backward state. Comet doing very well. Albion ready on Wednesday. Soho has too much steam.”

On the same sheet:
Memorandum. Statement of Four Passages made by each of the Milford Steam Vessels. The memorandum is in James Brown’s hand.
Docketed “Upon the comparative consumption of coals by the Harlequin and Cinderella. Mr. Brown making sketches for new boilers with supposed improvements. Mr. Brown making sketches for boiler of new Milford.”

Docketed “Consumption of coal by the London and Edinburgh steamers 1823. City of Edinburgh 9½ cwt. per hour, James Watt 10¾, Soho 9. Particulars for 1824 procuring. Coal used at Milford is partly Scotch and Forest of Dean. Harlequin deserves consideration. Albion boiler has got good draft.”


Docketed “Trial of Albion boiler. Draft of water, paddle dip. 9 1/3 miles per hour, 10 bushels of coal. Proposal to take up paddles. Committee appear satisfied.”
   On the same sheet:
   May 1824.
   Docketed “Capt. Rogers’ report of trial of Harlequin, Cinderella and Aladdin. Diameters of
   cylinders, paddles etc. Proposal for middle bearings to shafts.”

   Docketed “New River engine now wanted to be set to work. Mr. Murdock expected. An
   Albion slide valve wrong. Mr. Gott’s indicator to be put in repair.”

   Docketed “Wishes to see Mr. Boulton about Sovereign’s boiler.”

   Docketed “Improvements on boilers in agitation. New River engine worked by hand, up to
   Cheapside – to great load apprehended by Mr. Murdock. Southwark Water Works
   foundations giving way. Dasher’s slide valve wanted. James Bonus not wanted in London at
   present.”

   Docketed “Mr. Brown gone with Albion. Albion – another set of grate bars, addition to
   chimney. New River entablature bends.”

   Docketed “New River engine worked by hand – a few things to complete. Albion boiler does
   well. Letter to Post Office on Sovereign’s boiler given. Cinderella’s account delivered.”

   Docketed “Suction pipe Broken Wharf is not tight – want Wilkinson. Account wanted – New
   burnt in May – Harlequin 108 tons, Cinderella 154, Aladdin 199. Vessels going to Holyhead.
   Foundry blowing cylinder on floor. Experiments on GB boiler wanted.”

   On the same sheet:
   Docketed “Copy of letter from Buckle. Sovereign – 6 hours 40 minutes, coals 42 cwt. 21 lbs.,
   9 miles per hour; 6 hours 53 minutes, coals 44¾ cwt., 8.7 miles per hour. Boiler does work
   very well. Speed about 28 strokes. Extracts sent to House of Commons.”

   Docketed “Sovereign’s iron boiler must not differ much from the former one. Sends sketch of
   what is proposed. Supposes may be rather wider.”

   Docketed “Sends sketch for altering the GB boiler No. 2.”

   In James Watt Jr.’s hand.
   Docketed “Mr. Watt, London, 20 June 1824. Memorandums relative to the Post Office 70
   horse boat engines.”

65. Letter. William Bennett (Soho) to James Watt Jr. (—). 4 Aug. 1824.
   Docketed “Mr. Watt’s memorandum of the price of 6 horse blowing engine at the Broomielaw,
   Glasgow – offered to Mr. H. Gore, 4 Aug. 1824.”
Docketed “Application from Mr. Richards for boat engine, Lake of Geneva. Add 5 per cent for extras. Milford scheme of removing engines given up. Mr. Freeling can allow 3 or 4 weeks more for Crocodile. City of Edinburgh for experiments. Capt. O’Brien ordered from Fearnall. Sons of Commerce headstocks wanted.”

Docketed “Engine for C. Mackintosh & Co. Proposal for 30 horse bell crank. Mr. Laird 140 horse by Maudslay – price and time. Mr. Laird will want other engines. Letter for Mr. Mylne.”

Docketed “Baring Bros. & Co. order 30 horse engines for a tow boat, time supposed 6 to 8 months. 20 horse engines at liberty. Drawings of above by Mr. Brown. Order to be kept secret.”

Docketed “Opinion of Everitt. Wants copies of letters. No order from him for payment.”


3/71 Letters to William Creighton, 1825 (29 items)

1. Card cover.
   Marked "Mr. Watt 1825."

Docketed “Wants copy of instructions brought by J. Webster.”

Docketed “Asks if 20 horse engines have been offered to Zürmuller. If not, proposed for land? Everitt has paid for engine. Dowsberry’s affidavit wanted.”

Docketed “Wants copy of letter to the Dublin & London Steam Packet Co.”

Docketed “Proposed removal of engines at Milford given up. Meteor new boiler ordered – time to be lowered in boat. Meteor and Ivanhoe to be sent to Weymouth. Weymouth No. 1 – 30 horse engines ordered. Milford – another 2 40 horse engines ordered. Time for above 9 to 10 months. Ivanhoe will want new boiler. Mr. Freeling informed of rise of price.”

Docketed “With schemes for new boilers of Post Office Meteor and Dasher, and remarks upon them.”

Docketed “To see Mr. du Thon on Thursday. Observations on the time, ditto on behaviour of Haldimand. Explanation wanted of estimates of 14 and 30 horse engines. About getting Glasgow Water Works pumps from Coalbrookdale.”

Docketed “Proposed advance of prices. Estimates of 30 and 40 horse boat engines given to Post Office. Mr. Freeling expects pair of 30 horse engines and 2 pairs of 40s in September. Estimate to Post Office of 20 horse boat engines. Mr. Van der Hoop’s vessel – Mr. Baring wishes shipping included in the charge. Maudslay’s prices 20 and 40 horse engines. Mr. Boulton’s letter under consideration. Proposed return on Saturday or Sunday. Post Office 40s same as Crocodile – Mr. Graham builds vessels. Mr. Brown gone to Harwich.”
Docketed “Conference with Mr. du Thon. Size of boat and scheme for having it longer.
Wanted ready in Apr. 1826. Estimate delivered in London. Estimate of 14 horse engine, ditto
land 14 horse and foreign 30 horse. Taunton C. [Canal?] may have 33 1/3 inch cylinder.”

Docketed “Proceedings relative to Mr. Laird and Dixon for boat engines. Prices of building
procuring. Mr. du Thon proposes 14 horse engine. Enquiry about Webster’s application.”

Docketed “Calcutta engine to remain at Soho till orders are received. East India Co. to be
advised. Enquiry about letter to Mr. Zermüller. Prices given to M. du Thon of 10 and 14
horse engines. Navy not inclined to share 40 horse engine. Estimate given Mr. Laird &
Dixon. Maudslay’s price for same power.”

Docketed “Haldimand & Sons pay for M. du Thon’s machinery. 14 horse engines proposed.
Crocodile boiler too large. Broken Wharf engine does well.”

Docketed “Observations of Thomas Wilkinson on the Ourscamp complaints. Has written to
Mr. Boulton gone to Tew.”

Docketed “Directions for Post Office Meteor boiler. Mr. van der Hoop wants drawing. Du
Thon, clumsy drawings received, improvements proposed.”

Docketed “Result of calculations for the Neufchatel boat. Proprietors to be consulted. Van
der Hoop’s drawings sent. Drawings for Liverpool boiler made. Cinderella falls in speed and
burns more coal. Harlequin twisted a shaft. Aladdin’s boiler wants repair. Cinderella all work
to do. Sovereign’s boiler gets worse. Crocodile ready in 3 weeks. Meteor’s boiler much
wanted.”

Docketed “Mr. Walker coming to Soho, ditto cannot go to Bristol.”

On the same sheet:
Sketch. Section of Leman steam boat for Dr. Verdeil.
Docketed “Crocodile not yet to be had. Drawings for Leman steam boat making. Doubt
about cranks or wheels. Section of the vessel.”

The original was sent with James Watt Jr.’s letter to Creighton below, and was almost
certainly given to M. R. Boulton.
Docketed “Draft of Crocodile – paddles on [?]. Strokes 27 to 28, boat steady. Coals burnt
and water evaporated. Velocity about 10 miles per hour. Result of whole – 5.8 cwt. per hour;
Evaporation 19.8 cubic feet per cwt.; Water per hour 115 cubic feet.”

Docketed “To meet committee of the Kent Water Works tomorrow. Sovereign arrived.
Dasher and Arrow sailed. Eclipse plates much wanted.”

Docketed “The Trinity [House] resolve on 20 horse engine. Order for Sovereign’s new
wheels.”
On the same sheet:
Transcript of extract of letter. Capt. W. Bain (Newhaven) to James Watt Jr. [London],
13 Apr. 1825. Docketed “City of Edinburgh burnt 10 bushels of coal in the Thames. Great
consumption at sea. Letter from Capt. Bain – 48 bushels.”

Docketed “Proceedings with Col. Twent. 140 horses proposed, ship built in the Thames –
estimate given. 11d per lb. offered for Sovereign’s boiler. Dr. Verdeil’s drawings not ready.
Navy orders for 50 horse engines to be ready in 15 months. Navy disposal of 40 horse
engines considering.”

On the same sheet:
Memorandum. Experiments made at the West Middlesex Water Works. 24 Apr. 1825.
Docketed “West Middlesex propose engine. Experiments on pressure on pumps. Some
alteration in mains. 64 inch, 8 foot stroke preferred. Proposed new pumps for the present
engines, estimate wanted. Time for new engine 15 to 18 months or less if 64 inch on hand is
used.”

Docketed “On getting rid of 64 inch engine to West Middlesex Water Works. Wants letter
from Kent Water Works. Bridgewater beam cast out. Currie’s drawings received. Alteration
of Brandram’s plan. Blacking for Crocodile bad. Water gauges lowered 7 inches.
Sovereign’s boiler bought at 11d.”

Docketed “Further estimate wanted for West Middlesex Co. Sovereign’s chimney wanted.
Webster gone back.”

Enclosing (b) and (c) below.
Docketed “Sends letters about City of Edinburgh. Boiler bridges in bad state. Coals burnt
26½ bushels per hour. Observations on the occurrences. Returning from London.”

Docketed “Experiments tried and consumption of coals upon the passage to Leith.”

c. Letter. Capt. W. Bain (City of Edinburgh Steam Packet) to James Watt Jr. (Norfolk Hotel,
Docketed “Has put a damper into the chimney. Consumption of coal upon his return
passage. Leaks in the bridges etc., attributed by him to bad iron. NB – these no doubt were
occasioned by the hard firing upon the 9th to 11th April.”

Docketed “Mr. Brown gone to Harwich. Stay in London till Tuesday. Terms for copper boiler
satisfactory. Great disappointment as to time for Post Office orders. Mr. Freeling
understands Ivanhoe boiler is an order. Maudslay and Fawcett supposed to be in a backward
state.”

Docketed “Copy of correspondence with Castle & Co. etc. wanted.”

1 Aug. 1825.
Docketed “Mr. Watt, Soho Foundry, 1st Aug. 1825. List of duplicate tools etc. – Haldimand &
Sons 14 horse, ditto 30 horse, Baring Bros. & Co. 30 horse.”
1. Card cover.  
Marked "Mr. Watt 1826."

Docketed as 6 Jan: "Observations on Lloyd's business. All accounts should be sent in."


Docketed "Has wrote to Mr. Boulton about Neale's. Several invoices wanted. Complaint of invoices being long in arriving."

Docketed "Deffel's boiler much wanted. All cross bars of wrought iron. Rochester Canal to be soon done. Perkins & Adams squabbling. Thetis about to be tried."

On the same sheet: 
Transcript of letter. Brown & Marten (Mincing Lane) to James Watt Jr. 23 Feb. 1826. 
Docketed "Wants particulars of letters with Mr. Craven. Mr. Rennie – estimate of 14 horse engine, ditto about orders for 40 horse engines, Deptford."

Docketed "Trinity dredging engine wanted. Hunter & English making progress."

Docketed "Thetis to have wrought iron frame. Pattern for lower pillars and top to go on. Shannon launched yesterday and deputies in tolerable humour. Navy to have letter from Soho, ditto a report on the 50 horse engines."

Docketed "Has seen Comptroller of the Navy. Vessel not ready and engines are not to be sent at present. 50 horse engines wanted, but more time is proposed."

The docket is on a separate sheet, which has been attached to the letter. 
On the same sheet as the letter: 
Docketed "Mr. Freeling ordered iron boiler for the Arrow – make by Mr. Laird? Ditto spare boiler for Holyhead 40 horse engines, ditto spare boiler for Thetis or Dolphin's 70 horse engines. Drawings making in London: Boiler, 2nd pair of 80 horse; Boiler, Navy 50 horse; Boiler, Gravesend 20 horse; Boiler, Margate 60 horse; Boiler, Hoogly 60 horse. 80 and 50 horse to be done first. Adjusting screws for Thetis. Letter to send Mr. Laird."
   On the same sheet:
   Sketch. Stays of the *Thetis.*
   Docketed “Particulars of Thetis’s stays. Draft of water 10 feet 5½ inches, speed 9.9 miles per hour. All very steady – other stays. Much shake in the vessel and power supposed too great. Mr. Freeling tolerably well satisfied.”


   Docketed “Has been called on by George and James Haden. Notice of Lloyd’s and Neales. Wyatt’s losses – should have a letter about payment. Progress at Trinity. Currie’s engine now doing well, breakages owing to Shakespear. Report of failure, Mackintosh of Calcutta.”

   Docketed “West Middlesex cannot stop to put in pumps, account wanted. East London double engine house – cost of pillars etc. wanted. West India Docks – nothing done, engines may be sent. Report about Mackintosh of Calcutta. About making common boilers. Asks if Kent Water Works is sent.”

   Docketed “Thames & Medway engine at work. Payment expected on the 7th. West Middlesex cannot stop to put in the new pumps. Brunton’s boiler proposal ditto. Co. want price reduced. Thetis – new stay does not answer, experiments on speed, + 10 miles. Dolphin to have new pillars, no middle floor, sleepers to be joggled.”

   Docketed “Has not seen West Middlesex letter about reduction of price. Sends answer to forward.”

   Docketed “Queries about West Middlesex pumps estimates and costs.”

   Mis-dated by James Watt Jr. as 9 Jul. On the same sheet:
   Docketed “Further account of Thetis – draft 10 feet 6½ inches, 24 strokes, 7¾ miles per hour against wind and tide. Feeding cocks leak as usual. Order for Queen of the Netherlands. Solway and Watersprite going on, hold-down bolts wrong. Soho orders grate bars. Further observations on leaking cocks.”

   Docketed “Sends order for 2 40 horse engines for Deptford Yard. Leaves London next day.”

   In James Watt Jr.’s hand.
   Docketed “Directions about leaving out stays in boat boilers and for thickness of plates.”

22. **Letter.** James Watt Jr. (Moor Court, near Leominster) to William Creighton (Soho). 28 Jun. 1826.
   Docketed “About answer to Commissioners of the Navy. Expects nothing from Mr. Dixon. Errors in account should be corrected. Returns tomorrow or next day.”
Docketed “Considers Post Office have done fairly as they could about Thetis and Comet.”


Mis-dated by James Watt Jr. as 18 Jul. 
Docketed “West Middlesex Water Works plan again altered. Contracted for, Mr. Clark going out. West Middlesex account to be paid. Thames & Medway trying to raise more money. Mr. Harrison’s wages raised.”

Docketed “Mr. Walker is sending plans of the Deptford Corn Mill and wants drawings of engine houses. Trinity to be charged the £1800. About proportions of cement. Navy Comet said to be about to get a Perkins boiler. Mr. William Murdoch Jr. [?] to Liverpool. Post Office and Maudslay annoyed by breakage of crank.”

Docketed “Letter from Col. du Thon about the Union steam boat. Draft 2 feet 3 inches, bottom weak. Fuel tried. Myatt does well at Lausanne – expect soon to be ready. Enquiry about chimneys.”

Docketed “Wants particulars of the Trinity shaft business. Arrow’s boiler not ready for a trial, enquiry about chimney. Observations on West Middlesex changes of plan. Enquiry about Rickards. Navy dredging engine is ordered of Mr. Maudslay.”

Docketed “Arrow boiler to have chimney and safety pipe, grates with wrought iron bars. Erecting Mr. Laird’s engines at Holyhead declined. Escape waiting for materials. Dolphin in Pitcher’s dock. Thetis in search of a storm. Watersprite gone to Guernsey.”

Docketed “Favourable reports of Thetis. Balance weights noisy. Watersprite gone to Guernsey. Escape erection commenced. Shannon’s parallel motion foul of beams. 70 and 80 horse cylinder bolts thought small. Trinity account delivered in. Rickards Mackintosh’s disappointment, said to have been done some time ago.”

Docketed “Remarks on the Commissioners of the Navy’s letter about Barton’s packing. Will write to the Comptroller on the subject.”

Docketed “Wants report of what is going on. Stops a week longer.”

Docketed “Glasgow Water Works doing well. Account wanted with Wilkinson’s time when the Co. will remit.”


45. Letter. James Watt Jr. (London) to William Creighton (Soho). 20 Nov. 1826. Docketed “Thetis bills in a parcel on table. Navy engines to be delivered at Deptford. Mr. Hunt or somebody else must have Magnet engines done by Xmas.”
Docketed “Trial of Dolphin - steady at 8½ strokes. To be taken into Thames on Tuesday.
Conference with Messrs. Hall and Telford – responsibility declined by Mr. Watt. Estimates of 
66 inch engine wanted for St. Katherine’s Dock. Going to Regent’s Canal engines with Mr.
Telford. Mr. Stevens absent from East London. Letter from Capt. O’Brien.”

Docketed “Observations on Ourscamp letter. Mr. Denny’s letter to be answered.
Observations on West Middlesex pump rod. Nobody to spare for Mr. de Heus. Thames’s 
strengthening plates are reckoned too heavy. Sends plan of St. Katherine’s Dock.
Charrington’s want answer.”

Docketed “East London to be settled this week. Building at West Middlesex not begun, heavy 
articles to be all sent and polished work to remain. Magnet and Hero copper chimneys.
Vixen pump detained at the wharf. Thames’s sleeper plates inch thick. Doubt about trying 
Dolphin 28th.”

Docketed “Notice where Glasgow Water Works papers are to be found.”

Docketed “Trial of Dolphin – 23 strokes, 10.49 miles per hour, all steady except pillars at 
cylinder – Mr. Ewart present. Several improvements suggested. Parallel motion too close to 
beam. Platforms very convenient. Race with the Shannon which is a very handsome vessel.
Mr. Freeling seems satisfied. Copy of Ourscamp letters wanted. Vixen and Dolphin’s 
accounts wanted. Estimate of Dolphin’s alterations required.”

Docketed “With Mr. Hall to Grand Junction engines – Mr. Anderson reckons £3000 for 
buildings and erection, new main – estimate wanted of a 28 inch working barrel. Sends 
drawing of St. Katherine’s entrance locks, scheme for having 2 pumps.”

On the same sheet:
Sketch. Dolphin’s parallel motion, starboard. 4 Dec. 1826.
Docketed “Dimensions of parallel motion for the Dolphin, stays get on slowly.”

On the same sheet:
Sketch. Dolphin – Plan of Wrought Iron Stays from hot water cistern to cylinder casing. 4 
Dec. 1826.
Docketed “Sketch of cylinder stays, Dolphin. Observations on parallel motion rods. West 
India Dock engine to be delivered as soon as possible – Rennies informed they must pay.
Wishes Mr. Murdock to consider St. Katherine’s Dock scheme.”

Docketed “Steadiness of Dolphin’s engines with the stays to the hot water cisterns.
Adjustment of parallel motions. George Rennie and John Walker present, also Capt.
Hamilton. Cutter of slide valve rod out. Speed at low wind 10.1 to 10.5 miles per hour. Coals 
12 cwt. per hour. Ship going to sea on Wednesday. Injection plugs shut themselves.”

Docketed “St. Katherine’s Dock to be considered. Sends sketches of engine house. Mr.
Myline’s warm water scheme. Changing pumps at New River.”

Docketed “Navy 40 horse engines to be erected immediately – vessel named Alban. Navy 50 
horse engines to be erected immediately – called the Carron. Navy 2”d 50s expected soon to 
be wanted. Mr. Brown will give notice of more hands for above and Cumberland.”
Docketed “Dolphin returned, pillars steady but working gear is not so. 5 workmen wanted in London. Mr. Mushet wants weight of 10 and 14 horse engines without flys.”

Docketed “Dolphin steady according to Mr. John Walker and Mr. Brown, also have given in reports. Dolphin leaves Thames on Thursday. Comet and Etna disabled. Mr. Watt to be at Soho the 25th to discuss Glasgow Water Works. Rickards Mackintosh & Co. to have letter. Extract from Capt. O’Brien – the steam co. abusing him.”

Docketed “Drawing of Fury boiler for Mr. Laird. Will consider about Glasgow Water Works. Dolphin will be complete tomorrow. Dublin Co. general meeting 22nd. Mr. Freeling satisfied at present. Doubts about who is to pay – Dolphin. Will present Dolphin and Wizard accounts.”

3/73 Letters to Boulton Watt & Co., William Creighton, 1827 (31 items)

1. Card cover.
Marked “Mr. Watt 1827.”

Docketed “Myatt agrees to go to Lausanne, terms on which he goes, statement of account wanted. Mr. Telford loath to lose air scheme. Writes to Mr. Boulton about Thetis.”

Docketed “Thetis alterations to go on with all possible expedition. Shafts to be raised like Dolphin. Wants correspondence with Mr. Walker about West India Docks engine. Borough Water Works smooth at 12 strokes. Mr. Telford approves of Fearnall’s 6 horse engine. Cumberland gone out to trial. Margate Co. reject Harlequin and Columbine of General Steam Co. Post Office want pair of 40 horse engines. Shannon out 8 days, motion, crank loose.”

Docketed “Wants Graystock’s last letter. Also Myatt on wood burnt. Performance of Trinity dredger.”

Docketed “Sends Mr. Hall’s answers to queries. Discussion respecting St. Katherine’s Dock, calculation and estimates.”


Docketed “Copy of correspondence about the West India Dock wanted. West Middlesex omitted to be charged for clack seat rejected, Mr. Mosley about to deliver account.”

Docketed “Post Office officially order 2 of 40 horse engines. Dolphin in a storm last Sunday. Men now wanted for Thetis. Eginton’s account and wages. Thetis frame drawing approved. Receipt from West Middlesex - £3500.”

Docketed “Scheme for a steam box – Rougemont & Co. To have estimate of circular nozzles and working gear. Conference about West India Dock.”

Docketed "Complaints of Kent Water Works Co. about time of erection etc., short of money at present. St. Katherine's Dock to be 2 engines, 38 inches, 8 foot stroke and triple pumps. Plan wanted - sketch of tunnel. Wants letter about estimate - Navy 50 horse engines."

Docketed "Wants estimate of 2 engines, 10 horse, for an Irish canal – for Mr. Grantham. West India Dock take engine. George Haden called about the erection of Heathcote's engine. Directions given about advance of money to men at Holyhead."

On the same sheet:  
Docketed "Navy 2nd pair of 50 horse engines not wanted at present – to be kept. Engines of Alban and Carron at work. Daniels and Mrs. Wilkinson come from Calcutta. Copy of Commissioners of the Navy's letter."

Docketed "Carriage for Navy 50 horse engines to be left out of account. New vessel the Dee is intended for 2 engines of 100 horses each by Maudsley. Expects to leave on Sunday. St. Katherine's Dock tomorrow."

Docketed "Place for West India Dock engine. May be sent except the bright work. To be delivered by contract at Blackwall. Mr. Bowman asks about a 6 horse engine and vacuum pumps."

On the same sheet:  
Sketch. Plan of sitution of St. Katherine's Dock engines.  
Docketed "About situation of engines, St. Katherine's Dock."

Docketed "St. Katherine's order to be issued to Soho Foundry. Place of sluices. Alban and Carron are out in the river. Navy account will be given in. Enquiry after percentage on boiler plates."

Docketed "About time for St. Katherine's Dock. Sends letter and answer to send off."

On the same sheet:  
Docketed "Hoogly engines to proceed. Enquiry about errors in the dredging machinery – a report from Mr. Pigg. Extract from Mr. Forbes' letter. Not to send more letters."

The docket is on a separate sheet which has been attached to the letter.  
Docketed "Discussions with Mr. Mosotti about Pavia and Venice boats. Draft of water, speed etc. Wages proposed for John Porter. Mr. Brown scheming vessels. Complaints from Milford about a defective chimney. Graham's Post Office vessel launch 1 Aug."
Marked “No. 2.” Docketed “Wishes more letters sent up.”

Docketed “Mr. Mossotti appears to order 18 and 20 horse pairs of boat engines. Calculations of draft and speed. Pritchard and Porter engaged and their wages stated. To see Mr. Telford – St. Katherine’s. Post Office 40 horse boiler to be altered – Dragon. Mr. Freeling gone to Weymouth.”

Docketed “St. Katherine’s drawings approved by Mr. Telford – work not to be done by contract. Haussman’s drawing received. Supposition about Magnet’s noise.”

Docketed “Messrs. Doxat & Co. order 20 and 19 horse engines for 2 boats on the Po. Prices stated – time 6 months. Proposal for alterations.”

Docketed “Return letters about Schroeder and Leman. Sends Mr. Mossotti’s order. A bridge at Pavia and chimney must be made to lower. Orders not to be issued yet.”

Docketed “Sends correspondence with J. Rennie. Victualling Board paid £4000.”

Docketed “Sends drawings of 2 boilers for the Milan Co. to be made by Horton. Reduction of water spaces.”

Docketed “Drawings of Milan boilers sent, are to be made by Horton. Copy of Neufchatel shaft drawing with some others wanted.”

Docketed “Drawings of paddle wheels received. Wants drawing of Neufchatel headstock frame, and general drawings of engines.”

Docketed “Sends letter from Mr. Hall to be answered. About wages of Thomas Wilkinson. John Johnson’s brother can be spared. Progress at Deptford, parts of engines to be sent. Dragon to be launched on the 9th and the materials to be in London by the 12th August.”

Docketed “To order two cylinders without steam cases of 60 horse power each for the James Watt steamer to suit the 120 horse boiler now preparing. Professor Leslie wishes to have his digester sent off and another made with improvements.”

3/74 Letters to Boulton Watt & Co., William Creighton, 1828-1829 (50 items)

1. Card cover. 
Marked “Mr. Watt 1828, 1829.”

Docketed “Observations on delivery pipe, St. Katherine’s Dock. Asks if the suction sluice is to be extra. Stay will be prolonged.”

Docketed “Mr. Townshend talks of another engine. 28 horse proposed to him.”


8a. Letter. James Watt Jr. (London) to William Creighton (Soho). 8 Jul. 1828. Kept with (b) and (c) below. Docketed “Project for enlarging paddle wheels of the James Watt. Estimate wanted. Average passage of James Watt last year 56 hours = 8.7 miles per hour, this season 9.5 miles per hour. 488 miles. Coals, 1827 19 to 20 bushels, 1828 18 bushels. Damper proposed to be lowered, too much steam now.”


Docketed “Conference with Winter & Co. about 14 horse engine and mill. Mill estimate of
Rennies and Fawcett. Further estimates wanted. Mr. Denny gone to St. Katherine's. Mr.
Hall in good humour. Shannon not arrived.”

Docketed “On the per cent for 14 horse engines. Estimate given N. Winter & Co., have had
Graham’s estimate of mill but not G. & J. Rennie’s. West India Dock materials much wanted.
Charringtons want engine. Proposal for orders to Soho Foundry. Through water works with
Mr. Denny. West Middlesex large pump works to top level, engine doing very well. East
London up to spring beams.”

Docketed “Winter & Co. not settled about mill, Rennies £300 more than Graham. Wants size
of West Middlesex pumps. Remains till Tuesday.”

Docketed “Shannon repaired and gone off. Visit to Kent Water Works with Mr. Denny –
engines cleaner than formerly. West Middlesex works to Primrose Hill, water considered pure
enough, and Co. well satisfied with engine. Another engine proposed. Notice about Post
Office accounts. Plymouth 20 horse engine to be disposed of. No intelligence of Mr. Telford.”

Kept with (b) below.
Docketed “Wants copies of Glasgow Water Works out of letter book. Directions for sending
letters.”

b. Note about where to send letters for James Watt Jr.

Creighton has noted that this letter arrived at Soho on 1 Oct.
Docketed “Letters to Penrith for a week. About answer to West Middlesex.”

Docketed “Mr. Denny from the committee waiting Mr. Watt’s arrival. Scheme for tow boats on
the canal. Is going to Greenock.”

13 Oct. 1828.
On the same sheet:
Transcript of letter. James Watt Jr. (Ardgowan) to Dr. — Udney (13 Arles Terrace,
Docketed “Sends a letter from Dr. Udney and his answer to it.”

Docketed “Meeting with Glasgow Water Works directors. Engines proposed – 2 of 54 inches
and 2 pumps to each proposed. Wants an estimate of 2 pumps. Memorandum of sizes of
boilers 1st and 2nd engines.”

Docketed “Inner pumps likely to be adopted. Propose new suction pipe. Likely to be
detained another week to get all settled.”

Docketed “Directors resolve on 2 engines 54 inches, and second pumps for both. 36 inch to
have new barrels sent. 2nd pumps to raise to Garnet Hill through 20 in main, also 36 inch.
Experiments with 2 engines 54 inches working. Scheme for tow vessels on the canal. Goes
to Edinburgh on Sunday.”
Docketed “Sends official order for Glasgow Water Works for 2 engines 54 inch and pumps. Want drawings soon, order pumps. Part of 36 inch main laid. Scheme for a tow boat on the canal.”

Docketed “Glasgow pillars etc. usual size. Observations on inner pumps. Air vessels from Coalbrookdale and the price to be asked. Address letters to Mr. Ewart.”

Docketed “Mr. Bennett to prepare to leave home for Leeds.”

Dated by James Watt Jr. as 29 Nov., but Creighton has noted that the letter was postmarked 28 Nov. The half of sheet with the postmark is now wanting.
Docketed “Receipt of a parcel with letters. Birley & Kirkes’ engine much backward, complaint of no invoices. Mr. Wood’s engine doing well. Remains a few days.”

Docketed “Bad fitting of Liverpool Dock piston. Somebody promised to go and inspect it. Engine said to be badly erected.”

Docketed “Piston again loose at dock engine – will stand till somebody arrives. Observations on bad fitting, headstock broke. Likely to leave Liverpool tomorrow.”

Mis-dated as 1828 by James Watt Jr.
Docketed “St. Katherine’s board day. Mr. Hall not seen. Governors proposed to remain. Pillars and beams look well. Glasgow pillars have some shake – proposes new ones cast thicker. Wants copy of letter to Mr. Hall about consumption of fuel. Post Office paid Thetis and Dolphin accounts with some deductions. Mr. Brown has a scheme for cranks. Hoop put about Shannon crank.”

Docketed “Bristowe declines going to Berbice. Mickie proposed, to go up for examination.”

Docketed “Another estimate from Shannon given to Prevost Morris & Co. Weight of 80 horse boiler on land wanted.”

Enclosing (b) below. On the same sheet:
Memorandum. Calculation of the power of the engines for St. Katherine’s Dock.
Docketed “Sends calculations of performance at St. Katherine’s Dock for examination. Project for being reimbursed by the Co. for giving excess of power. London & Edinburgh Co. have paid.”

Docketed “Copy of letter to Mr. Hall about the experiment at St. Katherine’s.”
Docketed “A millwright wants employment. Post Office have paid – order another boiler for two 70 horse engines. Dolphin boiler to be sent away. Asks if there is a boiler for 2 engines of 40 horses. Post Office boilers – not carriage paid.”

Docketed “Wants copy of Day Book charge for cylinders etc. of 2 70 horse engines for Magnet.”

Docketed “Sends copy of letter to the St. Katherine’s Co. and copy of account.”


On the same sheet:  
Transcript of extract of letter. Margate Co. to Boulton Watt & Co. 18 Feb. 1829.  
Docketed “Directions for Eclipse’s bearers. South Level account wanted.”

Docketed “Account of Patrick McAlister.”

The docket is on a separate sheet which has been attached to the letter.  
Docketed “Thetis’s air pumps to be bored in their places and an apparatus made for it. About cement for Post Office boilers. Explanation about Soho brasses wanted. Will attend to Winter & Co.’s request. Visit to West Middlesex – 188 feet lift, 11½ strokes, doing well. Price of boiler for Dublin Co. wanted, nothing said about accounts.”

On the same sheet:  
Docketed “New River Co. want estimate of an engine for pumping water out of the River Lea.”

Docketed “Wants copies of accounts – Milan Co. and Doxat, Porter and Bayley. Gravesend account settled, the paddle plates taken back. Expects difficulty with Margate Co. Dublin accounts wanted, supposed not to be doing well, an opposition. Shannon repaired boiler at Falmouth. James Watt repairing – wheels proposed to be enlarged. Estimate? James Mickie and Winter & Co. Asks how New River air pump was proposed by William Creighton to be worked.”

Docketed “With orders from Post Office for Thetis and Dover. Mr. Brown to procure the dimensions of the present boilers in the Salamander and Crusader.”

See the estimates kept with James Watt Jr.’s letter to Creighton of 8 Jul. 1828 in reference to the James Watt’s wheels.  
Docketed “Wants particulars of the estimate for James Watt’s paddle wheels. Difficulty about New River pumps.”

Repairs to the James Watt, and proposals for new cylinders and alteration of the paddle wheels.
Docketed “Enquires about the estimate for altering Magnet’s slide valves. Proposal for altering James Watt. Expects to return on Friday.”


On the same sheet: 
Transcript of letter. George Henry Freeling (General Post Office) to Boulton Watt & Co. [Soho]. 27 Mar. 1829. 
Docketed “The 80 horse boiler for two 40 horse engines now at Soho Foundry was intended for the Post Office.”

Docketed “Thinks Pritchard and Andrews may have drawing of boat for the Danube. Increase of weight in 30 horse boilers. To inform Pritchard and Andrews of Elbe steam boats. About estimate of a dredging boat.”

3/75 Letters to William Creighton, William Bennett, 1830 (7 items)

1. Card cover. 
Marked “GENERAL LETTERS April May June 1828.” Does not bear any reference to letters of James Watt Jr.

Docketed “Cylinders for Dart to be ordered.”

Docketed “Salamander’s boiler to be sent with the apparatus. Fury to go afterwards. Soho’s boiler expected – March.”

Docketed “Making enquiry about extra work for Dragon and Albion.”

Three small memoranda attached to a piece of paper torn from an old letter. In James Watt Jr.’s hand. 
Docketed “Fury boiler to be sent off, chimney shortened. Guiness 10 horse cylinder and valve. Cylinder 45 horse to order.”

Docketed “Fury and Spitfire’s accounts to be brought to Aston. Burnt Fen advice to be attended to.”

Docketed “Directions about the Fury and Spitfire’s accounts and observations about 40 brasses. Mr. Crane to go on with the Day Book. The particulars of the carriage paid in London should be furnished to Soho. Guinesses things to be consigned as before. Will be over at Soho.”

MS 3147/3/76-79: Correspondence from Gregory Watt, 1797-1803

3/76 Letters to James Watt Junior, James Watt, M R Boulton, 1797-1799 (33 items)

Docketed “Mentions remittances received from Surtees and from Grimshaw and the receipt of a letter from John Wilkinson which states his acquiescence in the Lord Chancellor’s order.”
On the same sheet:
Transcript of memorandum. List of Wheal Abraham Adventurers.
Docketed “Copy of Mr. Wilson’s letter with list of Wheal Abraham adventurers. Mentions receipt of £25 from Wright who declines paying more because his engine works but seven hours in a day. Answer to Wright.”

Mis-dated as 1797 by Gregory.
His meteorological observations. Meeting of the Prince William Henry mine adventurers – Mr. Harris did not attend as he was incensed at the Foxes holding it at Redruth, not Camborne. Bull's pirate engine at Wheal Treasury. William Murdock and Richard Harvey have seen it. The adventurers are mainly farmers with little money. Andrew Vivian wants to keep the mine open so may find a way to pay. Herland mine is very poor and can hardly afford a new engine. Their piston rod arrived rusty. Murdock has been down Wherry mine and thinks they have good prospects for tin and cobalt. He will attend a meeting. The referees appointed by the Wherry adventurers are deciding what to pay Jonathan Hornblower – their decision will be a good moment to enforce Boulton & Watt’s claims. Has heard complaints of deficient parcels of pence. His arm is nearly well. No change in his health but riding does not fatigue him. Studying German, French and Kirwan. [Richard? Author of “Treatise on Mineralogy”]

Progress of Wherry mine – their vein of cobalt, tests on the ore. William Murdock has sent some to Soho. Any information James Watt or James Watt Jr. can send on cobalt would be useful. Mines flooded by rain – tinners out of work. Opposition to Boulton & Watt’s lump sum premium at Trescow, Wheal Jewel West and Wheal Treasury, where they are threatening to remove the top of the cylinder. Andrew Vivian’s stupidity or duplicity. General objections to the premium system – some say it will ruin the county. “Friends” of Boulton & Watt would prefer monthly payments. Recovery of his arm after his horse fell.

Mis-dated as 1797 by Gregory.
Called on Andrew Vivian; Mr. Rashleigh of Menabilly with John Gould; dined with Charles Rashleigh of St. Austel and saw Mr. Tremayne. William Murdock’s fear about trying to stop Pednandrea mine. Dined with John Gould and Sir Edward and Lady Pellew. News of Pednandrea mine. Boulton & Watt should make a formal representation to the Wheal Jewel West adventurers to secure Murdock the erector’s job as Richard Trevithick is keen to do it. Mr. Carne favours Trevithick and was guarded about plans for Wheal Jewel West and the 2 Herland engines. Successes at Wherry mine. Murdock has discovered a way of separating tin and cobalt. Weather report. John Gould’s brother-in-law Mr. Nutcombe is dying of consumption but will not consult Dr. Beddoes as Beddoes is a democrat. His shoulder is well again. Has procured a statement on treating pneumonia with hydrocarbonate from Dr. Luxmere. His health is good.

Mis-dated as 1797 by Gregory.
Mr. Carpenter has dismissed Paul Penrose. If Carpenter enters into a bond, should they allow the Pednandrea engine to work on until Mr. Franco accepts or rejects the bond. Franco’s dissatisfaction with mines. Murdock’s progress with various engines. Mr. Pearson is still at Plymouth. Death and funeral of Edward Bull, and his relations with Mr. Harris of Camborne. Failure of Bull’s Wheal Bounty waterpress engine. Ordering nozzles for New Reskear (late Prince William Henry) and Wheal Jewel West.
    Mid-dated as 1797 by Gregory.
    Details of the problems of Pednandrea mine.  Visit to United Mines.  Attended the Wherry account – their cobalt is becoming more scarce.  They rejected paying Boulton & Watt’s premium.  Attended the Wheal Jewel account – they will pay but only if William Murdock erected the engine, as “it is notorious all over the county that he is going to Soho”.  Has told Mr. Pearson to return to Soho.  Does not know when Murdock will leave.  Cannot answer M. R. Boulton’s query about a cassoon.

    Mis-dated as 1797 by Gregory Watt.
    Details of the New Reskear and Wheal Jewel West engines.  Wheal Treasury’s new engine has started work.  Possibility of Wheal Susan buying the first ever Cornish engine from Poldory.  Orders nozzles from Herland.  Enquiry from Herland about an 18 inch engine.  Mr. Pearson has arrived.  Treskow is working.  Herland have bought Wheal Ramoth’s 60 inch engine which was originally from Hallammanin.  Has spent time with Mr. Carrara from Portugal and Mr. Werner.  Mr. Carpenter at Pednandrea has never offered to pay William Murdock for altering their engine.

    His unsuccessful efforts to find someone to superintend Mr. Lane’s mine.  Progress at Wheal Fanny where William Murdock is erecting a water pressure engine.  Detailed report of the referees’ meeting in the dispute between the Wherry mine adventurers and Jonathan Hornblower and the evidence given.  Mr. Giddy wants William Withering to get him a pair of pistols.  Has been attending engines with Murdock.  Is happy to hear from James Watt Jr. that James Watt has almost recovered from his accident.

    Paul Penrose is urging Mr. Franco to pay Boulton & Watt’s premium for Pednandrea mine, which is now very poor.  Capt. Cornish wishes to pay the Wheal Fortune premium.  Reports on Wheal Treasury’s engine and William Murdock’s progress at Wheal Fanny.  Glad to hear that James Watt’s leg is better.

    Report on the Wheal Abraham account – opposition to paying the premium.  Has heard the Wherry mine referees will make an allowance to Jonathan Hornblower, but their decision will not be unfavourable to Boulton & Watt.  Hornblower claims to have patented an engine.  An injunction has been served on Mr. Carpenter of Pednandrea and Paul Penrose has agreed to receive an injunction.  Leaves for Soho on Thursday.

    Sends the results of James Watt’s researches.  Murdock’s screw [boring mill] is starting work – M. R. Boulton and John Southern are attending.  The etymology of the word ‘art’.

    James Watt’s desk appears unopened by Salvatore Biaggio.  Matthew Boulton and M. R. Boulton have set off for London.  Fears Windham has been gossiping to “his Lordship”.  Where are the drawings for Wetherell & Co.’s mill.

    Daintry Ryle & Co. have ordered a new engine.  Extract from a letter from James Lawson about an estimate.  John Stein of Canon Mills wants an estimate.  Enclosing letters from Mr. Carne and Davies Giddy.  Progress at the Foundry.  Samuel Hurt is still in Shropshire.  Can Boulton & Watt visit Mr. Pinniel, brass founder, to enquire about Mr. Marsland’s cocks.

    Encloses a letter from Mr. Kendall.  John Southern has an indistinct memory of an engine order from Copenhagen.  James Lawson is having trouble with his post.  The advertisement for the runaway moulder is being published in various newspapers.
Enclosing two letters worth "the consideration of the synod". Price of Rowley ragg. The grinding stone mill will soon be at work. Samuel Hurt found iron at Stourport.

Can James Watt send Mr. Giddy and Mr. Carne's letters. Orders from James Hind & James, Clegg & Co., Mr. Rupp. Enclosing Mr. Pearson’s indenture and a letter from Mr. Crummer. Can James Watt remind James Watt Jr. about William Murdock’s wig.

Thanks M. R. Boulton for offering his services in Cornwall. Has told Mr. Carne they can make a cylinder for him. Letters from Thomas Wilson saying that Murdock is missed in Cornwall, Mr. Pearson’s attending on Polgooth engine and Jos. Vivian and Thomas Mitchell’s story that the Chancellor had said Boulton & Watt’s patent expired in 1796. James Watt and James Watt Jr. want M. R. Boulton to pay Mr. Wilkinson the upholsterer for a sofa. Directions for work on the apartment.

19. Transcripts.  
Two transcripts sent by Gregory Watt to M. R. Boulton in London in Mar. 1799 as follows:  

On the same sheet:  

Matthew Boulton is busy with the assizes and Harbourne poor levies. He is uneasy about the Parliamentary proceedings about copper and the ferment this is causing in Cornwall, and is worried about M. R. Boulton’s safety. Mr. Hurd told Mr. Williams the proceedings of a meeting of the Rose Copper Company and has been expelled. William Murdock is determined to visit Cornwall.

Enclosing a letter from Taylor Weston & Co. James Lawson says their engine is in good condition.

Enclosing a letter from W. Reynolds & Co., and an estimate for the pantry. The Coalbrookdale Co. have delivered their account. Richard Dearman wants an abatement of the premium on the Horsehay forge engine.

Progress at the Rookery – can James Watt tell James Watt Jr. Details of work done in the garden and adjoining fields, whitewashing etc. “Demolition” of Simon Vivian’s toe by an iron bar.

Enclosing a letter from M. R. Boulton. John Southern wants instructions for Gavin McMurdo and Mr. Varley. S. Brimley’s expenses for shoes and shirts while working with Varley in Wales. An estimate for a ram has been received. Lawson’s report of the completion of a rod was wrong. M. R. Boulton directed that the young man sent by William Brunton from Scotland should accompany him and R. Potter should go with McMurdo.
Complaints by Mr. Pattison of Glasgow about James Lawson’s estimate of a 40 horse engine. They have confirmed the estimate.

The boring rod has arrived from Lowmoor iron works. They are sending Mr. Varley to Newcastle and Gavin McMurd to Rotherham. William Brunton and his young man are going to Glasgow, R. Potter with McMurd. Progress with the whitewashing and garden at the Rookery. No news of William Murdock’s return from Cornwall.

James Watt Jr. has gone to Minera mine. James Watt says that the proposal about William Murdock will be deliberated on. The little engine is working well. The great rod has arrived. John Southern is going to Newcastle and James Lawson has gone to Manchester. Can M. R. Boulton tell Thomas Wilson that Charles [Wilson’s son] is getting better.

James Lawson has sent orders from Mr. Rathson and John Philp & Co. Mr. Homfray has paid his account but not the interest. Hopes the mare proves good. William Murdock is a little better and has removed to the Rookery at Gregory Watt’s order.

On the same sheet:
Transcript of letter. J. D. H. van Liender (Rotterdam) to Boulton & Watt (Soho). 16 Aug. 1799.
Annexing letters from van Liender and Westons, enclosing a letter from M. R. Boulton. William Murdock is still ill. Another man has “eloped” from the Foundry, Edward Edwards. Marshall & Benyons have sent their premium. The Southers have a fourth daughter.

On the same sheet:
List of engine parts.
John Southern’s proposals for an engine for Rosewald Hill. William Murdock’s patent has passed the Great Seal. His illness has delayed work on the boring mill. They have received several orders, including several from Scotland. Encloses a letter from Thomas Pearson. James Watt is going to Devon. James Watt Jr. was at Penydarren but has not written to say where he is now. He has the specification of Murdock’s patent which is needed in London.

William Murdock, John Southern and himself have revised Murdock’s patent specification. They have had many requests for estimates. Murdock is better and has encouraged the men working on the boring mill. They have received orders from John Pattison, John Philp & Co. and John Simpson & Co. John Parker is working with Murray & Wood – James Lawson has gone after “that delinquent”. Queries over Mr. Lee’s order. Their parents are in Somerset heading for Devon, M. R. Boulton has returned from Cheltenham and Mrs. Matthews has arrived.

On the same sheet:
Congratulations M. R. Boulton on the success in the case against Hornblower and Maberley. Enclosing a letter from Mr. Jaeger and his draft reply.
DETAILED LISTING

REEL 211

3/77 Letters to James Watt Junior, M R Boulton, 1800 (13 items)


Docketed “Omission in not stating the freight of the materials for the Wheal Alfred estimate. Cassady absconded in debt – history of his transgressions. Directed Stone to send the curricula with Dr. Carmichael’s horses to Soho.”

On the same sheet:
Docketed “Statement of Dyer’s situation, account and prospect.”

Docketed “Detail of his excursion. Bristol accounts. Mr. Price likely to want engine. Projected visit to Blandford.”

Docketed “Remits £135.3 from Amatt & Co. – balance of account. Visit to Wilcox.”

3/78 Letters to James Watt Junior, 1801-1802 (14 items)

1. Bundle label.
In Henry Hazleton’s hand.
Marked “Gregory Watt to his brother James 1797, 1801 & 1802.”

Docketed “Visit to Mr. Eardley and arrangement made for Sir Nigel Gresley.”


On the same sheet:

Docketed “Has received our letters to Newcastle. Dudgeon to deliver that to Richardson. Gateshead Park account not settled. Dudgeon offers his services. Coal mine near Berwick. Strata up the river and along the sea coast. Harbour at Dunbar. Enclosing £20.”

7. Letter. Gregory Watt (Glasgow) to James Watt Jr. (Soho). 12 May 1801. 2 sheets.
The outside of the letter is directed to Boulton Watt & Co.
8. Letter. Gregory Watt (Glasgow) to James Watt Jr. (Soho). 17 May 1801. 2 sheets.
On the second sheet:
Transcript of letter. James Scott (Dundee) to James Lawson (—). 14 May 1801.


Docketed “Visit to Mr. Houston and Mr. Cunningham. Walk to Ayr. Excursion about Cumnock. Appointments with Miss McGregor and Creighton. State of our law concerns at Edinburgh.”

Docketed “Refers to letter from Old Cumnock. Account of Muirkirk situation. Has been at Leadhills and Moffat. Met Creighton at Carlisle and gave him directions. Expects to be at home on Monday.”

Docketed “Account of the Godolphin trial and its successful issue.”

Docketed “Robert Potter returned. Doubts about sending him or Shakespear to Llanarmon. Creighton remits £200 from Fulton’s. Lawson takes my horse to Manchester. Mr. Boulton indifferent. Lawrence on his way to London and his uncle dead. Letter with remittance from the Falmouth Water Works.”

On the same sheet:

3/79 Letters to James Watt Junior, M R Boulton, 1803 (17 items)

Docketed “Mr. Spode agrees to have the cylinder of his six horse engine returned. Countermands the 30 horse engine. Pumping engine wanted. Wedgwood’s engine doing well.”

Docketed “Messrs. Wilson’s conceived the boiler included in our estimate. Order one upon the terms stated to them. Their engine house built and the colliery drowned. Thompson about to begin the erection. Visit to Omoa and performance of the engine and furnace. Particulars of the bankruptcy of the Calder Co. Vivian’s quarrel with Mr. Dunlop – conceit and extravagance. Advance of £3 to him to credit of Gregory Watt. Thompson and Newman have also overdrawn their accounts. Settlement of Mr. Monteith’s account and remittance of the balance - £59.19.3. Sword Haywood & Co.’s engine has been at work nearly a week.”
Docketed “Has been prevented by indisposition from waiting upon McGeorge. Vivian’s account of the state in which he found the engine and supposed wilfull damage done to it. Creighton sent to Edinburgh to report upon it and settle with McGeorge. The foundations of Laird’s engine house given way. Encloses a bill of loading to be forwarded to Woodward.”


Docketed “Conference with Sword respecting his account. Wishes account of men’s time to be sent to Aberdeen. Vivian has done the Perth engine tolerable except a mistake in putting on the eccentric circles. Good account of the partners in the Perth Foundry.”

Docketed “Good performance of the engines at Aberdeen. Account of the misfortunes at Forbes Lowe & Co. which are now fully repaired. Brown Chalmers & Co. order another boiler, flat grate. Creighton to write with particulars. Perth Foundry engine now performs to satisfaction of the parties. Settlement of account with them and remittance of the balance. Mr. Archer enquires about an engine for sawing.”

Docketed “Remit the produce of the bill on Easton received from Walter Peters. Settlement with Sword Haywood & Co. Intends going to Edinburgh to settle with McGeorge. Wishes to have accounts which he may settle on his return.”

Docketed “Interview with McGeorge and account of him and his engine. Misconduct of Vivian. McGeorge likely to relinquish his claim of allowances and to take up his not in cash in a week. Goodness of his connections. Remittance of £500 from Mr. Stirling who will pay the remainder in a few weeks. High character of Stirling’s house. J. & R. Watson have narrowly escaped being involved in a considerable bankruptcy. Mr. John Hamilton impatient to receive his swords. Intended application to Messrs. Wilson.”

Docketed “Has received payment from Wilson’s in a note on Glasgow. Their engine ready – all but the pumps. Remarks on the sundry Scotch accounts. Has written to Monteith to demand payment of the protested bill on Pattison & Co. Good character of the Wilsons and Stirling at the expense of their neighbours. Cautions and preventatives against Scotch chicanery. Lawson accused of being too liberal in his promises. Remarks upon Creighton. Recommends Henry Creighton to be sent out under Lawson. Intended journey to Edinburgh etc.”

Docketed “Remits the proceeds of Messrs. Wilson’s bill for £650. Monteith has produced bills which A. Hamilton will discount. No news of McGeorge.”

Docketed “Will take Creighton on to Newcastle. Monteith’s connection with Pattison. He has produced bills to take up his draft at the Watsons’. Varley writes he has completed the engine at Bangor and gives a deplorable account of his accommodations. Wants instructions for his next job. Henry Vivian sent to Sir John Hope’s, a further trial of him being thought advisable. McGeorge offers bills at 2, 4 and 6 months.”
12. Letter. Gregory Watt (Newcastle) to James Watt Jr. (Soho). 26 Sep. 1803. 2 sheets. Docketed “Payment of Pattison’s bill by Monteith. White’s executors demur to the payment of our demand of £80. The settlement entrusted to Creighton. State of McGeorge’s engine. His attempts to evade payment. He proposes to pay half in three and half in four months, with security. The affair put into the hands of Mr. Hatchkiss who is to write the result to Soho. Sir John Hope’s engine nearly finished. Vivian kept close to his works. Vivian to be employed at Haig’s after he has finished at Inveresk. Absence of Dudgeon and William Chapman.”


16. Letter. Gregory Watt (Stoke) to James Watt Jr. (Soho). “Wednesday” [19 Oct. 1803]. Docketed “Spode will adopt the alteration recommended by us but cannot procure the pattern from Manchester. An order for immediate payment of the colliery engine has been made out.”


MS 3147/3/245-299: Incoming Correspondence and Papers:

Letters from Agents, Engine Erectors and Employees at Soho

Typescript listings from Black Binder for MS 3147/3/245-299

3/245 Thomas Barnes, 1794-1798 (61 items)


2. Transcript of letter. Thomas Barnes (Walker Colliery) to Boulton & Watt [Soho]. 24 Apr. 1794. The original of this letter was returned to Barnes to clear up a point about the Gateshead Park engine.


6. Letter. Thomas Barnes (Newcastle) to Boulton & Watt (Soho). 7 Jan. 1795. This letter was passed to John Southern. Docketed “Sherriff Hill.”
   Docketed “Walker and Benwell orders.”


   2 sheets.  
   On the second sheet:  
   Letter. Thomas Barnes (Walker Colliery) to John Southern [Soho]. 30 Apr. 1795.

12. Letter. Thomas Barnes (Walker Colliery) to Boulton & Watt (Soho). 11 May 1795. 
   The sheet has been used for various calculations.

   2 sheets.


   Docketed “Wall.”


   Mis-docketed by Southern as 1796.


20. Letter. Thomas Barnes (Walker Colliery) to John Southern (Soho). 2 Nov. 1795.


22. Letter. Thomas Barnes (Walker Colliery) to John Southern (Soho). 30 Nov. 1795.

   Docketed “Glass.”

   Docketed “Answered.”

   Docketed “Cowpen.”


30. Letter. Thomas Barnes (Walker Colliery) to John Southern (Soho). 13 May 1796. 
    Docketed “Length of shafts. Diameter of barrels etc.”

This letter was docketed by John Southern.

33. Letter. Thomas Barnes (Walker Colliery) to John Southern (Soho). 11 Jul. 1796.

34. Letter. Thomas Barnes (Walker Colliery) to Boulton & Watt (Soho). 12 Jul. 1796.


Docketed as 26 Jul.

37. Letter. Thomas Barnes (Walker Colliery) to John Southern (Soho). 26 Sep. 1796.


Docketed “Observations on the working of Walker Colliery pump engine. Remittance promised. State of the following coal winding engines – Hebburn, Heaton, Wall’s End, Cowpen. Materials of Wellington and Biggs Main wanted. Mr. Pearth threatened by Maberley. The latter’s unfounded assertions respecting his engine’s premium.”

Docketed “Hebburn.”

Re-directed to 13 London St. by John Southern. On the same sheet: 

42. Letter. Thomas Barnes (Walker Colliery) to Boulton & Watt (Soho). 10 Feb. 1797. 
With coloured pen and wash sketch on the same sheet. 
Docketed “Hebburn – mode of brake and discharge.”


44. Letter. Thomas Barnes (Walker Colliery) to John Southern [Soho]. 25 Mar. 1797.

45. Letter. Thomas Barnes (Walker Colliery) to John Southern (Soho). 26 Mar. 1797.

46. Letter. Thomas Barnes (Walker Colliery) to John Southern (Soho). 4 Apr. 1797.

47. Letter. Thomas Barnes (Walker Colliery) to Boulton & Watt (Soho). 16 Apr. 1797. 
Docketed “About cast iron panels, Lawson Main, etc.”


49. Letter. Thomas Barnes (Walker Colliery) to John Southern (Soho). 12 Nov. 1797. 
Docketed “Remits for panels. Relation about George Taylor. Price of working barrels brass.”


Docketed “Application for an engine for Wylam Colliery.”
52. Letter. Thomas Barnes (Walker Colliery) to John Southern (Soho). 23 Feb. 1798. 
_Docketed “Consumption of ropes by our engine and suggestions towards a cure.”_

_Docketed “Orders 2 brass working barrels for Gateshead Park.” With pen and wash sections of the barrels on the same sheet._

_On the same sheet:_ 
_Docketed “About Kenton rope barrel.”_

_Docketed “Comparative trial of Mr. Chapman’s ropes.”_

_Docketed “To prepare a 63 inch cylinder engine for Wylam Colliery.”_

_Enclosing (b) below. Docketed “Mr. Blackett in great haste. Wants drawing of beam. Will send drawings of old engine house. Barnes not well.”_

b. _Memorandum. Directions for Mr. Blackett’s engine and drawings etc._


b. _Memorandum. Comparative trial between Chapman’s & common ropes. 2 Aug. 1798._

_Docketed “Chiefly about Fair Pit.”_

60. Letter. Thomas Barnes (Walker Colliery) to Boulton & Watt (Soho). 16 Nov. 1798. 
_Docketed “Acquiesces in the proposal to strengthen the railway pattern. Will make the plummer blocks himself. Campbell & Gibson have cast Jeffries in £500 and costs.”_

_Docketed “Orders rails at 36 lb. Has tried his own. Has a new pair of Chapman’s ropes. Will make a charge of extra articles of Fair Pit and forward it.”_

3/246  **John Buchanan, 1780-1785**  
(20 items)

1. _Note about James Lawson and William Playfair’s time working for James Watt & Co., 1780._ 
_In John Buchanan’s hand._


_On the same sheet:_ 
_Transcript of letter. John Onions (Benthall) to Boulton & Watt. 20 Aug. 1781._

_Docketed “Prices of Holland from Mr. McGrigor.”_
   On the same sheet:

7. Letter. John Buchanan (Soho) to Boulton & Watt (Cusgarne). 29 Nov. 1781.


    Docketed by Watt as 1 Oct., which was a Tuesday.
    Docketed “Copy of letter from J. Hall and other matters.”

    Docketed “Experiment on the stiffness of iron.”

    Enclosing (b) below.
    Docketed “Experiments on engine and about Henderson.”

b. Note of the performance of the engine at Soho.

    Docketed “Concerning Pickard and Twamley.”


### DETAILED LISTING

**REEL 212**

<table>
<thead>
<tr>
<th>3/247</th>
<th>Henry Creighton, 1804-1809 (80 items)</th>
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<tbody>
<tr>
<td>4.</td>
<td>Letter. Henry Creighton (Manchester) to Boulton Watt &amp; Co. (Soho). 9 May 1805. Docketed “Southam’s intended enlargement of their engine suspended. Daintry &amp; Co. want a man to erect their engine. Same hand might afterwards erect Parsons’. Radcliffe &amp; Ross wish to know when their pipes will be completed.”</td>
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<td>5.</td>
<td>Letter. Henry Creighton (Leicester) to Boulton Watt &amp; Co. (Soho). 26 Jul. 1805. Docketed as 25 Jul: “Report of the state of Mr. Cox’s engine. Has got the principal defects modified and the engine to work tolerably well. Mr. Cox refuses to pay our account until he has had a further trial of the engine. Intends being in Birmingham on Friday.”</td>
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<td>8.</td>
<td>Letter. Henry Creighton (Manchester) to Boulton Watt &amp; Co. (Soho). 7 Apr. 1806. Docketed “Has made sketches for Mr. Gott’s photogenous apparatus. Receipts from Humble and M. &amp; J. Bateson. Foster will settle with Mr. Lawson. Askham Eyre &amp; Co. complain of the syphons sent, which they will return. Their engine out of order. Want us to take back a rotative shaft and steam pipe. Mr. Fenton will not begin the erection of his engine for 2 or 3 months. Order for six horse boiler for Messrs. Gott Wormald &amp; Co. They want sketch of king post for beam.”</td>
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<td>9.</td>
<td>Letter. Henry Creighton (Manchester) to Boulton Watt &amp; Co. [Soho]. 12 Apr. 1806. Docketed “With sketches of Mr. Gott’s mills and his orders for photogenous apparatus. Conversation with Mr. Andrew respecting his order. Defects of Dixon &amp; Co.’s working gear, to be altered at Whitsuntide. Ridgway orders cylinder lid for his 24 horse engine. Mr. Leach’s engine to be tried on Thursday.”</td>
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<td>10.</td>
<td>Letter. Henry Creighton (Manchester) to Boulton Watt &amp; Co. (Soho). 12 Apr. 1806. Docketed “Statement of facts respecting Mr. Andrew’s order. W. Murdock Jr. will have finished at Mr. Leach’s in a week.”</td>
</tr>
</tbody>
</table>
Docketed “Mr. G. Cheetham wants estimate of a 20 horse etc. Mr. Hutton arrived. Mr. Bridge to have a spare air pump bucket.”

Docketed “Account of Baron & Ditchfield. Mr. Penson of Wigan wants a lighting apparatus. State of Mr. Lodge’s engine at Halifax. Direction of Mr. Aston’s fly wheel.”

Docketed “Gavin gone to Ridgway’s. Instructions sent to him to proceed to Carlisle. Douglas & Co. intend to erect their 12 horse engine at Annan. Remittance from Newall Brothers.”

Docketed “Return of Gavin from Carlisle. Order for small connecting wheel for Carlisle Twist Co. Gavin to do the repairs of S. Marsland’s engine during the Race weeks. Robert McMurdo to go to Dixon & Co. Ridgway’s to be finished this week. New breakage of bevil wheels and fly shaft at Holt Town. Proposes going to Holywell to take sketches of the mills there. Enquires about James Kennedy’s shaft.”

Docketed “With photogenous sketches of the Holywell mills. Mr. Douglas wants estimates of them and his mill at Pendleton. Robert McMurdo making alterations of eccentric etc. at Dixon & Co. Ridgway’s engine started. His enquiry about coin. Ewart to send the sketches of his mill.”

Docketed “Mr. Sandford wishes to have his engine thoroughly repaired. Cast iron box sent with Mitchell & Co.’s eccentric working gear does not fit. Receipt of £4.15 from Gaskell. Robert McMurdo to return home. Progress made at S. Bridge’s. Gazometer for Ridgway to be forwarded. Order for Samuel Dodge, late Hunt’s engine.”

Docketed “Mr. Horrocks only wishes to have one of his mills lighted at first. Sketches of it and of Messrs. Watson & Co. to be sent in a day or two. Reference to Mr. Hutton respecting Waton & Co.’s account and statement of Gavin’s time. Ashton’s engine doing well. Employment of Gavin. Remarks on Mr. Bridge’s materials. Receipt from Barlow & Son. Buchan & Shaw object to charge for Haden’s expenses. Gavin, Robert and James McMurdo’s time at their engine and charge for ditto. A. & G. Murray claim an allowance upon a broken cylinder lid. Enquiring for photogenous estimates. Orders spare segment of large connecting wheel for Dixon & Co.”

Docketed “Inconvenient for Gavin to go to Wakefield, being urgently wanted at Manchester. State of Askham Eyre & Co.’s engine when he last saw it.”

Docketed “Explanation of the transaction with Watson Ainsworth & Co. Murrays agree to divide the cost of the new cylinder lid. 2 boxes of cement for Westerman.”

Docketed “Result of his examination – Askham Eyre & Co.’s engine. Thinks the steam case can be repaired. Caulk joint chiefly leaking. Orders a new ball syphon.”

Docketed “Explanations of Mr. S. Cheetham’s order. P. Marsland orders the apparatus complete for his experimental boiler. Mr. G. Cheetham will want a hand for the erection of his engine in a month.”
Letter continued on 7 Aug.  
Docketed “Mr. William Fenton states that he understood his father had remitted for the 
gine. Sketch of the proposed application of the engine to winding coals. Messrs. Walker’s 
engines are performing well. Mr. S. Cheetham’s to be sent as soon as it can be got ready.”

Docketed “Explanation of his arrangement with Askham Eyre & Co. Progress made by G. 
Taylor at Holme & Co.’s. Accident at Hanworthy’s engine – James McMurdo repairing it. Mr. 
Lee gone to Scotland. Indifferent character of Mr. Lupton of Altrincham. Greg & Ewart order 
cement. P. Marsland proposes an alteration in his sizing cistern. S. Bridge wants his steam 
pipes.”

On the same sheet:  
Docketed “Letter from John Holme & Co. and remarks on the state of their engine. G. Taylor 
going to Wakefield. Kenworthy at work again.”

Docketed “Holme & Co. had packed their piston overtight. The engine now performs 
tolerably. G. Taylor has made Askham Eyre & Co.’s engine quite tight and is gone to 
Staleybridge. Fenton likely soon to want an engine erector at Greasbrough. Defects in the 
joints of the 14 and 20 horse nozzles. Remarks upon the fitting up of connecting rods and 
parallel motions.”

Docketed “Directions given to Horton about Appleton & Ogden’s boiler. Bridge’s engine 
started and performs well. Inspection of Mr. Kennedy’s slide valves. Supposed insufficiency 
of Mr. P. Marsland’s small boiler and safety valve. Samuel Cheetham’s drawings to be 
followed etc. Order for sundry pipes etc. for Mr. P. Marsland. Receipt of Mr. James 
Kennedy’s drawings.”

On the same sheet:  
Docketed “Order for boiler and heating apparatus for Messrs. Greenway Potter & Co.”

Docketed “G. Cheetham’s engine will be finished in 3 weeks. Explanation of the boiler 
ordered for Greenway Potter & Co. Steam boxes etc. ordered by Fort Hargreaves & Co.”

Docketed “Mr. Wright inclined to have a 20 horse engine. Has taken particulars of his 
situation. Favourable report of his credit etc. S. Bridge has sold his 6 horse to Mr. Ryle and 
his 10 horse to Mr. Smith of Halifax, who wants a man to erect it. Receipt of £7.5.6 from 
Kenworthy. A. & G. Murray enquire about the directions given by Mr. Lawson for their fly 
shaft. Mr. Holgate’s explanation of his application to us.”

Docketed “A. & G. Murray’s small connecting wheel to be made to suit the shaft sent. They 
propose casting a new shaft themselves. Articles sent by Mr. Smith (the purchaser of 
Bridge’s 10 horse engine) to be repaired. S. Cheetham’s engine house nearly ready and well 
done. Wishes to dispose of his 4 horse engine. Report of the state of J. Bury’s affairs etc.”

Docketed “Interview with Mr. Rowland of Oldham and remarks. The drawing of Mr. 
Marsland’s 45 horse engine wait his return. Progress made by Mr. Lee in his photogenous 
apparatus. Mr. Lee to make further enquiries about Bury. Orders 6 boxes cement and new 
damper.”
Docketed “Brought by George Taylor who has completed Mr. George Cheetham’s engine. 
Mr. Smith not ready. Further particulars of the transaction with Greenway Potter & Co.”

On the same sheet: 
Account of Gavin McMurdo’s time, 1806. 
Docketed “Statement of Gavin McMurdo’s time and expenses from 10 Feb. 1806. James 
McMurdo putting up Mr. Gott’s boiler. Messrs. Knight undetermined about their engine etc.”

Docketed “Statement of his account of travelling expenses etc. Derangement of Pooley’s 
affairs, compromise with his creditors. Encloses account of advances etc. by McConnel & 
Kennedy. Their desire to have our counterstatement. Fenton’s agent applies for an engine 
erector. Fort Hargreaves & Co. enquire about their engine.”

Docketed “Remittance from Chatham and Messrs. Holmes. Estimate wanted by the latter. 
Promise of a remittance from Mr. Ridgeway.”

Docketed “Fort Hargreaves & Co. desirous of having a large boiler if the engine is not sent off. 
Enquiry of Messrs. Murray after their connecting wheels. Order of Messrs. Sandford’s.”

and Ollivant & Co. Promises from W. Clegg and Ridgway & Co. for Wormald & Co.’s engine 
Knight and Holme & Co. object to our statements.”

Docketed “Remits £227 from Alexander Smith & Co., ditto £68 from T. & J. Ollivant. Fracture 
of S. Bridge’s fly shaft. Jos. Varley to set about the repairs of B. & W. Sandford.”

Docketed “Particulars of the failure of Mr. Bridge’s shaft. Bade report of Mr. Walter Peters. 
Proposes Varley to erect Messrs. Fort Hargreaves & Co.’s engine. Gavin to finish Messrs. 
Murrays’ in 3 weeks. Proposes that he should erect Mr. Samuel Cheetham’s next. 
Remittances promised by Mr. Clegg and Mr. Radcliffe. Has got some of the small accounts 
settled and expects to get more.”

Letter continued on 28 Dec. Enclosing (b) below. 
Docketed “Enclosing the results of three weeks’ experiments with Mr. Lee’s photogenous 
apparatus. Orders sundry pipes for Mr. P. Marsland’s cold water pump. His engine will be 
started next week. Mr. Holme enquires about cement which Mr. Lawson was to have 
ordered. Birley & Sons complain of their engine not performing well.”

b. Memorandum. Results of the Experiments made with Mr. Lee’s Photogenous Apparatus. 
28 Dec. 1807. 
Reports by Henry Creighton and George A. Lee.

Docketed “Gavin gone to Birley & Sons. Suspects their engineman to be a schemer. 
Horrocks of Stockport has failed and the goods for him are stopped in the hands of the 
carrier. Further remarks on the experiments he is making with the new light. McConnel & 
Kennedy and James Kennedy wish to proceed with their apparatus. Proposes a new 
construction of the gasometer pits. Receipt of £4.6 from McConnel & Kennedy.”
Docketed “Arrival of Mr. Brown whom he will accompany to Oakenshaw. Gavin’s report on 
McMurdo at Mr. Howard’s.”

Docketed “Answers and observations relative to photogenous queries etc. Oeconomical [sic] 
statement for an average of 3 hours burning per day. Remarks upon seating of the small 
retort at the Foundry.”

Letter continued on 30 Jan. 
Docketed “Further remarks upon his proposed new plan of gazometer for Mr. James 
Kennedy. Performance of Mr. P. Marsland’s engine. Wishes the large connecting wheels to 
be made in a piece. Progress made in the dyehouse etc. at Fort Hargreaves & Co. 
Unfavourable report of Mr. Dumbell. Mr. Hf Birley wishes to have the photogenous sketches 
of his mill returned, and an estimate of the expense of a reduced apparatus. Indicator wanted 
to ascertain the power of Crumbleholme & Co.’s engine. John Lees wanted estimate of 
pumping engine with 36 inch cylinder. He complains of our boilers being too small. T. Philips 
& Co. order a new forcing pump to supply a cistern. Their statement of what Mr. Lawson 
promised that the boiler would perform in the way of heating vats etc. Mr. Lee admits the light 
to have bee reduced from what it formerly was.”

Docketed “Statement of men’s time at P. Marsland’s. Remittance of £1285 on Mr. Marsland’s 
account who requests to be indulged with a month’s time for the payment of the remainder. 
Nothing settled respecting Cheetham’s debt. S. Horrocks’ creditors intend selling his mill. 
Enquires about a small sizing apparatus supposed to have been ordered for Mr. Turner.”

Docketed “Estimate of a pumping engine wanted by Mr. John Lees. Fort Hargreaves & Co. 
want a steam guage.”

Docketed “Confirms Mr. Kennedy’s statement of Gavin’s account. Gone to Oakenshaw.”

Docketed “Mr. Howard’s engine started well excepting the noise of the connecting wheels. 
Estimate of new nozzles and working gear wanted by Simpson & Co. Account of James 
McMurdo’s time.”

Docketed “Receipts from sundries. Birley & Co. enquire about the estimate of photogenous 
apparatus. Remarks on sundry unsettled accounts. Gavin will soon be in want of a job.”

Docketed “Remittance of £1000 on account of Mr. Howard, who asks time for the remainder.”

Docketed “Progress made in Duffy & Co.’s and Anderson & Son’s engine houses etc. John 
Brunton not arrived. G. Birch & Co.’s materials rusty. Recommended additional precautions 
in packing for Ireland. Duffy & Co.’s piston too large.”

Brunton supposed to be detained at Belfast. Duffy & Co.’s small engine nearly finished. 
Enquires about allowance to Mr. Cassidy.”
Docketed “G. Birch & Co.’s engine set to work and performs well. Settlement of account with them. Settlement with Cassidy deferred for want of Johnson’s account of repairs. Progress made at Duffy & Co.’s. John Brunton arrived at Jamieson & Co.’s.”


Docketed “Bourke & Co. are to see some of the Dublin engines and then determine. T. & W. Wise undetermined whether to have heavy fly wheel. John Smith to set out immediately. James McMurdo in 3 weeks.”

Docketed “By John Smith upon his return from Ireland.”

Docketed “Bourke & Co.’s order dubious. Anderson & Son’s engine at work and James McMurdo to return to Soho this week. Progress made at Duffy’s. Messrs. Guinness have applied to him to work at their premises.”

Docketed “James McMurdo has completed Anderson’s engine to their satisfaction. Settlement of Cassidy’s account.”

Docketed “Messrs. Wise’s drawings not received.”

Docketed “Receipt of Messrs. Wise’s drawings. Will set out for Cork immediately.”

Docketed “Waiting for instructions etc. etc.”

Docketed “Duffy & Co. have not come to any determination respecting their steam apparatus. The sketches will be preserved for a future occasion. Messrs. Guinness are getting out the foundations of their engine and Varley has received the directions we mentioned. Expects to leave Dublin in a few days.”

Docketed “Cause of the stoppage of Messrs. Wedgwood & Co.’s engine and remedy applied. The engine doing well bit overloaded. Mr. Wedgwood satisfied. Favourable report of Walker & Thompson’s engine. The difficulty of starting Mr. Hamilton’s removed by the new cistern.”

64. Letter. Henry Creighton (Manchester) to Boulton Watt & Co. (Soho). 10 Feb. 1809. 
Docketed “Defects in the cap and gudgeon etc. of P. Marsland’s 45 horse. Is likely soon to be set to full work. Remarks on H. Birley & Co.’s lighting apparatus. The large sliding valve engines doing well. T. Houldsworth likely to want a 10 horse engine. P. Marsland and others making enquiries about the gas lights. Mr. Oldknow wants a rough estimate of a heating apparatus for his mill at Mellor.”
Letter continued on 15 Feb.
Docketed “Experiment to ascertain the proportion of gas and light in Worsley Canal coal. Also quantity of coke remaining. Thomas Philips & Co. are disappointed in not receiving the new boiler etc. Sundry complaints as to the burners – and improvements suggested. Also complaints relative to retorts of Mr. Lee’s. Has settled some points with Mr. Barton about McCrane’s engine.”

On the same sheet:
Sketch. Plan of P. Marsland’s new building at Stockport.

On the same sheet:
Docketed “Particulars of the heating apparatus for the stove of Messrs. Thomas Philips & Co. of which estimate is wanted.”

Docketed “Remittance from H. Birley & Co. and statement of their account. Two elbow joints to be returned from them. Ridgway & Sons have settled small account. Are short of power. Have purchased a small engine from the Lancaster Canal. Gavin to repair Hilton & Sales’ engine. Settlement of their account. John Howard has purchased Milner & Whittaker’s engine. Appointment with Mr. Kenworthy.”

Docketed “Remits bills from sundries. Mr. Kenworthy likely to order a small engine soon. Ridgways have purchased the 3 horse engine from the Lancaster Canal. Orders cement for T. Houldsworth.”

70. Letter. Henry Creighton (Manchester) to Boulton Watt & Co. [Soho]. 7 Jul. 1809.
Docketed “Receipt from W. Howard & Co. for returned bill. Sends bill for £38. Enquiry about an extinguishing engine. Birley & Co. have purchased the Chorlton Twist Mill and are likely to want a large engine.”

Docketed “Mr. Birley wants to know when the small order for little engine will be sent. Also separate cost of sundry articles for ditto.”

Docketed “Advice wanted of the goods sent for Birley & Hornby’s 4 horse engine. Also account of the cost of certain parts.”

Docketed “Mr. Gott wants a sketch by which to arrange the gas pipes at Armley Mill. McConnel & Kennedy – 6 stories are lighted, and do well.”

Attached to (b) below.
Docketed “Enclosing a letter from Mr. Hervey with enquiries relative to the comparative safety of the gas lights. The insurance officers have offered to reduce their premiums on buildings so lighted.”


76a. Letter. Henry Creighton (Manchester) to Boulton Watt & Co. (Soho). 7 Nov. 1809. Kept with (b) below. Docketed “Has not heard anything of the parcel mentioned in our last. Marriott & Robinson’s mill at work. Some chances of payment of the account were presented. Late S. Cheetham’s affairs in a very bad state – and no chance from his son, who has the 20 horse engine. John Read is now a broker in Liverpool. Shallcross and his partner have left the country. Watson & Sons’ affairs very bad. Radcliffe & Ross separated before their bankruptcy – are now doing a little business for themselves separate. Buchan & Shaw want their cylinder top. Orders to proceed with Pooley’s nozzles. Birley & Hornby are ready for their engine materials. James Kennedy’s slide valves perfectly good.”

b. Note of the time needed to complete Birley & Hornby’s engine.


79. Letter. Henry Creighton (Manchester) to Boulton Watt & Co. (Soho). 7 Dec. 1809. Docketed “Encloses bill for £40 from W. & J. Bayley. McNaught & Drew would order a lighting apparatus if an extension of credit were given. Mr. John Harrison wants estimate of a 14 horse engine with a 16 horse boiler. Mr. John Philips still intends having a heating apparatus for the mill at Tean. Gavin continues unwell.”

80. Letter. Henry Creighton (Manchester) to Boulton Watt & Co. (Soho). 30 Dec. 1809. Docketed “Statement of Gavin’s time at sundries. Mr. Holt will want a man to assist in putting in his cylinder.”

3/248 William Creighton, 1796, 1800-1805 (100 items)

Letters from William Creighton from 1796, and from 1800 to 1805, and 1815. Creighton was one of Boulton Watt & Co.’s longest-serving engineers; prior to his taking over as head of the Drawing Office on the death of John Southern in 1815, he was a travelling engine erector and agent. During the period of this correspondence, he was based in Manchester, but made extended journeys to Scotland. He also attended engines in other towns within travelling distance from Manchester, such as Preston, Hull, Halifax, Macclesfield, Newcastle-under-Lyme and Chester.


On the same sheet:
Letter. Thomas Leeming (Preston) to Boulton & Watt (Soho). 4 Mar. 1800.

Docketed “Wanting estimate for Mr. P. Appleton. W. Rudge disengaged.”

Letter continued on 15 Mar.
Docketed “Remittance from James Lees. Ditto from Dean. Payment from McConnel & Co.

Docketed “Remittance from Holland & Co. Pleas urged by several for non-remittance.
Hibbert & Smethurst have had estimates. James Nield has applied to Thomas Livesey.

Docketed “Character of Messrs. Turner. Interview with Horridge and remittance of £100 from him. Pretences for not settling the account at present. Finds Wright at Leeming’s. Grumbling of the latter. Horrocks cannot stop for the erection of the engine till June. W. Wright’s time.”

Docketed “Remittance of £140 on account of Green & Stephenson.”

On the same sheet:

Letter continued on 7 Jun. On the same sheet:
Table of experiments of Thomas Walker & Co.’s engine at the Lead Works, Chester.
Docketed “Account and particulars of experiments upon Messrs. Walker & Co.’s engine.”

Docketed “Remittance Stephenson & Green. Mr. Appleton wishes to change the size of his engine. Order from Hibbert & Smethurst. Ditto Simpson & Co.”

14. Memorandums from Mr. Creighton. 9 Jul. 1800.
Notes concerning payment of accounts in Manchester.

15. Memorandums for Mr. Creighton. 11 Jul. 1800. 4 sheets sewn together.
In M. R. Boulton’s hand. Instructions for attending engines in Scotland.

16. Letter. William Creighton (Glasgow) to Boulton & Watt (Soho). 29 Nov. 1800.
Docketed “Excuses for his inattention to orders. Account of the performance of the Clyde engine. Estimate of new boiler and apparatus wanted by Pattieson.”

Docketed “Beckington gone to Jamaica. Particulars of his route. Mr. Barnes’ illness. New engine wanted by Easterby & Hall.”
Docketed “Journey from Newcastle thither. Dean’s Mill burnt down and Jones wishes for instructions.”

Docketed “Newall’s engine working well. Endeavours to procure remittances from sundries. A. & G. Murray want new engine. Alterations proposed in Pollard’s engine. Parcel with Dean’s deed is arrived.”

Docketed “Will explain time to Mr. Lodge. Bateman & Sherratt have raised their services and terms. 2 engines ordered by Daintry & Co. Charles Lees & Co. object to payment of account. Horrocks ditto. Will enquire about boiler setting at Caton.”


Docketed “Arrangement of account with Charles Lees & Co. Trial with indicator at Chorlton Twist engine.”


Docketed “Mitchell & Holt not quite ready for engine. Hibbert & Smethurst ditto. Mr. Jolly declines ordering an engine. Marriott & Robinson’s drawings to be suspended till further advice. Capstick & Co.’s boiler to be fixed.”

Docketed “Receipts from Hunt’s assignees. Ditto Rigby & Chadwick. Ditto Appleton & Ogden.”

Docketed “Mitchell & Holt’s beam. Estimate for Mr. Read. Daintry & Ryle’s schemes. Miserable state of Sedgwick’s mill.”

Docketed “Order for John Lees – a 20 horse. Drawings not wanted immediately. Shallcross desires his boiler to be enlarged. Received Mr. Thelfal’s balance. W. Wright will be ready with Mitchell & Holt’s house on Monday.”

Docketed “Great defects in the materials of Walker & Co.’s engine. Mismanagement of ditto. Read declines increasing the power of his engine. Wants the price of new nozzles.”

Docketed “Hibbert & Smethurst. William Brunton. Shallcross’ rotative shaft to be of the length proposed. Alterations of Chorlton Twist Co.’s engine not settled.”

On the same sheet: Table of experiments on Thomas Walker & Co.’s engine at Chester. Apr. 1801. 
Docketed “Experiments upon the Chester Lead engine. Plate Glass Co. have increased the size of their engines. Mitchell & Holt’s engine is started. Ridgeway’s arrived.”

32. Letter. William Creighton (Manchester) to Boulton Watt & Co. [Soho]. 2 May 1801. 
Docketed “Remittance of interest – Barrow Lees. Ditto of balance, Rigby & Chadwick. Varley may go to Caton. Pollard’s to be begun upon in a week.”

33. Letter. William Creighton (Manchester) to Boulton Watt & Co. (Soho). 4 May 1801. 
Docketed “Going to Caton. Hodgson & Co.’s urgent application to Ewart for assistance at their boiler.”

34. Letter. William Creighton (Preston) to Boulton Watt & Co. (Soho). 12 May 1801. 
Docketed “Has been at Caton and rectified the engine and set the boiler. Sentiments of John White. Leeming has paid the balance due. Expects to get account settled with interest. Will call at Ridgeway’s.”

35. Letter. William Creighton (Manchester) to Boulton Watt & Co. [Soho]. 16 May 1801. 


37. Letter. William Creighton (Manchester) to Boulton Watt & Co. [Soho]. 24 May 1801. 
Docketed “Receipt £66 from Charles Lees & Co. who refuse to pay interest. Simpson & Co. pay £4.15. Dixon & Co. have not decided about size and situation. Knows little of Hesketh & Scofield. J. Bury absent. His engine to be erected in Manchester. Alteration of Chorlton Twist to be done by Varley and Brunton. Brunton nearly done at Hibbert & Smethurst.”

38. Letter. William Creighton (Glasgow) to Boulton Watt & Co. (Soho). 30 May 1801. 
Docketed “Arrival there. Pearson sent to Catrine. Varley to assist at Monack’s. Defects in fitting of Baker’s engine. Clarke & Co. are ready for their engine.”

Docketed “Mr. Lawson recovering apace and intends going to Edinburgh. Mushet enquires about his beam. G. Grieve to go to Cunninghame. Account of pipes at Omoa. Engine house there begun. Is going to Saltcoats and Catrine. Pearson supposed to be capable of that job. J. Varley at Monack’s. Corporation of Bakers about to begin.”

Docketed “Cunninghame waits the arrival of his engine. Orders 3 boxes cement for him. Bad casting sent to Catrine. Devon Iron Works want to consult about a new engine. Monack’s to be done in a week.”

Docketed “Return to Manchester. Proposes to visit customers in the neighbourhood. Wants statement of accounts.”

42. Letter. William Creighton (Manchester) to Boulton Watt & Co. [Soho]. 30 Aug. 1801. 
Docketed “With remittance for Pollard’s account. Result of his delivering applications to others.”

Docketed “Remittance on account of Marsden & Nield. Others expected. Chorlton Twist Co. desirous of disposing of their old cylinder.”


b. Memorandum about Mitchell & Holt’s account. In James Pearson’s hand.


48. Note. Abraham Storey (Soho Foundry) to James Watt Jr. [Soho]. 28 Oct. 1801. Re. the casting of Murray’s rotative shafts. [Referring to the shafts mentioned in Creighton’s letter of 21 Oct. above.]

49. Letter. William Creighton (Bath) to Boulton Watt & Co. (Soho). 19 Dec. 1801. Docketed “Expects Williams’ engine to be started in a day or two. Difficulties which retarded its completion.”


52. Memorandum. Engines and Extra Articles ordered at Manchester. 8 Mar. 1802.


54. Letter. William Creighton (Manchester) to Boulton Watt & Co. (Soho). 2 Apr. 1802. Docketed “The sundry drawings committed to his care have been delivered. Explanations relative to W. Wright’s account of time. Delay caused by the accident of Murray’s connecting rod not so essential as we apprehended. Shallcross will consider further the propriety of having a new engine. Messrs. Murray undecided about keeping their second boiler. Mistake about valves supposed not to have been sent with Messrs. Marriott & Robinson’s engine. The box containing them No. 7 not received.”

Docketed “Intends Pearson to erect Vickers & Tedstill’s engine. Wright going to Bolton at the beginning of the week. G. McMurdo to repair Taylor & Weston’s engine. Bury’s engine set to work without waiting for the pump or top of plug rod. Defects in Marriott & Robinson’s piston rod. A hand wanted for Hesketh & Scofield. Shallcross’s boiler burnt out. ½ box cement wanted for Marriott Robinson’s engine – to go with the taps.”

Docketed “Has been to Hull to see Howard & Houghton’s engine which Mr. Lodge has purchased. Someone will be wanted to erect it. Mr. Rawstorne not likely to want an engine. Reflections on perpendicular steam pipes. Wants account of Thomson’s time at Mr. Runcorn’s engine.”


On the same sheet:
Docketed “Remittance and receipt from sundries. Observations on Mr. Shallcross’ connecting rod and means of preventing future fractures. Defects in slide valve of Messrs. Vickers & Tedstill’s engine. Mr. Whithworth not known. Enquiry of Messrs. Ashton as to the time when their engine will be forwarded. Alledged promise of Mr. J. Watt Jr. to have it before the stipulated time. Order of Messrs. Marriott & Robinson for a second boiler and apparatus.”

Docketed “Confirms his former report of the valves in Vickers & Co.’s engine. Drawings wanted for Cheetham, McConnel & Co. and Hope. Marriott & Robinson want to know how soon they can have a 6 horse engine.”

Docketed “Boiler for McCandlish finished. Fracture of air pump gudgeon at Murrays’ and Daintry & Royle’s. Fire at Shallcross’s. Fire at Pollards. Murray’s forcing pipes. W. Peters wishes to have his grate sent off. Wants sketches for McConnel’s pipes to be returned. Samuel Marsland wants our opinion upon fireproof floors. Hope’s tenants responsible.”


Docketed “On letters respecting John Pearson forwarded to Mr. Lawson. Thinks Pearson will engage on the terms proposed. W. Wright only partially satisfied with the present made to him.”

64. Letter. William Creighton (Glasgow) to Boulton Watt & Co. (Soho). 11 Nov. 1802.
Docketed “Plan of Mr. Houldsworth’s engine not definitively settled. Desire to have it well executed throughout. Thomson and Newman arrived. Monteith is in want of his pillar – will get it cast if not sent. Proposes Anderton’s engine for the Perth Co. Thinks of going on to Aberdeen. Potter has started the engine at Hornby Castle. Thinks he should be re-engaged.”

Docketed “Drawings for Aberdeen engines and Messrs. Stirling’s received. Plan for the latter will be settled by Mr. Lawson at his return. Refutation of sundry information communicated in Mr. Lawson’s last letter. Will consult with him about the means of rectifying Laird’s engine. Plan of Houstoun’s engine delayed on account of doubt upon the sketch made by Mr. Lawson. Plan of Mr. White’s 6 horse engine not yet digested. Expectation of an order for a 30 horse from Messrs. Stuart & Dunlop. Proposes to arrange the time for his departure for Aberdeen at Mr. Lawson’s return.”


68. Letter. William Creighton (Glasgow) to Boulton Watt & Co. (Soho). 25 Feb. 1803. Docketed "Sword Heywood & Co. wish to have boiler and grate. Defects in Dunlop's large spur wheel.”

69. Letter. William Creighton (Glasgow) to Boulton Watt & Co. (Soho). 16 Apr. 1803. Docketed ‘Mr. Menzie's' order suspended for the present till he has tried an addition making to the reservoir. Mr. White disappointed by the time asked for the completion of his engine. Bury to have it. Mr. Gibbs' determination unknown. Materials of Sword Heywood & Co.'s engine arrived in part. Beam for ditto or Mr. Wilson's engine. Approves of the proposed extension of the shafts across the house but the plan cannot be adopted in Mr. Houstoun's case. Has no knowledge of the alleged inaccuracies in the length of Messrs. Forbes Low & Co.'s materials. Disagreement in the measurement marked in the drawings and the materials themselves. Instance of it in Mr. Dunlop's case. Enquiry of one of Mr. Dunlop's partners to the shortest time in which an engine of 8 etc. horses power can be forwarded.”

70. Letter. William Creighton (Glasgow) to Boulton Watt & Co. [Soho]. 27 Apr. 1803. The docket is on a separate wrapper. On the same sheet:
Letter. Gregory Watt (Glasgow) to Boulton Watt & Co. [Soho]. 29 Apr. 1803. Docketed ‘Confirmation of Mr. Gibbs' order. Mr. McGeorge's excuses for procrastinating the payment of our account and Cavils [?]. Remittance on account of Mr. Pollock. The plan etc. of Mr. Gibbs' premises which accompanied this was delivered to Mr. Southern. Mr. G. Watt's information of the failure of the Calder Co. and observations on the bad condition of the engines at Glasgow.”

71. Letter. William Creighton (Glasgow) to Boulton Watt & Co. (Soho). 7 May 1803. Docketed “The mistakes in Dunlop's engine repeated in that of Heywood & Co.'s. Alteration in the plans of Houldsworth's engine. Boiler preparing for them will not suit their new arrangements. Expects they have countermanded the order for it. Will send the definitive plan for Houldsworth's and Houstoun's engines shortly. Enquiries of Mr. Dunlop and Mr. Edington about prices of engines. Mr. White in want of the drawings of his engine. Offer of services from a young man – opinion of his merits. Difficulty in clearing away the foundations of Sword & Co.'s engine.”

72. Letter. William Creighton (Glasgow) to Boulton Watt & Co. [Soho]. 13 May 1803. Docketed “McGeorge's account and explanations. Mr. Houldsworth's plans undetermined.”


74. Letter. William Creighton (Glasgow) to Boulton Watt & Co. (Soho). 30 May 1803. Docketed “McGeorge has written to him with the same futile complaints as to us. Says the engine worked well when he saw it, and no complaints were made. Henry Vivian to call there on his way to Perth. Thinks he ordered a boiler in a former letter for Messrs. J. & J. Wilson. Wishes it to be proceeded with immediately. Drawings for White and Gibb received. Is preparing the sketch for Messrs. Houldsworth.”
75. Letter. William Creighton (Glasgow) to Boulton Watt & Co. (Soho). 3 Jun. 1803.  
Docketed “Order for an 8 horse engine for a partner of Mr. James Dunlop, say for the  
Springfield Dye Company.”

On the same sheet:  
Docketed “Remits McGeorge’s note for £361.4.1. Account of settlement with him. Has  
agreed to leave his claim of deductions for articles not furnished to a reference. Defects  
noticed by Vivian and repaired by him. Deficiency of cold water. State in which Creighton saw  
the engine working. McGeorge renews his complaints of Henry Vivian.”

Docketed “Monteith’s account and returned bill. McGeorge will make out a statement of his  
grievances. Some of the principal defects of his engine. White’s and Gibb’s engines to be  
adecording to the drawings. Springfield Dye house order to be considered positive.”

Docketed “Remittance from Monteith and his refusal to allow for the expenses of the protest.  
White’s death – intention of the executors to countermand the order. Enquiry what  
considerations will be [?] by us. Springfield Dyework Co. determine upon a 6 horse in  
preference to the 8 horse ordered. Query if they can have White’s turn. Advance to James  
Brunton, suppose him to be come at our request. R. Montgomery offers his services. Varley  
gone to Ireland.”

Docketed “Vivian succeeded in repairing Forbes & Co.’s engine. Nearly finished with the  
Perth one. Promise of payment from Sword & Co. Supposes McGeorge will call at Soho.  
Progress at Stirling’s and Wilson’s. Thomson and Newman continue to overdraw their  
accounts. The former married. Character of James Brunton. Springfield dyehouse expect  
their order to date from June. Despair of completing Houldsworth’s plans. Mr. Edington  
forming a considerable establishment at Glasgow.”

Docketed “Cannot obtain a remittance or promise of one from Messrs. Swords. Difficulties  
experienced by Vivian in regard to the eccentric circle. Perth Foundry engine and repetition  
of the derangement of Messrs. Forbes & Co.’s engine.”

Docketed “Ransom & Ellerby allege that the balance claimed by us was given up by Mr.  
Lawson. Heaton Colliery advance him £15 and promise a bill for the remainder. Are likely to  
want another engine. Sheriff Hill to pay Dudgeon. Receipts from James Hind & James, W.  
Chapman & Co. and Leadhills. Hawkes & Co. broke their connecting rod. No check straps to  
their working gear. Mr. Barker not determined about the new engine. Wanlockhead engine  
house built. George Taylor’s time at Kenton and at Hawkes & Co.”

Docketed “Receipt of £30 as compensation from White’s executors. Wilson’s engine at work  
and performs to satisfaction. The erection of Stirling’s begun and will be completed in a  
month. Mistakes in materials. Springfield situation not settled. Will get the Calder account  
settled.”

Docketed “Statement of Mushet’s account. Observations on sundry items of it. Information of  
the fracture of Forbes Low & Co.’s connecting rod. Cunningham’s account unsettled.  
Receipt from Laird & Co.”
84. Letter. William Creighton (Glasgow) to Boulton Watt & Co. (Soho). 11 Nov. 1803. Docketed “Forbes Low & Co.’s rod has done better since the second mending. Vivian has been over there. He is at liberty to return to Soho. Considerations upon some of the charges to the Calder Iron Co.”


88. Letter. William Creighton (Glasgow) to Boulton Watt & Co. (Soho). 6 Jan. 1804. Docketed “Remits bills on London in payment of Swords’ note. Thinks he may return home after his journey to Aberdeen. Thompson to erect Mr. Houstoun’s engine and some other hand to be sent to Mr. Gibbs.”


92. Letter. William Creighton (Glasgow) to Boulton Watt & Co. (Soho). 10 May 1804. Docketed “Settlement of Stirling’s account and remittance of £70. Receipt from James Dunlop & Co. Payment to the Calder Iron Co. Order for a 45 horse engine from H. Houldsworth & Co. Ditto for a 14 horse from W. Hussey & Co. Mr. Gibbs’ engine made a good job of and started well. Refers to sketch of improvements on little engines. Wants estimate of an 8 horse. Forbes Low & Co. have put up their connecting rod and find the engine works better than ever. Query as to the necessity of his journey to Aberdeen. Mr. W. Douglas declines ordering the six horse engine and has got a second hand one.”
Docketed “Visit to Forbes Low & Co. Their engine doing well and has settled their account giving up £10. Brown Chalmers & Co.’s beam a little atwist. Receipt from Sandeman & Co. Halbeath’s injection very hot – want estimate of new air pump and rod. Thompson to go to Haig’s in a few days. Omoa and Calder working tolerably. Houstoun not quite finished. Gibbs will pay in a few days. Observations on Houldsworth’s drawings. Size of cold water pump to be altered. Drawing to be returned. Hussey & Co. will have 5 foot and 2 foot connecting wheels. Present occupation of Thompson. To be sent to Haig’s and Geddes, to put in cold water pump at Mr. Houstoun’s and then erect Mr. Miller’s 6 horse. Enquires about articles ordered for Messrs. Stirling’s. Thinks he can leave Glasgow and return home.”

Docketed “Leadhills want a new cylinder immediately. Remits Gibbs’ account. Hussey – some arrangement about the list of materials. Thompson gone to Haig’s and is thence to go to Perth. Creighton sets off in 2 days.”

Docketed “Mr. Philp of Dolls orders a boiler. Bad conditions of Haig’s and Geddes’ engines. Further dimensions of Leadhills’ cylinder. Defects in the fitting of Jackson’s engine at Carlisle. Desire to have a ball syphon. Bolts etc. for crank plummer blocks.”

Docketed “Estimate of a single engine wanted by Wright of Hornby Castle. Orders for pair of sun and planet wheels for Watson & Co. Proposes to visit Mr. Lodge’s engine. Observations on Mr. Houldsworth’s engine and defects of the eccentric circle.”

Docketed “Cox’s engine and Henry Vivian. Douglas resolves upon coming to Soho. Particulars of Lord Middleton’s present engine at Wollaton and of the new one which he is likely to want. Will return by Derby.”

Docketed “Remittance from Gould Williamson & Co.”

Docketed “Liverpool Dock Co. will remit soon. State of their engine. Mr. Molson’s goods to sail on Sunday. Another vessel for Quebec 1 Jul. Particulars of estimate of gas apparatus wanted by Birley & Hornby. Death of Mr. Henry. Steam boats on the Mersey. Fulton’s specification in the hands of Mr. Dyer. Engines making at Eagle Foundry and Manchester.”

Docketed “Plan for increasing the openings of slide valves in the James Watt.” Marked “This scheme will not do. W. B. [William Bennett].”
Peter Ewart had a long association with Boulton & Watt and Boulton Watt & Co. In the 1790s he acted as an agent and engineer for them in Manchester, in much the same way that John Rennie did in London. Ewart later pursued several business ventures in Manchester and Liverpool, mainly in textiles, for which he purchased several engines. He also continued to act as an unofficial agent, liaising with customers on Boulton Watt & Co.’s behalf and passing information to Soho about the state of various firms in the North West. He also had a keen interest in steam boats.

2. Letter. Peter Ewart (Apedale) to John Southern [Soho]. 24 Nov. 1790. 
   Docketed “Bolton.”
   Docketed “About his engagement with Baker & Co.”
8. Letter. Peter Ewart (Raikes) to James Watt (Heathfield). 5 Mar. 1791.
   Docketed “Bolton le Moors.”
    On the same sheet: 
    Sketches. Elevations of Samuel Oldknow’s premises. 
    Docketed “Oldknow.”
12. Letter. Peter Ewart (Raikes) to John Southern [Soho]. 5 Apr. 1791.
13. Letter. Peter Ewart (Raikes) to John Southern (Soho). 12 May 1791. 
    Docketed “Baker & Co.”
    Docketed as 19 May.
   Mis-dated as 1790 by Ewart.
   Docketed “Oldknow’s well and suction piece. Baker & Co.’s engine put in order.”

16. Letter. Peter Ewart (Stockport) to Charles Pordern (Soho). 4 Jul. 1791.
   Docketed “E. Shaw. Atherton’s boiler.”

17. Letter. Peter Ewart (Stockport) to James Watt (Soho). 12 Aug. 1791.

18. Letter. Peter Ewart (Stockport) to John Southern (Soho). 12 Aug. 1791.
   On the same sheet:
   Sketch. Carding floor of Peter Atherton’s mill.
   Docketed “ABCH. P. M. Oldknow.”

19. Letter. Peter Ewart (Stockport) to James Watt (Heathfield). 28 Sep. 1791.


   On the same sheet:
   Sketch. Mr. Illingworth’s engine house.

   Docketed “Simpsons 2.”

   Docketed “Seedhouse. Shaw.”

24. Letter. Peter Ewart (Manchester) to John Southern (Soho). 2 Nov. 1791.
   Docketed “Simpsons. Atherton.”

25. Letter. Peter Ewart (Manchester) to John Southern (Soho). 11 Nov. 1791.
   Docketed “Simpson. Atherton. Shaw.”

26. Letter. Peter Ewart (Manchester) to John Southern (Soho). 15 Nov. 1791.

27. Letter. Peter Ewart (Manchester) to John Southern (Soho). 5 Dec. 1791.
   On the same sheet:
   Sketches. Peter Atherton’s boiler house.
   Docketed “Sundry engines. Boiler house ABCH.”

   Docketed “Salvin.”

   On the same sheet:
   Sketch. Plan of Simpson’s engine.
   Docketed “Simpson’s sketch.”

   Docketed “Benjamin Firth sent to Liverpool.”

   Docketed “Douglas (Holt).”

   Docketed “About his engaging with Mr. Oldknow.”
33. Letter. Peter Ewart (Manchester) to John Southern (Soho). 31 Jan. 1792. 
Docketed “Sundries.”

34. Letter. Peter Ewart (Manchester) to John Southern (Soho). 25 Mar. 1792. 
Docketed “Atherton. Shaw set on. Hunt etc.”

35. Letter. Peter Ewart (Manchester) to John Southern (Soho). 30 Apr. 1792. 
On the same sheet: Sketch. Mr. Hunt’s engine house. 

36. Letter. Peter Ewart (Stockport) to John Southern [Soho]. 23 May 1792. 
Marked “Repd. 26th. J. S.” 
Docketed “Illingworth. Hunt.”

Marked “Repd. 29 June J. S.” On the same sheet: 
Sketches. Plans of Illingworth’s and Holt’s engines and Barrow & Lees’ boilers.

Marked “Repd. 29 June J. S.”

On the same sheet: Sketch. Plan of Mr. Lodge’s cotton and fulling mill. 
Docketed “Lodge.”

40. Memorandum. Calculations for Mr. Lodge by Mr. Southern. — Jul. 1792. 
In John Southern’s hand.

41. Draft of memorandum. Re. the terms on which Boulton & Watt settled Ewart in 
Manchester. Not dated. 
In Matthew Boulton’s hand.

42. Letter. Peter Ewart (Manchester) to John Southern (Soho). 3 Jul. 1792. 
Marked “Rd. 5 July J. S.”

43. Letter. Peter Ewart (Stockport) to John Southern [Soho]. 16 Jul. 1792.

44. Letter. Peter Ewart (Manchester) to Boulton & Watt (Soho). 4 Aug. 1792.

45. Letter. Peter Ewart (Manchester) to John Southern (Soho). 4 Aug. 1792. 
On the same sheet: 
Sketches. Plans of Markland Cookson & Co. and Wormald Fountain & Gott’s engines. 
Docketed “Markland Cookson & Co. Wormald Fountain & Gott.”


47. Letter (press copy). Boulton & Watt (Birmingham) to Edmund Lodge (Oakenrod). 
14 Aug. 1792. 3 sheets. 
In James Watt’s hand.


49. Letter. Peter Ewart (Manchester) to James Watt (Heathfield). 18 Aug. 1792. 
Re-directed to Watt at 6 Green Lettice Lane.

50. Letter. Peter Ewart (Edinburgh) to John Southern [Soho]. 9 Sep. 1792.
   On the same sheet:
   Sketch. Plan of Markland Cookson & Fawcet’s mill and engine house.

52. Letter. Peter Ewart (Stockport) to Boulton & Watt [Soho]. 29 Jan. 1793.

53. Letter. Peter Ewart (Stockport) to James Watt [?] [Soho]. 21 Apr. 1793.
   Docketed “Illingworth’s stopping.”


56. Letter. Ewart & Rutson (Liverpool) to Boulton & Watt (Soho). 1 Aug. 1795.
   Docketed “About the freight of our engine for St. Domingo.”

   Docketed “About his return.”


   Docketed “About the stacks for the furnaces.”

60. Letter. Peter Ewart (Manchester) to James Watt Jr. (Soho). 20 Nov. 1795.
   Docketed “About his return.”

61. Letter. Peter Ewart (Manchester) to ? [Soho]. 19 Feb. 1796. [Incomplete].
   [Includes sketches of proposed piston for blowing cylinder, catch for holding boring rod wheel in gear, queries about progress at Soho Foundry. Found among Miscellaneous Drawings.]

62. Letter. Peter Ewart (Manchester) to John Southern (Soho). 31 May 1796.
   Docketed “On the dilemma at Whateley’s.”

   Mis-dated as 1795 by Ewart. Docketed “Advances at the Foundry.”

64. Letter. Peter Ewart (Manchester) to James Watt Jr. (Soho). 26 Jan. 1797.
   Docketed “Journey to Belfast. Boring mill.”


   On the same sheet:
   Account. James Watt & Co. – their account current with Ewart & Rutson.
   Docketed “Advice respecting transactions with Kirkman. J. Watt & Co.’s account.”

   Re-directed to Watt Jr. at Soho.
   Docketed “Respecting Mr. Chell.”

   Docketed “Account of his visits to the iron works near Wigan in 1791 and 1794, with reflections on the situation etc.”
69. Letter. Peter Ewart (Quarry Bank) to James Watt Jr. (Soho). 19 Nov. 1801.
Docketed “Wants price of a 30 horse engine for a friend of Peter Marsland. Is upon the lookout for a servant for James Watt Jr. Effects of peace upon trade at Birmingham and Manchester.”

70. Letter. Peter Ewart (Manchester) to James Watt Jr. (Soho). 25 Nov. 1801.
Docketed “The time we ask too long for Mr. Marsland’s friend. Mr. Marsland likely to want an engine also. Gives us latitude as to size. Proposes going to Scotland.”

Mis-dated by Ewart as 8 Dec. 
Docketed “Has received ours with Shaw’s bond. Ignorant of Shaw’s affairs and of the original transaction. Conversation with T. Walker respecting his debt to James Watt Jr. Good account of Lawson and his friends at Edinburgh.”

Docketed “Treaty with Collier for the sale of Shaw’s bond. Order for a 30 horse engine. Proposes a visit to Soho.”

73. Letter. Peter Ewart (Manchester) to James Watt Jr. (Soho). 5 Mar. 1802.
Docketed as 4 Mar: “Intends postponing his visit for a week or ten days and then coming with Lee and William Henry.”

Docketed “Intends being here on Thursday. Thinks the paper offered by Ridgeway good and that we should accept of it. Collier does not expect to be able to purchase Shaw’s bond before Midsummer.”

Docketed “Remits £25 from Shaw’s executors. Encloses bills on Collier & Son for acceptance. Wants his drawings.”

76. Letter. Peter Ewart (Manchester) to M. R. Boulton (Soho). 7 Jun. 1802.
Docketed “Doubtful character of Chorley & Co. Advises further enquiries to be made.”

77. Letter. Peter Ewart (Manchester) to John Southern (Soho). 6 Aug. 1802.

78. Letter. Peter Ewart (Manchester) to Boulton & Watt (Soho). 1 Feb. 1803.
Docketed “Gavin McMurdo indisposed. Further assistance wanted at Manchester. Scarth Marshall & Co. have borrowed a box of cement. Request to have it replaced and five additional ones sent. Intent making their mill fireproof and wish to dispose of the coks of their fire extinguishing apparatus.”

Docketed “Delegated by the Manchester Committee to order 500 stand of arms – wants patterns and prices.”

Docketed “Has not heard from Mr. Lodge relative to his appointment of an arbitrator.”

Docketed “Remits bill for £60 from Shaw’s assignees. Has not heard from Lodge since his recommendation of Mr. Gott. Remarks upon the Edinburgh Review etc. etc.”

82. Letter. Peter Ewart (Manchester) to James Watt Jr. (13 London St.). 5 Jun. 1809.
Docketed “Congratulations on our success in opposing the Gas Light Bill. Supposes Peter Marsland to be tampering with Gavin McMurdo. Thompson about to apply for a patent for improvements in printing.”
*Docketed “Gavin McMurdo dissatisfied with his situation etc. Wants estimate of a gas apparatus. Boastings of the Gas Light Co. Illness of one of his sons. Correspondence with Mr. Playfair.”*

*On the same sheet:*
  Transcript of extract of letter. Peter Ewart to James Watt Jr. 18 Feb. 1810.  
*Docketed “Will take the 10 horse engine if he can have it to be at work in March. Has applied to Mr. Rennie to let him have his turn. Directions about sundry points of the materials.”*

*Docketed “Has been in expectation of hearing from Mr. Rennie relative to the 10 horse engine.”*

86. Letter. Peter Ewart (Manchester) to James Watt Jr. (Soho). 2 Apr. 1810.  
*Docketed “Mr. Rennie agrees to give up his turn for the 10 horse engine. Gas Light Bill. Orders a set of springs for a counting house machine.”*

*Docketed “Sketch of steam pipe [within the text]. Hole to be bored in the end of the fly shaft. Urges expedition, and a caution to be given to the carriers to deliver without delay.”*

*Docketed “Alters the position of the boiler of his 10 horse engine. Orders boiler apparatus. No cold water pump.”*

89. Letter. Peter Ewart (Manchester) to James Watt Jr. (Soho). 19 Apr. 1810.  
*Docketed “Relative to boiler steam pipes. Outer end of shaft. Are any plumber blocks and brasses sent for it.”*

90. Letter. Peter Ewart (Manchester) to James Watt Jr. (Soho). 29 May 1810.  
*Docketed “Satisfied with the performance of the 10 horse engine. Has paid Gavin £4. Enquiry if we will undertake to make copper rollers for the Calico printers.”*

*Docketed “Introductory of John Howorth and Isaac Bradshaw as workmen. Terms mentioned to them. NB – these men went back after having been here about a month.”*

*Docketed “Introducing William Kinnear as a workman. Terms proposed to him.”*

*Docketed “Further particulars of the men he recommended. Has sent another of the name of Affleck. Has several more applications.”*

*Docketed “Enquires if we should object to a workman who had served his apprenticeship with Murray & Co.”*

*Docketed “The young man from Leeds has found employment. Howorth and Bradshaw’s wives enquire if any money has been left for them. Favourable report of Goodier and Fowden’s responsibility.”*

96. Letter. Peter Ewart (Manchester) to Boulton Watt & Co. (Soho). 30 Apr. 1811.  
*Docketed “Brought by Thomas Wolden whom he recommends as a workman.”*

*Docketed “Another filer has offered himself. Enquires about D’Alembert’s Dynamique.”*
Docketed “Howarth and Bradshaw wish to return.”

Letter. Peter Ewart (Manchester) to Boulton Watt & Co. (Soho). 12 Nov. 1812. 
Docketed “Has delivered our account to Shaw’s executors and will write again about them. Orders two dozen copper medals of Lord Wellington.”

Letter. Peter Ewart (Manchester) to Boulton Watt & Co. (Soho). 17 Nov. 1812. 
Docketed “Amended order for the Wellington medals.”

Letter. Peter Ewart (Manchester) to James Watt Jr. (Soho). 18 Nov. 1815. 
Docketed “Introducing the Messrs. Johnstone.”

Docketed “Whitworth asks such an extravagant price for the sale or lease of his premises that he had declined looking at them. Extent of land and ground rent. Can procure a loan of Fulton’s specification of steam boats.”

Docketed “Price asked by Whitworth for his Foundry without the engine and boring mill.”

Letter. Peter Ewart (Manchester) to James Watt Jr. [Soho]. 30 Apr. 1817. 
Docketed “Sum asked by Whitworth for his Foundry. Valuation of ditto by him and Mr. Kennedy. Present low cost of castings and engines at Manchester. Mr. Dyer lends us Fulton’s specification. Returns Mr. Creighton’s memorandum on steam boats with remarks.”

Letter. Peter Ewart (Manchester) to William Creighton [Soho]. 30 Apr. 1817. 2 sheets. Not docketed. [About Fulton’s specification, experiments on steam boats etc.]

Docketed “Shaw’s executor offers to pay off the debt to Boulton & Watt with interest to midsummer. Refers to Whitworth’s proposals and Fulton’s specification. Bad state of trade and reflection upon it. His family at the sea coast, himself at the mill.”

Letter. Peter Ewart (Manchester) to James Watt Jr. (13 London St.). 5 Sep. 1817. 
Docketed “Wishes to have particulars of the Caledonia steam boat. Mr. Dyer has no objection to our copying Fulton’s specification. Shaw’s executor wants a general statement of the whole of our account. New foundry built by Radfords & Co. Gavin McMurdo dissatisfied. John Kennedy better. Mrs. Southern and daughters on a visit to him.”

Letter. Peter Ewart (Manchester) to Boulton Watt & Co. [Soho]. 23 Sep. 1817. 
Docketed “Wood not returned, but supposed to have nearly finished at Barnsley. William Wright has taken his place for London.”

Account. The Executors of the late Edward Shaw debtors to Boulton & Watt. 
Docketed “Encloses bill for £76.1.5 being for a final settlement with the executors of Edward Shaw. Statement of account including note of expenses for J. Watt. Has delivered the bond to Shaw’s executors. Wishes to have a drawing of the Eidograph.”

Letter. John Shawcross for Peter Ewart & Co. (Manchester) to Boulton & Watt [Soho]. 
26 Oct. 1821. 
Docketed “Wish notices of stolen notes to be distributed.”
112. Memorandum. Peter Ewart, Manchester – orders slide valve nozzles, altered to be new valves. 

113. Letter. Peter Ewart (Manchester) to William Creighton [?] [Soho]. 29 Apr. 1822. 
Docketed “Valve items will do.”

Docketed “Proposes being here on Wednesday to settle about his little engine.”

115. Memorandum. Mr. Ewart at Soho. 29 Apr. 1824. 
In William Creighton’s hand. 
Docketed “Decides on 14 horse boat engine. Several particulars detailed. Will send length of shaft.”

Docketed “Will take a 20 horse boat engine in lieu of a 14 horse. Introduces Mr. Brodier of the house of Haldimand & Sons who wishes to have a 14 horse for the Lake of Neufchatel.”

Docketed “Proposes a 2nd engine 20 horse. Also 2 more 20 horse engines connected.”

Docketed “Apologises for Brown Aspinall & Co. Has entered into partnership with Charles Mackintosh & Co. and orders a 20 horse engine for that firm at Manchester. Wants another 20 horse for himself. Mr. Mylne at Manchester on his return from the North. Has sold his pig iron in London at £9 per ton.”

Docketed “Plan of engine house for Charles Mackintosh & Co.” The sketch plan is on the same sheet.

120. Letter. Peter Ewart (Manchester) to William Creighton [?] [Soho]. 8 Jan. 1825. 
Docketed “Thinks shafts too short. Enquires size of boiler.”

121. Letter. Peter Ewart (Manchester) to William Creighton (Soho). 11 Jan. 1825. 
Docketed “Alteration in the plans for Charles Mackintosh & Co. Sends a sketch plan.” The sketch is on the same sheet.

Docketed “Charles Mackintosh & Co. want more fly. Sends a corrected plan. Boiler 30 horse section 20 feet long.”

Docketed “Wants places of bolt holes. No fire apparatus required. Proposes a boat boiler for his 20 horse engine. H. H. Birley wants a small engine 3 to 6 horse power.”

In William Creighton’s hand. 
Docketed “Charles Mackintosh & Co. – various particulars of engine etc. Peter Ewart’s 20 horse engine and 30 horse boiler.”

Docketed “Wants his boiler 20.0 feet long instead of 15.”

Docketed “Sketch of fly wheel centre. Steam pipe for engines only. 2 or 2½ inch cold water pump will do. Mr. Greg’s fly 1½ usual size.” The sketch is on the same sheet.
127. Letter. Peter Ewart (Manchester) to James Watt Jr. (?) [Soho]. 4 May 1825. Docketed “Charles Mackintosh & Co. have not got their buildings ready. Wants his 20 horse boiler, to erect in Whitsun week. Wishes his 20 horse engine to have a blowing valve from the condenser.”

128. Letter. Peter Ewart (Manchester) to William Creighton (?) [Soho]. 9 May 1825. Docketed “Boiler to be sent away. Charles Mackintosh to be sent.”


130. Letter. Peter Ewart (Manchester) to William Creighton (?) [Soho]. 24 Mar. 1826. Docketed “Another scheme for fastening Thetis’ columns to main beams.”

131. Transcript of extract of letter. Peter Ewart (Manchester) to James Watt Jr. [Soho]. 15 Jun. 1826. Docketed “Experiments to prove that bar iron is rendered brittle when worked under a red heat.”

132. Letter. Peter Ewart (Manchester) to Boulton Watt & Co. [Soho]. 3 Aug. 1826. Docketed “Encloses letter for Mr. Watt. Mr. Lee supposed to be in his last illness.”

133. Letter. Peter Ewart (Manchester) to William Creighton (?) [Soho]. 22 Apr. 1828. Docketed “Good credit of Mr. Bond.”

134. Transcript of extract of letter. Peter Ewart (Liverpool) to James Watt Jr. [Soho]. 25 Jan. 1829. Docketed “Has heard from his sons at Calcutta that Mr. Forbes has recovered his health and that the Mint is going on well. He complains of the sightness of Maudsley’s machinery. Laird’s land speculation at Liverpool. Mr. Hartley’s engine doing well. State of matters between the Manchester spinners and their masters.”

135. Letter. Peter Ewart (Manchester) to James Watt Jr. (Aston Hall). 14 Apr. 1829. Docketed “Death of Mr. James Kennedy. Mr. John Kennedy takes the management of his affairs. Considers the order for a 30 horse engine to have been annulled. His son Peter about to give us a call.”

136. Letter. Peter Ewart (Manchester) to Boulton & Watt (Soho). 5 May 1829. Docketed “Account of riots at Manchester.”

137. Letter. Peter Ewart (Manchester) to James Watt Jr. (Aston Hall). 28 Nov. 1829. Docketed “Journey thither with Mr. Macintosh and Mr. Tennant, and McConnel & Co.’s cylinder lid. Mr. McConnel got to work again and well satisfied. Advice about the bed of the sliding rest of the lathe preparing by Buckle. Will give a sketch of a planing machine.”

138. Letter. Peter Ewart (Manchester) to James Watt Jr. (Aston Hall). 27 Dec. 1829. Docketed “Marriage of his nephew to Miss Lee. Thinks straight edges should be made for Buckle’s new lathe. Is preparing sketches for a planing machine. Thinks some of the wheels at French Walls defective.”


140. Letter. Peter Ewart (Manchester) to James Watt Jr. [Aston Hall]. 19 Jan. 1830. Docketed “Thinks it will not be advisable to convert the new lathe into a planing machine. Wants dimensions of the casting for the bed of the lathe. Thinks it may serve with an addition.”
Docketed "Death of James Fairweather. Mr. Aston to get engine from Peel & Co. – 40 horse
for £1000. Fairbairn’s canal boat going on – not getting engine from Stephenson. Braithwaite
asks 6 months for an engine. Fairbairn intends making them himself."

142. Letter. Peter Ewart (Manchester) to James Watt Jr. [Aston Hall]. 1 Sep. 1830.
Docketed "Mr. Heddeswick has not got James Fairweather’s books of account, but has
written for them. Has delivered our message to Andrew Kerr. Mr. John Kennedy thinks we
should have a more experienced agent at Manchester."

143. Transcript of extract of letter. Peter Ewart (Manchester) to James Watt Jr. [Aston Hall].
30 Oct. 1830.
Docketed "Thinks Fairweather’s indicator worth £4. Has examined his drawings – a few to be
returned to Mr. Heddeswick, the rest belong to Boulton Watt & Co. Kerr has been employed
at Mr. McConnel’s and nowhere else."

144. Letter. Peter Ewart (Manchester) to James Watt Jr. (Aston Hall). 5 Nov. 1830.
Docketed "Opinion about the intended use of high pressure steam in the Navy steamers. Mr.
Gott ill. Will write for information about him. Has been confined to the house with a sore leg."

Sent with the original of the letter below.
Docketed "Denies a wish to interfere with our engines. States that Clarke told him the
alteration of the speed of his engine had our concurrence. Wishes Mr. Ewart to look over his
intended publication of experiments on the Forth & Clyde Canal."

146. Transcript of extract of letter. Peter Ewart (Manchester) to James Watt Jr. [Aston Hall].
20 Dec. 1830.
Docketed "Encloses letter from Mr. Fairbairn to him disavowing any intention of interfering
with Boulton Watt & Co.’s engines etc. Mr. Hugh Beaver pleased with our men’s late
services. Remarks on settlement with Messrs. McConnel & Co. Is sorting James
Fairweather’s papers."

Docketed "Andrew Kerr assents to the terms of agreement proposed in our letter of 22nd inst.
Has desired him to make out his account to Christmas, also to keep a book of memoranda
and occurrences. Has given him the drawings of Beaver’s 60 horse engine house to confer
with Clarke & Co. Has returned James Fairweather’s private papers to Mr. Heddeswick and
sends all the letters and drawings and memorandums relative to Boulton Watt & Co. by Henry
Daniels. Delivered at Soho by Daniels 3 Feb. 1831."

148. Transcript of extract of letter. Peter Ewart (Manchester) to James Watt Jr. [Aston Hall].
18 Aug. 1831.
Docketed "Mr. Thornton of the Stamp Office applies again about his scheme."

Enclosing (b) below.
Docketed "With information from Mr. Hartley respecting the use of hydraulic presses in oil
mills. The first applied in a mill near Liverpool. Mr. Bowman thinks they do not answer as
well for linseed as for other seeds. Those making for the Rennies are more powerful than
usual. Mr. David Harrison pleased with his visit to Soho and Mr. Beaver with his engine. Mr.
Finlay’s health continues good. His lawyers have commenced proceedings in the Court of
King’s Bench. Has taken his son Peter into partnership."

b. Transcript of extract of letter. Jesse Hartley (Liverpool) to Peter Ewart [Manchester]. 28
Apr. 1832.
Docketed “Suggestions for improving the punching etc. of boiler plates and of plates for chimneys and coal boxes.”

Sent with the original of the above letter.

Docketed “Estimates the power of two tilts, as proposed for French Walls, at 10 horses. Has brought his agreement with Sharp & Co. to a favourable conclusion. Prefers conical centres to gudgeons for tilts.”

153. Memorandum. Collapse of a roof at Ewart’s works. In William Creighton’s hand. The memorandum must date from before Feb. 1831, which is when Creighton died.

3/250 William Forman, 1791-1796, 1799, 1800 (25 items)

Docketed “With bill.”

Docketed “To London.”

Not dated — date taken from the docket. The docket is in James Watt’s hand. 
Docketed “To London.”

Mis-dated by Forman as 1791. Docketed “To London with accounts.”


Not dated — date taken from the docket. The outside of the letter is directed to James Watt.

Not dated — date taken from the docket. Docketed “Morehouse and Cassedy.”

On the same sheet: 
Transcript of letter. John Williams (Scorrier H.) to Boulton & Watt [Soho]. 19 Mar. 1794. 
Docketed “With letter from North Downs.”

Enclosing (b) below. Not dated — date taken from the docket. 
On the same sheet:
Note. John Southern [Soho] to James Watt Jr. 

Docketed “Mr. Forman – invoice to Chippindall.”

Docketed “Remarks on the prices of copying machines. Remittance from Dr. Ackland. Orders for copying machines, pneumatic apparatus etc.”
Enclosing (b) below. Docketed as 24 Jan. Docketed “Insurance at Gainsborough. Workmen from Liverpool. Oval brushes. Mr. Forth debtor for ink powders.”


Docketed “Prices of copying machines and auxiliary articles. Commission on them. Sponge papers to be sold to none but Boulton & Watt etc.”


Forman did not date this letter. The letter has later been incorrectly dated inside as 23 May 1793. Docketed “Casting of brass rolls. Sluggishness of bricklayers at Heathfield. Excellence of Lawson’s lacquer.”

Docketed “On the improvements going on in the copying machine business.”


Docketed “Specimens of copying paper from Mr. Cobb – the brown with a preparation in it.”

Docketed “Price of goods inadequate to the expense of getting them up. Copying machines.”

Docketed “Oil varnish does not answer for rolls. Bromley’s transactions. Various copying machines ordered or sent off.”


Not dated – date taken from the docket. Docketed “With invoice for Mr. Miller.”

Mis-docketed as 28 Dec. Docketed “Thomson’s recovery. Copying Co.’s trade.”

Docketed “Order from Hoofstetter and queries about ditto. Good measure of the Glasgow mahogany.”

Docketed “With bill of lading of goods for Commissioners of the Navy.”
John Hall was one of the first engine erectors employed by Boulton & Watt. The engines he worked on include the Wren’s Nest forge engine in Shropshire, engines for John Wilkinson at Ketley and Snetsill (Snedshill), and blowing engines in Yorkshire.


   Note about rolling lead and tin by “J. B.”


*The letter was re-directed to Birmingham.*


3/252 **Joseph Harrison, 1779, 1786, 1787 (4 items)**

Harrison was one of the first engineers employed by Boulton & Watt.

*Enclosing (b) below. Docketed as 9 Jan."
Docketed "Baron Waites."

b. Memorandum. List of Baron Waites' questions about the engine.
Docketed "Baron Waites from Berlin."


3/253 **Logan Henderson, 1776 (10 items)**

Logan Henderson was one of Boulton & Watt's earliest engine erectors, working for them between 1776 and 1783. He made extensive visits to Cornwall, London, Ireland, Scotland the North East and elsewhere, and he supervised matters at Soho when Boulton and Watt were absent.

1. Letter. Logan Henderson (41 Park Lane, Liverpool) to James Watt (care of Mr. Boulton, Soho). 17 Aug. 1776.
*Docketed as 19 Aug.
Marked on the back "Mr. Matthews at Broseley wants an engine to raise two 18 inch columns to 20 yards high."
*[The letter does not mention Matthews' enquiry, but is actually about Henderson's belief that Boulton & Watt engines will find a large market in West Indies sugar mills.]*

2. Letter. Logan Henderson (Deptford) to James Watt [Birmingham]. 11 Nov. 1776.

3. Letter. Logan Henderson (New Inn, Redruth) to Matthew Boulton (Birmingham).
2 Dec. 1776.

4. Letter. Logan Henderson (Redruth) to Zaccheus Walker (38 Snow Hill, Birmingham).
4 Dec. 1776. 2 sheets.

2 sheets.
*The docket is on a separate sheet.*

13 Dec. 1776.
*Letter continued on 14 Dec.*
7. Letter. Logan Henderson (Redruth) to Zaccheus Walker (38 Snow Hill, Birmingham).
15 Dec. 1776.
*Letter continued on 16 Dec.*

8. Letter. Logan Henderson (Redruth) to Zaccheus Walker (38 Snow Hill, Birmingham).
21 Dec. 1776.

23 Dec. 1776.

10. Letter. Logan Henderson (St. Columb) to Zaccheus Walker (38 Snow Hill, Birmingham).
30 Dec. 1776.

3/254  Logan Henderson, 1777  (19 items)

1. Letter. Logan Henderson (Liverpool) to Zaccheus Walker (38 Snow Hill, Birmingham).
27 Jan. 1777.
*Zaccheus Walker added a note to the letter before passing it to Matthew Boulton.*

2. Letter. Logan Henderson (Liverpool) to Zaccheus Walker (38 Snow Hill, Birmingham).
2 Feb. 1777.

3. Letter. Logan Henderson (Birmingham) to James Watt (at Mr. Taylor’s, Bedworth). 17 Mar. 1777.
*With a postscript in Boulton’s hand “Chorus Mrs. Watt, Mr. Henderson, Mr. Boulton Hallaluja Hallaluja Hallaluju, Huzza Huzza Huzza, Behemoth for ever. Let every thing that hath breath praise the Lord.” [Re Watt’s news of the starting of the Bedworth engine.]*

*Docketed as 20 Apr.*


*On the same sheet:

*Docketed “Simcox’s engine.”*

8. Letter. Logan Henderson (Rochester) to Matthew Boulton (care of Mr. Reid, King’s Head, Rochester). 20 May 1777.

*Not dated – date taken from the docket.*

*Docketed “Bedworth cross bar at top broken.”*

*On the same sheet:

*Docketed “About Chelsea engine.”*
Logan Henderson was one of Boulton & Watt’s earliest engine erectors, working for them between 1776 and 1783. He made extensive visits to Cornwall, London, Ireland, Scotland the North East and elsewhere, and he supervised matters at Soho when Boulton and Watt were absent.

   The half of the sheet containing the letter has been torn away and is wanting. The remaining half contains a note about Mr. Collock’s old engine, the address and docket.
   Docketed as being from Lawton Salt Works.
   Part of the letter is in Matthew Boulton’s hand.
   On the same sheet: 


29. Letter. Logan Henderson (St. Anthony’s) to James Watt (Redruth). 26 Sep. 1778.


34. Letter. Logan Henderson (Hull) to James Watt (Redruth). 2 Nov. 1778.

35. Letter. Logan Henderson (Hull) to James Keir (Soho). 3 Nov. 1778.


37. Letter. Logan Henderson (Hull) to James Keir (Soho). 26 Nov. 1778.

3/256  **Logan Henderson, 1779**  (34 items)

Docketed “Setting Hull engine going.”

Docketed “Mr. Chapman's agreement.”


Docketed as being from Malehurst.

The letter contains a pressed flower.

8. Letter. Logan Henderson (Pontesbury) to James Watt (Soho). 9 May 1779. 2 sheets.


Letter continued on 15 Jun.

Letter continued on 19 Jun.


Docketed as being from Malehurst.

Docketed as being from Malehurst.


29. Letter. Logan Henderson (Soho) to James Watt (Cornwall). 15 Nov. 1779.

30. Letter. Logan Henderson (Bromsgrove) to James Watt (Cornwall). 16 Nov. 1779.


34. Letter. Logan Henderson (Soho) to James Watt (care of Thomas Wilson, Chacewater). 30 Dec. 1779. Docketed "List of materials for St. Anthony’s small engines." The list is printed on the same sheet.

3/257 Logan Henderson, 1780 (69 items)


*Docketed “On his arrival.”*

12. Letter. Logan Henderson (Redruth) to James Watt (Soho). 1 Apr. 1780.  
*Docketed “Forking Wheal Chance.”*


15. Letter. Logan Henderson (Redruth) to James Watt [Soho]. 8 Apr. 1780.

16. Letter. Logan Henderson (Redruth) to James Watt (Soho). 17 Apr. 1780.

17. Letter. Logan Henderson (Redruth) to James Watt (Soho). 20 Apr. 1780.


19. Letter. Logan Henderson (Redruth) to James Watt (Soho). 1 May 1780.

20. Letter. Logan Henderson (Redruth) to James Watt (Soho). 4 May 1780.

*On the same sheet:*
Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 11 May 1780.

22. Letter. Logan Henderson (Redruth) to James Watt (Soho). 13 May 1780.

23. Letter. Logan Henderson (Redruth) to James Watt (Soho). 14 May 1780.


25. Letter. Logan Henderson (Redruth) to James Watt [Soho]. 19 May 1780.


27. Letter. Logan Henderson (Redruth) to James Watt (Soho). 27 May 1780.


*Docketed “Calculation for Poldice.”*


*Docketed as 8 Jun.*

*Docketed “Calculation of Poldice savings.”*

*Docketed “Mr. Arthur’s engine.”*
35. Letter. Zaccheus Walker (Birmingham) to James Watt (6 Green Lettice Lane).  
24 Jun. 1780.  
On the same sheet:  
Transcript of extract of letter. Logan Henderson (Redruth) to Zaccheus Walker [Birmingham].  
19 Jun. 1780.

36. Letter. Logan Henderson (Redruth) to James Watt (Soho).  1 Jul. 1780.  
On the same sheet:  
Table. Account of engines for Jun. 1780.  


Docketed “Order for Pool cylinder.”

42. Letter. Logan Henderson (Redruth) to James Watt (Soho). 19 Jul. 1780. 2 sheets.  
Docketed “Consumption of various engines.”

43. Letter. Logan Henderson (Redruth) to James Watt (Soho). 22 Jul. 1780.

44. Letter. Logan Henderson (Redruth) to James Watt (Soho). 24 Jul. 1780.

Docketed “Load of Pool engine.”

Docketed “Appointing Wheal Virgin meeting on 26th of August.”

47. Letter. Logan Henderson (Redruth) to James Watt (Soho). 3 Aug. 1780. 2 sheets.

Docketed “About Tresavean engine, principally.”

49. Letter. Logan Henderson (Redruth) to James Watt (Soho). 10 Aug. 1780.  
Docketed “Size of Pool boiler.”


With a postscript in Matthew Boulton’s hand.

52. Letter. Logan Henderson (Redruth) to James Watt (Soho). 28 Aug. 1780.  
Docketed “List of Wheal Virgin adventurers.”

53. Letter. Logan Henderson (Redruth) to James Watt (Birmingham). 4 Sep. 1780.

54. Letter. Logan Henderson (Redruth) to James Watt (Soho). 18 Sep. 1780.  
Docketed “Account of a cask of ore for Mr. Keir.”

55. Letter. Logan Henderson (Redruth) to James Watt (Soho). 28 Sep. 1780.


59. Letter. Logan Henderson (Redruth) to James Watt (Soho). 4 Nov. 1780. On the same sheet:
Letter. Matthew Boulton (Redruth) to James Watt (Soho). 4 Nov. 1780. Docketed “Sketch of monthly account for October.” Summarised (by Henry Hazleton) “Henderson gives the savings of various Cornish engines. Concerning Cornish affairs. Boulton gives amusing account of sores upon his b——m.”

60. Letter. Logan Henderson (Redruth) to James Watt [Soho]. 11 Nov. 1780.


64. Letter. Logan Henderson (Lower Cusgarne) to James Watt (Soho). 21 Dec. 1780.


68. Letter. Logan Henderson (Cusgarne) to James Watt (Soho). 28 Dec. 1780. This letter may actually have been written on 29 Dec., as it begins “In my letter of yesterday…,” which would seem to be a reference to the previous letter. It is docketed as 30 Dec.

DETAILED LISTING

REEL 215

3/258  Logan Henderson, 1781       (50 items)

1. Letter. Logan Henderson (Cusgarne) to James Watt (Soho).  1 Jan. 1781.

   Docketed “Mr. Williams’ order to send off Poldice goods.”

   Docketed “Receipt of £16.12.7 from Mr. Philips.”

   Docketed “About United Mines balance bob.”

   Docketed “List of beam screws made.”


   2 sheets.  Docketed “Arrival of Pool nozzles.  Scheme of a tilting forge.”


   Docketed “Order for Poldice pumps.”

    Docketed “About Poldice pumps.”


    Docketed “Observation on Wheal Virgin beam and propositions on bucket door pieces.”

    Docketed “About Mr. Wilkinson taking Poldice old brass and copper.”

    Docketed as 15 Feb.


34. Letter. Logan Henderson (Cusgarne) to James Watt (Soho). 22 Mar. 1781.
_Docketed “Order for the whole of Wheal Virgin pumps and caps.”_
_Not dated - docketed as Mar., but in his letter of 5 Apr. Henderson says he sent an undated letter on 2 Apr._
_Passed to Watt by Playfair._
41. Letter. Logan Henderson (Cusgarne) to James Watt (Soho). 9 Apr. 1781. 
_Docketed “Repair of Ting Tang.”_
42. Letter. Logan Henderson (Cusgarne) to James Watt (Soho). 12 Apr. 1781.
43. Letter. Logan Henderson (Cusgarne) to James Watt (Soho). 14 Apr. 1781.
_Enclosing (b) below._
Docketed “With copy of one to Mr. Boulton concerning Mr. Daniel and Wheal Virgin meeting.”

b. Letter (press copy). Logan Henderson (Cusgarne) to Matthew Boulton. 19 Apr. 1781. 3 sheets

45. Letter. Logan Henderson (Cusgarne) to James Watt (Soho). 23 Apr. 1781.


3/259 Logan Henderson, 1782-1785, 1788-1790 (32 items)


2. Letter. Logan Henderson (Soho) to James Watt (Cusgarne). 28 Feb. 1782.


11a. Letter. Logan Henderson (Doonane) to James Watt [Soho]. 27 Sep. 1782. Enclosing (b) and (c) below.

b, c. Two cuttings from the Leinster Journal. Re. the Commissioners of the Barrow Navigation wanting to receive proposals from contractors for keeping the locks and works in repair.


15. Letter. Logan Henderson (Doonane) to James Watt [Soho?]. 28 Nov. 1782.

   Not dated – date taken from the docket.

17. Letter. Logan Henderson (Doonane) to Boulton & Watt (Soho). 5 Feb. 1783.


   Docketed “Relinquishing his place.”


   Docketed “L. Henderson’s card to Mr. Pearson, with drawings.”

22. Letter. Logan Henderson (10 Winchester Row, Paddington) to James Watt (Birmingham).
   10 Nov. 1784.

   Docketed “Anonymous concerning Wasp.”

24a. Letter. Logan Henderson (care of Jeremy Bentham, 6 Old Buildings, Lincoln’s Inn) to
   Enclosing (b) & (c) below.


25. Letter. Logan Henderson (5 Charlotte Row, Paddington) to James Watt [Birmingham].
   15 Dec. 1788.


28. Letter. Logan Henderson (Charlotte Row, Paddington) to James Watt [Birmingham].
   15 Jan. 1789.

29. Letter. Logan Henderson (Charlotte Row, Paddington) to James Watt (Birmingham).
   17 Jan. 1789.


32. Letter. Logan Henderson (2 Swift’s Row, Dublin) to James Watt (Birmingham).
   16 Aug. 1790.
The extract concerns tasks that Boulton wants Henderson to carry out. Presumably this extract was passed to Henderson as a memorandum, as it is addressed to him on the outside, and both he and John Hall have added notes to the bottom of the sheet. Henry Hazleton summarised this as “Copy of Boulton’s letter to Lieut. Henderson.”

Summarised “Mentions Beelzebub engine. The outer cylinder case. Mr. Eggington. Mr. Fothergill. Want of buttons. Mr. Smeaton and his remarks upon the engines. Yatestoop engine and other news.”


Summarised “Concerning the air pumps etc. of the Bedworth engine. To observe Wilkinson’s rule, make them double the strength every time they fail. Bought proportional compass at Stratford. Soho clacks give way. Little engines for saw mills. Mr. Edgeworth. Old drawings and copies.”

Summarised “Boulton sends compass. Drawings to be copied and sent to Mr. Watt. Bouge will not erect Edwards’ engine. Chelsea expansive engine to be loaded to 7½ lbs. per inch, the great fault at Soho is, being too lightly loaded.”


On the same sheet:  
Transcripts of 2 letters, as follows:  
James Watt (Birmingham) to John Turner (—). 19 Apr. 1781.  
James Watt (Birmingham) to Hugh Jones (Chester). 26 Apr. 1781.

Mis-dated by Watt as 1 Apr.

Sending of the Pool cylinder and other goods – danger of privateers. Trevascus engine house. Glad to hear Phillips is not going to leave Cornwall. Poldice drawings. Has received the fossils.


3/261  Jabez Carter Hornblower, 1778-1779  (24 items)

Hornblower briefly worked for Boulton & Watt on various engines, but was dismissed because of his bad attitude and poor relations with Boulton & Watt’s customers. He went on to make engines that Boulton & Watt considering as infringing Watt’s patent, leading to lengthy legal action [see 2/41-2/48].  
The bundle also contains a letter from one Margaret Hornblower, probably Jabez’s wife.

   Docketed “About Ketley and Donnington Wood.”

   Docketed “Concerning Donnington Wood.”

   Docketed "Donnington Wood."


   Dated and docketed as 31 Jun.


11 Aug. 1779.
Docketed “About Ketley injection pipe.”

Letter brought “per James Law.”


3/262 Samuel Hurt, Abraham Storey, Simon Vivian, 1800-1811 (35 items)

Letters from three senior employees at Soho Foundry: Samuel Hurt, Head Clerk; Abraham Storey, head of the foundry department; and Simon Vivian, a smith and fitter.

Samuel Hurt, 1800, 1801, 1804, 1811.

Docketed “With Bishton & Co.’s account.”

On the same sheet:

Docketed “State of boilers at Soho Foundry.”

Docketed “State of J. Kennedy’s engine, Pollard’s ditto, Marsden & Neil’s ditto.”

5. Letter. Samuel Hurt (Soho Foundry) to M. R. Boulton (Soho). 15 May 1801.
Docketed “Particulars of account against Dingley.”

Docketed “Enclosing a bill on Henry P. Whateley’s account. Bennison applies for Murdock’s statement of income.”

Docketed “Rough statement of Thomas Dixon’s account.”

8a. Letter. Samuel Hurt (Soho Foundry) to Boulton & Watt Jrs. (Soho). 9 Jul. 1801.
Kept with (b) below.
Docketed “With amounts of quarterly accounts.”


Not dated – date taken from the docket. Docketed “Prices of pig iron Lady Day quarter etc.”

Sent by Hurt to M. R. Boulton at Soho. The address and docket are on a separate wrapper.
Docketed “Mr. Hurt. Statement of Mr. T. Dixon’s account – balance against him of £28.”

Docketed “Prices asked for removing soil and filling up the foundations of the houses.”
12. **Account. Lloyd’s account for bricks. 21 Sep. 1801.**
   *Sent by Hurt to M. R. Boulton at Soho.*
   *Docketed “S. Hurt. Statement of Lloyd’s account.”*

13. **Letter. Samuel Hurt (Soho Foundry) to M. R. Boulton (Soho). 8 Sep. 1801.**
    *Docketed “Queries about apprentices’ articles and terms. Smith & Sons cannot undertake to bring our timber. A boatman of the name of Swaine will offer terms for bringing it.”*

14. **Letter. James Lodge (Soho) to Samuel Hurt (Soho Foundry). 22 Sep. 1801.**
    *Samuel Hurt added a note and passed this to M. R. Boulton. Docketed “Obstacles in getting his timber at Bromley Wharf loaded.”*

15. **Letter. Samuel Hurt (Soho Foundry) to M. R. Boulton (Soho). 17 Oct. 1801.**
    *Docketed “Has examined account of timber sent by R. Southern & Co. and finds it correct.”*

16. **Letter. James Lodge (Soho) to Samuel Hurt (Soho Foundry). 19 Oct. 1801.**
    *Docketed “Mr. Lodge to Mr. Hurt. Upon Gregory’s charges.”*

17. **Letter. Samuel Hurt (Soho Foundry) to M. R. Boulton (Soho). “Monday Morning” [19 Oct. 1801].**
    *Docketed “Account of Croft’s elopement.”*

18. **Letter. Samuel Hurt (Soho Foundry) to Boulton & Watt Jrs. (Soho). 31 Oct. 1801.**
    *Not dated – date taken from the docket. Docketed “Queries respecting Hunt & Cliffe’s account. N.B. [?] a bill was remitted them viz £392.10 the 3rd Nov. by R. B. [Robinson Boulton].”*

19. **Letter. Samuel Hurt (Soho Foundry) to M. R. Boulton (Soho). 31 Oct. 1801.**
    *Docketed “Encloses Dutton’s account for water tue irons with comments.”*

20. **Letter. Samuel Hurt (Soho Foundry) to James Watt Jr. (Soho). 9 Nov. 1801.**
    *Not dated – date taken from the docket. Docketed “Note of Geddes’ wheels. Morgan’s boiler sent. Enderby & Co.’s engine will require 3 weeks to complete.”*

21. **Letter. Samuel Hurt (Soho Foundry) to John Southern [Soho]. 17 Nov. 1801.**
    *Docketed “Wanting to know the directions for little engines.”*

22. **Account. Thomas Smith in account with Boulton & Watt Jrs. For bricks, lime, sand etc. 14 Dec. 1801.**
    *Sent by Hurt to M. R. Boulton at Soho.*
    *Docketed “S. Hurt. Statement of T. Smith’s account.”*

    *Docketed “Respecting the getting of dry sand.”*

24. **Letter. Samuel Hurt (Soho Foundry) to James Watt Jr. (The Rookery). 23 May 1804.**
    *Docketed “Prices of well-sinking.”*

25. **Letter. Samuel Hurt (Soho Foundry) to M. R. Boulton (Soho). 8 Oct. 1804.**
    *Docketed “Quantities of bar and pig iron received during the quarter.”*

26. **Letter. Samuel Hurt (Soho Foundry) to James Watt Jr. (Soho). 28 Mar. 1811.**
    *Docketed “Attributes the backward state of the books to the want of proper assistance. Apologises for having embarked in a concern without our knowledge. Offers his services again in the fitting department.”*
Enclosing (b) below. Docketed “Asks an allowance for overtime and states an account of it. Requests advice about his future employment.”

b. Account. Sketch of extra time from July 1795 to 31 December 1806 & time from 30 September 1809 etc. etc.

Abraham Storey, 1804.

Docketed “The two Middletons take time to consider of our offer.”

Simon Vivian, 1800, 1801.

Docketed “Delay of Berry’s trial.”

Docketed “State of the two horse engines. One with sliding valves nearly ready. One with turning valve for Addenbrooke. A cylinder steam case and piston and rod only of a third ready.”

Docketed “Addenbrooke’s boiler not set. Working bad measures of coal at Tividale. Will send a boatload of better soon. Tidelys to fetch some in the mean time.”

32a. Letter. Simon Vivian (Soho Foundry) to John Southern (Soho). 9 Nov. 1801. 
Enclosing (b) below. 
Docketed “Informing of the breakage of Mr. Lee’s eccentric circle.”

b. Letter. Bickley & Co. per R. Radnall (Price’s Wharf, Wolverhampton) to “Boulton & Watt’s Agent” (Soho Foundry). 8 Nov. 1801.

33. Letter. Simon Vivian (Soho Foundry) to James Watt Jr. (Soho). 26 Nov. 1801. 
Docketed “State of Dainty & Co.’s engine.”

34. Letter. Simon Vivian (Soho Foundry) to James Watt Jr. (The Rookery). 27 Nov. 1801. 
Docketed “Dainty & Ryle’s boiler already sent.”

35. Label. 
Marked “Letters from Hurt, Vivian & Story. + Miscell. Letters. IIII. This appears to be a Library label describing the entire contents of Bundle III in Box 5 in the old numbering scheme.”

3/263 Eidingtoun Smeaton Hutton, 1804-1805 (29 items)

Hutton was an engine erector and engineer based in Manchester until late 1805, when he moved to Scotland. He worked on a wide variety of engines, liaised with Boulton Watt & Co.’s customers and directed junior engine erectors. He also worked on gas lighting installations.


Docketed “Has nearly arranged his private affairs. Requests instructions as to his destination. Favourable account of the Carlisle Twist Co.’s engine. Wishes to have a portable copying machine.”
Docketed “Causes of not writing sooner. Intention of coming by the coach from Carlisle to Manchester. Remittance of £50 on his private account. Repeats desire to have a copying machine.”

Docketed “Arrival there without receiving our letters. Sets off for Preston immediately. Receipt from the Carlisle Twist Co. Shake in their connecting rod. Gillespie has finished at Stockport.”

Docketed “Information respecting the failure of Watson Ainsworth & Co.’s boiler obtained from their men. Alleged insufficiency of the plates by expectations of an abatement. Conditional offer of an order for a new. Remittance promised by Watson Catterall & Co. Charge for a pair of rotative wheels to be explained.”


Docketed “Progress at Werneth Colliery and account of their engines. Query respecting Southam’s. Coals from Wigan ordered by Mr. Lee. Arrangement of men. Observation on the firm of Catterall & Co.”

Docketed “Orders an injection cock, and a small valve for Mr. Bury. Remittance from Mitchel.”

Docketed “Remittances from sundries. Promise of the balance from Mr. James Ollivant in 3 weeks. Ditto from Mr. Clegg of Oldham in a week. Reason of Milner & Whitaker’s procrastination. Expects to receive their debt next week. Mr. Houldsworth’s expectation of an allowance. Sundry articles to be deducted on D. Holt’s account. Wants instructions what is to be done with those and other articles that lie in the neighbourhood of Manchester. Refers us to Mr. Lawson for particulars of Werneth Colliery engine. Observations upon order for Mr. Berry’s injection cock. Wants instructions for the employment of William Wright.”

Docketed “Messrs. Ratcliffe & Ross anxious to receive drawings for the erection of their apparatus. Proposes William Wright to do it. Robert McMurdo to put up Cheetham’s cylinder. Receipt of balance of account from Pownal. Hopes to receive Paulden’s executors’ account. Enquires when Mr. James Watt and Mr. Murdock may be expected in Manchester. Repairs of Mr. Hume’s engine by Gavin McMurdo.”

Docketed “Remittance from Hayes & Bellhouse. Milner & Whitaker’s shuffles. Advises us to write to them. Wright gone to Glasgow without his wife. Wants statement of Hughes’ account.”

Docketed “Sketch of Mr. Leach’s premises and order for 14 horse engine. Wants drawings.” The sketch is on the same sheet.

Docketed “Particulars of returned castings forwarded from Manchester by him. Enquires if travelling expenses should be charged for Wright. Intends to ask payment from Hughes and Milner & Whitaker. Sends sketch of Mr. Lee’s mill.”
Docketed “Confirmation of Mr. Leach’s name being correctly quoted by him. Further report of his responsibility. Paulden’s executors allege to have remitted for nearly the whole of their account. Mr. James Ollivant promises to remit at the end of the month. Hopes Mr. Lawson will return to Manchester to allow him leisure to attend the erection of Messrs. Kennedy’s engine.”

Docketed “Objections of Mr. James Lee to the charge of Brunton’s time alleging that it had been stated by Mr. Lawson at one half the amount. Promises of particulars of Wright’s and Haden’s time. Robert McMurdo intended to erect the engine of Mr. J. Smith. Sundry remittances.”


Docketed “Mr. Hutchinson wants to purchase McConnel & Kennedy’s 20 horse engine and requests estimate of sundry materials. Joseph Varley set off for Liverpool. Notes of his time at Macclesfield. J. & G. Pearson’s engine finished and will be made neat. Mr. Birley enquires about Mr. Lawson.”

Docketed “Account of men’s time at James Ollivant & Co.’s. Pool’s time at A. Smith’s. Mr. Leach’s boiler to be a 16 horse.”

Docketed “Orders injection cock for McConnel & Kennedy. Their engine has started and performs well. Radcliffe & Ross defer the extension of their apparatus for this season. Wish to see Mr. Murdock about new light. Receipt of £2.15 from Paulden’s.”

Docketed “Arrival of his brother at Manchester and alarming illness. Returns our letter of credit to Woodward.”

Docketed “Progress made in the engine house at Ridgway’s. Waits instructions for proceeding to Carlisle. Mr. James Kennedy wants one of his boilers. McConnel & Co. have adopted the mode of blowing mentioned in ours and the engine continues to do well. Remits bill of £130 to discharge his brother’s debt etc. His brother better and gone on to Flimby. Has not been able to settle with Hughes.”

Docketed “State of Mr. Barker’s engine. The concern to be abandoned in a twelvemonth and no new engine likely to be wanted. Wanlockhead engine to be set to work in 5 or 6 weeks. Appointment with Mr. Houston etc.”

Docketed “Mr. Houston’s engine house built. Will not want an engine erecter for 3 or 4 weeks. The Gourock Rope Work Co. done. Will start in a few days and William Wright return in 8 or 10 days. Thomson returned from Leadhills and employed at Sruthers & Co. Proposes Price to erect the engine for the Blackburn Spinning Co. State of H. Houldsworth & Co.’s mill. Encloses Hugh Thomson’s indenture executed by his father. Mr. Brown likely to want a small engine next summer.”
Docketed “Messrs. Sruthers & Co.’s engine much out of order and want an estimate of sundry alterations. Receipt of £20 from them. Arrangement made with the Blackburn Co. respecting Thomson. H. Houldsworth & Co. will not want a man before March. Hussey’s engine in tolerable condition.”

Docketed “Alleges reasons for his not writing more frequently. Intention of setting out for the North immediately etc.”

Docketed “Geddes & Co. have erected their boiler and apparatus – the former leaky. John Grieve has received advice of his materials being shipped at Hull. Situation of his saw mill engine. Directions for lighting apparatus. Message to Mr. Dunlop. Conversation with the Reverend Mr. Thomson and with John Thomson respecting his promised reform.”

Docketed “Further particulars of Mr. Patrick Hutton’s situation. He wishes an engine of the newest sort. Account of Mr. Balfour’s premises and views. Particulars of work done by Mr. Wilkie’s engine. Tolerable performance of Colonel Mylne’s engine. Will direct Haden to put up the governor and remedy the air leaks of Wilkie’s engine.”

Docketed “Order for 14 horse engine from Mr. Samuel Renny. James Dear & Co. defer their order. Hadden & Sons’ house will be finished in 3 weeks. Intended distribution of engine men. Fobres Lowe & Co.’s engine performs well. They refer to an order for boiler plates, which they countermanded. Report of the state of Brown Chalmers & Co.’s engine and the causes of the failure of the boiler. Has put the new eccentrics on the Perth Foundry engine which performs well. Mr. Miller’s engine duty. Receipt of £10 from him and promise of the remainder.”

Docketed “Estimate to be sent to Mr. John Whittel of Dundee. Thickness of partition wall at Mr. Patrick Hutton’s. Boiler may stand as in our sketch.”
DETAILED LISTING

REEL 216

3/264  Eidingtoun Smeaton Hutton, 1806  (47 items)

   Docketed “John Haden’s conduct at Mr. Young’s satisfactory. The engine well put together. Gratuity given him. His further destination. Mr. Young wants a new fly shaft and wishes us to take back the old one. Remittances from sundries.”

   Docketed “Mr. Stein’s order for 20 horse engine, with particulars.”

   Docketed “Thomson’s progress at the Blackburn Co.’s engine. Causes of his slow proceedings. Observations on the incompleteness of the drawings. Hadden & Sons not ready for an engine erector. Destination of Haden – will be assisted by Gemmel in putting up the reversing gear of Houstoun’s engine. Intention of visiting Gibbs of Paisley. Correction of his information relative to Stein.”

   Docketed “Mr. Gibbs’ project for the establishment of water works at Glasgow. Is to inspect the locality and will give us further particulars. Mr. Houstoun wants an engine erector immediately. Remittances promised from sundries.”

   Docketed “Remittance from Messrs. Struthers & Co. and statement of their account.”

   Docketed “Enclosing statement of his account and remarks thereon. Remittance of £100 from Houldsworth & Hussey. Expected orders from Mr. Donaldson and Mr. Dunn. The schedule sent to Mr. Stein right. Wants copies of schedules etc.”


   Docketed “Statement of Mr. Young’s account. Progress and good conduct of Thomson at Blackburn. Sir John Hope’s winding engine started and performs well. Grieve objects to the planes and proposes making those for the 2nd engine of wood. One of Trevithick’s engines has burst and they are getting out of repute. Grieve to send us particulars for his lighting apparatus. Estimates of lighting apparatus wanted. Has given estimates of 4 and 6 horse engines to Mr. Donaldson. To direct to him at Davidson’s Lodgings, Ingram St., Glasgow.”

   Docketed “Interview with Mr. Buchanan of the Catrine Co. Particulars of an engine wanted by a friend of his. Receipt of the balance of their account.”

    Docketed “Enclosing Thomson’s account with comments upon sundry charges.”
11. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 26 Feb. 1806. Docketed "Further particulars of Mr. Snodgrass."

12. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 8 Mar. 1806. Docketed "Upon the occasion of his intended motions. The engine at Blackburn finished by Thomson. Will take him to finish what remains to be done at Mr. Houston's engine. Gemmel could not be spared from Mr. Grieve. Haden thinks he can put up the disengaging apparatus and will proceed immediately to Aberdeen. Himself going to Inverness and Edinburgh. Account of his receipts from Mr. Millar and of his drafts upon Mr. Pearson."

13. Letter. E. S. Hutton (Edinburgh) to Boulton Watt & Co. (Soho). 15 Mar. 1806. Docketed "Sir John Hope's shaft and steam pipes are right as cast. Orders wheels and shafts etc. for him. No drawings of the engine wanted. Mr. Grieve wishes to have a gazometer with his lighting apparatus. Another hand likely to be wanted in Scotland. Two or more engines likely to be wanted for the Glasgow Water Works. James Finlay & Co. order a lighting apparatus. Mr. Dunlop not to be forgotten. Thomson has finished the Balckburn Co. engine to satisfaction. Mr. Houston's not yet done."

14. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 28 Mar 1806. Docketed "Has taken plans of Mr. Finlay's mills for a lighting apparatus. Mr. Boswell declines ordering an engine. Favourable report of his character. Has not mentioned to Mr. Grieve our opinion of the ineligibility of the lighting apparatus in his saw mill. Thinks his absence from Scotland for any long time would be injurious to the business. Enquires about forwarding Patrick Hutton and E. Dunn's engines. Explanation of Thomson's account of time."

15. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 5 Apr. 1806. Docketed "Will leave Mr. Houston's account to be presented by Mr. Lawson. Progress made by Mr. Dunn. Proposes Thomson to erect his engine. Expectation of orders from Mr. Fleming and Mr. W. Houston. Houldsworth & Hussey defer payment until June. Receipt from Sword & Co. Ditto from Kamp on account of J. Watt & Co. Intention of setting out for Carlisle on Friday."

16. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 7 Apr. 1806. Docketed "Cannot find a man to undertake Patrick Hutton's erection, who must have one sent from hence. Wishes Thomson to be recalled. John Haden went to Aberdeen on the 16th ult. Mr. Houston's engine to be finished in 5 or 6 days. We are to give Thomson directions as to his further destination."

17. Letter. E. S. Hutton (Manchester) to Boulton Watt & Co. (Soho). 14 Apr. 1806. Docketed "Remits Mr. Kelly's promissory note for £446.4. Letter from John Haden respecting the progress he has made at Hadden & Sons. Hadden & Sons have altered the position of the chimney. Their wrought iron work wants polishing."


b. Note of the cost of a safety pipe for A. & G. Murray.
Docketed “Settlement of account with Mr. Leach and remittance of £841.8 from him. Remittance of £155.10 from W. Clegg and remarks on his conduct. Settlement of sundry small accounts and remittances of £14.14. Mr. Thomas Houldsworth to return his clack seat, paying expenses. Mr. Read alludes a promise of Mr. Lawson to take back his sun wheel. Favourable report of Mr. S. Bridge. Intends going to Mr. Ridgway, and returning to Manchester etc.”

Docketed “Remits £400 from A. Smith. Also £15.17 in payment of T. Houldsworth’s account etc. Vickers & Tedstall have paid their account to Henry Creighton. Dixon & Co.’s engine better for the attention – they are short of injection water. Ridgway’s engine neatly done and they are well pleased with it. Radcliffe & Ross promise to remit by the 20th July. Account with Paulden’s executors must stand over.”


Docketed “Statement of the account delivered to Messrs. Rothwell & Co. Defect in the cross bar of their engine. Account of the shabbiness of Watson Ainsworth & Co.”

Docketed “Receipt of our sundry letters and appointment to call on Mr. Mutrie in the course of a week. Letter from William Murdock Jr. mentioning his visit to his friends. Has not left any account of his time at Perth and Dundee. Intends him to repair Mr. Dunn’s engine. Thomson unwell. Receipt of £109 from Houldsworth & Hussey. Sketch and description of the cracks in Mr. Dunn’s cistern. Mr. H. Houldsworth wishes a man to put up his engine. Proposes for Varley to do it when he has finished at Mr. Wilson’s.”

Docketed “Remittance on account of Houldsworth & Hussey.”

Docketed “Account delivered by him to Houldsworth & Hussey. Mode adopted by Mr. Dunn in repairing his crack. Mr. Mutrie satisfied with the information given him respecting the Glasgow Water Works. Offer a gig and horse – wants our opinion as to the purchase of it. Little hope of Thomson’s recovery.”

Docketed “Order for a 14 horse by Messrs. Finlay & Co. Estimate and schedule to be sent them. Wishes to know the time in which we can generally engage to execute engines. Account of Mr. McKenzie and his estates. William Murdock Jr. returned and employed at Dunn’s. Will proceed from hence to Houstoun’s engine. Mr. Finlay anxious to have a lighting apparatus for the Catrine Mills. Will stay in Glasgow a week longer and then goes to Kennet Pans.”

Docketed “Report of McKenzie’s plans and his character. Declines ordering an engine at present. Thomson dangerously ill. Arrangements with him. Thomson begs not to have his furniture sold off. William Murdock Jr. nearly finished at Mr. Dunn’s. Cross bar of piston in his engine failed. Thinks Mr. Dunn will not easily be brought to a settlement of his account. Mr. Houstoun’s engine going well. Relinquishes the intention of purchasing a gig and horses.”
29. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 26 Jul. 1806. 2 sheets. Docketed “Has requested S. Renny to spare John Haden for the examination of Patrick Hutton’s engine. Dunn’s engine completed by William Murdock Jr. to his satisfaction. Murdock now engaged at Mr. Houstoun’s and destined to go to Mr. G. Dunlop upon the completion of his present job. Mr. Millar desirous of having his brasses with expedition. To be forwarded per coach. Haden to do the repairs of Mr. Millar’s engine and then to erect H. Houldsworth & Co.’s. Gilbert Hamilton confirms the favourable report of Mr. McKenzie’s character. Gourock Rope Co. decline ordering a lighting apparatus. Suppose an error in our conjecture as to the cost. Mr. Finlay expects to have his apparatus this season. Has not been successful in obtaining remittances. Statement of Dunn’s account. Sentiments as to the settlement with him. Thinks more favourably of his character from information he has received of him. Enquires whether Thomson is entitled to any allowance from the Sick Club after he leaves us. Will be in Edinburgh by the middle of next week. Wants the account of Mr. Young’s second rotative shaft.”


32. Letter. E. S. Hutton (Edinburgh) to Boulton Watt & Co. (Soho). 6 Aug. 1806. Docketed “Further account of the performance of Mr. Grieve’s saw mill. Arrangements for the erection of Mr. Taylor’s and Messrs. G. Dunlop & Co.’s engines by Gemmel and William Murdock Jr. Reference to his report of Mr. Dunn’s expected abatement. Explanation of the receipts from Mr. Grieve on Sir John Hope’s account.”

33. Letter. E. S. Hutton (Dundee) to Boulton Watt & Co. (Soho). 15 Aug. 1806. Docketed “Remits bill of £200 from Renny. John Haden has not quite completed Hadden & Son’s engine. His trunk with the Aberdeen accounts taken by another traveller. Hadden & Co. offer to receive and remit the accounts due at Aberdeen. Orders an injection cock for S. Renny to inject into condenser. His mill at Edinburgh nearly built. Patrick Hutton will remit at the end of the month. The stuffing boxes of his engine in want of packing. Colonel Milne’s account left at his agent’s. Receipt of £4 from Wilkie. Will call on Mr. Haig at Edinburgh. Thinks a 10 horse engine would be best suited for Tandy & Co. Their old boiler and part of its apparatus might serve again. Enquires as to time. Anderson & Son and Mr. Balfour decline giving orders. Enquiry about the amount due to Thomson from the Sick Club and how to be passed.”

34. Letter. E. S. Hutton (Edinburgh) to Boulton Watt & Co. (Soho). 21 Aug. 1806. Docketed “Receipts from Robert Jamieson, Mr. Young and Patrick Hutton. Cause of the accident at Mr. Patrick Hutton’s engine. John Haden to repair Mr. Millar’s engine. Proposes for Varley to do the repairs at Mr. Haig’s. Particulars of work done by Mr. Grieve’s saw mill. Wants Brunel’s address.”

35. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 27 Aug. 1806. Docketed “Indisposed. Finlay’s drawings examined – thinks they will be followed without alteration. Explanation of Wilkie’s account. Gemmel gone to Mr. Taylor’s.”

36. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 2 Sep. 1806. Docketed “Statement of sundry accounts of men’s time etc. James Finlay & Co.’s engine to be proceeded with according to the drawings. Enquires about addition to the estimate. His former information respecting Mr. Grieve’s saw mill not to be relied upon.”
Docketed “Copies of sundry accounts delivered in and explanations of charges for men’s
time. Employment and destination of the engine erectors in Scotland. Settlement with Mr.
Dunn. Enquiries respecting the account of Messrs. Wilson & Sons and charge for Gemmel’s
time.”

38. Transcripts. Transcripts of two letters on the same sheet, as follows:
Sent to Boulton Watt & Co., Soho by Hutton on 17 Oct. Docketed “Correspondence with
Messrs. George Tower & Co. Aberdeen respecting an engine for a saw mill.”

Docketed “Performance of Mr. Stein’s engine and imperfections remedied. Two new bonnets
ordered for nozzles. Poole will be discharged in a week. His conduct satisfactory. Mr. Stein
will want estimate of a 24 horse boiler and apparatus.”

40. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 6 Nov. 1806.
Docketed “Mr. Lawson has not received our letters acknowledging receipt of his. Mr. Lawson
gone to Wilsontown etc. Directions given to Poole. Mr. Glass undetermined about the saw
mill engine. Awkward state of his affairs. Haden to erect H. Houldsworth’s engine when he
has finished at Mr. Renny’s. William Murdock Jr. doing some repairs at the Perth Foundry
engine. Is to finish Mr. Houston’s and erect James Finlay & Co.’s.”

41. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 26 Nov. 1806. 2 sheets.
Docketed “Has directed John Haden to do some repairs at Mr. Wilkie’s. Orders cement and
pomatum for Mr. Wilkie. Thinks favourably of Mr. Patrick Hutton. Mr. Lawson has received
payment from Mr. Gibbes. Statement of account sent to Mr. Stein. Repairs of Messrs.
Stirling’s engine by John Poole and charge to them for his time. G. Dunlop & Co.’s engine ill
managed. Charge to them for William Murdock Jr.’s time. Repairs to be done at Glasgow by
William Murdock Jr. Statement of Varley’s time at Wilsontown. Ditto of Gemmel’s time at Mr.
Grieve’s and Sir John Hope’s. No account received lately from Gemmel and does not know
what detains him at Mr. Taylor’s. Receipt of £2.19 from McBrair & Co. on J. Watt & Co.’s
account.”

42. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 3 Dec. 1806.
Docketed “Gemmel returned from Mr. A. Taylor’s unwell and goes to his father’s. Statement
of his time and receipts at Mr. Taylor’s. Wants the charge for interest to Messrs. Hadden’s.
Intends proceeding by way of Perth to Edinburgh. Expects an order for a 4 horse boiler and
apparatus from Mr. Gibbes.”

43. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 8 Dec. 1806. 2 sheets.
Docketed “Reference to Mr. Gibbs’ order for a boiler and apparatus. Going to Perth etc.
Sundry statements of account which he expects to get settled. Particulars of William Murdock
Jr.’s time. Complaint from Mr. A. Taylor that the engine will not go its proper speed.
Machinery thought by Mr. Hutton to be in fault. Directions for addressing at sundry places on
his route. Corroboration of Monteith’s failure.”

Docketed “Remittance from Mr. Renny. Apparatus to be sent with Hadden & Sons’ boiler.”

Prospect of orders from thence. Remittance from Mr. Patrick Hutton of Dundee.
Observations upon the nature of his bill. Account of the state of the engines at Dundee and
prospect of orders from thence. Renny & Co.’s engine at Arbroath complete – well finished.
Contemplated order from Messrs. Tower & Co. of Aberdeen. Offers from other engineers.
Hadden & Sons’ engine doing well. Reference to their order for duplicate boiler. Information
of his further progress.”
Docketed “Montrose Foundry Co. undecided as to the power of their engine. Intend adding a saw mill to their present works. The works of Messrs. Tandy & Co. to be sold – their intention of ordering a new engine suspended. Patrick Hutton’s promise of taking up his note by a bill on London.”

Docketed “Payment of 14/- to Mr. Geddes. Receipt from Sir John Hope. Mr. Stein of Cannon Mills undetermined about having an engine. Complaint of the performance of Mr. Andrew Taylor’s engine and of Gemmel’s conduct. Has written to Hadden & Sons about their new steam pipe.”

3/265 Eidingtoun Smeaton Hutton, 1807 (39 items)

1. Letter. E. S. Hutton (Glasgow) to John Southern (Soho). 7 Jan. 1807.  
On the same sheet:  
Rough sketch. Engine house for Mr. Girdwood’s intended saw mill.  
Docketed “Plan of engine house for Messrs. Girdwood & Co. Wants estimate of two 32 horse boilers instead of three 16 horse ditto.”

Docketed “With statement of his account. Omitted to notice our receipt of Mr. Grieve’s remittance to him. Alexander Hadden & Sons will prepare steam pipes themselves. Favourable report of the Montrose Foundry Company. Has not procured certificate from John Thomson of his illness etc. James Finlay & Co.’s materials arrived in the Clyde. Enquires about plated goods ordered by Mr. Lawson.”

Docketed “Stirling & Sons – only one boiler. Want a jack head cold water pump. Gibbs’ boiler arrived – delays on the road of engine goods. Arrangement of men proposed. Work done by Mr. Young’s engine.”

Docketed “Size etc. of Stirling’s col water pump. Haden’s report upon Mr. A. Taylor’s engine. The inequalities of motion in Mr. Renny’s engine not removed by Mr. Lawson’s alterations. Intend putting a fly wheel on the shaft. Enquires about making sketches for new light. Finlay & Co.’s fly wheel not arrived.”

Docketed “Remarks upon the shipment of Finlay & Co.’s fly wheel. Wishes our opinion upon William Murdock Jr.’s clutch. Mr. Girdwood will himself prepare the machinery for his saw mill. Stirling & Co.’s cold water pump to be executed, as before ordered. Has not heard from Haden. Enquires time of executing light apparatus.”

Docketed “John Haden arrived from Arbroath. The application of the additional fly to the plashing mill has proved effectual. Mr. Louson of Arbroath likely to want a 6 horse engine. Will forward drawings taken by Haden. Value of the Scotch boll.”

Docketed “Has been unwell. Is applied to by Mr. Primrose about a 12 horse engine. Mr. Girdwood’s materials not yet arrived.”
8. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 3 May 1807. 2 sheets. Docketed “Has not obtained any particular information respecting the responsibility of Mr. Louson, or Gargill & Balfour. Mr. Stein’s opinion of Mr. Primrose. John Brunton arrived and employed at Monack’s. Defects of piston and rod. Arrival of Gridwood’s materials. Part of casing missing. Progress made in engine house. Stirling & Co.’s not arrived. House for Glasgow Water Works not begun. Have a place for lodging materials. Finlay & Co.’s fly wheel broken. Cylinder lid for Omoa arrived. Haden has finished at Gibbs’ and is now at H. Houldsworth’s. Charge for his time at Mr. Renny’s and at A. Taylor’s. Has ordered Gemmel to proceed to Soho. Payment of Sick Club money to Thomson. Wants sundry accounts. Value of Scotch bolls at sundry places. Order to J. Watt & Co. from Finlay & Co.”


10. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 7 Jun. 1807. Docketed “Finlay & Co.’s engine set to work and performs well. Favourable report of Mr. William Murdock Jr. Has directed him to go immediately to Stirling & Co.’s. Receipt from Tenant Knox & Co. Says that Patrick Hutton’s engine is kept in very bad order. Proposes setting out for Arbroath etc. on Thursday. Dimensions of Monack’s piston rod.”


13. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 12 Jul. 1807. Docketed “Approves and has forwarded Louson’s drawings. Mr. Gillespie’s plans not likely to interfere with the views of the Glasgow Water Works Co. Glasgow Water Works’ engine house ready for a man, and he has written for George Taylor. Murdock Jr. has nearly finished Stirling’s engine.”

14. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 18 Jul. 1807. Docketed “Mr. Robertson’s character is good, in the opinion of Mr. Houldsworth. Finlay & Co. promise payment in a week.”


17. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 25 Jul. 1807. Docketed “Bakers’ Co. have broke their connecting rod – a new one ordered. Mr. Gibbs will pay on Monday. William Murdock Jr. to repair the engines belonging to Mr. Clark and the St. Mirren’s Co.”

Docketed “Has received Robertson’s drawings.”

Docketed “Remits £60 from Mr. Gibbs. Statement of account with ditto. G. Taylor not yet arrived. Anderston water works go on. Mr. Cathcart Dempster has purchased Mr. Miller’s engine and wants a man to erect it. Proposes sending John Brunton. Articles sent for Stirling’s cold water pump and duplicates sent to Glasgow Water Works to be used for Mr. Robertson’s engine. Gourock Company enquire the state of their boiler. Enquiry about long suction pipes etc. The Anderston Water Works Co. are proceeding with their plan.”


Docketed “Statement of sundry accounts with men’s time. Repairs done by G. Taylor at the Leadhills, and favourable report of G. Meason’s engine. Walter Fergus & Co. to put up their boiler themselves. Bakers’ engine gone to work again and performs well. Further complaints of the fitting of Girdwood & Co.’s engine. Small progress made in their millwork. John Brunton to proceed to Mr. C. Dempster’s on Friday. Anderston Water Works will take their power from H. Houldsworth & Co.’s engine. Order for air pump bucket and rod for Underwood & Co.”

Docketed “Fruitless excursion to Edinburgh about heating the High Church. Dr. Hope not being there. Receipts from G. Meason & Co. and Geddes & Co.; also from James Finlay & Co. on account of J. Watt & Co. Favourable report of the Great Cairnie engine. Examination of Wilson & Son’s cylinder and statement of its defects. Glasgow Water Works account to be delivered to Mr. Denny.”

Docketed “Enclosing a letter from Wilson & Sons.”

Docketed “William Brunton to inspect the Wilsontown cylinder on Thursday. Mr. Houstoun orders new spur wheels for altering the speed of his winding machinery. Also sundry other materials for the 6 horse engine. Mr. Robertson to have the usual quantity of cement sent. Disposal of the extra quantity of cement sent to Glasgow Water Works. William Murdock Jr. detained at Stirling’s for want of pipes.”

Docketed “Glasgow Water Works account delivered. William Brunton upon his return. Haden to finish at Houldsworth & Co.’s in 3 to 4 weeks. William Murdock Jr. has finished at Stirling & Sons. Is to go to Mr. Houstoun and thence to Gourock Co. Haden to erect Mr. Robertson’s engine. John Brunton to erect Mr. Louson’s. Proposal made by Girdwood & Co. for the liquidation of their account. Enquiry about new light for Finlay & Co.”

Docketed “Mr. Houstoun determines upon having only one new spur wheel. Particulars of work to be done by his winding engine. Expects soon to see Mr. Watt and Mr. Telford about the foundations of the Glasgow Water Works engines.”

29. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 29 Oct. 1807. Docketed "The committee of the Glasgow Water Works have determined to remove the engine house. Statement of the progress made in it. Mr. Watt to communicate his sentiments about the tunnel. Encloses statement of William Murdock Jr. s time and statement of sundry accounts of men s time etc. delivered. Remits bill for £38. H. Houldsworth enquires our charge for a 20 horse boiler and apparatus. Letter from his brother and account of his advancement."


31. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 8 Nov. 1807. Docketed "Has settled with Mr. Berry to receive a bill on London at 2 months for the amount of Girdwood & Co. s engine with 1 month s interest."

32. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 11 Nov. 1807. 2 sheets. Docketed "Upon Messrs. Girdwood & Co. s remittances. Account of John Haden and G. Taylor s time. Proposes for William Murdock Jr. to go to Dublin rather than Haden. Robertson s engine arrived and Haden to erect it. John Brunton will finish Mr. Dempster s engine house by the 20th inst. and is then to go to Mr. Louson s. EXPECTS another £1000 from the Glasgow Water Works. Mr. Telford expected from Saltcoats on Friday. Enquires about the power of mills for rasping dyewoods. Mr. Houston s goods wanted. Further account of his brother."

33. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 15 Nov. 1807. Docketed "Corrected data respecting the height of the suction pipe etc. of the Glasgow Water Works. Scheme for working the pumps suggested by Mr. Watt. Proposed method of securing the foundations of the new engine house."

34. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 19 Nov. 1807. Docketed "Will remit for the Glasgow Water Works next Tuesday. Monack s account is settled. Gibbs enquiry was for a boiler for a common engine. Wants estimate of a 20 horse boiler for H. Houldsworth."


36. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 10 Dec. 1807. Docketed "Confirms his former data respecting the pumps for the Glasgow Water Works and progress making there. Receipt from W. Clark and Corporation of Bakers. Expects Murdock Jr. will have finished in a few days and will be ready to proceed according to our orders. Mr. James Louson promises a remittance. Messrs. Finlay & Co. wait Mr. Buchanan s opinion upon Mr. Lee s photogenous apparatus. Mr. A. Lawson enquires about ink powders sent some time ago."


38. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 20 Dec. 1807. Docketed "Haden will not have finished at H. Houldsworth & Co. s for a fortnight. Will then send him to Soho. William Murdock Jr. to be retained for Robertson s engines as soon as he returns from Gourock."
Docketed "Has communicated the estimates sent to Mr. Gardiner of Paisley. Explanation of
the time occupied by William Murdock Jr. and John Haden at sundry engines. Haden to set
out on his return on Tuesday. Has presented him with 10 guineas. Progress made in the
tunnel at the Glasgow Water Works and with the house etc. Performance of the Bakers’ Co.’s
employed at Mr. Robertson’s."

3/266  Eidingtoun Smeaton Hutton, 1808  (22 items)

Docketed "Mr. Shanks of Berbice wants estimate of a 14 horse engine. Paisley Bakers are
determined to proceed with their mill. H. Houldsworth & Co.’s engine gives great satisfaction.
Statement of Gourock Ropework Co.’s account. Progress made in Mr. Robertson’s engine
house and in that for the Glasgow Water Works etc. John Brunton goes to St. Andrews to
start Mr. Dempster’s engine. Mr. S. Renny reports favourably of his engine."

2. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 6 Feb. 1808. 2 sheets.
Docketed "Enclosing his account. Has communicated our estimate to Mr. Shanks, who is
engaged in procuring men to go out with his engine and mill. Proposes an excursion to the
East Coast and wishes to have an indicator sent him. Description of Mr. Girdwood’s mill.
Expense of putting boilers together complained of. Account of the foundations of the engine
house at the Glasgow Water Works."

Docketed "Explanatory of the causes which have induced him to overdraw his account £60,
and requesting to be allowed to have that sum to remain at his debit with interest."

Docketed "Receipt of £17.2 for bill remitted by Pollock & Co. Gourcok Ropework Co. promise
remittance. Paisley Bakers yet undetermined. Mr. Shanks cannot procure a man to go out
with his engine. William Murdock Jr. has nearly completed Robertson’s engine and will be at
liberty to go elsewhere. Progress made in the Glasgow Water Works. Description of
pumping apparatus attached to H. Houldsworth’s engine."

Docketed "Favourable report of Sir John Hope’s engine. Payment of the account deferred
until his return from Arbroath."

Docketed "Remittance on account of Sir John Hope. Satisfactory performance of his last
engine and probability of another large one being ordered."

7. Letter. E. S. Hutton (Edinburgh) to Boulton Watt & Co. (Soho). 1 Apr. 1808.
Docketed "Louison’s engine at work. Renny’s ditto, in good condition. Murray of Leeds – his
exorbitant charges. Patrick Hutton’s engine working well. Dempster has put up a 6 horse
engine bought of Millar of Perth. Fergus & Co. will want a new engine. Has settled Dunlop’s
and Lord Provost’s accounts."

Docketed "Paisley Corporation of Bakers will want a 32 horse engine instead of 20."

Docketed "Expects a settlement with Mr. Robertson who wants to claim some allowances.
Wants instructions for John Brunton and William Murdock Jr. Progress made at Glasgow
Water Works. Wishes to pay a visit to his mother at Flimby."
10. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 5 May 1808. Docketed “Mr. Robertson has given him an order upon Liverpool for a bill. Statement of his account. Remarks upon some deficiencies in the materials. Orders from J. Gibb for slide valve case etc.”


13. Letter. E. S. Hutton (Edinburgh) to Boulton Watt & Co. (Soho). 4 Jun. 1808. Docketed “Mr. Grieve determines on a cast iron cistern and wishes the bolts to be sent.”

14. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 11 Jun. 1808. Docketed “Alterations desired by Mr. Grieve in the materials preparing for Sir John Hope’s engine. Estimate of an 8 horse engine for Mr. Scott wanted. Statement of Mr. Dempster’s account. Slide valves for Mr. Gibb to be of the new construction. Wishes to have the statement of the Underwood Spinning Co.”

15. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 27 Jun. 1808. Docketed “Wants sketches of 8 and 10 horse engines. Mr. Gibb wishes to have his sliding valve of the new construction. Has purchased a horse from H. Houldsworth etc. etc.”


18. Letter. E. S. Hutton (Edinburgh) to Boulton Watt & Co. (Soho). 4 Sep. 1808. Docketed “Visit to Alloa and account of Stein & Dewar’s progress. Receipt from Mr. Stein and account of his engine and of Mr. Philp. Appointment to call on Mr. E. Mitchell’s friend. Paisley Bakers will want an engine erector in about a month.”

19. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 10 Sep. 1808. Docketed “His journey to Edinburgh and calls upon different parties there, not successful. William Murdock Jr. employed by Mr. Vallance to make plans for a saw mill. General defect of barometers of the new construction. Knows nothing of the alleged mistake in Mr. Louson’s crank. Receipt of £19 from the Underwood Company.”

20. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 14 Sep. 1808. On the same sheet: Rough sketch plan of Vallance’s engine house. Docketed “Thinks it probable that the Bakers’ plan at Hamilton and Paisley will not be carried into effect. Particulars respecting Mr. Vallance’s engine. The proprietors of the Calder engine have it in contemplation to erect a larger engine. Particulars of Brunton’s time at Mr. Louson’s.”

21. Letter. E. S. Hutton (Glasgow) to James Watt Jr. (—). 5 Nov. 1808. Docketed “Concerning his intended marriage.”
   Docketed “Wants our accounts against Paisley Bakers and Stein & Dewar. Vallance & Co.
   will soon be ready for their engine. Underwood Co.’s engine purchased by a new Co. Stein
   & Dewar much satisfied with their engine. Proposes writing soon about his own affairs.”

3.267 Eidingtoun Smeaton Hutton, 1809 (29 items)

1. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 3 Jan. 1809.
   On the same sheet:
   premises and particulars of light required. Statement of account forwarded to Stein & Dewar.”

2. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 9 Jan. 1809.
   Docketed “Enclosing his annual account of expenses. Promise of payment from the Paisley
   Bakers. Little progress made in the erection of their engine. Vallance & Co. ready for their
   engine. Settlement of M. Robertson’s account. Proposed alteration in Mr. Houstoun’s
   account.”

   Docketed “Remits £1030 from the Paisley Bakers. Robertson Buchanan enquires about letter
   from James Watt Jr.”

   Docketed “Statement of account with the Paisley Corporation of Bakers. Remarks a
   difference between our charge and the estimate. R. Gillespie enquires the time of furnishing,
   and weight of a lighting apparatus. The Underwood New Company want estimate of a 20
   horse boiler and apparatus. Explanation of the Glasgow Bakers’ refusal to settle with
   Whitehouse & Co. The sun wheel sent to them in 1806 has a round instead of a square eye.”

   Docketed “Appointments to meet Mr. Stein and Mr. Haig.”

   Docketed “Remits £840.7.6 from Stein & Dewar. Has settled the particulars of Messrs. Stein
   Brown & Co.’s and Mr. Haig’s engines.”

   Docketed “Particulars of Stein & Dewar’s account. Sketch of engine house for Stein Brown &
   Co. [within the text]. Mr. William Haig’s to be the same. Account of Stein Brown & Co. to be
   sent to Mr. Stein, who guarantees the payment of this, and also of their small engine. Is
   going to Flimby for 10 days.”

   Docketed “Has stated to Mr. Stein and Mr. Haig that some extra charge may be made for
   sundry variations. Particulars of Mr. Wilkie’s order who wants schedule and estimate. Orders
   Mr. Gillespie’s gas apparatus. Wants a general sketch of a retort and the other parts. David
   Stead & Co. responsible. R. Buchanan.”

9a. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 1 Apr. 1809.
   Enclosing (b) and kept with (c) below.
   Docketed “Sketch and other particulars of Mr. Gillespie’s light apparatus. Sir John Hope’s
   engines working pretty well. Has received £20 from Mr. Grieve. Sir John about remitting. Mr.
   Geddes dead. Stead & Son are responsible. Mr. Miller of Craigend will want an engine for a
   distillery. Vallance’s materials are arrived. Underwood Spinning Co. want estimate of a 24
   horse boiler. Cranston Water Works Co. look to the wanting engines.”

b. Sketches. Plans & sections of apparatus for Gillespie Co. 1 Apr. 1809.
Marked “See letter to Mr. Hutton, 11 Apr. 1809.”

10. Letter. E. S. Hutton (Glasgow) to John Southern (Soho). 12 Apr. 1809.
Docketed “Adopts alterations in the situation of gazometer etc. at R. Gillespie & Co.’s.”

Docketed “Orders a 14 horse engine for Mr. Miller of Craigend without boiler and apparatus. Enquires about time of executing it.”

Docketed “Underwood Co. will not want a boiler at present. Order for them 3 boxes of cement. Mr. Miller will have a sliding valve engine.”

13a. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 5 May 1809.
Enclosing (b) below. Docketed “Glasgow Water Works want an estimate. Has received Gillespie’s drawings. Is going to Dundee. Girdwood & Co. are going to take a patent for working saws.”

b. Sketch plan. Proposed reservoir etc. of Glasgow Water Works. 5 May 1809.

Docketed “Called at Neilson’s on his way to Dundee – reverses the situation of the drains. Wilkie not so forward as he expected. Is a wealthy man but shuffles about payments. Sharpe will be ready by the time the materials arrive – who is to put up the engine? Is doubtful William Murdock Jr. will have done at Vallance’s in time. Patrick Hutton’s engine wants repairing. Stead & Son made alterations. Instructions for their steam pipes and shafts. If any improvements are made, to be added to his engine. Miller undecided whether he will have a 20 horse or a 14 horse.”

15. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 23 May 1809.
Docketed “Mr. Miller undetermined. Murdock Jr. greatly forward with Vallance’s engine. Desires a person may be sent to Dundee. Apprehends some difficulty in settling with Paisley Bakers. Recommends lander for cold water pump to be sent in all cases. Mr. Dalrymple cannot be brought to pay his balance.”

16. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 31 May 1809.
Letter continued on 1 Jun. Docketed “Estimates of 20 and 14 horse engines wanted for Messrs. Dalglis Falconer & Co. Cook has made an engine for Mr. Buchanan. Glasgow Water Works Co. have purchased an old engine. Craunston Hill Co. have come to no determination. Mr. Houldsworth wants some of the essential parts of an engine. The rest he will procure there. He also wants to know the composition of our brass metal.”

Docketed “Orders brasses for Patrick Hutton, air pump false face for Wilkie, cement for St. Mirrens & Gibb. Neilson & Co. want lighting apparatus. Gillespie’s ditto is putting up. Vallance’s engine finished. Haig’s not yet arrived. Monteith & Bogle likely to have a 45 or 50 horse engine.”

Letter continued in Glasgow on 10 Aug. Docketed “Progress making in the erection and repairs of Mr. Sharpe’s, Mr. Wilkie’s and Patrick Hutton’s engines. Some accident has happened to one of Mr. Stirling’s engines.”
Letter continued on 21 Aug. The following sketches are on the same sheets:
Brasses and plan of 2nd boiler for Stirling & Son.
Section and plan of well and cold water pump for Vallance & Co.
Location of second engine for Monteith Bogle & Co.
Docketed “Further remarks on D. Dickinson’s situation. Orders brasses for Stirling & Son’s 20 horse engine. Sketch of situation for a 2nd boiler. Vallance & Co.’s well and proposed alteration of cold water pump. Monteith Bogle & Co. order a 53 horse engine with two 32 horse boilers to be delivered here in February. Will have a lighting apparatus. Query about gazometers. H. Houldsworth & Co.’s breakage of their cylinder lid and order for new one and brass bush. Gillespie & Co.’s lighting apparatus nearly ready etc.”

The address and docket are on a separate wrapper. On the same sheet:
Sketches. Elevation and plan of Gillespie & Co.’s dye house showing gas lights.
Docketed “Orders 14 feet of gas pipe for Gillespie – who determines on the extension of his gas lights.”

On the same sheet:
Sketch plan of G. D. Mitchell’s proposed engine and boiler houses.
Docketed “Sketch of Mr. G. D. Mitchell’s proposed engine house.”

Docketed “Thinks it may not be necessary for us to send any person to Messrs. Gillespie & Co. Has forwarded our drawings to Monteith Bogle & Co., Cargill Balfour & Co. and to Mr. Mitchell. Alteration in the speed of the fly shaft of Monteith Bogle & Co.’s engine. Gillespie & Co. have lined the inside of their gazometer pit with lead.”

23. Letter. E. S. Hutton (Glasgow) to Boulton Watt & Co. (Soho). 11 Nov. 1809. 2 sheets.
On the same sheets:
Sketches. Gillespie & Co.’s gazometer; Monteith Bogle & Co.’s engine house.
Docketed “Experiments made with Gillespie & Co.’s lighting apparatus. New plan of Monteith Bogle & Co.’s engine house. Account of Mr. Mitchell’s responsibility. Cargill Balfour & Co. alter the position of their engine. Mr. Wilkie proposes remitting on 1 Dec. Mr. Sharp has not been heard from. Sir John Hope likely to remit soon. Mr. Mitchell will have circular nozzles. Sword Haywood & Co. order a box of cement.”

Docketed “Remits £500 from Wilkie who promises to settle the balance with him soon. Statement of William Murdock Jr.’s time. Has forwarded our letter to Cargill Balfour & Co.”

On the same sheet:
Docketed “Mr. Pattison has broken his connecting rod and orders a new one of iron. Has sent for Varley to repair the engine. Cargill Balfour & Co. determine upon a ten horse engine and wish to have the drawings. Has not heard from Mr. Sharpe upon the subject of his account. Expects a settlement with Vallance & Co. and the Paisley Bakers. Gillespie & Co. have finished their gazometer pit.”

Docketed “Remits bill for £102.14 from Wilkie and states his account. Distribution of the engine erectors in Scotland and time required for the completion of their respective jobs. William Murdock Jr. at Stead & Sons. Varley at Mr. Pattison’s. Has written to Mr. Dickson to know if he can wait. Orders a copying machine for J. L. Reiss Esq. Enquires distance between the shafts of Monteith’s engine.”
Docketed “Remits £727.3 from Vallance & Co. and states their account. Performance of Gillespie & Co.’s gas apparatus. Varley has completed the repairs of Mr. Pattison’s engine and is returned to Mr. Haig’s. Performance of Vallance & Co. and the Bakers’ engine at Paisley. Causes which have delayed the settlement of accounts with the latter.”

Docketed “Gillespie & Co.’s lighting apparatus now gives satisfaction. The process of distillation is yet too slow. Has directed William Murdock Jr. to go to Mr. Dickson’s.”

Docketed “Further observations upon the performance of Messrs. R. Gillespie & Co.’s lighting apparatus and remarks on their complaints.”

3/268 James Law, 1781-1792 (15 items)

Law was an engine erector who worked on various engines around the country.

Docketed “With account of his being impressed.”


Docketed as being from New River.

Docketed “N. River.”


Docketed “About Messrs. T. & Baxter’s engine.”

Docketed “Thompson & Baxter’s engine.”

Docketed “Sir Richard Arkwright’s engine.”

Docketed “Mr. Morehouse’s engine.”

Docketed “About Parker.”

Docketed “Harris’ engine.”

10 Jun. 1792. Docketed “Concerning Harris’ engine.”
Lawson was one of Boulton & Watt's longest-serving and most experienced engine erectors and engineers. For this period he was based almost entirely in Cornwall, with a visit to Scotland in 1786. The letters make it clear that Lawson wrote several other letters that are not in this bundle.


18. Letter. James Lawson [Cusgarne] to James Watt [?].  [Harper's Hill?]. — Nov. 1783. *The top of the letter containing the date and the half of the sheet containing the address have been torn away. The letter is docketed* "Mr. Lawson Nov. 1783."


Docketed “About Buckling.”


2 sheets.

DETAILED LISTING

REEL 217

3/270  James Lawson, 1793-1795    (46 items)


3. Letter. James Lawson (Lancaster) to John Rennie (Stamford St., London). 10 Jul. 1794. Unclear if this letter was ever sent.


Docketed “Simpson & Barton.”

Docketed “Fawkner’s caoutchou varnish. Dumbell and Illingworth.”


Docketed “Illingworth’s assignees agree to pay the premium.”


Docketed “Illingworth’s assignees. Lee’s engine. Intended journey to Coxhead and to Sir Nigel Gresley.”

Docketed “Raike’s engine etc.”

4 Jun. 1795. 
Re-directed to James Watt Jr. at Soho. Docketed “Meeting with Horridge.”


Docketed “Marshal’s perverseness.”


Docketed “Thomas Crowder’s allowance.”

On the same sheet: 
Sketch of Ramsbottom & Baverstock’s horse wheel. 
Docketed “Ramsbottom & Baverstock.”

Docketed “London engines.”

Docketed “London engines.”

Docketed “Roberts & Co. Severn’s. Goodwin’s. Whitbread’s. Tate & Co.”


3/271 James Lawson, 1796 (52 items)


On the second sheet:  

Docketed “Lee’s illness. Livesey’s report of the Garrat engine man. Will tell the truth if forced to it.”

Docketed “Lee’s reccovery. Price’s departure for Nantwich.”

Docketed “Lee’s illness.”


Docketed “Confirmation of bill from Illingworth’s assignees. Visit to Thackeray’s engine. C. Lees & Co. begin working.”

With a postscript by George Lee. Enclosing (b) below.  


Docketed “Carlile’s pirated engine. Lord Derby’s ditto.”

Docketed “Drunken meeting with Stockdale. Conversation and dinner with ditto. Second inspection of Lord Derby’s engine at Preston. Reflections upon what he has seen and can prove.”


Letter continued at Manchester on 26 Mar.  
Docketed “Pirate engine at Bullock’s Smithy, suppose Sir G. Warren’s. Boiler for Bury. Further particulars of pirated engines.”


b. Sketch. Pirate engine “same as Lord Derby’s, Mr. Watson’s, Daniel Burton’s, Thackeray’s at Garrat, ditto at Cark.”


b. Affadavit of James Brown against Hornblower & Maberley.


b. Memorandum. The different wages of Moulders at three of the principal foundries in London. Memorandum by Mr. Lithgow.


   On the same sheet:

   Docketed “Gowland & Co. and Walkers defer settling. Accident to Gott’s engine. R. Owen & Co.”

   Docketed “T. Owen promises to pay. A. Lane. Dunkerley’s agreement with Bateman & Sherratt. Jones with Dumbell.”

   Docketed “Remittances from Leeds and Manchester. Gott’s mill.”

   Docketed “Manchester remittances. Bateman & Sherratt’s new impositions. Dumbell continues to work.”

   Docketed “Call upon Mr. Watson and Mr. Horrocks of Preston. Kirkman, Holloway and Taylor at Liverpool. Owen Scarth & Co. Mr. Wright. Dumbell.”

   Docketed “Owen & Lane’s prevarication. Owen Scarth & Co. Carlile of Bolton wants new engine.”


   Docketed “Transactions there.”


   Docketed “About his setting off for Newcastle.”


Docketed “Performance of Mr. Brooke’s engine at Hull. State of Mr. J. R. Pease’s ditto at Hull.”

Docketed “Licence returned sealed and signed by Sturges & Co. Holdforth wants engine.
State of Beverley Cross & Co.’s engine.”

Docketed “Mr. Smalley’s evidence.”

On the same sheet:
Letter. George Lee (Manchester) to James Watt Jr. (Soho). 21 Nov. 1796.
Docketed “About time of trial with Maberley etc.”

Docketed “About Mr. Smalley’s evidence.”

Docketed “Principally respecting Smalley.”

Docketed “Smalley says it would be extremely inconvenient for him to leave home at present.”

Docketed “Smalley agrees to come.”

3/272 James Lawson, 1797

1. Letter. James Lawson (Bristol) to Boulton & Watt (Soho). 7 Jan. 1797.

With a postscript addressed to John Southern. Docketed “Sturges’ remittance. Arrangements of engine erectors. Proposed excursion to Manchester.”

Docketed “Sturges & Co.’s law costs. Benjamin Firth.”


On the second sheet:

Docketed “Unfavourable effect of affairs at Leeds.”

Docketed “Arrival at Hull. Firth’s indolence. Mr. Brooke. Mr. Coates. Thompson & Baxter. Mr. Lee at paper mill.”
Docketed “D. Lees’ application to be noted. Wheatley, engine erector, at liberty and competent to undertake Watson’s or the Lancaster engine. Firth’s dibl [?] render him an improper to be sent out. Sturges want account of expenses.”

Docketed “Can part with no-one till Wheatley has finished his job. Has ordered Firth to be with him on Saturday. Letter to Mr. Pease. Nussey and Holroyd’s pipes wanted.”

Docketed “Firth not yet left Hull. Thinks Wheatley should go to Lancaster instead of Hughes. Nussey’s steam pipes to be sent by waggon and also Messrs. Batesons’. Mr. Hurst’s application to obtain leave to add a condenser and air pump to his engine.”

Docketed “Mr. Pease refuses to part with Firth. Nevins’ engine set to work. Intends going to Preston with M. Wheatley. Payment of Sturges & Co.’s law costs £106.16.9. Mr. Paley’s engine set to work.”


Docketed “Repetition of his preceeding letter.”

Docketed “Wheatley gone to Preston. Nevins’ engine. Mr. Gott gone to London.”

Docketed “Order for Mr. William Martin of Weetwood near Leeds.”


Docketed “Bad performance of Watson & Co.’s engine. Account of Wheatley, Punchon and Rudge’s time.”


Docketed “Brunton sent to Holdforth Wilkinson & Paley’s. Martin intends sending order for a larger engine. Holroyd’s likely to want another engine. Foster’s payment £115.10/-.
Punchon and Brunton’s time. Sets off for Scotland.”


38. Letter. James Lawson (Manchester) to M. R. Boulton (Soho). 27 Oct. 1797. Docketed "Deane's determination to have a 10 horse engine. Mr. Pooley's alteration from a 20 to 24 horse. Slow progress at Mr. Taylor's engine at Rochdale."


42. Letter. James Lawson (Manchester) to M. R. Boulton (Soho). 15 Nov. 1797. Docketed "Prices of shafts. Millwork for Mr. Hope and Mr. Pooley."


3/273  James Lawson, 1798  (53 items)


3. Letter. James Lawson (Merthyr) to Boulton & Watt (Soho). 29 Jan. 1798. Docketed "Prospect of orders from Mr. Taitt and Mr. Homfray."
Docketed “Order from Messrs. Homfray for double 40 inch engine, 8 feet stroke.”


Docketed “Call at Plymouth and conversation with Murdock about Pednandrea. State of mines. Coins left for Mr. Tremayne.”


Docketed “Particulars of his inspection of pirated engines in Cornwall. State of Bramah’s Norwich engine. Interview with Mr. Mylne and Bramah.”


Docketed “Mr. Weston advises his return. State of Borough Water Works engine and application to Mr. Barclay.”

Docketed “Weston’s indecision. Repairs of Borough Water Works. Conversation with Mr. Slater concerning David Watson’s engine. Maberley’s sale. Meux’s mishaps.”

Docketed “Meeting with Mr. Homfray. Beam ordered for Pooley.”

Docketed “Enclosing Mr. Homfray’s agreement. Intended meeting with Mr. Taitt.”

Docketed “Mr. Taitt’s determination to have an engine. Messrs. F. Calvert wish to alter theirs. Stroud’s piracy. Slater’s caution about his engine. Bramah’s copying machine.”

Docketed “Taitt’s resolution to have engine same as Homfray’s. Hateley to be dismissed from Borough Water Works.”

Docketed “Homfray’s agreement. Taitt – wooden beam. Dayus proposes his father for engine man at the Borough Water Works. Charrington’s engine repaired.”

Docketed “Bedford’s omission of witnessing Mr. Boulton’s affidavit. Bad account of Slater’s engine. Cannot see Saddler’s engine.”

Docketed “Weston has made out affidavit for him in United Mines. Mr. Spence of Duffield.”
Docketed “State of the engine at Caton. Mr. Watson demurs about paying premium.”

Docketed “Conversation with Watson. Shakespear disengaged and query if to go to London.”

Docketed “Explanation of his agreement with Francis Maxwell. Remittance value £183.2 from McConnel & Kennedy. Ditto promised from Stockport. Orders in expectation.”

Docketed “Holt’s engine nearly finished. Holloway’s to be repaired. Kirkman’s increasing difficulties. Piracy of a Mr. Wolfe detected.”

Docketed “Piracy of Wolfe. Manoeuvres of Mr. Gardener. Ignorant of agreements of Lees & Co., Thomas, Taylor & Weston and Bounds. Shakespear’s work at Dean’s. Mr. Sutton’s application for a flour mill. Outram’s application to get 70 inch atmospheric changed into Boulton & Watt’s.”


On the same sheet:
Sketches. Engine on the Huddersfield Canal, at Redbrook, near Marsden.
Docketed “Engine on Huddersfield Canal. Bills enclosed. Order of engine by Adam & George Murray. Mr. Southern’s deeds, drawings received.”

Docketed “Did not know of Outram’s engineering. Clegg’s opinion on the Huddersfield Canal engine. Mr. Gatley’s order for engine. Agreements expected to be executed. Dunkerley’s expected order. Miscarriage of his letters.”

Docketed “Called on Mr. Bury. Murray and Gatley’s agreements may be forwarded. Waited on Mr. Hope. Did not see Mr. Atherton. Rudge always needed. Not seen Mr. Haywood. Taylor & Weston’s agreement. Going to Mr. Ridgway’s.”

Docketed “Gardener’s work behind. Perrins come – engine may be finished in a week. Mr. Ridgway wishes for a discount for ready money.”

Docketed “State of things at Ridgway’s. Perrins come – engine may be finished in a week. Mr. Ridgway wishes for a discount for ready money.”

Docketed “Encloses £100 from Jos. Foster. Wilkinson & Holdforth’s engine to be set to work. Sent per coach Ridgway’s deeds and Riddell’s engravings.”

Docketed “Rate at which different mills pay the Poor Rates. Holdforth’s engine at work. Drawings for Murray and Gatley wanted. Pomatum for Markland & Cookson.”

The docket is on a separate wrapper.

Docketed “Mr. Mitchel of Baildon intends to have an engine. Remittance from Nevins & Gatiffany. Disappointed by Foster of Horbury. Bad order of that gent’s engine. Enquires after a Mr. Willshaw.”

Docketed “Application of John Lees to be informed of the price of an engine for pumping. Encloses remittance from Barrow & Lees and Clegg. Brunton nearly finished at Marsland’s. State of Murrays’. Their wishes respecting their boiler. Expects to see Mr. Haywood about Mr. Dean’s engine.”

On the same sheet:
Letter. George Lee (Manchester) to M. R. Boulton (Soho). 12 Aug. 1798.


Docketed “Remittances from Duck and Pooley. Expected settlement with Horrocks and Dean. J. Lees of Oldham impatient for an answer.”


Docketed “Interview with Atherton concerning his engine. Ditto with Kirkman who refuses payment. Caution respecting Matthew Holt & Co. - £30 to their credit. Receipt and remittance of £20 from Ridgway.”

The docket is on a separate wrapper.
Docketed “Outram again applies for leave to apply air pump to the Huddersfield engine. Particulars of iron works in Wales visited by Lawson. Horridge determines on a new engine. Waddell supposed to have settled for the engine late John Lees.”

Docketed “Horridge likely to want a 10 horse engine. State of Ridgway’s engine. Perrins’ charge against him. Perrins’ licence taken away.”

Docketed “Reception from Mr. Curwen. Mr. Udale & Co. State of the engines. Simpson Penrice.”
   2 sheets.
   Letter continued on 10 Nov. Kept with (b) and (c) below. Docketed "Meeting with Mr. Curwen. Demeanour of Mr. Curwen and his agents. Proposed alterations."

b. Memorandum. Engines – Workington. 5 & 8 Nov. 1798.
   In James Lawson’s hand.

c. Memorandum (press copy). Engine at Workington and J. C. Curwen’s engines at Hope Pit, Elizabeth Pit, Lady Pit. 8 & 10 Nov. 1798. 5 sheets.
   In John Southern’s hand?

   Docketed “Causes of the bad state of Mr. Curwen’s engines. Schemes for their amendment.”

   Docketed “Progress and proposed alterations at Workington.”

47. Letter. James Lawson (Carlisle) to M. R. Boulton (Soho). 21 Nov. 1798.
   Docketed “State of affairs at Workington. Meeting with Brunton. Projected journey to Scotland.”

   Docketed “Meeting with Brunton. State of matters at Workington. Journey to Newcastle and Glasgow.”

49. Letter. James Lawson (Newcastle) to M. R. Boulton (Soho). 27 Nov. 1798.


   Docketed “Wade’s influence at Hebburn upon the decline. Opinion of Hebburn double engine – alteration in working recommended.”

   Docketed “Sentiments of Mr. Baird’s character and intentions. Particulars of Cook & Co.’s engine which they wish altered.”

   Docketed “Objections to the crank in the case of Mr. Gillies. Interview with Mr. Baird – opinion of him. His and other infringements about Glasgow. Messrs Cook & Co. wish their engine altered.”
DETAILED LISTING

REEL 218

3/274  James Lawson, 1799  (57 items)

   Docketed “Order from Mr. Houstoun. Ditto expected from Mr. Pattison and Mr. Baird.”

   Docketed “Drawings of Mr. Houstoun’s framing, cistern etc. wanted. Difficulty of getting the beam in one piece.”

   Docketed “Little progress made by Brunton at Workington. Expects to get Mr. Pattison and Mr. Laird’s order. Estimate of a 12 horse by Mr. Baird - £500. His stay with Mr. Houstoun and excellent condition of his mill.”

   Docketed “Progress made in the repairs at Workington. Goods from Soho that were understood to be missing found in Mr. Curwen’s house.”

   Docketed “Alterations making in the engines. Orders at Glasgow.”

   Docketed “Congratulations upon our victory. Sentiments of Curwen upon it. Conclusive arrangements with Brunton.”

   Docketed “Some particulars respecting Udale’s order, say Curwen’s. Situation of Underwood Co.’s boiler. Houstoun’s pump 38 fathoms. Journey to Lancaster.”

   Docketed “Watson & Co.’s order doubtful. Have substituted a 30 inch cylinder in lieu of the 21 inch licensed by us. Cast iron boilers cause of great consumption of coals at Hodgson & Capstick’s engine. Only one boiler for Gillies. Disappointed in not finding Mr. Greenal at Eccleston near Chorley. Lives at another place of the same name.”

   Docketed “Interview with Mr. Greenal of Eccleston – probability of orders from him. Scarcity of injection water an obstacle. Conversation with Wolfe upon his piracy.”

    Docketed “Matthews Holt & Co.’s affairs. State of things at Kirkman’s & reminded [?] them for payment. Packet addressed to him at Workington not received.”

    Docketed “Prospect of order from Holland & Co. State of affairs at various engines. Lee’s remarks on Kirkman. Grimshaw’s explosion.”

    Docketed “Order of a 16 horse engine for Holland & Co. Pump lamp for Mr. Lee.”
Re-directed to Boulton & Watt at 13 London St. Docketed “Dislike to new prices. Kirkman’s.”

Docketed “Orders from Mr. Watson, Mr. Clegg, Mr. Rupp. Mr. Yates’ renewed application for a licence.”

Docketed “Hope’s engine to be forwarded in his own name.”

The outside of the letter is directed to Gregory Watt. Docketed “Uncertainty respecting Atherton’s being implicated with Kirkman. Supposed mistake in Holloway’s account.”

Docketed “Mr. Jones’ opinion of the correspondence with Atherton. Intends going to Liverpool. Bramah’s puffs. Horridge’s proceedings.”

Docketed “Conversation with Kirkman. Their affairs supposed to be assigned to Clark & Co. Probability of Atherton’s being a partner.”


Docketed “Mr. Hope not dissatisfied with delay. Rotative shafts for ditto. Alteration of his 12 horse engine. Order from Wood & Harrop for a 10 horse engine. Rupp’s order is for a 28 horse. Remittances £419.2. Runcorn’s alteration to be done for £160. Intended journey to Leeds.”

Docketed “Holland & Co.’s order for a 16 horse engine. Marshall’s engine at work. Swindell’s to be so in a few days – both erected by Perrins. Gatley’s will be finished by Rudge in a few days. Intended journey to Leeds and return to Manchester.”

Docketed “Murray’s patent. Improbability of detaching Wood from them. Marshall & Benyons’ proceedings. Remittance from them.”

Docketed “Remittance from sundries £278.8.4. Fenton satisfied with alteration of his engine and intended remittance. Sand at Castleford ordered, and description of quarry. Appointment with Mr. Murray. Boring rod ready to send off.”

Docketed “Remittance of £71.17 from Cookson & Co. Conversation with Murray and present price of his engines. Great fall of snow and inclement weather.”

Docketed “Directions left with Mr. Smith for sand. Lee’s working gear. New hand from Lowe. Rider uncertain.”

_Docketed “State of things at Dowlais and Penydarren.”_

_Docketed “Mr. Ingleby’s piracy. Bound defers payment.”_


_Docketed “Change in the firm of the Union Mill Co. and secession of Kirkman’s. Little progress made at Watson Myers & Co. Mr. Thomas Leeming. Melur Mine. Bagillt Colliery. Halkin Lead Mine.”_


_Docketed “Cannot get payment from Dean and Haywood. Bound likely to pay. Marsden & Neil want engine. Agreements. Drawings with Perrins.”_


_Docketed “Visit to Workington. Engine nearly finished at Underwood. Pattison renews his application. Intends going to Dundee.”_

_Docketed “Haig’s have altered the situation of their engine. Knows nothing of brackets being ordered for Rider. Opinion of brackets. Orders expected from Mr. Nelson and Mr. Crawford and a distillery at Alloa.”_

_Docketed “Means to go to Leeds by the mail coach. Expected settlement with Mr. Pattison. Good performance of the Underwood Mill. Progress at Houstoun’s.”_

_Docketed “Parker at Murray’s. Affairs at Manchester. Remittance from Rider.”_

_Docketed “Remittance £535. Wants accounts against Lane and Hunt. McConnel & Kennedy’s cylinder. Mode of proceeding against Parker.”_

_Docketed “Rupp’s complaint about their shaft. Bound’s delay of interest. Runcorn’s at work. Accounts wanted.”_
Docketed “Remittance £589.17.6 from sundries. Gatley’s and Reynolds & Co.’s boilers.
Dean’s delay of payment. Nothing to be got from Lane. Hunt’s assignees promise payment.
Union Mill Co. His indisposition.”

Docketed “Mr. Houstoun’s beam not at Liverpool. To call on William Clark & Co. Mr. Taylor to find us an agent.”

Docketed “Conversation with Mr. Clark about Kirkman’s debt. Search after Houstoun’s beam.”

Docketed “Has found and forwarded the beam to Mr. Houstoun. Bill £22.15 from Lane.
Advises not to trust them without security.”

Docketed “Promises and excuses of John Lees. Haywood’s promises. Dean delays again.


47. Letter. James Lawson (Manchester) to Boulton & Watt (Soho). 20 Nov. 1799.
Docketed “Visit to Preston, state of Watson & Myers’ engine and mistake by Varley. Details of Newsham & Horrocks’ engine, which they wish to have permission to alter. Ditto of John & Samuel Horrocks’.”

Docketed “Has received a further application from Mr. Samuel Horrocks of Preston and intends being there on the 26th or 27th inst. Letter from Mr. Houstoun about his beam and answer sent him. Can get no remittances. Potter to be employed at Stevenson & Green’s.”

Docketed “Estimates of framing from Mr. Lowe etc.”

Docketed “Remittance Cookson & Fawcett. Others promised from Fenton and Humble. Sketch of G. & J. Wright’s engine. Murray preparing air pumps – his misfortunes at Mr. Close’s. Small engines likely to be in request. Intends going to Preston and thence to Carlisle.”

Docketed “Potter’s mistake in Rider’s engine. Doubts of his making a good hand. Meeting with Mr. Goodrich, an emissary of General Bentham. Advice of forwarding sundry deeds and drawings. Drawings wanted for Stevenson & Green. Receipt of £14.16.6 from Mr. Thelfall.”

Docketed “Errors in the invoice of Leeming’s goods. Mr. Jee’s charge upon ditto. Receipt of £20 from Watson & Co. who say they have written about their account. Leeming’s agreement to be executed upon the return of his partner. Gardner does not appear to have the framing in much forwardness.”

Docketed “Remittance from Hebburn. Ditto from Easterby & Hall. State of their engine.”
Docketed "Receipt of £500 from Mr. Blacket. Payment of Kenton and Campbell & Gibson promised on his return. Barnes' intended visit."


Docketed "Good account of Mr. Grieve. Wishes us to undertake the beam work. Mr. Geddes likely to want a 16 horse engine. Bagnie not at home. Haig's still unsettled. Commissions at Manchester. Professor Robison's new name for the Belier. Crowder with Murray and method used by the latter for rounding his iron."

Docketed "Time lost at Newcastle. Charges for Brunton and Grieve. Mr. Houstoun's to be at work early in January. Mr. Pattison has sold his old materials and says we may furnish the whole. Orders expected. Half pence for Mr. Houstoun."

3/275 James Lawson, 1800 (36 items)

Docketed "Philp & Co.'s agreement executed and state of the engine house. Payment of £35 from Mr. Stein of Kennet Pans. Probability of order from him. Visit to Crawford and Dykes Smith. Particulars of his situation etc."

Docketed "Baird's infringement. Difficulties thrown by his father in the way of Mr. Smith. Order expected from Mr. David Dale. Sudden thaw and state of the streets."


Kept with (b) below. 
Docketed "Negotiation with Mr. Edington. Houstoun's engine nearly completed. Arrangements for the other Scotch engines."

b. Note (not by Lawson) re. grates for boilers.

Enclosing (b) below. 
Docketed "Houstoun's engine set to work and gives satisfaction. Correspondence and interview with Mr. Edington relative to the blowing engine wanted by the Clyde Iron Works. Encloses copy of his letter to Mr. Edington."

Docketed "Specifying particulars of the blast engine wanted for the Clyde Iron Works."

Docketed “Mr. Houstoun to remit soon. Charges for the men. Drawings of blowing cylinder
for Edington. Mr. Sherriff to superintend the erection. Intends sending Brunton and Pearson
to Dundee. George Grieve to go to Philp’s and to Pollock’s. Intends going to Newcastle.
Expects many orders for coal engines.”

Docketed “Bartholomew orders 10 horse. Philp & Co.’s engine arrived at Leith.”

Docketed “Will explain to Edington the error in the price of valves. Has been with Walter
Fergus & Co. of Kinghorn.”

Letter continued on 17 Feb.
Docketed “Indisposition. Draft of agreement with Hope’s trustees. Wants estimate for
Halbeath Colliery. Drawings for Fergus & Co. Haig’s engine to be forwarded. Newcastle
accounts. John Pearson’s wages not charged to Houstoun. Character of Mr. Grieve and of
his sons. Brunton at Wilkie’s. Dykes Smith and Geddes order engines.”

Docketed “Remittances £650. Difficulty of procuring them. Obersavtions on working gear.
Michael Wheatley unwilling to engage. Man from Barnes.”

Docketed “Campbell & Gibson promise payment in a week. Mis-statement of Michael
Mr. Barnes has undertaken to settle Smith & Legg’s account. Orders likely to be wanted.
New engine makers at Newcastle. Michael Wheatley declines engaging. Agreement with
him for wages. Bad state of himself and beast.”

Docketed “Haig’s esteemed good. Conversation with Grieve about boilers, and wants sketch.
Engine house begun. Geddes still undecided. Hawkes have purchased the Devon Iron
furnaces. Receipt of £18.5 of Mr. Stein.”

Docketed “George Grieve to erect Pollock’s. Philp & Co. in no haste. Application from Mr.
Cunningham. Baird’s engine at work. Wishes me to take a journey to the North with Ewart.”

Bartholomew wants his engine. Account of Burn’s grate. Order for copying paper.”

Docketed “Remittance from J. Philp & Co. Robertson’s inventions. Baird’s engine.”

Marked “Private.” Docketed “Expects Ewart. Wishes an arrangement with Boulton & Watt
and himself. Intends going to Dundee.”

Docketed “Supposes Mr. D. Smith has ordered his engine. Ewart at Glasgow.”

Docketed “Wilkie’s engine finished. Walter Fergus & Co.’s engine arrived. Brunton and
Pearson to erect it. Magistrates want a corn mill. Engine erected by Baird for Mr. Dummond.”

Docketed “Has received our instructions and intends coming to Soho.”
Docketed “Regrets his not going to Aberdeen. Account of men’s time to Mr. Wilkie. State of matters at Walter Fergus & Co. Haig’s engine arrived. To be at Newcastle on Monday.”

Docketed “Settlement with Kenton. Expects settlement with Wade and Blackett. Order likely to be received from Surtees & Co. and Hawkes & Co. George Taylor arrived.”


Docketed “Remits £244.19. Dean delivered over to Mr. Jones. Time allowed for orders. Mistake about Newall’s shaft. Answers to memorandums.”

Docketed “Creighton’s neglect of orders. Complaint of time required for executing orders. New mode of spinning. Holland & Bridge have ordered new cylinder of Sherratt. Duck to have his done by us. Notice of sundry accounts viz. Sedgewick’s, Bound’s, Hunt’s and Illingworth’s.”


Docketed “Proceedings at Caton. Mr. Curwen objects to the payment of Penrice’s piracy. Remits £521 on account. Creighton’s penitence and Lawson’s commiserations.”


Docketed “Arrival at Glasgow. Defects in the Clyde’s working gear and difficulties in adjusting it. Finds that Creighton has no particular reason for remaining at Glasgow.”
33. Letter. James Lawson (Glasgow) to Boulton Watt & Co. (Soho). 4 Dec. 1800. Docketed “Mr. Monach agrees to take Mr. Boulton’s Mint engine at 2/3 of the original cost.”


3/276 James Lawson, 1802 (50 items)


5. Letter. James Lawson (Glasgow) to M. R. Boulton (Soho). 12 Feb. 1802. Docketed “Engaged in making a drawing of Mr. Houstoun’s colliery. Will send his account in a few days.”


Docketed "Particulars for the calculations of Messrs. Fulton’s cupola blast. Expects an order from Aberdeen and Lord Somerville’s colliery. Advertisements of engines in the Glasgow papers. Expects to settle with Mr. Cunninghame.”

Docketed "Remittance from Cunninghame with interest. Thinks Messrs. Sword & Co.’s boasts not likely to injure us. Mr. Coats of Liverpool recommended by Mr. Edington as a proper person to transact our business. Order for Messrs. Pollock & Co."

Enclosing (b) below. Docketed "Encloses John Thomson’s indentures and agreement with his father. Neglect in not getting the latter executed. Will see Grieve and get his answer in a few days. Sword & Co.’s threats to have some of our men at any rate – observations upon their and other rivals’ insidious attacks. Mr. Wilson likely to give an order. Will want an estimate of pump and boiler."

Docketed "Returning his son’s indentures."


Docketed "Claims interest upon his account. Wilsons have not determined upon size of engine. Wants estimate of pumps. Intention of going to Aberdeen. Action commenced against Sword & Co. by the City of Glasgow. Grieve agrees to our terms for new agreement. Could get some young lads as apprentices."

Docketed "Sword & Co. have laid a bet that they will get one of our men. Sandeman’s engine at work. Wants his account and that of Halbeath. Engine erector wanted for Tennant & Co."

Docketed "Calder engine expected to be started at the end of the week. The beam in a better condition than expected. Sandeman’s engine giving satisfaction. Thinks the charge for his journey thither should be deducted from his account."


Enclosing (b) below. Docketed “Has received estimate of Pattison’s extinguishing apparatus. Letter from Halbeath Co. Will be at Edinburgh in 10 days. Drawings of Fulton’s blowing machinery wanted. Calder and Omoa engines to start in a few days."

On the same sheet:
Transcript of letter. Andrew Young (Halbeath) to John Campbell. 15 Apr. 1802.
Docketed “Messrs. Campbell Speirs & Co. determine on an engine to be either 16 or 20 horse. Orders lost on account of time. Moorkirk order given to Baird. Competitors in Scotland. Has engaged two new hands.”

Docketed “Calder engine working tolerably. Remittance from Mr. Dalrymple and on account of Halbeath. Mr. Young claims allowance for the cistern bolts. Varley and Vivian gone to Tennant & Co. Haig’s got to work. Forbes’ drawings forwarded. Sale of Dykes Smith’s engine. Will set out for Soho in 3 weeks.”

Docketed “Calder Iron Co. resolve upon adding a blowing cylinder to their vaults. Campbell Speirs & Co. order a 20 horse engine. Sword & Co. partners with them. Wants accounts with sundries. Proposes setting out for this on the 10th or 12th June.”

Docketed “Mr. Monteith wishes us to proceed with a 32 horse engine. Accident at the Clyde by the failure of the blowing piston rod. Tennant Knox & Co.’s engine ready to start. Destination of Vivian and Varley. Calder blowing apparatus failed. Engine works better in consequence of the leaks in the blowing tub.”

Docketed “Vivian cannot be spared to erect Mr. Wright’s engine. Destination of the other hands in Scotland. Remittance for the balance of Catrine account. Causes of the delay in starting Omoa engine. Leaves Glasgow on the following Thursday. Will call at Carron. Tennant’s engine started to the satisfaction of the proprietors. Mr. Monteith agrees to take the 30 horse engine.”

Docketed “Remittance and statement of account with Haig & Co. and Messrs. Tennant Knox & Co. Monteith’s drawings will be followed without alteration. Dunlop & Co.’s ditto. Messrs. Wilson of Hurlet Colliery order the engine as proposed to them. Mr. Dyce wishes his engine to be exchanged to a 16 horse. Sets out in the mail for Newcastle the same day.”

Docketed “Account of the Tyne Iron Co.’s new erections. Surmises their intentions to commence as engineers in conjunction with Dudgeon. Engines under hand in the shops of the latter.”


Docketed “Account of his journey and state of Mr. Morgan’s engine. Mr. Morgan from home – will return on the ensuing day when he expects to take his departure for Clonmell. Misery of the Irish peasantry.”

Docketed “Progress made by Spode in the buildings and preparations for his engines. Deviations from drawing in length of rotative shaft. Situation for his intended 30 horse not determined. Favourable report of the performance of Wedgwood’s engine. Particulars of its work. Statement of account left with Mr. Byerley. Mr. Spode and Mr. Hamilton much pleased with the working of Wedgwood’s. Probability of Lowe being employed by the former to do his millwork. Extract of a letter shown by Mr. Spode mentioning the wonderful effects of Trevithick’s new engine. Mr. Slate’s engine doing well. Defects of Messrs. Daintry Royle & Co.’s. Alteration in the intended position of the new engine. Progress made in the erection of Mr. Cheetham’s. Bad work of the platform. Extraordinary defects of well for supply of cold water. Thinks there is a necessity for Murdock’s assistance in starting the engine. Great discord of Lee’s eccentric circle.”

Docketed “Dixon & Co.’s engine started without accident. Appears to go smoothly. Order of Mr. Pillings for a 14 horse engine. J. Lees’ want of particulars of the charge for his engine.”


Docketed “Conference with John Pearson – ideas about wages and the policy of engaging him.”


Docketed “Account presented to Dixon & Co. who will remit in 10 days. Estimates delivered to Greg & Ewart. Pearson gone to Ridgway’s and directions left with Creighton and Lee respecting him. Orders in agitation.”

Docketed “Messrs. Walker from home. Mr. Yates conducts the engine concerns, think a new engine will be ordered. Has left instructions with Mr. Lee respecting Pearson’s engagement. Met with Mr. Dawson at Buxton – will call on him at Low Moor if necessary. Expects to be at Snaith on Tuesday and to return through Leeds to Halifax. Has increased our charges from men’s time 5/- per week per man.”

Docketed “Messrs. Walker’s disposed to have a new blast engine. Good condition of the engine last erected. Small produce of the furnace. Amount of accounts received. Thinks Pearson inclined to accept our terms – gone with Wright to Low Moor. Will apprise Mr. Dawson of the case. Proposes Creighton to take the Glasgow station and himself to remain at Manchester to settle with the workmen and other matters. Creighton’s diffidence an impediment to his transacting business.”
Docketed “The alteration of Messrs. Walkers’ blowing engine can be effected without stopping
the furnace. No further tidings of Wright and Pearson. Smalley leaving the Low Moor
concern.”

Docketed “Wishes John Pearson’s articles to be forwarded to him. Thinks his stay at
Manchester may not now be required.”

Docketed as 28 Oct: “Visit to the Low Moor where neither Pearson nor Wright had called.
Smalley likely to remain there. Clegg has commenced putting the engine together for Mr.
Lodge. Cause of the delay in delivering Mr. Hope’s drawings. Thinks it better for himself to
remain at Manchester and Creighton to go to Scotland.”

Docketed “Indisposed with a cold. Creighton gone to Glasgow and likewise Newman and
Thomson. Accompanied the latter to Murray’s and McConnel’s engine.”

Docketed “Breakage of Mr. Bury’s connecting rod. Box for Cheetham missing. Has got no
water, is likely to want another pump. Mr. Pownall orders a 6 horse engine. Wants estimate
of Shallcross’s present cylinder etc.”

Docketed “Disaster at Dixon & Co.’s engine by the failure of the connecting rod. Has
procured McCandlish & Co.’s to replace it. Mr. Penson of Wigan undetermined as to the size
of his engine.”

2 sheets.
Docketed “No further particulars as to the cause of Dixon’s disaster transpired. Proposes
driving the governor by gear. Recommends a wooden middle piece for connecting rods.
Cannot obtain payment of Schofield. Proposes to get his father’s security. Confusion at
Marriot & Robinson’s in consequence of the death of the former. Distribution of the men.
Pearson objects to the terms of the agreement. At work at Houldsworth’s engine for a guinea
per week. Intends to return with Miss Lee to Soho on Monday. Remittance from Scarth &
Co.”

Docketed “Inspection of Wilkes & Jewsbury’s proceedings. Recommends a flat grate for
them. Wish to have the pillar etc. with expedition. Report of Mr. Peel’s engine and Mr.
Strutt’s ditto. A new 10 horse cylinder and nozzles wanted by the latter. Remittance for his
account. Brown & Son’s proceeding in the erection of their framing – have an intelligent
millwright. Dennison’s mill destroyed by fire.”

Mr. Robinson of Papplewick. State of things at Pleasley. Orders.”

Docketed “Remittances from sundries. Daintry Royle & Co. deduct amount of Potter’s board.
Hesketh & Schofield request us to suspend proceedings against them for a few days – in
treaty with Messrs. Ollivant to become partners. Hopes to get the account settled on Tuesday
next. Engine erectors going on regularly though slow.”
Docketed “Employment of the engine erectors and difficulty of providing a hand for Nelson engine. Disappointment in consequence of Creighton’s silence. Wish to proceed to Scotland as soon as affairs at Manchester are got into train. Gavin McMurdo’s recollection of the conversation with Murray and interview between him and Mr. Murdock. Believes Murdock at Mr. Gott’s is acquainted with the matter.”


2 sheets.
Docketed “Sets off immediately for Glasgow. Hesketh & Schofield’s concern to be dissolved and Ollivant to grant his bill for the amount. Ewart to take charge of that matter in his absence. Small payments by sundries. Shallcross promises to remit soon. Is thought doubtful. Mrs. Gatley will pay at Xmas. T. Bound in a week or two after. Dinner given to the men and the effects of it upon John Pearson. Thinks Gavin will agree again. John White entering into partnership with Whitehead as a founder and engineer. His intended journey to Soho. Has not seen Crowder. R. Kershaw likely to order a 20 horse engine. Proposes T. Livesey’s nephew to be engaged as a workman. Order for 20 horse engine for F., G. and J. Southam. Lee to visit Soho next week. Expects to be absent about a fortnight.”

Docketed “Knight & Sedgewick likely to want a 24 horse engine. Advises caution. Lane out of the concern. Causes of slow progress at McConnel & Kennedy’s. Mistake in Ewart’s holding down bolts. John Stein’s mill burnt. Likely to order a 20 horse engine. Goes to Glasgow.”

Docketed “Receipt of £14.8.2 from John Stein & Co. Halbeath engine doing well. Did not present the account as nothing complete. Progress made at McGeorge’s. Monteith’s shafts not arrived. Houstoun likely to order a 20 or 24 horse. Prospect of orders from the West India merchants.”

3/277 James Lawson, two miscellaneous letters, 1806 (2 items)

1a. Letter. James Lawson (Bath) to Boulton Watt & Co. [Soho]. 26 Feb. 1806. 5 sheets.
The docket is on a separate wrapper. Docketed as 27 Feb. Enclosing (b)-(d) below.
Docketed “Sketch and observations of the premises at Blaenavon. Sketch of Trevithick’s engine at Pennydarren. Account of some new ones erecting and of some experiments of consumption etc. on raising water.”


c. Sketches. Plan and section of blowing cylinders for Blaenavon.

d. Sketches. Trevithick’s engine and boiler. Plan, slide and end views.

2a. Letter. James Lawson (Glasgow) to James Watt Jr. [Soho?]. 1 Nov. 1806.
Enclosing (b)—(e) below, which were together in a packet.
Docketed “Encloses letters from Mr. Anderson, with farther particulars of the painted window at Lichfield.”

c. Transcripts. Transcripts of 3 letters on the same sheet, as follows:
William Mott (Lichfield Close) to John Anderson (5 Dawson St., Dublin). 26 Sep. 1806.
John Anderson (Fermoy) to William Mott (Lichfield). 7 Oct. 1806.
John Anderson (Fermoy) to William Raphael Eginton (Birmingham). 7 Oct. 1806.

d. Transcripts. Transcripts of 4 letters on the same sheet, as follows:
William Raphael Eginton (Handsworth) to John Anderson (Fermoy). 29 Sep. 1806.
William Mott (Lichfield) to William Raphael Eginton [Handsworth]. Not dated.

e. Copy of sketch. Window in Lichfield Cathedral.
Showing broken squares of glass to be replaced. Referred to in Eginton’s letter of 29 Sep. 1806 above.

3/278 James Lawson, letters to him, 1793 (39 items)


31. Letter. William Forman (Soho) to James Lawson (at Wormald Fountain & Gott, Leeds). 15 Nov. 1793. On the same sheet:

Summarised by Henry Hazleton “Concerning coinage and putting presses in order.”

34. Letter. John Southern (Soho) to James Lawson (care of Wormald Fountain & Gott, Leeds). 26 Nov. 1793.  
With a note by William Forman on the same sheet.


Re-directed to Lawson at the Revolution Mill, Retford.


On the same sheet: Transcript of extract of letter. Beverley Cross & Co. (—) to Boulton & Watt [Soho].
James Lawson, letters to him, 1794 (41 items)


On the same sheet:


12. Letter. John Southern (Soho) to James Lawson (care of Wormald Fountain & Gott, Leeds). 28 Apr. 1794. Copy of the letter above that was sent to Hull.


*On the same sheet:*
Transcript of letter. John Southern for Boulton & Watt (Soho) to Anthony Atkinson. 18 Feb. 1793.


*On the same sheet:*


*Marked “Ans’ 4 Aug”*


34. Letter. John Southern (Soho) to James Lawson (care of Mr. Chippindale, Salisbury Square, London). 16 Nov. 1794.


36. Letter. S. Lane (Manchester) to James Lawson (at Mr. Lee’s, Salford). 4 Dec. 1794.


On the same sheet:


3/280 James Lawson, letters to him, 1795 (73 items)


In James Lawson’s hand. Docketed “Copy of letter to the assignees of Mr. Illingworth.”


   Docketed as 28 Mar.


   On the same sheet:
   Letter. John Southern (Soho) to James Lawson. 15 Apr. 1795.


   Sent with the letter to Lawson above.  
   Docketed “Letter to assignees not sent.”


29. Letter. John Southern for Boulton & Watt (Soho) to the Salford Twist Co. (Manchester). 2 May 1795.


32. Letter. H. Lawson (York St.) to James Lawson (G. Lee’s, Salford). 13 May 1795.  
   From Lawson’s cousin. Re-directed to James Lawson at Soho.
34. Letter. Benjamin Gott (Leeds) to James Lawson (Soho). 20 May 1795.
_The address and docket are on a separate wrapper._
_On the same sheets:_
Copy of Messrs. Cox & Hall’s Invoice.
Copy of Mr. Wilkinson’s Invoice of Messrs. Burden’s Cylinder etc.
Copy of Boulton & Watt’s Invoice of Goods – Messrs. Burden’s.
_The copy invoices are detailed lists of engine parts, with prices._
_Docketed “Copies of invoices.”_
_On the same sheet:_
_Re-directed to Lawson at Thomas Lowe’s, Nottingham._
_Re-directed to Lawson at 27 York St., Westminster._
_On the same sheet:_
_Re-directed to Lawson at 27 York St._
45. Letter. Benjamin Gott (Leeds) to James Lawson (at John Rennie’s, 27 York St.). 2 Jul. 1795.
47. Letter. John Southern (Soho) to James Lawson (27 York St., Westminster). 8 Jul. 1795.
49. Letter. William Forman (Soho) to James Lawson (27 York St., Westminster). 11 Jul. 1795.
On the same sheet:
3 pen & wash drawings of boiler for Mr. Wisset.


On the same sheet:


On the same sheet:


On the same sheet:
Six transcripts, as follows:
Boulton & Watt (Soho) to Thomas Griffith [London]. 14 Jul. 1795.
Thomas Griffith (Southwark) to Boulton & Watt [Soho]. 22 Jul. 1795.
John Southern for Boulton & Watt to Thomas Griffith [Southwark]. 4 Aug. 1795.
List of Goods to be furnished to the Borough Water Works by Boulton & Watt for £520. Soho, 4 Aug. 1795.
Thomas Griffith (Southwark) to Boulton & Watt [Soho]. 21 Sep. 1795.
Boulton & Watt [Soho] to Thomas Griffith [Southwark]. — Sep. 1795.
Docketed “Copies of Griffith’s correspondence.”

Enclosing (b) below. Docketed “Griffith’s correspondence.”

b. Transcripts of letters (press copies). Transcripts of 2 letters, over 2 sheets, as follows:
Thomas Griffith (London) to Boulton & Watt [Soho]. 28 Sep. 1795.

60. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (27 York St., Westminster). 8 Oct. 1795.
Docketed “B&W with drawings for the Borough Water Works.”

On the same sheet:

64. Letter. George Lee (Manchester) to James Lawson (27 York St., Westminster). 20 Oct. 1795.
69. Letter. Sawyer Spence (Gun Dock) to James Lawson (27 York St., Westminster). 3 Nov. 1795.
70. Letter. James Watt Jr. (Soho) to James Lawson (27 York St., Westminster). 3 Nov. 1795.
3/281 James Lawson, letters to him, 1796 (93 items)


   *Accounts against John Dumbell and Abraham Illingworth. Docketed “With copy to Dumbell.”*


   *Also marked on the back “Memorandum taken at Oldham from Mr. Daniel Lees and T. Livesey.”*


   Transcript of letter. Daniel Lees (Oldham) to Boulton & Watt. 11 Mar. 1796. *Docketed “Copy of D. Lees.”*


44. Letter. George Lee [Manchester] to James Lawson (Benjamin Gott's Leeds). “Friday Night” [1 Apr. 1796?].


49. Letter. John Southern (Soho) to James Lawson (13 London St.). 11 Apr. 1796.

50. Letter. George Lee (Manchester) to James Lawson (13 London St.). 12 Apr. 1796.


52. Letter. M. R. Boulton (Soho) to John Woodward (13 London St.). 18 Apr. 1796. Woodward passed this letter requesting Lawson to inspect Thrale & Co.'s engine to Lawson.


55. Letter. George Lee (Manchester) to James Lawson (13 London St.). 21 Apr. 1796.


57. Letter. John Southern (Soho) to James Lawson (13 London St.). 16 May 1796.


65. **Letter.** John Southern (Soho) to James Lawson (Benjamin Gott’s, Leeds). 2 Jul. 1796.


68. **Letter.** John Southern (Soho) to James Lawson (care of Benjamin Gott, Leeds). 7 Jul. 1796.

*On the same sheet:*

**Letter.** William Tate (Pimlico) to John Southern (Soho). 5 Jul. 1796.


70. **Letter.** John Southern (Soho) to James Lawson (care of Benjamin Gott, Leeds). 11 Jul. 1796.


73. **Letter.** M. R. Boulton (Soho) to James Lawson (Mr. Lee’s, Salford Twist Co.). 20 Jul. 1796.

*Outstanding accounts in Manchester. Applications for estimates. Payments from Fenner & Flint and law costs from Maberley. Division between Trevithick Sr. and Bull. Other tasks for Lawson in Manchester.*


75. **Letter.** John Rennie (Garstang) to James Lawson (Wormald & Gott’s, Leeds). 27 Jul. 1796.

*Re-directed to Lawson at George Lee’s, Salford.*


77. **Letter.** John Southern (Soho) to James Lawson (George Lee’s, Salford Twist Co., Manchester). 5 Aug. 1796.

*On the same sheet:*

**Letter.** M. R. Boulton (Soho) to James Lawson (Manchester). 5 Aug. 1796.

78. **Letter.** John Southern (Soho) to James Lawson (Salford Twist Co., Manchester). 13 Aug. 1796.


80. **Letter.** James Pearson (Soho) to James Lawson (Rev. Mr. Lawson’s, Kirkmahoe). 7 Sep. 1796.


83. Letter. John Southern (Soho) to James Lawson (Revd. Mr. Lawson’s, Dumfries). 22 Sep. 1796.


3/282 James Lawson, letters to him, 1797 (67 items)


  *Docketed by Lawson.*
  *Docketed “Account of sun and planet wheel.”*


  *On the same sheet:*
  *Sketches. Plan and section of steam pipes and boiler for Nevins & Gatliff.*


8. Letter. John Southern (Soho) to James Lawson (Mr. Idle’s, Boar Lane, Leeds). 13 Feb. 1797.

  *In John Southern’s hand.*


11. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. Idle’s, Boar Lane, Leeds). 21 Feb. 1797. 
  *Mis-docketed as 2 Feb. Marked “Ans’d 24 Feb. 1797.”*

12. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. Idle’s, Boar Lane, Leeds). 22 Feb. 1797. 
  *On the same sheet:*

14. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. Idle’s, Boar Lane, Leeds). 7 Mar. 1797.

15. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson [Leeds]. 10 Mar. 1797. The address has been torn away.

16. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. Idle’s, Boar Lane, Leeds). 16 Mar. 1797. Marked “Ans” [19 March 1797].


23. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. Idle’s, Boar Lane, Leeds). 6 Apr. 1797.


25. Letter. William Forman (Soho) to James Lawson (Mr. Idle’s, Boar Lane, Leeds). 11 Apr. 1797.


29. Letter. James Watt Jr. (Soho) to James Lawson (care of Mr. Idle, Boar Lane, Leeds). 28 Apr. 1797.


31. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. Idle’s, Boar Lane, Leeds). 1 May 1797 [?]. Dated and docketed as 31 Apr.
32. Letter. James Watt Jr. (Soho) to James Lawson (care of Mr. Idle, Boar Lane, Leeds).  
14 May 1797. 2 sheets.  
Re-directed to Lawson care of Miss Morrison, Dumfries.

26 May 1797.  
Re-directed to Lawson care of Rev. Scott, Dumfries.  
On the same sheet:  
Letter. William Brunton (Leeds) to James Lawson (Glasgow). 25 May 1797.

34. Letter. Edward Asling (9 Throgmorton St., London) to James Lawson (Leeds).  
23 Mar. 1797.  
On the same sheet:  
Account. James Lawson debtor to Asling & Hanson for “Mounting a picture in gold.”

35. Letter. Mr. — Brooke (Hull Bank) to James Lawson (care of Wormald & Gott, Leeds).  
31 May 1797.  
Re-directed to Lawson at Mrs. Lawson’s, nr. Dumfries.

5 Jun. 1797.  
Re-directed to Lawson care of James & Robert Watson, Bankers, Glasgow.


40. Letter. George Lee (Manchester) to James Lawson (Walker Office, Newcastle).  
26 Jun. 1797.

41. Letter. Susie Lawson (Glasgow) to James Lawson (Walker Office, Newcastle).  
6 Jul. 1797.  
Re-directed to Lawson at Mr. Gott’s, Leeds.

42. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. G. Idle’s, Boar Lane, Leeds).  
10 Jul. 1797.

43. Letter. John Southern (Newcastle) to James Lawson (Mr. Idle’s, Boar Lane, Leeds).  
13 Jul. 1797.


46. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. Idle’s, Boar Lane, Leeds).  
28 Jul. 1797.

47. Transcript of letter. James Lawson (Leeds) to Boulton & Watt [Soho].  
3 Aug. 1797.

48a. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. Idle’s, Boar Lane, Leeds).  
6 Aug. 1797.  
Enclosing (b) below.


26 Aug. 1797.
   On the same sheet:
   Notes on consumption of coal of Papplewick engine, by Lawson. 6 Sep. 1797.


58. Letter. John Southern (Soho) to James Lawson [Salford]. 7 Nov. 1797.


60. Letter. John Southern (Soho) to James Lawson (care of Mr. Lee, Salford Cotton Twist Co., Manchester). 11 Nov. 1797.


63. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. Idle's, Boar Lane, Leeds). 17 Nov. 1797.

64. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (Boar Lane, Leeds). 1 Dec. 1797.
   Dated and docketed as 31 Nov.

65. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (at Mr. Idle's, Boar Lane, Leeds). 6 Dec. 1797.


James Lawson, letters to him, 1798  (66 items)

   In M. R. Boulton’s hand.

   In James Watt Jr.’s hand.


   On the same sheet:  
   Letter. George Lee (Manchester) to James Lawson. 17 Feb. 1798.  


    Re-directed to Lawson care of Wormald & Gott, Leeds.  
    Docketed “Brother.”

12. Letter. Susie Lawson (Glasgow) to James Lawson (George Lee’s, Salford). 18 Jun. 1798.  
    Docketed “Sister.”


    Kept with (b) below.  
    Docketed by Lawson “Copy of Perrins to Mr. Outram.”

b. Letter. B. Outram (Davenport’s Inn, Marsden) to Isaac Perrins (at the steam engine nr. Newton Lane, Manchester). 25 Jun. 1798.  
    Docketed in Lawson’s hand. Kept with (b) below.


On the same sheet:
The accounts are in James Pearson’s hand.


On the same sheet:


The direction to Soho has been crossed out.


   In Lawson's hand.

   Enclosing (b) below.


40a. Letter. James Watt Jr. (Soho) to James Lawson (George Lee, Salford Mill, Manchester). 
   15 Oct. 1798. 
   Enclosing (b) below. 
   The transcript appears to be incomplete, so this letter may be missing a second sheet.

b. Memorandum. Mr. Curwen's Engines for Mr. Lawson. 13 Oct. 1798. 
   In James Watt Jr.'s hand.

   16 Oct. 1798.

42. Letter. James Watt Jr. (Soho) to James Lawson (care of Salford Twist Co., Manchester). 
   19 Oct. 1798.

43. Letter. Jos. Sykes (Stockport) to James Lawson (at George Lee's, Salford). 
   20 Oct. 1798.


   2 Nov. 1798.

   5 Nov. 1798.

47. Memorandum. Observations on the Engines of J. C. Curwen Esq. Workington, 
   6 Nov. 1798. 
   In Lawson's hand.

   9 Nov. 1798.

49. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (care of Christian 

50. Letter. James Watt Jr. (London St.) to James Lawson (care of Charles Udale, 
   Workington). 14 Nov. 1798.

51. Letter. M. R. Boulton (Soho) to James Lawson (care of Thomas Barnes, Walker Office, 
   Newcastle). 22 Nov. 1798.

52. Letter. M. R. Boulton (Soho) to James Lawson (care of Thomas Barnes, Walker Office, 
   Newcastle). 24 Nov. 1798.

53. Letter. James Watt Jr. (London) to James Lawson (care of Thomas Barnes, Walker 
   Office, Newcastle). 24 Nov. 1798.

Misdated as 26 Nov. by M. R. Boulton – he mentions it being Sunday, and 26 Nov. was a Monday.

55. Letter. M. R. Boulton for Boulton & Watt (Soho) to James Lawson (care of Thomas Barnes, Walker Office, Newcastle). 26 Nov. 1798. 2 sheets.
On the first sheet:
Transcript of account. John Stein debtor to Boulton & Watt. 6 Mar.—10 Aug. 1798.
Transcript of letter. James Watt Jr. for Boulton & Watt to John Stein. 31 Aug. 1798.


57. Letter. George Lee (Manchester) to James Lawson (Mr. Lawson’s, Glasgow). 15 Dec. 1798.

Enclosing (b) and (c) below.

Docketed by Lawson.

c. Letter. M. R. Boulton for Boulton & Watt (Soho) to H. Baird (—). 22 Dec. 1798.
Docketed “To H. Baird. Not sent.”


On the same sheet:
Sketch of a wheel?


66. Memorandum. Description of the contents of the bundle formerly at Box 38/5.
This note is by a much later custodian of the archives, possibly from Tangye’s or the Library.

3/284 James Lawson, letters to him, 1799 (70 items)


2. Letter. John Southern (Soho) to James Lawson (Glasgow). 3 Jan. 1799.

Re-directed to Lawson care of the Rev. Scott, Dumfries.


16. Letter. Gregory Watt for Boulton & Watt (Soho) to James Lawson (George Lee’s, Salford Mill, Manchester). 28 Feb. 1799.

17. Letter. Gregory Watt (Soho) to James Lawson [Manchester]. 2 Mar. 1799. *Has passed Lawson’s letters to John Southern. Encloses some accounts to call in, some agreements for signatures, and a copy of Kirkman’s agreement and B&W’s correspondence with Peter Atherton for Mr. Jones.*


   *On the same sheet:*


   *Re-directed to Lawson at the Post Office, Leeds.*


36. Transcripts. May 1799. 3 sheets.
   *Docketed “Pattison correspondence.” Transcripts of 10 letters posted to Lawson care of Smith Lawson & Co., Glasgow, as follows:*
   John Pattison (Glasgow) to Boulton & Watt [Soho]. 24 Apr. 1799.
   Gregory Watt for Boulton & Watt (Soho) to John Pattison (Glasgow). 27 Apr. 1799.
   John Pattison (Glasgow) to Boulton & Watt [Soho]. 1 May 1799.
   James Watt Jr. for Boulton & Watt (Soho) to John Pattison (Glasgow). 10 May 1799.
   John Pattison (Glasgow) to Boulton & Watt [Soho]. 14 May 1799.
   Robert Muir (Glasgow) to John Pattison [Glasgow]. 3 May 1799.
   John Pattison (Glasgow) to Robert Muir [Glasgow]. 3 May 1799.
   Boulton & Watt (Soho) to John Pattison (Glasgow). 18 May 1799.

38. Letter. Gregory Watt (Soho) to James Lawson (George Lee's, Salford Mill, Manchester).
   3 Jun. 1799.
   On the same sheet:
   Transcripts of extracts of letters between Boulton & Watt (Soho) and George Wright (Hornby
   Castle, near Lancaster), as follows:
   George Wright to Boulton & Watt.  20 Feb. 1799.
   Boulton & Watt to George Wright.  25 Feb. 1799.
   George Wright to Boulton & Watt.  18 May 1799.
   Boulton & Watt to George Wright.  1 Jun. 1799.
   Transcript of Memorandum. John Bartholomew of Glasgow's requirement of an engine to
   drive 40 patent looms.

39. Letter. Gregory Watt (Soho) to James Lawson (George Lee's, Salford Mill, Manchester).
   6 Jun. 1799.

   11 Jun. 1799.

   18 Jun. 1799.
   Re-directed to Lawson at the Post Office, Leeds, and again to George Lee's, Salford,
   Manchester.

   18 Jun. 1799.


   27 Jun. 1799.

45. Letter. William Creighton for Boulton & Watt (Soho) to George Lee [Manchester].
   4 Jul. 1799.
   Docketed in Lawson's hand. Re. parts ordered by Lawson.

46. Letter. Matthew Boulton (Soho) to James Lawson (care of Smith Lawson & Co.,
   Glasgow).  8 Jul. 1799.
   Re-directed to Lawson care of Donald Smith & Co., Edinburgh.

   On the same sheet:
   Letter. John Southern (Soho) to James Lawson.  27 Jul. 1799.

   3 Aug. 1799.

   3 Aug. 1799.
   Marked “Private”. This letter has been removed from a scrapbook.

50. Letter. James Sword (Glasgow) to James Lawson (Smith Lawson & Co., Glasgow).  16
   Aug. 1799.

   16 Aug. 1799.


On the same sheet:
Transcript of extract of letter. Joseph Varley (Preston) to David Thompson. 1 Sep. 1799.


Re-directed to Lawson at the Post Office, Manchester.


With a postscript added by James Watt Jr. on 19 Oct. Re-directed to Lawson at Wormald Fountain & Gott, Leeds.

James Lawson, miscellaneous letters to him, 1800, 1804, not dated (3 items)

   This letter was found among letters from Lawson to Boulton Watt & Co. of 1800. It possibly dates from circa May/Jun., but it impossible to date exactly as there are no letters from Lawson between May and Oct. 1800.

    (b) below found enclosed in this letter.
    Docketed “Informing him of Watson & Co.’s order and desiring him to go to Preston.”


   Sketch and notes showing the mill, yard, engine, workers’ houses and river. The sketch has been dated as 1785 by a later custodian of the collection. The sketch is docketed by Lawson and was presumably kept by him for reference.