

Part 13: Boulton & Watt Correspondence

[PUBLISHER'S NOTE](#)

[TECHNICAL NOTE](#)

[CONTENTS OF REELS](#)

[DETAILED LISTING](#)

Publisher's Note - Part 13

Part 13 of this microfilm project continues our coverage of 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.

Part 13 completes the sequence of incoming correspondence and papers from Agents, Engine Erectors and Employees at Soho. Included here are:

- Robert Muir (Engine erector)
He worked in Cornwall, then later in the North West and in Scotland. His letters cover the period 1783 to 1789 and are addressed to James Watt and John Southern. He changed his surname in 1786 from Moor to Muir.
- James Murdock (Engine erector)
Brother of William Murdock, James worked as an engine erector for Boulton & Watt. Letters cover the period 1788 to 1795. In 1793 he was sent to erect an engine in Cadiz, Spain. He was dismissed on his return in 1795 for misconduct during his time there.
- John Murdock (Employed by Boulton Watt & Co. at the Soho Foundry)
He was one of the sons of William Murdock and was closely involved in the production of gas lighting apparatus.
- William Murdock (Engineer, inventor and pioneer of gas lighting)
He was Boulton and Watt's most famous employee. He entered their service in 1777 and initially worked for long periods in Cornwall, before moving to Soho Foundry. He travelled the country working on various engines and is most remembered for his pioneering work on gas lighting. Matthew Boulton was quick to recognise William Murdock's ability, skill and intelligence. In January 1779, when Murdock was engaged in repairs and alterations to the Bedworth engine, Boulton wrote: *"I think William Murdock a valuable man & deserves every civility and encouragement."* A few months later he was sent to take charge of the erection of the Wanlockhead engine, and Boulton writes of him to one of the proprietors: *"He hath a good deal of experience in our engines and is capable of putting your people to rights in any matter they may not understand, & we doubt not but he will acquit himself to your & to our satisfaction, as he is a man we have a good opinion of. Pray don't keep him longer than necessary as we want him in Cornwall."* About the same time Watt informed the same customer that he is *"a very sober, ingenious young man, who has a good deal of experience under us in putting engines together and knows all the little niceties, the omission of which might cause a bad performance in your engine."* In September 1779 he went to Cornwall with James Law, another engine erector. For the next twenty years Cornwall was Murdock's home; there he married, and there his sons were born. From the first he assimilated with the Cornish men far better than Watt ever did, and with occasional interludes of disfavour, he was well liked by the great majority of the people concerned in the copper mines during the whole of his stay in Cornwall. Very hard-working, Boulton described him as "indefatigable". His lifelong driving force was a passion for solving practical problems in original but simple ways. He invented gas lighting for factories, houses and streets in 1792. He added to Watt's achievements notable contributions on the Sun and Planet gear, the oscillating engine, the D-slide valve, as well as designing and creating many new tools and new ways of using them. To begin with he was paid only 21 shillings a week as an engine erector. Towards the end of 1782, Boulton was eager to secure his services, not only to erect engines, but to maintain them on a regular basis and look after the needs of Boulton & Watt customers. In 1782, Murdock took charge of the seven new Boulton & Watt engines at Wheal Virgin and Poldice. He received an additional fee of £6 per month for this. Further arrangements of this nature soon followed. From the early part of 1797, James Watt Junior was calling urgently for the presence of Murdock at Soho. Yet there were many jobs still to finish in Cornwall. Even after he had left, Murdock was pressed to come back to the Cornishmen's assistance at North Downs and other mines. Murdock's position at Soho was put on a definite basis in the year 1800 when he entered into an agreement to serve for five years at a salary of £300 per annum, with an allowance of 1 per cent on all orders for Soho Foundry. This arrangement prevailed up to the year 1810, but he was then getting, in addition, a commission of 1.5 per cent on all the gas-lighting apparatus made, and his total income amounted to £684. In 1810, he was put on the footing of a partner at Soho Foundry, but in lieu of a share in the profits, he elected to take a salary of £1000 a year, and this he received for the next twenty years, up to 1830, nine years before his death. He was responsible for the design of much of the machinery in the Soho workshops. He was very much liked by all the men working under him. The incoming letters, 1779-1814, covered here, comprise Murdock's reports on his activities, news from Cornwall, as well as replies to instructions or questions from various colleagues, details of his work at Soho and throughout the country.
- William Murdock Junior (Employed by Boulton Watt & Co. at the Soho Foundry)
He was one of the sons of William Murdock. He worked mainly at the Soho Foundry, but did travel occasionally, usually to work on boat engines.
- James Pearson (Chief cashier and book keeper for the steam engine business)
His office was at the Soho Manufactory. Letters from him span 1781-1796, letters and notes to him cover 1780-1815.
- John Rennie (Engineer, millwright and agent for Boulton & Watt)
There is extensive incoming correspondence covering the period 1784 to 1820. This makes up nearly 6 reels of this part of the microfilm project. John Rennie was a famous and influential figure in his own right. During the early years, 1784 to 1786, he worked as a millwright for Boulton & Watt in London. Arrangements with Rennie were very informal as Rennie was technically in business on his own. He acted as a London agent for Boulton & Watt, advising customers about engines, doing repairs and maintenance, and passing on new inquiries to Boulton & Watt. The letters for 1787 to 1797 also reflect these activities, also his travels around the country, with correspondence from places such as Littlebury, Bottisham, Cambridge, Bury St Edmunds, Rochdale, Blackburn, Lancaster, Newbury, Hungerford, Tavistock, Edinburgh and Leeds. The majority of the letters are from London. Most are addressed to James Watt. There is also significant correspondence between John Rennie and John Southern for the period 1786 to 1798. The sequence of letters from John Rennie for the years 1798 to 1820 document his extensive travels around the country, including Cornwall and Devon where he examined Jonathan Hornblower's engine at Tincroft, Grimsby, Hull, Bath, Lichfield, Newcastle, Boston, Doncaster, Chelmsford, Birmingham, Scotland and Ireland. He continued to work as an engineer and millwright, and to represent Boulton & Watt in London as their agent there. The folders include letters regarding engines at West India Dock, the Isle of Dogs, Leith Docks, a corn mill at Bristol, pumping engines for collieries, engines and millwork to be shipped to Berbice and other destinations in the Caribbean, as well as information on potential clients, his views and opinions, updates on progress, and feedback on particular problems or issues. For instance, on 8 November 1797, John Rennie writes from London to Matthew Robinson Boulton at Soho, with an urgent

request for delivery of an engine and further news regarding a recent trip to Leeds: *"I wrote you from Leeds for information respecting the Sunderland... Engine to which I refer. I now write to say that we shall be ready for the Engine at Messrs Wilkinson & Co. the end of this week, & beg you will have the goodness to forward this as expeditiously as you possibly can, as it will require me at the erections to get it ready by the time they want it. There is a Mr Murray an Engine maker at Leeds who is now erecting a 40 horse & six 10 horse Steam Engines. This man makes very free with your patents - would it not be well to look sharply after him..."* From 1802 onwards most of the letters are addressed to James Watt Junior or Matthew Robinson Boulton. There are also some letters from John Rennie's foreman John Walker for the period 1814-1820.

- George Rennie and John Rennie Junior (engineers and millwrights)
They were John Rennie's two sons and they carried on the Rennie business from 1821 to 1843 and the letters here cover this period.
- John Walker (Foreman and engineer to George and John Rennie Junior)
Letters cover the period 1821 to 1831.
- John Southern (Engineer and Head of the Drawing Office at Soho Manufactory)
He was first employed by Boulton & Watt as an assistant to James Watt, working as an draughtsman and engineer in 1782. He worked in the Drawing Office at Watt's house at Harper's Hill and at Soho Manufactory. He also travelled around the country working on various engines. He was appointed as Head of the Drawing Office at Soho Manufactory and continued in this position until his death in 1815 following a trip to London. He devoted himself to the business and was clearly a senior and trusted employee. Many of the letters in this collection were written by Southern at Soho to keep the main principals and colleagues apprised of all important business news. Other letters were compiled during his travels to see customers and engines around the country, for instance in Leeds, Chester, Manchester, London, Derbyshire, Wales, Peterborough, Preston, Sheffield and Hull, and include items such as a report on the state of the Engine at the Grand Junction Canal, the prospect of orders from West Middlesex Water Works, various experiments, sugar apparatus, memoranda on sugar refining, and observations on the requirements for various engines, boilers, pumps and other equipment. In 1800 Southern was given in addition to his salary a percentage on all goods produced at the Soho Engine works, or in lieu thereof £600 per annum. Later, in 1810, he was admitted as a partner in the firm of Boulton Watt & Co. to receive one-sixth of the profits. After his death the firm settled £2,000 on Mrs Southern and the children. His father, Thomas Southern, was employed occasionally by Boulton & Watt on a number of engineering jobs - a number of letters from Thomas documenting his activities are also included.
- David Watson (Engine erector)
He started as an apprentice with Boulton & Watt in 1780. He went to Cornwall as an engine erector in 1783 and later worked in London. He left Boulton & Watt in 1793 after a disagreement with them.
- Henry Williams (Engine erector)
He worked mainly on engines in the Midlands, for instance the Wren's Nest Forge engine near West Bromwich, the engines at Coalbrookdale, Ketley and Donnington Wood in Shropshire.
- Thomas Wilson (Boulton & Watt's Cornish agent)
His letters are fundamental for understanding the engine business in Cornwall, the difficulties with the Hornblowers, and the handling of the proprietors of the copper mines. This material provides a good overview of matters relating to all Boulton & Watt customers in Cornwall. There is an excellent series of detailed letters, mostly from Chacewater or Truro, and a few from other places such as Neath Abbey Ironworks. He received a commission of 2.5 per cent on all premiums derived from Cornwall.
- John Woodward (Clerk and agent)
He was a clerk, or agent, at Charlotte Matthew's banking house and agency at 6 Green Lettice Lane, Cannon Street, London. He continued in the same position when she moved to 13 London Street, Fenchurch Street in July 1795. In this position Woodward did a lot of work for the engine firm, dealing with payments and accounts, hiring and directing engine erectors, investigating pirate engines and supplying information for the legal proceedings. He worked closely with the London based engine erector Richard Dayus. When Charlotte Matthews died on 9 January 1802, the business was continued at the same premises by the new firm of M R Boulton, J & G Watt and Company. Mrs Matthews's two clerks, John Woodward and John Mosley, ran this firm as agents for the partners. Woodward was the senior agent in charge.

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 I' in Part 2). Letters to Matthew Boulton from John Rennie, George Rennie, John Rennie Junior, John Southern and Thomas Wilson feature in Part 7. Significant letters to James Watt or James Watt Junior from John Rennie, John Southern, Thomas Wilson, and John Woodward are in Part 8 (see 'Muirhead IV'). Series Two of this microfilm project covers the Papers of John Rennie from the National Library of Scotland.

In Part 13 we also include the folders of General Correspondence for 1775-1785 and for 1785-1795. Both these sequences are organised alphabetically by correspondent. There are letters from engine customers, the carriers who were transporting goods and parts for Boulton & Watt, firms used by Boulton & Watt for sub-contracted work, engine erectors, and people making general enquiries about engines. The letters are accompanied by some memoranda and accounts.

Correspondents for 1775-1785 include John Baldwyn, Thomas Beckett, Henry Coates & Co., James Dormer, Richard Lovell Edgeworth, Samuel Ewer Junior, Thomas Fenton, Joseph Fry, John Gilbert (in Worsley), Henry Goodwyn & Co. (in London), John Hope (from Holland), Charles Howard (from Hawarden), John Houghton (Birmingham Navigation Office), Hugh Jones (Chester), Alexander Keith (Edinburgh), Thomas Marshall (Northwich) asking for an estimate for an engine to pump brine, Prichard & Barlow (Bristol), Robert Priestley, William Pulteney (in London) writing to James Watt (Soho) about using the steam engine for sugar cane mills in the West Indies, Joseph Rathbone & Co. (Coalbrookdale), Cornelius Reynolds (Broseley), William and Richard Reynolds (Ketley) about engines in Shropshire, including Coalbrookdale, forge engines and other requirements, Richard Savage (Hull) and Thomas Vickers (Shadwell).

The General Correspondence for 1785-1795 is similar in nature, but the range of correspondents indicates the growth of Boulton & Watt's business contacts and activities, not just in Britain, but extending to Europe and plantations in the West Indies. Correspondents include Achard Frères et Compagnie (Rouen), Thomas Allingham (London), Henry Coates & Co. (Hull), James Cooper (Poplar), Richard Dayus (engine erector in London), Richard Dearman (Coalbrookdale), Etienne Delessert (Paris), Dyen Allen & Co. (London) about proposed engines for a sawmill in Quebec, Canada, William Frazer (Shadwell Water Works), Henry Goodwyn & Co. (in London), A Guyot (Paris), James Haig (Canonmills), Timothy Harris (Nottingham), Richard Howard and Thomas Houghton about an engine for a Wilmington paper mill in Yorkshire (taken over by Thomas Lee in 1789), Thomas Hutchins (Griff Colliery), William Jessop (Newark), Johnson & Gould (Brentford), Hugh Jones (shipping and timber merchant in Chester), Thomas Janes (Manchester), John Lawrence (Shropshire mine owner and

engineer), Benjamin Lees (Manchester), Samuel Davy Liptrap & Co. (malt distillers and brewers of Whitechapel Road in London), Malcolm Logan (Cadiz), Anthony Mitchell (engineman in charge of the engine at Hawkesbury Colliery in Bedworth), Stuart Moodie (Boulton & Watt's legal agent in Edinburgh), William Pulteney, Joseph Rathbone & Co. (Coalbrookdale), Richard and William Reynolds (Ketley), Roe & Company (Macclesfield), Folliot Scott & Co. (Rotherhithe in London), James Spedding (Whitehaven), John Stein (Kennet Pans), James Stockdale Junior (with sketch relating to engine for cotton mill in Cark, Lancashire), Stonard & Curtis (Lambeth), John Stratford (Gregory Mine), James Tate (London), Richard Thompson (Hull), Thompson & Baxter (Hull), H Thrale & Co. (London), Samuel Walker (Chester), Samuel Walker & Co. (Rotherham), John Weston (London), Samuel Whitbread (London), and Jacob Yallowley (in London).

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.

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 13

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 c1775-1843. 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 3147/3/300-369 and MS 3147/3/370-404 have been reproduced in their entirety on Reels 223 and 237 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 13

REEL 221

MS 3147/3/286-299: Incoming Correspondence and Papers:

Letters from Agents, Engine Erectors and Employees at Soho

- 3/286 Robert Muir (Moor), 1783-1789 (13 items)
- 3/287 James Murdock, 1788-1795 (28 items)
- 3/288 John Murdock, 1806, 1810-1814 (12 items)
- 3/289 William Murdock, 1779-1814 (28 items)
- 3/290 William Murdock Junior, 1806-1831 (24 items)
- 3/291 James Pearson, 1781-1796 (19 items)
- 3/292 James Pearson, letters and notes to him, 1780-1815 (73 items)

REEL 222

- 3/293 John Rennie, 1784-1786 (69 items)
- 3/294 John Rennie, 1787-1788 (42 items)
- 3/295 John Rennie, 1789-1791 (101 items)

REEL 223

- 3/296 John Rennie, 1792-1795 (31 items)
- 3/297 John Rennie, 1796 (16 items)
- 3/298 John Rennie, 1797 (16 items)
- 3/299 John Rennie - letters answered by John Southern, 1786-1793 (65 items)

MS 3147/3/300-369: Incoming Correspondence and Papers:

Letters from Agents, Engine Erectors and Employees at Soho

Typescript listings from Black Binder for MS 3147/3/300-369

REEL 224

- 3/300 John Rennie - letters answered by John Southern, 1794-1798 (37 items)
- 3/301 John Rennie, 1798-1799 (34 items)
- 3/302 John Rennie, 1800 (36 items)
- 3/303 John Rennie, 1801 (29 items)
- 3/304 John Rennie, 1802 (23 items)
- 3/305 John Rennie, 1803 (31 items)

REEL 225

- 3/306 John Rennie, 1804 (34 items)
- 3/307 John Rennie, 1805 (28 items)
- 3/308 John Rennie, 1806 (24 items)
- 3/309 John Rennie, 1807 (28 items)
- 3/310 John Rennie, 1808 (28 items)
- 3/311 John Rennie, 1809 (32 items)

REEL 226

- 3/312 John Rennie, 1810-1811 (75 items)
- 3/313 John Rennie, 1812-1813 (49 items)
- 3/314 John Rennie, 1814 (28 items)
- 3/315 John Rennie, 1815 (37 items)

REEL 227

- 3/316 John Rennie, 1816 (17 items)
- 3/317 John Rennie, 1817 (16 items)
- 3/318 John Rennie, 1818 (32 items)
- 3/319 John Rennie, 1819 (11 items)
- 3/320 John Rennie, 1820 (20 items)
- 3/321 John Rennie, George & John Rennie, 1821-1830 (89 items)

REEL 228

- 3/322 George & John Rennie, 1831-1837 (63 items)
- 3/323 George & John Rennie, 1838-1843 (15 items)
- 3/324 John Walker, foreman and engineer to George & John Rennie, 1821-1831 (89 items)

REEL 229

3/325 John Southern, Thomas Southern, 1778, 1782, 1784-1793 (57 items)
3/326 John Southern, 1794 (12 items)
3/327 John Southern, 1795 (39 items)
3/328 John Southern, 1796 (36 items)
3/329 John Southern, 1797-1798 (13 items)
3/330 John Southern, 1799 (16 items)

REEL 230

3/331 John Southern, 1800-1806 (42 items)
3/332 John Southern, 1807-1811 (61 items)
3/333 John Southern, 1812-1815 (46 items)
3/334 John Southern – accounts with his executors, 1815 (3 items)
3/335 David Watson, 1786-1793 (22 items)

REEL 231

3/336 Henry Williams, 1779-1783 (12 items)
3/337 Thomas Wilson, 1777 (10 items)
3/338 Thomas Wilson, 1778 (6 items)
3/339 Thomas Wilson, 1779 (27 items)
3/340 Thomas Wilson, 1780 (25 items)
3/341 Thomas Wilson, 1781 (20 items)
3/342 Thomas Wilson, 1782 (29 items)
3/343 Thomas Wilson, 1783 (44 items)

REEL 232

3/344 Thomas Wilson, 1784 (27 items)
3/345 Thomas Wilson, 1785 (33 items)
3/346 Thomas Wilson, 1786 (36 items)
3/347 Thomas Wilson, 1787 (38 items)
3/348 Thomas Wilson, 1788 (68 items)

REEL 233

3/349 Thomas Wilson, 1789 (33 items)
3/350 Thomas Wilson, 1790 (43 items)
3/351 Thomas Wilson, 1791 (56 items)
3/352 Thomas Wilson, 1792 (49 items)

REEL 234

3/353 Thomas Wilson, 1793 (56 items)
3/354 Thomas Wilson, 1794 (68 items)
3/355 Thomas Wilson, 1795 (72 items)

REEL 235

3/356 Thomas Wilson, 1796 (55 items)
3/357 Thomas Wilson, 1797 (42 items)
3/358 Thomas Wilson, 1798 (57 items)
3/359 Thomas Wilson, 1799 (21 items)

REEL 236

3/360 Thomas Wilson, 1800 (29 items)
3/361 Thomas Wilson, 1801 (27 items)
3/362 Thomas Wilson, 1804 (6 items)
3/363 Thomas Wilson, 1806-1810 (18 items)
3/364 Thomas Wilson - Private Affairs, 1797-1803 (32 items)
3/365 Thomas Wilson - Bonds and Papers concerning his debts to Boulton & Watt, 1794-1807 (11 items)
3/366 John Woodward, 1795-1796 (27 items)

REEL 237

3/367 John Woodward, 1797-1798 (51 items)
3/368 John Woodward, 1799-1800 (53 items)
3/369 John Woodward, 1804 (10 items)

MS 3147/3/370-384: Incoming Correspondence and Papers:

General Correspondence, 1775-1785

Typescript listings from Black Binder for MS 3147/3/370-404

3/370 General Correspondence, A (11 items)

REEL 238

3/371 General Correspondence, B (63 items)
3/372 General Correspondence, C (53 items)
3/373 General Correspondence, D, E (29 items)
3/374 General Correspondence, F (37 items)

REEL 239

3/375 General Correspondence, G (38 items)
3/376 General Correspondence, H (28 items)
3/377 General Correspondence, I, J, K (52 items)
3/378 General Correspondence, L (21 items)
3/379 General Correspondence, M (61 items)

REEL 240

3/380 General Correspondence, N, O, P (41 items)
3/381 General Correspondence, R (75 items)
3/382 General Correspondence, S (41 items)

REEL 241

3/383 General Correspondence, T, V (28 items)
3/384 General Correspondence, W, Y (94 items)

MS 3147/3/385-404: Incoming Correspondence and Papers:

General Correspondence, 1785-1795

3/385 General Correspondence, A (30 items)
3/386 General Correspondence, B (6 items)

REEL 242

3/387 General Correspondence, C (103 items)
3/388 General Correspondence, D (56 items)
3/389 General Correspondence, E (11 items)

REEL 243

3/390 General Correspondence, F (35 items)
3/391 General Correspondence, G (79 items)
3/392 General Correspondence, H (89 items)

REEL 244

3/393 General Correspondence, I, J (58 items)
3/394 General Correspondence, K (13 items)
3/395 General Correspondence, L (60 items)
3/396 General Correspondence, M (57 items)

REEL 245

3/397 General Correspondence, N, O (8 items)
3/398 General Correspondence, P (44 items)
3/399 General Correspondence, R (67 items)

REEL 246

3/400 General Correspondence, S (158 items)

REEL 247

3/401 General Correspondence, T (69 items)
3/402 General Correspondence, U, V (14 items)
3/403 General Correspondence, W (129 items)
3/404 General Correspondence, Y (10 items)

[<back](#)

Detailed Listing - Part 13

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

[REEL 221](#)

[REEL 222](#)

[REEL 223](#)

[REEL 224](#)

[REEL 225](#)

[REEL 226](#)

[REEL 227](#)

[REEL 228](#)

[REEL 229](#)

[REEL 230](#)

[REEL 231](#)

[REEL 232](#)

[REEL 233](#)

[REEL 234](#)

[REEL 235](#)

[REEL 236](#)

[REEL 237](#)

[REEL 238](#)

[REEL 239](#)

[REEL 240](#)

[REEL 241](#)

[REEL 242](#)

[REEL 243](#)

[REEL 244](#)

[REEL 245](#)

[REEL 246](#)

[REEL 247](#)

[<back](#)

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY

Series One: The Boulton and Watt Archive and the Matthew Boulton Papers from Birmingham Central Library

Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 221

MS 3147/3/286-299: Incoming Correspondence and Papers:

Letters from Agents, Engine Erectors and Employees at Soho

3/286 Robert Muir (Moor), 1783-1789 (13 items)

Letters from Robert Muir from 1783 to 1789. Muir was an engine erector who worked first in Cornwall, then in the North West and Scotland. At some point between May and July 1786 Muir changed the spelling of his name from Moor to Muir. This may have been connected to his relocation to Scotland.

These letters, which are addressed to James Watt and John Southern, were scattered throughout the collection. They may have been removed from bundles of general incoming correspondence.

The letters are dated as follows:

No. 1.	1783
No. 2.	1785
Nos. 3-7.	1786
Nos. 8-11.	1787
No. 12.	1788
No. 13.	1789

1783.

1. Letter. Robert Moor (Hallamannin) to James Watt [?] (—). 9 Aug. 1783.

1785.

2. Letter. Robert Moor (Craven Cross) to James Watt (Soho). 30 Dec. 1785.

1786.

3. Letter. Robert Moor (Pwllheli) to James Watt [?] (—). 13 May 1786.

4. Letter. Robert Muir (Cark) to James Watt (Birmingham). 30 Jul. 1786.
Letter continued on 1 Aug. Docketed "Experimented on Penryndee engine and arrival at Cark."

5. Letter. Robert Muir [Cark] to James Watt (Soho). 4 Oct. 1786.

6. Letter. Robert Muir (Kennet Pans) to John Southern (Soho). 12 Dec. 1786.
7. Letter. Robert Muir (Kennet Pans) to John Southern (Soho). 19 Dec. 1786.
- 1787.**
8. Letter. Robert Muir (Kennet Pans) to John Southern (Soho). 17 Jun. 1787.
9. Letter. Robert Muir (Kennet Pans) to James Watt (Soho). 1 Aug. 1787.
10. Letter. Robert Muir (St. Clements Wells) to James Watt (Birmingham). 8 Oct. 1787.
11. Letter. Robert Muir (St. Clements Wells) to James Watt [Birmingham]. 19 Oct. 1787.
- 1788.**
12. Letter. Robert Muir (Leadhills) to James Watt (Birmingham). 30 Jun. 1788.
- 1789.**
13. Letter. Robert Muir (Leith Walk) to John Southern (Soho). 13 Apr. 1789.

OLD REFERENCES

1. Letter. Robert Moor to James Watt [?]. 9 Aug. 1783. [B&W Box 2/17/29]
2. Letter. Robert Moor to James Watt. 30 Dec. 1785. [B&W Box 40/6]
3. Letter. Robert Moor to James Watt [?]. 13 May 1786. [B&W Box 40/6]
4. Letter. Robert Muir to James Watt. 30 Jul. 1786. [B&W Box 40/6]
5. Letter. Robert Muir to James Watt. 4 Oct. 1786. [B&W Box 40/6]
6. Letter. Robert Muir to John Southern. 12 Dec. 1786. [B&W Box 35/1]
7. Letter. Robert Muir to John Southern. 19 Dec. 1786. [B&W Box 35/1]
8. Letter. Robert Muir to John Southern. 17 Jun. 1787. [B&W Box 35/1]
9. Letter. Robert Muir to James Watt. 1 Aug. 1787. [B&W Box 40/6]
10. Letter. Robert Muir to James Watt. 8 Oct. 1787. [B&W Box 40/6]
11. Letter. Robert Muir to James Watt. 19 Oct. 1787. [B&W Box 40/6]
12. Letter. Robert Muir to James Watt. 30 Jun. 1788. [B&W Box 40/6]
13. Letter. Robert Muir to John Southern. 13 Apr. 1789. [B&W Box 22/1]

3/287 James Murdock, 1788-1795 (28 items)

Letters from James Murdock from 1788 to 1795. James, brother of William Murdock, worked for Boulton & Watt as an engine erector. He worked at various places around the country, and in 1793 he was sent to erect an engine in Cadiz, Spain. He was dismissed on his return in 1795 for misconduct during his time there.

These letters were probably removed from bundles of general correspondence, as they bear varying styles of docketing and folding.

The letters are dated as follows:

No. 1.	1788
No. 2.	1789
Nos. 3-5.	1790
Nos. 6-12.	1791
Nos. 13-14.	1792
Nos. 15-19.	1793
Nos. 19-25.	1794
Nos. 26-28.	1795

1788.

1. Letter. James Murdock (Hull) to John Southern [?] (—). 16 Sep. 1788.
Docketed as 14 Sep.

1789.

2. Letter. James Murdock (Workington) to James Watt (Harper's Hill). 13 Mar. 1789.
Docketed as 9 Mar.

1790.

3. Letter. James Murdock (Wilsontown) to John Roberts [Soho]. 29 Aug. 1790.

4. Letter. James Murdock (Wilsontown) to John Southern (Soho). 8 Oct. 1790.

5. Letter. James Murdock (Wilsontown) to James Watt (Harper's Hill). 23 Oct. 1790.

1791.

6. Letter. James Murdock (Wilsontown) to John Roberts (Soho). 15 Feb. 1791.

7. Letter. James Murdock (Wilsontown) to John Southern (Soho). 29 May 1791.

8. Letter. James Murdock (Wilsontown) to John Roberts (Soho). 23 Jun. 1791.
Forwarded to James Watt by Roberts.

9. Memorandum. Balance against James Murdock's account. 6 Jul. 1791.
In James Pearson's hand?

10. Transcript of letter. James Watt [Soho] to James Murdock [Wilsontown]. — Aug. 1791.
Docketed "Copies letters to James Murdock and Messrs. Wilson's."

11. Transcript of letter. Boulton Watt & Co. [Soho] to Messrs. Wilson [Wilsontown?].
[— Aug. 1791.]

12. Letter. James Murdock (Darlington) to William Forman [Soho]. 18 Dec. 1791.
Docketed "Darlington, finishing engine."

1792.

13. Letter. James Murdock (Stockport) to John Southern [Soho]. 16 Jul. 1792.

14. Letter. James Murdock (Stockport) to John Southern [Soho]. 8 Oct. 1792.

1793.

15. Transcript of letter. Boulton & Watt (Birmingham) to James Murdock [Soho]. 20
Apr. 1793.
Docketed "Terms of agreement."

16. Transcript of letter. James Murdock (Soho) to Boulton & Watt [Soho]. 20 Apr.
1793.
Letter agreeing to the terms of his going out to Cadiz.

17. Transcript of certificate. Boulton & Watt, Birmingham, 20 Apr. 1793.
*Certifying that Murdock is bound to Boulton & Watt and is not and has never been a
sailor. Protection against press gangs.*

18. Letter. James Murdock (Cadiz) to Matthew Boulton (Soho). 23 Sep. 1793.

19. Transcript of letter. Boulton & Watt (London) to James Murdock [Cadiz]. 13 Nov.
1793.

1794.

20. Letter. James Murdock (King's Dock Yard, Cadiz) to Matthew Boulton (Soho).
23 Jan. 1794.

21. Letter. James Murdock (King's Dock Yard, Cadiz) to Matthew Boulton (Soho).
25 Jan. 1794.

22. Letter. James Murdock (King's Dock Yard, Cadiz) to James Watt (Soho). 5 Feb.
1794.

23. Letter. James Murdock (King's Dock Yard, Cadiz) to Matthew Boulton (Soho).
14 Feb. 1794.

24. Transcript of letter. Boulton & Watt (London) to Malcolm Logan (Cadiz). 20 Feb.
1794.

25. Letter. James Murdock (Carracea) to Matthew Boulton (Soho). 2 Nov. 1794.

1795.

26. Letter. James Murdock (Plymouth) to Matthew Boulton (Soho). 28 Feb. 1795.

27. Letter. James Murdock (London) to Matthew Boulton (Soho). 10 Mar. 1795.
Docketed as 12 Mar.

28. Memorandum. Relative to James Murdock's Dismissal. 20 Mar. 1795.

3/288 John Mudrock, 1806, 1810-1814 (12 items)

Letters from John Murdock from 1806 to 1814. John, one of the sons of William Murdock, worked for Boulton Watt & Co. at Soho Foundry. He was closely involved in the production of gas lighting apparatus.

These letters are all docketed by James Watt Jr. They were probably removed from bundles of general correspondence.

The letters are dated as follows:

No. 1.	1806
Nos. 2-3.	1810
No. 4.	1811
Nos. 5-10.	1812
No. 11.	1813
No. 12.	1814

1806.

1. Letter. John Murdock (Manchester) to James Watt Jr. (13 London St.). 9 Jan. 1806.
Docketed "His father unwell. Wishes me to purchase a set of instruments. Also to attend to a transfer which he has ordered."

1810.

2. Letter. John Murdock (Soho Foundry) to James Watt Jr. (Soho). 16 Aug. 1810.
Docketed "With wooden patterns for lamp pipes to be cast in brass."

3. Letter. John Murdock (Soho Foundry) to James Watt Jr. (Soho). "Saturday" [27 Oct. 1810].
Docketed "Time required for finishing Coupland's burners."

1811.

4. Letter. John Murdock (Soho Foundry) to James Watt Jr. (Soho). 9 Dec. 1811.
Docketed "Pemberton's offer of 5/8 inch gas pipe."

1812.

5. Letter. John Murdock (Soho Foundry) to Boulton Watt & Co. (Soho). 16 Jan. 1812.
Docketed "Time required for fitting up CC 20 horse and also for XX 20 horse."

6. Letter. John Murdock (Soho Foundry) to James Watt Jr. [Soho]. 12 Feb. 1812.
Docketed "Another retort has failed. Suggests the erection of two."

7. Letter. John Murdock (Soho Foundry) to James Watt Jr. [Soho]. 27 Mar. 1812.
On the same sheet:
Transcript of receipt for cast iron by W. Hawkes, carrier. 21 Mar. 1812.
Docketed "Explanation relative to the forwarding of the damper and frame for Meux Reid & Co."

8. Letter. John Murdock (Soho Foundry) to James Watt Jr. (Soho). 9 Dec. 1812.
Docketed "Amos & Co.'s engine is put into a boat with the intention of being sent to Liverpool."

9. Letter. John Murdock (Soho Foundry) to James Watt Jr. (Soho). 10 Dec. 1812.
Docketed "A 10 horse cylinder upon the new construction cannot be ready in less than a fortnight."

10. Letter. John Murdock (Soho Foundry) to James Watt Jr. (Soho). "Monday Evening"
[14 Dec. 1812].
Docketed "Amos & Co.'s goods detained at Birmingham by the frost."

1813.

11. Letter. John Murdock (Soho Foundry) to James Watt Jr. (Soho). 22 Jun. 1813.
Docketed "Wishes to decline going out as our agent."

1814.

12. Memorandum. Experiment at Mr. Howard's. 28 Mar. 1814.
In John Murdock's hand.
Docketed "Experiment made by Mr. Howard upon the evaporation of syrup in vacuo."

OLD REFERENCES

1-12. All formerly B&W Box 30/2.

3/289 William Mudrock, 1779-1814 (28 Items)

Letters from William Murdock from 1779 to 1814. William Murdock was Boulton & Watt's most famous employee. He initially worked in Cornwall, before moving to Soho Foundry. He travelled around the country working on various engines, and he is most remembered for his pioneering of gas lighting.

The letters in this bundle are extremely miscellaneous in nature, and were probably removed from other bundles. When this bundle was brought together is not recorded, but many of the letters show evidence of having previously been displayed in cases and scrap books. This is certainly not the complete extent of Murdock's correspondence with Boulton and Watt, but what happened to other letters by him is not recorded.

The letters are dated as follows:

No. 1.	1779
No. 2.	1782
Nos. 3-6.	1795
Nos. 7-8.	1797
No. 9.	1798
Nos. 10-12.	1800
Nos. 13-15.	1802
Nos. 16-17.	1805
Nos. 18-21.	1806
Nos. 22-23.	1807
Nos. 24-25.	1808
No. 26.	1814
Nos. 27-28.	Sketches - not dated.

1779.

1. Letter. William Murdock (Wanlockhead) to James Watt (Soho). 20 Jul. 1779.

1782.

2. Letter. William Murdock (Trevascus) to James Watt (Birmingham). 23 May 1782.

1795.

3. Letter. William Murdock (Redruth) to James Watt Jr. (Soho). 11 May 1795.

4. Letter. William Murdock (Redruth) to James Watt (6 Green Lettice Lane). 28 May 1795.

Docketed as 29 May. Docketed "Bull's Poldice engine."

5. Letter. William Murdock (Redruth) to John Southern (Soho). 7 Jun. 1795.

On the same sheet: Sketch plan and section of an engine. Summarised (By Hazleton) "Murdock's direct acting engine over a pit's mouth." [North Downs (Halebeagle) engine].

6. Letter. William Murdock (Redruth) to James Watt [London]. 14 Jun. 1795.

1797.

7. Letter. William Murdock (Redruth) to James Watt (Soho Foundry). 25 Feb. 1797.

Docketed "Proposes setting out with Mr. Wilson for Soho the end of next week."

8. Letter. William Murdock (Redruth) to James Watt (Soho Foundry). 22 Aug. 1797.

On the same sheet: Sketch. Nozzles of the North Downs engine. Docketed "Nozzles for North Downs."

1798.

9. Letter. William Murdock (Redruth) to James Watt (Soho Foundry). 23 Sep. 1798.

Docketed "Advice of his intention of setting out for Soho."

1800.

10. Letter. William Murdock (Redruth) to James Watt Jr. (Soho). 1 Mar. 1800.
Docketed "Difficulty of procuring workmen. Has been unable to dispose of his mines shares. Offers made to him."

11. Letter. William Murdock (Chester) to James Watt Jr. (Soho). 22 Jun. 1800.
Docketed "Examination of Walker & Co.'s engine and supposed defects."

12. Letter. William Murdock (Below Mill) to James Watt Jr. (Soho). 30 Jun. 1800.
On the same sheet:
Sketches. Plan and section of Reid Cunninghame's engine house, beam etc.

1802.

13. Letter. William Murdock (Etruria) to M. R. Boulton (Soho). 19 Jul. 1802.
Docketed "Eccentric circle not arrived and supposes the canal is stopped. Mill will not be ready for 6 weeks. Has freed the engine and the valves opened with springs which answer well."

14. Letter. William Murdock (Glasgow) to Boulton & Watt (Soho). 18 Aug. 1802.
Docketed "Backward state of Messrs. Fulton's blowing apparatus. Engine will not start for 10 days to come. Order for engines from Messrs. Houldsworth & Co. and Messrs. Stirlings. Estimate of a ram wanted for the latter. Mr. Pattison's complaints of his engine being short of power."

15. Letter. William Murdock (Glasgow) to James Watt Jr. (Soho). 3 Sep. 1802.
Docketed "Has started Fulton's engine. Will set out upon the 4th inst."

1805.

16. Letter. William Murdock (Manchester) to Boulton & Watt (Soho). 20 Dec. 1805.
Docketed "Mr. Clegge enquires state of his order. Mr. Leach wants to know what the expense will be of a 16 horse engine with 18 horse boiler etc. Pipes for Mr. Lee's photogenous apparatus not arrived. Mr. Lee anxious to have it completed as early as possible. Mr. Kennedy's report of his engine."

17. Letter. William Murdock [Manchester] to Boulton & Watt (Soho). 23 Dec. 1805.
Docketed "Impatient to receive intelligence of Mr. Lee's apparatus. Has sent his nephew along the canal to enquire about it." Marked (by Hazleton) "Mentions Clegg."

1806.

18. Letter. William Murdock (Manchester) to Boulton & Watt (Soho). 1 Jan. 1806.
Docketed "Mr. Leach wishes to have the 14 horse engine forwarded. Mr. P. Marsland has some thoughts of substituting a 40 horse in lieu of his present 30 horse. Mr. Lee's photogenous apparatus gives satisfaction. Mr. Ridgway to let us know when he is ready for a hand."

19. Letter. William Murdock (Manchester) to Boulton & Watt (Soho). 5 Feb. 1806.
Docketed "Defects of Mr. Wedgwood's engine remedied. James McMurdo left there. Mr. Wedgwood's intention of having another engine. Mr. Wood desires his last order for flat boxes to be suspended. Orders 60 new burners and desires the gazometer and tubes to be forwarded. Wants designs for chandaliers."

20. Letter. William Murdock (Manchester) to Boulton & Watt (Soho). 7 Feb. 1806.
Docketed "Ashton & Bury want price of a 24 horse engine. Wishes the third gazometer to be forwarded. Appoints James Watt [Jr.?] to be in Manchester on Tuesday."

21. Memorandum. Mr. Murdock's memorandum of hands wanted for making boilers, gazometers and tubes at Soho Foundry. 2 Apr. 1806.

1807.

22. Letter. William Murdock (Redruth) to James Watt Jr. (Soho). 14 Sep. 1807.
Docketed "Is improved in health and will be at Portsmouth on the 22nd."

23. Letter. William Murdock (Portsmouth) to James Watt Jr. (Soho). 23 Sep. 1807.
Docketed "Arrival there and conference with Commissioner Grey. Will want one or 2 men. Has received advice from Poole that he cannot attend him."

1808.

24. Letter. William Murdock (Portsmouth) to James Watt Jr. (Soho). 29 Jan. 1808.
Docketed "Refers to John Poole for particulars at Bradford. To start the engine the 4th or 5th of next month. Will then proceed to Battle."

25. Letter. William Murdock (Sion House, Clifton) to Boulton Watt & Co. [Soho]. 9 Aug. 1808.
Docketed "Orders a new damper pipe for Bally Ellen & Steart."

1814.

26. Note. William Murdock (Soho Foundry) to James Watt Jr. [?] (Handsworth).
"Monday Morning" [29 Aug. 1814].
Docketed "With specimens of platina for Mr. Fischer."

Sketches - not dated.

27. Sketch. William Murdock's scheme of expansive engine. Not dated.
Rough pencil sketch with no annotation. The docket is in James Watt's hand.

28. Sketch. William Murdock's bellows, made in Cornwall 1781, afterwards in common use among the miners.
The annotation is by James Watt.

OLD REFERENCES

1-24. All formerly B&W Box 30/3.

25. Letter. William Murdock to Boulton Watt & Co. 9 Aug. 1808. [B&W Box 30/5]

26-28. All formerly B&W Box 30/3.

3/290 William Mudrock Junior, 1806-1831 (24 items)

Letters from William Murdock Jr. from 1806 to 1831. William Murdock Jr. was one of the sons of William Murdock, and he worked for Boulton Watt & Co. at Soho Foundry. He did travel occasionally, usually to work on boat engines.

The letters in this bundle are extremely miscellaneous in nature, and were probably removed from other bundles.

The letters are dated as follows:

No. 1.	1806
No. 2.	1811
Nos. 3-11.	1812
No. 12.	1814
No. 13.	1822
No. 14.	1826
Nos. 15-17.	1827
Nos. 18-21.	1829
No. 22.	1830
Nos. 23-24.	1831

1806.

1. Letter. William Murdock Jr. (Soho) to William Murdock (Soho Foundry). — Sep. 1806.

1811.

2. Letter. William Murdock Jr. [Soho Foundry] to James Watt Jr. (Soho). 24 Sep. 1811.

Not dated – date taken from the docket.

Docketed “Bingley & Son want to know the cost of iron borings.”

1812.

3. Letter. William Murdock Jr. (Soho Foundry) to James Watt Jr. (Soho). 8 Jan. 1812.
Docketed “Particulars of bar iron wanted for the next 2 months. Large iron from Addenbrooke defective.”

4. Letter. William Murdock Jr. (Soho Foundry) to James Watt Jr. (Soho). 9 Jan. 1812.
Docketed “Farther account of the defective iron from Mr. Addenbrooke.”

5. Letter. William Murdock Jr. (Soho Foundry) to James Watt Jr. [Soho]. 8 Apr. 1812.
Docketed “Iron wanted for the ensuing quarter.”
The letter has been crossed through in pencil.

6. Letter. William Murdock Jr. (Soho Foundry) to James Watt Jr. (Soho). 9 Jun. 1812.
Docketed “Applies for an addition to his salary.”

7. Letter. William Murdock Jr. [Soho Foundry] to James Watt Jr. [Soho]. 8 Jul. 1812.
Docketed “Bar iron wanted for the ensuing quarter and remarks upon the last.”

8. Letter. William Murdock Jr. (Soho Foundry) to James Watt Jr. [Soho]. 10 Jul. 1812.
Docketed “William Middleton wishes us to take another of his sons apprentice.”

9. Letter. William Murdock Jr. (Soho Foundry) to James Watt Jr. (Soho). 13 Oct. 1812.

Mis-docketed as John Murdock.

Docketed "Account of iron wanted for the quarter."

10. Letter. William Murdock Jr. (Soho Foundry) to James Watt Jr. (Soho). 16 Nov. 1812.

Docketed "Explanation of pins sent with the hot water pump of Caponfield No. 2."

11. Letter. William Murdock Jr. (Soho Foundry) to James Watt Jr. (Soho). 30 Nov. 1812.

Docketed "Proposes Thomas Hodditch should finish Bayliss' work."

1814.

12. Letter. William Murdock Jr. (Soho Foundry) to James Watt Jr. (Soho). "Sunday afternoon" [13 Nov. 1814].

Docketed "A Mr. Lister has called with a scheme. Air regulator ready for inspection."

1822.

13a. Letter. William Murdock Jr. (Soho) to James Watt Jr. [Soho]. 26 Oct. 1822.

Enclosing (b) below.

b. Memorandum. Horton's prices of Iron Boilers etc. 25 Oct. 1822.

1826.

14. Letter. William Murdock Jr. (Liverpool) to James Watt Jr. (Soho). 15 Oct. 1826.

Docketed "Finds the Thetis preparing to make her passage to Holyhead. Breakage of the air pump flanch and state of the machinery and vessel."

1827.

15. Letter. William Murdock Jr. (on board the *Dolphin*, Liverpool) to Boulton Watt & Co. (Soho). 2 Feb. 1827.

Docketed "Progress made in the alteration of Dolphin's working gear. Steadiness and good performance of the engines and vessel. Connection of boilers etc."

16. Letter. William Murdock Jr. (Soho Foundry) to Boulton Watt & Co. (Soho). 6 Feb. 1827.

Docketed "Has completed the alteration of the Dolphin's working gear. Has secured the paddle eccentric wheel from getting loose. Frequent stoppages of the Dolphin in entering the Mersey. Capt. Smithett thinks the columns sufficiently steady without diagonal stays. Engineman does his duty, but has bad fireman. All parts of the engines in good order."

17. Memorandum. William Murdock Jr., Soho Foundry, 20 Feb. 1827.
Docketed "Suggests a Belidor's valve in the tunnel or pump to regulate the engines. Approves also of pumps being worked from a rotative shaft." Murdock Jr. writing his father's suggestions, re. St. Katherine's Docks [?].

1829.

18. Letter. William Murdock Jr. (Soho Foundry) to William Creighton (Soho). 16 Feb. 1829.

Docketed "Sims Tildasley & Co. want estimate of pary of a 36 or 40 horse engine."

19. Memorandum. William Murdock Jr., Soho Foundry, 20 Oct. 1829.

Docketed "Thinks boat boilers may be made of iron at £12 per ton. Advises making the water spaces parallel."

20. Memorandum. William Murdock Jr., Soho Foundry, 13 Nov. 1829.

Sent to William Creighton at Soho.

Docketed "Dolphin paddles 4 inches askew. Thetis proposed the same but executed 10 inches. The above from Dangerfield etc."

21. Letter. William Murdock Jr. (Soho Foundry) to James Watt Jr. [Soho]. 7 Dec. 1829.

Docketed "Sims Tildasley & Co.'s 40 horse engine ready for delivery. Boilers were sent last month."

1830.

22. Memorandum. William Murdock Jr., Manchester, — Aug. 1830.

Docketed "Conferences with Messrs. Fairbairn, Ewart and Kennedy respecting the application of high pressure engines to canal boats."

1831.

23a. Letter. William Murdock Jr. (Penzance) to William Burdon [Soho]. 25 Feb. 1831.

Kept with (b) below.

Docketed "About Benjamin Stevens' wages and qualifications."

b. Account of Benjamin Stevens' debt to Boulton Watt & Co.
In William Burdon's hand.

24. Letter. William Murdock Jr. (Penzance) to James Watt Jr. [Soho]. 29 Mar. 1831.

Docketed "His health much improved since he went to Cornwall."

OLD REFERENCES

1. Letter. William Murdock Jr. to William Murdock. Sep. 1806. [B&W Box 20/23/19]

2-24. All formerly B&W Box 30/4.

3/291 James Pearson, 1781-1796 (19 items)

Pearson was the chief cashier and bookkeeper for the steam engine business. His office was at Soho Manufactory.

1. Letter. James Pearson (Soho) to James Watt (Harper's Hill). 1 Mar. 1781.
2. Letter. James Pearson (Soho) to James Watt (Cusgarne). 2 Mar. 1782.
3. Letter. James Pearson (Soho) to James Watt (Cusgarne). 16 Mar. 1782.
4. Letter. James Pearson (Soho) to James Watt (Harper's Hill). 10 Mar. 1784.
Docketed "Balance B & W."
5. Letter. James Pearson (Soho) to James Watt (6 Green Lettice Lane). 18 Oct. 1785.
- 6a. Letter. James Pearson (Soho) to James Watt (Harper's Hill). 8 Nov. 1785.
Kept with (b) below. Docketed "About Mr. Dick's bill of £40."
- b. Letter. James Pearson (Soho) to James Watt (Harper's Hill). 8 Nov. 1785.
7. Letter. James Pearson (Soho) to James Watt (Harper's Hill). 14 Nov. 1785.
8. Letter. James Pearson (Soho) to James Watt (Harper's Hill). 23 Feb. 1786.
- 9a. Letter. James Pearson (Soho) to Ann Watt (Harper's Hill). 16 Dec. 1786.
- b. Letter. James Pearson (Soho) to Ann Watt (Harper's Hill). 16 Dec. 1786.
Docketed "About N. R. [New River] account."
- 10a. Letter. James Pearson (Soho) to Ann Watt (Harper's Hill). 22 Dec. 1786.
Kept with (b) below.
- b. Letter. James Pearson (Soho) to Ann Watt (Harper's Hill). 28 Dec. 1786.
11. Letter. James Pearson (Soho) to James Watt (Harper's Hill). 9 Feb. 1787.
12. Letter. James Pearson (Soho) to James Watt (6 Green Lettice Lane). 31 Aug. 1787.
13. Letter. James Pearson (Soho) to William Matthews (London). 16 Jan. 1792.

On the same sheet:

Account. Harris Harris & Plant debtors to Boulton & Watt.
Docketed "Harris & Plant's account. Plate Glass Co. etc."
14. Letter. James Pearson (Soho) to James Watt (London). 10 Jun. 1793.
15. Letter. James Pearson (Soho) to M. R. Boulton (care of G. Lee, "Salford Engine Twist Co.", Manchester). 2 Jun. 1796.

On the same sheet:

Account. Salford Engine Twist Co. debtors to Boulton & Watt.
Docketed "With copy of account against Salford Twist Co."
16. Letter. James Pearson (Soho) to Boulton & Watt [London]. 5 Dec. 1796.
*The outside of the letter is addressed to M. R. Boulton.
Docketed "State of remittances."*

17. Letter. James Pearson (Soho) to Boulton & Watt [London]. 8 Dec. 1796.
The outside of the letter is addressed to M. R. Boulton.
Docketed "Sundry accounts."

18. Letter. James Pearson (Soho) to Boulton & Watt [London]. 12 Dec. 1796.
Docketed "Receipt of £1000 from H. P. Whately."

19. Letter. James Pearson (Soho) to Boulton & Watt [London]. 15 Dec. 1796.
Docketed "Account of sundry remittances. Watson & Co. enquiries about their air pump."

3/292 James Pearson, letters and notes to him, 17801815 (73 items)

Matthew Boulton.

1. Account. Boulton's travelling expenses, 1782—1783. 2 sheets.
Summarised by Henry Hazleton: "List of Matthew Boulton's travelling expenses during the year 1782."
Matthew Robinson Boulton.

2. Letter. M. R. Boulton (—) to Charles Pearson [*sic*] [Soho]. — Jan. 1800.
Not dated – date taken from the docket. On the same sheet:
Account of bread procured by Mr. Boulton from the Union Mill for the use of the Soho Soup Shop, Dec. 1799—10 Jan. 1800.

3. Note. M. R. Boulton (Soho) to James Pearson [Soho]. 9 Dec. 1800.

4. Note. M. R. Boulton (Soho) to James Pearson (Soho). 27 Jul. 1811.

John Murdock.

5. Letter. John Murdock (Soho Foundry) to James Pearson [Soho]. 5 Oct. 1811.

William Murdock.

6. Account. Boulton & Watt debtors to William Murdock. 24 Nov. 1806.

7. Note. William Murdock (Soho Foundry) to James Pearson (Soho). 29 Dec. 1808.

8. Account. Boulton Watt & Co. debtors to William Murdock. 21 Jul. 1812.

John Rennie.

9. Account. Boulton & Watt debtors to John Rennie. 17 Jun. 1797.
Includes costs of a model of Hornblower's engine.

10. Account. Boulton & Watt debtors to John Rennie, 3 Apr. 1802—21 Nov. 1804; John Rennie debtor to Jos. Ball, 16 May 1803.

Docketed as 30 Sep. 1806. Docketed by James Pearson. The 1804 entry was added later.

John Southern.

11. Letter. John Southern (—) to James Pearson (Soho). 27 Sep. 1787.
On the same sheet:
Note of readings of Mr. Woods' counter.

Ann Watt.

12. Letter. Ann Watt (Harper's Hill) to James Pearson (Soho). 21 Feb. 1785.
13. Letter. Ann Watt (Birmingham) to James Pearson (Soho). 1 Mar. 1785.
Summarised by Henry Hazleton "Notes from Mrs. Watt to Mr. Pearson, Cashier at Soho."
14. Note. Ann Watt (—) to James Pearson [Soho]. 7 Dec. 1786.
15. Letter. Ann Watt (Heathfield) to James Pearson (Soho). 22 Jan. 1798.
16. Letter. Ann Watt (Heathfield) to James Pearson (Soho). 14 Feb. 1800.
17. Letter. Ann Watt (Heathfield) to James Pearson (Soho). 21 Dec. 1801.
18. Note. Ann Watt (Heathfield) to James Pearson [Soho]. 22 Dec. 1801.

Gregory Watt.

19. Accounts. Boulton Watt & Sons debtors to Gregory Watt; Boulton & Watt Jrs. debtors to Gregory Watt. 22 Dec. 1799.
- 20a. Note. Gregory Watt (—) to James Pearson [Soho]. 8 Mar. 1800.
*Kept with (b) below. Not dated – date taken from the docket.
Note requesting Pearson to draw a bill.*
- b. Note. Gregory Watt (—) to James Pearson [Soho]. Not dated.
*Not docketed.
Note requesting Pearson to draw a bill.*

James Watt.

21. Letter. James Watt (Harper's Hill) to James Pearson (Soho). 16 Dec. 1780.
With a note attached by Henry Hazleton which reads "Notes from James Watt Senior to Mr. Pearson, cashier at Soho, concerning his expenses etc." Hazleton used this letter as a cover for all of the notes from Watt to Pearson.
22. Letter. James Watt [Harper's Hill] to James Pearson (Soho). 12 Jan. 1781.
23. Note. James Watt [Harper's Hill] to James Pearson [Soho]. 17 Jan. 1781.
24. Letter. James Watt [Harper's Hill] to James Pearson (Soho). 6 Feb. 1781.
25. Note. James Watt (Harper's Hill) to James Pearson (Soho). 15 Mar. 1781.
26. Letter. James Watt [Harper's Hill] to James Pearson (Soho). 2 Apr. 1781.
Docketed "Answered same day."
27. Letter. James Watt [Harper's Hill] to James Pearson (Soho).
"Monday afternoon" [2 Apr. 1781].
28. Letter. James Watt (Birmingham) to James Pearson (Soho). 10 Apr. 1781.
29. Letter. James Watt [Harper's Hill] to James Pearson (Soho). 16 Apr. 1781.
30. Letter. James Watt [Harper's Hill] to James Pearson (Soho). 23 Apr. 1781.
31. Letter. James Watt [Harper's Hill] to James Pearson (Soho). 24 Apr. 1781.
Docketed "Answered."

- 32.** Letter. James Watt [Harper's Hill] to James Pearson (Soho). 11 May 1781.
- 33a.** Letter. James Watt (Birmingham) to James Pearson (Soho). 6 Jun. 1781.
Enclosing (b) below.
- b.** Note of various bills of exchange.
- 34.** Letter. James Watt (Cusgarne) to James Pearson (Soho). 30 Jun. 1781.
Docketed "With account of expenses."
- 35.** Letter. James Watt (Cusgarne) to James Pearson (Soho). 16 Aug. 1781.
- 36.** Letter. James Watt (Cusgarne) to James Pearson (Soho). 9 Jan. 1782.
On the same sheet:
Account of expenses in Cornwall to the end of Dec. 1781.
- 37.** Letter. James Watt (Cusgarne) to James Pearson (Soho). 16 Feb. 1782.
- 38.** Letter. James Watt (Cusgarne) to James Pearson and John Buchanan (Soho).
20 Feb. 1782.
Docketed "Answered 2 March."
- 39.** Letter. James Watt (Cusgarne) to James Pearson (Soho). 7 Mar. 1782.
Docketed "Answered 16 March."
- 40.** Letter. James Watt (Cusgarne) to James Pearson (Soho). 23 Mar. 1782.
- 41.** Letter. James Watt (—) to James Pearson [Soho]. 21 Apr. 1782.
- 42.** Letter. James Watt (Birmingham) to James Pearson [Soho]. 28 Dec. 1782.
The letter is signed by Watt, but the text is in Zaccheus Walker's hand.
- 43.** Letter. James Watt [Harper's Hill] to James Pearson [Soho]. 14 May 1783.
Not dated – date taken from the docket.
- 44.** Letter. James Watt (Harper's Hill) to James Pearson (Soho). 2 Oct. 1783.
- 45.** Letter. James Watt (Harper's Hill) to James Pearson (Soho). 21 Oct. 1783.
- 46.** Note. James Watt (Heathfield) to James Pearson (Soho). 2 Jan. 1784.
Misdated as Jan. 1783. On the same sheet:
Account. Boulton & Watt debtors to James Watt.
Expenses of various visits in 1783, to a mill at Deritend, Broseley, Ketley etc.
- 47.** Note. James Watt (—) to James Pearson (Soho). 13 Apr. 1784.
- 48.** Note. James Watt (—) to James Pearson (Soho). 4 May 1784.
- 49.** Note. James Watt (—) to James Pearson (Soho). 8 Jun. 1784.
Marked on the back "Dft. for T. H. [Thomas Handley]."
- 50.** Letter. James Watt (Harper's Hill) to James Pearson (Soho). 7 Jan. 1786.
- 51.** Note. James Watt (Harper's Hill) to James Pearson [Soho]. 17 May 1786.
- 52.** Note (press copy). James Watt (—) to James Pearson [Soho]. 3 Jan. 1788.

53. Letter. James Watt (—) to James Pearson [Soho]. 6 Feb. 1790.
On the same sheet:
Account of Watt's charges to Boulton & Watt for 1789.
54. Note. James Watt (Heathfield) to James Pearson (Soho). 13 Jan. 1795.
55. Note. James Watt (—) to James Pearson [Soho]. 14 Nov. 1798.
56. Note. James Watt (—) to James Pearson [Soho]. 15 Nov. 1798.
57. Account. Law expenses debtor to James Watt. Apr. 1800.
Docketed by Watt "Boulton & Watt to James Watt. Law expenses 1796 Dec. – 1800 Apr."
Docketed by Pearson as 31 Dec. 1799.
58. Note. James Watt and Gregory Watt (Heathfield) to James Pearson (Soho). 30 Jul. 1800.
59. Letter. James Watt (Heathfield) to James Pearson (Soho). 28 Dec. 1801.
Docketed "Answered same day."
60. Note. James Watt (Heathfield) to James Pearson (Soho). 8 Feb. 1802.
61. Note. James Watt (Heathfield) to James Pearson (Soho). 21 Jan. 1812.
62. Letter. James Watt (Heathfield) to James Pearson (Soho). 24 Feb. 1812.
63. Note. James Watt (Heathfield) to James Pearson (Soho). 18 Apr. 1814.
64. Letter. James Watt (Heathfield) to "J. D. Brown" (Soho). 25 Jan. 1815.
The docket is in James Pearson's hand.
Summarised by Henry Hazleton "Concerning account against him for £40 by J. Watt & Co."
- James Watt Jr.**
65. Note. James Watt Jr. (Soho) to James Pearson [Soho]. 15 Jan. 1798.
66. Note. James Watt Jr. (Soho Foundry) to James Pearson [Soho]. 19 Mar. 1800.
67. Note. James Watt Jr. (Soho) to James Pearson [Soho]. 20 Sep. 1803.
68. Note. James Watt Jr. (Rookery) to James Pearson [Soho]. 27 Oct. 1803.
69. Note. James Watt Jr. (Soho) to James Pearson [Soho]. 16 Nov. 1804.
70. Note. James Watt Jr. (Soho) to James Pearson [Soho]. 8 Mar. 1811.
71. Note. James Watt Jr. (Soho) to James Pearson [Soho]. 27 May 1811.
72. Note. James Watt Jr. [Soho] to James Pearson [Soho]. 4 Jun. 1811.
73. Letter. James Watt Jr. (London) to James Pearson [Soho]. 18 Mar. 1814.
Docketed "Answered 21 Mar. 1814."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
From Birmingham Central Library

Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 222

MS 3147/3/293-295

3/293 John Rennie, 1784-1786 (69 items)

3/294 John Rennie, 1787-1788 (42 items)

3/295 John Rennie, 1789-1791 (101 items)

During this period Rennie worked for Boulton & Watt as a millwright in London, but the arrangements between them were very informal, as Rennie was technically in business on his own. He also acted as their London agent, advising customers about engines and passing on enquiries to Boulton & Watt.

The letters are all addressed to James Watt, except for one of 1784 to Boulton & Watt. Up until 1798, there are two series of Rennie's letters; one to James Watt, and the other of letters that were answered by John Southern.

1784.

1. Letter. John Rennie (London) to Boulton & Watt (Birmingham). 4 Dec. 1784.
2. Letter. John Rennie (London) to James Watt (Birmingham). 24 Dec. 1784.

1785.

3. Letter. John Rennie (London) to James Watt (Birmingham). 11 Jan. 1785.
Docketed "Mr. Allingham." The second part of the docket is in shorthand.
- 4a. Letter. John Rennie (London) to James Watt (Birmingham). 18 Jan. 1785.
Enclosing (b) below.
Docketed "About Mr. Goodwin's engine."
- b. Drawing. Plan & elevation of Messrs. Goodwin's dyeing works. Circa 18 Jan. 1785.
Sent with the above letter.
Docketed "Plan of Mr. Goodwin the dyer's mill."
5. Letter. John Rennie [London] to James Watt [Birmingham]. Circa 18 Jan. 1785.
This appears to be a draft of the above letter. On the same sheet:
Sketch. Rough plan of Goodwin's premises.
Docketed "About Goodwin's mill."
6. Letter. John Rennie (London) to James Watt (Harper's Hill). 15 Mar. 1785.
7. Letter. John Rennie (London) to James Watt (Birmingham). 11 Apr. 1785.
8. Letter. John Rennie (London) to James Watt (Birmingham). 19 Apr. 1785.
9. Letter. John Rennie (London) to James Watt (Birmingham). 6 May 1785.

Docketed "Mashing machinery."

10. Letter. John Rennie (London) to James Watt (Birmingham). 27 May 1785.
11. Letter. John Rennie (Berwick St., London) to James Watt [Birmingham]. 2 Jun. 1785.
Docketed "Dimensions of Mr. Stonard's piston."
12. Letter. John Rennie (Green Lettice Lane, London) to James Watt [London?]. "Wednesday" [22 Jun. 1785?].
Docketed as 24 Jun., which was a Friday.
Docketed "About Mr. Allingham's engine."
13. Memorandum. Mr. Rennie's time for Messrs. George & James Robinson. 4 Aug. 1785.
In Rennie's hand.
14. Letter. John Rennie (London) to James Watt [Birmingham]. 9 Aug. 1785.
Docketed "Concerning Mr. Robinson's mill."
15. Letter. John Rennie (London) to James Watt (Birmingham). 19 Aug. 1785.
- 16a. Letter. John Rennie (London) to James Watt (Birmingham). 24 Aug. 1785.
Enclosing (b) below.
Docketed "About Messrs. Diggins' engine."
- b. Memorandum. Francis, Richard & John Diggins, Chichester – enquiry for an engine for grinding wheat.
17. Letter. John Rennie (London) to James Watt (Birmingham). 1 Sep. 1785.
18. Letter. John Rennie (London) to James Watt (Birmingham). 2 Sep. 1785.
19. Letter. John Rennie (London) to James Watt (Birmingham). 7 Sep. 1785.
Docketed "Experiment on Stonard & Curtis' engine."
20. Letter. John Rennie (London) to James Watt (Birmingham). 16 Sep. 1785.
21. Memorandum. Account of time to Boulton & Watt – Mr. Rennie. 24 Aug.—11 Sep. 1785.
Account of work done by Rennie for Boulton & Watt. In Rennie's hand.
22. Memorandum. Account of time to Boulton & Scale – Mr. Rennie. 2—10 Sep. 1785.
Account of work done by Rennie for Boulton & Scale. In Rennie's hand.
23. Memorandum. Account of time to Matthew Boulton – Mr. Rennie. 25 Aug.—18 Sep. 1785.
Account of work done by Rennie for Boulton. In Rennie's hand.
24. Letter. John Rennie (London) to James Watt (Birmingham). 26 Sep. 1785.
Docketed "R. C.'s [Robert Cameron's] engine."
25. Letter. John Rennie (London) to James Watt (Birmingham). 8 Oct. 1785.
26. Letter. John Rennie (London) to James Watt (Birmingham). 5 Nov. 1785.
27. Letter. John Rennie [London] to James Watt [Birmingham]. — Nov. 1785.
Docketed only as Nov. 1785. It may have been a postscript to the above letter, as it is marked "5" in the top right corner as if to indicate page 5, and was written by Rennie in a "hasty scrawl".

- 28. Letter. John Rennie (London) to James Watt (Birmingham). 15 Nov. 1785.
- 29. Letter. John Rennie (London) to James Watt (Birmingham). 28 Nov. 1785.
- 30. Letter. John Rennie (London) to James Watt (Birmingham). 4 Dec. 1785.
- 31. Letter. John Rennie (London) to James Watt (Birmingham). 10 Dec. 1785.
- 32. Letter. John Rennie (London) to James Watt [Birmingham]. 19 Dec. 1785.
- 33. Letter. John Rennie (London) to James Watt (Birmingham). 25 Dec. 1785.
Docketed "Dimensions of Mr. Calvert's engine house." With a sketch within the text.

1786.

- 34. Letter. John Rennie (London) to James Watt (Birmingham). 3 Jan. 1786.
- 35. Letter. John Rennie (London) to James Watt [Birmingham]. 4 Feb. 1786. 2 sheets.
On the first sheet:
Sketch. Rough plan of Mr. Batley's mill.
Docketed "Mr. Batley's mill."
- 36. Letter. John Rennie (London) to James Watt (Birmingham). 15 Feb. 1786.
- 37. Letter. John Rennie (London) to James Watt [Birmingham]. 19 Feb. 1786.
Docketed "With observation concerning Mr. Goodwin's plan."
- 38. Letter. John Rennie (London) to James Watt (Birmingham). 1 Mar. 1786.
- 39. Letter. John Rennie (London) to James Watt (Birmingham). 7 Mar. 1786.
- 40. Letter. John Rennie (London) to James Watt (Birmingham). 9 Mar. 1786.
- 41. Letter. John Rennie (London) to James Watt [Birmingham]. 15 Mar. 1786.
Docketed "Liptrap, Goodwin's, and Albion Mill."
- 42. Letter. John Rennie (London) to James Watt (Birmingham). 21 Mar. 1786.
- 43. Letter. John Rennie (London) to James Watt (Birmingham). 25 Mar. 1786.
- 44. Letter. John Rennie (London) to James Watt (Birmingham). 29 Mar. 1786.
Docketed "About Mr. Goodwyn dyer's water."
- 45. Letter. John Rennie (London) to James Watt (Birmingham). 6 Apr. 1786.
- 46. Letter. John Rennie (London) to James Watt (Birmingham). 28 Apr. 1786.
Docketed as 25 Apr.
Docketed "Mr. Aitchison's engine. F. Scott & Company's account."
- 47. Letter. John Rennie (London) to James Watt (Birmingham). 2 May 1786.
Docketed as 3 May.
Docketed "Account of mercury and glass tubes. Proposed power of Aitchison's engine."
- 48. Letter. John Rennie (London) to James Watt (Birmingham). 19 May 1786.
Docketed "Purcel's time at New River. Proposals for Ireland."
- 49. Letter. John Rennie (London) to James Watt (Birmingham). 25 May 1786.

Docketed "Experiments on Albion Mill. Length of Goodwin's shaft. Cameron's and Diggins' engine."

50. Letter. John Rennie (London) to James Watt (Birmingham). 31 May 1786.
Docketed "With accounts."
51. Letter. John Rennie (London) to James Watt (Birmingham). 15 Jun. 1786.
Docketed "With accounts."
52. Letter. John Rennie (London) to James Watt (Birmingham). 28 Jun. 1786.
53. Letter. John Rennie (London) to James Watt (Birmingham). 4 Jul. 1786.
Docketed "About the breaking of Albion Mill connecting rod."
54. Letter. John Rennie (London) to James Watt (Birmingham). 11 Jul. 1786.
Docketed "About mending Albion Mill connecting rod."
55. Letter. John Rennie (London) to James Watt (Birmingham). 26 Jul. 1786.
Docketed "About London Bridge engine."
56. Letter. John Rennie (London) to James Watt [Birmingham]. 28 Jul. 1786.
57. Letter. John Rennie (St. John St., London) to James Watt (Birmingham). 29 Jul. 1786.
On the same sheet:
Transcript of letter. John Rennie to Thomas Pagan. 12 Jul. 1786.
Transcript of letter. Thomas Pagan (Watling St.) to John Rennie. 28 Jul. 1786.
Transcript of letter. ? to Thomas Pagan. Not dated.
Docketed "Copy of his letter to Mr. Pagan."
58. Letter. John Rennie (London) to James Watt (Birmingham). 2 Aug. 1786.
Docketed "Tree for Albion Mill beam."
59. Letter. John Rennie [London] to James Watt (Birmingham). 4 Aug. 1786.
Not dated – date taken from the docket. On the same sheet:
Sketch. Plan of Liptrap's engine, well, boiler and cistern.
Docketed "Fish & Yates, and Liptrap's water."
60. Letter. John Rennie (London) to James Watt (Birmingham). 11 Sep. 1786.
Docketed "About Liptrap's connecting rod."
61. Letter. John Rennie (London) to James Watt (Birmingham). 15 Sep. 1786.
Docketed "Stonard & Curtis' grate, and Bowser's engine."
62. Letter. John Rennie (London) to James Watt (Birmingham). 20 Sep. 1786.
63. Letter. John Rennie (London) to James Watt (Birmingham). 25 Sep. 1786.
64. Letter. John Rennie (London) to James Watt (Birmingham). 5 Oct. 1786.
Docketed "Mr. Goodwin's boiler."
65. Letter. John Rennie (London) to James Watt (Birmingham). 10 Oct. 1786. 2 sheets.
Docketed as 11 Oct.
Docketed "Number and use of the stones at Liptrap's, and Bell & Gosse, and about William Murdock's brother."
66. Letter. John Rennie (London) to James Watt (Birmingham). 16 Oct. 1786.
Not dated – date taken from the postmark.
67. Letter. John Rennie (London) to James Watt (Birmingham). 26 Oct. 1786.

Docketed "About Mr. Liptrap's engine."

68. Letter. John Rennie (London) to James Watt (Birmingham). 30 Oct. 1786.
Docketed "Mr. Liptrap's engine grinding 24 bushels per hour."
 69. Letter. John Rennie (London) to James Watt (chez Monsieur Delessert, Rue Cloghiron, Paris). 8 Dec. 1786.
On the same sheet:
Sketch. Plan of Mr. Yallowley's engine and arrangement of boilers.
- 1787.**
1. Letter. John Rennie (London) to James Watt (Birmingham). 22 Feb. 1787.
 2. Letter. John Rennie (London) to James Watt (Birmingham). 21 Mar. 1787.
Docketed as 20 Mar.
Docketed "Gun barrel maker."
 3. Letter. John Rennie (London) to James Watt (Birmingham). 31 Mar. 1787.
 4. Letter. John Rennie (London) to James Watt (Birmingham). 4 Apr. 1787.
Docketed "About Mr. Rutt's engine."
 5. Letter. John Rennie (London) to James Watt (Birmingham). 12 Apr. 1787.
On the same sheet:
Memorandum. Estimate of an engine with a 26 inch cylinder for Messrs. Folliott Scott & Co.
Docketed "About F. Scott's engine. Estimate."
 6. Letter. John Rennie (London) to James Watt (Birmingham). 19 Apr. 1787.
 7. Letter. John Rennie [London] to James Watt (Birmingham). — May 1787.
Not dated – date taken from the docket.
Docketed "Messrs. Byers & Co.'s sawmill."
 8. Letter. John Rennie (London) to James Watt (Birmingham). 2 May 1785.
 9. Letter. John Rennie (London) to James Watt (Birmingham). 3 May 1785.
Docketed "About F. Scott's wheels."
 10. Letter. John Rennie (Rotherhithe) to James Watt (Birmingham). 9 May 1787.
Docketed "About F. Scott's gudgeon."
 11. Letter. John Rennie (London) to James Watt (Birmingham). 12 May 1787.
On the same sheet:
Sketch. Plan of Mr. Lowe's premises.
Docketed "About Mr. Lowe's engine."
 12. Letter. John Rennie (London) to James Watt (Birmingham). 16 May 1787.
Docketed "Byers & Anderson's mill."
 13. Letter. John Rennie (London) to James Watt [Birmingham]. 12 Jun. 1787.
Docketed "Account of performace of Bell & Gosse's engine."
 14. Letter. John Rennie (London) to James Watt (Birmingham). 26 Jun. 1787.
Docketed "With Mr. Haig's account and some account of Cameron's and Goodwin's engines."
 15. Letter. John Rennie (London) to Matthew Boulton (Soho). 3 Jul. 1787.
Docketed by Watt.

Docketed "About wharf."

16. Letter. John Rennie (London) to James Watt (Birmingham). 7 Jul. 1787.
Docketed "Aitchison & Brown's mill."
17. Letter. John Rennie (London) to James Watt (Birmingham). 10 Jul. 1787.
Docketed "Folliot Scott. Albion Mill."
18. Letter. John Rennie (London) to James Watt (Birmingham). 3 Aug. 1787.
Docketed "Mr. Sole's engine."
19. Letter. John Rennie (London) to James Watt [Birmingham]. 12 Oct. 1787.
Docketed "About F. Scott's engine."
20. Letter. John Rennie (London) to James Watt [Birmingham]. 16 Nov. 1787.
Docketed "Performance of C. Goodwin's engine."
21. Letter. John Rennie (London) to James Watt (Birmingham). 24 Nov. 1787.
Docketed "Battersea. C. Goodwin. Albion Mill."

1788.

22. Letter. John Rennie (London) to James Watt (Birmingham). 25 Jan. 1788.
On the same sheet:
Transcript of letter. J. Haig & Co. to John Rennie. 17 Jan. 1788.
Draft of letter. John Rennie to J. Haig & Co.
Docketed "Copy letter to Mr. Haig."
23. Letter. John Rennie [London] to James Watt (Birmingham). 29 Jan. 1788.
Not dated – date taken from the docket.
Docketed "Albion Mill connecting rod."
24. Letter. John Rennie (London) to James Watt (Birmingham). 12 Feb. 1788.
Docketed "About Mr. Haig's account."
25. Letter. John Rennie (London) to James Watt (Birmingham). 19 Feb. 1788.
26. Letter. John Rennie (London) to James Watt (Birmingham). 18 Mar. 1788.
27. Letter. John Rennie (London) to James Watt (Birmingham). 12 Apr. 1788.
28. Letter. John Rennie (London) to James Watt (Birmingham). 8 May 1788.
On the same sheet:
Sketch. Plan of F. Scott & Co.'s engine, boiler, furnaces and flue.
Docketed "Folliot Scott & Co.'s boiler."
29. Letter. John Rennie (London) to James Watt [Birmingham]. 22 Jul. 1788.
30. Letter. John Rennie (London) to James Watt (Birmingham). 1 Aug. 1788.
31. Letter. John Rennie (London) to James Watt [Birmingham]. 18 Sep. 1788.
32. Letter. John Rennie (London) to James Watt (Birmingham). 22 Sep. 1788.
Docketed "About new engines wanted."
33. Letter. John Rennie (London) to James Watt (Birmingham). 10 Oct. 1788.
Docketed "Order for Haig's engine. Drawings for wool spinning."
34. Letter. John Rennie (Littlebury) to James Watt (Birmingham). 3 Nov. 1788.

Docketed "Lewin & Co.'s mill."

35. Letter. John Rennie (London) to James Watt [Birmingham]. 11 Nov. 1788.
Docketed "Mr. Goodwyn's fire."
36. Letter. John Rennie (London) to James Watt (Birmingham). 12 Nov. 1788.
Docketed "About Mr. Goodwyn's engine."
37. Letter. John Rennie (London) to James Watt (Birmingham). 15 Nov. 1788.
Docketed "About Mr. Goodwyn's engine and Messrs. Morgan & Company."
38. Letter. John Rennie (Bottisham) to James Watt [Birmingham]. 26 Nov. 1788.
Docketed "Morgan Lewin & Cole's goods."
39. Letter. John Rennie (Cambridge) to James Watt [Birmingham]. 5 Dec. 1788.
Docketed "F. Scott & Co.'s mill."
40. Letter. John Rennie (London) to James Watt (Birmingham). 18 Dec. 1788.
On the same sheet:
Sketches. Arrangement of Mr. Goodwyn's engine and pumps.
Docketed "Mr. Goodwyn's pumps."
41. Letter. John Rennie (London) to James Watt (Birmingham). 23 Dec. 1788.
Docketed "About Allward's offering himself to a place and going to Russia."
42. Letter. John Rennie (London) to James Watt [Birmingham]. 27 Dec. 1788.
Docketed "Messrs. Lewin & Co. agreeing to the draft of indenture."

1789.

1. Letter. John Rennie (London) to James Watt (Birmingham). 27 Jan. 1789.
On the same sheet:
Sketch. Plan of arrangement of Scott's engine, hammer etc.
Docketed "About Albion Mill and Folliot Scott & Co."
2. Letter. John Rennie (London) to James Watt (Birmingham). 4 Feb. 1789.
Docketed "Received Messrs. Lewin & Co.'s agreement."
3. Letter. John Rennie (London) to James Watt (Birmingham). 10 Feb. 1789.
Docketed "Mr. Menza."
4. Letter. John Rennie (London) to James Watt (Birmingham). 13 Feb. 1789.
5. Letter. John Rennie (London) to James Watt (Birmingham). 23 Feb. 1789.
Docketed "About Lochs Crinan and Gilp."
6. Letter. John Rennie (London) to James Watt (Birmingham). 27 Feb. 1789.
Docketed "Speed of Albion Mill stones."
7. Letter. John Rennie (London) to James Watt (Birmingham). 9 Mar. 1789.
On the same sheet:
Postscript re. a an order for starch by Mrs. Watt.
Docketed "Order for Messrs. Lingard & Sadler."
8. Letter. John Rennie (London) to James Watt (Birmingham). 11 Mar. 1789.
On the same sheet:
Transcript of letter. Mr. — Aitchison to John Rennie. 10 Mar. 1789 [?].
Docketed "About Aitchison and Brown."
9. Letter. John Rennie (London) to James Watt (Birmingham). 9 Apr. 1789.

10. Letter. John Rennie (London) to James Watt (Birmingham). 20 Apr. 1789.
11. Letter. John Rennie (London) to James Watt (Birmingham). 28 Apr. 1789.
12. Letter. John Rennie (London) to James Watt (Birmingham). 30 Apr. 1789.
Docketed as 29 Apr.
Docketed "About small engine for Walthamstow."
13. Letter. John Rennie (London) to James Watt (Birmingham). 5 May 1789.
14. Letter. John Rennie (London) to James Watt [Birmingham]. 7 May 1789.
Docketed "Searching for Scantlebury's patent."
15. Letter. John Rennie (London) to James Watt (Birmingham). 20 May 1789.
On the same sheet:
Sketch. Plan of Scott's engine and hammer, rolling mill etc.
Docketed "Messrs. Phyn & Ellice and Folliott Scott."
16. Letter. John Rennie (London) to James Watt (Birmingham). 1 Jun. 1789.
Docketed "Price of spouting pumps."
17. Letter. John Rennie (London) to James Watt [Birmingham]. 5 Jun. 1789.
Docketed "Price of Leopold."
18. Letter. John Rennie (London) to James Watt (Birmingham). 10 Jun. 1789.
19. Letter. John Rennie (London) to James Watt (Birmingham). 15 Jun. 1789.
Docketed "Price of Mr. Birch's pumps."
20. Letter. John Rennie (London) to James Watt (Birmingham). 21 Jun. 1789.
Docketed "About small engine for Mr. Shepherd, Faversham."
21. Letter. John Rennie (London) to James Watt (Birmingham). 30 Jun. 1789.
Docketed "Mr. Birch's pumps."
22. Letter. John Rennie (London) to James Watt (Birmingham). 13 Jul. 1789.
Docketed "Price of Mr. Burch's pumps."
23. Letter. John Rennie (London) to James Watt (Birmingham). 18 Jul. 1789.
Docketed "About Mr. Dunkin's engine."
24. Letter. John Rennie (London) to James Watt (Birmingham). 22 Jul. 1789.
Docketed "About Dunkin's engine."
25. Letter. John Rennie (Odiham) to Matthew Boulton (Soho). 17 Aug. 1789.
Docketed "About Mr. Shepherd's engine and about Robert Cameron and Blair & Jefferies."
26. Letter. John Rennie (Birmingham) to James Watt (6 Green Lettice Lane). 30 Sep. 1789.
Docketed "About settling with Mr. Menza."
27. Letter. John Rennie (London) to James Watt (Birmingham). 19 Oct. 1789.
28. Letter. John Rennie (London) to James Watt (Birmingham). 20 Oct. 1789.
29. Letter. John Rennie (Angel Inn, Bury St. Edmunds) to James Watt (Birmingham). 28 Oct. 1789.
Docketed "Mr. Dunkin's 8 horse engine."

30. Letter. John Rennie (Bury St. Edmunds) to James Watt (Birmingham). 2 Nov. 1789.
On the same sheet:
Letter. W. Wilkin, Treasurer to the Commissioners of Middle Fen District (Soham) to James Watt (Birmingham). 30 Oct. 1789.
Docketed "About Middle Fen engine."
31. Letter. John Rennie (London) to James Watt (Birmingham). 15 Dec. 1789.
Docketed "Wiltshire Canal engine."
32. Letter. John Rennie (London) to James Watt (Birmingham). 29 Dec. 1789.
Docketed "With Mr. Paty's agreement."
- 1790.**
33. Letter. John Rennie (London) to James Watt [Birmingham]. 5 Jan. 1790.
Docketed "Ordering Gardner & Co.'s engine."
34. Letter. John Rennie (London) to James Watt (Birmingham). 9 Jan. 1790.
Docketed "Mr. McSween's engine for West Indies."
35. Letter. John Rennie (London) to James Watt (Birmingham). 15 Jan. 1790.
Docketed as 19 Jan.
Docketed "Price of Leopold. About Dunkin's engine."
36. Letter. John Rennie (London) to James Watt (Birmingham). 25 Jan. 1790.
Docketed "Prices – millstones and boulting machines. Leopold etc."
37. Letter. John Rennie (London) to James Watt (Birmingham). 26 Jan. 1790.
Docketed as 23 Jan.
Docketed "About Irish engine."
38. Letter. John Rennie (London) to James Watt (Birmingham). 4 Feb. 1790.
Docketed "Power for millstones. Gardner's fly wheel broke."
39. Letter. John Rennie (London) to James Watt (Birmingham). 16 Feb. 1790.
Docketed "Irish corn mill, Gardner's shaft, forcing pumps."
40. Letter. John Rennie (London) to James Watt (Birmingham). 19 Feb. 1790.
On the same sheet:
Transcript of letter. Mr. — McSween (Greenock) to John Rennie. 9 Feb. 1790.
Docketed "Andover Canal. McSween's letter."
41. Letter. John Rennie (London) to James Watt (Birmingham). 26 Feb. 1790.
Docketed "Gardner' shafts. Water closet."
42. Letter. John Rennie (London) to James Watt [Birmingham]. 5 Mar. 1790.
Docketed "Gardner's shaft. Dr. Born. Cement."
43. Letter. John Rennie (London) to James Watt (Birmingham). 8 Apr. 1790.
Docketed "Prices of large vats."
44. Letter. John Rennie (London) to James Watt [Birmingham]. 10 Apr. 1790.
Docketed "Mr. Jones' engine."
45. Letter. John Rennie (London) to James Watt (Birmingham). 26 Apr. 1790.
Docketed "Stort & Brand plate. Pumps etc."
46. Letter. John Rennie (London) to James Watt (Birmingham). 5 May 1790.

Docketed "Sainsbury, Paty, Wilson, pumps etc."

47. Letter. John Rennie (Six Bells, Bury St. Edmunds) to James Watt (Birmingham). 12 May 1790.
Docketed "Mr. Evans and Mr. Studd."
48. Letter. John Rennie (Bury St. Edmunds) to James Watt (Birmingham). 16 May 1790.
Docketed "About Mr. Leveque's goods."
49. Letter. John Rennie [London] to James Watt (6 Green Lettice Lane). 31 May 1790.
Docketed "About corn mill by common engine."
50. Letter. John Rennie (London) to James Watt (Birmingham). 29 Jun. 1790.
Docketed "Preston & Stretton. Mr. Evans of Marshland."
51. Letter. John Rennie (London) to James Watt (Birmingham). 3 Jul. 1790.
Docketed "Gardner & Manse. Evans, Lynn. Wilson's parallel motion and working gear."
52. Letter. John Rennie (Sarum) to James Watt (Birmingham). 23 Jul. 1790.
Docketed "Doctor Johnson's 20 horse engine."
53. Letter. John Rennie (Andover) to James Watt (Birmingham). 25 Jul. 1790.
On the same sheet:
Transcript of letter. David Thompson (—) to John Rennie. Not dated.
Docketed "D. Thompson's letter."
54. Letter. John Rennie (London) to James Watt (Birmingham). 6 Aug. 1790.
On the same sheet:
Transcript of letter. A. Whincop (Lynn) to John Rennie. Not dated.
Docketed "Copy of Whincop's letter."
55. Letter. John Rennie (London) to James Watt (Birmingham). 17 Aug. 1790.
Docketed "Johnson & Gould. Snuff machinery. Shepherd's dispute."
56. Letter. John Rennie (London) to James Watt (Birmingham). 23 Aug. 1790.
On the same sheet:
Transcript of letter. John Rennie to Mr. — Shepherd. 10 Jun. 1789.
Docketed "Shepherd's engine – letter to him. Johnson & Gould."
57. Letter. John Rennie (London) to James Watt (Birmingham). 27 Aug. 1790.
Docketed "D. Thompson. Johnson & Gould. Lingard's boiler."
58. Letter. John Rennie (London) to James Watt (Birmingham). 28 Aug. 1790.
Docketed "D. Thompson. Fowling pieces."
59. Letter. John Rennie (London) to James Watt [Birmingham]. 31 Aug. 1790.
Docketed "D. Thompson. Wages proposed."
60. Letter. John Rennie (London) to James Watt [Birmingham]. 7 Sep. 1790.
Docketed "Wilson's engine."
61. Letter. John Rennie (London) to James Watt (Birmingham). 11 Sep. 1790.
On the same sheet:
Transcript of letter. David Thompson (Leith Walk) to John Rennie. 7 Sep. 1790.
Docketed "D. Thompson's acceptance of proposals."
62. Letter. John Rennie (London) to James Watt (Birmingham). 18 Sep. 1790.
Docketed "Shepherd. Johnson & Gould. Leveque."

63. Letter. John Rennie (London) to James Watt (Birmingham). 23 Sep. 1790.
Docketed "Character of Thompson."
64. Letter. John Rennie (London) to James Watt (Soho). 7 Oct. 1790.
Not dated – date taken from the postmark and docket.
65. Letter. John Rennie (London) to John Southern (Soho). 9 Oct. 1790.
Docketed by Watt. On the same sheet:
Sketch. Plan of Johnson & Gould's engine house and mills.
Docketed "Johnson & Gould's boiler."
66. Letter. John Rennie (London) to James Watt [Soho]. 11 Oct. 1790.
Docketed "Receipt of drawings. Gardner's motion. Thompson."
67. Letter. John Rennie (London) to James Watt [Soho]. 13 Oct. 1790.
Docketed "Gardner's parallel motion."
68. Letter. John Rennie (London) to James Watt (Heathfield). 15 Oct. 1790.
Docketed "By David Thompson."
69. Letter. John Rennie (London) to James Watt (Soho). 20 Oct. 1790.
Docketed "Mr. Spooner's pumps."
70. Letter. John Rennie (London) to James Watt (Soho). 30 Oct. 1790.
Docketed "Mr. Spooner's pumps."
71. Letter. John Rennie (London) to James Watt (Soho). 10 Nov. 1790.
Docketed "About Forman."
72. Letter. John Rennie (London) to James Watt (Soho). 16 Nov. 1790.
73. Letter. John Rennie (London) to James Watt (Soho). 2 Dec. 1790.
Docketed "Forman."
74. Letter. John Rennie (London) to James Watt (Soho). 12 Dec. 1790.
Docketed "Leveque. Forman. Johnson & Gould."
75. Letter. John Rennie (London) to James Watt (Soho). 16 Dec. 1790.
Docketed "On Forman. Dates of starting sundry engines. Governors wanted."
- 1791.**
76. Letter. John Rennie (London) to James Watt (Soho). 4 Jan. 1791.
Docketed "Leveque's goods."
77. Letter. John Rennie (London) to James Watt (Soho). 11 Jan. 1791.
Docketed "Beconnais' drawings and goods."
78. Letter. John Rennie (London) to James Watt (Soho). 13 Jan. 1791.
Docketed "Hoffman. Prussian engine. De Torres."
79. Letter. John Rennie (London) to James Watt (Soho). 28 Jan. 1791.
Docketed "Mr. Torres' goods."
80. Letter. John Rennie (London) to James Watt (Soho). 7 Feb. 1791.
Docketed "About Leveque's drawings and governors."
81. Letter. John Rennie (London) to James Watt (Birmingham). 10 Feb. 1791.
Docketed "About Mr. Torres' shaft."

82. Letter. John Rennie (Maidstone) to James Watt (Soho). 23 Feb. 1791.
Docketed "Mr. Spooner's pumps."
83. Letter. John Rennie (London) to James Watt (Soho). 2 Mar. 1791.
Docketed "Burning the Albion Mill."
84. Letter. John Rennie (London) to James Watt (Soho). 5 Mar. 1791.
Docketed "Account of the remains of the Albion Mill. Effects of Goss & Benwell's engine."
85. Letter. John Rennie (London) to James Watt (Soho). 19 Apr. 1791.
Docketed "Gardner & Co.'s engine and boiler."
86. Letter. John Rennie (London) to James Watt (Soho). 27 Apr. 1791.
Docketed "Mr. Goodwin's fire."
87. Letter. John Rennie (London) to James Watt (Soho). 3 May 1791.
Docketed "Snuff mills. Beconnais etc."
88. Letter. John Rennie (Wilsontown) to James Watt (Soho). 24 Jun. 1791.
89. Letter. John Rennie (London) to James Watt (Soho). 14 Jul. 1791.
Docketed "On his arrival from Scotland."
90. Letter. John Rennie (London) to James Watt (Soho). 18 Jul. 1791.
Docketed "Goodwin's engine and Murdock."
91. Letter. John Rennie (Rochdale) to James Watt [Soho]. 17 Aug. 1791.
92. Letter. John Rennie (Bradford) to James Watt (Soho). 31 Aug. 1791.
93. Letter. John Rennie (Chester) to James Watt (Soho). 4 Sep. 1791.
94. Letter. John Rennie (London) to James Watt (Soho). 15 Sep. 1791.
Docketed "Nantes materials. Sending off men for ditto. J. & William Wilson's blast engine. David Watson."
95. Letter. John Rennie (London) to James Watt (Soho). 16 Sep. 1791.
Docketed "Messrs. Goodwin's alterations. A. Mickle's patent."
96. Letter. John Rennie (London) to James Watt (Soho). 22 Sep. 1791.
On the same sheet:
Transcript of letter. David Watson (11 Thurlow St.) to John Rennie. 14 Sep. 1791.
Transcript of letter. David Watson (11 Thurlow St.) to John Rennie. 17 Sep. 1791.
Docketed "Wilson's blast engine. Saddles for James Watt. Copy of David Watson's letters."
97. Letter. John Rennie (Rochdale) to James Watt (Soho). 21 Oct. 1791.
98. Letter. John Rennie (London) to James Watt (Soho). 7 Nov. 1791.
99. Letter. John Rennie (London) to James Watt (Soho). 23 Dec. 1791.
Docketed "Barley mills etc."
100. Letter. John Rennie (London) to James Watt (Soho). 31 Dec. 1791.
Docketed "About Nantes engine."
101. Accounts. Two accounts on the same sheet, as follows:
Messrs. Thebaud Ainé Jalaber & Co. debtors to John Rennie. 1791.

Messrs. Boulton & Watt debtors to John Rennie. 24 Feb. 1791—7 Jan. 1792.
Docketed "Mr. Rennie's account against Messrs. Thebaud Jalaber & Co., 1791."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library

Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/296-299)

DETAILED LISTING

REEL 223

Letters from John Rennie from 1792 to 1795. During this period Rennie worked for Boulton & Watt as a millwright in London, but the arrangements between them were very informal, as Rennie was technically in business on his own. He also acted as their London agent, advising customers about engines and passing on enquiries to Boulton & Watt. He also travelled around the country – this bundle includes letters from Blackburn and Lancaster.

The letters are all addressed to Watt, with the exceptions of one to Boulton & Watt dated 24 March 1792, and one to Matthew Boulton dated 7 June 1792. The bundle also includes a letter from Rennie's assistant Charles Taylor to John Southern dated 16 July 1792. All these letters were docketed by James Watt. Up until 1798, there are two series of Rennie's letters; one to James Watt, and the other of letters that were answered by John Southern.

1792.

1. Letter. John Rennie (London) to James Watt (Soho). 3 Jan. 1792.
2. Letter. John Rennie (London) to James Watt (Soho). 7 Jan. 1792.
3. Letter. John Rennie (Blackburn) to James Watt (6 Green Lettice Lane). 13 Jan. 1792.
Docketed "Arbitration with Woollen Yarn Co."
4. Letter. John Rennie (London) to James Watt (Soho). 17 Feb. 1792.
Docketed "Johnson & Gould."
5. Letter. John Rennie (London) to James Watt (Soho). 5 Mar. 1792.
Docketed "Note of materials for 4 horse engine in his possession."
6. Letter. John Rennie (House of Commons) to James Watt (Soho). 6 Mar. 1792.
Docketed "Notice of Hornblower's bill."
7. Letter. John Rennie (London) to James Watt (Soho). 7 Mar. 1792.
Docketed "Lancaster Canal engines. Hornblower's bill."
8. Letter. John Rennie [London] to Boulton & Watt (6 Green Lettice Lane). "Saturday Morning" [24 Mar. 1792].
9. Letter. John Rennie (New Surrey St., London) to James Watt [Soho]. 14 May 1792.
Docketed "About his nephew."
10. Letter. John Rennie (London) to James Watt (Soho). 17 May 1792.
Docketed "Johnson & Gould's new boiler. Rougemont."
11. Letter. John Rennie (London) to James Watt (Soho). 25 May 1792.
Docketed "Ostervald. Smeaton's books. Nantes goods."
12. Letter. John Rennie (London) to Matthew Boulton [Soho]. 7 Jun. 1792.
Docketed by Watt.
Docketed "Portraits."

13. Letter. Charles Taylor (London) to John Southern (Soho). 16 Jul. 1792.
Docketed by Watt.
Docketed "C. Taylor at Mr. Rennie's."
14. Letter. John Rennie (Lancaster) to James Watt (Soho). 25 Oct. 1792.
15. Letter. John Rennie (New Surrey St., London) to James Watt (Soho). 27 Nov. 1792.
Docketed "Common engine for Mr. Keir."
16. Letter. John Rennie (London) to James Watt (Soho). 4 Dec. 1792.
Docketed "Lingard & Sadler. Baird."
17. Letter. John Rennie (London) to James Watt (Soho). 18 Dec. 1792.

1793.

18. Letter. John Rennie (London) to James Watt (Soho). 3 Feb. 1793.
19. Letter. John Rennie (London) to James Watt (Soho). 16 Mar. 1793.
20. Letter. John Rennie (London) to James Watt (Soho). 21 Mar. 1793.
21. Letter. John Rennie (London) to Boulton & Watt [Soho]. 22 Apr. 1793.
22. Memorandum. Mr. Rennie's account against Thebaud & Co. Goodwin Platt & Goodwin. 1793.
In James Pearson's hand.
Docketed "Mr. Rennie's account against Thebaud & Co. Goodwin Platt & Goodwin. 1793."
23. Letter. John Rennie (London) to James Watt (Soho). 18 May 1793.
Docketed "Nantes account and copy letter."
24. Letter. John Rennie (London) to James Watt [Soho]. 27 May 1793.
Docketed as 2 May.
25. Letter. John Rennie (London) to James Watt (Soho). 15 Aug. 1793.
Docketed "Lancaster Canal engine. Dayus. Lithgow."
26. Letter. John Rennie (Lancaster) to James Watt (Soho). 5 Oct. 1793.
Docketed "Lithgow and Dayus. Charges."

1794.

27. Letter. John Rennie (London) to James Watt [Soho]. 9 Apr. 1794.
Docketed "Engine for Mr. Severn."

1795.

28. Letter. John Rennie (Lancaster) to James Watt Jr. (Soho). 3 Aug. 1795.
Docketed "About engaging Craith."
29. Letter. John Rennie (Lancaster) to James Watt Jr. (Soho). 8 Aug. 1795.
On the same sheet:
Letter. James Craith (Lancaster) to John Rennie [Lancaster]. 7 Aug. 1795.
Docketed "Craith's engagement."

30. Letter. John Rennie (Bath) to Boulton & Watt (Soho). 30 Sep. 1795.
Docketed "Answered 7 Oct. 1795."
31. Letter. John Rennie (London) to Boulton & Watt (Soho). 14 Oct. 1795.

1796

1. Letter. John Rennie (London) to James Watt Jr. (Soho). 1 Jan. 1796.
Docketed "A partner for a paper mill."
2. Letter. John Rennie (London) to Boulton & Watt (Soho). 21 Jan. 1796.
Docketed "J. Price's expenses to Crinan."
3. Letter. John Rennie (London) to Boulton & Watt (Soho). 23 Jan. 1796.
Docketed "Leny Smith's springs."
4. Letter. John Rennie (London) to Boulton & Watt (Soho). 20 Feb. 1796.
Docketed "Sir John Eamer's intention of purchasing Johnson & Gould's engine."
- 5a. Letter. John Rennie (London) to Boulton & Watt [Soho]. 24 Mar. 1796.
Enclosing (b) and (c) below.
- b. Printed advertising card. Simpkins' Improved Patent Fire Engines, made & sold in Oxford St., London.
- c. Printed sheet. Samuel Phillips, Engine Maker to His Majesty's Honourable Board of Ordnance, St. George's Road, Blackfriars Bridge, London.
Sent by Rennie to Boulton & Watt, 24 Mar. 1796.
6. Letter. John Rennie (Newbury) to Boulton & Watt (Soho). 28 Mar. 1796.
Docketed "About Kennet & Avon engine."
7. Letter. John Rennie (London) to Boulton & Watt (Soho). 8 Apr. 1796.
Docketed "Prices of engines wanted."
8. Letter. John Rennie (Hungerford) to James Watt Jr. (Soho). 15 May 1796.
Docketed "Kennet & Avon."
9. Letter. John Rennie (Lancaster) to Boulton & Watt (Soho). 31 Jul. 1796.
Docketed "Crinan Canal account."
10. Letter. John Rennie (London) to Boulton & Watt (Soho). 12 Oct. 1796.
Docketed "Sir John Eamer wants his engine. Albion Mills to be purchased by City Committee. Sadleir's infringement."
11. Letter. John Rennie (Hungerford) to James Watt Jr. (Soho). 20 Oct. 1796.
Docketed "Albion Mill. Sadleir's piracy. Sir John Eamer. State of the Kennet & Avon Canal engine and complaints of Brown's behaviour."
12. Letter. John Rennie (London) to Boulton & Watt (Soho). 10 Nov. 1796.
*The outside of the letter is addressed to James Watt Jr.
Docketed "Brown's receipts from the Kennet & Avon Canal Co. About Shaw's application. Lingard wants a 30 horse engine."*
13. Letter. John Rennie (London) to Boulton & Watt (Soho). 11 Nov. 1796.
Docketed "Messrs. Barclay & Perkins' boiler."

14. Letter. John Rennie (London) to Boulton & Watt (Soho). 14 Nov. 1796.
On the same sheet:
Sketch. Lingard & Co.'s engine house.
- 15a. Letter. John Rennie [London] to James Watt Jr. (13 London St.). 23 Nov. 1796.
Enclosing (b) below.
Docketed "Enclosing letter from Prof. Robison."
- b. Letter. John Robison (Edinburgh) to John Rennie (Stamford St., Blackfriars Rd., London). 20 Nov. 1796.
16. Letter. John Rennie (Hungerford) to James Watt Jr. (13 London St.). 26 Nov. 1796.
Docketed "Meeting of Professors at Hungerford on the 6 Dec."

1797

1. Letter. John Rennie (London) to Boulton & Watt (Soho). 7 Jan. 1797.
Docketed "Kennet & Avon buckets."
2. Letter. John Rennie (London) to Boulton & Watt (Soho). 23 Feb. 1797.
Docketed "Wants the drawings of Sir John Eamer's engine. Wishes the engine itself to be immediately forwarded."
3. Letter. John Rennie (London) to Boulton & Watt (Soho). 10 Mar. 1797.
Docketed "Wanted a 30 horse engine for Amhurst & Slater. An alteration to be made in the length of Sir John Eamer's shafts."
4. Letter. John Rennie (London) to Boulton & Watt (Soho). 27 Mar. 1797.
Docketed "Amhurst & Slater's engine – their provision. Sir John Eamer's rotative shaft."
5. Letter. John Rennie (Hungerford) to Boulton & Watt (Soho). 8 Apr. 1797.
Docketed "Sir John Eamer's rotative shaft. Kennet & Avon buckets. Diameter of Sir John Eamer's cylinder. Bishop's engine, Maidstone, set to work."
6. Letter. John Rennie (Tavistock) to Boulton & Watt (Soho). 21 Apr. 1797.
On the same sheet:
Letter. John Rennie to John Southern. 21 Apr. 1797.
Docketed "Sir John Eamer's rotative shaft. Kennet & Avon Canal."
7. Letter. John Rennie (London) to Boulton & Watt (Soho). 29 Jun. 1797.
Docketed "Eight horse engine for Mr. Mead."
8. Letter. John Rennie (Hungerford) to M. R. Boulton (Soho). 3 Jul. 1797.
Docketed "Mead's engine – particulars of his order. Meux's engine – mill work equally in fault with the engine."
9. Letter. John Rennie (London) to Boulton & Watt (Soho). 11 Jul. 1797.
Docketed "Wanting estimates of a 12 and 15 horse engine."
10. Letter. John Rennie (London) to M. R. Boulton (Soho). 29 Jul. 1797.
Docketed "Engine for Messrs. Wilkinson Baker & Co. and their proposals for payment. Mr. Maud's engine. Project of Fire Office."
- 11a. Letter. John Rennie (London) to M. R. Boulton (Soho). 4 Aug. 1797.
Kept with (b) below.
Docketed "Wilkinson Baker & Co. – sketch [within the text]."
- b. Memorandum. Considerations re. well for Wilkinson Baker & Co.

12. Letter. John Rennie (Lancaster) to James Watt (Heathfield). 19 Aug. 1797.
Docketed "Queries on Rowland & Pickering's lock machine."
13. Letter. John Rennie (Edinburgh) to James Watt Jr. (Soho). 10 Sep. 1797.
Re-directed to Watt Jr. at Dr. Beddoes', Mall, Clifton.
Docketed "Wilkinson Fisher & Co.'s engine house. Kennet & Avon debt. Default in account of the Treasurer."
14. Letter. John Rennie (Leeds) to M. R. Boulton (Soho). 19 Oct. 1797.
Docketed "Phoenix Fire Office want an engine. Will want an engine for draining Aberdeen Harbour."
15. Letter. John Rennie (London) to M. R. Boulton (Soho). 8 Nov. 1797.
Docketed "Sunderland engine. Murray's encroachments. Wilkinson & Fisher's engine wanted."
16. Letter. John Rennie (Hungerford) to M. R. Boulton (Soho). 29 Nov. 1797.
Docketed "Wants drawings of a sugar mill and ditto of Kennet & Avon boat engine. Offer of Mr. Murdock to erect it."

1786.

1. Letter. John Rennie (London) to John Southern (care of James Watt, Birmingham). 9 Nov. 1786.
2. Letter. John Rennie (London) to John Southern (care of James Watt, Birmingham). 13 Nov. 1786.
3. Letter. John Rennie (London) to John Southern (New Hall, Birmingham). 20 Nov. 1786.
4. Letter. John Rennie (London) to John Southern (New Hall, Birmingham). 2 Dec. 1786.
5. Letter. John Rennie (London) to John Southern (New Hall, Birmingham). 12 Dec. 1786.
6. Letter. John Rennie (London) to John Southern (New Hall, Birmingham). 21 Dec. 1786.

1787.

7. Letter. John Rennie (Edinburgh) to John Southern (Birmingham). 3 Jan. 1787.
Mis-dated by Rennie as 1786.
8. Letter. John Rennie (Kennet Pans) to John Southern (New Hall, Birmingham). 9 Jan. 1787.
Mis-dated by Rennie as 1786.
9. Letter. John Rennie (Phantassie) to John Southern (at the New Hall Warehouse, Birmingham). 26 Jan. 1787.
10. Letter. John Rennie (London) to John Southern (New Hall, Birmingham). 12 Mar. 1787.
11. Letter. John Rennie (London) to James Watt (Birmingham). 9 Apr. 1787.
Docketed by John Southern.

12. Letter. John Rennie (London) to John Southern (New Hall, Birmingham). 17 May 1787.
13. Letter. John Rennie (London) to John Southern (New Hall, Birmingham). 23 May 1787.
14. Letter. John Rennie (London) to Boulton & Watt [Birmingham]. 26 Nov. 1787.
Docketed by John Southern.
15. Letter. John Rennie (London) to John Southern (New Hall, Birmingham). 21 Dec. 1787.

1788.

16. Letter. John Rennie (London) to James Watt (Birmingham). 4 Jun. 1788.
Docketed by John Southern.
17. Letter. John Rennie (New Surrey St., London) to John Southern (Mr. Watt's, Harper's Hill). 15 Jul. 1788.
18. Letter. John Rennie (Bishop Stortford) to James Watt (Birmingham). 15 Oct. 1788.
Docketed by John Southern. On the same sheet:
Sketch. Plan of Cole Morgan Lewin & Co.'s mill.
19. Letter. John Rennie (Bishop Stortford) to John Southern (James Watt's, Birmingham). 22 Oct. 1788.

1789.

20. Letter. John Rennie (London) to James Watt (Birmingham). 9 Aug. 1789.
Docketed by John Southern.
21. Letter. John Rennie (London) to John Southern (James Watt's, Birmingham). 12 Sep. 1789.
Docketed "Dunkin & Stibbs. Mr. Shepherd."
22. Letter. John Rennie (London) to John Southern [Birmingham]. 15 Sep. 1789.
Docketed "Dunkin & Stibbs."
23. Letter. John Rennie (London) to John Southern [Birmingham]. 14 Nov. 1789.
Docketed "Dunkin & Stibbs."
24. Letter. John Rennie (London) to James Watt (Birmingham). 17 Nov. 1789.
Docketed by John Southern. The sheet has been used for sketches of engine parts.
On the same sheet:
Sketch. Arrangement of Mr. Wilson's engine and shingling hammer.
Docketed "Wilson."
25. Letter. John Rennie (London) to James Watt (Birmingham). 21 Nov. 1789.
Docketed by John Southern.
Docketed "Wilson."
26. Letter. John Rennie (London) to John Southern [Birmingham]. 24 Nov. 1789.
Docketed "Wilson. Gardner & Co."
27. Letter. John Rennie (London) to John Southern [Birmingham]. 26 Nov. 1789.
Docketed "Wilson Esq."

28. Letter. John Rennie (London) to James Watt (Birmingham). 18 Dec. 1789.
Docketed by John Southern. On the same sheet:
Sketch. Plan of Mr. Paty's mill and engine house.
Docketed "Paty."

29. Letter. John Rennie (London) to James Watt [Birmingham]. 26 Dec. 1789.
Docketed by John Southern.
Docketed "Paty."

1790.

30. Letter. John Rennie (London) to John Southern [Birmingham]. 16 Jan. 1790.
Docketed "Paty."

31. Letter. John Rennie (London) to James Watt [Soho]. 18 Dec. 1790.
Docketed by John Southern.
Docketed "Gosse & Benwell."

32. Letter. John Rennie (London) to John Southern [Soho]. 20 Dec. 1790.
Docketed "BWS."

1791.

33. Letter. John Rennie (London) to John Southern [Birmingham]. 5 Jan. 1796.
Mis-dated by Rennie as 1796.
Docketed "Boulton & Co."

34. Letter. John Rennie (London) to John Southern [Birmingham]. 8 Mar. 1791.
Docketed "Mr. Paty's account."

35. Letter. John Rennie (London) to Boulton & Watt [Soho]. 5 May 1791.
Docketed "Order for Goodwin Platt & Goodwin."

36. Letter. John Rennie (London) to James Watt (Soho). 14 May 1791.
Docketed by John Southern.
Docketed "Oil and snuff mills etc."

1792.

37. Letter. Charles Taylor (London) to William Forman (Soho). 17 Aug. 1792.
Docketed by John Southern.
Marked "Replied 20 Aug." Docketed "Rennie. Glenny."

38. Letter. John Rennie (New Surrey St., London) to John Southern [Soho]. 29 Aug. 1792.
Marked "Replied 31 Aug. J. S."

39. Letter. John Rennie (London) to John Southern (Soho). 1 Sep. 1792.
Mis-docketed by Southern as 21 Sep.

40. Letter. John Rennie (London) to John Southern (Soho). 5 Sep. 1792.

41. Letter. John Rennie (London) to John Southern [Soho]. 6 Sep. 1792.
Docketed "Glenny's man."

42. Letter. Meredith Jones for John Rennie (Surrey St., London) to Boulton & Watt [Soho]. 6 Sep. 1792.
Docketed "Mr. Jones."
43. Letter. Charles Taylor (London) to Boulton & Watt (Soho). 27 Sep. 1792.
Docketed "Rennie 27 Sep. '92. Charles Taylor."
44. Letter. Meredith Jones for John Rennie (Surrey St., London) to Boulton & Watt [Soho]. 2 Oct. 1792.
Docketed "Mr. Jones."
45. Letter. John Rennie (Lancaster) to Boulton & Watt (Soho). 15 Oct. 1792.
Marked "Replied 17 Oct. Mr. W."
46. Letter. John Rennie (London) to James Watt (Soho). 23 Nov. 1792.
Docketed by John Southern.
47. Letter. John Rennie (London) to James Watt [Soho]. 24 Nov. 1792.
Docketed by John Southern.
48. Letter. John Rennie (London) to John Southern [Soho]. 17 Dec. 1792.
On the same sheet:
Sketch. Shaft of Mr. Goodwyn's chipping mill.
Docketed "Log wood cutting."
49. Letter. John Rennie (London) to John Southern [Soho]. 18 Dec. 1792.
On the same sheet:
Sketch. Mr. Glenny's shaft.
Docketed "Glenny shaft."
50. Letter. John Rennie (Lancaster) to John Southern [Soho]. 30 Dec. 1792.
Docketed "Glenny."
- 1793.**
51. Letter. John Rennie (London) to William Forman [Soho]. 17 Jan. 1793.
Docketed by John Southern.
Marked "Replied." Docketed "Wormald Fountain & Gott."
52. Letter. John Rennie (London) to William Forman (Soho). 22 Jan. 1793.
Docketed by John Southern. On the same sheet:
Letter. James Watt [London] to William Forman. 23 Jan. 1793.
Docketed "Brandram. Replied 25 Jan."
53. Letter. John Rennie (New Surrey St., London) to John Southern [Soho]. 25 Jan. 1793.
54. Letter. John Rennie (London) to John Southern [Soho]. 28 Jan. 1793.
Marked on the back "Little engine."
55. Letter. John Rennie (London) to John Southern (Soho). 6 Feb. 1793.
Docketed "Replied 8 Feb."
56. Letter. John Rennie (Parliament St., London) to James Watt (Soho). 18 Feb. 1793.
Passed to Southern by Watt, and docketed by Southern.
Docketed "Glenny."
57. Letter. John Rennie (London) to John Southern [Soho]. 21 Mar. 1793.

58. Letter. John Rennie (London) to John Southern [Soho]. 13 Apr. 1793.
Docketed "Lancaster."
59. Letter. John Rennie (London) to John Southern [Soho]. 29 May 1793.
Docketed "Lancaster."
60. Letter. John Rennie (London) to John Southern [Soho]. 4 Jun. 1793.
61. Letter. John Rennie (London) to James Watt (Soho). 15 Jul. 1793.
Docketed by John Southern.
Not dated – date taken from the postmark.
62. Letter. John Rennie (London) to James Watt (Soho). 16 Jul. 1793.
Passed to Southern by Watt, and docketed by Southern.
Marked "Replied 18 Jul." Docketed "Gosse & Benwell."
63. Letter. John Rennie (London) to John Southern [Soho]. 20 Jul. 1793.
Docketed "Answered 23 Jul. Lancaster Canal."
64. Letter. John Rennie (London) to James Watt (Soho). 25 Dec. 1793.
Passed to Southern by Watt, and docketed by Southern.
The sheet has been used by Watt for calculations. On the same sheet:
Sketch. Plan of Mr. Tate's premises.
65. Letter. John Rennie (Stamford St., London) to James Watt (Soho). 28 Dec. 1793.
Docketed by John Southern.

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 224

3/300 John Rennie - letters answered by John Southern, 1794-1798 (37 items)

3/301 John Rennie, 1798-1799 (34 items)

3/302 John Rennie, 1800 (36 items)

John Rennie worked as a millwright and engineer in London, and he acted as a London agent for Boulton Watt & Co. He also travelled around the country – this bundle includes letters from Bath, Melksham and Scotland. The bundle also includes a letter from Rennie's assistant Meredith Jones.

1. Letter. John Rennie (London) to Boulton & Watt (Soho). 2 Jan. 1800.
Docketed "West India Dock Co. have agreed to his proposal of 2 engines. Orders 36 inch, 8 foot stroke and pumps. Will want some small engines for Leith Harbour."
2. Letter. John Rennie (London) to Boulton & Watt (Soho). 27 Jan. 1800.
Docketed "Philpott has at last determined arrangements. Rotative shaft to be made here, fly wheel there. Sundry queries of Mr. Rennie. West India Dock 20 horse engine to be stopped."
3. Letter. John Rennie (Bath) to Boulton & Watt (Soho). 8 Feb. 1800.
Docketed "Has had letter from Jessop ordering 30 inch cylinder, 6 feet stroke for Isle of Dogs."
4. Letter. John Rennie (London) to Boulton & Watt (Soho). 12 Feb. 1800.
Docketed "His son dead. Hopes to be here 21st. Mr. Jessop determines upon a 20 horse rotative engine to work pumps for Isle of Dogs."
5. Letter. John Rennie (London) to Boulton & Watt (Soho). 8 Mar. 1800.
Docketed "Specifies height of water for Isle of Dogs. Thinks packed buckets will answer. Orders 20 horse mortar engine. Has laid estimates before Mr. Walker."
6. Letter. John Rennie (London) to Boulton & Watt (Soho). 11 Mar. 1800.
Docketed "Jessop has ordered pumps for Isle of Dogs. Sketch of Severn's new engine proposed." The sketch is within the text."
7. Letter. John Rennie (London) to Boulton & Watt (Soho). 20 Mar. 1800.
Docketed "Mr. Jessop will correspond with us about the pumps. Mr. Rennie means to erect the mortar engine in a brick house. Size of beam for 36 inch engine. Mr. Jessop has given up the rotative engine."
8. Letter. John Rennie (London) to Boulton & Watt (Soho). 8 Apr. 1800.
Docketed "Approves of the plan proposed for the breaches pipes of West India Dock engine. Cannot send dimensions of rotative shaft. Got a beam for Jessop. Wants to know the premium charged upon Coslet's engine."
9. Letter. John Rennie (London) to M. R. Boulton (Soho). 18 Apr. 1800.
Docketed "Has communicated estimate to Severn, who wishes us to take his old engine. Wants drawings of wet dock engine. Wants size of Philpott's shaft."

10. Letter. John Rennie (London) to Boulton & Watt (Soho). 28 Apr. 1800.
Docketed "Wants length of rotative shaft of Philpott. Wants finished drawings of wet docks large engine."
11. Letter. John Rennie (London) to Boulton & Watt (Soho). 6 May 1800.
Docketed "Urging the necessity of the West India Dock engine being sent off immediately."
12. Letter. John Rennie (London) to Boulton & Watt (Soho). 8 May 1800.
Docketed "Has given Mr. Walker a quietus. Wants drawings of framing for mortar engine. Wants statement of effects produced by different sorts of coal."
13. Letter. John Rennie (Melksham) to Boulton & Watt (Soho). 14 Jun. 1800.
Docketed "Has procured an order for a 3 horse engine and expects another order for the same size. Whitmore's operations. Answered 21 Jun."
14. Letter. John Rennie (London) to Boulton & Watt (Soho). 17 Jun. 1800.
Docketed "Has procured orders for two three horse engines. Wishes the West India Dock working barrel to be made at Soho. Answered 21 Jun."
15. Letter. John Rennie (London) to Boulton & Watt (Soho). 30 Jun. 1800.
Docketed "West India Dock engine will be [in London in] time enough if sent by water. Mortar engine to be sent off. Two 3 horse engines soon wanted."
16. Letter. John Rennie (London) to M. R. Boulton (Soho). 4 Jul. 1800.
Docketed "Wishes to be informed when the Isle of Dogs engine will be finished."
17. Letter. Meredith Jones (Stamford St., London) to M. R. Boulton [London]. 2 Aug. 1800.
Docketed "Meredith Jones, agent of J. Rennie. Acknowledgement of the receipt of bill of £100."
18. Letter. John Rennie (London) to James Watt Jr. (Soho). 23 Aug. 1800.
*Forwarded to Watt Jr. at the Post Office, Liverpool.
Docketed "Acknowledges receipt of £100. Wants estimate of 160 horse engine for Straw Paper Co. Mills & Heylin want new iron boiler."*
19. Letter. John Rennie (London) to Boulton & Watt (Soho). 1 Sep. 1800.
Docketed "Mills & Heylin – sketch [within the text]. Wants estimate of engine for Straw Paper Co. Has received drawings of wet docks and canal engines."
20. Letter. John Rennie (London) to Boulton & Watt (Soho). 12 Sep. 1800.
Docketed "Order for the rotative shaft of the Dock mortar engine. Enquires when the Bath engines will be ready."
21. Letter. John Rennie (London) to Boulton & Watt (Soho). 17 Sep. 1800.
Docketed "Mr. Benfield wants his brass engine now. Rennie will get Turnbull & Co. to give the order. Has got an order for 4 horse engine for Paper Co."
22. Letter. John Rennie (London) to Gregory Watt [Soho]. 20 Sep. 1800.
Docketed "Sketches of relative situations of boilers and engines, say 3 horse engines at Bath." [The sketches are on the same sheet.]
23. Letter. John Rennie (Bath) to Boulton & Watt (Soho). 26 Sep. 1800.
Docketed "Will be ready for the little engines at Bath in a fortnight. Order for another dock engine."
24. Letter. John Rennie (London) to James Watt Jr. (Soho). 30 Sep. 1800.
Docketed "Order for Benfield's engine likely to be renewed. Wishes to know when he can have the Bath engines. Enquiry about Mills & Haglin's boiler."

25. Letter. John Rennie (London) to James Watt Jr. (Soho). 4 Oct. 1800.
Docketed "Order for Benfield's engine from Messrs. Turnbull & Co. Length of credit. Iron beam and crank. 2 boilers."
26. Letter. John Rennie (London) to James Watt Jr. (Soho). 6 Oct. 1800.
Docketed "Increase of price mentioned to Turnbull & Co. Names of the persons who have ordered little engines at Bath. Two 4 horse engines ordered. Rothwell's character. Dock engines – when wanted. Tate's working gear. Mills & Heylin's boiler. Shaft etc. for dock engine."
27. Letter. John Rennie (London) to James Watt Jr. (Soho). 10 Oct. 1800.
Docketed "Turnbull & Co. Pumps for West India Dock. Order of 3 engines for London Dock. Probable order, Koops Tate & Co. Sayce & Kelson's Bath engine. Mills & Heylin's boiler."
28. Letter. John Rennie (Edinburgh) to James Watt Jr. (Soho). 22 Oct. 1800.
Docketed "Enquiry for winding and pumping engines for a colliery. Boat engines for Leith Docks."
29. Letter. John Rennie (Edinburgh) to James Watt Jr. (Soho). 2 Nov. 1800.
Docketed "Has received estimates etc. Enquiry for corn mill at Bristol. Has desired his clerk to send dimensions of shafts for Bath engines. Capt. Huddart wants his engine."
30. Letter. John Rennie (Edinburgh) to James Watt Jr. (Soho). 6 Nov. 1800.
Docketed "Order for 4 horse engine for Leith Docks. Method of working pump. Willing to take the working barrel for London Docks."
31. Letter. John Rennie (Inverary) to James Watt Jr. (Soho). 16 Nov. 1800.
Docketed "Wants estimate of framing and erecting 6 horse engine. Also of pumping engine. Conditional order for 8 to 10 horse engine. Queries about sundry former orders."
32. Letter. John Rennie (London) to James Watt Jr. (Soho). 8 Dec. 1800.
Docketed "Enquiry about Bath engines. Wishes us to find a person to go to Berbice. Enquiry about Reddell. Has received dividend from Haig & Co. and will pay our share."
33. Letter. John Rennie (London) to James Watt Jr. (Soho). 10 Dec. 1800.
Docketed "Orders 80 horse engine for Koops Tate & Co. The partners' names. Wants Benfield's drawings."
34. Letter. John Rennie (London) to James Watt Jr. (Soho). 20 Dec. 1800.
Docketed "Will make payment of £49.5.6 to Mrs. Matthews on account of Haig. Cannot inform us respecting Mr. Benfield's engine house. Duplicate of beam left to us. Good character of Mr. Forbes."
35. Letter. John Rennie (London) to James Watt Jr. (Soho). 23 Dec. 1800.
Marked "See reply 24 Dec." Docketed "Wants estimate of 30 horse engine for Bristol. Expects order for 8 horse from Enderby's. Impatience for Clarke's engine."
36. Letter. John Rennie (London) to James Watt Jr. (Soho). 27 Dec. 1800.
Mis-docketed as 25 Dec.
Docketed "Whether Benfield's engine is rotative. West India Dock likely to want another engine. Bath engine."

3/303 John Rennie, 1801 (29 items)

John Rennie worked as a millwright and engineer in London, and he acted as a London agent for Boulton Watt & Co. He also travelled around the country – this bundle includes letters from Leek and Dublin.

1. Letter. John Rennie (London) to James Watt Jr. (Soho). 3 Jan. 1801.
Docketed "Benfield's house to be of wood."

2. Letter. John Rennie (London) to James Watt Jr. (Soho). 16 Jan. 1801.
Docketed "Wants Benfield's drawings and Koops'. Orders 4 horse for Wilson & Jackson, Bankside."
3. Letter. John Rennie (London) to James Watt Jr. (Soho). 30 Jan. 1801.
Docketed "Situation of Turnbull's boilers. Length of shaft [sketches within the text]. Koops & Co.'s sketch [within the text]. Proposes sliding valve for Leith Harbour."
4. Letter. John Rennie (London) to James Watt Jr. (Soho). 1 Feb. 1801.
Docketed "Wants Benfield's engine and an engine erector. Order for West India Dock No. 3. Mode of procuring payment from Dock Co."
5. Letter. John Rennie (London) to James Watt Jr. (Soho). 2 Feb. 1801.
Docketed "Wants Benfield's engine and an erector. Order for West India Dock No. 3."
6. Letter. John Rennie (London) to James Watt Jr. (Soho). 12 Feb. 1801.
Docketed "West India Dock No. 3 to be done in 6 months. Order 12 horse for Messrs. Enderby. Causes of delay in Sayce & Kelson's machinery. Orders 2nd pump barrel for the London Docks."
7. Letter. John Rennie (London) to James Watt Jr. (Soho). 18 Mar. 1800.
Docketed "Engine and millwork about to be shipped for Berbice. John Fairchild to go with it. Sets out for Lancaster and will visit Soho on his return. Richard Bush & Co. want estimate of 50 horse engine."
8. Letter. John Rennie (Leek) to James Watt Jr. (Soho). 28 Mar. 1801.
Docketed "The authority from Messrs. Bush & Co. to order a 50 horse engine. Expects to be at Soho on Friday."
9. Letter. John Rennie (Engineer's Office, London Docks, Wapping) to Boulton & Watt (Soho). 10 Apr. 1801.
*The outside of the letter is addressed to James Watt Jr.
Docketed "Enquiry about a 3 horse engine for the London Docks."*
10. Letter. John Rennie (London) to Boulton & Watt (Soho). 25 Apr. 1801.
*On the same sheet:
Pen and wash drawing of rotative shaft and fly wheel for Lieth Dock.
Docketed "Rotative shaft, Leith Harbour. Enquiry about drawings and orders."*
11. Letter. John Rennie (London) to Boulton & Watt (Soho). 1 May 1801.
Docketed "Wishes still to have the engine intended for Koops & Co."
12. Letter. John Rennie (London) to Boulton & Watt (Soho). 9 May 1801.
Docketed "Wants estimate of duplicate articles for West India Dock engine. Enquiries after the London Dock engine and small one for Wilson & Jackson. Information about beams of the dock engines."
13. Letter. John Rennie (London) to James Watt Jr. (Soho). 20 May 1801.
Docketed "Dimensions of beams for the London Docks. Change expected in Engineer's Department. Wants to know when sundry engines will go. Has informed Koops & Co. about their beam. Enquires character of Underhill. Complaints of our men at Bath."
14. Letter. John Rennie (London) to James Watt Jr. (Soho). 3 Jun. 1801.
Docketed "Only one beam to be depended on for London Dock. Situation of boilers for London Dock engine. 20 horse for Koops."
15. Letter. John Rennie (London) to James Watt Jr. (Soho). 15 Jun. 1801.
Docketed "Wants opinion on his contrivance for applying a pile engine to be worked by a steam engine."

16. Letter. John Rennie (London) to James Watt Jr. (Soho). 18 Jun. 1801.
Docketed "Orders 4 horse engine for Mr. Goulding, Bankside."
17. Letter. John Rennie (London) to James Watt Jr. (Soho). 30 Jun. 1801.
Docketed "Has prospect of getting a 10 horse engine. Wants iron beams for the London Dock No. 2 and West India Dock No. 3. Wants one of the small engines finished as soon as possible. Allows time for the others."
18. Letter. John Rennie (London) to Boulton & Watt (Soho). 10 Jul. 1801.
Docketed "Is in treaty with Sutton & Bowman for their engine for London Dock. Desires to have the 8 horse. Wilson & Jackson to have the 1st 4 horse. Enderby's shaft and boiler and steam pipes. London Dock mortar engine rotative shaft and boiler and steam pipes. Koops' boiler and steam pipes."
19. Letter. John Rennie (Dublin) to Boulton & Watt (Soho). 19 Aug. 1801.
Docketed "Not succeeded in getting an engine for driving piles. Wants the 8 horse engine forwarded immediately. Also Wilson & Jackson's."
20. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 29 Aug. 1801.
Docketed "Orders iron beam and rotative wheels for Koops."
21. Letter. John Rennie (London) to Boulton & Watt (Soho). 4 Sep. 1801.
Docketed "Willing to concede the London Dock rotative engine if another can be provided by Christmas."
22. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Sep. 1801.
Docketed "Proposes Koops Tate & Co.'s 20 horse engine to go to Messrs. Elstone & Co., not being wanted for some time."
23. Letter. John Rennie (London) to Boulton & Watt [Soho]. 14 Sep. 1801.
Docketed "Wants drawings of the pile engine framing, which were sent off 30 Jun."
24. Letter. John Rennie (London) to Boulton & Watt (Soho). 15 Sep. 1801.
Docketed "Detention of Wilson & Jackson's engine by a stoppage of the Grand Junction Canal. Wishes the other goods to be forwarded by land."
25. Letter. John Rennie (Stamford St., London) to Matthew Boulton [London]. 12 Oct. 1801.
Docketed "Recommending Mr. Robertson Buchanan as a millwright at Glasgow."
26. Letter. John Rennie (Stamford St., London) to Boulton & Watt (Soho). 20 Oct. 1801.
Docketed "Cannot send at present particulars of rotative shaft etc. for the small engine. Expected orders from Messrs. Leader & Co. and the Croydon Canal. Iron beam wanted for London Dock engine. Enquires when Enderby's engine will be forwarded."
27. Letter. John Rennie (London) to Boulton & Watt (Soho). 31 Oct. 1801.
Docketed "2nd pumping engine for West India Dock not arrived. 2nd pumping engine for London Dock much wanted. Arrangement proposed for those engines. Address for Enderby's boiler. Obligated to make a new fly wheel etc. for Wilson & Jackson's engine."
28. Letter. John Rennie (London) to Boulton & Watt (Soho). 7 Nov. 1801.
Docketed "Series of orders for little engines. Enquiry about time of completing engines for Demerara."
29. Letter. John Rennie (Office of Works, London Docks) to Boulton & Watt (Soho).
28 Dec. 1801.
Docketed "Wants iron beam for London Dock engine. Enquires about Enderby's."

3/304 John Rennie, 1802**(23 items)**

1. Letter. John Rennie (London) to Boulton & Watt (Soho). 6 Jan. 1802.
Docketed "Has written to Mr. Kirchoff and will write again. Urgent for one of the cast iron beams for London Docks. Wishes drawing to be sent to have one made in London."
2. Letter. John Rennie (London) to James Watt Jr. (Soho). 14 Jan. 1802.
Docketed "Will have one beam by land and thinks they can wait for the other by water. Wishes to know whether we could make a 6 horse engine for Sayce & Kelson, same construction as the other."
3. Letter. John Rennie [London] to James Watt Jr. (at Mr. Tuffen's, Lower Thames St., London). 28 Jan. 1802.
Docketed "Fracture of Mr. Goulding's air pump."
4. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 13 Feb. 1802.
Docketed "Elstone Nicholson & Co. intend to employ him. Will want a 40 or 50 horse engine. Cast iron beam arrived at London Docks. Two fines upon it. Enderby's engine not arrived."
5. Letter. John Rennie (Boston) to James Watt Jr. (Soho). 21 Feb. 1802.
Docketed "Has referred our letter respecting the penalty upon the iron beam to Mr. Robinson. Enquiry concerning a canal engineer of the name of Porter. Boilers for the pile engine and Messrs. Potts wanted."
6. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 27 Feb. 1802.
Docketed "Determination of Messrs. Elstone & Co. to order a 50 horse engine. Have one of Cartwright's. Urges dispatch – wanted in 8 months. Mr. Bellamy desirous of trying an engine to drain a fen. Queries as to power and expense. Wishes our opinion as to the best mode of applying one of the 4 horse engines to the pumping of water. Mr. Robinson obliged to pay the beam fine and expects to be called upon for a second. Asks how it is to be settled."
7. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 5 Mar. 1802.
Docketed "London Dock piling engine boiler arrived. London Dock engine no. 4 not likely to be wanted and requested to be kept here. Requests answer to his last. Swords' advertisement."
8. Letter. John Rennie (London) to Boulton & Watt (Soho). 9 Apr. 1802.
Docketed "London Dock No. 4 engine likely to be wanted at Boston. Order for steam pipes."
9. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 21 Apr. 1802.
Docketed "Wishes to have a six horse sliding valve engine in lieu of one of the 4 horses. One of the 4 horses intended for Becket & Brinkley of Gravesend. London Dock No. 1 started. The other London Dock engines are retarded for want of men. London Dock No. 4 to go to Boston."
10. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Apr. 1802.
Docketed "Wants in great haste the drawings of Messrs. Chalmers & Co., Aberdeen. Disagreement among the Straw Paper Co. Advises us not to send the engine at present."
11. Letter. John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 3 May 1802.
Docketed "Orders 6 horse engine for Stacey & Wise. Boston engine to go to Hull. More assistance wanted at Wapping."
12. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 20 May 1802.
Docketed "Stacey & Co. would change their order to an 8 horse if it can be had in time."
13. Letter. John Rennie (London) to Boulton Watt & Co. [Soho]. 28 May 1802.
Docketed "Sketch of Stacey Wise & Co.'s premises." The sketch is on the same sheet.

14. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 1 Jun. 1802.
Docketed "His transactions with Koops & Co. Favourable opinion of Mr. Forbes and bad one of his partners. Has sold one of the 4 horse engines and can sell the other. Hesitates about accepting our present. Wishes Koops & Co.'s 20 horse to be reserved for a friend."

15. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Jul. 1802.
Docketed "Chalmers Brown & Co. request to have a 20 horse engine. Enquires state of Stacey & Wise's engine. Thinks Potts does not work well. Bad performance of Mr. Cartwright's engine at Wisbech. Report of Murray's engine."

16. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 24 Jul. 1802.
Docketed "Wishes to know the speed of the shaft of Brown Chalmers & Co."

17. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 14 Oct. 1802.
Docketed "Shaft for Chalmers & Co. Bellamy & Peckover renew the treaty for a 45 to a 56 horse engine. Bad performance of Mr. Cartwright's engine. Himself and Chapman are appointed engineers to the docks at Hull."

18. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Oct. 1802.
Docketed "Order a 56 horse engine for Messrs. Bellamy & Peckover. Has sold the 4 horse engine no. 2. Wants price of one and two horse engines. Will give timely notice about his own engine. Engine erector wanted for the Boston engine in November. Has purchased the spare West India Dock engine for the Kennet & Avon Canal. Stacey & Wise will not want their engine until the next season."

19. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Oct. 1802.
Docketed "Wishes to have the 6 horse engine countermanded to Stacey & Wise in lieu of the 4 horse last orderd for Messrs. Bough & Holmes. Sketch of the intended situation." The sketch is within the text.

20. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Oct. 1802.
Docketed "The engine at the Isle of Dogs found inadequate and proposed to be converted into a double one. Enquires whether Mr. Gregory Watt has recovered anything at Nantes from the Compagnie de la Secherie [?]."

21. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 28 Oct. 1802.
Docketed "Thinks Peckover & Bellamy have not space enough for a 56 horse engine. Would like to have a 50 horse instead, if it can be got ready in time."

22. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 3 Nov. 1802.
Docketed "Confirms the order for a 56 horse engine for Peckover & Bellamy. Observations upon his account with Thebaud & Co.

23. Letter. John Rennie (London) to M. R. Boulton (Soho). 6 Dec. 1802.
Docketed "Hurries Isle of Dogs materials. Wishes Stacey's engine to be suspended on account of his death. Enquires after 6 horse late Stacey. Boiler and steam pipe at Isle of Dogs."

3/305 John Rennie, 1803 (31 items)

1. Letter. John Rennie (Hull) to Boulton Watt & Co. (Soho). 19 Feb. 1803.
Docketed "Orders 2 six horse engines for the Hull Docks, to be ready immediately."

2. Letter. John Rennie (Boston) to Boulton Watt & Co. (Soho). 25 Feb. 1803.
Docketed "Expects our answer relative to the engines for Hull Docks. Desires the order for bucket and clacks of Boston engine to be cancelled. Wants a man to present to the Royal Canal at Dublin."

3. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 28 Feb. 1803.
Mis-docketed as 1802.
Docketed "States that Mr. Chapman's application had nothing to do with the Hull orders for the 2 six horse engines. Urges their completion. Orders 2 more six horse engines. Mr. Villiers likely to want one of 4 horses. Enquires about one and two horse engines."
4. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 4 Mar. 1803.
Docketed "Distinction between the improvements carrying on by the Corporation of Hull and the Dock Company. Must have the two six horse sliding valve engines for the Hull Docks. Confirms the order for the other two and expects to have some occasion to order many more. Will dispense with a man from us for Ireland. Shakespear to go to the Wisbech engine. New dock likely to take place at Blackwall for the East India trade. Himself appointed engineer. Orders another 36 inch pumping engine for the East India Docks. Materials for the Isle of Dogs engine wanted."
5. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 5 Mar. 1803.
Docketed "Orders 4 horse engine for Mr. Villiers."
6. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Mar. 1803.
Docketed "One of the 6 horse engines to be for Mr. Hall of Trinidad. Payment guaranteed by Mr. Bass. The other to be for the County of Stafford. A third six horse engine ordered for himself. Engine materials for the Isle of Dogs not yet received."
7. Letter. John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 14 Mar. 1803.
Docketed "Orders 2 six horse engines for Mr. Inglis."
8. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Mar. 1803.
Docketed "Recapitulation of his orders for engines. Limits the time of execution. Orders 2 more six horse engines."
9. Letter. John Rennie (Andover) to Boulton Watt & Co. (Soho). 25 Mar. 1803.
Docketed "Orders 6 horse engine for the Kennet & Avon Canal Co. Also a 6 horse for the Board of Ordnance."
10. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 5 Apr. 1803.
Docketed "Hopes to have the Trinidad engines by Sep. Proposes sending out a millwright of the name of Gillchrist and that he should be previously instructed at Soho. Wishes also to have an engine erector sent. Wood to be burnt in these engines. Enquiry about the power necessary for a cotton mill. Is in treaty with Mr. Wyatt for the Albion Mill wharf and wishes to know whether we have declined it."
11. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 23 Apr. 1803.
Docketed "Has prevented Dayus from going to Wisbech. Has written to order John Shakespear to go there. Imparts the delay of the buckets to Shakespear. Will want plans of the working gear and parallel motion. Thinks an assistant to Shakespear necessary."
12. Letter. John Rennie (London) to James Watt Jr. (Soho). 30 Apr. 1803.
Docketed "Hull Dock Co. cannot wait our time for the small engines. Thinks they would agree to take one in Jul. and one in Sep. Desires these engines may be reserved for him in case they are not taken by the Dock Co."
13. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 1 Jun. 1803.
Docketed "Enquires whether the Trinidad engines will be ready in Sep. Favourable account of Mr. Benfield's engine at Demerara. Orders 2 more 6 horse engines. Wants plan of framing for Hull Dock engines and a copy of his orders."
14. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 21 Jul. 1803.
Docketed "Wants estimate of a 12 horse engine for the Liverpool Dock Co."
15. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 13 Aug. 1803.

Docketed "Enquiry about the engine for the East India Dock. Orders a boiler for the engine late R. Pease & Co. Desires to be informed about the progress made in the Hull Docks engine, ditto for Mr. Villiers' engine."

16. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Aug. 1803.
Mis-docketed as 1802.

Docketed "Wishes to know if there will be any difference between the East India engine and London Docks. Wants plan of Messrs. Jos. Rob. Pease & Co.'s 12 horse engine. Wants a 12 or 14 horse engine immediately."

17. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Sep. 1803.
Docketed "Enquires whether we can immediately furnish a 30 horse engine for an oil mill. Wants estimate of a 20 horse."

18. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 Sep. 1803.
Docketed "Orders 30 horse engine for Matthew Wilkes Esq. of Dartford. Has received drawings of Pease & Co.'s engine. Supposes a mistake in representing a second boiler. Answered by Mr. Southern."

19. Letter. John Rennie [London] to Boulton Watt & Co. [Soho]. 7 Sep. 1803.
Docketed "Wants the length of the architrave beam for Wilkes Esq."

20. Letter. John Rennie (Chesterfield) to Boulton Watt & Co. (Soho). 23 Sep. 1803.
Docketed "Enquiry about the engine preparing for Mr. Wilkes."

21. Letter. John Rennie (Lichfield) to Boulton Watt & Co. (Soho). 27 Sep. 1803.
Docketed "Thinks the 32 horse engine will do very well for Mr. Wilkes. Has desired his clerk to send a drawing of the situation and also of the situation of the East India Dock engine. Has given directions for the engine houses at Hull Docks. Mr. Jones will send drawings of the boiler if wanted. Is obliged to go to Ireland."

22. Sketches & notes. By John Rennie, Lichfield, 27 Sep. 1803.
Rough pencil sketches and notes, and some calculations by John Southern [?]. This may have been used as wrapper for items which are now missing.
Docketed "Wilkes' sketch. East India Dock boiler steam pipes. Trinidad engines."

23. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 18 Oct. 1803.
Docketed "Mr. Wilkes wants drawings of his engine house. Ellis & English enquire when one of the Trinidad engines will be ready."

24. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Oct. 1803.
Docketed "Supposes plan for Mr. Wilkes' situation to have been delivered to Woodward. Account of the performance of the engine at Wisbech and complaint of the consumption of fuel."

25. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Oct. 1803.
Docketed "Will forward another copy of Wilkes' plan."

26. Letter. John Rennie (London) to Boulton Watt & Co. (Birmingham). 29 Oct. 1803.
Docketed "Wants Wilkes' drawings. Simms' socket pipe. Will write Mr. Villiers about his engine."

27. Letter. John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 7 Nov. 1803.
Docketed "With drawing of Matthew Wilkes' engine house."

28. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 24 Nov. 1803.
Docketed "Wilkes urgent for his engine. Report of consumption of fuel at Wisbech."

29. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Dec. 1803.
Docketed "Wants size of Wilkes' shafts. Great expedition wanted in preparing the engine etc. Intends going to Wisbech. Treatises on artillery."

30. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 12 Dec. 1803.
Docketed "Has received a more favourable account from Wisbech. Gives directions about the Boston Fen account."

31. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 16 Dec. 1803.
Docketed "Wishes us to cast rings for the turning bridges of the London Docks. 40 horse engine not likely to become an order."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 225

3/306 John Rennie, 1804 34 items)

1. Letter. John Rennie (Stamford St., London) to John Woodward (13 London St.).
3 Jan. 1804. *Docketed "Respecting John Lithgow."*
2. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Jan. 1804.
Docketed "Requests answer to his application for rings for the turning bridges. Account of the performance of the Wisbech engine. Can get no tidings of the materials for East India Dock and Mr. Wilkes. Law suit about Trevithick's engine at Greenwich."
3. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 24 Jan. 1804.
Docketed "Will chip the large rings for East India Dock Co. If his first plan delivered to the Pullers be not approved here, he proposes a 2nd."
4. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 3 Feb. 1804.
John Southern has added a note about his evidence in Huddart's case. Docketed "Second boiler for the East India Dock mortar engine to be put in hand. Mr. Turner wishes the power of his to be increased. Capt. Huddart's cause to be tried again. Thinks Southern's evidence would be useful."
5. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Feb. 1804.
Docketed "Supposed purport of the evidence which will be required on Huddart's trial. Mr. J. Watt has settled with Turner. Particulars of the alteration of his engine. Application of Weeks unnecessary."
6. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 27 Feb. 1804.
Docketed "C. H. Turner's drawings (say of 6 horse engine) forwarded. Explanation respecting shafts and steam pipes etc. of West India engines. Position of second boiler for East India mortar engine. Complaints of Weeks the carrier. Phyn Inglis & Co. are pressing about their Trinidad orders."
7. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Mar. 1804.
Docketed "Phyn & Inglis want drawings. Weight of Mr. Turner's fly wheel."
8. Letter. John Rennie (London) to Boulton Watt & Co. [Soho]. 23 Mar. 1804.
Docketed "Trinidad boiler behind. Commercial Archway engine to be erected under his direction."
9. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 7 Apr. 1804.
Docketed "Wishes the framing of the engine for Commerical Archway to be of wood, which he has purchased for that purpose. Refers to Mr. Alexander respecting engines for London Dock Warehouse. Has altered the plans of the Trinidad engines to correspond with ours. Orders a 6 horse engine for Croydon Canal and another for the Boston Fen Commissioners."
10. Letter. John Rennie (Newcastle upon Tyne) to Boulton Watt & Co. (Soho). 18 Apr. 1804.
Docketed "Determines upon wooden framing for the Commercial Archway engine. Position of boiler etc. Shaft to wait. Desires of executing little engines. Mr. Chapman likely to want a 4 horse engine. Favourable opinions of the Grand Canal Co. Wants an engine man for the Royal Canal."

- 11.** Letter. Meredith Jones (27 Stamford St., London) to Boulton Watt & Co. [Soho].
12 May 1804. *Docketed "Wants drawings of framing of Commerical Archway."*
- 12.** Letter. John Rennie (Gwyndu) to Boulton Watt & Co. (Soho). 31 May 1804.
Docketed as Gwyndee. Docketed "Orders a 20 horse for the Dublin Water Works. Ditto a 6 horse for the Royal Canal."
- 13.** Letter. Meredith Jones (27 Stamford St., London) to Boulton Watt & Co. (Soho).
1 Jun. 1804.
Docketed "Enquires if we have any engines of 14 to 20 horse power ready, as one is wanted for the Grand Surrey Canal. Mr. Rennie may be expected here in the course of this week."
- 14.** Memorandum. Dublin Royal Canal – from John Rennie. 5 Jun. 1804.
In John Southern's hand.
- 15.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 7 Jun. 1804.
Docketed "Convoy for Trinidad appointed to sail. Wants three of the engines to be in town in a week. Desires them to be forwarded by land. The fourth to be appropriated to the Dublin Canal."
- 16.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Jun. 1804.
Docketed "Approves of drawings of Dublin Canal engine, but wishes to have a clack door to the pump. The 4th engine for Trinidad to be taken for this order. Two of the Trinidad engines arrived. Nothing fixed as to who is to go out with them. The Grand Surrey Canal Co. decline taking the 20 horse engine, which may go to the Dublin Water Works."
- 17.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 23 Jun. 1804.
Docketed "Brought by Alexander Walker who goes out as millwright with the Trinidad engines. Wishes us to find a man to remain there to work the engines."
- 18.** Letter. Meredith Jones (27 Stamford St., London) to Boulton Watt & Co. [Soho].
29 Jun. 1804. *Docketed "Advises us to make drawings of our own parts of the different Trinidad engines."*
- 19.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 9 Jul. 1804.
Docketed "Has received drawings of the Dublin Water Works engine house. Wished rather for a single engine. House should have been for 2 engines. Sends plan of Northern part of Dublin. Has received box of Trinidad tools."
- 20.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 23 Jul. 1804.
On the same sheet:
Sketch map of the location of the Dublin Water Works engine.
Docketed "A second engine will be wanted for the Dublin Water Works. Confident that intention was signified to us. Scale of the plan sent by him. Description of the intended situation of the engine and necessity of its placed out of the floods."
- 21.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 30 Jul. 1804.
On the same sheet:
Sketch of a water wheel.
Docketed "Will send the drawings of the Dublin Water Works with alteration of suction pipes. Address for forwarding the estimate. First 6 horse engine to be sent to Colonel Mylne at Dundee. Series in which the following ones can be appropriated. Wants our opinion about a water wheel to work mine pumps."
- 22.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Aug. 1804.
Docketed "Has received an order for a 6 horse engine from T. King Esq. Will prefer a copper boiler if not too expensive. To be ready in Oct. next."

23. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 14 Aug. 1804.
Docketed "Mr. King has not decided whether he will have a brass cylinder or not. Has not seen Mr. Mylne. A Mr. Thompson wants price and time of a one horse engine."
24. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 Oct. 1804.
Docketed "Band condition of Henry Goodwyn & Co.'s engine. Dayus unable to remedy it. Will want an engine of the size of the London Dock for a concern in Kent."
25. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 13 Oct. 1804.
Docketed "Designs to take the boiler for the East India Dock engine, for the use of Government, and to apply it to the engine belonging to the Kennet & Avon Canal which they procured from the West India Docks. Enquires whether it can be forwarded. Also the expense etc. of a 20 horse engine for a lead mill."
26. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 27 Oct. 1804.
Docketed "Wants estimate of a pump for Government. Answered 30 Oct."
27. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Nov. 1804.
Docketed "Orders pump for Romney Marsh. Boiler and apparatus for ditto."
28. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 5 Nov. 1804.
Docketed "Enquiring what time a boiler may be furnished for Romney Marsh engine. Desires to know if the Boston Fen engine has been forwarded."
29. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Nov. 1804.
Docketed "Directions relative to the apparatus of the boiler for Romney Marsh engine. Ditto Boston Fen engine steam pipe and shafts. Observations upon the intended engine to replace the one purchased by government of the Kennet & Avon Co."
30. Letter. John Rennie (London) to Boulton Watt & Co. (Birmingham). 9 Nov. 1804.
Docketed "Countermanding the order for Romney Marsh goods."
31. Memorandum. John Rennie. Soho, 20 & 22 Nov. 1804.
Docketed "Orders 2 6 horse engines for Bough Hollingsworth & Dyson."
32. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Dec. 1804.
Docketed "Order for a 2nd boiler and apparatus for Boston Fen engine."
33. Letter. John Rennie (Devizes) to Boulton Watt & Co. (Soho). 16 Dec. 1804.
Docketed "Urgent to have the boiler for Boston Fen forwarded. One of the small engines at Hull out of order – wishes it to be inspected."
34. Letter. John Rennie (London) to Boulton Watt & Co. [Soho]. 22 Dec. 1804.
Docketed "Boston goods to go by land part way."

3/307 John Rennie, 1805

(28 items)

1. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Feb. 1805.
Docketed "Wants estimate of spare boiler and apparatus for the London Docks."
2. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 5 Feb. 1805.
Docketed "Thomas Walker & Co. introduced to him by Mr. Anderson. Has furnished Mr. Warberg with plans and estimate. His answer delayed by his engagements at the opening of the London Docks."
3. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Feb. 1805.
Docketed "Orders 2nd boiler and apparatus for London Dock pumping engines. Wants estimate of an engine to work a 15 inch pump 50 fathoms. Navy Board are talking about engines for rope-making."

- 4.** Memorandum. London Dock – Mr. Rennie. Soho, 11 Feb. 1805.
Order for a spare boiler etc. for the dock.
- 5.** Letter. John Rennie (Hythe) to Boulton Watt & Co. (Soho). 15 Feb. 1805.
Docketed "Has forward our estimate to Major General Warde. Wishes to write to Mr. Boulton if his health will permit. Answered by J. Watt Jr. 18 Feb.
- 6.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Mar. 1805.
Docketed "Particulars of materials forwarded to Colonel Mylne. Time of erecting the Kennet & Avon and Boston Fen engines. Arrangement adopted with Bough Hollinsworth & Co. Commercial Archway engine sold above the price we intended to offer. London Dock boiler much wanted."
- 7.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 14 Apr. 1805.
Docketed "Has trusted to Dayus to send us particulars of the pipe for London Dock. Likely to want a 16 horse engine. Bough & Co.'s business not yet settled. Is sick of Government business. Account of engines and millwork at Portsmouth."
- 8.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Apr. 1805.
Docketed "Wants information about machines for cleaning mud from harbours. Also estimate of a 14 horse engine. Complains of Dayus' neglect and will send sketch of steam pipe for London Dock himself."
- 9.** Drawings. Elevation and plan of steam pipe for London Dock engine. 25 Apr. 1805.
Sent by Rennie to Boulton Watt & Co. at Soho.
- 10.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 13 May 1805.
Docketed "Thinks it probable he shall want 4 more small engines."
- 11.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Jun. 1805.
Docketed "Dimensions of the Danish engines' shafts (say the forge and blowing engines). Will write in a few days about Captain King's boilers."
- 12.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 11 Jun. 1805.
Docketed "Wants estimate of a 50 horse engine for Mr. Millward."
- 13.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Jun. 1805.
Docketed "Orders 3 six horse engines for Mr. King. Another wanted for Trinidad if it can be done in 3 months."
- 14.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Jul. 1805.
Docketed "Wants to know what has been done for the Navy Board."
- 15.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 20 Jul. 1805.
Docketed "Mr. Tate appointed Engineer to the Prince Of Wales Island. Opinion of him. Enquiry respecting the price of an iron beam for a 50 horse engine, and the state of forwardness of small engines for Trinidad."
- 16.** Letter. John Rennie (Hull) to "M. R. Boulton or James Watt" (Soho). 8 Aug. 1805.
Docketed "Introduction of Mr. Charles Dundas and family."
- 17.** Letter. John Rennie (Sunderland) to Boulton Watt & Co. (Soho). 11 Aug. 1805.
Docketed "Has an opportunity of disposing of one of Bough Hollinswood & Co.'s small engines. Wishes it to be examined. Proposes to pay himself out of the receipts. Introduction of Mr. Charles Dundas. Mr. King's engine not wanted til the end of Oct. Information about the shafts."

- 18.** Letter. John Rennie (Stirling) to James Watt Jr. (at James Millar's, Glasgow).
26 Aug. 1805.
Docketed "Simmons of Canterbury will want a 20 horse engine. Is on his way to the Crinan Canal."
- 19.** Letter. Meredith Jones (27 Stamford St., London) to Boulton Watt & Co. [Soho].
29 Aug. 1805.
Docketed "Desire to know the number of turns of the 8 horse Danish engine."
- 20.** Letter. John Rennie (Greenock) to James Watt Jr. (care of Mr. Jackson, Ayr).
3 Sep. 1805.
Re-directed to Soho.
Docketed "Cannot meet James Watt Jr. at Ayr. Wants estimate of 20 horse engine sent to Dublin."
- 21.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 13 Sep. 1805.
Docketed "J. Walker wants to know the size of the fly wheel shaft of the bellows engine for Copenhagen."
- 22.** Letter. Meredith Jones (27 Stamford St., London) to Boulton Watt & Co. (Soho).
25 Sep. 1805.
On the same sheet:
Drawing. Plan of one the engines for Trinidad.
Docketed "Sketch of Trinidad engines with the crank shaft longer."
- 23.** Memorandum. Made with Mr. Rennie. 9 Oct. 1805.
Docketed "Will inform us if any alterations are to be made with Mr. King's engines."
- 24.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 14 Oct. 1805.
Docketed "Mr. King to have 2 sets of steam pipes. His and his nephew's engines to be in London by 4 Nov."
- 25.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Oct. 1805.
On the same sheet:
Sketch. Arrangement of Mr. King's engines and boilers.
Docketed "Wishes to have Mr. King's steam pipes prepared for three boilers, if not already executed."
- 26.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 28 Oct. 1805.
With a note added by John Southern.
Docketed "Brought by Thomas Don who goes with Capt. King's engines. Enquiry about the steam pipes for said engines."
- 27.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 12 Nov. 1805.
Docketed "Introducing Mr. A. King and requesting he may be instructed in the management of the engines going to Essequibo."
- 28.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 18 Nov. 1805.
Docketed "Desires to have the estimates of the 30 and 6 horse engines for the Mint."

3/308 John Rennie, 1806

(24 items)

- 1.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 3 Feb. 1806.
Docketed "Enquires price of 6 and 8 horse engines for the West Indies. Has procured a copy of Roy's Military Antiquities for James Watt Jr."
- 2.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Feb. 1806.
Docketed "Employed by the Admiralty. Requests sundry estimates of engines."

- 3.** Letter. John Rennie (London) to M. R. Boulton (Soho). 28 Feb. 1806.
Docketed "Orders a 30 and 6 horse engine for the Mint and a 6 horse engine for himself. Particulars of a pumping engine wanted for Berbice."
- 4.** Memorandum. Order for J. Rennie. — Mar. 1806.
Docketed "Orders for 30 horse, 6 horse engine for Government, 6 horse engine for self."
- 5.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 7 Mar. 1806.
Docketed "Orders a 30 horse engine for Messrs. Millward. Wishes us to inform them of our terms, and wants a plan of the engine house before his departure from town on Monday."
- 6.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 11 Mar. 1806.
Docketed "Remarks upon the drawing and situation of Messrs. Millward's engine. Mode in which he intends to build the rolling mill engine for the Mint. Dangerous indisposition of Mrs. Rennie."
- 7.** Letter. John Rennie (London) to James Watt Jr. (Soho). 29 Mar. 1806.
Docketed "Will accept of our invitation to spend a few days with us."
- 8.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 1 Jul. 1806.
Docketed "Kennet & Avon Canal in want of a man to put up their engine."
- 9.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 9 Jul. 1806.
Docketed "Address of the agent of the Kennet & Avon Co. Wolfe's engine started. The performance of it much vaunted. Peter Ewart in London in search of a debtor."
- 10.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Aug. 1806.
Docketed "Confirms order for Mint engines. Wants drawings. Leaves decision in regard to the use of slide valves to us. The same in regard to furnishing the spur wheels. Enquiry about an iron beam for Messrs. Barclay & Perkins' engine."
- 11.** Letter. John Rennie (London) to James Watt Jr. (Soho). 7 Aug. 1806.
Docketed "Wishes me to revise a list of chemical and mineralogical books for the London Institution."
- 12.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Aug. 1806.
Docketed "Orders for Barclay & Perkins."
- 13.** Letter. Meredith Jones (27 Stamford St., London) to Boulton Watt & Co. (Soho).
27 Aug. 1806.
On the same sheet:
Sketches. Connecting rod for Barclay & Perkins.
Docketed "Mr. Rennie relative to Barclay & Perkins. Sketch of top of connecting rod."
- 14.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 13 Sep. 1806.
This letter was passed to Matthew Boulton.
Docketed "Wishes Mr. Murdock to be in London Tuesday. About to leave home for 2 months. Will give Mr. Murdock the particulars of Messrs. Barclay & Perkins' engine beam. Will call at Soho on his road with Mr. Atkinson and Morrison. Wolfe's schemes not going on well. Smith & Co. will probably other engineers to rebuild their engine."
- 15.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Sep. 1806.
Docketed "William Murdock arrived. Has got an order for an engine for Bombay. Wishes it to be entered on our list. Detained in Town. Intends however to be at Soho soon."

- 16.** Letter. John Rennie (Lichfield) to Boulton Watt & Co. (Soho). 10 Oct. 1806.
On the same sheet:
 Memorandum. Estimates given Mr. Rennie, 17 Oct. 1806.
Docketed "An engine of 8 to 10 horse power likely to be wanted immediately for Phillips Bracebridge & Co. A second boiler wanted for one of the Hull Dock engines. Intends leaving here on Wednesday."
- 17.** Sketch. Phillips Bracebridge & Co.'s premises from Mr. Rennie. 17 Oct. 1806.
[Showing present location of grindstones and Wolfe's engine, and intended location of stones and Boulton Watt & Co.'s engine.]
- 18.** Memorandum. Dimensions of Barclay & Perkins' house and piston rod top. 29 Oct. 1806.
In John Walker's hand, but docketed as "Mr. Woodward."
- 19.** Letter. Meredith Jones (27 Stamford St., London) to Boulton Watt & Co. (Soho).
 13 Nov. 1806.
Docketed "Requesting that Robert Hill may be instructed in the working of the sliding valve engines. Messrs. Millward's engine has pulled up the fly framing. Has heard nothing more from Phelps & Co. Man likely to be wanted soon for the Kennet & Avon."
- 20.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
 26 Nov. 1806.
Docketed "Enquires the speed of an 8 horse engine for Messrs. Nisbet etc. Barclay & Perkins likely to want new piston and rod."
- 21.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
 4 Dec. 1806.
On the same sheet:
 Sketch. Piston rod for Barclay & Perkins.
Docketed "Doubtful order for Barclay & Perkins' piston rod. To wait Mr. Rennie."
- 22.** Letter. John Rennie (Edinburgh) to James Watt Jr. (Soho). 9 Dec. 1806.
Docketed "Has experienced much delay upon his journey. Cannot come to Birmingham in the course of the present year. Professor Playfair undertakes to revise Gregory's book. Professor Stuart's new office and salary."
- 23.** Letter. John Rennie (Arbroath) to Boulton Watt & Co. (Soho). 16 Dec. 1806.
Docketed "Has not had any further communications with the East India Co. respecting the engines. Advises that the estimates be sent. Will be at Edinburgh in the course of 5 or 6 days."
- 24.** Letter. John Rennie (Berwick-upon-Tweed) to James Watt Jr. (Soho). 29 Dec. 1806.
Docketed "Further communication respecting Professor Playfair's intention of revising Gregory's book."

3/309 John Rennie, 1807

(28 items)

- 1.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 14 Jan. 1807.
Docketed "Arrival in Town. The East India Co. determine upon a 36 inch 8 foot stroke engine. Mistake in our list. The Board of Naval Revision have passed an order for our visiting the King's Docks jointly with him. Will give directions for our men having assistance at Devizes."
- 2.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 13 Feb. 1807.
Docketed "Appointment to meet James Watt Jr. and John Southern at Chatham."
- 3.** Letter. John Rennie (Sittingbourne) to James Watt Jr. (York Hotel, Blackfriars, London).
 15 Feb. 1807.
Docketed "Is appointed engineer to Ramsgate Harbour. Appointment to meet us at Chatham."

- 4.** Account. The Right Honourable the Commissioners for Revising the Civil Affairs of the Navy debtors to John Rennie. 3 Feb.—1 Mar. 1807.
Expenses for viewing various docks and engines.
- 5.** Letter. John Rennie (Soho) to Boulton Watt & Co. (Soho). 14 Mar. 1807.
Docketed "Wishes a person to be sent to estimate the repairs necessary to put Coxhead engine into working order etc."
- 6a.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 28 Mar. 1807.
Kept with (b) below. On the same sheet:
Sketch. Connecting rod for Mr. Spurrel.
Docketed "Has show our sketches to Mr. Spurrell who disapproves them. Others proposed."
- b.** Sketch (press copy). Connecting rod.
- 7.** Letter. John Rennie (Sleaford) to James Watt Jr. (Soho). 3 Apr. 1807.
Docketed "Employed in improving the River Witham. Has ordered his plan tand report upon the new dock yard to be sent to us. Thinks the change in Ministry not unfavourable to the scheme. Bough & Trimmer have promised to settle our account."
- 8.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Apr. 1807.
Docketed "Wants an account of the performance of Mr. Harvey's engine."
- 9.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 17 Apr. 1807.
Docketed "John Walker relative to Barclay & Perkins."
- 10.** Letter. John Rennie (London) to James Watt Jr. (Soho). 23 Apr. 1807.
Docketed "Approves of alterations in his report upon the new dock yard. Approved of by Lord Barham and Lord St. Vincent. Alterations adopted in the plan."
- 11.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 24 Apr. 1807.
Docketed "Orders a 6 horse engine for Ramsgate Harbour."
- 12.** Letter. John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 5 May 1807.
Docketed "Discovers some difference between his drawing and those sent to Mr. Rowles of the Mint rolling engine house. Wants plan of floor round the beam. Directions for forwarding engine and account for Ramsgate Harbour."
- 13.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 12 May 1807.
Docketed "Enquires our opinion about the construction of frames for rolling mills [with sketch within the text]. Account of the performance of Mr. King's engines at Essequibo. Wants estimate of an 8 horse engine for Mr. Miller."
- 14.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 May 1807.
Docketed "Capt. King orders 2 new barometers. Wishes us to assist his formeman John Walker in procuring information about rolling mills etc."
- 15.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 25 Jun. 1807.
Docketed "Enquires prices of 8, 10 and 14 horse engines for a new brewery. Wants drawings of the double engine house for the Kennet & Avon Canal. Urgent to have the 30 horse engine for new mint completed."
- 16.** Letter. John Rennie (Chelmsford) to James Watt Jr. (Soho). 7 Jul. 1807.
Docketed "Recommendation of General Morse."

17. Letter. John Rennie (Stamford St., London) to Boulton Watt & Co. (13 London St.). 11 Jul. 1807.
Forwarded to Soho with a note added by John Woodward. Docketed "Wants a man for Ramsgate Harbour."
18. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 13 Jul. 1807.
Docketed "Wants a man to erect the Ramsgate Harbour engine."
19. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 20 Jul. 1807.
Docketed "Relative to the second shaft of the Mint rolling mill. McMurdo gone to Ramsgate."
20. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 5 Aug. 1807.
Docketed "Orders a 6 horse engine for Leader & Co. – iron work to be polished."
21. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Aug. 1807.
Docketed "Leader & Co. propose purchasing the 6 horse engine from Croydon Canal and annulling their order to us. Intends going to Boston for a week."
22. Letter. John Rennie (London) to James Watt Jr. (Soho). 1 Sep. 1807.
Docketed "Has forwarded copies of his report and plan of the new dock yard. Probability of its being carried into effect. Has not been called on by Mr. Frazer. Wishes the remainder of the mint engines to be forwarded."
23. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. [Soho]. 21 Sep. 1807.
Docketed "Wishes to stop the progress in the plummer block of the rolling mill engine."
24. Letter. John Rennie (Edinburgh) to Boulton Watt & Co. (Soho). 2 Oct. 1807.
Docketed "Anxious to hear of the two mint engines being sent off. New dock yard at Greenhithe likely to proceed. Has written to Lord Cathcart respecting the engines and men at Copenhagen."
25. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 28 Nov. 1807.
Docketed "Rasping mills, some information respecting. Has recommended to Daniel & Sons to send 2 6 horse engines instead of a 12. Recommends the engines to be unconnected."
26. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 11 Dec. 1807.
Docketed "Receipt of drawings of engine houses for Messrs. Daniel & Sons. Proposes that provision should be made for a third boiler. Mr. Briggs wants our charge for attendance and advice respecting the new dock yard."
27. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Dec. 1807.
Docketed "Is ordered by the Board of Naval Revision to make out a general statement of the mode of proceeding at the new dock yard. Desires to have estimates etc. of two pumping engines for that undertaking. Sends specimen of his charges to the Board of Naval Revision."
28. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Dec. 1807.
Docketed "Business of the new dock yard delayed by Mr. Fordyce's illness. Plans for freeing the dry docks from water. Wishes to have estimate of the 54 inch 8 foot stroke engine etc. as proposed by us. Advises sending a circular letter to Messrs. William Smith & Co."

3/310 John Rennie, 1808

(28 items)

1. Letter. John Rennie (London) to James Watt Jr. (Soho). 12 Jan. 1808.
Docketed "Proposed interview between Lord Mulgrave and Mr. Fordyce relative to the new dock yard. Observations upon the necessity of its being executed. Certificate required from Mr. Southern and James Watt Jr. Desire to have the account of his mint engines."

- 2a.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 15 Jan. 1808.
Docketed as 16 Jan. Enclosing (b) below. Docketed "Wishes to have estimate of a 50 horse engine for Messrs. Leader & Co. Encloses extract from a letter of Mr. A. Walker respecting the performance of our engines at Trinidad."
- b.** Memorandum (press copy). Particulars of the Performance of Sugar Mills at Trinidad. Mr. Walker, 17 Nov. 1807.
- 3.** Letter. John Rennie (London) to James Watt Jr. (Soho). 20 Jan. 1808. *Docketed "Approves of our testimonial respecting his report. Will be obliged for the use of our corrected copy. Has been and is unwell."*
- 4.** Letter. John Rennie (London) to James Watt Jr. (Soho). 22 Jan. 1808.
Docketed "Account of the transactions between Mr. Fordyce and the Lords of the Admiralty respecting the new dock yard. The Board of Revision are satisfied with our certificate and have received another from Mr. Whidby. Wishes to have his report on Plymouth Yard corrected. Expected order from Leader & Co."
- 5.** Letter. John Rennie (London) to James Watt Jr. (Soho). 27 Jan. 1808.
Docketed "Will send his Plymouth report per mail coach. Receipt of the Northfleet report and proposed additions. To meet Leader & Co. on Saturday."
- 6.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 28 Jan. 1808.
Docketed "Order for Leader Atlee & Langdale for 52 horse engine with sliding valves. He proposes to furnish the connecting wheels. Inglis Ellice & Co. want their account."
- 7.** Letter. John Rennie (London) to James Watt Jr. (Soho). 3 Feb. 1808.
Docketed "Wishes to have his Plymouth report returned as early as possible."
- 8.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 5 Feb. 1808.
Docketed "Leader Atlee & Co. alter their order from a 52 to a 40 horse engine with sliding valves and 3 boilers. Will not have the millwork for Daniel & Sons ready in less than six weeks."
- 9.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 15 Feb. 1808.
Docketed "Leader Atlee & Co.'s engine to have sliding valves. Enquiry about rolls for Mint rolling mill."
- 10.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Mar. 1808.
Docketed "Orders pump for the Kennet & Avon Canal Co.'s 36 inch cylinder engine. Enquiry about adjusting rolls. Experiments on Mr. Woolf's engine."
- 11.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 15 Mar. 1808.
Docketed "Ammended data for the Kennet & Avon pump calculation. Performance of Wolfe's engine in a second experiment. Enquiry as to the direction of the motion of the cutting out engine shaft."
- 12.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 31 Mar. 1808.
On the same sheet:
Sketch. London Dock showing location of engines, warehouses etc.
Docketed "Relative to the cranes to be wrought by steam for London Dock Co."
- 13.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Apr. 1808.
Docketed "Wants estimate of ram for Mr. Samuel Thornton."
- 14.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 4 May 1808.
Docketed "Wishes estimate of a ram of half the power of the former one for Mr. Thornton. Man wanted for the Kennet & Avon Canal."

- 15.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 13 May 1808.
On the same sheet:
Notes on the wharf and warehouse cranes at London Docks.
Docketed "Weights to be raised by the cranes at the London Docks."
- 16.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Jun. 1808.
Docketed "Particulars of London Dock cranes."
- 17.** Letter. John Rennie (Great Bedwyn) to Boulton Watt & Co. [Soho]. 28 Jun. 1808.
Docketed "Orders 2 boilers and apparatus for Kennet & Avon."
- 18.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Jul. 1808.
Docketed "Further particulars of the London Dock cranes. Wants estimate of an engine for the Woolwich Water Works."
- 19.** Letter. John Rennie (Boston) to Boulton Watt & Co. (Soho). 4 Jul. 1808.
Docketed "Corrected velocity of the London Dock cranes. Refers to Mr. Thomas for particulars of boiler apparatus for Kennet & Avon. A larger engine likely to be wanted for the Kennet & Avon Canal."
- 20.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 23 Jul. 1808.
Docketed "Wants estimates of 8 to 10 horse engines for Mr. Ledger. Our proposals for the dock cranes before the London Dock directors."
- 21.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 27 Jul. 1808.
Docketed "Orders 10 horse engine for Mr. Edward Ledger. Expects an order from Mr. Milner."
- 22.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Aug. 1808.
Docketed "Orders an 8 horse engine for Inglis Ellice & Co."
- 23.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Aug. 1808.
Docketed "9 horse boiler for Inglis Ellice & Co. Boilers behind."
- 24a.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 27 Aug. 1808.
Enclosing (b) below.
Docketed "Orders sundry duplicates for Inglis Ellice & Co.'s 6 horse engine."
- b.** Memorandum. Articles required from Boulton Watt & Co. or John Rennie for an engine in Trinidad. 10 Jun. 1808.
- 25.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Oct. 1808.
On the same sheet:
Sketch. Shaft for Inglis Ellice & Co.
Docketed "Particulars respecting Mr. James Milner's premises, boiler, machinery etc. Mr. Ledger's engine not wanted til the Spring, say to be in London 1 Mar. The position of the boiler to be altered as per drawing to be sent. Particulars respecting the engine etc. of Messrs. Inglis & Co. Has made an estimate of the engine etc. for the London Dock Co."
- 26.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 13 Oct. 1808.
Docketed "Orders a 10 horse sliding valve engine for Sir Alexander Grant, Jamaica – to be ready in Feb., early."
- 27.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Oct. 1808.
Docketed "Wishes Messrs. Inglis Ellice & Co.'s engine to be sent by the last week in Nov. at latest. To proceed with the engine ordered for Messrs. Davidson Graham & Co. – further particulars respecting it. Cannot be sent out before Feb. at soonest. Has received the drawings of Mr. Milner's engine, particulars respecting it. Need not be in a hurry about this engine till he transmits a written order and thinks some enquiry should be made as to his responsibility. Mr. and Mrs. Watt are on their return for Heathfield."

28. Letter. John Rennie (London) to Boulton Watt & Co. [Soho]. 24 Oct. 1808.
Docketed "Orders 2nd boiler for Inglis Ellice & Co.'s Tobago engine."

3/311 John Rennie, 1809

(32 items)

1. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 13 Jan. 1809.
Docketed as 12 Jan.

Docketed "Orders a 30 horse engine for the Stone Pipe Co."

2. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 14 Jan. 1809.
Docketed "Mr. King orders an 8 horse engine for Demerara."

3. Letter. John Rennie (London) to James Watt Jr. (Soho). 3 Feb. 1809.
Docketed "Orders duplicates for Sir Alexander Grant's engine. Wishes to have the specimens of Mr. Dempster's sail cloth sent to him etc. etc. Mr. Sharp has given him orders for 3 wheels only. Account of what passed with him at Dundee etc. The Stone Pipe Company order the 30 horse engine with extra articles."

4. Letter. John Rennie (London) to James Watt Jr. (Soho). 20 Feb. 1809.
Docketed "Receipt of pattern from Ewart & Rutson. Is not a partner in the Stone Pipe Company. Goodwin & Co. in want of a monied partner."

5. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 25 Feb. 1809.
Docketed "Order for shaft and steam pipes for Mr. King. Ditto of new boiler for Ramsgate Harbour. Mr. Sharp has ordered millwork from him. Wants speed of his rotative shaft."

6. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 Mar. 1809.
Docketed "Returns Mr. Tait's letters and states he has no employment for him."

7. Letter. John Rennie (Boston) to Boulton Watt & Co. (Soho). 23 Mar. 1809.
Docketed "Respecting a young man to go out to Jamaica for the purpose of erecting Sir Alexander Grant's engine."

8. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 31 Mar. 1809.
Docketed "Sir Alexander Grant's engine erector. Cost of 8 and 10 horse engines for dredging. Requests to have our ideas upon the subject."

9. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 3 Apr. 1809.
Docketed "Desiring that Mr. King's engine may be immediately forwarded."

10. Letter. John Rennie (London) to Boulton Watt & Co. [Soho]. 5 Apr. 1809.
Docketed "Will want about a 10 horse engine for supplying the ships in the Downs with water. Enquires when the Stone Pipe Co.'s engine will be done."

11. Letter. John Rennie (London) to Boulton Watt & Co. (Birmingham). 12 Apr. 1809.
Docketed as 13 Apr.
Docketed "Wishes to give up the 30 horse engine for the Stone Pipe Co. and to have 2 of 15 horses each."

12. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 15 Apr. 1809.
Docketed "The Stone Pipe Company determine upon the two 14 horse engines. Situation of boilers."

13. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Apr. 1809.
Docketed "Wants sketch of 14 horse engine for the Stone Pipe Co. Also ditto of fly wheel which is to be on the first shaft."

14. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Apr. 1809.
Docketed "Davidson & Graham wish Lund to be sent off as the goods are shipped."

- 15.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 20 May 1809.
Docketed "Has given Mr. Lawson instructions about the Stone Pipe Co. Has had no order from Mr. Reid for the millwork."
- 16.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 27 May 1809.
Docketed "Stone Pipe Co. drawings wanted. Shaft and steam pipes to be as sketched. To have iron spring beams. Mr. Coe will give instructions as to the consignment."
- 17.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
21 Jun. 1809.
On the same sheet:
Sketch. Fly wheel shaft for Edward Ledger.
Docketed "Dimensions of shaft for Mr. Ledger. Will send steam pipes shortly."
- 18.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 27 Jun. 1809.
Docketed "Remarks on Mr. Rucker's letter and conduct towards him. Expects an order for a 30 horse engine from Meux & Co. Orders a 10 horse engine for the Commissioners of the River Witham. Woolwich Water Works."
- 19.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
29 Jun. 1809.
On the same sheet:
Sketch. Shaft for the Patent Stone Pipe Co.
Docketed "Mr. Reid wants his engine – some particulars of a pump for said gentleman. Wants size of Mr. Ledger's fly wheel shaft. Stone Pipe Co. – particulars about their shaft."
- 20.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 1 Jul. 1809.
Docketed "Orders a 30 or 32 horse engine for Meux & Co. New estimate wanted for the Woolwich Water Works."
- 21.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 15 Jul. 1809.
Docketed "Desires an order to be entered for a steam engine for the Manchester Water Works. Enquires about surface for filtering water. Wishes a man to be sent up to assist in repairing Meux's present engines."
- 22.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. [Soho]. 25 Jul. 1809.
On the same sheet:
Transcript of extract of letter. Mr. — Morrison [Tobago] to Inglis Ellice & Co. [London].
26 May 1809.
Docketed "Order for goods for Inglis Ellice & Co."
- 23.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho Foundry).
3 Aug. 1809.
Docketed "Sends plan of Meux & Co.'s premises. Wishes to have the drawings as soon as possible. Tubes for boring stones for Stone Pipe Co."
- 24.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
31 Aug. 1809.
On the same sheet:
Sketch. Shaft for Meux Reid & Co.
Docketed "Sends length of Meux's shaft. Wants the size of ditto. Some other questions. James Walker has offered his services to Mr. Rennie."
- 25.** Letter. John Walker for John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
5 Sep. 1809.
On the same sheet:
Sketch. Plan of Meux & Co.'s boiler.
Docketed "Alters position of Meux's chimney. Thickness of walls."

- 26.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
9 Sep. 1809.
On the same sheet:
Sketch. Situation of Meux & Co.'s chimney.
Docketed "Restores the situation of Meux's chimney."
- 27.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
3 Oct. 1809.
Docketed "Orders steam pipe for his own engine."
- 28.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 30 Oct. 1809.
Various notes and calculations relating to the letter have been added to the sheet.
Docketed "Wants estimate of an engine for pumping water. Also estimate of a 20 horse with sliding valves etc. for Haines & Son. Is possessed of an order for a 6 horse engine for the Harbour of Howth. Enquires about the engine for the Witham drainage."
- 29.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Nov. 1809.
On the same sheet:
Pen and wash sketch. Plan of Manning's engine and boiler.
Docketed "Situation of the boiler and engine of Manning & Co.'s 6 horse Trinidad engine. Is busy with Messrs. Haynes' plan. Thinks our letter to the Woolwich Water Works Co. proper."
- 30.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 16 Dec. 1809.
Docketed "The Kennet & Avon Canal Co. resolve to erect another engine and want estimates of a 36 and 42 inch, 8 foot stroke, with pumps. Has not had time to make out the order for Haines & Son and the Manchester Water Works. Expects to send an order for another tobacconist."
- 31.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Dec. 1809.
Docketed "Height of the pumps in the new engine for the Kennet & Avon Canal. The Woolwich Water Works Co. are likely to dispose of their concern to the Kent Water Works Co."
- 32.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 25 Dec. 1809.
Docketed "Enquires at what price we could execute some brass working barrels."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 226

3/312 John Rennie, 1810-1811 (75 items)

1. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 5 Jan. 1810.
Docketed "Orders a 42 inch 8 foot stroke engine with pump for the Kennet & Avon Canal. Empowered by the Kent Water Works committee to settle about an engine for them. Wishes to see Mr. Murdock. The brass working barrels not to be an order."
2. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Jan. 1810.
Docketed "Colin Douglass & Co. enquire cost and time for making an 8 horse engine with a 10 horse boiler for a friend in Demerara. Sends extracts of sundry remarks made by them."
- 3a. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Jan. 1810.
Kept with (b) below.
Docketed "Is authorized to order two engines for the Manchester Water Works, and states particulars of the work to be done by them. Expects Mr. Murdock on Saturday."
- b. Sheet of pencil calculations re. engines for Manchester.
4. Letter. John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 24 Jan. 1810.
Docketed "Wants estimates of 20 and 24 horse engines for the Kent Water Works."
5. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Feb. 1810.
Docketed "Proposal for undertaking the millwork for Messrs. Williams & Wilson."
6. Transcript of letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Mar. 1810.
Docketed "Proposals for executing the millwork for the Agricultural Society of St. Croix. N.B. The original sent to Messrs. Williams & Wilson, 4 Mar."
7. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Mar. 1810.
Docketed "Remarks upon the sketch sent for the Manchester Water Works."
8. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Mar. 1810.
Docketed "Leader Atlee & Co. order a 40 or 42 horse engine."
9. Letter. John Rennie (Admiralty, London) to Boulton Watt & Co. (Soho). 26 Mar. 1810.
Docketed "The engine for Leader Atlee & Co. to be 40 horse with sliding valves and to take precedence of the Kennet & Avon Canal engine."
10. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 27 Mar. 1810.
On the same sheet:
Sketch. Small plan of the situation of the Kent Water Works engine.
Docketed "Has not had a satisfactory answer as to time about Witham Drainage engine. Encloses plan of Messrs. Leader Atlee & Co.'s premises. Will send drawings of St. Croix mill. Has received Kent Water Works drawings – specifies certain materials which are to be sent. Proposes a cast iron roof. A 6 horse engine will probably be wanted at Howth."
11. Letter. John Rennie (Boston) to Boulton Watt & Co. (Soho). 31 Mar. 1810.
Docketed "Gives up the Witham Drainage engine to Mr. Ewart and will take his turn in June. Wishes the fly wheel to be less than usual in this engine, but heavier."

- 12.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 4 Apr. 1810.
Docketed "Wants an elevation of the engine house for the Kent Water Works. Also the drawings for Leader & Co."
- 13.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 Apr. 1810.
Docketed "Sir Alexander Grant wants another man to go out to Jamaica. Leader Atlee & Co. to have three 20 horse boilers."
- 14.** Letter. John Walker for John Rennie (London) to William Murdock (Soho Foundry). 9 Apr. 1810.
Docketed "Orders a pump for the Stone Pipe Co. to supply their boring machinery."
- 15.** Letter. John Walker (London) to William Murdock (Soho Foundry). 12 Apr. 1810.
Docketed "Determines number of strokes of Stone Pipe Co. pump and Mr. Murdock determines its diameter."
- 16.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 23 Apr. 1810.
Docketed "Leader Atlee & Co. are anxious to have the plans of their engine. Wants particulars of the pump and rod ordered for the Stone Pipe Company and a copy to be sent to Guiting. Has sent plan of a sugar mill per Mr. Lawson and remarks upon the position of the boilers."
- 17.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 25 Apr. 1810.
Docketed "Wants estimate of the 1st engine for the Manchester Water Works."
- 18.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 30 Apr. 1810.
Docketed "Leader & Co. confirm the order for the 40 horse engine with sliding valves and heavy fly. Pipe of wine purchased for Mr. Watt Jr."
- 19.** Letter. John Rennie (Stamford St., London) to Boulton Watt & Co. [Soho]. 1 May 1810.
Docketed "Introducing William Niven who goes out to erect Sir Alexander Grant's engine."
- 20.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 May 1810.
Docketed "Approves of drawings of the Manchester Water Works. Is appointed engineer to the York Buildings Water Works. Is getting plans made of the premises and proposes seeing us about the 6th or 7th June."
- 21.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 14 May 1810.
Docketed "Proposes to increase the size of the engine for the York Buildings Water Works to a 52 or 54 inch. Expects to give an order for another large engine for a water works company. Has got the millwork for St. Croix ready."
- 22.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 May 1810. 2 sheets.
Docketed "Wants to know the time in which we could execute one or two engines for a new water works co. etc. etc. Thinks William Wright is not managing well at Meux & Co. Orders a new barometer for his own engine."
- 23.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 29 May 1810.
On the same sheet:
Sketch. Proposed arrangement of shaft and fly wheel for Leader Atlee & Co.
Docketed "Wants some further instructions about Leader & Co.'s shaft."
- 24.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 14 Jun. 1810.
Docketed "Wishes for Leader's fly wheel, to put it in its place upon the house as it is built. Also for the boilers as soon as possible."
- 25.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Jun. 1810.
Docketed "Applied to by the West Middlesex Water Works Co. to act as their engineer."

Suspends the order for the West Middlesex 44 inch engine. Wishes Mr. Murdock to come to Town and bring the plans etc. with him. Northfleet Arsenal."

26. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 28 Jun. 1810.
Docketed "Enquires the time for preparing a 10 horse engine. Could spare the engine for the Witham Drainage if another could be prepared in 4 months."

27. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 16 Jul. 1810.
Docketed "Paddington Water Works alter the height of the water. West Middlesex in haste. York Buildings Co. have not yet got consent for their suction pipe etc. Consignment of the Witham Drainage engine. Mr. Murdock's award with the Stone Pipe Co."

28. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Aug. 1810.
Docketed "Baillie & Campbell apply for a 6 horse engine. Proposes for them to take Williams & Wilson's, or the Howth Harbour engine. Enquires about the joints of large pipes for the conveyance of water."

29. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 3 Aug. 1810.
Docketed "Orders a 10 horse engine for Mr. Pearson of Greenwich."

30. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 7 Aug. 1810.
Docketed "Mr. Pearson wishes to have estimates of 10 and 20 horse engines. Williams & Wilson will not want the millwork for 2 months. Reminds us of his conditional order for one or two engines for Vauxhall Bridge."

31. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 9 Aug. 1810.
Docketed "Orders two six horse engines for the Vauxhall Bridge. Will want one or two for the Strand Bridge but cannot yet determine the size. Wants drawings of the house for the Grand Junction Water Works. Particulars of his excursion to Northfleet etc."

32. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 11 Aug. 1810.
Docketed "Mr. Duncan orders the 6 horse engine to be sent to London immediately. Agrees to the terms of payment."

33. Letter. John Rennie (Stamford St., London) to James Watt Jr. (Osborne's Hotel, Adelphi, London). 1 Sep. 1810.
Docketed "Introducing Mr. Hutton whom he recommends as a book keeper."

34. Letter. John Rennie (Stamford St., London) to James Watt Jr. (Osborne's Hotel, Adelphi, London). 4 Sep. 1810.
Docketed "De Tastet has filed a bill against him. Wishes me to meet Mr. Teasdale."

35. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Sep. 1810.
Docketed "Orders a 10 horse and a 6 horse engine for the Strand Bridge. Also a 6 horse for Mr. Tritton. The Kent Water Works Co. have purchased the Woolwich Water Works concern etc. Drawings for York Buildings wanted. Has informed the proprietors it is to be a 54 inch engine."

36. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 Oct. 1810.
Docketed "Agrees to give up the recess in the York Buildings. Thinks the West Middlesex Water Works business was finished when Mr. Watt Jr. was in London. Has forwarded the estimates of the York Buildings Water Works, the Kent Water Works and the Grand Junction Water Works to the parties."

37. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 27 Oct. 1810.
Docketed "Levels etc. at the West Middlesex Water Works. The engine proposed to pump also into the reservoir at Hammersmith. Will adopt the proposed alteration in the pump well at the Grand Junction Water Works. Enquires about hydraulic rams for the West Indies."

- 38.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 9 Nov. 1810.
Docketed "William Leader & Co. are impatient for the arrival of their goods."
- 39.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 21 Nov. 1810.
Docketed "Desires the 6 horse engine for the Strand Bridge to take the precedence of one of the 6 horse engines for the Vauxhall Bridge. An order to be entered for a 54 inch 8 foot stroke engine for Northfleet Docks."
- 40.** Letter. John Rennie (Bangor Ferry) to Boulton Watt & Co. (Soho). 26 Nov. 1810.
Docketed "Little progress made at the Manchester Water Works. Materials neglected. Wants drawing of copper plate press from Mr. Murdock."
- 41.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 21 Dec. 1810.
Docketed "Meux Reid & Co. want a second engine. Request estimates of 10 to 25 horse power."
- 42.** Letter. John Rennie (Driffield) to Boulton Watt & Co. (Soho). 8 Jan. 1811.
Docketed "So far on his return to London with Mr. Whidbey. Wants estimate of an 8 horse engine for Trinidad. Sir Alexander Grant's engine performs well. Wants estimate of an engine for a drainage near Lynn. Has succeeded in his suit against de Tastet. Has received Mr. Murdock's sketch of the bank printing press. Has bills in hand to pay for the Howth Harbour engine."
- 43.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 18 Jan. 1811.
Docketed "Mr. King wants a 6 horse engine. Would wish to transfer one of his bridge orders to him. Sir Alexander Grant writes that Niven is dead, and that he wants another man."
- 44.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 25 Jan. 1811.
Forwarded to 13 London St. On the same sheet:
Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 26 Jan. 1811.
Docketed "Is disposed to let Capt. King have the turn of one of his Vauxhall orders. Orders a 6 horse for Kent Gaol. Ditto 3 10 horse engines. Enquires when Tritton's will be ready and the Manchester Water Works No. 2."
- 45.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 21 Feb. 1811.
Docketed "The Naval Arsenal at Northfleet determined upon by ministers. The Lords of the Admiralty empower him to order a 20 horse engine and also a 54 inch 8 foot stroke engine with pumps and desire estimate."
- 46.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Feb. 1811.
Docketed "Expects to transmit an order for a ten horse engine for Northfleet and desires estimate."
- 47.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 25 Feb. 1811.
Docketed "Explanation relative to the 20 horse and 54 inch 8 foot stroke engines ordered for Northfleet. Also relative to the 10 horse for ditto. One of the 10 horse engines ordered by him to be for Messrs. Taddy & Co."
- 48.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 1 Mar. 1811.
Docketed "Receipt of our letters with the estimates for Northfleet. Wishes to have estimate of a 20 horse for Meux & Co."
- 49.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 4 Mar. 1811.
Docketed "Orders 2 10 horse engines with 12 horse boilers for Messrs. Mitchell for Jamaica. Confirms the order for the 20 horse for Northfleet. Orders the 10 horse for ditto."
- 50.** Letter. John Rennie (Hotel, Birmingham) to James Watt Jr. (Soho). 12 Mar. 1811.
Docketed "Intended calling here but is obliged to proceed to Lincoln."

- 51.** Letter. John Rennie (Vauxhall Bridge Office, London) to Boulton Watt & Co. (Soho). 19 Mar. 1811.
Docketed "Enquiry about engine no. 1 for Vauxhall Bridge."
- 52.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 9 Apr. 1811.
Docketed "Mr. Weston and himself at a loss to advise about the Grand Junction Water Works. Difficulty in getting payment from the Stone Pipe Co. Mr. Idle wants a saw mill and engine for Quebec. Data and enquiry as to construction. When will Mr. King's engine be ready."
- 53.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 9 Apr. 1811.
On the same sheet:
Transcript of extract of letter. Thomas King (New Court, London) to John Rennie [London]. 21 Mar. 1811.
Docketed "Capt. King orders brasses and bell cranks for the 6 horse engine sent in 1805. When will his engine and Mr. Tritton's be ready. Will write soon about Northfleet."
- 54.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Apr. 1811.
Docketed "Mr. Staniforth of Liverpool wants a 30 horse engine for a ropery. His responsibility is satisfactory to Mr. Rennie. Wants a person to the London Dock engines. Mr. Idle will soon determine about his engines. Mr. Mylne nearly exhausted."
- 55.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 22 Apr. 1811.
On the same sheet:
Sketch. Plan of Mr. Tritton's engine and boiler.
Docketed "Plan of Mr. Tritton's premises. Great performance of Woolf's engine."
- 56.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Apr. 1811.
Docketed "A stoppage in the Northfleet business. Delays the 54 inch engine, but the 20 horse may proceed. Supposes the breakwater at Plymouth proceeds. Mr. Wyatt wishes to dispose of his 10 horse engine. Suggests it might do for Mr. Mitchell. Liverpool Docks likely to want 2 six horse engines. Bristol & Bath Canal if it goes on will be likely to want 2 large engines. Invited to another trial of Woolf's engine. His son wants his boiler."
- 57.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Apr. 1811.
Docketed "Enclosing Woolf's puff." [The enclosure is now missing.]
- 58.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 27 Apr. 1811.
Docketed "Is desired by Meux Reid & Co. to write for drawings and the time required for a 20 horse engine. Wishes Tritton's steam pipe to be lengthened."
- 59.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 May 1811.
Docketed "Meux Reid & Co. have empowered him to order a 20 horse engine. Thinks they are likely to take a 24 horse instead. The Northfleet business at rest. The Strand Bridge 10 horse engine to be taken for Messrs. Mitchell. The Grand Junction Water Works likely to carry their bill. Death of Mr. Mylne."
- 60.** Letter. George Rennie (Stamford St., London) to James Watt Jr. (Soho). 21 May 1811.
Docketed "Returns thanks for the boiler etc."
- 61.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 1 Jun. 1811.
Docketed "The engine house at the York Buildings Water Works made larger than intended."
- 62.** Letter. John Rennie (Deal) to James Watt Jr. (13 London St.). 18 Jun. 1811.
Docketed "Appointing a meeting at Mr. Mitchell's."

- 63.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 9 Jul. 1811.
Docketed "York Buildings Water Works propose to have a second boiler of copper."
- 64.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
19 Jul. 1811.
Docketed "Desires the plans of Meux Reid & Co. to be sent. Has received Tritton's drawings."
- 65.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Jul. 1811.
Docketed "Orders a boiler for the London Dock Co. Has received Garden & Son's sketches and Taddy Tomlinson & Co.'s drawings."
- 66.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 9 Aug.
1811.
Docketed "Has received Staniforth's drawings. Fixes the situation of the boilers for York Buildings Water Works."
- 67.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 3 Sep.
1811.
Docketed "Wishes the firing stage of the York Buildings to be raised."
- 68.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 4 Sep. 1811.
Docketed "Wants price of a 10 horse engine to settle account between Strand Bridge and Mr. Wyatt. Mr. Caul's machinery was sent a month ago. Has had a letter from Mr. Selkrigg."
- 69.** Letter. John Rennie (Cambridge) to Boulton Watt & Co. (Soho). 11 Sep. 1811.
Docketed "Vauxhall 2nd engine not likely to be wanted. Kent County engine to go for Liverpool Docks. Will write particulars in a future letter."
- 70.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
16 Sep. 1811.
Docketed "Wants sketch of Taddy & Tomlin's shaft. They want a pan and boiler to dry tobacco. Sir Alexander Grant wants a man to erect his engine in Jamaica."
- 71.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
21 Sep. 1811.
On the same sheet:
Sketch. Plan of shaft and fly wheel for Meux Reid & Co.
Docketed "Has received drawing of Taddy's shaft. Their steaming pan. Meux Reid & Co.'s shaft for 2nd engine."
- 72.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
25 Sep. 1811.
Docketed "About Meux Reid & Co.'s shaft."
- 73.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
12 Oct. 1811.
Docketed "Clutch for Meux Reid & Co.'s fly wheel shaft." With a sketch within the text.
- 74.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 1 Nov.
1811.
Docketed "Enquires size etc. of the engine for Daniel & Sons."
- 75.** Letter. John Rennie (Doncaster) to Boulton Watt & Co. (Soho). 6 Nov. 1811.
Docketed "One of the 6 horse engines to go for Liverpool Docks. Supposes us to have advised Inglis Ellice & Co. to have a 10 horse engine. Staniforth has not begun his buildings."

3/313 John Rennie, 1812-1813**(49 items)**

1. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 17 Mar. 1812.
Docketed "Height of Staniforth's shafts above the level of ground. Enquires size of square on shaft, and its projection."
2. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 9 May 1812.
Docketed "Messrs. Idle will send their engine to Canada. Want drawings."
3. Letter. Thomas M. Cunningham for John Rennie (London) to Boulton Watt & Co. (Birmingham). 11 May 1812.
Docketed "Desires the drawings of Messrs. Idle & Co.'s engine which is shipping."
4. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 21 May 1812.
Docketed "Enquires if we have a 6 horse engine for West Indies nearly ready. Has received order for millwork from Messrs. Protheroes & Claxton."
5. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 22 Jun. 1812.
Docketed "The millwork for the Liverpool Dock was originally intended for another engine. He supposes no drawings are wanted by them. York Buildings suction pipe is now finished & he will do all he can to make them pay. Grand Junction Water Works pipes stand 50 feet [?]. The Co. called for nearly 60 per cent last year. Has heard nothing from Mr. King about his engine. Orders come in slowly."
6. Letter. John Rennie (London) to Boulton Watt & Co. [Soho]. 4 Jul. 1812.
Docketed "A 10 horse engine wanted for London Docks."
7. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 11 Jul. 1812.
On the same sheet:
Sketch. Plan of the London Docks engine house.
Docketed "Orders 10 horse engine for London Docks. Sends particulars."
8. Memorandum. James Lawson's Memoranda of Repairs wanted for the West India Dock 36 inch 8 foot stroke engine. 5 Aug. 1812.
9. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 9 Aug. 1812.
Docketed "The West India Dock engine to remain in the present house and to be repaired for a permanent purpose."
10. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 16 Sep. 1812.
Docketed "John Walker's explanation about Taddy & Tomlin's shaft."
11. Letter. John Rennie (Lincoln) to Boulton Watt & Co. (Soho). 17 Oct. 1812.
Docketed "Will want 2 small pump engines for the Witham Navigation. Enquires for estimate of repairs of the West India Dock pumping engine."
12. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 24 Nov. 1812.
Docketed "Relative positions in altitude of the engine and water for the Witham Navigation etc. etc. Will present the estimate of the West India Dock repairs to the directors soon."
13. Letter. John Rennie (Stamford St., London) to Weston & Teasdale (Fenchurch St., London). 24 Dec. 1812.
Docketed "Recollections relative to the transaction with Peckover Bellamy & Co. in 1802 and 1803."

14. Letter. John Rennie (Stamford St., London) to James Watt Jr. (Norfolk Hotel, London). 26 Dec. 1812.
Docketed "Can find nothing further relative to Peckover & Co.'s business. Hamer repeats his assertion that Mr. Archer promised to settle the account."

1813.

15a. Transcript of extract of letter. D. McLeod, Capt. of Engineers (Lucknow) to Major — Baillie (Court of the Nabob Vizier of Oude). 26 Dec. 1811.
Kept with (b) below. The original was forwarded by Baillie to the Chief Secretary of Government in Bengal on 6 Feb. 1812, and the Chief Secretary forwarded it to the East India Co. in a letter of 1 Jun. 1812. Transcript communicated to Boulton Watt & Co. by John Rennie on 2 Jan. 1813.
Docketed "Particulars of an engine wanted for the Nabob Vizier of Oude."

b. Sketch & calculation of the engine.

16. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 15 Jan. 1813.
Docketed "Frazer & Co. have ordered the sugar mill from him. Hopes soon to settle size of the Nabob of Oude's engine. Enquires about Archimedes' screw. Kennet & Avon Canal Co. have a meeting on 22nd when the account will be presented to them. Enquires about power and expense of rolling and smelting copper into sheets."

17. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 16 Jan. 1813.
Docketed "Wants estimate and time for a 6 horse engine for the Cape of Good Hope."

18. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 9 Feb. 1813.
Docketed "Shaft etc. for Frazer Houstoun & Co. will do as proposed. Cape 6 horse engine will be in time in 6 weeks. Is very unwell."

19. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Feb. 1813.
Docketed "Orders shaft and steam pipes for Mr. Wildman's engine – same as Frazer Houstoun & Co.'s."

20. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 12 Feb. 1813.
Docketed "Disagreement betwixt our account and Portsmouth information as to rolling and smelting copper. States what is done there. Expects Burke & Co. will give us an order for 6 horse engine."

21. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Feb. 1813.
Docketed "Cape order suspended. East India Co. order a 10 horse engine highly finished for Nabob of Oude."

22. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 20 Feb. 1813.
Docketed "About John Burke & Co.'s shaft. Desires drawing of the engine. Also wants drawings of engine house for Col. Bird's engine."

23. Letter. John Rennie Jr. for John Rennie (London) to Boulton Watt & Co. (Soho). 26 Feb. 1813.
Docketed "Drawings sent by us for John Burke & Co. will serve for the Cape engine which remains suspended till funds arrive. Has expected to hear if we make independent 12 horse engines."

24. Letter. John Rennie (Cheltenham) to James Watt Jr. (Soho). 9 Mar. 1813.
Docketed "Is arrived there for the benefit of his health. Wishes to know the difference of cost between a 10 horse and a 14 horse for the Nabob of Oude. Proposes a meeting upon other matters."

- 25.** Letter. John Rennie (Cheltenham) to Boulton Watt & Co. (Soho). 17 Mar. 1813.
On the same sheet:
Notes by John Southern and James Watt about Rennie visiting Heathfield. 18 Mar.
Docketed "Has recommended the East India Co. to have a 14 horse engine instead of a 10. Proposes to be here on the 22nd if Mr. Watt Senior is at home."
- 26.** Memorandum & sketch. Mr. John Rennie at Soho. 22 Mar. 1813.
The memorandum is written on the reverse of the following:
Letter. James Watt [Heathfield] to John Southern (Soho Manufactory). 20 Mar. 1813.
Docketed "Witham Navigation. Orders 2 6 horse engines for Proprietors of River Witham."
- 27.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
2 Apr. 1813.
Mis-dated by Walker as Mar. On the same sheet:
Sketches. Plan & elevation of horse wheel [at St. Croix?].
Docketed "Sketch of machinery for working pump. Amos & Co."
- 28.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
5 Apr. 1813.
Docketed "Relative to the pump for Amos & Co.'s correspondent. Will send a plan of the gin and work from ours. Breary may now go to London."
- 29.** Letter. John Rennie (Cheltenham) to Boulton Watt & Co. (Soho). 20 Apr. 1813.
Docketed "Approves of the plan for the Nabob of Oude. Height at which he wishes the engine to be placed. The mains not be included in the estimate at present. Wishes the neck of the fly shaft to be made strong, as the pumps for the bridge are to be worked from it. Mr. Daniels to make ornamental drawings of the engine house. A Mr. Alves likely to order a sugar mill."
- 30.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
24 Apr. 1813.
Docketed "The 10 horse engine wanted by Mr. Marryatt is intended to supply the place of the 6 horse made for Phyn Inglis & Co. in 1804. Wants the size of the fly shaft for the purpose of preparing a new wheel."
- 31.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
29 Apr. 1813.
Docketed "With large drawing of the mule wheel for Amos & Co. Wants particulars of the plummer block."
- 32.** Memoranda & calculations. John Walker – Canal Iron Works. 23 Oct. 1813. 2 sheets.
Docketed "Calculations of John Walker as to the power of the 20 horse engine erected by Collinge for Jukes Coulson & Co."
- 33a.** Letter. John Walker (Holland St., London) to John Southern (Hatton Garden, London).
12 May 1813.
Enclosing (b) below. Docketed "Mr. Daniell's. Enquires about height of chimney for Nabob of Oude."
- b.** Letter. T. Daniell (9 Cleveland St., Fitzroy) to John Rennie (Stamford St., London).
10 May 1813.
Not dated – date taken from the postmark."
- 34.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Jun. 1813.
Docketed "Witham engines to be placed in wooden buildings on brick foundations. Mr. Daniell has not yet completed the drawings for the Nabob of Oude's engine house. Thanks for recommendation to Mr. Ashley and to Daniel & Sons."
- 35.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 12 Jun. 1813.
Docketed "About the reports of the Commissioners of Landed Reserve, Civil Affairs of the Navy and Naval Enquiry."

- 36.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 15 Jul. 1813.
Docketed "Wants estimate of a 14 horse for Mr. Archer to be sent to Botany Bay."
- 37.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 21 Jul. 1813.
Docketed "The Navy Board have authorized him to correspond with us about the Sheerness engines. Wishes Mr. Watt's opinion about the application of separate engines to pump the water from the foundations of different parts of the yard. Wishes the pumps of the smaller engines to be made by us. Considerations respecting them and the pumps of the large engine."
- 38.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 29 Jul. 1813.
Docketed "How the Sheerness engines are to be constructed. What pumps are to be worked. What materials furnished. Is going to York for 1 month."
- 39.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 6 Aug. 1813.
Docketed "Mr. Osborn has applied for estimates of 6 and 8 horse engines."
- 40.** Letter. John Rennie (Newcastle) to Boulton Watt & Co. (Soho). 14 Aug. 1813.
Docketed "Further explanations relative to Sheerness engines. Height of ground etc. The large engine to have two boilers full size. Pumps of the 14 horse to be 24 inches diameter. One spare boiler for the two 14 horse engines."
- 41.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Sep. 1813.
Docketed "Has given his opinion to the Navy Board about the Sheerness proposals and hopes we have received orders. Finds great fault with the 2nd Witham navigation engine."
- 42.** Letter. John Rennie (Cullompton) to Boulton Watt & Co. (Soho). 20 Sep. 1813.
Docketed "About Marryat's order. Witham engine. Nabob of Oude's drawings will be sent immediately. Wants one of the Sheerness 14 horse engines soon. Expects to visit Soho mid-October and hopes Mr. Watt Sr. will be at home."
- 43.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 20 Sep. 1813.
Docketed "Desires to know size of engine for Vaughan & Longmore, and speeds of 6 and 10 horse engines with beams."
- 44.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 27 Sep. 1813.
On the same sheet:
Sketches. Working barrel and pump rods of Sheerness pumps.
Docketed "Thinks the clack should draw through the working barrel of the Sheerness pumps. Method of lengthening pump rods."
- 45.** Letter. John Walker (Holland St., London) to Boulton Watt & Co. (Soho). 8 Oct. 1813.
Docketed "John Walker in answer to ours of 13th ult. Knows nothing of the engine for which Messrs. Marryat's order is a substitute and can give no account as to the steam pipes etc."
- 46.** Letter. John Rennie (Milford) to James Watt Jr. [Soho]. 20 Oct. 1813.
Docketed "Intends being here with Sir Joseph Yorke to settle the Sheerness business."
- 47.** Memorandum. Mr. Rennie here. 25 Oct. 1813.
Also includes "Information brought by Mr. Murdock from Mr. Rennie, whom he saw in London 29 Sep. 1813."
Docketed "Sheerness engines. Nabob Vizier of Oude's ditto. Sir Joseph Yorke here this day with Mr. Rennie."

48. Letter. John Rennie (London) to James Watt Jr. (Soho). 9 Dec. 1813.
Docketed "The Nabob of Oude's engine to be in London by the end of January. Underwood Dyett & Co.'s shafts and steam pipes may be as usual."

49. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 23 Dec. 1813.
Docketed "Directions for making out the invoices of the Sheerness engines. The boilers for the Nabob of Oude's engine must go in halves. Terms to be asked for Hugh Thompson and notice of them to be given to the East India Co. Mr. Cobb is the present secretary. His drawings of the Nabob's engine house are to be returned."

3/314 John Rennie, 1814 (28 items)

1. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 2 Feb. 1814.
Docketed "Wants the weight of the 6 horse engine sent to Strand Bridge etc."

2a. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Feb. 1814.
Kept with (b) below.
Docketed "The East India Company want the dead and measurable weight of the Nabob's engine, which must be on board by the 20th March. Wants drawings of the 1st Sheerness 14 horse engine."

b. Memorandum. Weight of the Nabob of Oude's engine, boilers etc. Soho, 21 Feb. 1814.

3. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 1 Mar. 1814.
The letter has been used for notes and calculations for the reply. Docketed "Wants weight of the Nabob of Oude's engine. Also a rough estimate of an engine and pumps for draining 5000 acres of fenland."

4. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 3 Mar. 1814.
Docketed "Has spoken to Mr. Cotter at the India House respecting Hugh Thompson. Wants his drawings of the Nabob's engine house."

5. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 14 Apr. 1814.
On the same sheet:
Sketch and calculations re. a boiler.
Transcript of extract of letter. John Rennie to James Watt Jr. 15 Apr. 1814.
Docketed "Orders a 6 horse engine for a mud machine for the Kennet & Avon Canal Co. Also, extract of a letter from Mr. Rennie to James Watt Jr. 15 April 1814. Can afford 14 to 15 feet in height for the mud engine. Will send a man to the Witham Navigation in 8 or 10 days."

6. Letter. John Rennie (London) to James Watt Jr. (Soho). 15 Apr. 1814.
Docketed "Height of engine for the Kennet & Avon mud barge. Wishes Robert McMurdo to remain some time longer at Witham. Proposes an excursion to Paris."

7. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Apr. 1814.
Docketed "Confirms order for a 6 horse engine for Kennet & Avon Canal Co. Will send sketch of boat to make the boiler steam pipes and shaft by. Desires expedition. Answered 10th May."

8. Letter. George Rennie for John Rennie [London] to Boulton Watt & Co. (Soho). 14 May 1814.
On the same sheet:
Drawings. Section and plan of Kennet & Avon Canal Co. mud barge.
Docketed "Drawings of Kennet & Avon Canal boat for mudding."

9. Letter. George Rennie (London) to Boulton Watt & Co. [Soho]. 19 May 1814.
Docketed "Situation of boiler for the Kennet & Avon boat engine."

10. Letter. George Rennie for John Rennie (Holland St., London) to Boulton Watt & Co. (Soho). 25 Jun. 1814.
Docketed "Agrees to length of shaft etc. proposed in ours of 23^d for Gibbs & Son's engine."

- 11.** Letter. John Rennie (Ramsgate) to Boulton Watt & Co. (Soho). 31 Jul. 1814.
Docketed "Pumps for Sheerness large engines to be completed 2 feet longer than originally ordered."
- 12.** Letter. Richard Elmas Breary (London) to Boulton Watt & Co. [Soho]. 1 Aug. 1814.
Docketed "R. E. Breary states that some articles are wanting in the 6 horse engine for Kennet & Avon Canal Co.'s boat engine."
- 13.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 9 Aug. 1814.
Docketed "Respecting the wheels ordered by the Marquis de Casa Yrigo [?]. Enquires about Thebaud & Co. Will examine Mr. Holl's plans of Woolwich Smithery."
- 14.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 11 Aug. 1814.
Docketed "Banks & Joliffe order a 10 horse engine for the Southwark Bridge. Position of boiler etc."
- 15.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
16 Aug. 1814.
Docketed "Wants a fly wheel of smaller diameter for Kennet & Avon Canal engine."
- 16.** Letter. Richard Elmas Breary (London) to Boulton Watt & Co. (Soho). 24 Aug. 1814.
Docketed "Some articles for Kennet & Avon engine wanting."
- 17.** Letter. John Rennie (London) to James Watt Jr. (Soho). 24 Aug. 1814.
Docketed "Visit with Lord Melville etc. to Chatham and Sheerness. New dock projected at Chatham. The 1st 14 horse performs well at Sheerness. The house for the 2nd is going on. Varley given to drinking. Advises our writing direct to Joliffe & Banks. Business likely to prevent him going to Paris or Ireland. The absence of Mr. Holl prevents his saying anything about Woolwich Smithery, which is now referred to him. Centre removed from the first arch of the Strand Bridge."
- 18.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 31 Aug. 1814.
Docketed "Orders a boiler and complete apparatus for London Dock 20 horse engine."
- 19.** Letter. John Rennie (Chesterfield) to Boulton Watt & Co. (Soho). 1 Nov. 1814.
Docketed "Joliffe & Banks wish to have a 14 horse engine in lieu of the 10 horse."
- 20.** Letter. John Walker (London) to William Murdock (Soho Foundry). 4 Nov. 1814.
Docketed "Wants information about the Woolwich engines. Wishes Mr. Murdock to accompany him to Newcastle."
- 21.** Letter. John Rennie (Dublin) to Boulton Watt & Co. (Soho). 7 Nov. 1814.
Docketed "Has advised Joliffe & Banks to order the 14 horse engine. Particulars of its situation. Intended route. Wishes Mr. Murdock to meet him in Newcastle."
- 22.** Letter. John Rennie (Dublin) to Boulton Watt & Co. (Soho). 11 Nov. 1814.
Docketed "Orders a 14 horse engine with pumps and chain wheels for the Custom House Docks at Dublin. Would take a larger engine if we made them independent."
- 25.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 1
1 Nov. 1814.
Docketed "Repeats his enquiries respecting the Woolwich engines. Mr. Miller wants the plans."
- 26.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).
17 Nov. 1814.
Docketed "Query about the boilers for Woolwich Smithery."
- 27.** Letter. John Rennie (Irvine) to Boulton Watt & Co. (Soho). 26 Nov. 1814.

Docketed "Inclines to have a 20 horse engine for the Dublin Custom House Docks. Pumps cannot be ordered until January. Two engines likely to be wanted for Liverpool Docks. Death of Mr. Reid Cunningham."

28. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 30 Nov. 1814. *Docketed "John Walker states that Joliffe & Banks want their drawings and desire the shaft may not be made till they have seen them."*

3/315 John Rennie, 1815 (37 items)

1. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 12 Jan. 1815. *Docketed "Recommends the written dimensions on Davidson & Graham's drawings to be followed. His health improved."*
2. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 14 Jan. 1815. *Docketed "Another ten horse engine ordered by Davidson & Graham to be ready for shipping by the end of April. Further remarks about the shaft of the former. Vetusta Monumenta."*
3. Letter. John Walker (London) to Boulton Watt & Co. (Soho). 16 Jan. 1815. *On the same sheet:*
Sketch. Fly wheel shaft for Joliffe & Banks.
Docketed "John Walker orders the length of Joliffe & Banks' shaft for 14 horse engine."
4. Letter. John Walker (London) to William Murdock (Soho Foundry). 28 Jan. 1815. *Mis-dated by Walker as 1814. Docketed "Has sent some mahogany for copying machines. Has altered the drawing of his machinery for Woolwich Smithery and mentions size of wheels."*
5. Letter. John Rennie (London) to James Watt Jr. (Soho). 31 Jan. 1815. *Marked "Private." Docketed "A large corn mill in contemplation by a respectable company. Wants estimate of 3 40 horse engines. Also information respecting salaries of clerks and wages of millers etc."*
6. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 16 Feb. 1815. *Docketed "Particulars of the pumps for the intended Custom House Docks, Dublin. The engine is to work a mortar mill as well as the pump. Desires drawings of the Sheerness 48 inch engine. Has set Varley to work on an engine at Sheerness not of our construction. Desires estimate of an engine, pump and air vessel for a report he is making."*
7. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 24 Feb. 1815. *Docketed "Approves our proposals as to pumps etc. but suggests the propriety of extra strength for the Dublin Custom House Docks. Orders duplicate boiler. Boilers to go by common traders. Articles for this order made by us same as those for Sheerness. Supposes we have an order for sugar engine from Messrs. King."*
8. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Mar. 1815. *Docketed "The Dublin Custom House Dock engine to have apparatus for the 2nd boiler. Mr. John Walker will set off in about a fortnight to Newcastle, and Mr. Murdock is wanted to accompany him."*
9. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 3 Mar. 1815. *Docketed "Dublin Custom House engine. Pumps as Sheerness a to adjusting length. Proposed length is right. Shaft ditto ditto. Drawings right."*
10. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 11 Mar. 1815. *On the same sheet:*
Sketch. New proposed plans of wheelwork at Woolwich Smithery.
Docketed "Proposes alterations in the wheelwork at Woolwich Smithery and another mode of fixing pulley wheels on fly wheels. Approves the other parts. Mode of suction adopted at Sheerness may be employed at the Dublin Custom House Dock engine."

- 11a.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 16 Mar. 1815.
With (b) attached below.
Docketed "Will see Mr. Holl and get the alterations of the wheelwork made in the drawings of Woolwich blowing engine. Fly wheel of tilting engine. He was here 25th – see memorandum relative to projections on the rims of the fly wheel."
- b.** Memorandum. Mr. Rennie at Soho. 25 Mar. 1815.
- 12a.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 Apr. 1815.
Kept with (b) below.
Docketed "Wants estimate of an 8 horse engine with 2 10 horse boilers for Messrs. Kingstone & Co."
- b.** Letter. John Ward (Soho Foundry) to John Southern [Soho]. 7 Apr. 1815.
Docketed "An 8 horse with 2 10 horse boilers etc. can be got ready in a fortnight."
- 13.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Apr. 1815.
Docketed "Robert Kingstone Esq. has settled upon a 6 horse engine with two 8 horse boilers, to be in London by the 1st June. Wants estimates and particulars of duplicates."
- 14.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Apr. 1815.
Docketed "Attention will be paid to Robert McMurdo, and Kinnear. Hopes we are proceeding with Robert Kingstone's engine. Supposes his merchants are Kingstone Lambert & Egan. Wishes the governor not to be driven with straps."
- 15.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 12 May 1815.
Docketed "Ramsgate Harbour Co. have determined on an 8 horse engine to pump water and afterwards work dredging machinery. Uncertain as to the consignment of Mr. Kingstone's engine."
- 16.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 16 May 1815.
Docketed "Ramsgate Harbour engine may have a boiler suitable to a barge, air pump barrel and bucket of brass, and rod of copper. Mr. Kingstone's engine to be forwarded to Kingstone Lambert & Egan."
- 17.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 23 May 1815.
Docketed "Confirms the order for the 8 horse engine for Ramsgate Harbour."
- 18.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 Jun. 1815.
Docketed "Sketch sent to him of Ramsgate Harbour engine arrangement will do. He wishes a square on the shaft."
- 19.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Jun. 1815.
Docketed "Will enquire how the Dublin Custom House engine is to be sent. Has requested the Navy Board to order 2 working barrels for the 14 horse Sheerness engine's pumps. Report of Bonaparte's abdication."
- 20.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 5 Jul. 1815.
Docketed "Particulars of the order for the two 12 inch pumps for Sheerness 48 inch engine. The Dublin Custom House engine to be consigned to Messrs. G. & W. Simmons of Liverpool."
- 21.** Letter. John Rennie (Stamford St., London) to James Watt Jr. (Soho). 1 Aug. 1815.
Docketed "The Admiralty have determined to send a steam engine and boat up the River Congo and enquire price, time etc. Condolence upon the loss of Mr. Southern."
- 22.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 7 Aug. 1815.
Docketed "Orders certain articles for N. Winter & Co., say for the 10 horse engine sent out by Garden & Sons."

- 23.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 9 Aug. 1815.
Docketed "Enquires size of pulleys for the Woolwich fly wheel."
- 24.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 12 Aug. 1815.
Docketed "Will remove the Woolwich fly wheels to his works to fix on the pulleys. Winter & Co. desire their goods to be sent by waggon and order duplicates."
- 25.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 16 Aug. 1815.
Docketed "Enquires after bolts for the Woolwich fly wheels – are not sent yet. Mistake made by him in the size of the pulleys for the tilting engine."
- 26.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Aug. 1815.
Docketed "Has put the Ramsgate Harbour account into a train of settlement. Varley gone to erect the 8 horse engine at Ramsgate Harbour. Has passed our account with the Commissioners of the Customs of Ireland. Does not know when they will be ready for an engine erector. New docks projected at Belfast."
- 27.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 26 Aug. 1815.
Docketed "Consults about the size of the hammers for Woolwich 20 horse (forge) engine."
- 28.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 28 Aug. 1815.
Docketed "Orders a 10 and 8 horse engine for Mr. Beeston Long, by end Nov. Millwork for 10 horse made by Graham Buxton & Co., of the 8 horse by Mr. Rennie."
- 29.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 27 Sep. 1815.
Docketed "Thinks Mr. Beeston Long's shaft and steam pipes may be executed to our sketch. Will write to Mr. Rennie. Has received advice of the copying machines being sent off."
- 30.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 11 Oct. 1815.
On the same sheet:
Sketch. Wheels for Woolwich blowing engine.
Docketed "Sends copy of a plan of Mr. Beeston Long's 10 horse engine. Misapprehension respecting the one for which Mr. Rennie is making the millwork. Wants distance of the holes of plummer blocks and speed of shaft."
- 31.** Letter. John Rennie (Portpatrick) to Boulton Watt & Co. (Soho). 19 Oct. 1815.
Docketed "Will write to the East India Company about the boxes which have been mis-sent. Meeting with the agent of the Dublin & Holyhead Steam Packet and suggestion concerning them. Wishes us to write to him at Dublin upon the subject."
- 32.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 15 Nov. 1815.
Docketed "Mr. Beeston Long's 8 horse engine to be forwarded to Brentford when ready. John Walker and Mr. Jones return thanks for the copying machines."
- 33.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 25 Nov. 1815.
Docketed as 24 Nov.
Docketed "Beeston Long's engine to be sent to his wharf. Expects the Navy Board will send us an order for a pumping engine for Chatham Yard."

- 34.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 4 Dec. 1815.
Docketed "Underwood Hall & Co. have confirmed the order for the sugar mill for Messrs. Sandbach Tinne & Co. Enquires the number of strokes of the engine. Cannot yet give directions about the air pump and pumps of the Chatham engine. Woolwich buildings in a backward state."
- 35.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 Dec. 1815.
Docketed "Opinion respecting the drags and harrows proposed to be used in deepening the Quadalquiver."
- 36.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 7 Dec. 1815.
Docketed "The Chatham pumping engine to have a brass air pump. The pumps to raise the water 2 feet less high than at Sheerness and to be of full size. House to be for one engine only, but so that a house for a 2nd engine may be added. Height of ground."
- 37.** Letter. John Rennie (Stamford St., London) to James Watt Jr. [London]. 28 Dec. 1815.
Docketed "Casting No. 13 (middle column) of Beeston Long's 8 horse engine broken in the delivery on board ship."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 227

3/316 John Rennie, 1816 (17 items)

1. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 7 Mar. 1816.
Docketed "Henry Goodwyn & Co. want estimate of a 14 horse independent engine with two boilers and apparatus but without fly wheel or shaft."
2. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 18 Mar. 1816.
Docketed "Henry Goodwyn & Co. order a 14 horse independent engine with 2 iron boilers and fly wheel, but without shaft. Time. The design for Chatham engine house approved. Pumps to be as drawn. The Congo engine sent to Chatham to be used in the new docks. Remarks upon the performance of the Tyne boat."
3. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 27 Mar. 1816.
On the same sheet:
Sketches. Section and plan of Henry Goodwyn & Co.'s engine house and premises.
Docketed "Plan of Messrs. Goodwyn's engine. A nob for working pump wanted. Boilers to be sent soon and drawings as soon as ready."
- 4a. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Apr. 1816.
With (b) below attached and kept with (c) below. Docketed "Has sent the sketches for Chatham engine house as approved of by the Navy Board. Wants the working drawings. Wants also drawings and estimate for applying the Congo engine to work pumps at Chatham. Wishes Varley to put it up. Has had conferences with Mr. Timmerman etc. etc."
- b & c. Calculations. 2 sheets of calculations re. applying pumps to the Chatham 25½ inch 3 foot stroke, being Congo engine.
In William Creighton's hand.
5. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 17 Apr. 1816.
Docketed "Height at which Goodwyn & Co.'s boiler will be best. Crank to be bored a little longer than usual."
6. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 20 May 1816.
Docketed "Proposes a new crank shaft for the Congo engine at Chatham and approves size of pumps. Drawings for this and the large engine wanted."
7. Letter. John Walker for John Rennie (Holland St., London) to Boulton Watt & Co. [Soho]. 1 Jun. 1816.
With a postscript by Meredith Jones. Docketed "Shafts drawn for Davidson Graham & Co. DP engine will not do, as the mill he is preparing has vertical rollers."
8. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 22 Jun. 1816.
Docketed "Mr. Mackintosh wants estimates of 8 and 10 horse engines for pumping water. Second hand engines upon sale."
9. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 28 Jun. 1816.
Docketed "Supposes we shall receive an order for an engine for Campbell Harper & Co. and wishes it not be in London before the middle of August."

10. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 2 Jul. 1816. *Docketed "Mr. Mackintosh orders a 10 horse engine and wishes it to be sent off immediately. Directions for forwarding it. Ditto for shaft and steam pipes. Wants drawings of A. M. de Pedra & Son & Co.'s engines."*

11. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 9 Jul. 1816. *Docketed "Mr. Mackintosh will have the wrought iron work of his engine blackened. Will want two pumps to raise the water 40 feet high with drop-down clacks etc. Are making a sugar mill for Campbell Harper & Baillie and enquire about shaft of their 10 horse engine."*

12. Transcripts. Transcripts of extracts from two letters, as follows:

John Rennie (Brecon) to James Watt Jr. [Soho]. 6 Aug. 1816.

John Rennie (Pembroke) to James Watt Jr. [Soho]. 9 Aug. 1816.

Docketed "Performance of Brunel's boat. Lord Mayor's intended boat. Glasgow sugar engines. Plymouth dock engine. Dublin Custom House in want of an engine erector."

13. Letter. John Rennie (Gloucester) to Boulton Watt & Co. (Soho). 12 Aug. 1812.

Docketed "Gives lengths of pumps for Mr. Mackintosh and has desired Mr. Mackintosh to write concerning the same."

14. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 28 Aug. 1816.

Docketed "About meeting Mr. Murdock at the Duke of Bedford's. Orders a second 10 horse boiler for Ramsgate Harbour 8 horse engine."

15. Letter. John Rennie (London) to James Watt Jr. (Soho). 31 Aug. 1816.

Docketed "Agrees to meet at Woburn on Monday morning. Mr. Joliffe recommends getting a carriage on the other side of the water. Is desirous of starting soon."

16a. Memorandum. 10 horse boiler common from Van Lebryveld & Co. Apr. 1816 with part of apparatus & sundries. — Sep. 1816.

Kept with (b) below. Both are in Watt Jr.'s hand.

b. Memorandum. Donkin & Co. 10 horse longitudinal tube boiler with chimney, fire apparatus etc.etc. sent May 1815. 30 Sep. 1816.

17. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 23 Dec. 1816.

On the same sheet:

Pen & wash plan of Plymouth Docks.

Sketches. Cylinder and section of dock & well. *Docketed "Estimate of a 36 inch engine and pump wanted for Plymouth Docks."*

3/317 John Rennie, 1817

(16 items)

1. Letter. John Rennie (London) to Boulton Watt & Co. [Soho]. 2 Jan. 1817.

Mis-docketed as 1816. Docketed "Asks about advice and price of a boat engine for Trinidad and another for towing vessels. Schemes for building the boats. Enquires price of a pair of the best pistols in Birmingham for his son going to America."

2. Letter. John Rennie (London) to Boulton Watt & Co. [Soho]. 3 Jan. 1817.

Docketed "Speed of the ships to be towed at Trinidad is 3 or 4 miles per hour."

3. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 27 Jan. 1817.

Docketed "Enquires cost of a brass air pump for the Plymouth Dock engine, 36 inch diameter, 8 foot stroke. His son William has received the pistols and approves of them."

4. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 7 Feb. 1817.

Docketed "Wants drawings of the engine for J. Dennison & Co. Expects mill to be ready by middle of next month."

5. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 10 Mar. 1817.
Docketed "Enquiry about the size of shaft for N. Winter & Co.'s 12 horse engine."
6. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 17 Mar. 1817.
Docketed "Mr. Dennison's mill ready. Enquires after Winter & Co.'s shafts."
7. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 May 1817.
Docketed "Enquires if a set of pumps were ordered for Chatham Dock Yard to be worked by the Congo engine."
8. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 21 Jun. 1817.
Docketed "Wants estimate of an engine for a corn mill for Messrs. Ratton & Co. of Lisbon. Proposes sending his son George thither."
9. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 8 Jul. 1817.
Docketed "Relating Mr. Braacksma's engine which is for Mr. Brook of Berbice. The mill will be ready in 6 weeks. Duplicates wanted for engine. Also pumps, pipes and cocks."
10. Letter. John Rennie (Stamford St., London) to James Watt Jr. (Norfolk Hotel, London). 6 Aug. 1817.
Docketed "Invites us to dinner on Friday at 6 o'clock. Has received drawings of Mr. Ratton's premises and wishes to see me."
11. Letter. John Rennie (Stamford St., London) to James Watt Jr. (Norfolk Hotel, London). 12 Aug. 1817.
Docketed "Proposes that his son George should go to Seville and wants letter of introduction for him to Wetherell & Co."
12. Transcript of letter. John Rennie (London) to James Watt Jr. [London]. 21 Aug. 1817.
*Marked "Copy, the original sent to Messrs. Wetherell, Aug. 1817."
Docketed "With estimate of a saw mill for Messrs. Wetherell & Co."*
13. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 12 Nov. 1817.
Docketed "Remarks on Bolton & Littledale's complaints about sugar mill. King's engine to have 40 feet cold water suction pipe. Breakage of Sheerness beam."
14. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Nov. 1817.
Docketed "Sheerness beam broke at middle. Has received no answer from Bolton & Littledale. Will determine fen pump when on the spot."
15. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 29 Nov. 1817.
Docketed "Bolton & Littledale's order. Directions for sending mud engine to Liverpool. Is going to Lynn soon. On Mr. Watt's voyage. Mr. Boulton about a stamp."
16. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 29 Dec. 1817.
Docketed "Wants direction for Mr. Walcott's mill work. Eau Brink drainage nearly settled. Mr. Linwood's mill will be ready by end of January."

3/318 John Rennie, 1818

(32 items)

1. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 5 Jan. 1818.
*On the same sheet:
Sketch. Pump for Eau Brink Cut.
Docketed "Pump for Eau Brink cut. Wants estimate, drawings and time of execution. Order for Kingstone & Co."*

- 2.** Transcript of letter. John Rennie (London) to Boulton Watt & Co. (Soho). 19 Jan. 1818.
On the same sheet:
Account of parts of sugar mill for Mr. Walton. 10 Jan. 1818.
Docketed "Letter and account for Messrs. Bolton & Litledale. This is copy of the original forwarded to Liverpool."
- 3.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 21 Jan. 1818.
Docketed "Has sent Mr. Tarleton an estimate of sugar mill."
- 4a.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 7 Feb. 1818.
Enclosing (b) below. Docketed "Order for some engine and mill articles for Long Chauncey & Lucas."
- b.** Memorandum. Sundry articles wanted for the engine, as given in by Don Wotherspoon & Co.
- 5.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 10 Feb. 1818.
Docketed "Davidson & Graham's engine to be sent off."
- 6.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 16 Feb. 1818.
Docketed "Wants drawing of mud engine."
- 7.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 2 Mar. 1818.
Docketed "Eau Brink engine may be sent. Directions for delvivery. Drawings wanted. Account to be sent to Mr. Rennie."
- 8.** Letter. John Rennie (London) to William Creighton (Soho). 9 Mar. 1818.
Docketed "Wants price of Eau Brink engine including the carriage. Enquires for 2 voters to a member for Durham."
- 9.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 15 May 1818.
Docketed "Orders articles for Messrs. Adam & Ross for 10 horse engine."
- 10.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 16 May 1818.
Docketed "Messrs. T. & W. King to have a new mill."
- 11.** Letter. John Walker (Holland St., London) to James Watt Jr. [London].
"Monday 8 o'clock PM" [15 Jun. 1816].
Docketed as 16 Jun.
Docketed "Result of the first trial of the Victory and Favourite steam boats."
- 12.** Letter. John Rennie (Stamford St., London) to James Watt Jr. [London]. 19 Jun. 1818.
Docketed "Wishes to see me relative to an engine for the Portsmouth & Arundel Canal. Invites me to meet Mr. Barrow and to dinner."
- 13.** Letter. John Rennie [London] to James Watt Jr. (Norfolk Hotel, London). 27 Jun. 1818.
Docketed "Invites me to meet Mr. de Coutz to dinner."
- 14.** Letter. John Rennie (Stamford St., London) to James Watt Jr. (Norfolk Hotel, London). 10 Jul. 1818.
Docketed "Ordering the engines for Portsmouth & Arundel Canal."
- 15.** Letter. John Walker for John Rennie (Holland St., London) to James Watt Jr. [London]. 10 Jul. 1818.
Docketed "Introducing Edward Matthews, going for Messrs. King's."

- 16.** Letter. John Rennie (London) to William Creighton (Soho). 11 Jul. 1818.
Docketed "2 engines for Portsmouth & Arundel Canal ordered. Drawings of larger wanted."
- 17.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 7 Aug. 1818.
Docketed "Estimate of saw mill for Isaac Low & Co."
- 18.** Letter. John Walker for John Rennie (Holland St., London) to James Watt Jr. (Norfolk Hotel, London). 8 Aug. 1818.
Docketed "Wishes a millwright to have instructions in keeping engines."
- 19.** Letter. John Walker for John Rennie (Holland St., London) to James Watt Jr. (Norfolk Hotel, London). 9 Aug. 1818.
Docketed "Introducing James Blackie."
- 20.** Letter. John Walker for John Rennie (Holland St., London) to Boulton Watt & Co. (Soho). 10 Aug. 1818. *Docketed "Further estimates of saw mills. Plan of Mr. Coutz's boiler wanted."*
- 21.** Letter. John Walker (Holland St., London) to James Watt Jr. [London]. 15 Aug. 1818.
Mis-addressed to Soho. Docketed "Appointment to call on Mr. James Law about a 10 horse engine."
- 22.** Letter. John Walker (Holland St., London) to James Watt Jr. (Norfolk Hotel, London). 21 Aug. 1818.
Docketed "Appointment to go to Woolwich Dockyard."
- 23.** Letter. John Walker for John Rennie (Holland St., London) to Boulton Watt & Co. (Soho). 25 Aug. 1818.
Docketed "Plan of Mr. Coutz's engine and boiler wanted. Particulars of Isaac Low & Co.'s engine wanted. Size of square of shafts."
- 24.** Letter. John Walker for John Rennie (Holland St., London) to William Creighton (Soho). 5 Sep. 1818.
Docketed "Position of engine, Isaac Low & Co. Wants house wider. Enquires for plan."
- 25.** Letter. John Rennie (London) to James Watt Jr. (Soho). 28 Sep. 1818.
Docketed "Objects to our having sent a tube boiler for Mr. de Coutz's engine."
- 26.** Letter. John Rennie (London) to James Watt Jr. (Soho). 1 Oct. 1818.
Docketed "Is satisfied with explanation about Mr. Coutz's boiler."
- 27.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 10 Oct. 1818.
Docketed "Wants engine drawings for Isaac Low & Co. Pulsford's order for an engine and mill. Proposal for working small pumps."
- 28.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 27 Oct. 1818.
Docketed "Time that Isaac Low & Co.'s mill may take. Proposed to send engine first. Has engaged a man for mill."
- 29.** Letter. Meredith Jones (27 Stamford St., London) to Boulton Watt & Co. (Soho). 5 Nov. 1818.
Docketed "A foreign house enquire prices of 6, 7 and 8 horse engines. Suppose Hougemont & Behrends – see their letter."
- 30.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 14 Nov. 1818.
Docketed "Has sent saw mill drawings. Some explanation of them."

31. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 30 Nov. 1818.
Docketed "Has wrote to Isaac Low & Co. and considers no delay to have taken place with the mill."

32. Letter. John Rennie (London) to James Watt Jr. (Soho). 25 Dec. 1818.
Re-directed to Watt Jr. at Doldowlod. Docketed "Wants answer about engine for Mr. Ratton, Lisbon. Mr. Andelle about to visit Soho – has imported many of Woolf's engines into France. May want more engines."

3/319 John Rennie, 1819 (11 items)

1. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 Jan. 1819.
Docketed "Grand Junction Water Works want estimate of 54 inch engine. Also extra price of a copper boiler."

2. Letter. John Walker (London) to William Creighton (Soho). 5 Apr. 1819.
Docketed "Particulars of shaft for Davidsons Barkly & Co."

3. Letter. John Walker for Rennie (London) to Boulton Watt & Co. (Soho). 10 May 1819.
Docketed "Davidsons Barkly & Co. want directions for setting boiler. Shaft not yet arrived."

4. Transcript of letter. John Rennie (Edinburgh) to James Watt Jr. [London]. 3 Jul. 1819.
Docketed "Account of the Savannah steam ship."

5. Letter. John Rennie (London) to James Watt Jr. [London]. 13 Jul. 1819.
Docketed "Introducing Messrs. Dolfus and Andelle."

6. Memorandum. John Rennie at Soho. 2 Sep. 1819.
In William Creighton's hand. Docketed "Portsmouth & Arundel Canal engine has been worked. The Portsea engine may go forwards."

7. Letter. John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 15 Sep. 1819.
Docketed "Introducing Mr. Cameron of Berbice."

8. Transcripts. Transcripts of extracts from two letters on the same sheet, as follows:
John Rennie (London) to Boulton Watt & Co. [?] [Soho]. 7 Oct. 1819.
John Rennie (London) to Boulton Watt & Co. [?] [Soho]. 11 Oct. 1819.
In James Watt Jr.'s hand.
Docketed "Size of new engine for the Portsmouth & Arundel Canal."

9. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 30 Oct. 1819.
Docketed "Enquires after the engine for Sampson Cazenove & Batard. Wants weight etc."

10. Letter. John Rennie (Gloucester) to Boulton Watt & Co. (Soho). 24 Nov. 1819.
On the same sheet:
Transcript of letter. H. Peake, J. D. Thompson, — Middleton (Navy Office) to John Rennie [London]. 15 Nov. 1819.
Docketed "The Navy Board enquire respecting steam vessels for towing ships out of harbour."

11. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 1 Dec. 1819.
Docketed "Tow boats proposed by the Navy for various ports. Drawing etc. wanted."

3/320 John Rennie, 1820 (20 items)

1. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Jan. 1820.
Docketed "Davidsons Barkly & Co. to have brass articles."

2. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Feb. 1820.
Docketed Can say nothing about a copper boiler for Davidsons Barkly. Engine to be in London first week in March."

- 3.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 10 Mar. 1820.
Docketed "E. H. Brandt, No. 3 St. Helen's Place, wants estimate of 36 horse engine for a saw mill at Archangel."
- 4.** Memorandum. John Rennie (London). Not dated [circa Mar. 1820?].
Left by Rennie at 13 London St. and forwarded to Soho.
Docketed "Wants price of a 36 horse engine for Mr. Brandt."
- 5.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 28 Mar. 1820.
Docketed "Commissioners of Swaffham and Bottisham Fens want estimate of an engine."
- 6.** Transcript of letter. John Rennie (London) to Sampson Cazenove & Batard (Cophall Court, London). 5 May 1819. 2 sheets.
Docketed "Mr. Rennie's report to Sampson Cazenove & Batard respecting a mud machine, 5 May 1819. Communicated by Mr. Rennie 19 Apr. 1820."
- 7.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 6 May 1820.
Docketed "Enquires after a 20 horse engine said to be procured at Soho by Count Runth."
- 8.** Letter. John Walker (London) to William Murdock (Soho Foundry). 9 May 1820.
Mis-docketed as 9 Nov.
Docketed "Asks about circular bellows. Wants information about scoop wheels for Fen."
- 9.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 9 Jun. 1820.
Docketed "On Swaffham and Bottisham Fen, wants an engine inspected. Joliffe & Banks think of fitting up a steam boat."
- 10.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 17 Jun. 1820.
Docketed "Commissioners of Swaffham and Bottisham Fen order an engine. Recommends Mr. Murdock to visit the country. Wants drawings soon."
- 11.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 14 Jul. 1820.
Docketed "Particulars of situation for Swaffham & Bottisham drain. Prefers a rotative engine and wants estimate with 1 boiler – house with room for two. New boiler will be wanted for Ramsgate, will send the particulars."
- 12.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 26 Jul. 1820.
Docketed "Wants drawing for Swaffham engines, also letter for Commissioners. Engine to be sent to Thomas Townsend, Lynn."
- 13.** Letter. John Walker for John Rennie (Holland St., London) to James Watt Jr. (Norfolk Hotel, London). 10 Aug. 1820. *Docketed "Requests J. Jones on behalf of Messrs. King to have instructions in engineering."*
- 14.** Letter. John Walker for John Rennie (Holland St., London) to James Watt Jr. (Norfolk Hotel, London). 28 Aug. 1820.
Docketed "Prices of sugar mills. Expense of a man. Can say nothing about sawing timber."
- 15.** Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 7 Oct. 1820.
Docketed "Boiler at Soho Foundry too large for hatchway of Ramsgate barge."
- 16.** Letter. John Walker (London) to William Murdock (Soho Foundry). 24 Oct. 1820.
Docketed "Has had applications for the 20 horse engine at French Walls. Wants Ramsgate boiler soon as possible."
- 17.** Letter. John Walker (London) to William Creighton (Soho). 7 Nov. 1820.
Docketed "Rasmgate boiler to be sent."

18. Letter. John Walker (London) to William Creighton (Soho). 15 Nov. 1820.
Docketed "Proposed paddle wheels for Swaffham Fen."

19. Letter. John Walker for John Rennie (London) to William Creighton (Soho).
21 Nov. 1820.
*Docketed "Swaffham engine wanted to have spur wheels inside. Scoop wheels as proposed.
Asks if Ramsgate boiler has a case to chimney."*

20. Letter. John Walker (London) to William Creighton (Soho). 25 Nov. 1820.
Docketed "Scheme for placing wheels for Fen engine inside."

3/321 John Rennie, George & John Rennie, 1821-1830 (89 items)

1. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho). 10 Apr. 1821.
Docketed "Wants dimensions of 40 horse engine shafts for Calcutta Mint."

2. Note. John Walker for John Rennie [London] to Boulton Watt & Co. (Soho). 12 May 1821.
Docketed "Orders feed mouth."

3. Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 3 Jul. 1821.
*Docketed "Enclosing letter from Mr. Laird respecting our taking shares in some additional
steam packets from Liverpool to Greenock. Character of Mr. Laird."*

4. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. [13 London St.]. 7 Nov. 1821.
*With a postscript addressed to James Brown. On the same sheet:
Sketch. Piston rod for the air pump for Mint 10 horse engine.
Docketed "Air pump bucket wanted for Mint 10 horse."*

5. Letter. George Rennie (Holland St., London) to Boulton Watt & Co. [Soho]. 17 Jan. 1822.
*Docketed "Enquires when articles for Calcutta Mint will be sent. Rolling mill will be most
convenient sent beginning May."*

6. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. [Soho]. 23 Feb. 1822.
Docketed "Boiler plates order for Mint."

7. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 22 Apr. 1822.
Docketed "Order for boiler plates."

8. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 1 May 1822.
Docketed "About plates for Mint boiler."

9. Letter. George Rennie (London) to Boulton Watt & Co. [Soho]. 10 May 1822.
Docketed "Much in want of boiler plates. Will need another plate."

10. Letter. George Rennie for the Moneyers (Royal Mint) to Boulton Watt & Co. [Soho].
24 Jun. 1822.
Docketed "Orders brasses for 10 horse engine."

11. Letter. John Rennie (London) to James Watt Jr. (Birmingham). 26 Jun. 1822.
*On the same sheet:
Transcript of letter. A. Turnbull (Royal Harbour of Ramsgate) to John Kirkpatrick (—). 24
Jun. 1822.
Sketch. Eccentric shaft for Ramsgate Harbour engine.
Docketed "Double crank at Rasmgate broke and new one wanted."*

12. Letter. George Rennie for the Moneyers (Royal Mint) to Boulton Watt & Co. (Soho).
26 Jun. 1822.
Docketed "Orders packing screws for slide valve 30 horse engine."

- 13.** Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 19 Nov. 1822.
On the same sheet:
Sketches. Bucket and clack, valve faces.
Docketed "Brasses etc. wanted for Mint."
- 14.** Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 23 Nov. 1822.
Docketed "Orders 1 cwt. of rivets."
- 15.** Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 27 Nov. 1822.
Docketed "Slide valve brasses much wanted."
- 16.** Letter. George & John Rennie (London) to Boulton Watt & Co. [13 London St.?].
14 Mar. 1823.
On the same sheet:
Memorandum. Specification of Machinery for Excavating Machine to be adapted to a Steam Engine of 14 Horses power.
Docketed "Revised estimate and specification of the dredging machine for Calcutta."
- 17.** Letter. Thomas M. Cunningham for George & John Rennie
(Holland St., Blackfriars, London) to Boulton Watt & Co. [Soho]. 20 Aug. 1823.
Docketed "Enquires size of square for Thomas & William King's shaft."
- 18a.** Letter. John Rennie (London) to James Watt Jr. (Soho). 29 Sep. 1823.
Marked "Private." Kept with (b) below.
Docketed "Complaint from Ramsgate Harbour of 10 horse boiler being a bad one. Want some allowance upon it."
- b.** Memorandum. Note of 8 horse engine and various boilers ordered by John Rennie for Ramsgate Harbour, 1815—1820.
In William Creighton's hand. Notes on the boilers and accusation of the Harbour Committee squandering money.
- 19.** Letter. George & John Rennie (London) to Boulton Watt & Co. (Soho). 12 Nov. 1823.
Docketed "Will return letter about oil mill with an answer."
- 20.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
15 Nov. 1823.
On the same sheet:
Transcript of extract of letter. George & John Rennie to Mr. — Veron. 14 Nov. 1823.
Docketed "Send Mr. Veron's letters with estimate of an oil mill. Extract from estimate."
- 21.** Letter. George Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
13 Dec. 1823.
Docketed "Introducing Messrs. Frederick Joly and Vifquain."
- 22.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
22 Mar. 1824.
Docketed "Bombay articles will be ready for shipping end of month. Mr. Maudslay will also be ready. General plan drawing not yet ready."
- 23.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
25 Mar. 1824.
Docketed "Receipt of order for Calcutta dredging machinery. Can have it done in time. Have no copy of drawing."
- 24.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
10 Apr. 1824.
Docketed "Will execute order for Isaac Low & Co. soon as possible. Want copy of drawing for Calcutta dredging."

- 25.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 24 Oct. 1824.
Docketed "Enquire price of 10 horse engine."
- 26.** Letter. George & John Rennie per Thomas M. Cunningham (Holland St., London) to Boulton Watt & Co. [Soho]. 6 Feb. 1825.
Docketed "Wish Calcutta dredging shaft to be sent to London."
- 27.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 12 Feb. 1825.
Docketed "Calcutta dredgery ready by the 24th."
- 28.** Letter. George Rennie (Holland St., London) to James Watt Jr. [13 London St.]. 26 Feb. 1825.
Docketed "Weight of materials of dredging machine for Calcutta, and dimensions of the largest piece."
- 29.** Letter. John Rennie (London) to Boulton Watt & Co. (Soho). 23 May 1825.
Docketed "Wants a man to take down the Ramsgate engine."
- 30.** Letter. George Rennie (Royal Mint) to Boulton Watt & Co. [Soho]. 2 Jul. 1825.
Docketed "Orders brasses for Mint 6 horse engine. Capt. Boulderson expects that Calcutta dredging will go soon."
- 31.** Letter. John Rennie (London) to James Watt Jr. (Aston Hall). 27 Jul. 1825.
Docketed "Wants estimates of 14, 20 and of two 40 horse engines with iron and also with copper boilers for the Victualling Office at Plymouth."
- 32.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 13 Aug. 1825.
Docketed "Explanation of the causes which have retarded the forwarding of the invoices of the dredging machinery."
- 33.** Letter. George Rennie (Holland St., London) to James Watt Jr. [London]. 24 Feb. 1826.
Docketed "Wants estimate of a 14 horse engine for a dredging machine."
- 34.** Letter. George Rennie (Stamford St., London) to James Watt Jr. (Norfolk Hotel, London). 24 Feb. 1826.
Docketed "Estimate of 14 horse wanted for Monday. State of expected orders for corn mills. Dine at ½ past 6 o'clock."
- 35.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 22 Mar. 1826.
Marked "Post mark 23^d."
Docketed "Estimate of 40 horse engines wanted for Navy at Deptford."
- 36.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 23 Mar. 1826.
Docketed "Want estimate of 20 horse dredging engine."
- 37.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 5 May 1826.
On the same sheet:
Letter. George Rennie (Stamford St., London) to Boulton Watt & Co. 5 May 1826.
Docketed "Request a reply to their enquiry for estimates of two 40 horse engines for the Victualling Office, Deptford. The buildings and machinery now in progress. Mr. George Rennie about to publish experiments on friction. Enquires about facts in our possession."
- 38.** Letter. John Rennie (London) to Boulton Watt & Co. [Soho]. 10 Jun. 1826.
Docketed "Orders 20 horse engine for Plymouth Dock Yard."

- 39.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 12 Jun. 1826.
On the same sheet:
Letter. John Walker (Holland St., London) to Boulton Watt & Co. 12 Jun. 1826.
Docketed "Send order for 2 engines 40 horse for the Navy, Deptford. Speed of shaft required."
- 40.** Letter. John Rennie (London) to Boulton Watt & Co. [Soho]. 13 Jun. 1826.
Docketed "Navy 20 horse engine not wanted till 12 months to come. Kind of engine undecided."
- 41.** Letter. Matthew B. Rennie (London) to James Watt Jr. [London]. 13 Jun. 1826.
Marked "Confidential." Docketed "States his information respecting the house at Calcutta to have been erroneous."
- 42.** Letter. John Rennie (Belfast) to Boulton Watt & Co. [Soho]. 22 Sep. 1826.
Docketed "Asks if Deptford engines will be ready this year."
- 43.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 5 Feb. 1827.
Docketed "Have forwarded estimate to Mr. von der Pahlen. Suppose Calcutta saw mill scheme abandoned."
- 44.** Letter. William Creighton (Soho) to James Watt Jr. (London). 9 Feb. 1827.
On the same sheet:
Transcript of letter. John Rennie (London) to Boulton Watt & Co. 7 Feb. 1827.
Docketed "Copy John Rennie. West India Dock Co. wish us to retain or dispose of the pumping engine. Mr. Creighton sends the account, £3100."
- 45.** Letter. George & John Rennie per Thomas M. Cunningham (London) to Boulton Watt & Co. (Soho). 14 Apr. 1827.
On the same sheet:
Memorandum. Specification of articles to be sent to Messrs. Boulton Watt & Co. for eight horse steam engine shipped by order of Messrs. Joseph Dennison & Co. of London on the 28 Mar. 1817 & marked EF.
Docketed "Order articles for 8 horse engine, Sandbach Tinné & Co."
- 46.** Letter. John Rennie (London) to James Watt Jr. [Soho]. 14 Jun. 1827.
Docketed "Private. Thinks money may be had from the Victualling Board on account of the engines for the Deptford Mill, if applied for."
- 47.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 14 Jun. 1827.
Docketed "Ask price of 16 horse engine for dredging."
- 48.** Letter. John Rennie (London) to James Watt Jr. [Soho]. 16 Jun. 1827.
Marked "Private." Docketed "More about anticipated payment for the engines for the Deptford Navy corn mill. Enquires about our settlement with Barclay & Co. Also about the character of de Tastet & Co."
- 49.** Letter. John Rennie (London) to James Watt Jr. [London]. 4 Jul. 1827.
Docketed "Has received an order for £4000 on account of the engines for the Deptford corn mill. Enquires how he shall pay it over."
- 50.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. [London]. 12 Jul. 1827.
Docketed "Remit the cheque of the Treasurer of the Navy on the Bank of England for £4000, on account of the engines preparing for the Victualling Office corn mills, Deptford."

- 51.** Letter. John Rennie (Stamford St., London) to James Watt Jr. [London]. 17 Jul. 1827.
Docketed "Mr. William Mitchell wants another person to be recommended to go out to Jamaica in place of William Murdock's nephew."
- 52.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 4 Aug. 1827.
Marked "Should be 9th." On the same sheet:
Letter. George Rennie (Stamford St., London) to Boulton Watt & Co.
Docketed "Munoz & Goytia disappointed about price of engine. Report of Capt. Forbes' death – not known at the India House."
- 53.** Letter. George & John Rennie (Lynn) to Boulton Watt & Co. (Soho). 2 Dec. 1827.
Docketed "Reply to Capt. Hawkins' complaint of triturating pans and bad conduct of their millwright. Commissioners of the Victualling Board object to our corresponding with their officers."
- 54.** Letter. George & John Rennie (London) to Boulton Watt & Co. (Soho). 8 Dec. 1827.
On the same sheet:
Transcript of letter. M. Waller Clifton (Victualling Office) to John Rennie (Stamford St., London). 17 Aug. 1827.
Docketed "Have desired John Walker to attend Mr. Brown to inspect the Shannon. Copy of the letter of the Commissioners of the Victualling Office of 17 August."
- 55.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 4 Mar. 1828.
Docketed "Commissioners of the Navy Victualling want engines erected immediately. Deptford engines."
- 56.** Letter. John Rennie Jr. (London) to James Watt Jr. [Aston Hall]. 21 Nov. 1827.
On the same sheet:
Memorandum. Estimates for Mr. Hubert, Aston Hall, 23 Mar. 1828.
Docketed "Delivered 23 March 1828. Introducing Mr. Hubert, an engineer of the French Marine. Memorandum of estimates wanted by Mr. Hubert for the French Minister of Marine, Aston 23 March 1828."
- 57.** Letter. John Rennie Jr. (London) to Boulton Watt & Co. [Soho]. 5 Jun. 1828.
Docketed "Drawing of Plymouth 20 horse engine wanted. Erection of West India Dock engine to be proceeded with."
- 58.** Letter. George & John Rennie (London) to Boulton Watt & Co. [Soho]. 7 Jun. 1828.
Docketed "Want an engine on reasonable terms for Victualling Office, Portsmouth."
- 59.** Letter. George & John Rennie (London) to Boulton Watt & Co. (Soho). 14 Jun. 1828.
Docketed "Order 40 horse engine for Victualling Office, to be erected near Portsmouth. To be at work in 12 months. Ask if 2nd boiler is included. To correspond with them alone about it."
- 60.** Letter. John Rennie (Edinburgh) to Boulton Watt & Co. [Soho]. 2 Jul. 1828.
Docketed "Urgent for the erection of the West India Dock engine."
- 61.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. [Soho]. 1 Nov. 1828.
Docketed "Send estimate of a sugar mill. Deptford account wanted."
- 62.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 31 Dec. 1828.
Docketed "Want engine account for Deptford. Enquire state of 40 horse engine, Portsmouth. Want erection begun in February. Cold water pump complete hereafter."
- 63.** Letter. George & John Rennie (London) to Boulton Watt & Co. (Soho). 22 Jan. 1829.
Docketed "No second boiler for Portsmouth. Wish materials to be sent soon."

- 64.** Sheet of drawings. Section and plan of engine house at Weevil. — Feb. 1829.
- 65.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
21 Feb. 1829.
Docketed "Expect the engine is on the way to Portsmouth. A second boiler to be prepared."
- 66.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
9 Mar. 1829.
Docketed "Estimate of a dredging apparatus for 6 and 10 horse engines. Consignment for Portsmouth engines."
- 67.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
1 Apr. 1829.
Docketed "Want estimates of 8, 10 and 12 horse West India engines."
- 68.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
30 Apr. 1829.
Docketed "Send estimate of a corn mill for Maryatt & Sons. Are going to be absent for a week."
- 69.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
2 Jul. 1829.
Docketed "Arrival of Turner and Egginton and forwarding to Portsmouth. Have paid Mr. Mosley on account £1500. Will settle the rest at time of Deptford engine."
- 70.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
15 Jul. 1829.
Docketed "No spanners sent to Portsmouth, they must go immediately."
- 71.** Letter. George & John Rennie (Stamford St., London) to James Brown (13 London St.).
1 Oct. 1829.
Forwarded to William Creighton at Soho. Docketed "Enquire after the suction pipe for the engine at Weevil."
- 72.** Letter. George & John Rennie per Thomas M. Cunningham (London) to Boulton Watt & Co. [Soho]. 6 Oct. 1829.
Docketed "Ask after Weevil engine steam pipes."
- 73.** Letter. Thomas M. Cunningham for George & John Rennie (Holland St., London) to James Brown (13 London St.). 16 Oct. 1829.
Forwarded to William Creighton at Soho. Docketed "Enquiry after pump head for Portsmouth corn mill engine."
- 74.** Letter. George & John Rennie per Thomas M. Cunningham (Holland St., London) to John Mosley (13 London St.). 9 Feb. 1830.
Forwarded to William Creighton at Soho. Docketed "Enquire if the boilers for the Plymouth brewery are sent."
- 75.** Letter. George Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 9 Feb. 1830.
Docketed "Victualling Commissioners ask if boilers for 20 horse engines have been sent to Plymouth. Ask what parts of engine are gone."
- 76.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
13 Feb. 1830.
Docketed "Plymouth engine to have 2nd boiler. Whole to be sent without delay."
- 77.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. [Soho].
17 Aug. 1830.
Docketed "Want drawings of house for 2 engines 50 horse with boilers. Copied."

- 78.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 19 Aug. 1830.
Docketed "Have no objection to 53 horse engine. Ask if any 45 horse is made. Copied."
- 79.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 24 Aug. 1830.
On the same sheet:
Letter. George Rennie (Stamford St.) to James Watt Jr. 24 Aug. 1830.
Docketed "Further account of Marly Water Works and loss of memoranda. Mill engines to be 45 horse and in want of drawings. Copied."
- 80.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. [Soho]. 24 Sep. 1830.
Docketed "Ask price of 2 engines 45 horse for Commissioners of Victualling, Plymouth. Lowest terms wanted. Copied."
- 81.** Letter. George Rennie (Stamford St., London) to James Watt Jr. (Soho). 30 Sep. 1830.
Docketed "Enclosing order for 2 45 horse engines for Plymouth. Necessity for low prices. Queries about different sorts of boilers. Was present at the opening of Liverpool Railway. Speed of engines. Greatness of engineer etc. Copied."
- 82.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 30 Sep. 1830.
Sent with the above letter.
Docketed "Order two 45 horse engines for Plymouth Victualling Yard, to be delivered in 5 to 6 months. Copied."
- 83.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 7 Oct. 1830.
Docketed "Estimates of dedging machines with the weight and 6, 10, 14 horse sized engines to work them. Statement of the performances of dredging machines etc."
- 84.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 27 Oct. 1830.
Docketed "Statement of articles not supplied with the 40 horse engine at Weevil for which a deduction from the account is expected. Wishes these to be furnished for the 45s for Plymouth. One of the boilers is leaking. Ledges to be cast on spring beams of 45 horse engines to carry iron flooring plates – see sketch [within the text]. Building at Weevil not water-tight. Water in flywheel pit. Difficulty with clack of cold water pump."
- 85.** Letter. John Rennie (London) to James Watt Jr. (Soho). 2 Nov. 1830.
Docketed "Consulted with others by the Comptroller of the Navy about using high pressure steam expansively in the Admiralty steamers."
- 86.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 13 Nov. 1830.
Docketed "Send traced drawings of proposed alterations in the 45 horse engines for Cremyll Point flour mill, Plymouth Victualling Department. Boilers raised 2 feet 10 inches. Damper pipes to be low ones. Steam pipes lowered 2 feet 10 inches. Damper pullies drawn wrong. To have 2 feet 3 inches of brick work in front of boiler instead of 1 foot 6 inches. Notice a former letter about clack of cold water pump and projection on the spring beams for iron floor. Copied."
- 87.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho). 18 Nov. 1830.
Docketed "Send estimate of a dredging machine for 20 horse engine. Capabilities of the machine."

88. Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. [Soho].
2 Dec. 1830.

Docketed "Have not yet sufficiently considered our letter and sketch of 23^d ult. and wish the completion of the parts to which they refer to be delayed til we hear farther from them. Copied."

89. Letter. George Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).

17 Dec. 1830. *Docketed "Return the drawings and tracings for the 45 horse Plymouth Navy victualling engines. Also another, showing the alterations which they agree to. Stand (stop) pipes to be of the height proposed by us. Boilers farther apart. Buildings raised. Order 2 screw stop pipes extra. Damper pullies may come through the floor. Waste steam to go into the chimney. Will make cold water cisterns tight and a trough for fly wheel. Foundations may be carried deeper, as we proposed. Copied."*

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 228

3/322 George & John Rennie, 1831-1837 (63 items)

George and John Rennie carried on their father John's business after his death in 1821. There are also letters from George and John's assistants T. W. Miller, Gideon Scott, George Lewin and J. Cunningham.

1. Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
8 Jan. 1831.
Docketed "Remarks upon length of fly wheel shaft for Plymouth corn mill. Want the Plymouth drawings. Place of projection on the spring beam for carrying the floor. Copied."
2. Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
27 Jan. 1831.
On the same sheet:
Letter. George & John Rennie (Stamford St.) to Boulton Watt & Co. 27 Jan. 1831.
Docketed "Have seen Niven Kerr & Black, and will attend to the estimates and other particulars which they have been requested to supply them with. The Armoury Mills at Lewisham are removed to Enfield, and to these they will endeavour to obtain access. Some particulars of these mills, and estimates of power for boring gun barrels etc. Will probably trouble us to obtain information for them in Birmingham. Templates will be sent for 45 horse shafts. Answer respecting stop pipes, steam pipes etc. for 45 horse engines. Fresh water will be used for boilers. Projection on spring beam to be 2½ inches. Copied."
3. Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
8 Feb. 1831.
Docketed "Thanks for information respecting boring of gun barrels. Have given in an estimate for the same, and are preparing sketches. Answer to enquiries about Plymouth engines. That is, no answer at all. Mr. Walker gone to Plymouth. Copied."
4. Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
18 Feb. 1831.
Docketed "Refer us to Mr. Walker's letter of 20th ult. respecting hand rail, damper pipes and stop pipes for Plymouth engines. Mr. Walker just returned from Plymouth. Template for end of shaft shall be sent immediately. Leaves the carrying off of waste water to be settled by us. Copied."
5. Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. [Soho].
20 Jul. 1831.
Docketed "Buildings at Plymouth will not be ready for the engines or machinery for a month. Copied."
6. Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
20 Sep. 1831.
Docketed "The buildings at Cremyll corn mill are not ready for the machinery and they wish us to keep the engines a little longer at Soho. Will pay £2000 now and the remainder on delivery. Copied."

- 7.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
21 Oct. 1831.
Docketed "Have applied to the Victualling Board to have the Plymouth engines forwarded. Enquire if they are ready. Also difference of freight in sending them to Plymouth in any other way than by London. Copied."
- 8.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
4 Nov. 1831.
Docketed "Plymouth 45 horse engine to be sent by way of London. Will let us know when we may send them off. Engines not to be painted."
- 9.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
21 Nov. 1831.
Docketed "Navy Board are appropriating a vessel for conveyance of the Plymouth 45 horse engines. Want the weight and size of packages, and time required for their delivery in London."
- 10.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
23 Dec. 1831.
Docketed "Have got a vessel to convey the engine materials etc. for Plymouth corn mill two 45 horse engines, which are to be forwarded without delay. Wish to know when they will be in London."
- 11.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
27 Dec. 1831.
Docketed "Boilers for Plymouth 45 horse engines cannot be conveyed at this season, and they ask if we can keep them 2 or 3 months longer."
- 12.** Transcripts. Copy of correspondence between Messrs. George & John Rennie and Messrs. Boulton Watt & Co. on the subject of 2 45 horse steam engines for the Plymouth Navy Victualling Department. 17 Aug. 1830—6 Jan. 1832. 28 pages.
Transcripts of 45 letters bound together.
- 13.** Cutting from the *Courier*, 14 Feb. 1832.
Docketed "Debate on Navy estimates relative to contracts with the Messrs. Rennies for victualling buildings and machinery at Cremyll."
- 14.** Letter. George Rennie (Stamford St., London) to James Watt Jr. (Aston Hall).
22 Feb. 1832.
Docketed "An investigation is going on before the House of Commons respecting their contracts for the Cremyll Victualling Office machinery. Enquires whether we would undertake engines in competition for lowness of price, and also whether to our knowledge they have ever charged a commission. About the payment of the balance of the Cremyll engines."
- 15.** Letter. George Rennie (Stamford St., London) to James Watt Jr. (Aston Hall).
19 Mar. 1832.
Docketed "Returns thanks for our letter of 25th ult., which was satisfactory to the Committee of the Commons. The result of the investigation has been honourable to his brother and himself. Report to be printed and laid before the house in a day or two, when he expects the money will be granted. Is grateful for the order for the Calcutta oil mill, but has not yet received our letter through Fairlie & Co. Have been short of work lately, and will now set to in earnest. Mrs. Rennie recovered from a dangerous illness."
- 16.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
27 Mar. 1832.
Docketed "Introduce Joshua Humphries that we may arrange with him about the erection of 20 horse engine for Calcutta oil mill."

- 17.** Letter. George & John Rennie (Stamford St., London) to Boulton Watt & Co. (Soho).
10 Apr. 1832.
Docketed "Want estimate of 12 and 20 horse engines for an oil mill for Havana. Ask when the articles ordered from them for Bombay Mint may be sent off. The 3^d boiler for Cremyll 45 horse engines may be forwarded."
- 18.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
11 Jun. 1832.
Docketed "Send tracing of plan of engine house and boilers of increased size for the Turkish Armoury mill. Height of crank shaft for ditto. Want section of engine and boilers."
- 19.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
22 Jun. 1832.
Docketed "Shaft cast for Portsmouth engine to be used for Barclay & Co.'s 40 horse. Want engine house drawings. Tracing will be sent tomorrow."
- 20.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
29 Jun. 1832.
Docketed "Estimate of price for which they will supply the rolls mentioned within for the Bombay Mint."
- 21.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
18 Jul. 1832.
Docketed "Want estimate of a 30 horse engine with pump etc. to raise 400 gallons of water 200 feet high per minute."
- 22.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
20 Jul. 1832.
Docketed "The Turkish Government have fixed on a situation for the Turkish Armoury mill. The drawings of the engine house are asked for."
- 23.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
24 Jul. 1832.
Docketed "Have received our letter concerning Mr. Wilkes' application for a steam engine etc. Cannot say when engine will be wanted for Turkish Armoury. Delays in proceeding with the buildings. Turkish Government's finances said to be straightened. Have paid £1274 to Mr. Stonebridge. Barclay Perkins & Co.'s shaft arrived."
- 24.** Letter. T. W. Miller (Holland St., London) to Boulton Watt & Co. [Soho]. 26 Feb. 1833.
Docketed "Sends a plan of the engine and boiler house for Turkish Armoury, as determined on by Turkish Government."
- 25.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
1 Mar. 1833.
Docketed "No alteration to be made in steam and feed pipes for Turkish Armoury at present. Cannot say when the engine will be wanted to be sent off."
- 26.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
13 Sep. 1833.
Docketed "Want the price of a 20 horse engine and of a 30 horse delivered in London."
- 27a.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
11 Oct. 1833.
With (b) below attached. Docketed "Request to have drawings of a 30 horse engine with two boilers of extra size. Also an estimate of the cost. Enclose a tracing of part of the fly shaft."
- b.** Tracing. Plan of fly shaft, fly wheel and spur wheels.

- 28.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
17 Oct. 1833.
Docketed "Send a drawing of engine and boiler house for Deptford 30 horse engine. Engine will be required in 6 to 8 weeks. Will write to the Admiralty about additional boiler etc."
- 29.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
24 Oct. 1833.
Docketed "Approve of alteration proposed in plan of 30 horse engine for Deptford. Send tracing section showing levels of shafts etc. Extra boiler not to be put in hand."
- 30.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
29 Oct. 1833.
Docketed "Ask for the drawings of 30 horse for Deptford and want size of shaft for fly wheel."
- 31.** Letter. George Rennie (Whitehall Place, London) to James Watt Jr. ("Soho, Aston Hall").
18 Nov. 1833.
Docketed "Introducing Monsieur Talabot to make enquiries about steam passage boats on canals."
- 32.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
19 Nov. 1833.
Docketed "Are anxious to have the drawings of 30 horse engine for Deptford."
- 33.** Letter. George & John Rennie (Liverpool) to Boulton Watt & Co. [Soho]. 2 Dec. 1833.
Docketed "Mr. Rennie will be at Birmingham on Friday, and will confer with us on the boilers etc. for Deptford 30 horse engine."
- 34.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
19 Dec. 1833.
Docketed "Want estimates of a 10 or 12 horse land engine and of 20 and 30 horse boat engines."
- 35.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
26 Dec. 1833.
Docketed "A fire has destroyed their engine etc. Order a ten horse engine to replace it. Will send in the estimates in ours of 20th tomorrow. Ask probable cost of a steam boat with 20 and 30 horse engines etc. for towing."
- 36.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
3 Jan. 1834.
Docketed "Send a tracing of engine house for their 10 horse engine. Particulars of shaft. Will want a new boiler."
- 37.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
8 Jan. 1834.
Docketed "Ask for information about lathes etc. required for Devonport Dock Yard."
- 38.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
28 Jan. 1834.
Docketed "Send tracing plan of gearing for drills, lathes etc. at Devonport Dock Yard."
- 39.** Letter. George & John Rennie (Holland St., London) to James Brown [13 London St.].
7 Feb. 1834.
Forwarded by Brown to Soho.
Docketed "Ask when their engine will be in London."
- 40.** Letter. George & John Rennie (Holland St., London) to James Brown (13 London St.).
11 Feb. 1834.
Forwarded by Brown to Soho. Docketed "Are anxious to have their engine."

- 41.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
11 Feb. 1834.
Docketed "Wish their engine sent off immediately. Memorandum for steam pipes of Deptford corn mill."
- 42.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
25 Feb. 1834.
Docketed "Have received parts of their 10 horse engine, and are getting them in their places. Want fly wheel and shaft and will want a man to erect their engine. Want their tracing of buildings for Plymouth Dock Yard sent back to them."
- 43.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
5 Mar. 1834.
Docketed "Want drawings of engine houses for Devonport Dock. Wish us to write to Plymouth to hasten the completion of the engines."
- 44.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
7 Mar. 1834.
Docketed "Are in want of the fly shaft of their engine."
- 45.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
15 Mar. 1834.
On the same sheet:
Memorandum. Articles required for Plantation Uniform, Demerara, for a portable steam engine of 10 horses power, made for Underwood Dyett & Co., Oct. 1814.
Docketed "Order articles for a ten horse engine for Hall McGarel & Co. Wish to have drawings of Deptford 30 horse engine house."
- 46.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
11 May 1834.
Docketed "Want our accounts for Plymouth 45 horse engines."
- 47.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
17 May 1834.
Docketed "Want our charge for men's time in erecting Plymouth 45 horse engines. Will pay for 10 horse engine in a few days."
- 48.** Letter. Gideon Scott (6 Holland St., London) to James Brown [13 London St.].
17 May 1834.
Forwarded by Brown to Soho. Docketed as George & John Rennie. Docketed "Ask about the motion of slide valve of their 10 horse engine."
- 49.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
22 May 1834.
Marked "Received London St., 23 May 1834." Docketed "Ask price of 2 40 horse land engines erected in London."
- 50.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
4 Jun. 1834.
On the same sheet:
Sketch. Plan of Devonport Dock engines showing shafts, location of machinery etc.
Docketed "Send sketch of their gearing to be attached to the Devonport 20 horse engine and directions for 20 horse shaft."
- 51.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
11 Jun. 1834.
On the same sheet:
Sketch. Plan of Devonport Dock engine houses and workshop.
Docketed "Send sketch for our government in arranging lathe etc. for Devonport."

- 52.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
11 Jul. 1834.
On the same sheet:
Sketch. Plan of Devonport Dock lying shaft.
Docketed "Particulars of their shaft from 20 horse engine at Devonport. Mr. Taylor has altered the thickness of engine house walls from 2 feet to 2 feet 4 inches."
- 53.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
20 Nov. 1834.
Docketed "Have forwarded Mr. Black's letter and tracing to Niven Kerr & Black. State the cost of articles for Sandbach Tinné & Co."
- 54.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho].
11 Feb. 1835.
Docketed "Adjusting rollers are prepared for Barclay Herring & Co.'s mint."
- 55.** Letter. George & John Rennie (Holland St., London) to Gilbert Hamilton (Soho).
17 Feb. 1835.
Docketed "Send tracing of rolling mill etc. for the Portugese Mint. Reply to enquiry about adjusting rollers."
- 56.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
19 Feb. 1835.
Docketed "Want estimate of coining machinery."
- 57.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
24 Jun. 1835.
Docketed "Ask if we will take a Mr. Lakersteen into our employment for a few years to teach him engineering."
- 58.** Letter. George Lewin for George & John Rennie (London) to Boulton Watt & Co. (Soho).
7 Jul. 1835.
Docketed "Statement of their account including fittings of the engine house of Deptford oat mill, and rollers etc. furnished the East India Company."
- 59.** Letter. J. Cunningham (6 Holland St., London) to Boulton Watt & Co. [Soho]. 30 Sep. 1835.
Docketed as George & John Rennie. Docketed "Ask for drawings of 10 horse engine for Oswald Smith & Co."
- 60.** Transcript of letter. George Rennie (Holland St., London) to James Watt Jr. (Aston Hall).
14 Sep. 1836.
Docketed "Estimate of a sugar mill for a 6 horse engine for Mr. Bridgens. NB – the original given Mr. Bridgens."
- 61.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
8 Nov. 1836.
Docketed "Want estimates of engines."
- 62.** Letter. George Rennie (Holland St., London) to James Watt Jr. (Aston Hall). 6 Jun. 1837.
Docketed "Regrets he was prevented communicating the result of his journey to Belgium, when he called at Aston. This has occasioned several large orders to be given elsewhere. Announces the intention of his firm to make steam engines on a small scale. Proposes to order two 30 horse boilers complete."
- 63.** Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho).
6 Jun. 1837. *Docketed "Wants estimate of a blowing engine of 120 horses' power and its blowing machinery. Dimensions of air vault. Particulars of estimates given by other engine makers for such engines."*

3/323 George & John Rennie, 1838-1843

(15 items)

1. Letter. Gideon Scott for George & John Rennie (6 Holland St., London) to Gilbert Hamilton [?] [Soho]. 10 Jan. 1838.

Docketed "Ask if we can furnish them with a bevil wheel for the Bombay Mint and its cost."

2. Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho). 15 Jan. 1838.

Docketed "Order a bevil wheel for Bombay Mint."

3. Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. (Soho). 1 Mar. 1838.

Docketed "Ask when the wheel ordered by them will be finished."

4. Letter. George Lewin for George & John Rennie (6 Holland St., London) to James Brown (13 London St.). 17 May 1838.

Forwarded to Soho by Brown.

Docketed "Want account for a mortice wheel furnished by us. Mr. Chubb will reply."

5a. Letter. George & John Rennie (6 Holland St., London) to Boulton Watt & Co. (Soho). 21 May 1840.

Enclosing (b) below.

Docketed "Estimate of a corn mill for Mr. Clark."

b. Memorandum. Estimate of the Cost of the following Machinery of a Corn Mill for Grinding and Dressing 62,000 lbs. of Wheat into Flour in 24 hours.

6. Letter. George & John Rennie (6 Holland St., London) to Boulton Watt & Co. [Soho]. 8 Feb. 1841.

Docketed "Want information about the sugar mill for which articles are ordered for repairs."

7. Letter. George & John Rennie (6 Holland St., London) to Boulton Watt & Co. [Soho]. 15 Feb. 1841.

Docketed "The mill work for Waterloo Estate will be completed in a month."

8. Letter. George & John Rennie (Holland St., London) to Boulton Watt & Co. [Soho]. 19 Feb. 1841.

Docketed "Have been unable to find the pattern of frame for sugar mill of plantation, Waterloo, but believe they can prepare new ones to the particulars furnished. Time to be 3 weeks."

9. Letter. George & John Rennie (6 Holland St., London) to Boulton Watt & Co. [13 London St.]. 10 Apr. 1841.

Forwarded to Soho.

Docketed "Mill frame for Mr. Girvin will be finished by Tuesday week."

10. Letter. George & John Rennie (6 Holland St., London) to Boulton Watt & Co. (13 London St.). 20 Apr. 1841.

Forwarded to Soho. Docketed "The articles ordered by us are completed, and await our instructions for sending them away."

11. Letter. George & John Rennie (6 Holland St., London) to Boulton Watt & Co. [Soho]. 18 Aug. 1842.

Docketed "Give price and time for preparing shear blade levers for Bombay Mint. Ordered by Edward Thornton's letter of 1 Sep. and by our letter to Messrs. Rennie 6 Sep."

12. Letter. George & John Rennie (6 Holland St., London) to Boulton Watt & Co. (Soho). 8 Sep. 1842.

Docketed "Remark on order for shear blade levers."

13. Letter. George & John Rennie (6 Holland St., London) to Boulton Watt & Co. (Soho).
6 Jan. 1843.

Docketed "Want information about dredging machines."

14. Letter. George & John Rennie (6 Holland St., London) to Boulton Watt & Co. (Soho).
18 Jan. 1843.

Mis-dated as 1842. Docketed "Further remarks on the subject of the first dredging machine worked by steam."

15. Letter. George & John Rennie (6 Holland St., London) to Boulton Watt & Co. (Soho).

1 Feb. 1843. *Docketed "Are obliged by our letter on the subject of dredging machines. Some information on the same subject. Ask if we will allow them to publish our letters upon it."*

**3/324 John Walker, foreman and engineer to George & John Rennie, 1821-1831
(89 items)**

John Walker was employed as an engineer by John Rennie, and eventually came to act as his foreman. His responsibilities grew as Rennie's health failed. Following Rennie's death on 4 October 1821, Walker worked for his sons George and John, who carried on the business.

Walker's role as an engineer and foreman led him to correspond with Boulton Watt & Co. Up until 1821, his letters were generally docketed as being from John Rennie, and they were kept alongside Rennie's own letters. In early 1821, with Rennie's health failing, Walker's letters began to be docketed with his own name, and they appear to have been kept in a separate bundle.

1. Letter. John Walker for John Rennie (Holland St., London) to Boulton Watt & Co. (13 London St.). 28 Mar. 1821.

Forwarded to Soho. Docketed "Smash at Ramsgate 6 horse engine and articles wanted."

2. Letter. John Walker (Holland St., London) to James Brown or John Mosley (13 London St.). 2 Apr. 1821.

Forwarded to William Creighton at Soho.

Docketed "Directions for Ramsgate goods."

3. Letter. John Walker for John Rennie (London) to William Creighton (Soho). 14 Apr. 1821.

Docketed "Sandbach's wheels ready. Proposes to send Daniel's wheel to Soho."

4. Letter. John Walker for John Rennie (London) to William Creighton (Soho). 17 Apr. 1821.

Mis-docketed as 17 Feb.

Docketed "Ramsgate things much wanted."

5. Letter. John Walker for John Rennie (London) to William Creighton (Soho). 25 Apr. 1821.

Docketed "Wants to alter 14 horse engine to get room ready for wheels."

6. Letter. John Walker for John Rennie (London) to Boulton Watt & Co. (Soho).

26 Jun. 1821.

Docketed "Explanation of drawing for 24 horse engine, Calcutta Mint."

7. Letter. John Walker for John Rennie (London) to William Creighton (Soho). 9 Aug. 1821.

Docketed "About bevil wheels, 24 horse engine, Calcutta Mint. Sends drawings for fly arms. Wants 24 horse shoved out of the middle of house."

8. Letter. John Walker (London) to Boulton Watt & Co. [Soho]. 18 Aug. 1821.

Docketed "Cost of feed mouth wanted. Answer wanted about Calcutta Mint."

9. Letter. John Walker (London) to William Creighton (Soho). 31 Aug. 1821.

Docketed "On bevil wheels for cutting out machinery. Have no patterns 5 to 1. Is going to Amsterdam."

- 10.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 3 Oct. 1821.
Docketed "On bevil wheels, 24 horse engine, Calcutta Mint. Does not object to 14 horse fly in wall. Will send templates for wheels and wishes flys sent to London. Mr. Rennie not in good health."
- 11.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 29 Dec. 1821.
Docketed "Enquires if templates are come for fly wheels. Calcutta."
- 12.** Letter. John Walker (Holland St., London) to John Mosley (13 London St.). 15 Jan. 1822.
*Forwarded to William Creighton at Soho.
Docketed "Enquires what is to be done with a sugar mill plate."*
- 13.** Letter. John Walker (London) to James Watt Jr. (Soho). 15 Jan. 1822.
Docketed "Performance of engine and scoop wheel, Swaffham & Bottesham Drainage. Mills and engine stopped by floods."
- 14.** Letter. John Walker (London) to William Crieghton (Soho). 21 Jan. 1822.
Docketed "Sends pattern back with explanation."
- 15.** Letter. John Walker for Messrs. Rennie (London) to Boulton Watt & Co. (Soho).
16 Mar. 1822.
*On the same sheet:
Sketch. Bevil wheels and laying shaft of Calcutta Mint.
Docketed "Proposed size of bevil wheels for Calcutta cutting out – and has one pair of them."*
- 16.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 27 Mar. 1822.
Docketed "Estimate of engines for London Bridge Water Works. Quantity of water raised by wheels. Similar enquiry for South side."
- 17.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 30 Mar. 1822.
Docketed "Corrected quantity of water raised at London Bridge. Estimate much wanted."
- 18.** Letter. John Walker (London) to William Crieghton (Soho). 26 Apr. 1822.
*On the same sheet:
Sketch. Bevil wheels and shafts for Calcutta Mint.
Docketed "About bevil wheels for Calcutta Mint."*
- 19.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 7 May 1822.
Docketed "Wants estimate of engine for deepening a river."
- 20.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 24 May 1822.
Docketed "2 engines preferred to 1 in vessel for stirring mud. Wheels cannot be at sides."
- 21.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 21 Jun. 1822.
Docketed "Wants determination about bevil wheels. Calcutta Mint."
- 22.** Letter. John Walker (London) to William Creighton (Soho). 28 Jun. 1822.
Docketed "Thinks bevil wheels too weak for cutting out. Have no patterns, 33 and 54 inch cylinders. Wants particulars settled."
- 23.** Memorandum. London Bridge Water Works – details of water raised, proposed engine, water wheels etc. Communicated by John Walker. 26 Jul. 1822.
Docketed "Quantity of water raised by the wheels, ditto Borough side."
- 24.** Letter. John Walker (London) to William Creighton (Soho). 13 Sep. 1822.
*Not dated – date taken from the docket. On the same sheet:
Sketch. Bevil wheels and shafts for the Calcutta Mint.
Docketed "About bevil wheels for Calcutta Mint."*

- 25.** Letter. John Walker (London) to William Creighton (Soho). 17 Sep. 1822.
Docketed "Cutting out wheels not cast. Proposes another scheme. Size of other bevil wheels for milling and shaking."
- 26.** Letter. John Walker (London) to William Creighton (Soho). 25 Sep. 1822.
On the same sheet:
Sketch. Bevil wheels and shafts for the Calcutta Mint.
Docketed "Does not approve of scheme for upright shaft block. Proposes a wheel instead."
- 27.** Letter. John Walker (London) to Boulton Watt & Co. [Soho]. 14 Oct. 1822.
Docketed "Is to be examined on business of Collings and Pelly. Wants estimate of 80 and 20 horse engines for iron works."
- 28.** Letter. John Walker (London) to William Murdock (Soho). 8 Nov. 1822.
Docketed "Price of bar iron used."
- 29.** Letter. John Walker (London) to William Creighton [Soho]. 16 Nov. 1822.
Docketed "On bevil wheels for cutting out, Calcutta Mint. Particulars of 6¼ and 8 inches deep."
- 30.** Letter. John Walker (London) to William Creighton [Soho]. 26 Nov. 1822.
Docketed "Wants answer about bevil wheels."
- 31.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 2 Dec. 1822.
Docketed "Particulars of some shafts in adjusting apartment."
- 32.** Memorandum. Mr. John Walker at Soho. 29—30 Dec. 1822.
In William Creighton's hand.
Docketed "Memorandums about the Calcutta Mint."
- 33.** Letter. John Walker for Messrs. Rennie (London) to Boulton Watt & Co. (Soho).
11 Jan. 1823.
Docketed "Enquires when we shall be ready with the whole of the machinery of the Calcutta Mint for shipment. Does not expect that the Messrs. Rennie will be ready before the end of May."
- 34.** Letter. John Walker (Holland St., London) to James Watt Jr. (Norfolk Hotel, London).
10 Jul. 1823.
Docketed "Scheme for Navy victualling establishment at Porstmouth. Wants estimate of 2 engines, 40 horse; also 1 of 24 horse or 2 of 12 horse."
- 35.** Letter. John Walker (London) to William Creighton [Soho]. 7 Aug. 1823.
Docketed "Wants plan of 10 horse engine for Bombay Mint. Also general plan and that for Caluctta Mint."
- 36.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 18 Sep. 1823.
On the same sheet:
Sketch. Plan of shafts etc. for driving the triturating machinery, Bombay Mint.
Docketed "Shafts for triturating. Plan. Clutch in adjusting room not in the way."
- 37.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 20 Sep. 1823.
Docketed "Wants square of 10 horse engine for Bombay Mint 13 inches long."
- 38.** Letter. E. W. Morris (Holland St., London) to Mr. — Hamilton (—). 29 Sep. 1823.
On the same sheet:
Sketch. Plan of layout of Bombay Mint rolling mill.
Docketed "Sends sketch of rolling mill for Bombay Mint."
- 39.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 1 Oct. 1823.
Docketed "Wants answer to his 2 late letters."

- 40.** Letter. John Walker (London) to William Creighton (Soho). 26 Mar. 1824.
Docketed "Cannot give explanation of what is wanted for engine at Isaac Low & Co."
- 41.** Letter. John Walker (Holland St., London) to James Brown (13 London St.). 22 Jun. 1824.
Docketed "Want the drawing of the excavating machine for Calcutta."
- 42.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 1 Jul. 1824.
Docketed "Wants particulars of the machinery of the Calcutta dredging machine, which is included in Messrs. Rennie's contract."
- 43.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 17 Jul. 1824.
Docketed "Proposed size of bevil wheels for Calcutta dredging."
- 44.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 2 Aug. 1824.
Docketed "Isaac, Low articles in time. Will send dredging boat plans for examination."
- 45.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 11 Sep. 1824.
Docketed "The screws for Long & Smith should have nuts."
- 46.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 17 Dec. 1824.
On the same sheet:
Sketch. Socket of wheels for Calcutta dredging engine.
Docketed "About wheels for Calcutta dredging engine. Estimate of sugar mill for Mr. Woodcock."
- 47.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 31 Jan. 1825.
Docketed "Wants estimate of a 14 horse dredging engine."
- 48.** Sketches & Memorandum. Mr. John Walker at Soho. 5 Apr. 1825.
In William Creighton's hand. Plan and section of West India Docks, section of proposed pump.
Docketed "Situation of proposed engine for the West India Docks. Particulars of levels etc."
- 49.** Memorandum. Mr. John Walker at Soho. 4 Jun. 1825.
In William Creighton's hand. Docketed "About West India Dock engine."
- 50.** Letter. John Walker (6 Holland St., London) to Boulton Watt & Co. (Soho). 11 Jul. 1825.
Docketed "Asks mark for Calcutta."
- 51.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 16 Jul. 1825.
Docketed "Appointed to Thomas Castle & Co. Enquires what about."
- 52.** Transcript of letter. John Walker (London) to Thomas Castles & Co. (Bristol). 25 Jul. 1825.
Mis-docketed as 1826. Docketed "Copy of report respecting the shaft of Thomas Castle & Co."
- 53.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 5 Sep. 1825.
On the same sheet:
Sketches. Coupling between fly wheel and laying shafts, Deptford corn mill.
Docketed "Design for end of fly shaft, Deptford corn mill. Asks about plate for blocks. How suction pipes will be laid. Hot water cistern to be raised."
- 54.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 13 Oct. 1825.
Docketed "Enquires if 8 inch neck for 14 horse engine is right. Is scheming rolling mill."
- 55.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 25 Oct. 1825.
Docketed "Proposed square for 14 horse engine, Mexican Mint. Wants further particulars of Mr. McKim's engine."

- 56.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 4 Nov. 1825.
Docketed "Fixes size of square for Mr. Mushet's 14 horse engine. Is preparing estimate for Mr. McKim's rolling mill. Orders a new boiler for Messrs. Rennie's own 6 horse engine."
- 57.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 14 Nov. 1825.
Docketed "Enquires about shaft for turning lathes, Mr. Mushet. Asks if Mr. McKim and Hertz are to have letters direct or not."
- 58.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 31 Jan. 1826.
Docketed "Enquires after situation for a young Scotch millwright of the name of Comb."
- 59a.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 10 May 1826.
With (b) below attached. Docketed "Wants particulars of lathe shaft for Mr. Mushet. Plan as conjectured."
- b.** Sketch. Proposed shaft for driving die-turning and roller-turning lathes, Anglo-Mexican Mint.
- 60.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 13 May 1826.
On the same sheet:
Sketch. Plan of shafts for Anglo-Mexican Mint.
Docketed "Plan of shaft ?, Mushet."
- 61.** Letter. John Walker (London) to William Creighton (Soho). 18 Jul. 1826.
Docketed "Sends drawing for corn mill at Deptford. Wants engine house drawings."
- 62.** Letter. John Walker (6 Holland St., London) to Boulton Watt & Co. (Soho). 22 Jul. 1826.
Docketed "Deptford chimney – one flue. Wants drawing as soon as possible."
- 63.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 28 Jul. 1826.
Mis-dated as 1827.
Docketed "Sends Mitchell's plan back. Urgent for Deptford drawings."
- 64.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 11 Sep. 1826.
Docketed "Estimate of an 8 horse engine wanted for a saw mill."
- 65.** Letter. John Walker (Holland St., London) to Boulton Watt & Co. (Soho). 13 Sep. 1826.
Docketed "Particulars of saw mill for Calcutta not settled."
- 66.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 13 Jun. 1827.
Docketed "Fermin de Tastet & Co.'s mill, the particulars of shaft wanted."
- 67.** Letter. John Walker for George & John Rennie (London) to Boulton Watt & Co. (Soho). 12 Jul. 1827.
Docketed "Asks about Deptford plumber block. Which way de Tastet's shaft goes. Wants power of de Hen's engine and asks after his credit. William & Rowland Mitchell want an engine keeper."
- 68.** Letter. John Walker (London) to William Creighton (Soho). 26 Jul. 1827.
Docketed "Wants estimate of 10 and 12 horse engines. Also general set of estimates."
- 69.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 8 Aug. 1827.
Docketed "Have order for dredging machine and ask particulars of 12 horse engine."
- 70.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 21 Dec. 1827.
On the same sheet:
Sketch. Fly wheel shaft for Munoz & Goytia.
Docketed "Expects Munoz & Goytia's work ready by beginning Feb. Dimensions of shaft."

- 71.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 28 Jan. 1828.
Docketed "Engines for Deptford to be sent away."
- 72.** Letter. John Walker (6 Holland St., London) to Boulton Watt & Co. (Soho). 7 Feb. 1828.
Docketed "Munoz & Goytia's work ready but ship has to be engaged. Wants Deptford engine sent. Scheme for rivetting fly."
- 73.** Letter. John Walker (6 Holland St., London) to James Brown (13 London St.).
14 Mar. 1828.
Forwarded to Soho.
Docketed "Asks price of 16 and 18 horse engines for a corn mill in Denmark."
- 74.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 15 Apr. 1828.
Docketed "Anglo-Mexican Mint Co. likely to dispose of their mint. Value of 14 horse engine wanted and how soon one could be got ready."
- 75.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 1 May 1828.
Docketed "Mr. George Rennie has got letter of 17th. Can give no answer about mint."
- 76.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 12 May 1828.
Docketed "Schunk Mylius & Co. have sent a sketch of their mill work. Asks if anything further is known."
- 77.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 2 Oct. 1828.
Docketed "Enquires when articles for Bombay will be wanted. Asks about Porstmouth shaft."
- 78.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 14 Jan. 1829.
Docketed "Writes in answer to letter of 1st. Has no plan for Portsmouth engine and wants drawings. Expects to be at Portsmouth soon. Complaints about Deptford shafts. Threats of pains and penalties if Portsmouth mill is not done."
- 79.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 21 Jan. 1829.
Docketed "Returned from Portsmouth, the engine house ready next month. Well sunk 50 feet from engine."
- 80.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 3 Feb. 1829.
Docketed "Portsmouth shaft is too long and another is wanted. Will send drawings soon."
- 81.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 10 Feb. 1829.
Docketed "Is going to Portsmouth and wishes to have plan of engine house returned."
- 82.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 2 Mar. 1829.
Docketed "Enquiring after Portsmouth engine."
- 83.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 30 Jun. 1829.
Docketed "Sends models for fly arms and shaft for Plymouth brewery 20 horse engine. Men not arrived at Portsmouth."
- 84.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 11 Jul. 1829.
On the same sheet:
Sketch. Plan of engine house and coupling end of shaft for Plymouth brewery.
Docketed "Sends particulars of the shaft for Plymouth brewery. Also plan of engine house."
- 85.** Letter. John Walker (London) to Boulton Watt & Co. (Soho). 10 Mar. 1830.
Docketed "Sends 2 plummer blocks for inspection."
- 86.** Letter. John Walker (6 Holland St., London) to James Brown (25 Jewry St., Aldgate).
17 Apr. 1830.
Forwarded by Brown to Soho.
Docketed "Has no access to sections of the West India Dock – Messrs. Rennie have them."

87. Letter. John Walker (London) to Boulton Watt & Co. (Soho). 20 Jan. 1831.

On the same sheet:

Sketch. Connecting socket for steam and stand pipes.

Docketed "Have received the plans of Plymouth corn mill engines and fire brick should be allowed between the boiler flue and wall. Proposes expansion sockets for steam pipes and the stop pipes may be raised etc. Projections on spring beams for iron plates to be 2½ inches broad. Shafts drawn right length but will not be responsible for the 40 horse shaft made for them being used for the 45s for Plymouth. The boilers were raised to get the ash pits above the tide. A better provision for the hand rail might be made. Copied."

88. Letter. John Walker (London) to Boulton Watt & Co. (Soho). 19 Apr. 1831.

Docketed "Answers about coupling for fly shafts of Plymouth engines. Copied."

89. Letter. John Walker (London) to Boulton Watt & Co. (Soho). 30 Nov. 1831.

Docketed "Sends copy of a letter from Jauberry & Co. asking whether an 80 horse boiler made for burning coal could be altered to suit for burning wood."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 229

3/325 John Southern, Thomas Southern, 1778, 1782, 1784-1793 (57 items)

The bundle also contains a few letters from Southern's father Thomas, from 1778, 1782, 1785 and 1786. Thomas was occasionally employed by Boulton & Watt as an engineer. For further letters of Thomas Southern from 1779 and 1781 see 3/XXX, letters re. Gregory Mine.

1. Letter. Thomas Southern (Kettlewell, near Skipton) to James Watt (Redruth). 12 Sep. 1778.
2. Letter. Thomas Southern (Wensley, near Wirksworth) to Boulton & Watt (Birmingham). 2 Jun. 1782.
3. Letter. John Southern (Bristol) to Matthew Boulton (—). 11 Oct. 1782.
4. Sketch. Mr. Southern's sketch of Mr. Blanche's pump. — 1782.
5. Memorandum. John Southern. 13 Jul. 1784.
*Docketed as 7 Jul. Sent by Southern to James Watt at Harper's Hill.
Docketed "State of Gregory and Rotherham counters."*
6. Letter. John Southern (Birmingham) to James Watt (London). 25 Sep. 1784.
7. Letter. John Southern (Birmingham) to James Watt (London). 15 Jun. 1785.
8. Letter. John Southern (Birmingham) to James Watt [London]. 22 Jun. 1785.
Docketed "Articles ready for Stonard & Curtis' engine."
9. Letter. John Southern (Birmingham) to James Watt [London]. 23 Jun. 1785.
10. Letter. Thomas Southern (Pateley Bridge) to James Watt (New Hall). 24 Jul. 1785.
11. Letter. John Southern (Rotherham) to James Watt (Birmingham). 30 Aug. 1785.
12. Letter. John Southern (Birmingham) to Boulton & Watt {Soho}. 10 Dec. 1785.
- 13a. Letter. Thomas Hyde for the Leadhills Co. (122 Fenchurch St.) to Boulton & Watt (Birmingham). 12 Apr. 1786.
*Enclosing (b) below.
Docketed "Leadhills Comp^y & Mr. Southern. Accepting of agreements."*
- b. Letter. Thomas Southern (London) to James Watt (Birmingham). 12 Apr. 1786.
Sent with the above letter.
14. Letter. Thomas Southern (London) to James Watt (New Hall). 19 Apr. 1786.
15. Letter. John Southern (Birmingham) to James Watt (London). 8 Nov. 1786.
16. Letter. John Southern (Birmingham) to James Watt (London). 30 May 1787.
Docketed "Estimate of Mrs. Fox's houses."

- 17.** Letter. John Southern (Birmingham) to James Watt [London]. 22 Oct. 1787.
- 18.** Letter. John Southern (Birmingham) to James Watt (6 Green Lettice Lane, London). 25 Oct. 1787.
Docketed "About invoice – Mr. Lucas' goods."
- 19.** Letter. John Southern (Birmingham) to James Watt [London]. 31 Oct. 1787.
Docketed "About Mr. Lucas' goods and sundries."
- 20.** Letter. John Southern (Birmingham) to James Watt (Buxton). 15 Aug. 1788.
- 21.** Letter. John Southern (Birmingham) to Matthew Boulton (London). 8 Sep. 1789.
Docketed "On Strangeman's engine."
- 22.** Letter. John Southern (Warrington) to Boulton & Watt (Birmingham). 10 Oct. 1789.
- 23.** Letter. John Southern (Cuckney) to Boulton & Watt (Birmingham). 19 Oct. 1789.
- 24.** Letter. John Southern (Birmingham) to Boulton & Watt (London). 31 May 1790.
- 25.** Letter. John Southern (Mansfield) to Boulton & Watt (Birmingham). 13 Oct. 1790.
- 26.** Letter. John Southern (Wensley, nr. Wirksworth) to Boulton & Watt (Birmingham). 19 Oct. 1790.
- 27.** Letter. John Southern (Gloucester) to James Watt (Heathfield). 20 Apr. 1791.
- 28.** Letter. John Southern (Soho) to James Watt [London]. 20 May 1791.
Docketed "About Mr. Denison."
- 29.** Letter. John Southern (Birmingham) to James Watt [London]. 24 May 1791.
Docketed "About cause of Albion Mill fire."
- 30.** Letter. John Southern (Birmingham) to James Watt [London]. 31 May 1791.
Docketed "BWS goods."
- 31.** Letter. John Southern (Wrexham) to Boulton & Watt (Birmingham). 1 Jul. 1791.
- 32a.** Letter. John Southern (Thavies' Inn No. 2) to James Watt (Heathfield). 1 Oct. 1791.
Docketed as 6 Oct. Kept with (b) below.
- b.** Letter. John Southern (London) to James Watt [Heathfield]. 6 Oct. 1791.
- 33.** Letter. John Southern (Soho) to James Watt (London). 16 Jan. 1792.
- 34.** Letter. John Southern (Soho) to James Watt (London). 17 Jan. 1792.
- 35.** Letter. John Southern (Soho) to James Watt (London). 19 Jan. 1792.
- 36.** Letter. John Southern (Soho) to James Watt (London). 23 Jan. 1792.
- 37.** Letter. John Southern (Soho) to James Watt (6 Green Lettice Lane). 25 Jan. 1792.
- 38.** Letter. John Southern (Soho) to Boulton & Watt (6 Green Lettice Lane). 19 Apr. 1792.
Docketed "Engine for steel works."
- 39.** Letter. John Southern (Soho) to James Watt [London]. 28 Mar. 1792.
Docketed "With some old engine papers."

- 40.** Letter. John Southern (Soho) to Boulton & Watt (6 Green Lettice Lane). 12 Apr. 1792.
Docketed "Gregory Mine papers."
- 41.** Letter. John Southern (Soho) to Boulton & Watt [6 Green Lettice Lane]. 12 Apr. 1792.
Docketed "Gregory Mine."
- 42.** Letter. John Southern (Soho) to Boulton & Watt (care of Thomas Wilson, Truro).
10 Sep. 1792.
- 43.** Letter. John Southern (Soho) to Boulton & Watt (care of Thomas Wilson, Truro).
18 Sep. 1792.
On the same sheet:
Transcripts of four letters, as follows:
Walford & Meyrick (Red Lion Square) to Boulton & Watt. 12 Sep. 1792.
James Pearson (Soho) to J. B. Cockerell [London]. 14 Sep. 1792.
J. B. Cockerell (Saville Row) to James Pearson. 15 Sep. 1792.
John Southern (Soho) to Walford & Meyrick (Red Lion Square). 17 Sep. 1792.
Docketed "Correspondence about Weston's engine."
- 44.** Letter. John Southern (Soho) to Boulton & Watt (6 Green Lettice Lane). 24 Jan. 1793.
Mis-dated as 1792 by Southern.
- 45.** Letter. John Southern (Leeds) to Boulton & Watt [Soho]. 4 May 1793.
- 46.** Letter. John Southern (Soho) to James Watt [London]. 6 Jun. 1793.
- 47.** Letter. John Southern (Soho) to Boulton & Watt (6 Green Lettice Lane). 11 Jun. 1793.
Docketed "On the specification."
- 48.** Letter. John Southern (Soho) to James Watt [London]. 15 Jun. 1793.
Docketed "Capt. Huddart's spindle."
- 49.** Letter. John Southern (Leeds) to Boulton & Watt [Soho]. 5 Sep. 1793.
The letter is incomplete – half the sheet is missing.
- 50.** Letter. John Southern (Bristol) to Boulton & Watt (Soho). 29 Oct. 1793.
- 51.** Letter. John Southern (Bristol) to Boulton & Watt [Soho]. 1 Nov. 1793.
- 52.** Letter. John Southern (Soho) to Boulton & Watt [London]. 7 Nov. 1793.
Docketed "Brandling's agreement."
- 53.** Memorandum. John Southern, Soho. — Nov. 1793.
Notes on letters from William Chadwell Mylne and James Watt, and a man named Bissel who called for an allowance.
- 54.** Letter. John Southern (Soho) to James Watt [London]. 15 Nov. 1793.
Docketed "Engine for Edwards."
- 55.** Letter. John Southern (Soho) to Boulton & Watt [London]. 18 Nov. 1783.
Docketed "Mr. Champion's engine."
- 56.** Letter. John Southern (Soho) to James Watt [London]. 19 Nov. 1793.
Docketed "About Mr. Marshall of Leed's engine. With 2 bills enclosed."
- 57.** Letter. John Southern (Soho) to Boulton & Watt [London]. 21 Nov. 1793.

3/326 John Southern, 1794**(12 items)**

1. Letter. John Southern (Soho) to James Watt [London]. 28 Jan. 1794.
Docketed "Mr. Watt's journey to London. Brandling's indentures. State of weather."
- 2a. Letter. John Southern (Soho) to James Watt [London]. 30 Jan. 1794.
Enclosing (b) and (c) below.
Docketed "With enclosures concerning governors."
- b. John Petty Dearman (Birmingham) to James Watt (Heathfield). 28 Jan. 1794.
- c. Transcript of letter. G. Warde (—) to John Petty Dearman [Birmingham]. 2 Jan. 1794.
3. Letter. John Southern (Soho) to James Watt [London]. 5 Feb. 1794.
Docketed "Deed of agreement of Albion Mill."
4. Letter. John Southern (Soho) to James Watt [London]. 6 Feb. 1794.
Docketed "Amount of Mr. Tate's premium paid in hand."
5. Letter. John Southern (Soho) to James Watt [London]. 10 Feb. 1794.
Docketed "Cox King & Curtis. Fire in buckle shops. Reflections upon law."
6. Letter. John Southern (Soho) to James Watt [London]. 15 Feb. 1794.
Docketed "Mr. Tate's engine."
7. Letter. John Southern (Soho) to Boulton & Watt (London). 17 Feb. 1794.
Docketed "Hunt & Cliffe. Gateshead Park. Birmingham Canal Co."
- 8a. Letter. John Southern (Soho) to James Watt (London). 20 Feb. 1794.
Enclosing (b) below.
Docketed "With John Cooper's letter about small navigation engine enclosed."
- b. Letter. John Cooper (Bilston) to John Southern (Soho). 19 Feb. 1794.
9. Letter. John Southern (—) to James Watt (—). — Mar. 1794.
Docketed "About Mr. Holloway's purchase of Dobbs' engine."
10. Letter. John Southern (Soho) to James Watt (6 Green Lettice Lane). 16 Apr. 1794.
Docketed "Account of Yorkshire engines. Craven Cross etc."
11. Letter. John Southern (Soho) to James Watt (London). 17 Apr. 1794.
Docketed "Mr. Rand's engine. Hornblower's engine in Yorkshire."
- 12a. Letter. John Southern (Soho) to Boulton & Watt [Soho]. 25 Jun. 1794.
Kept with (b) and (c) below.
Docketed "Upon the assault on Forman and causes of disturbances at Soho."
- b. Memorandum. Mr. Cooper's Opinion respecting the Assault upon Mr. Forman.
— Jun. 1794.
Addressed to James Watt Jr.
- c. Letter. William Lea, Serjeant (Birmingham) to Boulton & Watt (Soho). 26 Jun. 1794.
Docketed "Respecting Mr. Forman."

3/327 John Southern, 1795**(39 items)**

1. Letter. John Southern (Soho) to James Watt Jr. (6 Green Lettice Lane). 19 Jan. 1795.
Docketed "Cash of Liverpool, order for a 12 horse engine."

- 2.** Letter. John Southern (Soho) to James Watt Jr. [London]. 20 Jan. 1795.
Letter continued on 22 Jan.
Docketed "Leadhills account."
- 3.** Letter. John Southern (Soho) to James Watt Jr. (6 Green Lettice Lane). 24 Jan. 1795.
Docketed "Barnes of Newcastle, order for 2 engines. American order. Boulton and Watt set off."
- 4.** Letter. John Southern (Soho) to James Watt Jr. (6 Green Lettice Lane). 28 Jan. 1795.
Docketed "Agreements."
- 5.** Letter. John Southern (Soho) to James Watt Jr. (London). 2 Feb. 1795.
Docketed "Form of agreements."
- 6.** Letter. John Southern (Soho) to James Watt Jr. (6 Green Lettice Lane). 4 Feb. 1795.
Docketed as 5 Feb.
Docketed "Engines erecting in London."
- 7.** Letter. John Southern (Soho) to James Watt Jr. [London]. 11 Feb. 1795.
Docketed "Mr. Rennie. Wetherell & Co. Mr. Mylne's piston. Lawson at Cockshead."
- 8.** Letter. John Southern (Soho) to James Watt Jr. (London). 13 Feb. 1795.
Docketed "Form of agreement. Wetherell & Co."
- 9.** Letter. John Southern (Soho) to James Watt Jr. (London). 19 Feb. 1795.
Docketed "Mr. Mylne's piston rods. Wetherell & Co."
- 10.** Letter. John Southern (Soho) to Boulton & Watt (London). 23 Feb. 1795. 2 sheets.
Docketed "Upon winding engine."
- 11.** Letter. John Southern (Soho) to James Watt Jr. (London). 26 Feb. 1795.
Docketed "Leicke's boiler."
- 12.** Letter. John Southern (Soho) to Boulton & Watt (London). 14 May 1795.
Docketed "John Horner."
- 13.** Letter. John Southern (Soho) to James Watt (6 Green Lettice Lane). 21 May 1795.
Docketed "State of orders with the Dale [Coalbrookdale] Company."
- 14.** Letter. John Southern (Soho) to James Watt (6 Green Lettice Lane). 21 May 1795.
Docketed "Estimate for Walkers Fishwick & Co."
- 15.** Letter. John Southern (Lifford) to James Watt Jr. (6 Green Lettice Lane). 24 May 1795.
Docketed "Estimates etc."
- 16.** Letter. John Southern (Soho) to James Watt Jr. (London). 24 May 1795.
Docketed "Leadhills Co."
- 17.** Letter. John Southern (Soho) to James Watt Jr. [London]. 25 May 1795.
Docketed "Lead. Birmingham Canal engine. Roberts & Co.'s premium. John Taylor & Co."
- 18.** Letter. John Southern (Soho) to James Watt Jr. [London]. 29 May 1795.
Docketed "Duty upon lead. Journey to the Dale [Coalbrookdale] and state of orders there. Banks & Onions. Heslop's engine. Tate's boilers. Agreements."
- 19.** Letter. John Southern (Soho) to James Watt Jr. (6 Green Lettice Lane). 1 Jun. 1795.
Docketed "Prices and weight of lead."
- 20.** Letter. John Southern (Soho) to James Watt [London]. 11 Jun. 1795.
Docketed "About North Downs double engine and smoke nuisance."

- 21.** Letter. John Southern (Leeds) to James Watt Jr. (Soho). 18 Jul. 1795.
Docketed "Sutcliffe's trial about Leeds Water Works."
- 22.** Letter. John Southern (York) to James Watt Jr. (Soho). 22 Jul. 1795.
Docketed "Sutcliffe's trial postponed. Marshall & Benyon's."
- 23.** Letter. John Southern (York) to James Watt Jr. (Soho). 24 Jul. 1795.
Docketed "Sutcliffe's affair left to reference. York's trial."
- 24.** Letter. John Southern (Leeds) to James Watt Jr. (Soho). 28 Aug. 1795.
Docketed "Joshua Foster. Mr. Lindsay. Brooke & Pease. Mr. Brennand."
- 25.** Letter. John Southern (Mr. Barnes', 3 miles East Newcastle) to James Watt Jr. (Soho).
30 Aug. 1795.
Docketed "Clark & Brennand. George MacMurdo. Walker large engine. Mr. Hawks. Mr. Barnes. Sunderland Bridge."
- 26.** Letter. John Southern (Walker, nr. Newcastle) to James Watt Jr. [Soho]. 31 Aug. 1795.
- 27.** Letter. John Southern (Newcastle) to James Watt Jr. (Soho). 3 Sep. 1795.
Docketed "Benwell Colliery. Messrs. Salvins. Cowpers. George Taylor. Fishwick & Co."
- 28.** Letter. John Southern (Walker) to James Watt Jr. (Soho). 8 Sep. 1795.
Docketed "Grimshaw Scarth & Co. Salvins. John Horner. Hawks' report of Marshall & Benyon's. Benwell Colliery. Mr. Barnes. Mr. Jefferies' engine."
- 29.** Letter. John Southern (Benwell) to James Watt Jr. (Soho). 10 Sep. 1795.
Docketed "John Horner. Clarke & Brennand. Cowpens. Jefferies."
- 30.** Letter. John Southern (Walker) to James Watt Jr. (Soho). 11 Sep. 1795.
Docketed "Mr. Hall of Newcastle. Salvins. Heslop's piracies. Hornblower's ditto for Mr. Peareth. Cowpens."
- 31.** Letter. John Southern (Benwell) to M. R. Boulton (Soho). 28 Sep. 1795.
Docketed "With prices of glass. Mr. Peareth's engine. Fishwick & Co."
- 32.** Letter. John Southern (Walker) to James Watt Jr. (Soho). 3 Oct. 1795.
Docketed "Trial of Benwell."
- 33.** Letter. John Southern (Newcastle) to M. R. Boulton (Soho). 10 Oct. 1795.
Docketed "Pirates. Benwell engine. Hawks & Co. Fishwick & Co."
- 35.** Letter. John Southern (Wensley) to M. R. Boulton (Soho). 23 Nov. 1795.
Docketed "Glass. Earthquake."
- 36.** Letter. John Southern (London) to James Watt Jr. (Soho). 14 Dec. 1795.
Docketed "Meux & Co."
- 37.** Letter. John Southern (London) to M. R. Boulton (Soho). 17 Dec. 1795.
Docketed "Sir H. V. Tempest. Affidavit in Paley's cause."
- 38.** Letter. John Southern (London) to James Watt Jr. (Soho). 18 Dec. 1795.
Docketed "Gosse and Benwell. Sets off for Canterbury."
- 39.** Letter. John Southern (London) to James Watt Jr. (Soho). 22 Dec. 1795.
Docketed "Account of Canterbury journey."

3/328 John Southern, 1796**(36 items)**

1. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 11 Jan. 1796.
Docketed "Mr. Alcock."
2. Letter. John Southern (Soho) to James Watt Jr. (Benjamin Gott's, Leeds). 18 Jan. 1796.
Docketed "Account of Newcastle engines."
3. Letter. John Southern (Soho) to James Watt Jr. [Leeds]. 2 Feb. 1796.
Docketed "Gowland Clarke & Co."
4. Letter. John Southern (Soho) to James Watt Jr. [London]. 14 May 1796.
5. Letter. John Southern (Soho) to M. R. Boulton [Manchester]. 14 May 1796.
6. Letter. John Southern (Soho) to James Watt Jr. [Leeds]. 18 May 1796.
7. Letter. John Southern (Soho) to James Watt Jr. [Leeds]. 20 May 1796.
Docketed "Barclay & Perkins. Cooke & Co."
8. Letter. John Southern (Soho) to M. R. Boulton (at Thomas Jones', Manchester).
20 May 1796.
Docketed "Remittance £230 from Simpson's. Nightingale not called. Sandford's estimate. Thorneycroft's affidavit."
9. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 26 May 1796.
Docketed "Kennet & Avon Canal."
10. Letter. John Southern (Soho) to M. R. Boulton (at Thomas Jones', Manchester).
27 May 1796.
Docketed "Sandford. Proceedings at Soho Foundry."
11. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 27 May 1796.
Docketed "Soho Foundry."
12. Letter. John Southern [Soho] to James Watt Jr. (London). "Saturday" [28 May 1796].
Docketed as 27 May.
Docketed "Kennet & Avon Canal."
13. Letter. John Southern (Birmingham) to James Watt Jr. (13 London St.). 31 May 1796.
14. Letter. John Southern (Soho) to M. R. Boulton (Thomas Jones', Manchester). 1 Jun.
1796.
Docketed "On prices of engines."
15. Letter. John Southern (Soho) to James Watt Jr. [London]. 1 Jun. 1796.
Docketed "Kennet & Avon. Coleman & Co. Barclay & Perkins. Estimates."
16. Letter. John Southern (Soho) to M. R. Boulton [Manchester]. 10 Jun. 1796.
Docketed "With calculations respecting Manchester pirates."
17. Letter. John Southern (—) to James Watt [?]. "Saturday Night" [11 Jun. 1796].
Docketed as 12 Jun. The docket is on a separate wrapper.
Docketed "Upon the premiums to be charged to the Manchester pirates."
18. Letter. John Southern (Soho) to M. R. Boulton (Thomas Jones', Manchester).
16 Jun. 1796.
Docketed "On the business of Horton's boiler and a letter that miscarried."

19. Letter. John Southern (Soho) to M. R. Boulton [Manchester]. 20 Jun. 1796.
Docketed "Sundry matters."
20. Letter. John Southern (Soho) to James Watt Jr. (care of Benjamin Gott, Leeds).
21 Jun. 1796.
Docketed "Boilers."
21. Letter. John Southern (Soho) to James Watt Jr. [Leeds]. 26 Jun. 1796.
Docketed "Nevins & Gatliff. Cooke & Co. Foundry."
22. Letter. John Southern [Soho] to William Wilson (Thomas Wilson's, Truro). 10 Sep. 1796.
Not dated – date taken from the docket. Asks Wilson to request Watt Jr. to send him instructions.
Docketed "State of orders."
23. Letter. John Southern (Soho) to James Watt Jr. or M. R. Boulton (Thomas Wilson's, Truro). 21 Sep. 1796.
Docketed "State of engine business."
24. Letter. John Southern (Holywell) to Boulton & Watt (Soho). 28 Oct. 1796.
Docketed "Holywell meeting."
25. Letter. John Southern (Chester) to Boulton & Watt (Soho). 28 Oct. 1796.
Docketed "Desires copy of specification."
26. Letter. John Southern (Manchester) to Boulton & Watt [Soho]. 30 Oct. 1796. 2 sheets.
Docketed "Account of Milwr Mine Company and proceedings at the meeting at Holywell."
27. Letter. John Southern (Manchester) to Boulton & Watt (Birmingham). 1 Nov. 1796.
Docketed "Conversation with Bury and Sandfords about remittances. Ditto with David Holt & Co. about our claims. Mr. Horridge not to be found."
28. Letter. John Southern (Leeds) to Boulton & Watt (Soho). 5 Nov. 1796.
Docketed "Conversation with Horridge. State of Barrow Lees & Co.'s winding engine. Clegg's account of Perrins' time and invoice of taps and dies. Visit to Low Moor."
29. Letter. John Southern (Leeds) to Boulton & Watt (Soho). 7 Nov. 1796.
Docketed "Visit to Low Moor. Remittance to Glover for screws."
30. Letter. John Southern (Soho) to Boulton & Watt Juniors (13 London St.). 29 Nov. 1796.
Docketed "Questions for defendants' witnesses. State of business etc."
31. Memorandum. John Southern's Account of the State of the Engine at the Grand Junction Canal. — Dec. 1796.
32. Letter. John Southern (Uxbridge) to M. R. Boulton (13 London St.). 20 Dec. 1796.
Docketed "Grand Junction Canal engine."
33. Letter. John Southern (Soho) to Boulton & Watt Juniors (13 London St.). 22 Dec. 1796.
Docketed "Return home, and Trevithick served with the injunction."
34. Letter. John Southern (Soho) to Boulton & Watt [London]. 23 Dec. 1796.
Docketed "New River Head boiler."
35. Letter (press copy). John Southern [Soho] to ?. 2 sheets. Incomplete.
36. Partially coloured plan of an engine and boiler house. Not dated.

3/329 John Southern, 1797-1798**(13 items)**

1. Letter. John Southern (Soho) to Boulton & Watt (London). 2 Feb. 1797.
Docketed "Queries regarding indenture stamps. William Wilkinson's observations on boring mill. Johnson countermands the engine for Biggs Main."
2. Letter. John Southern (Leeds) to Boulton & Watt (Soho). 4 Jul. 1797.
Docketed "Sundry remittances and result of his calls upon the different customers in Leeds."
3. Letter. John Southern (Leeds) to Boulton & Watt (Soho). 6 Jul. 1797.
Docketed as 5 Jul.
Docketed "Leeds – remittance £1108."
4. Letter. John Southern (Ripley) to Boulton & Watt (Soho). 6 Jul. 1797.
The address and docket are on a separate wrapper.
Docketed "Particulars of the bills transmitted in his former letter."
5. Letter. John Southern (Ripley) to Boulton & Watt (Soho). 7 Jul. 1797.
Docketed "Visit to Wood of Pateley Bridge."
6. Letter. John Southern (Newcastle) to Boulton & Watt (Soho). 16 Jul. 1797.
Docketed "To draw upon Hawks. Remittances to be sent for Wellington and Lawson Main."
7. Letter. John Southern [Leeds] to Matthew Boulton (Soho). 23 Jul. 1797.
Not dated – date taken from the docket.
Docketed "Can get no hands. Hebburn to have estimate. Sutcliffe's piratical engine."
8. Letter. John Southern (London) to M. R. Boulton and James Watt Jr. (Soho). 1 Feb. 1798.
Docketed "Specification of ram patent. Shadwell Water Works."
9. Letter. John Southern (Soho) to M. R. Boulton (13 London St.). 9 May 1798.
Docketed "Calculations and estimate for a corn mill for Portugal in answer to enquiries made by Messrs. Cheap & Loughan."
10. Letter. John Southern (Soho) to James Watt Jr. (care of Thomas Barnes, Walker Office, Newcastle). 30 Jun. 1798.
Docketed "Estimates for Newcastle. Surprise at Buddle's conduct. Additional weight to flywheels. Marley's satisfaction. Lawson and the engine man. Drawings for Kenton engine house, other remarks on ditto."
11. Letter. John Southern (Peacock Inn, Derbyshire) to M. R. Boulton (Soho). 13 Jul. 1798.
Docketed "Description of Mr. Unwin's mill and house. Calculations respecting the mill. Estimate wanted by Mr. Unwin. Removal of Cook's engine."
12. Letter. John Southern (Soho) to M. R. Boulton (—). 20 Sep. 1798.
Docketed "Holdforth & Wilkinson's rotative shaft and deeds."
13. Letter. John Southern (Soho) to James Watt Jr. (Soho Foundry). "Thursday Evening" [27 Sep. 1798].
Docketed as 28 Sep. Docketed "Appointing meeting with Mr. Kennedy."

3/330 John Southern, 1799**(16 items)**

1. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 13 Jan. 1799.
Docketed "Estimate for P. Benfield. Ditto for Dodd."
2. Letter. John Southern (Soho) to James Watt Jr. (London). 5 Feb. 1799.
Docketed "With drawings of framing for Sutton & Co."

- 3.** Letter. John Southern (Soho) to M. R. Boulton (London). 2 Mar. 1799.
Docketed "Respecting Marsland's cock."
- 4.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 22 Apr. 1799.
*The docket and address are on a separate wrapper.
Docketed "Mr. Jewsbury's application for a new engine for Messrs. Wilkes & Co. Reflections thereon."*
- 5.** Letter. John Southern (Soho) to James Watt Jr. (London). 22 Apr. 1799.
*Marked "No. 2."
Docketed "Respecting Mr. Symonds' engine."*
- 6.** Letter. John Southern (Hull) to James Watt Jr. (Soho). 7 Jun. 1799. 2 sheets.
Docketed "Messrs. Rhodes & Co., Leeds. Mr. Gott's occupation. Mr. Atkinson's rolling mill. State of engines at Hull. Cylinder on wharf there. Singular method of obtaining water."
- 7.** Letter. John Southern (Hull) to James Watt Jr. (Soho). 9 Jun. 1799.
Docketed "Arrangement about Firth. Condemnation of Dr. Alderson's engine. Estimates wanted by John Wray Esq. Lambton's cylinder lying at Hull."
- 8.** Letter. John Southern (Newcastle) to James Watt Jr. (Soho). 12 Jun. 1799.
Docketed "Probable order for 12 horse engine from Richardson. James & Co. Hawkes."
- 9.** Letter. John Southern (Walker) to James Watt Jr. (Soho). 18 Jun. 1799.
Docketed "Operation of Hebburn double engine. Easterby & Hall and Mr. James. Kenton and Fairpit engines. Performance of Walker. Richardson wants 12 horse engine. Hackworth wants a small engine. Hebburn likely to want another engine."
- 10.** Letter. John Southern (Newcastle) to James Watt Jr. (Soho). 22 Jun. 1799.
Docketed "Visit to Lambton Colliery. Sunderland little engine. Pontop Pike. Mr. Johnson of Byker. Campbell & Gibson's account. Accident at Hebburn. Easterby & Hall want a man. Mr. Richardson not determined about the size of his engine. Dudgeon's illness. Mr. Hood's intended order."
- 11.** Letter. John Southern (Newcastle) to James Watt Jr. (Soho). 29 Jun. 1799.
Docketed "Enclosing bills for £971 from sundries. Intention of returning."
- 12.** Letter. John Southern (Walker) to James Watt Jr. (Soho). 30 Jun. 1799.
Docketed "Richardson's dubious character etc. Performance of Hebburn double 63 inch engine. Estimate for new engine there wanted. Wheatley's accounts settled. Disposal of ditto. Campbell & Co. ask time. State of materials for Easterby & Hall and James & Co."
- 13.** Letter. John Southern (Wensley) to James Watt Jr. (Soho). 10 Jul. 1799.
Docketed "I have been to R__m. Surprise at our not having received the bills sent in a former letter."
- 14.** Letter. John Southern (Pontypool) to Boulton & Watt (Soho). 19 Nov. 1799.
Docketed "Disappointed of the coach direct to Abergevan. Goes by Bristol. The manager of Blaenavon from home. Meets him on his return and appoints to see him at Blaenavon in the morning. Some particulars of the performance of the present engine."
- 15.** Letter. John Southern (Merthyr) to Boulton & Watt (Soho). 21 Nov. 1799.
Docketed "Interview with Mr. Harrison and Hopkins at Blaenavon. Settles to have an engine to blow 2 furnaces. Further particulars relative to the power wanted. Proceeds by Nantyglo, Beaufort, Ebbw Vale and Sirhowy furnaces. At the latter sees Fothergill. Will inform us of the state of their preparations and where Varley is likely to be wanted."

16. Letter. John Southern (Cardiff) to Boulton & Watt (Soho). 24 Nov. 1799.
Docketed "Arrangement with Sirhowy Co. regarding Varley. Bad condition of Dowlais engine. Varley's brother engineering a new one for them. Cylinder bored by Homfray's. Cost of preparation for it by ditto. To meet Taylor at Chepstow. Expects to be at Bristol on Wednesday."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 230

3/331 John Southern, 1800-1806 (42 items)

1. Letter. John Southern (Newcastle) to Gregory Watt (Soho). 16 Sep. 1800.
Docketed "State of things at Walker. Examination of old engines at Newcastle. Expectations from Mr. Byerley."
2. Letter. John Southern (Soho) to Gregory Watt (Humphrey Davy's, Pneumatic Institution, Bristol). 21 Oct. 1800.
3. Letter. John Southern (London) to Boulton & Watt (Soho). 12 Nov. 1800.
Docketed "Wishes for estimates for Gravesend Tunnel etc. Rival engineers there. Hawke's friendly offers."
4. Letter. John Southern (London) to Boulton & Watt (Soho). 15 Nov. 1800.
Docketed "Has given in estimate to Gravesend Tunnel. Trevithick's offers. Varley finished at Chatham."
5. Letter. John Southern [Soho] to James Watt Jr. [Soho Foundry?]. 7 Feb. 1801.
*Not dated – date taken from the docket.
Docketed "Advice of Mr. Cooper of Leith being at Soho."*
6. Letter. John Southern (Lifford) to James Watt Jr. (Soho). 26 Dec. 1801.
Docketed "Will meet Mr. Hall and Dudgeon tomorrow."
7. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 21 Jan. 1802.
*The docket is on a separate wrapper. Mis-docketed as 1801.
Docketed "Account of the proposals for the carriage of LD [London Dock] iron beam and other proceedings at Soho."*
8. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 24 Jan. 1802.
Docketed "London Dock beam. Murray want a person to put their boiler together. Put queries about the state of their engine. Daintry & Royle's beam cast. George Alligan gives notice of his intention to leave."
9. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 25 Jan. 1802.
Docketed "London Dock beam. Barrow Lees & Co. order a 6 horse engine. Difficulty of reversing motion in those with sliding valves."
10. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 29 Jan. 1802.
*On the same sheet:
Transcript of letter. Simon Goodrich (Inspector General's Office, Admiralty) to Boulton Watt & Co. [Soho]. 27 Jan. 1802.
Docketed "Letter from Mr. Goodrich and proposed answers to his enquiries. Beam for London Docks gone. Murrays ready. Creighton returned from Bath. Brings a remittance from Dudbridge."*
11. Letter. John Southern (—) to M. R. Boulton (Soho). "Tuesday Morn." [2 Mar. 1802].
Docketed "Has not had time to examine the account of the statements of sales. Conceives that the United Mines apparatus is omitted."

- 12a.** Letter. John Southern (Soho) to James Watt Jr. [London]. 29 Nov. 1802. 3 sheets.
Enclosing (b) below.
Docketed "Calculations etc. respecting the Chelsea Water Works."
- b.** Printed table and notes for calculating the velocity of water flowing through pipes.
Table devised by John Southern.
- 13.** Letter. John Southern [Soho] to M. R. Boulton (Soho). 20 Apr. 1803.
Not dated – date taken from the docket.
Docketed "Informed by Mr. John Wyatt that the application to Gould Williamson & Co. in their name was made without the authority and by a person not connected with them."
- 14.** Letter. John Southern (134 Maid Lane, Borough, London) to James Watt Jr. (Soho).
31 May 1803.
Docketed "Mr. Rennie wants plan of Hull Dock engines. Enquires whether those for the West Indies will be ready in Sep. That for Mr. Villiers wanted."
- 15.** Letter. John Southern (Maid Lane, London) to Edington Smeaton Hutton (Soho).
15 Jun. 1803.
Docketed "Sentiments upon the engine house for Benyons Benyons & Bage."
- 16.** Letter. John Southern (London) to M. R. Boulton (Soho). 9 Jul. 1803.
Docketed "New cylinder wanted for Hebburn Colliery immediately."
- 17.** Letter. John Southern (Soho) to James Watt Jr. (care of Philips Wood & Lee,
Manchester). 5 Aug. 1803.
Docketed "Sketch of the proposed situation of Mr. Pooley's extinguishing apparatus."
- 18.** Letter. John Southern [Soho] to M. R. Boulton [Soho]. "Thursday Even⁹" [25 Aug. 1803].
Docketed as 28 Aug., which was a Sunday.
Docketed "T. Ryland writes us to examine and repair his piractical small engine."
- 19.** Letter. John Southern (Lifford) to James Watt Jr. (Soho). 26 Dec. 1803.
The address and docket are on a separate wrapper.
Docketed "Observations on John Heathcote's enquiries."
- 20.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 13 Feb. 1804.
Re-directed to Watt Jr. at St. Michael's Vicarage, St. Albans.
Docketed "Weight and particulars of boiler for Messrs. Puller."
- 21.** Memorandum. Transactions with Mr. Rennie respecting the Six Horse Engines for
Trinidad. 1 Mar. 1804.
- 22.** Letter. John Southern (London) to Boulton Watt & Co. (Soho). 26 Apr. 1804.
Docketed "Has been at Chelsea with Dayus. Cannot explain the mistake of Davies' steam pipe. No drawings to be sent for the Commercial Archway. Difficulty about the fly wheel. Size of P. Marsland's loaded valve. Thinks long boiler preferable for the Staffordshire Canal engine. Leaves London Monday and wishes to have documents for Wisbeach by that time."
- 23.** Letter. John Southern (London) to Boulton Watt & Co. (Soho). 28 Apr. 1804.
Docketed "Progress made at Mr. Wilkes'. Wants letter to Mr. Boddington. Mr. Read wants Dayus to out a valve on one of Bramah's engines. Dacie will put up the steampipe sent."
- 24.** Letter. John Southern (London) to Boulton Watt & Co. (Soho). 1 May 1804.
Docketed "Orders an additional quantity of wire for the elastic joints of Chelsea Water Works pump joints."

- 25.** Letter. John Southern (Peterborough) to Boulton Watt & Co. (Soho). 3 May 1804.
Docketed "Report upon the engine at Wisbeach. Contrition of Gillespie – amount advanced to him by Archer & Co. Further advance of £30 by Mr. Southern. Reasons of his embarrassment mysterious. Must remain some time longer at Wisbeach to instruct a new engine tender."
- 26.** Letter. John Southern (Preston) to Boulton Watt & Co. (Soho). 28 Jul. 1804.
Docketed "Watson Russell & Co. want a man to inspect their materials. Confusion and negligence in their arrangements. Description of the piece of the steam case which is missing. Will return about the middle of the week."
- 27.** Transcript of letter. John Southern (Stoke) to Josiah Spode [Stoke]. 31 Jul. 1804.
Docketed "Mr. Southern's note left with Mr. Spode, Stoke. Soliciting payment of account."
- 28.** Letter. John Southern [Soho] to M. R. Boulton [Soho]. "Monday Morn." [24 Dec. 1804].
Docketed "Has given directions about forwarding the boiler of Boston Fen. Mr. Shaw called to give us tidings of Malcolm Logan."
- 29.** Letter. John Southern (Hatton Garden, London) to Boulton Watt & Co. (Soho).
14 Jun. 1805.
Docketed "Respecting Bough & Co., Col. Brown etc."
- 30.** Letter. John Southern (London) to Boulton Watt & Co. (Soho). 25 Jun. 1805.
Docketed "Explanation of Mr. Rennie's orders of 6 horse engines for Trinidad. Favourable report of the performance of the Trinidad engines. Mr. Rennie has written to Sir. W. Newcomb for payment of the Dublin Canal engine."
- 31.** Memorandum. Experiments to be made with Daintry & Co.'s stoves. Soho, 15 Feb. 1806.
- 32.** Letter. John Southern (Soho) to James Watt Jr. [Manchester]. 7 Mar. 1806. 2 sheets.
Docketed "Estimate of Clegg's heating apparatus. Remarks upon the heating of Mr. Lee's shafts and the proposed remedies."
- 33.** Letter. John Southern (Soho) to James Watt Jr. (Manchester). 17 Mar. 1806.
Docketed "With S. Bridges' drawings. M. R. Boulton gone to London. Has taken Hawkin's house and 40 acres."
- 34.** Letter. John Southern (Soho) to James Watt Jr. (care of G. A. Lee, Manchester).
19 Mar. 1806.
On the same sheet:
Transcript of letter. Thomas Cox (Derby) to Boulton Watt & Co. 16 Mar. 1806.
Re-directed to Watt Jr. care of William Strutt, Derby.
Docketed "Letter from Cox & Co. of Derby. Distribution of engine erectors in Scotland. Blackburn engine finished to their satisfaction. Finlay & Co. order lighting apparatus. Probability of orders for the Glasgow Water Works. Backhouse & Co. write about an engine mender. Dr. Carmichael better."
- 35.** Letter. John Southern (Soho) to James Watt Jr. (care of William Strutt, Derby).
20 Mar. 1806.
Docketed "Estimate of 9 horse engine wanted by Mr. Cox of Derby. To call on Peel of Burton respecting lighting apparatus and small steam engine."
- 36a.** Letter. John Southern (Soho) to Boulton & Watt [13 London St.]. 21 Apr. 1806.
Enclosing (b) below.
Docketed "Enclosing letter from Meekes [?] & Co. W. Ollivant & Co. and John Hornblower apply for estimates. Mr. McCracken orders a 20 horse engine."
- b.** Letter. John Southern [Soho] to James Watt Jr. (London St.).
"Monday" [21 Apr. 1806].

- 37.** Letter. John Southern (Soho) to Boulton Watt & Co. [13 London St.]. 24 Apr. 1806.
Docketed "Enclosing Dudgeon's letter. Letter from Mr. Balstone respecting his heating apparatus and observations upon it. Pearson writes that the second eduction pipe for Somerset Canal Co. had not been received. Remarks upon the Iron Tax."
- 38.** Letter. John Southern (Soho) to James Watt Jr. or M. R. Boulton (13 London St.).
1 May 1806.
Docketed "Statement of the weight of wrought and cast iron in the engine and pumps of Wheel Maid double 63 inch engine."
- 39.** Letter. John Southern (Soho) to Boulton Watt & Co. (London). 5 May 1806. 2 sheets.
Docketed "Enclosing letter from Mr. Dodd respecting the East London Water Works and observations upon it. Gibson sent to Tredegar. Varley to be sent to Sheppard. Dixon & Co. repeat their enquiry. Mr. Hutton returned with sketches of Mr. Strutt's mill."
- 40.** Letter. John Southern (Soho) to Boulton Watt & Co. [London]. 8 May 1806.
On the same sheet:
Account. Eadon & Bradley debtors to Boulton Watt & Co.
Docketed "With letter from Eadon & Bradley and statement of their account. Letter from Hammett Gifford Prance & Co. Haynes & Douglas countermand their boiler. Enquiry about the boiler for Mann & Barnard."
- 41.** Letter. John Southern (Soho) to Boulton Watt & Co. (13 London St.). 15 May 1806.
Docketed "Remittance from Mr. Dykes Alexander and enquiry about an engine erector. Dixon & Co. write again."
- 42.** Letter. John Southern (Soho) to M. R. Boulton or James Watt Jr. (13 London St.).
19 May 1806.
On the same sheet:
Transcript of letter. Dykes Alexander (Ipswich) to Boulton Watt & Co. 6 May 1806. *Docketed "Copy of letter from Mr. Dykes Alexander stating that a wrong crank has been sent. Enquires about the time of our return."*

3/332 John Southern, 1807-1811

(61 items)

- 1.** Letter. John Southern (13 London St.) to Boulton Watt & Co. (Soho). 27 Jan. 1807.
Docketed "Bombay engine situation as to height cannot be determined. Mr. Rennie's supposition. Steam pipes – how to be made. Set off for Portsmouth next day."
- 2.** Letter. John Southern (Soho) to James Watt Jr. (care of G. A. Lee, Manchester).
30 Apr. 1807.
Docketed "Boiler ordered by Gourock Co. – who want estimates of small engines. Fenton wants an engine erector."
- 3.** Letter. John Southern (13 London St.) to Boulton Watt & Co. (Soho). 18 Jun. 1807.
Docketed "Conference with Mr. Warley respecting the situation etc. of the engines for Messrs. Mienert Lind & Dickie."
- 4.** Letter. John Southern (Soho) to James Watt Jr. (care of Cheese Davies & Co., Kington).
20 Jul. 1807.
On the same sheet:
Letter. William Radcliffe (Stockport) to Boulton Watt & Co. (Soho). 17 Jul. 1807.
Docketed "Letter from Mr. Radcliffe. Correspondence with Mr. Peter Marsland respecting his 45 horse engine and Cheetham's affairs. Applications for estimates and orders from sundries. Licence obtained for Mr. Van Liender's engine say Katwyk and Rhine."
- 5.** Letter. John Southern (Soho) to James Watt Jr. [Soho?]. 16 Aug. 1808.
Docketed "Mr. R. Boulton called to Town."

6. Letter. John Southern (Soho) to James Watt Jr. (Robert Hamilton's, Stoke). 19 Aug. 1808.
Docketed "Easterby Hall & Co. have ordered a 63 inch single engine."

7. Letter. John Southern (Oakhill) to James Watt Jr. (Soho). 5 Jan. 1809.
Mis-docketed as 1808 by Watt Jr.
Docketed "Mr. Dobbs dangerously ill. Requests the drawings for the Tobago engine to be sent off."

8. Letter. John Southern (Soho) to James Watt Jr. or M. R. Boulton (13 London St.).
4 May 1809.

9. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 5 May 1809.

10. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 8 May 1809.

11. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 9 May 1809.

12. Letter. John Southern (Soho) to James Watt Jr. or William Murdock [13 London St.].
9 May 1809.

13. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 10 May 1809.

14. Letter. John Southern (Soho) to James Watt Jr. [13 London St.]. 18 May 1809.

15. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 19 May 1809.

16. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 30 May 1809.

17. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 5 Jun. 1809.

18. Letter. John Southern (Sheffield) to James Watt Jr. (Soho). 14 Dec. 1809.
Docketed "Is going on to consult with his brother at Hull."

19. Letter. John Southern [Oakhill] to James Watt Jr. [Soho]. "Sunday" [28 Jan. 1810].
Docketed "Journey to London."

20. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 6 Feb. 1810.
Docketed "Mr. Waymouth has not received our answer and applies again for an estimate."

21. Letter. John Southern (Wensley) to James Watt Jr. (Soho). 26 Jun. 1810.
Docketed "His sister gets worse and is not expected to recover."

22a. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 19 Jul. 1810.
Enclosing (b) below.
Docketed "Enclosing letter from Mr. Millington relative to the West Middlesex Water Works. Order for a 10 horse engine from Lewis & Hughes and estimate of a 2nd boiler for them. Mr. Rennie advises of an alteration in the freight of the reservoirs etc. at the Paddington Water Works. Proposed alteration in the size of the pump."

b. Letter. John Millington (Hammersmith) to William Murdock ("Watt & Boulton's", Soho Foundry). 17 Jul. 1810.

23. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 21 Jul. 1810.
On the same sheet:
Transcripts of four extracts of letters re. Messrs. Lushington's.
Docketed "Copy of correspondence with Mr. Lushington and estimates of 8 and 6 horse engines. Trevor & Keogh order a 6 horse engine. Kent Water Works have altered the situation of their engine. H. Meux & Co.'s drawings to be sent next week. Opinion of Easterby Hall & Co.'s proposals. Leader & Co. urgent to have their boilers sent off. Mr. Tuffen's drawings to be sent up."

- 24.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 27 Aug. 1810.
Docketed "Encloses letter from Gardner Howard & Co. wanting estimate. Particulars of their order for nozzles wanted. Garford has paid his account."
- 25.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 31 Aug. 1810.
Docketed "Estimate of 14 horse for Gardner Howard & Co. Reply to Mr. Garford's complaints. Lewis & Hughes want drawings."
- 26.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 3 Sep. 1810.
Docketed "Man wanted for Covent Garden heating apparatus. Birmingham Canal Co. about to order engines."
- 27.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 6 Sep. 1810.
Docketed "Thinks Mr. Rennie's theory about the height of high water at Hammersmith erroneous. Etc. etc."
- 28.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 7 Sep. 1810.
Docketed "Drawings of the engine house for Grand Junction Water Works finished. Two engines ordered by the Birmingham Canal Co. Letter from Hart at Bombay."
- 29.** Letter. John Southern (Oakhill) to James Watt Jr. (Soho). "Saturday 12" [22 Sep. 1810].
Docketed "T. Livesey to be written to. Geraghty to stand over."
- 30.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 30 Jan. 1811.
*With a postscript dated 31 Jan.
Docketed "Hutton has written with James McMurdo and William Murdock's accounts. Monteith Bogle & Co. will pay in time. Instalments proposed by Mr. James Miller. Affidavits wanted of Pattison & Co.'s debt. Ditto of Mr. Dalrymple's. Remarks about the pumps of the Braunston engine. Mr. Hutton has drawn upon Mr. Dickson and on Patrick Hutton and also on Stead & Son, who have acted shabbily."*
- 31.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 31 Jan. 1811.
Docketed "With the accounts against the Manchester Water Works and the Commissioners of Howth Harbour. No instructions have been given relative to the locale where the 2nd engine at the Manchester Water Works is to be placed."
- 32.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 1 Feb. 1811.
Docketed "Mr. Creighton's settlement with Trevor & Keogh. Transmits their order £350 on Heywoods. State of Guinness engine. John Brunton unwell at Limerick. Has written to him to come to Dublin to settle his account and erect Trevor & Keogh's engine. Expects some orders in Dublin."
- 33.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 4 Feb. 1811.
Docketed "Bankruptcy of Gillespie & Co., Bairds and of Brown & Co. Hugh Vallance & Co. have dissolved partnership. Dickson has not returned the draft. Intended meeting of Monteith & Co.'s creditors. Purport of Hutton's letter to John Grieve. Williams Bayley has called for an estimate of a 6 horse engine. Mr. Simpson's clack arrived."
- 34.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 6 Feb. 1811.
Docketed "Remarks upon the proposals of Monteith Bogle & Co. Garden & Sons give us leave to send their 2nd boiler to Liverpool. Pooley's goods are packed and will remain on hand until further orders."
- 35.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 8 Feb. 1811.
*On the same sheet:
Transcript of letter. Henry Wright (Swansea) to Boulton Watt & Co. 4 Feb. 1811.
Transcript of letter. Boulton Watt & Co. to Henry Wright (Swansea). 9 Feb. 1811.
Docketed "Propositions respecting the placing of Lambeth engine. Mr. H. Wright wishes to annul his order. S. Greg & Co. have remitted."*

- 36.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 9 Feb. 1811.
Docketed "Wishes to defer the consideration of Lambeth engine until my return. Mr. Creighton wants the assistance of one of our men. Gives a favourable report of Madder's engine and of Miller's millwork. Sherlock & Sons want estimate of a 6 horse engine. Nathaniel Roe in treaty for Mr. Morgan's 14 horse engine."
- 37.** Letter. John Southern (Soho) to James Watt Jr. [13 London St.]. 11 Feb. 1811.
Docketed "Letter from Monteith & Co. Remarks on the suction pipe at York Buildings. Ditto upon Garford's oil mill. Mr. Harris of Coventry wants estimate of a 4 to 6 horse engine. G. Taylor nearly ready to start the engine. James McMurdo gone to the Ocker Hill engines. Mr. Creighton proposes going immediately to Limerick. Nozzles and working gear for the Kent Water Works to go by the end of this week."
- 38.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 14 Feb. 1811.
Docketed "Mr. Creighton returned to Dublin. Found John Brunton well at Limerick. Account of his intended motions. Farther explanation relative to Guinness's slide valve. Remarks on Leader's steam pipe and governor wheels."
- 39.** Letter. John Southern (Soho) to James Watt Jr. [Soho]. "3 o'clock Tuesday" [19 Feb. 1811].
*Marked "To be delivered immediately on his return."
Docketed "Mr. Molson of Montreal has called and will be here again today."*
- 40.** Letter. John Southern (Soho) to James Watt Jr. (Soho). 11 Mar. 1811.
*Forwarded to Watt Jr. at Philips & Lee, Manchester.
Docketed "Enclosing letter from Pooley. Wilson & Sons apply to have their 24 inch 6 foot stroke altered to a winding engine."*
- 41.** Letter. John Southern (Soho) to James Watt Jr. (care of G. A. Lee, Manchester). 13 Mar. 1811.
*Not dated – date taken from the docket. On the same sheet:
Transcript of letter. Goodier & Fowden (9 Crow Alley, Manchester) to Boulton & Watt. 11 Mar. 1811.
Docketed "Goodier & Fowden apply for an estimate of a 24 horse. His brother dangerously ill. Mr. Rennie gone to Lincoln. Amount of Pooley's engine."*
- 42.** Letter. John Southern (Soho) to James Watt Jr. (G. A. Lee's, Manchester). 14 Mar. 1811.
Docketed "Enclosing letter of advice to Pooley and statement of account. Mr. Molson has called and will give a check in London St. Death of his brother. Intends going to Hull."
- 43.** Letter. John Southern (Hull) to Boulton Watt & Co. (Soho). 19 Mar. 1811.
Docketed "Is appointed executor to his brother, and will be detained a few days in consequence."
- 44.** Letter. John Southern (Hull) to James Watt Jr. [Soho]. 23 Mar. 1811.
Docketed "Misunderstanding of my enquiry from Mrs. Southern."
- 45.** Letter. John Southern (Wensley) to Boulton Watt & Co. (Soho). 20 May 1811.
Docketed "Mr. Harding wishes to have estimate of 10 or 12 horse engine for Sir Robert Peel. Account of a great hail storm."
- 46.** Letter. John Southern (Wensley) to James Watt Jr. (Soho). 27 May 1811.
Docketed "Heathfields & Co. do not consider a meeting to be necessary at present. Will be at home in about a week."

47. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 6 Jun. 1811.
On the same sheet:
 Transcript from the *Courier* re. Easterby Hall & Co. 2 Jun. 1811.
Docketed "Easterby Hall's advertisement. Correspondence with W. Johnson about his scheme. West Middlesex Water Works Kensington engine. Mistake in Taylor of Malden's eccentric rod. Room for governor, gearing etc. in Liptrap's engine. Particulars of Christie & Catherow's steam pipe wanted."
48. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 8 Jun. 1811.
49. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 10 Jun. 1811.
Docketed "Easterby Hall & Co.'s account. Another letter from Johnson. Grand Junction Water Works chimney. A boat load of goods sent off to them and another nearly ready for Chelsea. Has been to fix the situation for the Birmingham Canal engine. Letter from Fidel Reynolds & Co. Damage done by the hailstones."
50. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 10 Jun. 1811.
Docketed "With letter to the Lambeth Water Works Co."
51. Letter. John Southern (Soho) to James Watt Jr. [London]. 12 Jun. 1811.
52. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 17 Jun. 1811.
53. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 19 Jun. 1811.
54. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 20 Jun. 1811.
55. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 24 Jun. 1811.
56. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 24 Jun. 1811.
Marked "No. 2."
57. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 1 Jul. 1811.
58. Letter. John Southern (Soho) to James Watt Jr. [London]. 3 Jul. 1811.
59. Letter. John Southern (Derby) to Boulton Watt & Co. (Soho). 7 Nov. 1811.
Docketed "Ours respecting Kenyon & Co. did not reach him at Sheffield. Borth & Co. have paid the balance of their account. Are pleased with their engine and likely to want another. Strutt's new engine doing well. Order a box of cement. Brown's engine dirty."
60. Letter. John Southern (Soho) to James Watt Jr. [London]. 14 Dec. 1811.
Docketed "Particulars of steam pipes for York Buildings wanted. Idle & Co. executing according to the drawings. Letter from Rundel & Bridge."
61. Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 21 Dec. 1811.
On the same sheet:
 Sketches. Layout of York Buildings Water Works steam pipes. *Docketed "York Buildings steam pipes. West Middlesex suspend their proceedings until spring. Birmingham Canal Co. have ordered a 2 nd 54 inch engine for Caponfield, also a new cylinder for Ocker Hill. Nantyglo Co. want estimate of a double 54 inch, 8 foot stroke."*

3/333 John Southern, 1812-1815

(46 items)

1. Letter. John Southern (Soho) to James Watt Jr. (Soho). 29 Jan. 1812.
Docketed "Respecting size of the blowing rod for Nantyglo. State of his health. Pencils."

- 2.** Letter. John Southern (London) to Boulton Watt & Co. (Soho). 11 Feb. 1812.
Docketed "Improved state of his health. Mr. Murdock's account of progress made at Grand Junction Water Works, and proposed safety valve."
- 3.** Letter. John Southern (Soho) to James Watt Jr. [Soho]. 12 Feb. 1812.
Docketed "Dr. Baillie informs him he may be thinking of his return home."
- 4.** Letter. John Southern (27 Hatton Garden, London) to Boulton Watt & Co. (Soho). 22 Feb. 1812.
Docketed "Thinks we had better decline the job of warming the chapel at Whitehall. State of Mrs. Southern's and his own health. Removed to Hatton Garden."
- 5.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 19 Mar. 1812.
Docketed "Enclosing letters from Mr. Hutton and Mr. Lawson relative to Halbeath. Bennett to set out next for Liverpool. Cowan and Miller arrived. Daniels have ordered their engine to London."
- 6.** Letter. John Southern (Soho) to James Watt Jr. (James Davies', Kington). 28 Apr. 1812.
Docketed "Letters from Mr. Hutton with Mr. Bell's opinion relative to Halbeath. Order of a 6 horse engine from Mr. Pulsford."
- 7.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 23 Jul. 1812.
Docketed "Enclosing Amos & Co.'s enquiries about a 10 horse engine and forcing pump with remarks. Cooper Matchett & Co. have broken their crank. Men wanted for London."
- 8.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 27 Jul. 1812.
Docketed "William Brown to set out for Town immediately. Henry Creighton recommends Wilkinson for Messrs. Idle. Hewitt & Co. have written for a man. Meux & Co.'s column and Leader & Co.'s slide case sent off. Cooper Matchett & Co. Liverpool Dock engine."
- 9.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 29 Jul. 1812.
Docketed "Brown and Wilkinson to set off for London. Robert McMurdo gone to Cork to Messrs. Hewitt's. Henry Creighton and Tyson gone to Cooper Matchett & Co.'s. Supposed cause of the breakage of the crank. Cannot account for the alledged shortness of the pump rod for Lambeth Water Works. Time for Mr. Mitchel's order. Colnaghi. Birmingham Canal Co. have paid £500."
- 10.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 30 Jul. 1812.
Docketed "Severn's boiler too small for a 14 horse. Philips & Son want estimate of a 10 horse. Remarks on credits for small engines. State of Dulwich heating apparatus."
- 11.** Letter. John Southern (Birmingham) to James Watt Jr. (13 London St.). 30 Jul. 1812.
Docketed "Mr. Oddy has appointed to call at Soho."
- 12a.** Letter. John Southern (Soho) to James Watt Jr. [London]. 3 Aug. 1812. 2 sheets.
Enclosing (b) below.
Docketed "Explanations relative to Taddy Tomlin & Co.'s shaft. Drawing of working barrel for York Buildings. Liverpool Dock engine. Mr. Oddy. New River Co.'s account. Consignment of Smith & Harrington's goods. Remarks on the 21 inch main at West Middlesex Water Works."
- b.** Transcripts. Three transcripts on the same sheet, as follows:
Sketch. End of Taddy Tomlin & Co.'s fly shaft. 26 Jun. 1811.
Extract of letter. John Walker for John Rennie to Boulton Watt & Co. 16 Sep. 1811.
Extract of letter & sketch. Boulton Watt & Co. to John Walker. 20 Sep. 1811.
- 13.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 21 Dec. 1812.
Docketed "Application made by Wells for a ticket of admission to the new school."

- 14.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 28 Dec. 1812.
Docketed "Estimates of 6 and 4 horse engines for A. Willink. Robbery of his man."
- 15.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 29 Dec. 1812.
Docketed "Estimate of the old 14 horse engine at the Foundry made complete with boiler and heavy fly for Mr. Cotton's friend (Mr. Inglis)."
- 16.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 31 Dec. 1812.
Docketed "Further explanations relative to the estimate of the 14 horse engine. Upon the proposed new cylinder for Barclay & Co."
- 17.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 1 Jan. 1813.
Docketed "Estimate for W. & R. Mitchell – 12 horse boiler and apparatus. Ditto for Barclay & Co.'s new cylinder etc. Remarks on Lambeth engine and eccentric rod at Smith Harrington & Co.'s."
- 18.** Letter. John Southern (Soho) to James Watt Jr. (Philips & Lee's, Manchester).
8 Feb. 1813.
Docketed "Henry Creighton has remitted bills from D. Holt at 6 and 7 months with interest. Enquiry about Mr. Pollard's order."
- 19.** Letter. John Southern (London) to Boulton Watt & Co. (Soho). 3 May 1813.
Docketed "Conference with Weston & Teesdale relative to East Layton Co. and instructions given to proceed against them."
- 20.** Letter. John Southern (London) to Boulton Watt & Co. (Soho). 7 May 1813.
Docketed "Transactions with Mr. Clay relative to Lumley's bill."
- 21.** Letter. John Southern (London) to Boulton Watt & Co. (Soho). 8 May 1813.
Docketed "Clay prefers paying Lumley's debt, to allowing interest on the old account. Calculations for the Birmingham Canal Co. West Middlesex Water Works engine going well. They intend to order another."
- 22.** Letter. John Southern (London) to Boulton Watt & Co. (Soho). 12 May 1813.
Docketed "Expects Clay to pay both Lumley's bills. Birmingham Canal. Journey to Derbyshire. Visit to Jorgens & Idle's."
- 23.** Letter. John Southern (Alfreton) to James Watt Jr. [Soho]. 19 May 1813.
Docketed "West Middlesex Water Works order a crane wheel and a counter. New engines likely to be wanted there and at Chelsea."
- 24.** Letter. John Southern (Soho) to James Watt Jr. (Doldowlod). 6 Sep. 1813.
Docketed "No applications for Mrs. Lodge's house. Orders from Messrs. Mitchell and W. G. Milne. West Middlesex Water Works order eccentric rods for their old engines; which order is declined."
- 25.** Letter. John Southern (Soho) to James Watt Jr. (Doldowlod). 9 Sep. 1813.
Docketed "W. & R. Mitchell have ordered two 12 horse boilers. Query about percentage. Williams Jones & Co.'s boiler and apparatus sent in. Query about charge. Mr. Lawson not pleased about our declining West Middlesex order for eccentric rods. He has been to Reading and orders piston and rod for Symonds. One of our apprentices has enlisted. Daniel & Son's engine sent off. Letter from Don respecting engines and orders from Demerara. Mr. King orders another 6 horse engine. Mr. Rennie expects the Navy Board will order the Sheerness engines. He complains of the castings and fitting of the Witham engine. Robinson Williams & Lewis enquire price of engine for a corn mill."
- 26.** Letter. John Southern (Oakhill) to James Watt Jr. (Doldowlod). 23 Sep. 1813.
Docketed "West India orders received. Boring tools to be done in a week. Mr. Rennie enquires time of my father's arrival. No application for Mrs. Lodge's house."

- 27.** Letter. John Southern (Soho) to James Watt Jr. (Thornhill). 19 Oct. 1813.
Not dated – date taken from the docket.
Docketed “Arrival of Mr. John Molson.”
- 28.** Letter. John Southern (Soho) to James Watt Jr. (Norfolk Hotel, Surrey St., London).
17 Mar. 1814.
Docketed “With duplicate of list of materials for Nabob of Oude. Cautious respecting the experiments at West Middlesex. Remittances from Scotland.”
- 29.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 25 Mar. 1814.
Docketed “Remarks on levels at West Middlesex Water Works. Mr. Molson gone to Liverpool. The two 14 horse engines arrived at Sheerness – a man wanted to erect them. Hugh Thompson sets out today. Advance to him. Answer wanted about Pilcher & Co.’s eccentric. Remittance for first Glasgow steam boat.”
- 30.** Letter. John Southern (Soho) to James Watt Jr. [London]. 23 Jun. 1814.
Docketed “Dicks & Clement have sent a countermand. Jukes Coulson & Co. agree to send out Falconer. Mr. Moes wants estimate of sugar engine. Charles Bean has ordered a cold water pump. Wilkinson gone to Scotland.”
- 31.** Letter. John Southern (Soho) to James Watt Jr. [London]. 27 Jun. 1814.
Docketed “Mr. T. Clark has written to suspend the execution of the boiler for West Middlesex.”
- 32.** Letter. John Southern (Soho) to James Watt Jr. (13 London St.). 28 Jun. 1814.
Docketed “About a man to Messrs. J. W. Pilcher & Co.”
- 33.** Letter. John Southern (Oakhill) to James Watt Jr. (Soho). “Tuesday” [2 Aug. 1814].
Docketed “Respecting his letters. Method of steadying the Caponfield rods to remain over.”
- 34.** Letter. John Southern (Aberystwyth) to Boulton Watt & Co. [Soho]. 7 Aug. 1814.
Docketed “Arrival there and intended stay. Letters, weather etc.”
- 35.** Letter. John Southern (Aberystwyth) to Boulton Watt & Co. (Soho). 14 Aug. 1814.
Docketed “Remarks on Heathfield & Co.’s stoppage. Pleased with the place and accomodation. Sextant to be sent.”
- 36.** Letter. John Southern (Aberystwyth) to Boulton Watt & Co. [Soho]. 20 Aug. 1814.
Docketed “Intends going from thence. Directions for his letters. Has received the sextant etc.”
- 37.** Letter. John Southern (Bangor Conway) to Boulton Watt & Co. (Soho). 1 Sep. 1814.
Docketed “Proposes being at Mr. Dobbs’ near Congleton for a week unless he is wanted at Soho.”
- 38.** Letter. John Southern (Soho) to James Watt Jr. (Doldowlod). 27 Sep. 1814.
Docketed “Mr. Ralph Walker’s son remains at the Foundry by his father’s desire. Mr. H. Mitchel proposes coming over about engines. Mr. Bowman applies about an air pump for his engine.”
- 39.** Letter. John Southern (Soho) to James Watt Jr. (Post Office, Bristol). 9 Dec. 1814.
Docketed “Jones Whitehouse & Co. have paid 1st instalment. Pulsford have ordered the engine. Craven & Bowman. Mr. Pearson ill again. Goods sent off.”
- 40.** Letter. John Southern (Soho) to James Watt Jr. (Post Office, Bristol). 3 Apr. 1815.
Docketed “Terms upon which Kinnear is willing to engage with Messrs. Daniel & Co. Gotheridge and Lees raise their terms. Bott Birch & Co. order a 36 horse engine.”
- 41.** Letter. John Southern (Soho) to James Watt Jr. (Post Office, Bristol). 7 Apr. 1815.
Docketed “About men to go out to Demerara for Messrs. Daniel & Co.’s friends. W. & R. Mitchell decline engaging Lees and offer less terms. Robert McMurdo returned.”

42. Letter. John Southern (Leamington) to James Watt Jr. (Soho). 13 Apr. 1815.
Not dated – date taken from the docket.
Docketed “State in which he found Mr. Murdock, and thinks it desirable to have further advice.”

43. Memorandum. Sugar Refining. From Mr. Lawson. 8 May 1815.
In Southern’s hand.
Docketed “Sugar apparatus 6 May 1815. Memo. from Mr. Lawson. Calculations etc.”

44. Calculations. Re. sugar refining apparatus? 5 Jun. 1815.
In Southern’s hand.

45. Letter. John Southern (27 Hatton Garden, London) to Boulton Watt & Co. (Soho).
22 Jul. 1815.
Docketed “Experiments made at Messrs. Hodgson & Son’s upon the quantities of water evaporated from their vacuum still. Ditto at Messrs. Rohde & Co.’s with their trial apparatus. Time in which Mr. Davies and Mr. Rohde will want their boilers and engines. Mr. Holl says there is nothing done at Woolwich yet. Mr. Coope likely to alter his order to a 6 horse.”

46a. Memoranda. Copy from Mr. Southern’s small memorandum book.
In William Creighton’s hand. Kept with (b) below.
Memoranda on sugar refining, experiments at Mr. Rohde’s 25 Jul. 1815, and notes re. Sutton & Davis’ engine and pumping apparatus 26 Jul. 1815.

b. Sketch. Sugar refining still?
By Southern?

3/334 John Southern – accounts with his executors, 1815 (3 items)

Southern died following a trip to London in 1815. This small bundle contains accounts with his executors and an account of interest with Boulton Watt & Co. from 1813.

- 1.** Account. Boulton Watt & Co. in account of interest with Mr. Southern. 30 Sep. 1813.
In James Pearson’s hand.
- 2.** Account (press copy). The Executors of the late Mr. John Southern in account with Boulton Watt & Co. 30 Sep. 1810—28 Jul. 1815. 5 sheets.
- 3.** Account. The Executors of the late John Southern debtors to Boulton Watt & Co.
11 Oct. 1814—23 Nov. 1815.
Docketed “Copies of accounts etc. etc. with Executors of the late John Southern who died Summer 1815.”

3/335 David Watson, 1786-1793 (22 items)

David Watson was sent from Glasgow by his father to Boulton & Watt as an apprentice in 1780. He went to Cornwall as an engine erector in 1783, and later worked in London. He left Boulton & Watt in 1793 after a disagreement with them.

- 1.** Letter. David Watson (North Downs) to James Watt (Harper’s Hill). 20 Feb. 1786.
- 2.** Letter. David Watson (North Downs) to James Watt (Soho). 26 Jun. 1787.
- 3.** Letter. David Watson (Cornwall) to James Watt [?] [Harper’s Hill]. 13 May 1788.
- 4.** Letter. David Watson (London) to Matthew Boulton (Soho). 9 Aug. 1788.
- 5.** Letter. David Watson (London) to James Watt (Harper’s Hill). 12 Mar. 1789.

6. Letter. David Watson (London) to James Watt (Harper's Hill). 21 Apr. 1789.
7. Letter. David Watson (London) to James Watt (Harper's Hill). 2 May 1789.
8. Letter. David Watson (London) to James Watt (Harper's Hill). 6 May 1789.
9. Letter. David Watson (London) to James Watt (Harper's Hill). 28 Jul. 1789.
Docketed "Mr. Liptrap's death."
10. Letter. David Watson (London) to James Watt (Harper's Hill). 30 Nov. 1789.
Docketed "Mr. Stephenson's engine."
11. Letter. David Watson (London) to James Watt (Soho). 8 Nov. 1790.
Docketed "His address".
12. Letter. David Watson (3 Thurlow Street, Southwark) to James Watt (Green Lettice Lane). 25 May 1791.
13. Letter. David Watson (London) to James Watt (Soho). 28 Jun. 1791.
14. Letter. David Watson (London) to James Watt (Soho). 5 Jul. 1791.
15. Letter. David Watson (3 Thurlow Street) to James Watt (Soho). 13 Aug. 1791.
16. Letter. David Watson (London) to Boulton & Watt (Soho). 12 Sep. 1791.
17. Letter. David Watson (London) to Boulton & Watt (Soho). 19 Sep. 1791.
18. Letter. David Watson (London) to Boulton & Watt (Soho). 14 Mar. 1792.
19. Letter. David Watson (London) to Boulton & Watt (Soho). 14 Jun. 1792.
20. Letter. David Watson (London) to James Watt [Soho]. 19 Jul. 1792.
Docketed "Mr. Combrune's engine."
21. Letter. David Watson (London) to Boulton & Watt (Soho). 28 Dec. 1792.
22. Letter. David Watson (London) to Boulton & Watt (Soho). 16 Apr. 1793.

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 231

3/336 Henry Williams, 1779-1783 (12 items)

Henry Williams was an engine erector who mainly worked on engines in the Midlands. These included the Wren's Nest Forge engine near West Bromwich, and the engines at Coalbrookdale, Ketley and Donnington Wood in Shropshire. The letters are addressed to Matthew Boulton, James Watt, Watt's assistant William Playfair and the engine firm's clerk, John Buchanan.

1. Letter. Henry Williams (Wren's Nest) to James Watt (Soho). 28 Aug. 1779.
Docketed "An experiment."
2. Letter. Henry Williams (Wren's Nest) to William Playfair (Soho). 23 Jan. 1780.
3. Letter. Henry Williams (Ketley) to William Playfair (Soho). 2 Apr. 1780.
4. Letter. Henry Williams (Ketley) to James Watt (Soho). 24 Apr. 1780.
5. Letter. Henry Williams (Ketley) to Matthew Boulton (Soho). 23 Aug. 1781.
6. Letter. Henry Williams (Ketley) to John Buchanan [Soho]. 5 Sep. 1781.
The bottom half of the letter has been torn away. The back of the sheet has been used for calculations.
7. Letter. Henry Williams (Ketley) to John Buchanan (Soho). 21 Jan. 1782.
- 8a. Letter. Henry Williams (Coalbrookdale) to Matthew Boulton (Soho). 27 Mar. 1782.
Enclosing (b) below.
- b. Letter. Dr. William Moore (Penryn-dee) to Henry Williams. 20 Mar. 1782.
9. Letter. Henry Williams (Coalbrookdale) to John Buchanan (Soho). 28 May 1782.
*Docketed "Balance of engine."
His progress with the Coalbrookdale engine. Details of the pumps, expected performance etc.*
10. Letter. Henry Williams (Coalbrookdale) to John Buchanan [Soho]. 11 Jul. 1782.
11. Letter. Henry Williams (Coalbrookdale) to John Buchanan (Soho). 29 Sep. 1782.
Has started the Coalbrookdale engine. It goes very well, there are no leaks and the boiler raises steam very quickly. They will not want it immediately as there has been so much rain they have water to spare. Will experiment with coal consumption.
12. Letter. Henry Williams (Ketley) to James Watt (Soho). 3 Dec. 1783.
Docketed "Dimensions of ground for Donnington engine." Dimensions and sketch of the engine house for Donnington Wood colliery.

3/337 Thomas Wilson, 1777 (10 items)

Thomas Wilson was Boulton & Watt's Cornish agent. He also had considerable other business interests in Cornwall.

1. Letter. Thomas Wilson for Fenton & Co. (Chacewater) to Boulton & Watt (Birmingham). 20 Feb. 1777.
Summarised "Concerning the ordering of a steam engine with comments on savings, also time required for delivery."
2. Letter. Thomas Wilson for Fenton & Co. (Chacewater) to Boulton & Watt (Soho). 10 Mar. 1777.
Summarised "Have been induced to close with Watt's proposal viz to pay 2/3 of the savings during the time of working, till equal to the amount of 1/3 for 5 years, if it should work long. Re. delivery of castings. Comments upon coal consumption not being settled owing to difficulty of comparison between Welsh and other coals."
3. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Birmingham). 24 Jul. 1777.
Summarised "Expects Watt in Cornwall. Disappointed at the delay in delivery of materials. Mentions Mr. Bouge."
4. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 11 Oct. 1777.
Summarised "Mentions incident to Watt on the Bath road. Will attend to specimens of stones, but not plants. Trouble with wooden pumps, will replace with iron ones. Remarks on performance of engines and Trevithick's theory of working. Working with 1/2 inch of steam. Vacuum 27 1/2 inches. About grease in cylinder. Gives sizes of various (atmospheric) engines."
5. Letter. Thomas Wilson (Chacewater) to James Watt (Birmingham). 18 Oct. 1777.
Summarised "Had misfortune with flat rod shaft pump. Pump split, have put in new pump above the fracture. Remarks about various engines. Mentions a residence for Mr. Watt."
6. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 5 Nov. 1777.
Summarised "Comments on the power of the new 63 inch engine. Vacuum 27 inches average. Mentions Carkeet's bricks."
7. Letter. Thomas Wilson (Chacewater) to James Watt [Soho]. 23 Nov. 1777.
Summarised "Comments on the size of the new cylinder, 63 inches. Sends section and plan of Chacewater engine house. Cylinder is 72 inches diameter, 1 1/4 inches thick. Send bed for beam gudgeon, remarks on other parts of engine and boilers. Steam pipes 12 inches diameter. Water engine at work. Consumption of coal with Bouge's boiler. Seven engines required, also three for North Downs."
8. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 7 Dec. 1777.
Summarised "Send draft of engine house. Concerning delivery of castings. When will Wheel Union materials be sent. Particulars of a residence in Cornwall for Watt."
9. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 18 Dec. 1777.
Summarised "Concerning the ordering of a steam engine with comments on its diameter of 63 inches. Particulars and plan of a residence for Watt in Cornwall." The floor plan is on the same sheet.
10. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 29 Dec. 1777. 2 sheets.
On the second sheet:
Sketch plan of the layout of engine at Chacewater [?]. *Summarised "Enclose Smeaton's sketches of engines etc. Removing copper tube to mend end of boiler with. Sorry Watt so confined to work, should procure assistance that he may enjoy the fruits of his labours. Rented house for Watt 13 guineas. Iron work is 4^d per lb. Wheel Spirit's performance. Great coat on cylinder."*

3/338 Thomas Wilson, 1778

(6 items)

Thomas Wilson was Boulton & Watt's Cornish agent. He also had considerable other business interests in Cornwall.

1. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 12 Jan. 1778.
Summarised "Difficulty in getting castings delivered. Cylinder to be lengthened. About arrangement of boiler flues. Wheal Spirit engine (Wheal Busy) gives satisfaction – goes 16 strokes, also all say 13 strokes with half an inch of steam. Will soon have flat rods in. Concerning the various mines. Imagines the Wheal Virgin engine will be the last of the type built for the county. About furnishing Watt's house. Can Watt fix a price for engines supplied to Chacewater."
2. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 22 Jan. 1778.
Summarised "Will observe Watt's restriction about cutting cylinder. Have engaged two good smiths. Also with Wheal Union people about the carriage of goods. Will hand the piston on 3 chains as they will be strong enough."
3. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 24 Jan. 1778.
Summarised "About delivery of castings. Submits to Watt's method of applying fire to boiler. Are to have order for Hallamanin engine. The Wheal Prosper engine order overthrown by Bouge recommending a small cylinder in the same house, to increase the power. Have been asked if you will sell out the engine for £200."
4. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 9 Feb. 1778.
Summarised "Concerning cylinder lid. Cannot raise the stone work until the inner cylinder is within the outer. Can arrange boiler nearer cylinder. Wheal Virgin in a bad state. Poldice losing in vein. Had to throw off flat rods owing to water being equal to 12 strokes, although engine could run 13 per minute. A clergyman leaving Cornwall for Essex – his goods to be sold, what is to be done."
5. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 8 Mar. 1778.
Summarised "Concerning delivery of castings not received. Pasteboard required. Are they to fit condenser buckets. In favour of blowing into a small cistern distinct from large one. Alterations to boiler progressing. Masonry proceeding. Will cast furnace lid whole. Ting Tang quiet. Jabez and Jethro Hornblower secretly at work about a new engine. Have met with difficulties in condensing part but had overcome them."
6. Memorandum. Consumption of Coals at Wheal Busy Engine. Sep. 1777–1 Apr. 1778.

3/339 Thomas Wilson, 1779

(27 items)

1. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 4 Jan. 1779.
Docketed "Wheal Union account." Summarised Wheal Union performance. Mentions a mistake in calculating table of savings. Repairing Hallamanin boiler. Chacewater boiler cleaned and injection cap broken. Scorrier water abated."
2. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 12 Jan. 1779.
Summarised "Gives locality of Ale & Cakes boiler, to be the reverse of Poldory. Wheal Chance articles will be signed, have not heard about Hallamanin articles."
3. Letter. Thomas Wilson [Chacewater] to James Watt [?] (—). ? Jan. 1779.
Docketed "Mr. Wilson – prices of copper."
4. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 14 Jan. 1779.
Summarised "Concering signing of articles. Chacewater engine in excellent order. Gives Wheal Maid's consumption."
5. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 21 Jan. 1779.
Summarised "Trevithick raises objections to savings. Failure in mending Hallamanin boiler, thinking of having a copper one. Defects in pumps overcome."

- 6.** Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 28 Jan. 1779.
Summarised "Remarks on calculations of savings. Received instructions from Boulton not to explain engines to foreigners. Remarks on the position of boilers. Pin of air pump chain broken. Hallamanin's loses vacuum when working slower than 6 or 7 strokes."
- 7.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 4 Feb. 1779.
*Docketed "Conversations with Mr. Edwards about Wheal Union."
Summarised "Remarks on a conversation with Mr. Edwards on the savings effected and about the engine being so large. Hornblower thinks 1000 lbs. is a reasonable allowance for flat rods. Captain Paul thinks it too much. Double with pump work."*
- 8.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 11 Feb. 1779.
Summarised "Gives details of examination of Hallamanin engine. Remarks on way of estimating coal used. Trouble with boiler."
- 9.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 18 Feb. 1779.
Summarised "Hallamanin engine going on fairly well. Remarks on the various meetings. There seems to be a general backwardness in signing articles, till Watt arrives."
- 10.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 6 Mar. 1779.
Summarised "Back home. Remarks about the various engines, and how they work. Platforms still sinking."
- 11.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 10 Mar. 1779.
*Docketed "Wheal Union account."
Summarised "Consumption of Wheal Union and Ting Tang. Hot water clack breaking. Hallamanin engine in as bad a state as ever. Remarks on various engines. Hornblower's remarks on position of boilers."*
- 12.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 27 Mar. 1779.
Summarised "Scorrier's boilers cleaned. Inner cylinder bottom joint bad. Hallamanin's engine better. Hot water clack in order. Concerning Hornblower's position of boilers."
- 13.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 3 Apr. 1779.
*Docketed "About making bottom joint of Hallamanin cylinder with lead, and with Wheal Union and Ting Tang monthly accounts."
Summarised "Gives reading of counter for Wheal Union and Ting Tang. Remarks on consumption. Makes cylinder joints of lead rings. Re. leaks in eduction pipe. Watt suggests another injection near nozzles. Hears of an order for Wheal Trigivean."*
- 14.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 10 Apr. 1779.
Summarised "Comments on boilers, their design and settings. Also about lead rings for cylinder joints."
- 15.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 17 Apr. 1779.
Summarised "Remarks on troubles with the Hallamanin engine."
- 16.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 26 Apr. 1779.
Summarised "Remarks on boiler settings. Scorrier mine rather poor. Hallamanin's engine in better order. Fears boiler will be at fault. Goods can be sent to Hale, being the most desirable port."
- 17.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 5 May 1779.
*Docketed "Account of Ting Tang and Wheal Union counters from the beginning."
Summarised "Bad performance of engines and troubles with boilers. Ting Tang in excellent order. Ting Tang and Wheal Union consumption and readings of counters."*
- 18.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 12 May 1779.
Summarised "Trouble with Hornblower and other erectors, only 4 out of 7 able to work. Expects to have order for Trudgevean."

19. Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 16 May 1779. *Not dated – date taken from the docket. Summarised “Remarks on J. Dudley’s conduct – an erector. Have set beam, had moved 3 inches. Scorrier is very poor. Hopes Watt will soon be in Cornwall. Will have a conversation with Hornblower Senior.”*

20. Letter. Thomas Wilson (London) to James Watt (nr. Birmingham). 31 May 1779. *Summarised “Sets out for Leeds. Saw Harrison at Chelsea. Wishes him to ride his mare back from Exeter to Cornwall.”*

21. Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 26 Jun. 1779. *Summarised “Gives Hallamanin and Chacewater consumption. Hallamanin boilers as leaky as ever. Remarks on J. Dudley [Thomas Dudley], an erector.”*

22. Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 2 Jul. 1779. *Summarised “Joseph Harrison, an erector, arrives in Cornwall and visits the Western and other engines and examines them, and reports. Gives consumption of Ting Tang and Wheal Union. Coal distress, up to 55/- per way. (Quotes tin.)”*

23. Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 22 Jul. 1779. *Summarised “Remarks on tin required. Joseph Harrison examines the various engines. Scorrier cylinder out of vertical. Still got air leaks in eduction pipes. Troubles with Chacewater boilers. Will try the London method of firing.”*

24. Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 5 Aug. 1779. *Docketed “Wheal Union monthly accounts.” Summarised “Wheal Union and Ting Tang consumption. Remarks on tin required. Joseph Harrison cured Hallamanin air leaks in eduction pipes, will now work as slow as 1 stroke in 5 minutes with beam at par. Mr. Hornblower had the drawing of Ale & Cakes given him. Afraid the vessel Peter is taken. (The vessel did arrive.)”*

25. Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 12 Aug. 1779. *Summarised “The vessel Peter arrived safely at Appledore, a port in Devon, under distress. Would like to see Watt. Sends £16 Ting Tang savings.”*

26. Letter. Thomas Wilson (Chacewater) to James Watt [Birmingham]. 28 Aug. 1779. *Summarised “The vessel Peter at Hale. Chacewater engine out of order, Joseph Harrison will examine it. Have paid various sums to Jethro and Jabez Hornblower.”*

27. Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 4 Sep. 1779. *On the same sheet: Letter. Joseph Harrison (Chacewater) to James Watt. 2 Sep. 1779. Summarised “Materials much rusted in the voyage of the Peter. Gives consumption of engines. Joseph Harrison’s report on Whelcans (Wheal Cans) and Hallamanin engines.”*

3/340 Thomas Wilson, 1780

(25 items)

1. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). — Feb. 1780. *On the same sheet:*

Invoice of tin shipped by Blewett & Co. for Boulton & Watt.

Docketed “Answered 24th Feb. BW. Account of tin – 14 blocks and dimensions Wheal Treasury piston rod.”

Summarised “Account of tin. Invoice for 14 blocks of tin. Gives dimensions of Wheal Treasury piston rod cone. Hornblower says Ting Tang 30 bushels per day.”

2. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 24 Feb. 1780. *Summarised “Vessel arrived at Hayle with materials. Unwilling for Murdock to be removed to another mine as yet. Murdock at Chacewater and Poldice. Have sunk to clack door at Chacewater. Hallamanin’s consumption.”*

3. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 2 Mar. 1780.
Docketed "Ting Tang and Hallamanin monthly account."
Summarised "Troubles with Wheal Chance engine, goes 11 1/3 strokes with 3 inches of steam. Wishes Mr. Henderson was in Cornwall. Murdock mentioned. Gives Ting Tang and Hallamanin consumption."

4. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 9 Mar. 1780.
Summarised "Murdock's account of Wheal Chance engine, water rose when standing 19 fathoms, goes 15 strokes per minute and sinks the water 10 feet in 24 hours. They lifted all the tiers of pump with the air pump. New engine required for Poldice. About employing engineers, also about Hornblowers."

5. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 16 Mar. 1780.
Docketed "Account of value of 1/10 of Wheal Chance mine."
Summarised "Eduction pipes not delivered, is searching for them. Murdock at Wheal Union, engine goes 12 strokes per minute, is 18 fathoms down the 5th lift, pump is troublesome. Received £30, can pay Murdock's wages etc. Account of old materials and 1/40 share. Also about taking shares. Poldice engine gives trouble especially in starting. Our engine (Chacewater) works well with one inch of steam, but boilers very troublesome."

6. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 23 Mar. 1780.
Summarised "Suppose Murdock is in the West. Poldice the same. Dick Mitchell is at Poldice. Hornblower is better of his disorder."

7. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 27 Mar. 1780.
Docketed "Chacewater working barrel."
Summarised "Complains about pump work. Breakages. Remarks on various engines."

8. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 3 Apr. 1780.
Docketed "Ting Tang and Hallamanin monthly accounts."
Summarised "Consumption of Hallamanin and Ting Tang engine. Poldice in good order. Gives expenses incurred in Wheal Chance and Higher Rosewarne."

9. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 12 Apr. 1780.
On the same sheet:
 Cash account, 16 Mar. 1780, and account of William Murdock's expenses.
With a postscript by Logan Henderson.
Docketed "Account of cash and disbursements."
Summarised "Concerning payments of various sums and copy of Day Book."

10. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 15 Apr. 1780.
Docketed "Concerning Ale & Cakes boiler."
Summarised "About copper plates for Ale & Cakes boiler pipes. Mr. Murdock and Henderson will examine exhaustion valve."

11. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 17 Apr. 1780.
Docketed "Re. sale of tin."
Summarised "Concerning sale of tin. Mistake about bevil plates."

12. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 27 Apr. 1780.
Summarised "Mrs. Watt [returned to Soho]. Poldice consumption, also Wheal Chance. Murdock has made low valve good."

13. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 1 May 1780.
Docketed "Monthly account of engines."
Summarised "Wheal Chance, Hallamanin and Ting Tang consumption. Poldice counters on, have broken gudgeon of balance beam. Surprised at savings being so great. Concerning the sale of Wheal Union engine to Dolcoath."

14. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane). 8 May 1780.

Summarised "Concerning money matters. At Wheal Chance they compute the savings in a way of their own, also pressed to buy the 1/40 share. Glad to hear of success in copying matters, but hopes the engines will be the best horse. Mr. Daniell recommended to Boulton's friend at Leghorn."

15. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane). 11 May 1780.

On the same sheet:

Letter. Logan Henderson [Chacewater] to Matthew Boulton. 11 May 1780.

Docketed "Poldice new engine to be fixed on the new shaft. Hornblower to erect this engine and to be paid the same as Bouge was for Wheal Chance, and Dick Mitchell to keep it in order afterwards. Remarks about Hornblower and his enemies. P.S. by Henderson concerning the progress of engine erections."

16. Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 1 Jun. 1780.

On the same sheet:

Table. Account of Engines in May 1780.

Docketed "Monthly account of engines."

Summarised "Consumption of Wheal Chance, Hallamanin, Ting Tang, Poldice. Payments promised. Scorrier turns out well."

17. Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 8 Jun. 1780.

Docketed "With draft of £20.9.4 on account of Wheal Chance."

Summarised "Sends drafts for £20 and £79. Other money matters. Poldice will stop very soon, but will not sell."

18. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 8 Jul. 1780.

Summarised "Will forward tin. Met with Mr. Wilkinson at Bersham. New load at Wheal Chance turns out very well. Wheal Fat very rich, Black Dog much better. Ting Tang rich."

19. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 10 Jul. 1780.

Summarised "Concerning alterations to Poldice new boiler. About the sale of T. Dudley's estate at Scorrier. All engines doing well. Plates for Poldice new boiler are shipped."

20. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 3 Aug. 1780.

On the same sheet:

Table. Account of Engines in July 1780.

Docketed "Monthly account of engines."

Summarised "Wheal Chance, Hallamanin, Wheal Union, Ting Tang, Poldice and Tresavean consumption. Concerning reductions in savings charged. Wheal Virgin adventurers wish for a yearly sum. Ale & Cakes house stands well. Chacewater makes £1500."

21. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 2 Sep. 1780.

On the same sheet:

Table. Account of Engines in August 1780.

Docketed "Monthly account of engines."

Summarised "Wheal Union, Wheal Chance, Hallamanin, Tresavean and Ting Tang consumption. Price of coals altered. Boulton is in Cornwall."

22a. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 5 Oct. 1780.

Enclosing (b) below.

Docketed "Mr. Wilson's account of engines in Sep. 1780."

Summarised "Will send Mr. Pearson accounts. Pleased at the prospect of having so many engines as the setting to work of Wheal Virgin and Poldice will employ."

b. Table. Account of Engines in September 1780.

Figures for Wheal Chance, Hallamanin, Ting Tang, Tresavean, Poldory.

Docketed "Mr. Wilson's account of engines in Sep. 1780."

23. Letter. Thomas Wilson (Chacewater) to James Pearson (Soho). 9 Oct. 1780.
Summarised "Having lost accounts desires Mr. Pearson to send him copies. Boulton still in Cornwall."

24a. Letter. Martin Magor (Chacewater) to Boulton & Watt [Soho]. 9 Nov. 1792.
Kept with (b) below. On the same sheet:
Transcript of invoice. 28 blocks of tin shipped for Boulton & Watt.
[Magor was shipping the tin on Wilson's orders.]
Docketed "Thomas Wilson 6 Novem^r. 1780. Invoice of tin."

b. Letter. Zaccheus Walker (Birmingham) to James Pearson (Soho). 30 Nov. 1780.

25a. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 2 Dec. 1780.
Enclosing (b) below.
Summarised "Has been with Mr. Boulton at Cusgarne. Boulton hurts his hand. New boilers to work at Chacewater. Will get money for letter copying machines sent into the neighbourhood."

b. Table. Account of Engines October & November Months 1780.
Figures for Hallamanin, Wheal Chance, Tresavean, Ting Tang, Poldory, Ale & Cakes.
Docketed "Mr. Wilson's monthly account of engines Oct. & Nov. 1780."

3/341 Thomas Wilson, 1781

(20 items)

Thomas Wilson was Boulton & Watt's Cornish agent. He also had considerable other business interests in Cornwall.

Wilson's letters were kept in yearly bundles. The letters in this bundle were addressed to James Watt and Matthew Boulton, and the Chief Cashier and Bookkeeper James Pearson.

1. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 6 Jan. 1781.
Summarised "Concerning accounts."

2. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 15 Jan. 1781.
Summarised "Are 8 pieces of oak to be used instead of 6 for the sake of 1 inch overall. Price of smiths' work, also bad work. Concerning the making of spelter and brass in Wales."

3. Letter. Thomas Wilson [Chacewater] to James Watt (Soho). 18 Jan. 1781.
Not dated – date taken from the docket. Summarised "£39.6.0 for six copying machines. The materials for Pool engine had to be defended against a French privateer, Murdock defends them and fires upon the enemy. Murdock to superintend the workmen at Wheal Virgin."

4. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 25 Jan. 1781.
Docketed "Covering £500 on account of Wheal Chance."

5. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 1 Feb. 1781.
Docketed "Sketch of monthly account and remittance of £40 Hallamanin and £40.18.2 Wheal Treasury." Summarised "Concerning tin – the Lamb mark is of a Western house. About workmen. Kestall adit house half-built. Gives various savings. Wheal Treasury only burns 20 bushels per day. Had no snow."

6. Letter. Thomas Wilson (Chacewater) to James Pearson (Soho). 15 Feb. 1781.
Docketed "With state of Wheal Chance account."

- 7.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 15 Feb. 1781.
The letter begins "Dear Sir." On the same sheet.
Invoice of tin shipped for Boulton & Fothergill.
Docketed by James Pearson. Docketed "With invoice of 10 blocks of tin and state of sundry accounts." Summarised "Will have order for Wheal Crenver 48 inch and Tregashis 40 inch soon. Glad one tube is to be tried in the Wheal Virgin boilers "as it has been an opinion held by us Chacewater engineers that it will be superior to two"."
- 8a.** Letter. Thomas Wilson (Chacewater) to James Watt [Soho]. 3 Mar. 1781.
Enclosing (b) below. Summarised "Coals are becoming scarce. Fleet of colliers arrived. Kestall adit house ready for roof. The various mines are showing signs of improvement.
- b.** Table. Account of Engines in February 1781.
On the same sheet:
Account. Copy of Day Book in February 1781.
Docketed by James Pearson. Docketed "Account of Cornwall engines for February 1781." Summarised "Copy of Day Book. Account of consumption at Chacewater, Poldory, Ale & Cakes, Wheal Chance, Wheal Treasury, Hallamanin, Ting Tang and Tresavean engines."
- 9.** Letter. Thomas Wilson (London) to James Watt (Soho). 20 Mar. 1781.
Mis-dated as 1780 by Wilson. Summarised "Journeying to Yorkshire."
- 10.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 12 Apr. 1781.
Summarised "Sorry he has failed to obtain the necessary lodgings. Will see Watt later on about engines for Wales."
- 11.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 3 May 1781.
Summarised "Sends monthly accounts. Impatient for Pool engine materials from Bersham."
- 12.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 30 May 1781.
Summarised "Old brass 6^d per cwt. Materials for 3 engines at Wheal Virgin arrived. Will soon expect to see Mr. Watt, and workmen, as all at present are engaged in the West. 5 education pipes arrived."
- 13.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 21 Jun. 1781. 2 sheets.
With a separate wrapper. Summarised "£1500 can be advanced, security United Mines or Dolcoath deeds. Mr. Watt and family arrives in Cornwall."
- 14.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 28 Jun. 1781.
Summarised "Drafts for £2000. Mr. Daniell sells tin at Birmingham."
- 15.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton [Soho]. 5 Jul. 1781.
Summarised "Concerning the advancing of £2000."
- 16.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton [Soho]. 2 Aug. 1781.
Summarised "Concerning the loan of £2000. Remarks on Hornblower."
- 17.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 4 Aug. 1781.
Summarised "Concerning amounts received from the various mines."
- 18.** Letter. Thomas Wilson (Nineveh) to Matthew Boulton (Soho). 22 Sep. 1781.
Summarised "Sent drawings. Has been hurt by a horse."
- 19.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 22 Dec. 1781.
Summarised "Concerning the advance of £2000."

20. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 29 Dec. 1781.
Re-directed to Boulton at Soho. Summarised "Remarks concerning tin. Troubles with workmen. Trevithick and Vivian to value Ting Tang engine."

3/342 Thomas Wilson, 1782

(29 items)

- 1.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 12 Jan. 1782.
Mis-dated as 1781 by Wilson.
Summarised "Concerning money matters."
- 2.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 23 Feb. 1782.
Summarised "Concerning money matters and abatement of savings. Cautions Boulton about going too deep in Polgooth shares."
- 3.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 9 May 1782.
Summarised "Shipped casks of clay. Stone etc. Other small matters."
- 4.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 30 May 1782.
Summarised "Seems to be a general gloom presiding over the whole family of Hornblowers. About altering the stroke of Trevascus."
- 5.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 6 Jun. 1782.
Docketed "Account of consumption of Dolcoath old engine, 63 inch cylinder."
Summarised "Captain Trevithick gives trouble concerning savings. Wedgwood in the county. Have been relieved by a large fleet of colliers."
- 6.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 13 Jun. 1782.
On the same sheet:
Transcript of letter. William Harris (Rosewarne) to Thomas Wilson. 11 Jun. 1782.
Summarised "Comments on the trouble caused by Captain Trevithick's remarks on savings, and the system of calculating the same. House for Hallamanin finished and cylinder in."
- 7.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 20 Jun. 1782.
Summarised "The influenza plague. Concerning money matters. About the grass etc. at Cusgarne House."
- 8.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 27 Jun. 1782.
Summarised "Muir (an erector)'s debts. Bull desires an advance of wages. Remarks on the method of computing the (table of) savings."
- 9.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 6 Jul. 1782.
Summarised "Concerning money matters. James Law received orders to go to Ireland. Glad Mr. Fothergill's death will occasion no bad effect in business. Lawson desires an advance of 2/- in wages."
- 10.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 11 Jul. 1782.
Summarised "Concerning money matters. Trevascus articles sent to be engrossed and remarks thereon. An account of the various mines at work."
- 11.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 18 Jul. 1782.
Summarised "James Law's illness the cause of his not going to Ireland, will consult with Murdock about a substitute. Jethro Hornblower reports their engine went to work the 6th inst."
- 12.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 20 Jul. 1782.
Summarised "James Law will set out for Ireland as his health is now restored."

- 13.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 25 Jul. 1782.
Summarised "Murdock will attend the cleansing of Wheal Chance engine. The ropes of hot water bucket wear rapidly, better order a new condenser etc. No account yet of the performance of Hornblower's engine, hears that all of them in this county set out for Bristol tomorrow."
- 14.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 1 Aug. 1782.
Summarised "Wheal Chance hot water clack loose in its seat. Murdock uneasy and seems determined to leave the county, he hears so much discontent against Boulton & Watt. United Mines poor. Hornblower's engine ready for trial. Hears Boulton & Watt twice applied for an injunction and failed."
- 15.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Aug. 1782.
On the same sheet:
Memorandum. Resolutions made at a meeting of the Adventurers of Consolidated Mines. 3 Aug. 1782.
*Docketed "Order for setting Wheal Virgin to work."
Summarised "Large fleet of colliers arrived. The probability of United Mines stopping caused a meeting to be held, gives copy of resolution."*
- 16.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 8 Aug. 1782.
Summarised "Poldice adventurers afraid of being disappointed of the piston rod. Have had bad weather."
- 17.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 15 Aug. 1782.
Summarised "Heavy rains. Pool mine poor. Will put in flat rods to try Penhillick. Have got them to work at Wheal Fat, the engine works well since Murdock attended it. Will get him to make a drawing of injection pipe."
- 18.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 22 Aug. 1782.
Summarised "James Law (an erector) left Cornwall, supposes he had arrived at Soho. Remarks on the Hornblowers – they fear not Boulton & Watt. 20 or 30 lbs. per inch. Watt's headaches."
- 19.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 24 Aug. 1782.
Summarised "Law (an erector) sailed for Bristol. Wheal Fat sump deeper than Wheal Chance, have all the water there, had the stroke lengthened to suit."
- 20.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 29 Aug. 1782.
Docketed "Length and number of strokes in Wheal Fat." Summarised "Distribution of erectors. Will be pleased to see Boulton in Cornwall. Have lengthened the stroke at Wheal Fat. Remarkably wet season. High price of corn."
- 21.** Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 12 Sep. 1782.
Summarised "Meets Mr. Edwards and converses about the Hornblower engine and the difficulty they have in getting rid of air. Wheal Fat rich. Will not extend the power at Chacewater."
- 22.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 19 Sep. 1782.
*Docketed "About purchasing of shares in Poldice."
Summarised "Hopes Boulton has not been prevented from coming to Cornwall to counteract the Hornblowers' boast of their engine's performance at Radstock. Works 14 lbs. on the inch, 14 strokes per minute, loaded to 17 lbs. Hornblowers have left propositions to alter engines to their principles. Will send Wedgwood's clay. About purchasing of shares in Poldice."*
- 23.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 28 Sep. 1782.
Summarised "Hornblower makes a proposal at a meeting, concerning the Consolidated [?] engine. Comments on the proposal."

24. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 17 Oct. 1782.
Summarised "Concerning the abuse Mr. Boulton met with at a meeting of adventurers. Have not heard of the Hornblowers – no doubt Watt will triumph. Remembers information for trial."

25. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 4 Nov. 1782.
Summarised "Glad to hear news of the Hornblowers. Concerning the necessity of a new engine for Chacewater, and remarks on the cost of sinking a new shaft."

26. Letter. Thomas Wilson (Morrison) to James Watt (Harper's Hill). 13 Nov. 1782.
Summarised "Concerning Boulton & Watt assisting in the cost of a new shaft at Chacewater."

27. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 5 Dec. 1782.
Summarised "On the state of profits and savings at the various mines."

28. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 21 Dec. 1782.
Summarised "The obstacles of lowering pumps etc. overcome. Water moderate everywhere. New pump for Poldice. (Poldice) new engine pump to be 17 inches diameter. New shaft to be sunk for Chacewater, Mr. Boulton having agreed to give up one year's savings."

29. Letter. Thomas Wilson (Chacewater) to James Watt (Birmingham). 28 Dec. 1782.
Summarised "To forward letters to Boulton and Miss Mynd. Lawson left to report on the engine's forking. Mrs. Wilson ill."

3/343 Thomas Wilson, 1783 (44 items)

1. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 4 Jan. 1783.
Mis-dated by Wilson as 1782. Summarised "Concerning the payments from the various mines."

2. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 11 Jan. 1783.
Summarised "Remarks on the Wheal Virgin and Poldice meetings, and the decreased consumption of coal. Gives an account of the forkings. Fleet of colliers relieved their wants. Radstock engine at work, no boastings. Jethro Hornblower leather cutter at Wheal Virgin."

3. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 30 Jan. 1783.
Summarised "Consolidated Mines forked. Jethro Hornblower humbled. Will move at next meeting that Murdock to have the entire management in his hands."

4. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 6 Feb. 1783.
*Docketed "Order for Wheal Virgin pumps and about Scorrier's abatement."
Summarised "Trouble with the supply of coal. Burdened with water at Scorrier."*

5. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 15 Feb. 1783.
Summarised "Wheal Chance and Geary adventurers unable to pay the engine charges. Capt. M. Ferris objected to as a purser. Suggests Murdock to have the entire government of engines and engine men. Richard Michell invents a cock to supply the cylinder with grease, so that the piston requires examining only weekly. Murdock accused of removing it, because it hurt the expansion of steam when engine lightly loaded – this causes unpleasantness."

6. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 20 Feb. 1783.
Summarised "Jethro Hornblower dismissed and replaced by Richard Michell. About the sale of property."

7. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 24 Feb. 1783.
Summarised "Advises Boulton & Watt which way to vote for giving the position of Pursership at Wheal Virgin."

8. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 27 Feb. 1783.
Summarised "Advises Mr. Watt which way to vote for giving the position of Pursership at Wheal Virgin."

- 9.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 27 Feb. 1783. 2 sheets.
Re-directed to Boulton at Soho.
Summarised "Advises which way to vote for giving the position of Pursership at Wheal Virgin."
- 10.** Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 3 Mar. 1783.
Summarised "Wheal Virgin (Elvan engine) boilers neglected causing damage to them. Concerning table of comparisons of consumptions."
- 11.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 13 Mar. 1783.
- 12.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 3 Apr. 1783.
On the same sheet:
Ground Plot of Mr. Bennallack's House at Chevela.
Docketed "With plan of Chevela."
- 13.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 12 Apr. 1783.
- 14.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 17 Apr. 1783.
- 15.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 24 Apr. 1783.
Docketed "About winding Dolcoath ores."
- 16.** Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 3 May 1783.
Docketed "About valuing Wheal Virgin engines."
- 17.** Letter. Thomas Wilson (Chacewater) to James Watt (nr. Birmingham). 15 May 1783.
- 18.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 29 May 1783.
- 19.** Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 5 Jun. 1783.
- 20.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 9 Jun. 1783.
- 21.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 14 Jun. 1783.
Docketed "Account of profits on Wheal Virgin."
- 22.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 26 Jun. 1783.
- 23.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 12 Jul. 1783.
- 24.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 17 Jul. 1783.
Docketed "Account of remittances."
- 25.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 24 Jul. 1783.
Docketed "With remittance £1340."
- 26.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 31 Jul. 1783.
On the same sheet:
Letter. James Lawson (Chacewater) to Boulton & Watt (Soho). 31 Jul. 1783.
- 27.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 7 Aug. 1783.
Docketed "With monthly accounts."
- 28.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho).
Not dated [14 Aug. 1783?].
Docketed "Aug. 1783."

- 29.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 16 Aug. 1783.
Docketed "Order for Poldice new engine."
- 30.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 28 Aug. 1783.
Docketed "About small engines."
- 31.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 4 Sep. 1783.
Docketed "With monthly accounts."
- 32.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 8 Sep. 1783.
Docketed "Mention of Chacewater order to John Wilkinson."
- 33.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 13 Sep. 1783.
Docketed "About fixing monthly premium for Poldice."
- 34.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 20 Sep. 1783.
On the same sheet:
Account. Balance due to & from Boulton & Watt in Cornwall.
Docketed "With account of bargains for Wheal Towan engine."
- 35.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 25 Sep. 1783.
Docketed "Estimate of Chacewater new engine."
- 36.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 4 Oct. 1783.
On the same sheet:
Transcript of entry from Wilson's Day Book, 2 Oct. 1783.
Account. Balances due to & from Boulton & Watt. 1 Oct. 1783. *Docketed "With accounts."*
- 37.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 11 Oct. 1783.
Docketed "Concerning buying share of Poldice, and the state of Poldice, Chacewater and Wheal Virgin."
- 38.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 16 Oct. 1783.
Docketed "With remittance and concerning Poldice mine."
- 39.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 23 Oct. 1783.
Docketed "About Poldice No. 3 altered to a 63 inch."
- 40.** Letter. Thomas Wilson (Chacewater) to James Watt [Soho]. 30 Oct. 1783.
Docketed "Time of his setting out for Wales."
- 41.** Letter. Thomas Wilson (Morrison) to James Watt (Harper's Hill). 3 Nov. 1783.
- 42.** Letter. Thomas Wilson (Morrison) to James Watt (Harper's Hill). 10 Nov. 1783.
- 43.** Letter. Thomas Wilson (Nineveh) to James Watt [Harper's Hill]. 22 Nov. 1783.
- 44.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 15 Dec. 1783.

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 232

3/344 Thomas Wilson, 1784 (27 items)

1. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 5 Jan. 1784.
Docketed "Order for Crane engine."
2. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 15 Jan. 1784.
Letter continued on 17 Jan.
Docketed "State of Wheal Virgin and Poldice mines."
3. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 29 Jan. 1784.
On the same sheet:
Transcript of Articles of Agreement between Thomas Wilson & Boulton & Watt and James Willyams for the Adventurers of Crane Mine.
Docketed "Wheal Towan agreement."
4. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 8 Feb. 1784.
Docketed "About drawing the earth from the stream works."
5. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 15 Feb. 1784.
6. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 28 Feb. 1784.
7. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 7 Mar. 1784.
8. Letter. Thomas Wilson (Chacewater) to James Watt (6 Green Lettice Lane, London).
14 Mar. 1784.
9. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 12 Apr. 1784.
10. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 19 Apr. 1784.
Docketed "Account of Poldice and Wheal Virgin."
11. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 24 Apr. 1784.
Docketed "Enclosing bills £781.5.1."
12. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 3 May 1784.
13. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 15 May 1784.
14. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 24 May 1784.
Docketed "Concerning the the forming of a new company for Chacewater."
15. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 31 May 1784.
Docketed "With remittances of £350."
16. Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 7 Jun. 1784.
17. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 12 Jun. 1784.
Docketed "About North Downs."

18. Letter. Thomas Wilson (London) to James Watt (Harper's Hill). 20 Jul. 1784.
On the same sheet:
Transcript of letter. John Magor (Chacewater Mine) to The Chacewater Co. Committee (London). 15 Jul. 1784.
Docketed "Copy of Magor's letter to the Company."
19. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 7 Aug. 1784.
20. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 19 Aug. 1784.
Docketed "With remittance of £529."
21. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 26 Aug. 1784.
Docketed "With remittance of £634."
22. Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 4 Sep. 1784.
23. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 4 Nov. 1784.
24. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 18 Nov. 1784.
Docketed "About Hallamanin and Wheal Mount engines."
25. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 20 Nov. 1784.
Docketed "About Wheal Mount and Hallamanin." [NB – neither of these mines are mentioned in this letter.]
26. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 4 Dec. 1784.
27. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 16 Dec. 1784.

3/345 Thomas Wilson, 1785 (33 items)

1. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 2 Jan. 1785.
Docketed "Account of Crane engine."
2. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 23 Jan. 1785.
Docketed "About small engines."
3. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 29 Jan. 1785.
Docketed "About small engines and with accounts."
4. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 3 Feb. 1785.
Docketed "With monthly accounts and about stamps etc."
5. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 20 Feb. 1785.
6. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 5 Mar. 1785.
Docketed "About Hornblower's bad success in experiments with the Penryn engine."
7. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 10 Mar. 1785.
On the same sheet:
Letter. John Williams (North Downs) to Boulton & Watt (Soho). 8 Mar. 1785.
Docketed "Dimensions of one of North Downs' engine houses."
8. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 7 Apr. 1785.
9. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 14 Apr. 1785.
Docketed "Ordering Polgooth No. 2."

10. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 14 Apr. 1785.
11. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 16 Apr. 1785.
12. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 5 May 1785.
13. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 14 May 1785.
14. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 1 Jun. 1785.
Docketed "About stamping engines. Account of experiments at Wheal Maid."
15. Letter. Thomas Wilson (Chacewater) to James Pearson (Soho). 1 Jun. 1785.
16. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 4 Jun. 1785.
17. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 9 Jun. 1785.
18. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 11 Jun. 1785.
19. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 22 Jun. 1785.
Docketed "With remittance of £300.5.8 and accounts of profit and loss on mines."
20. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 25 Jun. 1785.
21. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 29 Jun. 1785.
Docketed "With £500."
22. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 4 Jul. 1785.
Docketed "With monthly accounts."
23. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 24 Jul. 1785.
24. Letter. Thomas Wilson (Leeds) to James Watt (Harper's Hill). 18 Aug. 1785.
25. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 17 Sep. 1785.
Docketed "With monthly accounts."
26. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 5 Nov. 1785.
27. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 7 Dec. 1785.
On the same sheet:
Note. Matthew Boulton to James Watt.
28. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 10 Dec. 1785.
29. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 18 Dec. 1785.
30. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 18 Dec. 1785.
31. Letter. Thomas Wilson (Polgooth) to Boulton & Watt (Soho). 20 Dec. 1785.
32. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 23 Dec. 1785.
Docketed "Godolphin value."
33. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 25 Dec. 1785.
Docketed "Respecting ? [shorthand]."

1. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 6 Jan. 1786.
Passed to "Mr. Boulton, himself, immediately." Marked [by Henry Hazleton?] "Murdock's marriage." Docketed "Cornish Metal Co. meeting and resolutions."
2. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 7 Jan. 1786.
3. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 28 Jan. 1786.
Docketed "New engine for Crenver."
4. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 4 Feb. 1786.
5. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 28 Feb. 1786.
Docketed "About Hallamanin and Crenver premiums."
6. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 24 Mar. 1786.
Docketed "Double 54 inch for Poldice."
7. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 29 Mar. 1786.
Docketed "Method of drawing the water proposed for Poldice."
8. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 18 Apr. 1786.
Docketed "About commuting [?] North Downs savings."
9. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 5 May 1786.
10. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 9 May 1786.
Docketed "Account of Wheal Towans becoming rich. Order for 43 inch for United Mines."
11. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 19 May 1786.
Docketed "Sale of shares in Consolidated and United Mines. Mr. Vivian's report of Heatly's engine."
12. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 22 May 1786.
On the same sheet:
Account. Particulars of sale of tin stuff at Poldice.
Docketed "Sale of Poldice Tin Stuff. Letter from Capt. Thomas Mitchell of United Mines."
13. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 3 Jun. 1786.
Docketed "With accounts and about Bucklin."
14. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 6 Jun. 1786.
15. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 10 Jun. 1786.
Docketed "About meeting at United Mines on Poor Rates and about the agreement and about Harris."
16. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 16 Jun. 1786.
17. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 5 Jul. 1786.
Docketed "About Dr. Pryce's house. Land tax and Poor Rate."
18. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 7 Jul. 1786.
Docketed "Meeting at Truro about defending against Poor Rates etc."
19. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 12 Jul. 1786.
Docketed "About Poldice Mine."

20. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 13 Jul. 1786.
Letter continued on 14 Jul. Docketed "About Poldice Mine."
21. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 13 Jul. 1786.
Docketed "About copper smelting. Mr. Harris' acceptance of our terms for Crenver."
22. Letter. Thomas Wilson (Chacewater "or rather Polgooth") to James Watt (Harper's Hill).
22 Jul. 1786.
23. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 25 Jul. 1786.
Docketed "About Poldice."
24. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Jul. 1786.
25. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 5 Aug. 1786.
Docketed "About Prince George engine."
26. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 9 Aug. 1786.
Docketed "About Poldice."
27. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 12 Aug. 1786.
Docketed "About Poldice Mine."
28. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 24 Aug. 1786.
Docketed "Covering bills £564.18.4."
29. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 8 Sep. 1786.
Docketed "Covering bills £400. Cornish Metal Co."
30. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 7 Oct. 1786.
31. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 24 Oct. 1786.
Docketed "About the Hornblowers and the profits in Chacewater mine."
32. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 27 Oct. 1786.
Docketed "About Chacewater mine and Cornish Metal Co."
33. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (6 Green Lettice Lane, London).
5 Nov. 1786.
34. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (6 Green Lettice Lane, London).
21 Nov. 1786.
Docketed "United Mines agreement. Wheal Crenver."
35. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (6 Green Lettice Lane, London).
4 Dec. 1786.
Docketed "Meeting about drawing Crenver agreement. Hallamanin deed engrossed."
36. Letter. Thomas Wilson (Chacewater) to Ann Watt (Harper's Hill). 11 Dec. 1786.

3/347 Thomas Wilson, 1787

(38 items)

1. Letter. Thomas Wilson (Chacewater) to Ann Watt (Harper's Hill). 5 Jan. 1787.
2. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 4 Feb. 1787.
Docketed "Concerning Chacewater mine."
3. Letter. Thomas Wilson (London) to Boulton & Watt [Soho]. 10 Feb. 1787.

4. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 28 Feb. 1787.
Docketed "About Morris engine."
5. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 7 Mar. 1787.
Mis-docketed as 1 Mar. Docketed "Hornblowers. Wheel Maid pumps. Refusal of United Mines to execute the agreement till the engine was at work."
6. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 23 Mar. 1787.
7. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 13 Apr. 1787.
On the same sheet:
Transcript of letter. William Harris (Rosewarne) to Thomas Wilson. 5 Apr. 1787.
Docketed "Covering Mr. Harris' about Crenver and Crane."
8. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 23 Apr. 1787.
Mis-docketed as 3 Apr. Docketed "Setting Poldice No. 5 going."
9. Letter. Thomas Wilson (Polgooth) to Boulton & Watt (Soho). 20 Apr. 1787.
10. Letter. Thomas Wilson (Chacewater) to James Watt (Soho). 2 May 1787.
Docketed "By Thomas Baker."
11. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 6 May 1787.
Docketed "About loan to Cornish Metal Co. and state of Chacewater and other mines."
12. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 12 May 1787.
13. Letter. Thomas Wilson (Polgooth) to Boulton & Watt (Soho). 18 May 1787. 2 sheets.
Docketed "With £300 from Bevan."
14. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 21 May 1787.
Mis-docketed as 21 Jul.
15. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 25 May 1787.
Docketed "With £577.9.3."
16. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [London]. 30 May 1787.
Docketed "With £860.13.6."
17. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (6 Green Lettice Lane, London). 1 Jun. 1787.
18. Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 6 Jun. 1787.
Docketed "With accounts."
19. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 16 Jun. 1787.
20. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 23 Jun. 1787.
Docketed "Mention of a letter received from T. Mitchell promising that the United Mines agreement would be executed when the engine went to work."
21. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 25 Jun. 1787.
Docketed "About the ordering of Wheel Virgin materials from the Dale [i.e. Coalbrookdale]."
22. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 13 Jul. 1787.
Docketed "Accounts of tin stamping for Poldice."
23. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 15 Jul. 1787.
24. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 7 Aug. 1787.

25. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 26 Aug. 1787.
Docketed "About Chacewater mine."
26. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 29 Aug. 1787.
On the same sheet:
Account for Chacewater Mine. 31 Jul. 1787.
Forwarded by Watt to James Pearson at Soho. Docketed "Account of Chacewater mine."
27. Letter. Thomas Wilson (Chacewater) to James Watt (6 Green Lettice Lane, London).
7 Sep. 1787.
28. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 23 Sep. 1787.
Docketed "About engine for Gullet and with remittance of £40."
29. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (6 Green Lettice Lane, London).
7 Nov. 1787.
Docketed "With monthly accounts."
30. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 19 Nov. 1787.
31. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 21 Nov. 1787.
32. Letter. Thomas Wilson (Polgooth) to Boulton & Watt (Birmingham). 23 Nov. 1787.
2 sheets.
Docketed as 29 Nov.
33. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 30 Nov. 1787.
34. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 1 Dec. 1787.
35. Letter. Thomas Wilson (Bristol) to Matthew Boulton [Soho]. 7 Dec. 1787.
Marked "Per favour of Mr. Wilkinson."
36. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 17 Dec. 1787.
37. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 21 Dec. 1787.
38. Letter. Thomas Wilson (Chacewater) to John Southern (at Mr. Watt's Harper's Hill).
31 Dec. 1787.

3/348 Thomas Wilson, 1788

(68 items)

1. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London, London). 5 Jan. 1788.
Re-directed to Boulton at Soho.
2. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London, London). 11 Jan. 1788.
3. Letter. Thomas Wilson (Polgooth) to Matthew Boulton (6 Green Lettice Lane, London, London). 18 Jan. 1788.
4. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London, London). 20 Jan. 1788.
5. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London, London). 25 Jan. 1788.
6. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 6 Feb. 1786.

Docketed "With accounts. General state of the mines. Abatement wanted by Consolidated and United Mines."

7. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London, London). 6 Feb. 1788.

8. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 9 Feb. 1788.

On the same sheet:

Memorandum. General State of the Cornish Copper Mines in 1787.

Docketed "General state of the Cornish copper mines as to their profits and trade."

9. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 9 Feb. 1788.

Re-directed to Boulton at 6 Green Lettice Lane, London.

On the same sheet:

Memorandum. General State of the Cornish Copper Mines in 1787.

Docketed "Men etc. employed in the copper and tin mines, and the annual loss by working them."

10. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 10 Feb. 1788.

11. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London, London). 10 Feb. 1788.

12. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London, London). 13 Feb. 1788.

13. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 15 Feb. 1788.

Docketed "About stopping North Downs and ? of tin."

14a. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 16 Feb. 1788.

With (b) below.

Docketed "Price of block tin."

b. Note of tin prices and shipping charges.

15. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 18 Feb. 1788.

Docketed "Price and charges upon tin with Gullet's engine."

16. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 18 Feb. 1788.

17. Letter. Thomas Wilson (Chacewater) to Matthew Boulton [6 Green Lettice Lane, London]. 22 Mar. 1788.

The letter is incomplete – half of the sheet has been torn away.

18. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 1 Mar. 1788.

Marked [by Henry Hazleton?] "Murdock's children buried."

19. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 1 Mar. 1788.

Marked [by Henry Hazleton?] "Murdock's children buried – twins."

20. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 8 Mar. 1788.

21. Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 14 Mar. 1788.

22. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 14 Mar. 1788.

23. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 21 Mar. 1788.

- 24.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 21 Mar. 1788.
Re-directed to Boulton at Soho.
- 25.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton (6 Green Lettice Lane, London). 28 Mar. 1788.
Re-directed to Boulton at Soho.
Docketed "Agreement for stopping North Downs."
- 26.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 28 Mar. 1788.
Docketed "Load of Wheal Maid new engine."
- 27.** Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 5 Apr. 1788.
Docketed "With remittance of £693.4.2."
- 28.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 14 Apr. 1788.
Docketed "Riot at North Downs."
- 29.** Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 19 Apr. 1788.
Docketed "North Downs rioters."
- 30.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 21 Apr. 1788.
Docketed "About North Downs rioters."
- 31.** Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 3 May 1788.
- 32.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 May 1788.
- 33.** Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 24 May 1788.
- 34.** Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 31 May 1788.
- 35.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 4 Jun. 1788.
On the same sheet:
Memorandum. Ores sold at Halganach. 30 May 1788.
Memorandum. Copy of Mr. Mansfield's Opinion.
Docketed "Account of ticketing and Mr. Mansfield's opinion on adventurers taking out their ores separately."
- 36.** Letter. Thomas Wilson (Morrison) to James Watt (Harper's Hill). 28 Jun. 1788.
- 37.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 20 Jul. 1788.
Docketed "Quantity of tin coming to us."
- 38.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 25 Jul. 1788.
- 39.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 27 Jul. 1788.
On the same sheet:
Transcript of letter. Thomas Wilson (Chacewater) to Samuel Wyatt. 21 Jul. 1788.
Account of Sale of 400 Bags Flower [sic] from the Albion Mill Co.
Docketed "Sale of Albion Mill flour."
- 40.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 31 Jul. 1788.
- 41.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 2 Aug. 1788.
- 42.** Letter. Thomas Wilson (Chacewater) to James Watt (Buxton). 14 Aug. 1788.
Re-directed to Watt in Birmingham.

- 43.** Letter. Thomas Wilson (Chacewater) to Matthew Boulton (Soho). 16 Aug. 1788.
- 44.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 25 Aug. 1788.
Docketed "About Gullet's savings."
- 45.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 1 Sep. 1788.
Docketed "With quarter account of Chacewater."
- 46.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 6 Sep. 1788.
Docketed "About Wheal Virgin business."
- 47.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 12 Sep. 1788.
- 48.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 17 Sep. 1788.
Docketed "About Chacewater abatement and produce of the merchants – 5 per cent."
- 49.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 20 Sep. 1788.
Docketed "Overweight on tin."
- 50.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 22 Sep. 1788.
Docketed "About new tin smelting house and about letting our house."
- 51.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 3 Oct. 1788.
- 52.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 3 Oct. 1788.
- 53.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 11 Oct. 1788.
- 54.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 18 Oct. 1788.
Docketed "Full account of what passed with Mr. R. A. Daniell. About our premiums forcibly withheld at Consolidated Mines."
- 55.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 26 Oct. 1788.
Docketed "Coinage price. Impertinent letter from William Harris about Crenver boilers etc."
- 56.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 3 Nov. 1788.
Docketed "About Harris and Chacewater abatement."
- 57.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 7 Nov. 1788.
Docketed "Monthly accounts."
- 58.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 10 Nov. 1788.
Docketed "Mr. Fox's offer for tin. Murdock's account of Crenver boiler."
- 59.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 12 Nov. 1788.
Docketed "Mr. Fox's offer for tin."
- 60.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 14 Nov. 1788.
Docketed "Wheal Virgin account."
- 61.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 15 Nov. 1788.
Docketed "With bill of £100 from Mr. Harris and saying the demand about the boiler is given up."
- 62a.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 22 Nov. 1788.
Enclosing (b) below. Docketed "With accounts of Polgooth tin."
- b.** Account of sale of Polgooth tin. Apr.—Oct. 1788. 2 sheets.
Wilson continued his letter on the reverse of the first sheet.

- 63.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 28 Nov. 1788.
Docketed "Tin Michaelmas quarter delivered to Messrs. Fox and Daubuz."
- 64.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 2 Dec. 1788.
Docketed "State of Chacewater mine."
- 65.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 5 Dec. 1788.
- 66.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 13 Dec. 1788.
Docketed "About Wheal Virgin and quarterly account of Chacewater."
- 67.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 22 Dec. 1788.
Docketed "About Chacewater abatements."
- 68.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 27 Dec. 1788.
Docketed "With remittance £298.16.-."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 233

3/349 Thomas Wilson, 1789 (33 items)

1. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 16 Jan. 1789.
Docketed "Abatement asked for Godolphin."
2. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 26 Jan. 1789.
Docketed "About new abatement to Wheal Virgin and about Chacewater mine."
3. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 7 Feb. 1789.
On the same sheet:
Accounts for Wheal Reeth, Chacewater and Wheal Maid small engines, 1788—1789.
Docketed "Accounts of small engines and letter."
4. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 9 Feb. 1789. 2 sheets.
On the same sheets:
Draft of letter. "Observator" [Thomas Wilson] (Cornwall) to the Lords, Adventurers etc. of & in Tin Mines, in the County of Cornwall. 9 Feb. 1789.
Wilson intended sending this letter for publication in the Sherborne Mercury.
Docketed "Dissertation on the tin trade."
5. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 17 Feb. 1789.
6. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 3 Mar. 1789.
7. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 7 Mar. 1789.
Docketed "With accounts."
8. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 4 Apr. 1789.
Docketed "About Harris. Dolcoath engine removed. Alteration on Elvan engine. Harris' charge of £116 for the mis-setting of Crenver boiler. The removal of Dolcoath engine to Wheal Gons. Mr. Kevill's agreeing to a fixed sum per month."
9. Account. Polgooth Tin. Jan.—Apr. 1789.
In Wilson's hand – sent by him to Boulton & Watt.
10. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 14 Apr. 1789.
Docketed "Abatement wanted on Wheal Virgin. Stopping of Chacewater etc."
11. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 30 Apr. 1789.
Docketed "Hornblower's attempt at Wheal Peever." Marked [by Henry Hazleton?] "Murdock's valve."
12. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 13 Jun. 1789.
13. Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 19 Jun. 1789.
Docketed "Prices of engine for Mr. Powell."
14. Letter. Thomas Wilson (Chacewater) to James Watt [Harper's Hill]. 4 Jul. 1789.
15. Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 21 Jul. 1789.

- 16.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 31 Jul. 1789.
Docketed "About Crenver savings. Mr. Thomas's interference. Proposal to erect a 30 inch additional."
- 17a.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 15 Aug. 1789.
Enclosing (b) below. Docketed "Judge Buller's decision. Comparison of coals by new and old engines at Wheal Virgin. Scheme of tin association."
- b.** Memorandum. Resolutions passed at a meeting of the Associated Tinnners at Penzance. 1 Aug. 1789.
- 18.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt [Soho]. 21 Aug. 1789.
Docketed "Rising of tinnners."
- 19.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 1 Sep. 1789.
Docketed "Respecting tin association and miners' mob."
- 20a.** Letter. Fox Phillips & Son (Perran Wharf, near Truro) to Boulton & Watt (Birmingham). 9 Sep. 1789.
Enclosing (b) below.
- b.** Memorandum. Tin Association resolutions. 31 Oct. 1789.
Docketed "Draft of Tin Association."
- 21.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 16 Sep. 1789.
Docketed "About tin association."
- 22.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 18 Sep. 1789.
Docketed "State of Polgooth and Mr. Dubuz's offer for tin."
- 23.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 2 Oct. 1789.
On the same sheet:
Recapitulation of the Cornish Metal Company's Effects & Debts. 31 Aug. 1789.
Docketed "Cornish Metal Co.'s statement."
- 24.** Letter. Thomas Wilson (Chacewater) to James Watt (Harper's Hill). 6 Oct. 1789.
- 25.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 14 Oct. 1789.
Docketed "Bull's engine."
- 26.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 16 Oct. 1789.
- 27.** Letter. Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 30 Oct. 1789.
Docketed "With £1209. Price of tin. Bull's engine. Morris wanting Chacewater engine."
- 28.** Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 8 Nov. 1789.
Docketed "About premium on Mr. Morris' 63 inch engine. Price of Welsh coals. Consumption of that engine."
- 29.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 9 Nov. 1789.
Docketed "About Bull's engine. With account and about Edwards' cost in Poldice."
- 30.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 19 Nov. 1789.
Docketed "Remittance of £200 from Crenver and about the dispute there. About setting old Wheal Fortune to work."
- 31.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Nov. 1789.
Docketed "Bull's engine and Dick Mitchell's."

32. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Dec. 1789.
Docketed "Quarrel with Harris. Sale of his shares. Price of export tin."

33. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Dec. 1789.
Docketed "With £235. About Tincroft and Wheal Squire proposed setting to work."

3/350 Thomas Wilson, 1790 (43 items)

1. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Jan. 1790.
Docketed "With monthly accounts and bill £43 and about Horners [Hornblowers]."

2. Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 18 Jan. 1790.
Docketed "Horners [Hornblowers]."

3. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 26 Jan. 1790.
Docketed "With bill of £300."

4. Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 4 Feb. 1790.
On the same sheet:
Accounts of Wheal Reeth and Wheal Maid engines, 1789—1790.
Docketed "Account of small engines and letter. Bull's Elvan engine performing very ill. Crenver Captains refusing account of coals. Engine wanted for Smith's colliery."

5. Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 13 Feb. 1790.
Docketed "Explantion of accounts. Value of stock in mines. Hornblowers. Value of Cornish Metal Co. stock."

6. Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 14 Feb. 1790.
Docketed "Queries – corn mill, Mr. R. Morris."

7. Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 26 Feb. 1790.
Docketed "Conversation with Jethro [Hornblower] about patent."

8a. Memorandum. Recapitulation of the Cornish Metal Company's Effects & Debts. 28 Feb. 1790.

Not in Wilson's hand. Kept with (b) below.

Docketed "Cornish Metal Co. account Feb. 1790. Stocks of tin on hand."

b. Memorandum. Messrs. Boulton & Watt's tin sold to E. India Co.; [tin] now laying at Truro unsold.
In Wilson's hand.

9. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Mar. 1790.
Docketed "With bills £309."

10. Letter. Thomas Wilson (Truro) to James Watt [Harper's Hill]. 7 Mar. 1790.
Docketed "About reading my letter to Jethro [Hornblower] and advertisement about barley."

11. Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 16 Mar. 1790.
Docketed "Stopping of Tincroft."

12. Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 20 Mar. 1790.
Docketed "About Tincroft."

13. Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 21 Mar. 1790.
Docketed "Removal of Hallamanin engine to Retallack Wheal Treasury."

14. Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 24 Mar. 1790.
Docketed "Mr. Kevill."

- 15.** Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 30 Mar. 1790.
On the same sheet:
Memorandum. Comparison of coal consumption at Consolidated Mines by 7 "old fire engines" 1 Jul. 1778—1 Jul. 1779 and 5 Boulton & Watt engines 1 Jul. 1783—1 Jul. 1784.
Docketed "With comparative view of new and old engines. Mr. Kevill's application for the removal of Wheal Gons engine."
- 16.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Apr. 1790.
Docketed "With bills £299. St. Agnes tin mine."
- 17.** Letter. Thomas Wilson (Truro) to James Watt [Harper's Hill]. 10 Apr. 1790.
- 18.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 13 Apr. 1790.
Docketed "Hornblowers and Tincroft. Mr. Kevill's letter."
- 19.** Letter. Thomas Wilson (Swansea) to James Watt (Harper's Hill). 24 Apr. 1790.
- 20.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 13 May 1780.
Docketed "On his return to Cornwall."
- 21.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 6 Jun. 1790.
Marked [by Henry Hazleton?] "Death of Murdock's wife."
- 22.** Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 29 Jun. 1790.
- 23.** Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 3 Jul. 1790.
Docketed "With monthly accounts and bill £133."
- 24.** Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 17 Jul. 1790.
On the same sheet:
Account. William Withering's tin account [with the Cornish Metal Co.?]. 1789.
Docketed "Profits in Poldice. Dr. Withering's tin account."
- 25.** Letter. Thomas Wilson (Truro) to James Watt [Harper's Hill]. 24 Jul. 1790.
- 26.** Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 29 Jul. 1790.
Docketed "Copper miners' meeting."
- 27.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Aug. 1790.
Docketed "With remittance and accounts. Price of tin etc." Marked [by Henry Hazleton?] "Murdock's ores."
- 28.** Letter. Thomas Wilson (London) to Boulton & Watt (Soho). 9 Aug. 1790.
- 29.** Letter. Thomas Wilson (Truro) to James Watt (Harper's Hill). 12 Aug. 1790.
Docketed "Seal Hole and East Peel engine. Sale of tin to Daubuz."
- 30.** Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 27 Aug. 1790.
Docketed "With remittance."
- 31.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 11 Sep. 1790. 2 sheets.
Docketed "Error in costing up engines. Copper trade etc."
- 32.** Letter. Thomas Wilson (Truro) to Matthew Boulton (—). 29 Sep. 1790.
Docketed "Foxes selling to Birmingham Company."
- 33.** Letter. Thomas Wilson (London) to Boulton & Watt (Soho). 6 Oct. 1790.
Docketed "London meeting with Mr. Williams."

34. Letter. Thomas Wilson (London) to Boulton & Watt [Soho]. 7 Oct. 1790.
35. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 21 Oct. 1790.
Part of this letter, originally containing a drawing, has been cut away. Docketed "Sale of tin to Daubuz. Miners' meeting. Mr. Kevill about taking back Crane cylinder from Crenver."
36. Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 21 Oct. 1790.
37. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 25 Oct. 1790.
Docketed "Accounts. About method of calculating etc."
38. Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 29 Oct. 1790.
Docketed "Miners' meeting on Mr. Williams' proposals."
39. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 9 Nov. 1790.
Docketed "Crenver. Wheal Butson. Harris' refusing to pay for the small engine."
40. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Nov. 1790.
41. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 Nov. 1790.
42. Letter. Thomas Wilson (Bristol) to Boulton & Watt (Soho). 22 Nov. 1790.
43. Letter. Thomas Wilson (Truro) to James Watt (nr. Birmingham). 17 Dec. 1790.
Docketed "North Downs. Seal Hole. Wheal Butson."

3/351 Thomas Wilson, 1791 (56 items)

1. Letter. Thomas Wilson (Bristol) to Boulton & Watt (Soho). 6 Jan. 1791.
Docketed "With monthly accounts."
2. Letter. Thomas Wilson (Truro) to James Watt (Soho). 21 Jan. 1791.
Docketed "Wheal Butson. Spanish iron works. Tin accounts."
3. Letter. Thomas Wilson (Truro) to James Watt [Soho]. 30 Jan. 1791.
4. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 Feb. 1791.
Docketed "With balances of accounts. Crenver, Tincroft, Godolphin asking for abatements."
5. Letter. Thomas Wilson (Truro) to James Watt (Soho). 5 Feb. 1791.
Docketed "Hornblowers. Square threads. Cornish infirmary."
6. Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 14 Feb. 1791.
Docketed "Tincroft. Wheal Reeth. Poldice."
7. Letter. Thomas Wilson (Truro) to James Watt [Soho]. 24 Feb. 1791.
8. Letter. Thomas Wilson (Truro) to James Watt (Soho). 7 Mar. 1791.
9. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Mar. 1791.
Docketed "On Poldice saving, Wheal Virgin ditto, United Mines ditto and on Hornblowers."
10. Letter. Thomas Wilson (Truro) to James Watt (6 Green Lettice Lane, London, London). 20 Mar. 1791.
Docketed "Jonathan Hornblower. Townend & Co. etc."
11. Letter. Thomas Wilson (St. Clement's) to James Watt (6 Green Lettice Lane, London, London). "Saturday Night" [— Apr. 1791.]
Docketed "Case of United Mines."

12. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Apr. 1791.
Docketed "Tincroft. Mr. Daniell. Remittance £1790."
13. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Apr. 1791.
Docketed "With £338.5.2. Radstock. Tincroft."
14. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 May 1791.
Docketed "United Mines. Wheel Reeth. Daniell."
15. Memorandum. Stamping Engine, Hewas. — May 1791.
Notes and calculations in Watt's hand.
16. Letter. Thomas Wilson (Polgooth) to Boulton & Watt (6 Green Lettice Lane, London).
20 May 1791.
Docketed "Hewas depth. Stamping engine."
17. Letter. Thomas Wilson (Truro) to James Watt (6 Green Lettice Lane, London).
25 May 1791.
Docketed "Spanish order. North Downs. Reynolds."
18. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 2 Jun. 1791.
Docketed "Wheel Butson agreement. North Downs savings. Tincroft. Seal Hole set to work. Galloway."
19. Letter. Thomas Wilson (Truro) to James Watt (Soho). 11 Jun. 1791.
Docketed "United Mines. Poldice account. Seal Hole. Mr. Thomas award abatement. Crenver."
20. Letter. Thomas Wilson (Truro) to James Watt (Soho). 15 Jun. 1791.
Docketed "United Mines. Poldice. Seal Hole. Richards."
21. Letter. Thomas Wilson (Truro) to James Watt (Soho). 25 Jun. 1791.
Docketed "With £554.0.1. Hewas. Chacewater."
22. Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 3 Jul. 1791.
Docketed "United Mines. Poldice. Seal Hole. Spanish goods. Tincroft."
23. Memorandum. Account of Debenture at Poldice due to end of July 1791.
In Thomas Wilson's hand.
24. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 5 Jul. 1791.
Docketed "Stamping engines. Jonathan Hornblower."
25. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 9 Jul. 1791.
Docketed "Reynolds' letter to Wheel Jewel. Spanish iron work. Sales of tin."
26. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Jul. 1791.
Docketed "Stamping engine. Poldice account. Consolidated Mine. Wheel Jewel. North Downs wanting abatement."
27. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 Jul. 1791.
Docketed "Manor engine, stamping ditto. Sale of tin."
28. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 26 Jul. 1791.
Docketed "Tincroft. Consolidated Mines."
29. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 9 Aug. 1791.
Docketed "Hornblower and Winwood's advertisement."

- 30.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 9 Aug. 1791.
Docketed "About Poldice old cylinder and Mr. Wilkinson."
- 31.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Aug. 1791.
Docketed "Poldice savings. Consolidated Mines. United Mines. Crenver. Cook's Kitchen. St. Agnes mine. Hornblowers."
- 32.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 Aug. 1791.
Docketed "Bull. Wheal Crenver. Wheal Jewel wheels."
- 33.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 24 Aug. 1791.
Docketed "Wheal Crenver load. Poldice cylinder. Polberra. Wheal Mase. Wheal Neptune. Bull."
- 34.** Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 4 Sep. 1791.
Docketed "Remittance Cornish Metal Co. Bull's small engine."
- 35.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Sep. 1791.
Docketed "Bull. United Mines."
- 36.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Sep. 1791.
Docketed "Order for Cook's Kitchen. Poldice meeting. Crenver."
- 37.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 19 Sep. 1791.
Docketed "United Mines. Poldice. North Downs. Explanations with United Mine adventurers about their conduct."
- 38.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 21 Sep. 1791.
Docketed "Manor. Cook's Kitchen. Poldice. Metal Co.'s meeting."
- 39.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 24 Sep. 1791.
Docketed "North Downs. Crenver. Cook's Kitchen materials to be used."
- 40.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Oct. 1791.
Docketed "North Downs premium. United Mines savings. Seal Hole crank. Edward Bull."
- 41.** Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 4 Oct. 1791.
Docketed "United Mines."
- 42.** Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 6 Oct. 1791.
Docketed "Remittance £983.6.8. Cornish Metal Co. dividend payment. United Mines savings."
- 43.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Oct. 1791.
Docketed "Edward Bull. North Downs. Wheal Rose."
- 44.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 15 Oct. 1791.
Docketed "Wheal Butson. Poldice. Consolidated Mines. Copper trade. Manor disputing our terms."
- 45.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 21 Oct. 1791.
Docketed "Value of Polgooth mine. The Foxes."
- 46.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 22 Oct. 1791.
Docketed "Messrs. Foxes. Polgooth. Daubuz. Tin."
- 47.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 26 Oct. 1791.
On the same sheet:
Transcript of invoice. 15 blocks of tin shipped for Boulton & Hurd. 26 Oct. 1791.
Docketed "Invoice of tin shipped for Bristol."

- 48.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 7 Nov. 1791.
- 49.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 18 Nov. 1791.
Docketed "General detail of business. Crenver, Manor etc. Refusal to pay for small cylinder at the first, and new clauses proposed at the second."
- 50.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Nov. 1791.
Docketed "Manor agreement. Murdock. Kevill."
- 51.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Nov. 1791.
Docketed "Seal Hole – detail of grievances."
- 52.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Dec. 1791.
Docketed "Chacewater to be set to work by Hornblowers. Hallamanin."
- 53.** Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 8 Dec. 1791.
Docketed "About Manor agreement and proposed clause. Shares of Birmingham Co. in Hallamanin."
- 54.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 13 Dec. 1791.
Docketed "Seal Hole business. Copy of Mr. George's letter [within the text] about Wheel Chance. Hornblowers' engine."
- 55.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 21 Dec. 1791.
Docketed "Manor agreement. Their ultimatum. Proposition by Sir C. Hawkins to alter Hallamanin to Hornblower's construction."
- 56.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 30 Dec. 1791.
Docketed "Manor agreement. Copper companies. Hallamanin. Names of the scoudrel adventurers of Herland and Manor mine."

3/352 Thomas Wilson, 1792

(49 items)

- 1.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Feb. 1792.
Docketed "Hallamanin. Mr. Beauchamp. North Downs. Baldue iron works."
- 2.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Feb. 1792.
Docketed "Ans^d. 13 Feb. 1792. Conversation with Mr. Beauchamp about United Mines. Harris wanting abatement of £99.14."
- 3.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 10 Feb. 1792.
Docketed "Consolidated Mines' new cylinder. Crenver. Mr. Thomas – confirmation of his [?] and desire to take written agreement. Harris. Hallamanin's agreement supposed in London."
- 4.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Feb. 1792.
The docket is on a separate wrapper. Docketed "Hallamanin. Poldice. Letter to be wrote to Seal Hole. Correspondence with Harris, refusal to pay, Wilson in a rage at him."
- 5.** Transcript. Power of Attorney to Thomas Wilson. 22 Feb. 1792.
In Watt's hand. Power of attorney to settle accounts and debts owing to Boulton & Watt from Cornish engines.
- 6.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London). 11 Apr. 1792.
Docketed "Tincroft and Bull's engine. Trevithick's trial."
- 7.** Account. Cash paid for Boulton & Watt. 22 Mar.—8 May 1792.
In Thomas Wilson's hand. This may be the account referred to by the docket of Wilson's letter of 1 Jun. below.

- 8.** Letter. Thomas Wilson (Bristol) to Boulton & Watt [Soho]. 1 Jun. 1792.
Docketed "With account of money paid out on the Parliamentary job."
- 9.** Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 5 Jun. 1792.
Docketed "United Mines etc."
- 10.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Jun. 1792.
Docketed "Seal Hole. North Downs. Consolidated Mines. Huyas. Poldice. Hallamanin alteration. Hornblowers."
- 11.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Jun. 1792.
Docketed "United Mines. Hallamanin. Wheal Butson."
- 12.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Jun. 1792.
Docketed "Poldice letter. Crenver. General sentiments of the county. Letter from Mr. Harris with remittance. Application to the Birmingham Co.'s agent – agreement altering Hallamanin engine."
- 13.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 14 Jul. 1792.
Docketed "Hallamanin agreement. Tincroft and its performance. Wheal Jewel. About paper on engines. Poldice savings."
- 14.** Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 17 Jul. 1792.
Docketed "Reference about Seal Hole."
- 15.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Jul. 1792.
Docketed "Mr. Vivian's proposal about Poldice. United Mines agreement."
- 16.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Jul. 1792.
Docketed "Conversation with Mr. Tremayne at Poldice. Tincroft. Hallamanin – conversation with John Penrose."
- 17.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 26 Jul. 1792.
Docketed "North Downs' poverty. Hallamanin agreement – Penrose's letter. Tincroft load. Wheal Jewel."
- 18.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 27 Jul. 1792.
Docketed "Smeaton's advertisement."
- 19.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Jul. 1792.
Docketed "Tincroft. Wheal Jewel trial."
- 20.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 Aug. 1792.
Docketed "Wheal Neptune. Wheal Treasure. Comparison of engines. Conversation with Penrose about Hallamanin."
- 21.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 6 Aug. 1792.
- 22.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 9 Aug. 1792.
- 23.** Letter. Thomas Wilson (Truro) to James Watt [?] (—). 20 Sep. 1792.
The letter is unsigned, and reports on a trial at Wheal Butson, with a paragraph about Poldice seemingly added later.
- 24.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 4 Oct. 1792.
Docketed "About our leaving Cornwall."

- 25.** Letter. Thomas Wilson (Truro) to Matthew Boulton (6 Green Lettice Lane, London). 5 Oct. 1792.
Docketed "On our leaving Cornwall."
- 26.** Letter. Thomas Wilson (Truro) to Matthew Boulton (6 Green Lettice Lane, London). 12 Oct. 1792.
Docketed "Effects of Swan Pool. Proposed trial of Wheal Butson."
- 27.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 14 Oct. 1792.
Docketed "Performance of Cocks Head engine. Proposed trial at Wheal Butson. Hornblower's letter to Vivian."
- 28.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Oct. 1792.
Docketed "Preparations for Wheal Butson trial. Hornblowers, undertaking the Wherry. Hallamanin reasons for refusing to execute the agreement."
- 29.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Oct. 1792.
Docketed "Hornblowers' refusal to adhere to the trial upon Wheal Butson."
- 30.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 25 Oct. 1792.
Docketed "Trial on Wheal Butson."
- 31.** Letter. Thomas Wilson (Wheal Butson) to Boulton & Watt [Soho].
"Saturday Morn^g: 5 o'clock" [27 Oct. 1792].
Docketed "Wheal Butson trial."
- 32.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Oct. 1792.
Docketed "Trial on Wheal Butson."
- 33.** Letter (press copy). Boulton & Watt (Soho) to Thomas Wilson (Truro). 27 Oct. 1792.
3 sheets.
- 34.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 29 Oct. 1792.
Docketed "Wheal Butson."
- 35.** Letter (press copy). Boulton & Watt (Soho) to Thomas Wilson [Truro]. 31 Oct. 1792.
2 sheets.
- 36.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 2 Nov. 1792.
Docketed "2nd trial on Wheal Butson. Tincroft."
- 37.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Nov. 1792.
Docketed "Hornblowers and Bulls."
- 38.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 10 Nov. 1792.
Docketed "2nd trial at Wheal Butson."
- 39.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London). 16 Nov. 1792.
Re-directed to Boulton & Watt at Soho.
- 40.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 19 Nov. 1792.
Docketed "About a scandalous advertisement. Proposal to Tincroft."
- 41.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Nov. 1792.
Docketed "Tincroft. Crenver. Letter from Harris. Mr. Edwards wanting to buy Mr. Boulton's copper."
- 42.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 29 Nov. 1792.
Docketed "His advertisement. Tincroft. Wherry."

- 43. Letter.** Thomas Wilson (Truro) to James Watt (Soho). 30 Nov. 1792.
- 44.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 2 Dec. 1792.
Docketed "North Downs."
- 45.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Dec. 1792.
- 46.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Dec. 1792.
Docketed "Tincroft, Herland."
- 47.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 16 Dec. 1792.
Docketed "Poldice meeting. Herland 2nd engine. Crenver."
- 48.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Dec. 1792.
Docketed "Tincroft load etc."
- 49.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 29 Dec. 1792.
Docketed "New plan of his books."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 234

3/353 Thomas Wilson, 1793 (56 items)

1. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 1 Jan. 1793. 2 sheets.
On the same sheets:
Draft of Wilson's comparison between Boulton & Watt, Newcomen and Hornblower engines.
Mis-dated as 1792 by Wilson.
Docketed "With sketch of his alterations on the pamphlet."
2. Letter. Thomas Wilson (Truro) to Matthew Boulton [Soho]. 3 Jan. 1793.
3. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 9 Jan. 1793.
Docketed "Publication against Hornblowers."
4. Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 12 Jan. 1793.
Letter continued on 13 Jan.
5. Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
18 Jan. 1793.
6. Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
19 Jan. 1793.
Docketed "Agreement for Hewas engine."
7. Letter. Thomas Wilson (Truro) to Boulton & Watt [6 Green Lettice Lane, London].
20 Jan. 1793.
Docketed as 7 Jan.
8. Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
21 Jan. 1793.
Docketed "Thomas Pearson."
9. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Jan. 1793.
10. Letter. Thomas Wilson (Exeter) to Boulton & Watt (Soho). 29 Jan. 1793.
Letter continued at Newport on 31 Jan.
11. Letter. John Edwards Jr. (Truro) to Boulton & Watt (Soho). 26 Feb. 1793.
Docketed "Hewas agreement."
12. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Mar. 1793.
Docketed "Refusal to pay premiums on Hallamanin." Marked [by Henry Hazleton?] "12 honest men cannot be found in the county."
13. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Mar. 1793.
Docketed "Exeter paragraph supposed by Grylls."
14. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 11 Mar. 1793.
Docketed "Hewas agreement."

- 15.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Mar. 1793.
Docketed "About copper."
- 16.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Mar. 1793.
Docketed "Hateley's letter."
- 17.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Apr. 1793.
Docketed "Agreement at Hewas executed. Bull stopped at Crenver."
- 18.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 12 Apr. 1793.
Docketed "Chacewater engine sold to Wheal Carpenter. Cardrew Downs adventurers order for a 20 horse engine. Copper. Bull stopped at Retallack. Price of Bull's castings."
- 19.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 19 Apr. 1793.
Docketed "Agreement for United Mines found. Subpoenas wanted for witnesses. Copper in hand."
- 20.** Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 23 Apr. 1793.
Docketed "United Mines disposed to erect a new engine and pay up arrears."
- 21.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Apr. 1793.
Docketed "Remittance of £437.3.7."
- 22.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 19 May 1793.
Docketed "Bill for £264.5. Cook's Kitchen deed. Refusal of Harris to pay. Copper. Bad state of Consolidated Mines. United Mines."
- 23.** Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 25 May 1793.
Docketed "Harris' refusal to pay. Tin."
- 24.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 31 May 1793.
On the same sheet:
Account. Boulton & Watt debtors to John Edwards Jr. Apr. 1790—23 Apr. 1793.
Mis-docketed as 31 Mar. 1794.
Docketed "John Edwards Junr. bill for law charges. Bill for £173.2. Tin shipped for Birmingham. Kevill's promise to get Cook's Kitchen adventurers to execute agreement. Wheal Gons losing £6 to £700 per month."
- 25.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
6 Jun. 1793.
Docketed "United Mines take Chacewater engine. Payments not to be made to Mr. Hurd."
Marked [by Henry Hazleton?] "12 men in the county who understand engines."
- 26.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London). 7 Jun.
1793.
- 27.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
8 Jun. 1793.
Docketed "Copper."
- 28.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
12 Jun. 1793.
Mis-dated as May by Wilson. Docketed "United Mines. Serving of subpoenas upon witnesses for Bull's trial."
- 29.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
14 Jun. 1793.
Docketed "Poldice meeting. Wheal Gons refusal of payment. Wheal Reeth agreement signed. About subpoenaing Grylls."

- 30.** Letter. Thomas Wilson (Exeter) to Boulton & Watt (6 Green Lettice Lane, London). 16 Jun. 1793.
Docketed "About evidences etc."
- 31.** Letter. Thomas Wilson (Cardiff) to Boulton & Watt (Soho). 5 Jul. 1793.
- 32.** Letter. Thomas Wilson (London) to Boulton & Watt (Soho). 15 Jul. 1793.
- 33.** Letter. Thomas Wilson (Launceston) to Boulton & Watt (Soho).
"Wednesday Noon" [17 Jul. 1793].
Docketed "About Sherborne paragraphs. Copper."
- 34.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Jul. 1793.
Docketed "Copper."
- 35.** Letter. Thomas Wilson (Yeovil) to Boulton & Watt (Soho). 1 Aug. 1793.
Letter continued from Andover on 2 Aug.
Docketed "Conversation with Mr. Thomas. Seal Hole."
- 36.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 15 Aug. 1793.
Docketed "Tinnners' riot. His return to Cornwall."
- 37.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 17 Aug. 1793.
Docketed "Sherborne Mercury."
- 38.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 21 Aug. 1793.
Docketed "Smith's colliery. Tinnners' riots."
- 39.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Aug. 1793.
Docketed "Bargain for copper. Sold to Williams. Hallamanin. Consolidated Mines."
- 40.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 14 Sep. 1793.
Docketed "Chacewater engine. United Mines. R. Mitchell."
- 41.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 Sep. 1793.
Docketed "Wheal Carpenter. Chacewater engine. Pirates' engine."
- 42.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 26 Sep. 1793.
Docketed "Cornish Metal Co. statement."
Summarised "Cornish Metal Co. statements. Mr. Byerly visits Cornwall at Mr. Wedgwood's desire."
- 43.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 11 Oct. 1793.
Docketed "Hornblower's engine, Bull's ditto. Poldice water."
Summarised "Remarks on the engines erected by Hornblower and Bull. The little engine at Wheal Carpenter works well. Trouble with excessive water in mines."
- 44.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 13 Oct. 1793.
Docketed "R. Mitchell. Poldice water."
Summarised "Richard Mitchell will not undertake the joinery. Meeting of adventurers called to consider what they will take in a new set of pumps for Wheal Maid."
- 45.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 Oct. 1793.
Docketed "Poldice water and North Downs."
Summarised "Adventurers in Gwennap mines decide to put in another lift at Wheal Maid, and remarks on the share to be born by other adventurers."
- 46.** Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 28 Oct. 1783.
Docketed "With copper accounts."

- 47.** Letter. Thomas Wilson (Truro) to Matthew Boulton (6 Green Lettice Lane, London). 23 Nov. 1793.
Docketed "Wheal Treasure refusal to pay."
Summarised "Captain Trevithick refuses to pay any more premiums for Wheal Treasury till the case between Boulton & Watt and Bull is settled."
- 48a.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 29 Nov. 1793.
With (b) below attached.
Docketed "Bull's 1st advertisement. Where the different recusant engines originally were. Trevithick's refusal to pay for Wheal Treasure."
- b.** Cutting from the *Exeter Gazette*. 5 Dec. 1793.
Letter from Edward Bull "to the adventurers of mines in Cornwall," 28 Nov. 1793.
- 49.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 4 Dec. 1793.
Mis-dated as 1792 by Wilson.
- 50.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 10 Dec. 1793.
Docketed "Consolidated Mines abatement."
Summarised "Glad Boulton & Watt will answer Bull, as he appears triumphant. Concerning abatements and number of engines to be kept at work at Consolidated Mines."
- 51.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 12 Dec. 1793.
On the same sheet:
 Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 12 Dec. 1793.
Docketed "About Bull's boastings and about Mr. Boulton's copper."
Summarised "Murdock leaves for Neath to fix the cylinder. Bull advises the adventurers not to hear Boulton & Watt as they need not now use their engines. Will Boulton & Watt take shares in the Neath Iron Works."
- 52.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 19 Dec. 1793.
Docketed "United Mines refusal to pay as per agreement."
Summarised "United Mines adventurers refuse to pay as per agreement. Hornblower's engine 8 days getting to work, nearly the same at Wheal Unity. They lose ground very much in the opinion of the people, which Wilson trusts will be the case with Bull's followers."
- 53.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 24 Dec. 1793.
Docketed "Letter from Wheal Gons [within the text] refusing payment."
Summarised "Copies of letters from Wheal Gons (adventurers) refusing payment. Trevithick the author of the trouble."
- 54.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 27 Dec. 1793.
Docketed "Copy letter from Richards [within the text] on removing Retallack engine to Wheal Treasury. Herland. United Mines."
Summarised "Concerning the agreements on removing Hallamanin to Retallack, then to Wheal Treasury. Copy of Richard Mitchell's letter on above. Have no agreements for engines removed except Herland from Chacewater and Polgooth from Wheal Crenver."
- 55.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Dec. 1793.
Docketed "With Bull's 2nd advertisement."
Summarised "Sends copy of Bull's advertisement in the Exeter paper."
- 56.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 30 Dec. 1793.
Docketed "Wheal Gons adventurers." Summarised "Concerning agreements for Wheal Gons engines removed to Dolcoath. Also Wheal Treasury. List of Wheal Gons adventurers."

3/354 Thomas Wilson, 1794

(68 items)

- 1.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 8 Jan. 1794.

- 2a.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 12 Jan. 1794.
Enclosing (b) below. Docketed "With printed copy of Bull's advertisement. Account of same. Hornblower's engine. Recusants."
- b.** Cutting from the *Exeter Gazette*.
Letter from Edward Bull to Boulton & Watt. 24 Dec. 1793.
- 3.** Memorandum. Mr. Wilson's account of ores smelted for us 1793—1794 & difference of war and peace price.
- 4.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 13 Jan. 1794.
Docketed "With statement of the cases of the recusant mines."
- 5.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 14 Jan. 1794.
Docketed "Names of adventurers in recusant mines. Herland. Kevill."
- 6.** Letter. James Watt (Birmingham) to Ambrose Weston (31 Fenchurch St., London). 16 Jan. 1794.
This letter was posted, so presumably Weston returned it to Boulton & Watt. Docketed "Names of the principal adventurers."
- 7.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 16 Jan. 1794.
- 8.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Jan. 1794.
Docketed "Edwards' opinion about stopping the ores at Poldice. Wilson's wish to draw upon is."
- 9.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 18 Jan. 1794.
Docketed "Payments from Polgooth and Herland."
- 10.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 19 Jan. 1794.
Docketed With lists of recusants and hints of letters that might be useful."
- 11.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 21 Jan. 1794.
- 12.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 22 Jan. 1794.
- 13.** Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 23 Jan. 1794.
Docketed "Hallamanin."
- 14.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 27 Feb. 1794.
Docketed "Wheal Treasure. Poldice. Trevithick's abuse."
- 15.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 3 Mar. 1794.
Docketed "Propositon from Godolphin."
- 16.** Letter. Thomas Wilson (Chudleigh) to James Watt (Soho). 8 Mar. 1794.
Docketed "Wheal Gons."
- 17.** Letter. Thomas Wilson (Lifton) to James Watt (Soho). 12 Mar. 1794.
Docketed "His son George's death."
- 18.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 19 Mar. 1794.
Docketed "Poldice. Godolphin. Wheal Treasury. Hornblower. Copper. Wheal Butson."
- 19.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 24 Mar. 1794.
Docketed "Reply to Bull's affadavit. Carne's letter. Kevill's letter about Wheal Gons."

- 20.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 28 Mar. 1794.
Docketed "Bull's perjury. Conversation with Penrose about Retallack. Ditto with Richards about Wheal Treasury. Bank for payments in suspense. Copper."
- 21.** Letter. Thomas Wilson (Truro) to A. & J. Weston (31 Fenchurch St., London). 2 Apr. 1794.
Docketed "Account of [?] engines. Letter to Mr. Beauchamp in 1792."
- 22.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 Apr. 1794.
Docketed "General account of transactions after the injunctions."
- 23.** Letter. Thomas Wilson (Truro) to James Watt (6 Green Lettice Lane, London). 6 Apr. 1794.
Docketed "Recusants."
- 24.** Letter. Thomas Wilson (Truro) to James Watt (6 Green Lettice Lane, London). 9 Apr. 1794. 2 sheets.
Docketed "Retallack and Hallamanin set to work against injunction. Ding Dong adventurers. Case of Hallamanin. Wheal Gons – Herland, Bull's. Our proposal made to Carne. Wheal Butson to remove to the Bog. Wallis' inflammatory letter. Sentiments of the county. Wherry engine."
- 25.** Letter. Thomas Wilson (Truro) to James Watt (6 Green Lettice Lane, London). 11 Apr. 1794.
Docketed "Hallamanin. United Mines."
- 26.** Letter. Thomas Wilson (Truro) to James Watt (6 Green Lettice Lane, London). 12 Apr. 1794.
*Mis-dated as Mar. by Wilson.
Docketed "About Hallamanin and recusants."*
- 27.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 17 Apr. 1794.
Docketed "United Mines. Wheal Gons. Copper for Mr. Boulton."
- 28.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 21 Apr. 1794.
Docketed "Affadavit about Hallamanin breaking injunction. Wheal Gons. Poldice and Consolidated Mines."
- 29.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 21 Apr. 1794.
Docketed "Advertisement calling a meeting of the mining interests of Cornwall, dated 15 Apr."
- 30.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 25 Apr. 1794.
Docketed "Penrose's disparaging [?] assertions about Edwards. Facts about the serving of the injunction upon Bull. Meeting of the miners. United Mines, nothing done. Edwards to take the answer of Wheal Treasury tomorrow. Copper for Mr. Boulton."
- 31.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 26 Apr. 1794.
Docketed "Consolidated Mines refuse payments. Acknowledges Weston's letters and replies respecting the affidavits. Poldice have sent no answer."
- 32.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 2 May 1794.
Docketed "Beauchamp desirous of settling the dispute with United Mines. Kevill wishes to do the same at Wheal Gons. Gundry, Daniell and Jenkins. Bull's injunction. Copper."
- 33.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 6 May 1794.
Docketed "No accounts taken of Western engines. Weston's opinion on Wheal Treasury. Copper."

- 34.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 9 May 1794.
Docketed "Conversation with Tremayne. Ditto with Edwards, who says the parties subpoenaed will pay on suspense account. John denies any resolution to support Bull."
- 35.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 12 May 1794.
- 36.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 14 May 1794.
Docketed "About paying premiums on suspense account. Dr. Withering."
- 37.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 15 May 1794.
Docketed "About Wheal Treasury and Wheal Ann adventurers."
- 38.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 21 May 1794.
Docketed "Answer of Wheal Trevascus adventurers to Mr. Richards. Meeting of Poldice, Unity and Consolidated Mines adventurers."
- 39.** Letter. Thomas Wilson (Truro) to James Watt [Soho]. 26 May 1794.
Docketed "About moving the Western engine at Poldice."
- 40.** Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 9 Jun. 1794.
Docketed "Answered by J. Watt Jr. Poldice double engine. Daniell's conduct. Foxes at Wheal Ann etc."
- 41.** Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 13 Jun. 1794.
Docketed "Meeting of Poldice and Consolidated Mines. Premium at Poldice charged in the books only. Daniell's conduct at Consolidated Mines. Fox's proposals respecting Wheal Ann and Herland."
- 42.** Letter. Thomas Wilson (Redruth) to Boulton & Watt (Soho). 26 Jun. 1794.
Docketed "Case of Hallamanin."
- 43.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 5 Jul. 1794.
Docketed "Sentiments of the Cornish people upon the argument being put off in Common Pleas."
- 44a.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 11 Jul. 1794.
Kept with (b) below. Docketed "Tremayne's offer to pay if indemnified against action. Prevalence of his example. Case of Consolidated Mines. Poldice's refusal owing to Mr. Daniell."
- b.** Transcript of extract of letter. Thomas Wilson (Truro) to A. & J. Weston [31 Fenchurch St.]. 11 Jul. 1794.
- 45.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 14 Jul. 1794.
Docketed "Observations on injunctions as relative to premiums. Undecided respecting Crenver, United Mines and Consolidated Mines. Kevill's payment of Cook's Kitchen premium and refusal to execute the deed. Charges in the books at Wheal Gons and Wheal Crenver of Boulton & Watt's premiums. Expects a refusal of our ores at Consolidated Mines. Bull's report of argument in Common Pleas. Hewas engine set to work."
- 46.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Jul. 1794.
Docketed "Conversation with Carne about Herland. State of Wheal Gons and North Downs. Poldice engine to be removed. Bad state of the mines in general."
- 47.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 Jul. 1794.
Docketed "Poldice meeting. Vivian's refusal to pay. Tremayne's refusal to pay without indemnity bond. Mines likely to refuse their ores."
- 48.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 26 Jul. 1794.
Docketed "Consolidated Mines, case of double engine. North Downs payments."

- 49.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Jul. 1794.
Docketed "Herland adventurers. Hallamanin. Neath engine. Varley."
- 50.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 Aug. 1794.
Docketed "Quarterly accounts and bill for £255.8.3."
- 51.** Letter. Thomas Wilson (Okehampton) to Boulton & Watt (Soho). 13 Aug. 1794.
Docketed "Tremayne's approbation of the indemnity agreement. Daniell's swearing. Ores from Consolidated Mines. Poldice to make double the Western engine. Messrs. Fenton and Townend."
- 52.** Letter. Thomas Wilson (London) to James Watt (Soho). 18 Aug. 1794.
Docketed "Will be at Birmingham in a few days."
- 53.** Letter. Thomas Wilson (New Passage) to James Watt (Soho). 13 Sep. 1794.
Docketed "William Murdock setting the Neath engine to rights – supposes the fault to lie in the stacks. Smith & Morris' engine. Hallamanin."
- 54.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 29 Sep. 1794.
Docketed "General history and accounts of engines in Cornwall. Neath engine set to work. Neath Abbey works."
- 55.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 4 Oct. 1794.
Docketed "Tremayne and others willing to account for premiums in Poldice and Consolidated Mines without indemnity. Daniell's opinion of our patent and reasons for refusing payment. Harris' threats. Herland. Hallamanin. Poldice tin. Copper sold to Williams."
- 56.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 12 Oct. 1794.
Docketed "Hallamanin. Herland. Cook's Kitchen. Mr. Kevill. Manganese."
- 57.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 16 Oct. 1794.
Docketed "Daniell's refusal to agree to consolidate Poldice. Produce of ores at Wheal Virgin. Tremayne and others anxious to agree with us."
- 58.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 25 Oct. 1794.
Docketed "Resolution of Hallamanin adventurers. Simcox and others to pay. Resolution to support Poldice. New engine wanted at Poldice. $\frac{3}{4}$ of adventurers in Consolidated Mines and Poldice agree to pay us."
- 59.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Oct. 1794.
Docketed "2 bills for £187.6 from Hallamanin [?] on account of the Birmingham [?]. Question whether an abatement shall be allowed to Poldice."
- 60.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 9 Nov. 1794.
Docketed "Opinion upon settlements. Jonathan Hornblower's new scheme. Herland. White metal at Hayle."
- 61.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 13 Nov. 1794.
Docketed "Resolution to erect a double 66 inch upon Poldice. William Murdock's scheme. Castings to be had from the Neath Company."
- 62.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 25 Nov. 1794.
Docketed "Foxes satisfied with form of receipt. Danger attending our proposal at Poldice."
- 63.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 2 Dec. 1794.
Docketed "Poldice – danger attending our proposals. St. Agnes about to erect an engine. Bull's chagrin."

- 64.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 10 Dec. 1794.
Docketed "Covering statement of accounts and bill for £250. Estimate of difference of cost between two engines – single and double. Danger of our insisting upon an agreement at Poldice. Consolidated Mines' intention to apply for an order to stop the delivery of the ores. Application for payment to sundry mines deferred. William Murdock debited 6 guineas – queré!"
- 65.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 11 Dec. 1794.
Docketed "Poldice meeting and resolution to erect one of our engines confirmed. Ineffectual exertions of our friends to get our demands settled. Tremayne and others refuse to pay upon receipt sent. Copying machine. Tin upon commission."
- 66.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 13 Dec. 1794.
Docketed "Consolidated Mines intend stopping the ores. Gullet and Hornblower's invention."
- 67.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 19 Dec. 1794.
Docketed "Delivery of our answer relative to Poldice to Fox & Co. Statement of ores and premium at Consolidated Mines. Payments for himself and Wilkinson."
- 68.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Dec. 1794.
Docketed "Tremayne's sentiments upon our proposal to Poldice. Daniell's refusal to comply."

3/355 Thomas Wilson, 1795 (72 items)

- 1.** Bundle wrapper.
Marked "Mr. Wilson 1795."
- 2.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 2 Jan. 1795.
*Mis-dated as 1794 by Wilson.
Docketed "Poldice threaten to employ Bull and to build a double engine. Daniell's intention to make us refund."*
- 3.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 6 Jan. 1795.
*On the same sheet:
Invoice of 12 blocks of tin shipped for Boulton & Watt. 5 Jan. 1795.
Docketed "Invoice of 12 blocks of tin for account of Mr. George Thomas. Bills for £240.
Sentiments on our proceedings at Poldice. Copper accounts. Steam engine not fixtures."*
- 4.** Letter. Thomas Wilson (Truro) to James Watt Jr. (6 Green Lettice Lane, London, London). 9 Jan. 1795.
Docketed "Alarm at Poldice. Tremayne's letter to Wilson and proposal to lodge the premium in a bank. Murdock to take no part."
- 5.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 10 Jan. 1795.
Docketed "Tremayne's letter offering to lodge the Poldice premium in a bank. Wilson's letter to Capt. Williams and subsequent proceedings."
- 6.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 11 Jan. 1795.
Docketed "Engine at Neath. Bull's partnership. Hallamanin."
- 7.** Letter. Thomas Wilson (Truro) to James Watt Jr. (6 Green Lettice Lane, London). 15 Jan. 1795.
Docketed "Resolution of Poldice to employ Bull to erect a double 66 inch cylinder. To withhold the ores. William Murdock's wish to have Poldice. Opinion of Bull's lawyers upon refunding."
- 8.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Jan. 1795.
*On the same sheet:
Memorandum. Resolutions made at a meeting of Poldice Adventurers. 15 Jan. 1795.
Docketed "Poldice resolutions. Wilson and Wilkinson's costs to be paid. Murdock's wish to leave Poldice."*

- 9.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
25 Jan. 1795.
Docketed "Observations on Poldice. Conversation with Mr. Vivian. Sales of copper. Advances to Mr. Wilson to pay his costs."
- 10.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
31 Jan. 1795.
Docketed "Bill for £1507.12.11 and of £60. Arrangement of copper sales. Tremayne's opinion upon Poldice resolutions, Fox's ditto."
- 11.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
6 Feb. 1795.
Docketed "Sentiments upon the special agreement. Letter from Bull to Daniell. Stoppage of ores at Poldice. Delivery of our letter of the 13th Jan. to the purser of Poldice Mine."
- 12.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
7 Feb. 1795.
Docketed "Receipt of copy of our letter of the 4th inst. to Poldice adventurers and effects likely to be produced by it. Fox's application for an abatement."
- 13.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
10 Feb. 1795.
Docketed "Receipt of our letter to Poldice adventurers. Grylls' opinion of Adair's argument."
- 14.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
13 Feb. 1795.
Docketed "Copper. Drafts on Williams."
- 15.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
20 Feb. 1795.
Docketed "Meeting of Poldice adventurers and resolution to send no answer to our letter. Notice given of our throwing up our share. Wilson offers to continue his on our account. Adventurers' opinion of injunctions. Bull's disappointment and chagrin of his friends. Casting ordered by Bull."
- 16.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
28 Feb. 1795.
Docketed "Notice given to Poldice adventurers of our relinquishing our share. Doubts upon the legality. Wilson's drafts on Mrs. Matthews. Grylls' despondency."
- 17.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
7 Mar. 1795.
Re-directed to Boulton & Watt at Soho.
Docketed "Paying of Mr. Wilkinson's and his own costs at Poldice. Purser writes to inform the adventurers that Bull had ordered the castings at Coalbrookdale. Money due for costs and savings. Bull sets out the engine house."
- 18.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 12 Mar. 1795.
Docketed "Meeting of Poldice adventurers. No resolution adopted about our shares. Opinion of the lawyers about them. Carne's offer on behalf of Ding Dong."
- 19.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Mar. 1795.
Docketed "Enquires about an iron founder and porter brewer."
- 20.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 24 Mar. 1795.
Docketed "Sentiments upon a compromise with Bull. Riot among the tanners."

- 21.** Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 27 Mar. 1795.
Docketed "White or Pot metal. Meeting of Bull and friends to consider Weston's letter to Mr. Short. Tinners' riot. Tin."
- 22.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Mar. 1795.
Docketed "Conversation with Mr. Richards about the compromise with Bull. Wilson's sentiments thereon."
- 23.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 13 Apr. 1795.
Docketed "Weston's letter to Short. John Wilkinson's letter. North Downs."
- 24.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 Apr. 1795.
Docketed "North Downs order for a double 52 inch cylinder. Murdock's plan."
- 25.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
28 Apr. 1795.
Docketed "North Downs. Bull etc. John Wilkinson."
- 26.** Letter. Thomas Wilson (Truro) to James Watt (6 Green Lettice Lane, London).
10 May 1795.
Docketed "Fox's letter stating the loss at Polgooth. Sentiments thereon."
- 27.** Letter. Thomas Wilson (Truro) to James Watt (6 Green Lettice Lane, London).
11 May 1795.
Docketed "Account of modified premiums which we have offered to accept of."
- 28.** Letter. Thomas Wilson (Truro) to Boulton & Watt (6 Green Lettice Lane, London).
15 May 1795.
Docketed "Advice of his coming to Town."
- 29.** Letter. Thomas Wilson (6 Green Lettice Lane, London) to James Watt [6 Green Lettice Lane, London]. "3 o'clock" [26 May 1795].
Docketed "Conversation with Vivian and Daniell about Poldice."
- 30.** Letter. William Wilson (Truro) to Boulton & Watt (Soho). 12 Jun. 1795.
Docketed "Poldice adventurers resolve that we shall not give up our shares. Tremayne's sentiments. Conduct of Bull's friends."
- 31.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 16 Jun. 1795.
Docketed "About procuring affidavits against Bull in the Ding Dong affair."
- 32.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 21 Jun. 1795.
Docketed "About procuring affidavits from Murdock and Simon Vivian as to Trevithick being an agent of Bull. Consolidated Mines. Bull's impudent assertions at the Poldice meeting. Fox's letter respecting Herland."
- 33.** Letter. William Wilson (Truro) to Boulton & Watt (Soho).
"Wednesday night" [24 Jun. 1795].
Docketed "Return of Murdock and Rogers from the West. Alarm at Ding Dong."
- 34.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 26 Jun. 1795.
Docketed "Injunction to be served on Ding Dong. Bill for £13.0.6."
- 35.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Jun. 1795.
On the same sheet:
Transcript of letter. William Carne (Penzance) to Thomas Wilson. 26 Jun. 1795.
Transcript of letter. Thomas Wilson to William Carne [Penzance]. 27 Jun. 1795.
Docketed "Carne's letter about Ding Dong and Wilson's answer. Daniell's opinion of the Chancellor upon his granting the Poldice injunction."

- 36.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 29 Jun. 1795.
Docketed "Godfrey's cunning. Herland interceded for by Wilson."
- 37.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Jun. 1795.
Docketed "Counts of perjury in Bull's answer. Stoppage of Ding Dong. Daniell and Martyn's opinion of the Poldice injunction."
- 38.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 2 Jul. 1795.
Docketed "About procuring affidavits against Bull."
- 39.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 5 Jul. 1795.
Docketed "Method of proceeding against Poldice. Herland. Ding Ding injunction. Hornblower's new vaunts. John Wilkinson."
- 40.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 5 Jul. 1795.
Docketed "About Daniell and Fox's assertions. Affidavits to be procured from Murdock and his son William. To leave Cornwall the 25th and bring his son Tom to Soho."
- 41.** Letter. Thomas Wilson [Truro] to Boulton & Watt (Soho). 11 Jul. 1795.
On the same sheet:
Memorandum. Edward Rogers' report of the Trial at Wheal Unity begun 9th July 1795.
Docketed "Trial at Wheal Union. Bull's wrath against Murdock. Affidavits. Remittance of £160 for Cornish Metal Company."
- 42.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 12 Jul. 1795. 2 sheets.
On the second sheet:
Transcript of letter. Thomas Wilson (Truro) to William Carne. 12 Jul. 1795.
Transcript of letter. William Carne (Penzance) to Thomas Wilson. 10 Jul. 1795.
Memorandum. Addition to William Murdock's former affidavit.
Docketed "About Murdock's affidavit. Difficulty of proving Bull's perjury. Bull's indignation at being served with notice. Murdock employed by Consolidated Mines to remove single engine. Carne's letter about Herland and Wilson's answer. Addition to Murdock's affidavit."
- 43.** Memorandum. Reasons for believing that Bull is supported in his defence against Boulton & Watt by a Confederacy of the Adventurers in the Cornish Mines.
Sent by Wilson to Boulton & Watt at Soho. Docketed as 13 Jul. 1795.
- 44.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Jul. 1795.
Docketed "Richard Mitchell's letter. Appointment with Carne. Wheal Unity."
- 45.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 16 Jul. 1795.
Docketed "2nd trial at Wheal Unity. Simon Vivian threatened by Trevithick. Daniell's abuse to Edwards."
- 46.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 Jul. 1795.
Docketed "T. Mitchell's letter to Poldice with prices of castings at Coalbrookdale. Inspection of the books at Herland. Simon Vivian's distress. Invitation of the enemy. Hornblower's third trial."
- 47.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 Jul. 1795.
Docketed "More affidavits wanted. Godfrey to go to Neath. Simon Vivian's debt. Hornblower's ill success. Conversation with Mr. Vivian about a compromise. About taking Mr. Williams' share in Poldice."

- 48.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 24 Jul. 1795.
On the same sheet:
Transcripts of proposed affidavit for Peter Godfrey.
Transcript of James Freeman & Joseph Corin's affidavit.
Docketed "Freeman and Corin's affidavits. Affidavit proposed for Godfrey. Simon Vivian discharged from Crenver. Godfrey's conversation with Bull. Simon Vivian's departure from Cornwall. Daniell relents. Conversation with Vivian about Poldice."
- 49.** Letter. William Wilson (Truro) to Boulton & Watt (Soho). 28 Jul. 1795.
On the same sheet:
Memorandum. Resolutions passed at a meeting of the Poldice Adventurers. 28 Jul. 1795.
Docketed "Resolutions of Poldice meeting to stop Bull's engine and pay our demands. Present engines to be worked so long as they pay costs and then Oppie's engine only to be continued. Davey wants Oppie's engine to be converted into one of Hornblower's. Poldice double 24 inch to be sold to Wheal Garland adventurers."
- 50.** Letter. Thomas Wilson (Birch Grove) to James Watt Jr. (Soho). 30 Jul. 1795.
Docketed "E. Rogers meets Bull and Trevithick at Poldice. About Williams' share in Poldice."
- 51.** Letter. William Wilson (Truro) to Boulton & Watt (Soho). 31 Jul. 1795.
Docketed "Riot against Murdock and John Landor."
- 52a.** Letter. Thomas Wilson (Swansea) to Boulton & Watt (Soho). 1 Aug. 1795.
Enclosing (b) below.
Docketed "Letters from and to Carne. Consolidated Mines and Poldice. Riots at Poldice."
- b.** Transcripts. 2 transcripts on the same sheet, as follows:
Letter. William Carne (Penzance) to Thomas Wilson [Truro]. 28 Jul. 1795.
Letter. Thomas Wilson [Swansea] to William Carne [Penzance]. 1 Aug. 1795.
- 53.** Letter. Thomas Wilson (Birch Grove) to Boulton & Watt (Soho). 2 Aug. 1795.
On the same sheet:
Transcript of letter. Thomas Wilson (Birch Grove) to Mr. Daniell. 2 Aug. 1795.
Transcript of letter. Thomas Wilson (Birch Grove) to John Williams. 2 Aug. 1795.
Docketed "Letters to Daniell and John Williams upon Poldice and Wheal Garland. Riots in Cornwall."
- 54.** Letter. Thomas Wilson (Birch Grove) to Boulton & Watt (Soho). 7 Aug. 1795.
Docketed "Consolidated Mines."
- 55.** Letter. Thomas Wilson (London) to Boulton & Watt (Soho). 19 Aug. 1795.
Docketed "India sales. Meeting with R. W. Fox. Daniell's contrition."
- 56.** Letter. Thomas Wilson (London) to Boulton & Watt (Soho). 21 Aug. 1795.
Docketed "Conversation with Weston upon the measures to be adopted."
- 57.** Letter. Thomas Wilson (Bristol) to Boulton & Watt (Soho). 24 Aug. 1795.
Docketed "Bayley & Co. Reports in Cornwall."
- 58.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 29 Aug. 1795.
Docketed "Arrival in Cornwall. Reports about Poldice and Herland."
- 59.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 Sep. 1795.
Docketed "Proposed payment at Poldice. Account of stopping the engine there. Proposal for Herland. Carne's offer for Ding Dong."
- 60.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Sep. 1795.
Docketed "Poldice engines not to be set to work again. Simon Vivian – money advanced him. Wheal Gons. Poldice cost."

- 61.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 10 Sep. 1795.
Docketed "Daniell's relapse and refusal to pay at Poldice. Vivian's sentiments thereon."
- 62.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 11 Sep. 1795.
Docketed "Vivian's advice to apply to the Vice-Warden's Court to force payment from Poldice. Daniell's conduct explained."
- 63.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 18 Sep. 1795.
Docketed "Edwards' opinion of the Vice-Warden's Court. Bad prospect of the mines. Murdock's despondency, Wilson's ditto."
- 64.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 3 Oct. 1795.
Docketed "Cause of Wilson's low spirits. Bailiff's difficulty to serve injunctions. Ding Dong adventurers want to evade interrogatories."
- 65.** Letter. Thomas Wilson (Penzance) to Boulton & Watt (Soho). 5 Oct. 1795.
Docketed "Ding Dong mine. Bog mine. Peter Godfrey. Trevithick Junior."
- 66.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 11 Oct. 1795.
Docketed "Bull's new invented engine."
- 67.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 23 Oct. 1795.
Docketed "William Murdock to set off. Cornish reports etc."
- 68.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 26 Oct. 1795.
Docketed "Settlement with Polgooth and Hewas. Proposals to Ding Dong adventurers. Remittance of £351 of which £126 from Cook's Kitchen."
- 69.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 13 Nov. 1795.
Docketed "Veale the prosecutor. Ding Dong adventurers taking down their engine. Obstinacy of all the recusant mines."
- 70.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 Nov. 1795.
Docketed "Trevithick not served. Herland adventurers agree to our terms. Mr. Thomas' tin."
- 71.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 11 Dec. 1795.
Docketed "Wheal Ramoth adventurers offer for Wheal Butson engine."
- 72.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 29 Dec. 1795.
Docketed "Wants abatement for Wheal Ramoth adventurers. Wheal Fortune. Trestrial's purchase of one of Hornblower's engines."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 235

3/356 Thomas Wilson, 1796 (55 items)

1. Bundle wrapper.
Marked "Mr. Wilson 1796."
2. Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 3 Jan. 1796.
Docketed "Repeats former letter to Boulton & Watt. Daniell's obstinacy. Moyle's report of an argument before the judges. Probable disagreement at the United Mines."
3. Letter. Thomas Wilson (Truro) to James Watt Jr. (A. & J. Weston's, 31 Fenchurch St., London). 9 Jan. 1796.
Docketed "Consideration upon the present posture of affairs and complaints of the disagreements he undergoes. Wheal Ramoth adventurers."
4. Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 18 Jan. 1796.
Docketed "Wheal Ramoth adventurers. John Wilkinson."
5. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 24 Jan. 1796.
Docketed "Conversation with Mr. Daniell about Consolidated and United Mines. Wheal Fortune. Tin from Mr. Thomas."
6. Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 2 Feb. 1796.
Docketed "With Daniell's proposals."
7. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 10 Feb. 1796.
Docketed "Daniell offers to negotiate. Had ordered Grylls to stop proceedings. Communicated [?] J. Watt."
8. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Feb. 1796.
Docketed "Daniell's acceptance. Mr. Vivian as his negotiator. Polgooth and Wheal Hewas claim an abatement. Wheal Fortune asks to pay by the tables. Carne wants time. Bog Mine filled by the sea."
9. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 12 Mar. 1796.
Docketed "Daniell's rejection of our offers. Wheal Fortune propose purchasing Wheal Pool engine. Hornblower's applications. Wheal Ramoth. Copper delivered to Williams."
10. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Mar. 1796.
Docketed as 25 Mar: "Daniell's obstinacy. Wilson gives up agency. Letters from Carne about Bog Mine. Payment of £252 for Herland. Final dividend of Cornish Metal Co. Wheal Fortune. Engines to be sold at Poldice. Considerations about the willing adventurers in Poldice."
11. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Mar. 1796.
Docketed "Engines to be disposed of in Cornwall. United Mines. Riots among tinnners. Wheal Unity doing badly."

- 12.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 2 Apr. 1796.
Docketed "Relinquishment of agency. Purchase of Hallamanin 60 inch by Wheal Ramoth adventurers. Terms of selling engines in Cornwall. Manoeuvres of the enemy. Trevithick not to be caught."
- 13.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Apr. 1796.
Docketed "Poldice account ordered to be settled and Mr. Tremayne and G. Fox offer to pay their share of Boulton & Watt's demands against Consolidated Mines into the hands of Mr. Daniell."
- 14.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 10 Apr. 1796.
Docketed "Attachments against Daniell and adventurers of United Mines arrived. Riot of tinnners."
- 15.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 14 Apr. 1796.
Docketed "Payment of £750.5.6 from Poldice. Conversation with Tremayne about abatement on Poldice double. Vivian's anger against Daniell."
- 16.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Apr. 1796.
Docketed "Settlement of account with Poldice and John Williams' hesitation to join with the United Mines adventurers."
- 17.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 25 Apr. 1796.
Docketed "John Landor's application to return. Williams starts objections to the settling for Poldice. Report concerning Meux's engine. Difficulties likely to occur at Garland. Good state of North Downs."
- 18.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Apr. 1796.
Docketed "Bills for £211.5.1. Balance of Poldice. Mr. Edwards' engine. Sales at North Downs."
- 19.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 6 May 1796.
Docketed "John Wilkinson sending castings to Cornwall. Mr. Kevill wants to employ Trevithick. Difficulty of serving the latter. Copper. Reports about Hornblower and Maberley."
- 20.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 May 1796.
Docketed "Poldice – aversion of the adventurers to a lump sum and reasons why we should comply with their terms."
- 21.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 14 May 1796.
Docketed "John Landor."
- 22.** Letter. Thomas Wilson (Truro) to James Watt Jr. (13 London St.). 15 May 1796.
Docketed "Cornish reports. Poldice. Edwards' artifices."
- 23.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 20 May 1796.
Docketed "John Wilkinson's recantations."
- 24.** Letter. Thomas Wilson (Truro) to James Watt Jr. (13 London St.). 20 May 1796.
Docketed "About selling copper to E. Smith."
- 25.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 25 May 1796.
On the same sheet:
Transcript of letter. William Carne (Penzance) to Thomas Wilson. 24 May 1796.
Docketed "Carne's letter about Wheal Bog engine. Service of the attachements on Ding Dong adventurers."
- 26.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 31 May 1796.
Docketed "Daniell's answer. Cause of delay is serving of attachments. State of Wheal Bog mine. Copper."

- 27.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 5 Jun. 1796.
Docketed "Offer of copper to Smith. Wheel Abraham adventurers have agreed for one of Bull's engines."
- 28.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 6 Jun. 1796.
Docketed "Character of Knuckey. Bog Mine. Agreements wanted for sundry mines."
- 29.** Letter. Thomas Wilson (Neath Abbey Ironworks) to James Watt (Soho). 19 Jun. 1796.
Docketed "Answer to Bog and Ding Dong adventurers received and transmitted. State of Neath Abbey iron works."
- 30.** Letter. Thomas Wilson (Birch Grove) to James Watt (Soho). 26 Jun. 1796.
Docketed "Reflections about Maberley and his associates. Meeting of Wheel Maid and Poldice adventurers."
- 31.** Letter. Thomas Wilson (Birch Grove) to James Watt (Soho). 27 Jun. 1796.
Docketed "Meeting of Poldice adventurers. Resolution to build a double 66 inch."
- 32.** Letter. Thomas Wilson (Birch Grove) to James Watt (Soho). 3 Jul. 1796.
Docketed "About Mr. Carpenter. Support given to Hornblower and Maberley. Injunction reported to be served on Trevithick Jr. Good state of Fenton's copper works."
- 33a.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Jul. 1796.
Enclosing (b) below. Docketed "Young Trevithick. Copper and state of accounts. Brown's chest. Certificate of value of copper."
- b.** Declaration of the average cost of copper delivered through the Copper Office, London, from 1 Jun. 1795—31 May 1796.
Signed by Pascoe Grenfell and John Rogers. Dated 1 Jun. 1796.
On the same sheet:
Account. Boulton & Watt in account with Thomas Williams of the Copper Office.
The account is in Wilson's hand.
- 34.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Jul. 1796.
Docketed "Bog adventurers have stopped the mine. Ding Dong offers to pay costs. Wheel Pool adventurers' purchase of one of Hornblower's engines. Bull assists therein."
- 35.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 24 Jul. 1796.
Docketed "Terms upon which young Trevithick wishes to engage. About the purchase of Wheel Pool engine by Edwards & Co. Meeting of Wheel Unity and Poldice adventurers."
- 36.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Aug. 1796.
Docketed "Trevithick Jr. seemed indifferent about engaging with us. Murdock's sentiments of him. Mr. Carpenter's proposals for the engines to be erected upon Sutton Cloak and other mines near Redruth."
- 37.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 14 Aug. 1796.
Docketed "Compliance to our directions concerning Trevithick Jr. Opinion of Carpenter and his undertaking and with explanation of his proposals. Journey to London and visit to Soho. Brown's chest."
- 38. Letter.** Thomas Wilson (London) to Boulton & Watt (Soho). 23 Aug. 1796.
Docketed "Brown's chest. Meux & Co."
- 39.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 2 Sep. 1796.
Docketed "Concerning Boulton and Watt Jr.'s departure from Cornwall. Balance of his account with Boulton & Watt."

- 40.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 1 Oct. 1796.
Docketed "Prospect of Daniell's agreeing to the £90 for Consolidated Mines. United Mines likely to offer £60. Grylls' message to Mr. Kevill about Wheal Gons. Ores sold at North Downs to pay costs."
- 41.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 2 Oct. 1796.
Docketed "Letter from Mr. Smith about copper. Has written to Grenfell and Raby about copper. Smith's conversation with Mr. Curtis about Albion Mills."
- 42.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Oct. 1796.
Docketed "Williams' offer for copper."
- 43.** Letter. Thomas Wilson (Truro) to Boulton & Watt Jrs. (Soho). 13 Oct. 1796.
Docketed "Explanation of his charge of interest upon copper."
- 44.** Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 17 Oct. 1796.
Docketed "About copper for Mr. Boulton. Meeting between the Lords and adventurers at United Mines."
- 45.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 29 Oct. 1796.
Docketed "Daniell and Reid want us to make proposals for Consolidated and United Mines. Daniell's pretended ignorance of Maberley. Offer of Poldice Mine to Wheal Unity adventurers for £12,000."
- 46.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 6 Nov. 1796.
Mis-dated as Oct. by Wilson. Docketed as 7 Nov. Docketed "Terms for Wheal Ramoth. Wheal Fortune communicated opinion of them. Proposals for Wherry Mine deferred. No news of Maberley in Cornwall. Query about R. Mitchell's model and summons of Murdock."
- 47.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Nov. 1796.
Mis-dated as Oct. by Wilson. Docketed "Daniell's resolution to support Maberley. Vivian refuses to interfere. Letter to Reid. Neath Company."
- 48.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 9 Nov. 1796.
On the same sheet:
Transcript of letter. John Trevenen (Helston) to Thomas Wilson. 8 Nov. 1796.
Transcript of letter. Thomas Wilson (Truro) to John Trevenen. 9 Nov. 1796.
Docketed "Correspondence with Mr. Trevenen about Wheal Treasury."
- 49.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 19 Nov. 1796.
Docketed "R. Mitchell's readiness to give evidence. Murdock's accident – will however attend the trial. Wilson's indisposition and wish to be excused. Scheme of Trevithick and others for bringing a stream of water to the mines and applying it to raise their water."
- 50.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Nov. 1796.
Docketed "Murdock's intentions of setting out and leaving North Downs engines to the care of —. His own health mending."
- 51.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 24 Nov. 1796.
Docketed "Murdock set off unwell."
- 52.** Letter. Thomas Wilson (Truro) to James Watt Jr. (A. & J. Weston's, 31 Fenchurch St., London). 26 Nov. 1796.
Docketed "His illness and doubts about attending the trial."
- 53.** Letter. Thomas Wilson (Truro) to Boulton & Watt (A. & J. Weston's, 31 Fenchurch St., London). 30 Nov. 1796.
Docketed "About his setting out and notice of witnesses for defence."

54. Letter. Thomas Wilson (Truro) to Boulton & Watt (13 London St.). 25 Dec. 1796.
Docketed "Return home. State of the public opinion on the trial."

55. Letter. Thomas Wilson (Truro) to Boulton & Watt (13 London St.). 30 Dec. 1796.
Docketed "His joy upon Trevithick's catastrophe. Fox and Vivian disavow Capt. A. Vivian's commission. Daniell's obstinacy."

3/357 Thomas Wilson, 1797

(42 items)

1. Bundle wrapper.

Marked "Wilson 1797."

2. Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 6 Jan. 1797.
Docketed "Belief entertained by Hornblower's friends that we shall recover upon his engine. R. Mitchell unmolested. United Mines likely to stop."

3. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 13 Jan. 1797.
Docketed "Opinion of printed letter to Cornish mines. Trevithick's compliance with his injunction."

4. Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 20 Jan. 1797.
Docketed "Letter to Mr. Villers. Grylls and his clients. Paragraph in Sherborne papers."

5. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Jan. 1797.
Docketed "Enquires whether the Rose Co. will purchase Fenton & Co.'s works. Sale of Poldice Mine to Wheal Unity. Tremayne offers to talk with Daniell upon our affairs. Murdock not able to leave Cornwall immediately. Hornblower about to try his new engine."

6. Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 1 Feb. 1797.
Docketed "Consents that his son Thomas should enter an agreement with Boulton & Watt."

7. Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 3 Feb. 1797.
Docketed "Conference with William Murdock. Mr. Harris' declaration."

8. Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 4 Feb. 1797.
Docketed "Reports of Boulton & Watt's discomfiture. List of Wheal Abraham adventurers."

9. Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 15 Feb. 1797.
Docketed "Account of Murdock's health. T. Wilson accepts our offer."

10. Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 15 Feb. 1797.
Docketed "Wants explanation of the judgement of the court."

11. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Feb. 1797.
Docketed "The adversaries confident of our downfall and exhortations thereon. Harris' vauntings. Carpenter's proceedings with the Redruth mines and Bull's proposition to build the engines."

12. Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 24 Feb. 1797.
Docketed "Protest entered at Consolidated Mines by Fox and friends. Wheal Ramoth. Wheal Fortune. Murdock's illness. Wilson's intended journey. Hornblower's action against the Wherry adventurers."

13. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Feb. 1797.
On the same sheet:

Account. Consolidated Mines debtors to Boulton & Watt. 1793—1797.

Docketed "Account of premiums due from Consolidated Mines. Delivery of accounts to sundry mines. Murdock's recovery."

- 14.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 9 Mar. 1797.
Docketed "Copper for Boulton & Watt. Wheal Unity adventurers wanting an abatement. Proposes being at Birmingham by the end of next week."
- 15a.** Memorandum. Resolution passed at a meeting of the Consolidated Mine adventurers. 10 Mar. 1797.
Kept with (b) below. Docketed "Resolution and account of Consolidated Mine adventurers."
- b.** Account. Boulton & Watt debtors to William Paul. 1793—1797.
- 16.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 12 Mar. 1797.
Docketed "Proposes reaching Birmingham with Murdock on Sunday. Had delivered Boulton & Watt's message to Mr. Vivian and Mr. Jenkins. Written to Mr. Trevenen and forwarded Boulton & Watt's letter."
- 17a.** Letter. William Wilson (Truro) to Boulton & Watt (Soho). 27 Mar. 1797.
*Kept with (b) below. On the same sheet:
Names and Shares of Consolidated Mines adventurers. Mar. 1797.
Docketed "List of adventurers in Consolidated Mines with remarks thereon."*
- b.** Memorandum. List of Consolidated Mines Adventurers.
In James Watt's hand. Notes whether they are for or against Boulton & Watt, and various calculations re. the shares.
- 18.** Letter. Thomas Wilson (Barnstaple) to Boulton & Watt (Soho). 25 Apr. 1797.
Docketed "With copy of his letter to Smalley. Enquiries made by the Dowlais people."
- 19.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Apr. 1797.
Docketed "Daniell's wish to pay £70 at Consolidated Mines. Mr. Vivian's exertions to get the protest signed. Mr. Jenkins not pleased about Wheal Ramoth. State of North Downs mine and reasons why they should not be put on 2/3 premium. Wherry adventurers agree to reference with Hornblower."
- 20.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 May 1797.
*On the same sheet:
Transcript of protest delivered at the public account held at the Consolidated Mines. 12 May 1797.
Docketed "Protest of the Consolidated Mines. Messrs. Foxes' scruples at signing. Mr. Vivian absent from the meeting. Wheal Ramoth's poverty and inability to pay. Moyle's reports of law proceedings."*
- 21.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Jun. 1797.
Docketed "Pednandrea engine and conversation with Teague. Further surmises upon Trevithick's application. Doubts of the adventurers of United Mines."
- 22.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 6 Jun. 1797.
Docketed "Interview with old Trevithick concerning his son's proposal. With Reed and Beauchamp upon the same. R. Mitchell and Trevithick acknowledge their inability to build a good engine but upon Boulton & Watt's principle. Bull's candid reply to the same question."
- 23.** Letter. Thomas Wilson (Truro) to M. R. Boulton (A. & J. Weston's, 31 Fenchurch St., London). 6 Jun. 1797.
Docketed "Vivian and Walker's signature to the Protest. Conversation with Reeds and Beauchamp upon Trevithick's proposal."
- 24.** Letter. Thomas Wilson (Truro) to James Watt (Soho). 15 Jun. 1797.
Docketed "Tom's arrival and convalescence. Second meeting with Trevithick Jr. and his application respecting Seal Hole. Daniell denies that he refused the offer of £70. Alteration of the Wherry engine."

- 25.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Jun. 1797.
Docketed "Trevithick's proposal for Seal Hole. Daniell's perseverance."
- 26.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 23 Jul. 1797.
Docketed "United Mines have suspended having an engine. Jenkins declines paying for Wheal Ramoth. Proposed payment of Wheal Fortune. Trevithick's nonchalance. Daniell's indignation."
- 27.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 6 Aug. 1797.
Docketed "Message from and interview with Carpenter respecting premium. Murdock's unpleasant reception and dissatisfaction with present conditions."
- 28.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Aug. 1797.
Docketed "Remittance from Carne £240. Promises further from Cornwall. Murdock's acquiescence in the proposals made to him."
- 29.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 1 Sep. 1797.
Docketed "Remittance of £189 – suppose for Polgooth."
- 30.** Letter. Thomas Wilson (Truro) to Boulton & Watt [Soho]. 9 Sep. 1797.
Docketed "With remittance from Wheal Fortune. Demand upon Poldice and Wheal Unity."
- 31.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Sep. 1797.
Docketed "Poldice account. Mr. Tremayne's sentiments on ditto. Proposes to write for an abatement. A. Vivian and Trevithick's journey to Soho. Bull and Carpenter's artifices at Pednandrea."
- 32.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Oct. 1797.
On the same sheet:
Transcript of letter. John Trevenen (Helston) to Thomas Wilson. 3 Oct. 1797.
Docketed "Mr. Trevenen's reply to his application concerning Wheal Treasury arrears. Message to Mr. Tremayne thro' J. Williams. Capt. A. Vivian and Trevithick's return."
- 33.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Oct. 1797.
Docketed "Remittance of £165.19.4. General silence upon our business among opponents."
- 34.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 25 Oct. 1797.
Docketed "Remittance £174.15.8. Settlement of Neath Abbey Co.'s premium by purchase of the whole. His private affairs. Reports of Hornblower's invention and Maberley's intention to proceed."
- 35.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Nov. 1797.
On the same sheet:
Letter. Gregory Watt (Truro) to James Watt (Soho). 30 Nov. 1797.
Docketed "Trevithick's denial of a connection with Bull. Infraction of the injunction. A. Vivian's intention of accepting terms proposed for Wheal Treasure."
- 36.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 Dec. 1797.
On the same sheet:
Letter. Gregory Watt (Truro) to James Watt (Soho). 4 Dec. 1797.
Docketed "Carpenter's evasive refusal of our proposals. Report of our intentions to exact our premium in lump sums.. Conversation with A. Vivian upon Wheal Treasury. Hornblower's project."

- 37.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 12 Dec. 1797.
On the same sheet:
 Transcript of letter. Thomas Wilson (Truro) to Richard Trevithick. 11 Dec. 1797.
 Transcript of letter. Thomas Wilson (Truro) to Andrew Vivian. 11 Dec. 1797.
Docketed "His letters to Trevithick and A. Vivian. Murdock to withdraw his assistance from Pednandrea. Trescaw adventurers apply for engine. Reflection concerning Trevithick and A. Vivian and Cornish affairs. Wheal Fortune adventurers have entered no resolution upon their books."
- 38.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 14 Dec. 1797.
Docketed "Notice to Mr. Carpenter to desist using our engine. Trescaw adventurers about to purchase Hewas. Trevithick discharged by Prince William Henry adventurers."
- 39.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Dec. 1797.
On the same sheet:
 Letter. Gregory Watt [Truro] to James Watt (Soho). 17 Dec. 1797.
 Transcript of letter. Richard Trevithick (Redruth) to Thomas Wilson. 16 Dec. 1797.
Docketed "Letter from Trevithick with proposal for Ding Dong and St. Agnes. Proposed meeting of Poldice adventurers."
- 40.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 21 Dec. 1797.
Docketed "Agreement with Trescaw adventurers at 2/3rds. Trevithick proposing paying for Ding Dong if allowed a discount. Carpenter proposes arbitrator. Wheal Treasure. Hornblower's new scheme. Reports concerning term of patent."
- 41.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 24 Dec. 1797.
Docketed "Steps taken in Carpenter's case to disprove his assertions. Motives of his conduct towards the Jetherow adventurers. Disapprobation of our resolves to enforce the payment in a lump sum."
- 42.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 31 Dec. 1797.
Docketed "Murdock's affidavit versus United Mines. Trevithick's agreement for St. Agnes engine. Small engines building upon Hornblower's plan."

3/358 Thomas Wilson, 1798 (57 items)

- 1.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Jan. 1798.
On the same sheet:
 Transcript of letter. Samuel Carpenter (Redruth) to Thomas Wilson. 1 Jan. 1798.
 Transcript of letter. Thomas Wilson (Truro) to S. Carpenter [Redruth]. 3 Jan. 1798.
Docketed "Copy of Carpenter's correspondence and reflections upon it."
- 2.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 6 Jan. 1798.
Docketed "His opinion upon Trevithick's instalments. Wheal Unity and Poldice meant to be treated separately by Mr. Tremayne and jointly by Mr. Vivian. Receipt of £200 in India bills from Carne with queries thereon. About sending 10 blocks of tin."
- 3.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 11 Jan. 1798.
Docketed "Trevithick's bond signed with notice of instalments. Agreement drawing out by Warren. Herland engine bought by the adventurers in Wheal Jewel near Goldsithney. Wheal Treasure adventurers have removed the condenser. Wants to know what attorney we wish to be employed."
- 4.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 Jan. 1798.
Docketed "Has written to Trevithick for dimensions of St. Agnes engines. Intended application to Wherry adventurers. His sentiments on lump sums. Loss at Wheal Ramoth. Division among adventurers at Wheal Treasury. Quantity of water in the mines."

- 5.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 25 Jan. 1798.
Docketed "Delivery of our demand upon the Wherry adventurers. Cobalt found there. Bad plight of Trevithick's engine at Ding Dong. Remittance of £150 from Carne. Caren's intention of stopping Wheal Jewel unless terms of 2/3 are complied with."
- 6a.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 1 Feb. 1798.
On the same sheet:
Letter. Gregory Watt (Penzance) to Thomas Wilson [Truro]. 31 Jan. 1798.
Enclosing (b) below:
- b.** Invoice of 10 blocks of tin shipped for Boulton & Watt. 1 Feb. 1798.
Docketed "Entry made in Treskow account book – see agreements in chest. Conversation between Gregory Watt and Penrose about Wheal Jewel. Trevithick's visit to Wilson and threats to build St. Agnes engine on Hornblower's plan. Sending and invoice of 10 blocks of tin. Wheal Fortune account passed over – new meeting on 26 March. Intends to write to Mr. Townend to remit £1700 as it becomes due."
- 7.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Feb. 1798.
Docketed "Partial acknowledgement of his disobedience of orders and rejoicing thereat. Affidavits concerning United Mines not approved of by Wilson. Conversation with A. Vivian about Wheal Treasure. Murdock wants his account settled."
- 8.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 Feb. 1798.
On the same sheet:
Letter. Gregory Watt [Truro] to James Watt Jr. (Soho). 4 Feb. 1798.
Docketed "Plymouth engine. Reports of Maberley. Wheal Treasury. Conversation with Carne. Carpenter's obstinacy and probable stoppage."
- 9.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Feb. 1798.
Docketed "Explanation of the terms of the Treseaw agreement. Postscript to Carne about small engines. Sale of small engine at Wheal Jewel to John Williams for drawing ore. Prices of small engines in Cornwall. Application to Mr. Kevill about Wheal Abraham. Murdock's panic."
- 10.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Feb. 1798.
Docketed "Resolution of Poldice to pay 50 guineas per month for the time Oppie's engine has worked."
- 11.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 Feb. 1798.
Docketed "Mr. Lawson misses Murdock. Wish of some adventurers to have Pednandrea affair settled in opposition to Carpenter. Bad report of Wheal Treasury. Maberley accuses us of delay."
- 12.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 26 Feb. 1798.
Docketed "Remittance of £719.12.3 for Poldice. Sale of Jabez Hornblower's tools. Amhurst & Slater employ David Watson."
- 13.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 12 Mar. 1798.
On the same sheet:
Draft of articles of agreement between Boulton & Watt and Richard Trevithick.
Docketed "Sketch of agreement with Trevithick. Particulars of Poldice balance. Queries about Wheal Unity."
- 14.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 21 Mar. 1798.
Docketed "Application of Herland adventurers for abatement. Hornblower applying for a patent, suppose a steam wheel."
- 15.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Mar. 1798.
Docketed "Refusal of Wheal Fortune to sign agreement. Death of Bull. Hornblower's progress in his new scheme."

- 16.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 31 Mar. 1798.
Docketed "Statement of the case of Herland."
- 17.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 Apr. 1798.
Docketed "Wherry adventurers refuse our proposed terms. Gregory to attend the meeting of Wheal Jewel West adventurers. Wants information about Prince William Henry agreement. State of Wheal Abraham agreement. Defers the delivery of our letter to Carne respecting Herland. State of remittances from Mr. Townend. Delay in Wheal Unity business."
- 18.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Apr. 1798.
Docketed "Notice of entry by Wheal Jewel adventurers. Proposed call of Prince William Henry adventurers. Note of removals of Cornish engines. Quarrel between Landor and Murdock and difficulty of employing the former."
- 19.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Apr. 1798.
Docketed "Has informed Carne of our terms. State of Wheal Abraham affair. Particulars of cylinders and castings for Wheal Jewel West and New Reskear. Conversation with Mr. Tremayne concerning Wheal Unity."
- 20.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 1 May 1798.
Docketed "Working of Whim engine at United Mines. Wheal Fortune. Mr. Williams' purchase of Chasewater 30 inch for Wheal Susan."
- 21.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 9 May 1798.
Docketed "Enclosing £400 from Carne on account of Herland. Wheal Fortune disposed to relent."
- 22.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 14 May 1798.
Docketed "About Pearson's exploits at Langmead's. Particulars of Cook's Kitchen and Halebeagle engines. Proposed meeting of Wheal Jewel adventurers. Ditto of Poldice and Wheal Unity. Reference of Hornblower and Wherry Mine. Conversation with Grylls about Wheal Gons."
- 23.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 May 1798.
Docketed "State of the different agreements. Mr. Tremayne's sentiments upon Wheal Unity business. Ditto's intention of interceding for Daniell. Franco likely to settle for Pednandrea."
- 24.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 20 May 1798.
Docketed "Enclosing entry of New Reskear agreement. Wishes us to take his son Charles. Franco's desire to settle at 2/3rds premium."
- 25.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 May 1798.
Docketed "Enclosing copy of Wheal Susan agreement. Meeting of Wheal Fortune adventurers and entry made upon their books. Wheal Abraham and Wheal Unity. Foxes' intended intercession for Mr. Franco."
- 26.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 24 May 1798.
Docketed "Received his acceptance. Mr. Kevill's illness. Kevill Junior's promises to attend to the business of Wheal Abraham. Meeting of Wheal Unity adventurers – our terms rejected by them through the absence of Mr. Tremayne and other friends. Referees on the Wherry engine give in their award tomorrow."
- 27.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 5 Jun. 1798.
Docketed "Injunctions served upon adventurers in United Mines. R. Mitchell not in charge. Death of some of the parties [?] for Hornblower [?]. Observations upon the Wheal Fortune agreement. Mr. Tremayne displeased with proceedings at Wheal Unity. Mr. Wilson's conjecture [?] etc. with Mr. Vivian. Account called for the 29th. His son (of Wilson) proposing to connect with Mudge of Truro."

- 28.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Jun. 1798.
Docketed "Failure of attempt to serve Carpenter with injunction. Threats against the bailiff. General mismanagement of the business. Probability of a settlement with Wheal Unity."
- 29.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 10 Jun. 1798.
Docketed "Informed by Clutterbuck of the proposed meeting of United Mines. Surmised on Carpenter's flight."
- 30.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 14 Jun. 1798.
Docketed "Manner of serving Carpenter with the injunction. Unsuccessful issue of Wheal Abraham meeting – Reed's opposition. Probability of the occurrence of United Mines meeting. Our premium agreed to be charged by Wheal Unity adventurers. Unfavourable award of the Wherry referees."
- 31.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Jun. 1798.
On the same sheet:
Memorandum. Premiums of Engines due to Messrs. Boulton & Watt in Cornwall to end of June 1798.
Docketed "Remarks on United Mines. Harris' application respecting Pednandrea. Account of arrears due to Boulton & Watt in Cornwall."
- 32.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 19 Jun. 1798.
Docketed "Proposals to Harris. Copy of Harris' answer. Determination at United Mines unknown."
- 33.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 Jun. 1798.
Docketed "Reports of Martyn and Daniell predicting our discomfiture against Wheal Abraham. New engine of Hornblower's invention ordered by some mines."
- 34.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Jun. 1798.
Docketed "Daniell's mortification about the result in Wheal Abraham [?]. Conversation with Paul. Extract from Weston's letter. United Mines proceedings. Mr. G. Fox's account of Hornblower's engine. Sketch of letter to Mr. Giddy."
- 35.** Letter. Thomas Wilson (Truro) to Gregory Watt (Soho). 28 Jun. 1798.
On the same sheet:
Transcript of letter. Thomas Wilson [Truro] to Davies Giddy. Not dated.
Docketed "Copy of letter intended to be sent to Davies Giddy."
- 36.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Jul. 1798.
Docketed "Remarks on Carpenter's scurrility. Preparations for affidavit. Tippet's charge for serving Carpenter. Proceedings at United Mines. Wherry reference award deferred. Preparations of affidavits."
- 37.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 9 Jul. 1798. 2 sheets.
On the same sheets:
Affadavits of Thomas Wilson and Edward Rogers against Samuel Carpenter, Paul Penrose and others. 9 Jul. 1798.
Docketed "Copy of his affidavit on Pednandrea, ditto of Edward Rogers on ditto. Reasons why Murdock's is not sent. Writes Gregory Watt to substantiate part of his evidence."
- 38.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 10 Jul. 1798.
On the same sheet:
Affadavit of William Murdock against Samuel Carpenter, Paul Penrose "and another." 10 Jul. 1798.
Docketed "Copy of Murdock's affidavit. Wheal Susan engine working. Wheal Leeds about to be resumed. Paul on the Wheal Unity premium."

- 39.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 14 Jul. 1798.
Mis-dated as Nov. by Wilson.
Docketed "Edward Fox's letter about Polgooth premium. T. Wilson's conversation with him. T. Wilson's reflections on that subject. Wheal Unity business settled. Anxiety for the event of the Pednandrea business."
- 40.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Jul. 1798.
Docketed "Remits Wheal Unity premium. Reflections on the termination of Pednandrea business. Trevithick's letter on Wheal Abraham. Wilson's reflections on ditto. Hornblower's new invention."
- 41.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 25 Jul. 1798.
Docketed "Writes of an extract from his letter on Polgooth business. Trevithick's piracies at East Pell and Wheal Crenver. Wilson's reasons for wishing the pirates to be immediately proceeded against."
- 42.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Aug. 1798.
Docketed "History of East Pell engine. Application about Wheal Leeds. Whim at Wheal Crenver. No agreement at Cook's Kitchen. Wheal Jewel and Wheal Garland paying full premium. Proceedings at United Mines."
- 43.** Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 13 Aug. 1798.
Docketed "Tom's intended voyage. Orders given to Hornblowers for the new engines."
- 44.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 16 Aug. 1798.
Docketed "An application for payment from Herland. North Downs. Trevascus. Murdock and Pearson's time at Langmead & Co. Engines intended to be built on Wheal Jewel and Wheal Garland. His projected journey to Wales."
- 45.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 Aug. 1798.
Docketed "Remittance from North Downs. Boulton & Watt's letter to Mr. Tremayne not likely to influence Wheal Unity."
- 46.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Aug. 1798.
Docketed "Thinks the demand on Trevithick too great. Trevithick's proposition."
- 47.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 16 Sep. 1798.
Docketed "Mistake concerning Ding Dong, wrong stated by Wilson. Hodge Junior. Letter from Boulton & Watt to Mr. Tremayne."
- 48.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Sep. 1798.
Docketed "Rectification of his error about Ding Dong cylinder and conversation with Trevithick."
- 49.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 25 Sep. 1798.
Docketed "Settlement with Trevithick fixed for Monday. Requisition of double premium from Wheal Jewel and Wheal Garland."
- 50.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 4 Oct. 1798.
Docketed "Bill for £91.19.1 on account. Consequences likely to result from his demand of double premium at Wheal Jewel and Wheal Garland. Adventurers of Wheal Leeds displeased with our conduct. Wheal Unity payments deferred."
- 51.** Letter. Thomas Wilson (Totnes) to Boulton & Watt (Soho). 14 Oct. 1798.
Docketed "Transactions at Wheal Unity. Not seen Trevithick. Conversation with Mr. Tremayne. Langmead's engine."
- 52.** Letter. Thomas Wilson (Truro) to James Watt Jr. (13 London St.). 16 Nov. 1798.
Docketed "Application from Trescow for abatement. Reynolds on Cook's Kitchen business. Trevithick on Wheal Leeds."

53. Letter. Thomas Wilson (Truro) to James Watt Jr. (13 London St.). 21 Nov. 1798.
Docketed "Receipt of intelligence of the first argument in King's Bench. Trescow. United Mines continue working the whim, but have made no progress in the large engine."

54. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Nov. 1798.
Docketed "Settlement with Wheal Leeds. Letter from Maberley's clerk."

55. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 26 Nov. 1798.
Docketed "Copy of letter from Fox of Wadebridge. Affairs at United Mines. His account. Delays at Trescow and Cook's Kitchen. Reports in circulation."

56. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 18 Dec. 1798.
Docketed "Kevill induces the adventurers at Cook's Kitchen to refuse payment. Reports circulated by him respecting the argument in King's Bench."

57. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Dec. 1798.
Docketed "Account enclosed. Entry of agreement with the Trescow and Cook's Kitchen adventurers postponed."

3/359 Thomas Wilson, 1799 (21 items)

1. Letter. Thomas Wilson (Truro) to James Watt Jr. (13 London St.). 28 Jan. 1799.
Docketed "Joy at our victory in King's Bench. Letter to Trescow. Demur of Wheal Unity. Resolution entered at Cook's Kitchen."

2. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 29 Jan. 1799.
On the same sheet:
Invoice of 10 blocks of tin shipped for Boulton & Watt. 26 Jan. 1799.
Docketed "Sensations produced by the news of our success in the King's Bench. Agreement entered in Cook's Kitchen books. Queries as to the Trescow agreement."

3. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 16 Feb. 1799.
On the same sheet:
Transcript of letter. Richard Michell (Gwennap) to Thomas Wilson. 14 Feb. 1799.
Transcript of letter. Andrew Vivian (Camborne) to Thomas Wilson. 13 Feb. 1799.
Forwarded to Boulton & Watt at 13 London St.
Docketed "Letters from Richard Mitchell and Andrew Vivian. Accounts sent to Daniell against Consolidated and United Mines."

4. Letter. Thomas Wilson (Truro) to James Watt Jr. (13 London St.). 19 Feb. 1799.
On the same sheet:
Transcript of advertisement in the Sherborne Mercury, 18 Feb. 1799, re. Jonathan Hornblower and the decision in King's Bench.
Docketed "Difficulty of ascertaining the total savings to Cornwall by the use of our engines. Has sent Edward Rogers to Hornblower's engines. Jonathan Hornblower's advertisement."

5. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 6 Mar. 1799.
Docketed "Cylinder wanted for Herland. Complaints of Murdock's absence."

6. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Mar. 1799.
Docketed "Pearson has attended Polgooth and other engines. Report in Cornwall of the Chancellor's declaration."

7. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 12 Mar. 1799.
Docketed "Visit from Daniell. Fossils etc."

8. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 Mar. 1799.
Docketed "Difficulty of getting the quantity of copper raised. Gregory's fossils. Murdock's loss at Wheal Susan. Disturbance in Cornwall about Mr. Ryder's bill which is attributed to Mr. Boulton."

9. Letter. Thomas Wilson (Truro) to Gregory Watt (Heathfield). 3 May 1799.
Docketed "Upon the illness of his son Charles. Wishes him to be sent home. Misconduct of his son Tim."

10. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 12 Jun. 1799.
On the same sheet:
List of Consolidated Mines adventurers willing to pay at the Rate of £70 per month.
Docketed "List of adventurers in Consolidated Mines who offered to accede to Boulton & Watt's claims. Observations on them. M. R. Boulton gone to Falmouth. Charles Wilson's health."

11. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 20 Jun. 1799.
On the same sheet:
Copies of bills remitted by United Mines.
Docketed "Bills from United Mines. Probability of Wheal Gons trying our rights. Murdock's mining concerns."

12. Letter. Thomas Wilson (Truro) to Gregory Watt (Heathfield). 25 Jun. 1799.
Docketed "Upon Murdock's mine shares."

13. Letter. Thomas Wilson (Truro) to Gregory Watt (Soho). 1 Jul. 1799.
Docketed "Upon the value of Murdock's shares in Wheal Susan. Refusal of the Foxes to allow him any shares in North Downs."

14. Letter. Thomas Wilson (Truro) to Gregory Watt (Heathfield). 12 Aug. 1799.
Docketed "Wishes his son Charles to remain with us in case his health admits of it."

15. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 Aug. 1799.
On the same sheet:
Transcripts of extracts of letters. William Lewellyn (Beer Ferris Mines, near Tavistock) to Thomas Wilson. 11 Nov. 1796; 16 Jan. 1797; 31 Jul. 1797.
Docketed "Correspondence with Mr. Crawshay's agent at Beer Ferris."

16. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Sep. 1799.
Docketed "Enquiring about an estimate. State of Godolphin adit mine."

17. Letter. Thomas Wilson (Truro) to M. R. Boulton (13 London St.). 8 Oct. 1799.
Re-directed to M. R. Boulton at Soho.
Docketed "Silence in regard to our concerns in Cornwall. Explanations with Mr. Daubuz relative to Roswald Hill. Information relative to adventurers in Swan Pool."

18. Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 17 Oct. 1799.
On the same sheet:
Transcript of letter. William Carne (Penzance) to Thomas Wilson. 15 Oct. 1799.
Docketed "Interviews with Mitchell and Landor respecting Hornblower's cylinder bottoms. Letter from Carne with remittance of £240. Herland solicits further abatement."

19. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 19 Oct. 1799.
Docketed "Copy of letter from Gundry respecting Wheal Jewel. Ditto from Llewellyn respecting Beer Ferris. Ditto from Landor upon Hornblower's cylinder bottoms. Ditto from Carne with doubts respecting the expiration of the patent. Writ for Jonathan Hornblower received, not served. Remittance £126 from G. Fox. Godolphin not so good as represented."

20. Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 4 Nov. 1799.
Docketed "Message to R. Michell. John Landor's attempt to obtain dimensions of Godolphin bottom. John Gundry, sums due at Trescow and Wheal Jewel. Proceedings thereon. State of Godolphin mine."

21. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Dec. 1799.
Docketed "Remittance of £400.11.3. Payment from Carzize Wood. Gundry's delay at Trescow, ditto at Wheal Jewel. His own affairs. Measures taken for a supply of corn. Invoice of tin."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 236

3/360 Thomas Wilson, 1800 (29 items)

1. Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 10 Jan. 1800.
Docketed "Has received the bills. Murdock's arrival. Death of John Martyn."
2. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 13 Jan. 1800.
Docketed "Remittance from Trescow. Ditto on his own account. Acknowledgement of the receipt of bills by adventurers in Consolidated Mines."
3. Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 21 Jan. 1800.
Docketed "Murdock's patent sent off. Opinion on claiming the Cornish premiums. Murdock's indisposition."
4. Letter. Thomas Wilson (Truro) to James Watt Jr. (13 London St.). 3 Feb. 1800.
Docketed "Witnesses against Hornblower ready. Threats to Hornblowers. Report they mean to let judgement go by default."
5. Letter. Thomas Wilson (Truro) to James Watt Jr. (13 London St.). 4 Feb. 1800.
Docketed "About the subpoenas against recusants."
6. Letter. Thomas Wilson (Truro) to James Watt (13 London St.). 9 Feb. 1800.
Docketed "Information collected by Murdock and Rogers respecting witnesses against recusants. Does not recollect particulars of threats to Hornblower. R. Mitchell desires to be subpoenaed."
7. Letter. Thomas Wilson (Truro) to Charlotte Matthews (13 London St.). 18 Feb. 1800.
Docketed "Notice of his coming to Town."
8. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 Mar. 1800.
Docketed "Murdock's anxiety to sell his shares in Godolphin. Offers to sell them to us at £400. Capt. Pearce's account of the mine and Capt. G. Rogers' opinion of the value of the shares. Doubts how to proceed in regard to the demands of premiums beyond November. Wanting further instructions before he delivers any accounts. Trevithick's failure in his attempt to alter several engines. Ill success of Hornblower's drum engine at Wheal Unity. Payment to Landor. Offer made to Murdock to remain in the county."
9. Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 3 Apr. 1800.
Docketed "Pleasure at our accepting Murdock's shares. Offers made to Murdock. His present disgust at the county."
10. Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 14 Apr. 1800.
Docketed "Valuation fixed upon Mr. Murdock's mine shares by E. Rogers. Thinks the Birmingham Company will take them at the same. Wishes a further examination of his correspondence relative to Hornblower."
11. Letter. John Pearce (Godolphin Adit) to George C. Fox & Sons (Falmouth).
15 Mar. 1800.
Docketed "Description of the state of the mine."

- 12.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 18 May 1800.
Docketed "Is glad the trial is put off. Trouble with the corn trade. Bad aspect of Godolphin. Receipt of £87.13.10 from Gundry. Trescow wants abatement. Extracts from letters respecting Hornblower satisfactory."
- 13a.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 20 May 1800.
Docketed "Encloses Grylls' statement of Wheal Rose case. Wilson's sentiments upon it. Mr. Williams asks payment of the allowance for Godolphin. Thinks the price paid for Murdock's shares fair. Says the mine has not altered."
- b.** Memorandum. Statement of the Wheal Rose case. By T. Grylls.
- 14.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 22 May 1800.
Docketed "E. Rogers has examined the state of Godolphin and thinks the prospect highly favourable."
- 15.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 3 Jun. 1800.
Docketed "List of our mine shares and observations upon them. Upon the removal of Crawshay's engine and its supposed value. Hornblower's drum engine at Wheal Unity does not succeed."
- 16.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 17 Jun. 1800.
Docketed "Letter from Grylls on referring Wheal Rose case. Fair promises from Gundry."
- 17.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 18 Jun. 1800.
Docketed "Probability of Mr. Vivian effecting an accomodation for Hornblower's piracies."
- 18.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 26 Jun. 1800.
Docketed "Has no alterations to make on the Wheal Rose case. Glad to hear the trial is to be postponed."
- 19.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 11 Jul. 1800.
Docketed "Receipt of bills to friendly adventurers £1115.12.6. Meeting of adventurers held respecting Hornblower's engines."
- 20.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Jul. 1800.
Docketed "Refusal of Messrs. Bailey to deliver the engine materials from Beer Alston without payment of his charges. Purchase of tin."
- 21.** Letter. Thomas Wilson (Truro) to Gregory Watt (Soho). 6 Sep. 1800.
On the same sheet:
Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 6 Sep. 1800.
Docketed "Remitting £123. Wanting to know the state of Cassady's account."
- 22.** Letter. Thomas Wilson (Truro) to Grgeory Watt (Soho). 15 Sep. 1800.
On the same sheet:
Account. Thomas Wilson debtor to the Executors of William Withering. 1795—1800.
Docketed "Statement of his account with the Executors of Dr. Withering."
- 23.** Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 15 Sep. 1800.
Docketed "Proposes that the indemnity agreement given to Paul at Chacewater Mine should be fulfilled."
- 24.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Nov. 1800.
Docketed "Remittance from Wheal Towan. Another ineffectual meeting of Wheal Pool adventurers."

- 25.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 16 Nov. 1800.
On the same sheet:
Transcript of letter. Lewis Charles Daubuz to Thomas Wilson. 15 Nov. 1800.
Docketed "Foxes satisfied with being served with writ in Wheal Pool affair. Meeting with and letter from Daubuz respecting Wherry and Wheal Margaret."
- 26.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 26 Nov. 1800.
Docketed "Reports an answer respecting Wherry to Mr. Daubuz. Edwards to write to James. Query about the Wheal Butson deed."
- 27.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 Dec. 1800.
Docketed "Interview with Mr. Daubuz and his repetition of the proposals on behalf of the Wherry and Wheal Margaret adventurers. Moyle persists in his opposition. Writs arrived. J. James' answer to Mr. Edwards' letter."
- 28.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 8 Dec. 1800.
Docketed "Further communication from Daubuz. Wheal Margaret and Wherry offer to pay in proportion of Wheal Unity provided Davies Giddy is satisfied of the justice of the proposition. Castings in Bailey & Co.'s hands ordered to Truro. Writs directed to be served immediately."
- 29.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 27 Dec. 1800.
Docketed "Communicating our letter of the 17th to Mr. Daubuz. Dissatisfied that the particulars of our calculations are not disclosed. Writs not yet served. Engine arrived from Plymouth. Doubts of Trevithick's responsibility."

3/361 Thomas Wilson, 1801 (27 items)

- 1.** Bundle wrapper.
Marked "Mr. Wilson 1801."
- 2.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Jan. 1801.
Docketed "Conference with Daubuz. Reasonings and calculations about Wheal Margaret premium."
- 3.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 Feb. 1801.
On the same sheet:
Memorandum. Resolution of the Wheal Pool adventurers. 28 Jan. 1801.
Docketed "Proceedings of Wheal Pool adventurers in consequence of service of writs. Mr. Daubuz persists in his opposition."
- 4.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Feb. 1801.
Docketed "Jenkins offended at our proceedings in Wheal Butson case. Offer to pay 1/3 of our demands. J. James and Sir C. Hawkins' steward concur to pay their quotas."
- 5.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 10 Mar. 1801.
Docketed "Payments made to Mr. Jenkins on account of Wheal Butson. Wheal Margaret resolves to pay our demand. Terms of payment and conversation with Mr. Daubuz. The Wherry adventurers have ordered Gundry to settle. Expects to sell Crawshay's engine to Mr. Daubuz. Loss at Consolidated Mines. Trevithick's disgrace."
- 6.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 29 Mar. 1801.
Docketed "Examination of the coal and other books to ascertain the time when Wheal Margaret engine started. Appears to be January 1798. Mr. Daubuz wishes to be informed of the precise sum of our demands in consequence of this alteration of the time and will fix specific periods for the payment of the instalments. Wherry money in the hands of Gundry. He begs for time in the payment of our claims."
- 7.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Apr. 1801.
Docketed "With remittance of £100 on account of the Wherry Mine."

- 8.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 25 Apr. 1801.
On the same sheet:
Transcript of letter. John Fleming (Penzance) to Thomas Wilson. 24 Apr. 1801.
Docketed "Wheal Margaret adventurers agree to pay our demand of £537.10.
Correspondence with Fleming respecting mode of payment. Copy of Fleming's letter.
Inability of Gundry to give satisfactory security for payment of our claims upon the Wherry.
Motives for giving him indulgence in point of trial."
- 9.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 6 May 1801.
Docketed "Settlement with Gundry for Wherry. Trevithick's acceptance not discharged by him. Loss in Consolidated and North Downs Mines principally by supplying corn at a low price. Unpromising state of mining concerns in general."
- 10.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 7 May 1801.
Docketed "Sentiments respecting payment from Wheal Margaret purser. Surprise at being called to Town on Godolphin action. Prejudices of the county still subsisting. Proposal respecting Wheal Pool."
- 11.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 13 May 1801.
Docketed "Designation of Henry Thomas. Suggestion Mr. Edwards to have the Godolphin books produced. Thomas Jones in Cornwall. Reluctance of Johns and Reed to sign the protest of the Wheal Pool against the law suit."
- 12.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 20 May 1801.
Docketed "Sundry information respecting Godolphin dispute."
- 13.** Letter. Thomas Wilson (Truro) to A. & J. Weston (31 Fenchurch St.). 23 May 1801.
Docketed "Writs served upon Wallis – his surprise. Rowe's caution and apprehension."
- 14.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 3 Jul. 1801.
Docketed "Ineffectual attempts to settle with refractory adventurers of Wheal Pool. State of Consolidated Mines and mismanagement of Capt. Morcam."
- 15.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 21 Jul. 1801.
Docketed "State of our mining concerns, particularly of the Consolidated Mines."
- 16.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 4 Aug. 1801.
Docketed "Report of the state of Boulton & Watt's mining concerns in Cornwall. Has thrown up their shares in the Consolidated Mines."
- 17.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 8 Aug. 1801.
Docketed "Statement of our mining concerns. Offer of J. Willyams to purchase our shares."
- 18.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 20 Aug. 1801.
Docketed "One of our letters mis-sent. Waits futher instructions as to the disposal of our mine shares."
- 19.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 27 Aug. 1801. 2 sheets.
Docketed "Further explanation relative to our shares of mines. Repeats his advice to accept Mr. Williams' offer."
- 20.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Aug. 1801.
Docketed "The Captain's valuation – Consolidated Mines' materials. Ultimate determination of adventurers respecting the continuation of that mine. Mr. John Williams declines purchasing our share. Wilson proposes to put them up to auction."
- 21.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 31 Aug. 1801.
Docketed "Wheal Unity adventurers refuse to contribute towards the loss of Consolidated Mines. Probability of a total stoppage of it. Ommission of the duty on the tin purchased for us. Mr. Williams wished to have a price for Wheal Jewel."

- 22.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 4 Sep. 1801.
Docketed "Measures taken for the sale of the mine shares at Redruth. Trevithick's acceptance not paid. Copy of letter to him [within the text]. Waiting instructions whether to proceed against him."
- 23.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 11 Sep. 1801.
Forwarded to James Watt at Heathfield. The docket and address are on a separate wrapper. Docketed "Trevithick's disregard of the applications for payment of his acceptances. Desires instructions whether he is to be proceeded against."
- 24.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 12 Sep. 1801.
Docketed "Application of J. Williams to purchase the Godolphin and Wheal Jewel shares by private contract. Disatisfaction of Capt. J. Dennis with the present made him and unconscionable claim of a further remuneration."
- 25.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 18 Sep. 1801.
Docketed "Has given directions to serve Trevithick with a writ in case he fails in his promise of payment on the ensuing Saturday. Promising discovery in Wheal Quick cause of J. Williams' offer to buy the shares of Boulton & Watt. No answer from Fleming or from Helston."
- 26.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 21 Sep. 1801.
Docketed "Account of the sale of our shares in Wheal Jewel, Wheal Chance and Godolphin. Receipt of Trevithick's debt."
- 27.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Sep. 1801.
On the same sheet:
Memorandum. Particulars and Conditions of Sale of Boulton & Watt's mine shares.
Docketed "Conditions of sale and other particulars of the auction upon our mine shares, viz. Godolphin, Wheal Jewel and Quick and Wheal Chance. Statement to show the net account."

3/362 Thomas Wilson, 1804

(6 items)

- 1.** Letter. William Wilson (Truro) to James Lodge (Soho). 17 Feb. 1804.
Docketed "No tin can be procured before April. His father confined with the gout and rheumatism."
- 2.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 14 Oct. 1804.
Docketed "Offer of John Williams to purchase our shares in North Downs. Favourable prospect in the mine. New discovery in Wheal Chance sett."
- 3.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 22 Oct. 1804.
Docketed "E. Rogers' report of the state of North Downs. Advises us to retain our share."
- 4.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 2 Nov. 1804.
Docketed "Further information and statements respecting the value of North Downs shares."
- 5.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 6 Dec. 1804.
Docketed "Has sold Boulton & Watt's shares in North Downs to J. Williams. Term of credit undefined. Opinion of Stower's End mine unfavourable. Advances on Mr. Murdock's account."
- 6.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 31 Dec. 1804.
On the same sheet:
Account. Thomas Wilson debtor to Boulton & Watt. 1803—1804.
Docketed "Payment of North Downs shares."

3/363 Thomas Wilson, 1806-1810

(18 items)

- 1.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 5 Feb. 1806.
Docketed "Upon Mr. Murdock's shares at Stower's End. Statement of his account and of payments made for Mr. Murdock. The increase of his trade assigned as the reason for the non-payment of his debt. Boasted performance of Trevithick's engines."
- 2.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 17 Apr. 1807.
Docketed "Invoice of 15 blocks of tin. Expects Mr. M. R. Boulton's sentiments on his proposal. Enquires whether payments made on Mr. Murdock's account are to his debit."
- 3.** Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 9 May 1807.
Docketed "Remits £280. Thinks it hard to pay interest upon his debt. States his losses from the connection with Boulton & Watt etc etc."
- 4.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 24 May 1807.
Docketed "Wanting an extension of the term for liquidating his account."
- 5.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 14 Jun. 1807.
Docketed "Requests to be allowed further time to remit the £120. Proposes to ship ten blocks of tin and pay the remainder on 1st April."
- 6.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 25 Jun. 1807.
Docketed "Proposes to pay the £120 through the Rose Copper Co. Various proposals for the liquidation of the remainder of his debt."
- 7.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 1 Jul. 1807.
Docketed "Has directed Mr. Gibbins to pay us £120 on his account. Renews his proposal to pay the remainder in his acceptances and in tin."
- 8.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 21 Jul. 1807.
Docketed "Remits his note for £480 due April next. Will remit the balance in tin at the next Lady Day coinage."
- 9.** Letter. Thomas Wilson (Truro) to James Watt Jr. (Soho). 14 Sep. 1807.
Docketed "Has received and forwarded our letter to Mr. Murdock."
- 10.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 27 Jan. 1808.
Docketed "Statement of what he and others can certify respecting Mr. Murdock's experiments on the new light in Cornwall. Requests an extension of the term of his note due in April. Will send ½ dozen apple trees on Saturday."
- 11.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 29 Jan. 1808.
Docketed "Further particulars of what certificates can be given respecting the new light. Apple trees."
- 12.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Mar. 1808.
Docketed "Unable to take up his note on Wood. Cause of his embarrassments."
- 13.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 28 Mar. 1808.
Docketed "Enclosing his renewed note of pardon [?]. Can furnish tin."
- 14.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Apr. 1808.
Docketed "Wishes to defer sending the tin until the next coinage. Requests James Watt Jr. to call upon his son in the event of his going to Cork."
- 15.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 17 Jun. 1808.
Docketed "Andrew Vivian wants 10 or 12 engine counters. Will send 10 blocks of tin after the midsummer coinage."

16. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 25 Jul. 1808.
On the same sheet:

Invoice for 12 blocks of tin bought by Wilson from Lewis Charles Daubuz.
Docketed "Invoice of 12 blocks of tin. Payment for crucibles and fruit trees."

17. Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 16 Apr. 1810.
Docketed "Is not able to pay for any tin, but will endeavour to procure it from Mr. Daniell or the Foxes."

18. Letter. Thomas Wilson (Penryn) to Boulton Watt & Co. (Soho). 17 Apr. 1810.
Docketed "Mr. Daniell will let us have 20 blocks of tin. Price to be high."

3/364 Thomas Wilson - Private Affairs, 1797-1803 (32 items)

1. Letter. Thomas Wilson (Truro) to James Watt (Soho). 29 May 1797.
On the same sheet [now split in two]:
Account. Thomas Wilson in account with Boulton & Watt. Sep. 1796—Apr. 1797.
Docketed "Statement of his private concerns."

2. Letter. Thomas Wilson (Truro) to James Watt (Soho). 11 Jun. 1797.
Docketed "Upon his private affairs."

3. Letter. Thomas Wilson (Truro) to James Watt (Soho). 18 Jun. 1797.
Docketed "About his private affairs."

4. Letter. Thomas Wilson (Truro) to James Watt (18 Mr. Fletcher's, Circus, Bath). 1 Jul. 1797.
Docketed "His private affairs. Statement of the brewery concern. His advance on account of ditto. Probability of its being lessened by payment of the quotas due from the other partners. Proposal of mortgaging it."

5. Transcript of letter. Boulton & Watt (Soho) to Thomas Wilson [Truro]. 17 Jul. 1797.
The transcript is in Watt's hand and unsigned, but the press copy [See B&W 3/92] is in Boulton's hand and signed "Boulton & Watt".

6. Letter. Thomas Wilson (Truro) to Matthew Boulton (Soho). 23 Jul. 1797.
Docketed "Upon his private affairs."

7. Account. Thomas Wilson's statement of profits in his Brewing. 20 Aug. 1797.

8. Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 27 Aug. 1797.
Docketed "His private affairs."

9. Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 11 Sep. 1797.
Docketed as 7 Sep.
Docketed "His private affairs and proposals for liquidating his debts."

10. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 21 Nov. 1797.
Forwarded to James Watt Jr. care of Dr. Beddoes, Clifton.
Docketed "His private affairs. Poldice arrears and Mr. Tremayne's intention of writing. Bull's disgrace at Pednandrea. Submission of the adventurers. Murdock's employment to convert the engine. Report of Bull respecting Wheal Treasure."

11. Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Dec. 1797.
Docketed "Acceptance of bills value £1700. Explanations of sundry items in his account. Satisfactory performance of engine at Pednandrea."

12. Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 6 Feb. 1798.
Docketed "Letter written to Mr. Townend on his private affairs. Loss in his brewery. Gregory's accident."

- 13.** Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 23 Feb. 1798.
Docketed "Enclosing his bond for £1500 and some particulars of his affairs."
- 14.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 15 Oct. 1799.
Docketed "Penrose's draft accepted. Neglect by Mitchell and Landor respecting Hornblower's cylinder bottom. Carzize Wood adventurers have paid Penrose in part. Query respecting Grylls. Favourable state of Godolphin. His private concerns again in difficulty."
- 15a.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 26 Oct. 1799.
Enclosing (b) and (c) below.
Docketed "Relative to his private concerns and the accomodation requested in his payments to Boulton & Watt. Enclosing copy of a letter from Richard Mitchell arguing various reasons for declining to make the model of Hornblower's engine."
- b.** Letter. Richard Michell (Carharrack, Gwennap) to Thomas Wilson. 22 Oct. 1799
- c.** Letter. Richard Michell (—) to Thomas Wilson. 25 Oct. 1799.
- 16.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 30 Nov. 1799.
Docketed "Account of settlement between him and M. R. Boulton. Observations on the state of his private affairs."
- 17.** Letter. Thomas Wilson (Truro) to M. R. Boulton (Soho). 24 Dec. 1799.
Docketed "Apologises for his conduct. Remittances. The mines unwilling to pay premiums beyond November."
- 18.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 3 Jan. 1800.
Docketed "Enclosing his account and 2 bills."
- 19.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 23 Dec. 1801.
Docketed "Truro estate offered to Dr. Gould and in case of his refusal to be offered Daniell. Redruth estate to be disposed of. Attempts to dispose of his share in the Neath concern. Offer made to his son William by a West India planter."
- 20.** Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 28 Jan. 1802.
Docketed "Neath Co. refuse his shares. Daniell purchases estate for £850. Expects Foxes to buy his shares in Perran Foundry. Offers to assign his Neath shares. Has to pay Chalcot £500 out of the estate sold. Will endeavour to get the mortgage removed. Murdock upon his return to Soho."
- 21.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 11 Mar. 1802.
Docketed "Obstacles which have prevented the fulfillment of the promised sale of sundry effects, which were to have been employed to the liquidation of our debt. Promises to remit the produce of Perran Foundry shares and hope to reduce his debt to £1000 in the course of the year. Cannot get the mortgage removed. The scarcity of money continuing. Stocks not having risen as he expected. His son William going to the West Indies as the supercargo of a vessel."
- 22.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 3 May 1802.
Docketed "Advance upon tin. Interprets our silence favourably. Prospect of getting the mortgage on the brewery paid off. Bad account of North Downs. Statement of his profits in Perran Foundry and by his share in Dalton's vessel. Proposal to reduce his debt to £1000 in the course of the year in case he is not obliged to sell his shares."
- 23.** Letter. Thomas Wilson (Truro) to James Watt (Heathfield). 31 May 1802.
Docketed "Cannot get the mortgage on the brewery transferred. Rejoices at not being forced to sell his share in Perran Foundry etc. Again promising to reduce his debt to £1000 in the course of the year."

- 24.** Letter. Thomas Wilson (Penryn) to Boulton Watt & Co. (Soho). 28 Sep. 1802.
Docketed "Has found parties who will purchase the mortgage upon the brewery. Wishes the deeds to be sent. Expects to reduce his debt to £1000 by Christmas. Has sold Crawshay's engine to Hercules Mitchell & Co. His son William returned from the West Indies. His son Tom doing much business. His favourable opinion of the Neath concern."
- 25.** Letter. Thomas Wilson (Penryn) to Boulton Watt & Co. (Soho). 12 Oct. 1802.
Docketed "Deeds will be ready for execution 10 days. Intends to be with us on the 1st Nov. Wish to obtain the Rose Copper Co.'s agency for the purchase of ore from the demise of Christoe."
- 26.** Letter. Thomas Wilson (Bristol) to Boulton Watt & Co. (Soho). 25 Oct. 1802.
Docketed "At Bristol on his road to Soho where he expects to arrive on the following Monday."
- 27.** Letter. Thomas Wilson (Truro) to Boulton & Watt (Soho). 7 Jan. 1803.
Mis-dated as 1802 by Wilson.
Docketed "Unable to pay the proposed instalments towards the liquidation of his debt. Pecuniary embarrassments and new proposals."
- 28.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 19 Jan. 1803.
Docketed "Mr. Edwards wishes the cup he ordered to be made and accepts the one offered to him. Simon Vivian's distress and advance of £20 to him."
- 29.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 30 Jan. 1803.
Docketed "Can procure no tin at present. Will send some in April. Will remit for Crawshay's engine next month. Expects to remit £400 in May next."
- 30.** Letter. Thomas Wilson (Penryn) to Boulton Watt & Co. (Soho). 29 Mar. 1803.
Docketed "Has not received payment for the engine materials sold to Hercules Mitchell – promise of a bill in a month. Difficulty in settling the arrears due from Wheal Margaret adventurers. Pecuniary embarrassments. Promise to reduce his debt £250. The projected establishment of a brewery at Merthyr suspended. Stoppage and loss of the United Mines, ditto of North Downs."
- 31a.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 12 Apr. 1803.
Enclosing (b) below.
Docketed "Invoice of 12 blocks of tin. Price to be fixed in a few days. Death of Simon Vivian's wife. His distress and application for money."
- b.** Bill of Lading for 12 blocks of tin shipped for Boulton Watt & Co. 4 Apr. 1803
- 32.** Letter. Thomas Wilson (Truro) to Boulton Watt & Co. (Soho). 19 Nov. 1803.
On the same sheet:
Account. Thomas Wilson in account with Boulton & Watt. 1803.
Docketed "Statement of his account. Receipt and remittance of £150 for Crawshay's engine. Advances made for Mr. Murdock at Stower's End. Cannot discharge any part of his debt to us, on account of the money being employed in a profitable extension of his business. Money paid Mr. Edwards cannot be reclaimed."
- 3/365 Thomas Wilson - Bonds and Papers concerning his debts to Boulton & Watt, 1794-1807 (11 items)**

Due to financial problems Wilson had to borrow money from Boulton & Watt. This small bundle contains papers relating to the debt and its repayment. Letters with details of Wilson's finances and the debt to Boulton & Watt will be found in the bundle of letters concerning his "Private Affairs 1797—1803" [3/363].

1. Deed of Assignment. Thomas Wilson assigning to Boulton & Watt his shares in Thomas Fenton & Co./The Yorkshire Copper Co. 13 Feb. 1794.
Sent to Boulton & Watt by A. & J. Weston, 21 Feb. 1794.
With a separate wrapper docketed "Mr. Wilson's security to Boulton & Watt 1794.
2. Bond (printed form). Thomas Wilson bound to Boulton & Watt for £1500. 23 Feb. 1798.
3. Bond (printed form). Thomas Wilson & George Thomas, brewers, of Truro; Richard & John Cunnack, tanners, of Penzance; Jethro Hornblower, engineer, of Kenwyn bound to Boulton & Watt for £2000. 24 Jul. 1799.
4. Memorandum. Instalments stipulated with Wilson & Co. Truro, 25 Jul. 1799
In Wilson's hand.
5. Warrant of Attorney (printed form). Warrant to William Bedford, Thomas Gerrard and William Whately, attorneys of the Court of King's Bench, to secure payment of Thomas Wilson's bond for £1500. 25 Jul. 1799.
6. Account. Statement of Thomas Wilson's debts and effects. Nov. 1801.
7. Rough calculations. Deductions to be made on Consolidated Mines shares.
Circa 1 Nov. 1801.
8. Rough calculations – re. Wilson's debts? Untitled and not dated [circa Nov. 1801?].
9. Memorandum. Thomas Wilson's disposable property and supposed future income.
Not dated [Circa Nov. 1801?]
10. Minutes of a Meeting at Heathfield between Messrs. Boulton & Watt and Thomas Wilson respecting the State of his Affairs and of his Account with them. 6 Dec. 1801.
In Wilson's hand.
11. Memorandum. Mr. Wilson's proposal for the liquidation of his debt to Boulton & Watt.
Heathfield, 26 Mar. 1807. In Wilson's hand.

3/366 John Woodward, 1795-1796

(27 items)

John Woodward was a clerk, or agent, at Charlotte Matthews's banking house and agency at 6 Green Lettice Lane, Cannon Street, London, and he continued in the same position when she moved to 13 London Street, Fenchurch Street, in July 1795. In this position Woodward did a lot of work for the engine firm, dealing with payments, hiring and directing engine erectors, investigating pirate engines, and so on. He worked closely with the London engine erector Richard Dayus in this. When Charlotte Matthews died (9 Jan. 1802) the business was continued at the same premises by the new firm of M. and R. Boulton, J. and G. Watt, and Company. Mrs. Matthews's two clerks, Woodward and John Mosley, ran this firm as agents for the partners, Woodward being the senior of the two. He continued to do business for the engine firm.

1. Letter. John Woodward (London) to Boulton & Watt (Soho). 2 Jan. 1795.
Docketed "Mr. Tate. Randall & Suter."
2. Letter. John Woodward (London) to James Watt Jr. (Soho). 2 Jan. 1795.
Docketed "Sundries."
3. Letter. John Woodward (6 Green Lettice Lane, London) to James Watt Jr. [Soho].
10 Mar. 1795.
Docketed "Mr. Barclay etc."
4. Letter. John Woodward (London) to Boulton & Watt (Soho). 3 Apr. 1795.
Docketed "Dunkin & Brown. Stephenson & Co. Benjamin Firth's time."

5. Letter. John Woodward (London) to Boulton & Watt (Soho). 18 Apr. 1795.
Docketed "Paty Birchall & Co. Cox King & Co."
6. Letter. John Woodward (London) to Boulton & Watt (Soho). 19 Jun. 1795.
On the same sheet:
List of articles returned by Messrs. Cox Curtis & Payne.
Docketed "Stephenson & Co. Mr. Leech. Benjamin Firth."
7. Letter. John Woodward (London) to Boulton & Watt (Soho). 8 Aug. 1795.
Docketed "Yallop & Co. Redgreave."
8. Letter. John Woodward (London) to Boulton & Watt (Soho). 8 Sep. 1795.
Docketed "Deeds – Yallop & Smith. Smith's engine at work."
9. Letter. John Woodward (London) to M. R. Boulton (Soho). 20 Nov. 1795.
Docketed "Price of lead and mahogany."
10. Letter. John Woodward (13 London St.) to M. R. Boulton (Soho). 26 Jan. 1796.
Docketed "About mahogany."
11. Letter. John Woodward (London) to Matthew Boulton (Soho). 27 Feb. 1796.
Docketed "Messrs. Raikes. Thomson's trial."
12. Letter. John Woodward (London St.) to Matthew Boulton (Soho). 17 Jun. 1796.
Docketed "Asks leave to visit his mother."
13. Letter. John Woodward (London) to M. R. Boulton (Soho). 5 Aug. 1796.
Docketed "G. Paton & Co."
14. Letter. John Woodward (London St.) to Boulton & Watt (Soho). 12 Aug. 1796.
Docketed as 21 Aug.
Docketed "Paton & Co.'s vessel. Lead may be exported during the war."
15. Letter. John Woodward (London St.) to Boulton & Watt (Soho). 13 Aug. 1796.
Docketed "Refusal of Paton & Co. to accept the draft."
16. Letter. John Woodward (London St.) to Boulton & Watt (Soho). 16 Aug. 1796.
Docketed "John Knuckey and his brother."
17. Letter. John Woodward (London) to Boulton & Watt (Soho). 19 Aug. 1796.
Docketed "Knuckey. Borough Water Works engine."
18. Letter. John Woodward (London) to Boulton & Watt (Soho). 23 Aug. 1796.
Docketed "Knuckey's vindication of himself. Mr. Barclay's dissatisfaction."
19. Letter. John Woodward (London) to James Watt Jr. (Soho). 26 Aug. 1796.
20. Letter. John Woodward (London) to Boulton & Watt (Soho). 30 Aug. 1796.
Docketed "Levi's draft refused. Price. Books for J. Watt etc."
21. Letter. John Woodward (London) to John Southern (Soho). 30 Sep. 1796.
Docketed "Clowes & Co.'s engine. New River Head."
22. Letter. John Woodward (London) to Boulton & Watt (Soho). 6 Oct. 1796.
Docketed "Clowes & Co. agree that their own man shall erect their engine. Stephen Knuckey. New River Head boiler. Whitbread and Stonard's payments."
23. Letter. John Woodward (London) to Boulton & Watt (Soho). 18 Oct. 1796.
Docketed "John Abraham & Co.'s stoppage of payment. Paty Burchall & Co."

24. Letter. John Woodward (London) to Boulton & Watt (Soho). 1 Nov. 1796.
Docketed "John Knuckey's account of Sadler's engine. John Price. Abraham & Co.'s affairs."

25. Letter. John Woodward (London) to Boulton & Watt (Soho). 2 Nov. 1796.
Docketed "Application of Martineau & Co. for leave to apply an air pump. Thrale & Co. double engine set to work on 13th Oct. Tate & Co. have not worked."

26a. Letter. John Woodward (London) to Boulton & Watt (Soho). 4 Nov. 1796.
Enclosing (b) below.
Docketed "Drawing of Sutton & Co.'s engine erected by Sadler."

b.

Sketch. Section of cylinder and air pump of Sutton & Co.'s engine.
Sketch by John Knuckey.

27. Letter. John Woodward (London) to Boulton & Watt (Soho). 8 Nov. 1796.
Docketed as 7 Nov. Docketed "Answer to Messrs. Martineau's application for liberty to use the air pump and their rejection of the terms."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 237

3/367 John Woodward, 1797-1798 (51 items)

- 1a.** Letter. John Woodward (London) to Boulton & Watt (Soho). 10 Jan. 1797.
Docketed as 9 Jan: "With Matthews' account of Bramah's new piracy." Enclosing (b) below.
- b.** Note by Thomas Matthews about the method used by Bramah to condense steam in his newly erected engine.
- 2a.** Letter. John Woodward (London St.) to John Southern (Soho). 13 Jan. 1797.
Enclosing (b) below.
Docketed "Thompson's scientific queries. Adjustment of Tate's invoice."
- b.** Memorandum. Thomson & Co. of Aldermanbury's queries about condensing steam.
- 3.** Letter. John Woodward (London) to Boulton & Watt (Soho). 20 Jan. 1797.
Docketed as 22 Jan: "London accounts. Prony's work. Receipt of cash on J. Watt & Co.'s account."
- 4.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 24 Jan. 1797.
Docketed "Gardner Manse & Co.'s payment. Knuckey's wages and time deducted by Mr. Mylne. Dayus about Calvert's alterations."
- 5.** Memorandum. Copy of note for Woodward about stamps for Deeds. Soho, 23 Feb. 1797.
- 6.** Letter. John Woodward (London) to Boulton & Watt (Soho). 4 Mar. 1797.
Docketed "On the legal stamps for Deeds and Schedules. Stephenson's premium due. Goodwin's ditto ditto."
- 7.** Letter. John Woodward (13 London St.) to M. R. Boulton (Soho). 2 May 1797.
Docketed "Borough Water Works. Price, Shakespear. Sir John Eamer's materials."
- 8.** Letter. John Woodward (London St.) to M. R. Boulton (Soho). 9 May 1797.
Docketed "Sir John Eamer's drawings. Bishop & Co.'s account."
- 9.** Letter. John Woodward (London) to M. R. Boulton (Soho). 12 May 1797.
Docketed "Price's proceedings at Borough Water Works. Bad castings. Cox & Co.'s account. Goodwin's ditto. Borough Water Works ditto."
- 10.** Letter. John Woodward (London) to M. R. Boulton (Soho). 23 May 1797.
Docketed "Borough Water Works engine finished to the satisfaction of the Committee. Instructed Hateley's son. His father's wilful waste of fuel."
- 11.** Letter. John Woodward (London St.) to John Southern (Soho). 24 May 1797.
Docketed "Jobs to be superintended in London. Proposes to retain Price."
- 12.** Letter. John Woodward [London] to M. R. Boulton (Soho). "Thursday" [15 Jun. 1797].
On the same sheet:
Letter. Richard Dayus to John Woodward. Not dated.
Docketed "Spence's boiler. Borough Water Works account."

- 13.** Letter. John Woodward (London) to M. R. Boulton (Soho). 30 Jun. 1797.
Docketed "Griffiths promises to settle the Borough Water Works account."
- 14.** Letter. John Woodward (London) to M. R. Boulton (Soho). 4 Jul. 1797.
Docketed "Sir John Eamer's engine finished. Price's proceedings at Moorman's. Griffiths' doceur to Price."
- 15.** Letter. John Woodward (London St.) to M. R. Boulton (Soho). 4 Jul. 1797.
Docketed "Introducing Mr. Lodge."
- 16.** Letter. John Woodward (London St.) to "Boulton & Watt or M. R. Boulton" (Soho).
21 Jul. 1797.
Docketed "Griffiths' delay of payment. Bishop & Co.'s agreement. Sir John Eamer's ditto."
- 17.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 27 Jul. 1797.
Docketed "Sir John Eamer's account. Arrangement of men in London."
- 18.** Letter. John Woodward (London) to Boulton & Watt (Soho). 1 Aug. 1797.
Docketed "Sir John Eamer's account. Inteference in behalf of Cartwright."
- 19.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 11 Aug. 1797.
Docketed "Griffiths' payment of the Borough Water Works account."
- 20.** Letter. John Woodward (London) to Boulton & Watt (Soho). 30 Aug. 1797.
Docketed "Ramsbottom's engine house not begun. Charrington's will not be ready these 6 weeks. New River Head not to be completed till Winter. Whether Price and Knuckey shall be sent home."
- 21.** Letter. John Woodward (London) to James Watt Jr. (Soho). 1 Sep. 1797.
Docketed "Complaints against Knuckey."
- 22.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 5 Sep. 1797.
Docketed "Discharge of John Knuckey."
- 23.** Letter. John Woodward (London) to James Watt Jr. (Soho). 8 Sep. 1797.
On the same sheet:
Letter. Robert Mylne (New River Head) to John Woodward. 6 Sep. 1797.
Docketed "Mr. Mylne's letter upon Knuckey's dismissal."
- 24.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 12 Sep. 1797.
Docketed "Abraham's commissioners of bankruptcy. Bishop & Co.'s agreement."
- 25.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 6 Oct. 1797.
Docketed "Valuation of Roberts & Co.'s engine wanted. Thrale's payment."
- 26.** Letter. John Woodward (London St.) to Boulton & Watt [Soho]. 30 Oct. 1797.
Docketed "Moorman's account. Couldery & Bannister's engine lately purchased."
- 27.** Letter. John Woodward (13 London St.) to Boulton & Watt (Soho). 22 Nov. 1797.
Docketed "Gosse & Benwell's engine worked during interdict. Dayus' engagements prevent them going to New River Head."
- 28.** Letter. John Woodward (London) to Boulton & Watt (Soho). 25 Nov. 1797.
Docketed "Bramah's engine at Norwich completed. Mr. Mylne's offer to send with him one of our agents to inspect it. Mr. Mylne appointed to inspect it."
- 29.** Letter. John Woodward (London St.) to M. R. Boulton (Soho). 26 Dec. 1797.
Docketed "Arrangements with Dayus in regard to the engine erecting in London. Payments by account on Engine Co. Matthews' promise to produce a sketch of the engine erecting at Norwich."

- 30.** Letter. John Woodward (London St.) to Boulton & Watt [Soho]. 7 Jan. 1798.
Docketed "Dayus' account of time. Thompson's ditto of work. Arrangements with Wilkinson & Co. in consequence of the delay of their fly wheel and boilers. Receipt of Stonard's and Severn's payments."
- 31.** Letter. John Woodward (London St.) to William Forman (Soho). 16 Jan. 1798.
Docketed "Wilkinson & Co.'s boiler. Expenses upon ditto."
- 32.** Letter. John Woodward (13 London St.) to Boulton & Watt (Soho). 26 Jan. 1798.
Docketed "Queries respecting New River Head account."
- 33.** Letter. John Woodward (London St.) to William Forman (Soho). 30 Jan. 1798.
Docketed "Bad account of Middleton."
- 34.** Letter. John Woodward (London) to Boulton & Watt (Soho). 6 Feb. 1798.
On the same sheet:
Letter. Robert Mylne (New River Head) to John Woodward. 3 Feb. 1798.
Docketed "New River Head account and copy of a letter from Mr. Mylne."
- 35.** Letter. John Woodward (London St.) to M. R. Boulton (Soho). 10 Feb. 1798.
Docketed "Not important."
- 36.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 20 Feb. 1798.
Docketed "Bowen & Sutton's engine purchased by Mr. Hugh Lecky. His reasons for an abatement of the premium."
- 37.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 9 Mar. 1798.
Docketed "Mr. Lecky's determination to suspend working the engine till he has more machinery completed. Mistake in Lingard & Co.'s account."
- 38.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 16 Mar. 1798.
Docketed "Wilkinson & Baker's account. Rudge's time. Glenny's disregard of his applications. Mr. Lambton's steward ditto."
- 39.** Letter. John Woodward (London St.) to Gregory Watt (Soho). 3 Jul. 1798.
Docketed "Foulds on Shadwell. Shakespear at Coslett's. Dividend of Abraham & Co."
- 40.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 4 Jul. 1798.
Docketed as 8 Jul: "List of engines needing repairs. Dayus' request for help."
- 41.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 10 Jul. 1798.
Docketed "Arrival of Gifford's materials. Ditto of Shadwell ditto. Agreement of Lambton's trustees. Believed Sir John Eamer had left his at Birmingham."
- 42.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 13 Jul. 1798.
Docketed "Sends Coslett's and Wilkinson & Co.'s agreements. Sir John Eamer's mislaid his. Proceedings of the engineers."
- 43.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 17 Jul. 1798.
Docketed "John Price's arrival. Business about which he employed. Woodward's intended disposal of John Price."
- 44.** Letter. John Woodward (London St.) to M. R. Boulton (Soho). 24 Jul. 1798.
Docketed "Sir John Eamer's deeds. Dividends of J. Abraham & Co. Gifford's drawings wanted. Shadwell Water Works ditto ditto."
- 45.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 26 Jul. 1798.
Docketed "Rudge's arrival. Foulds' report concerning the Shadwell Water Works. Shakespear's wish to be informed the length of time he is to continue in London."

- 46.** Letter. John Woodward (London) to Boulton & Watt (Soho). 14 Aug. 1798.
Docketed "Mr. Mylne's detection of piracy. Offer of evidence. Arrival of drawings. State at Shadwell. John Price and Rudge at Gifford's. Sutton's pipes sent to Newcastle."
- 47.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 22 Aug. 1798.
Docketed "Has seen Simister and found his story to correspond with the one told Boulton & Watt. Dayus has given Simister temporary employment."
- 48.** Letter. John Woodward (London) to Gregory Watt (Soho). 28 Aug. 1798.
Docketed "Rudge quarrelled with Mr. Packer. Simister sent there. Simister's affairs. Things wanted."
- 49.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 4 Sep. 1798.
Docketed "Weston's opinion of Simister's case. Simister's intended allowance to wife. His proceedings."
- 50.** Letter. John Woodward (London) to James Watt Jr. (Soho). 5 Oct. 1798.
Docketed "Coslett's engine set to work. Gifford's to be completed in 14 days. Price gives satisfaction at Shadwell. Ready to set off on Sunday."
- 51.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 24 Oct. 1798.
Docketed "Respecting Simister. Time of starting Gifford's double engine."

3/368 John Woodward, 1799-1800

(53 items)

- 1.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 26 Mar. 1799.
Docketed "Drafts paid by Mr. Coslett. Farther arrangements with that gentleman. Intelligence of a person resembling Pearson."
- 2.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 29 Mar. 1799.
Docketed "Proposes escorting Pearson to Soho himself. Small balance paid him by Col. Teasdale."
- 3.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 16 Apr. 1799.
Docketed as 15 Apr: "Has taken Fish & Yates' man to assist Dayus."
- 4.** Letter. John Woodward (London St.) to M. R. Boulton (care of Thomas Wilson, Truro). 18 Apr. 1799.
Docketed "Liberation of Dilworth. Fruitless search after Pearson at Woolwich."
- 5.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 17 May 1799.
Docketed "Mentioning John Barlow."
- 6.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 9 Jul. 1799.
Docketed "Wishes to visit his friends in Lancashire. Rudge married and wishes to be employed in London."
- 7.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 18 Jul. 1799.
Docketed "His address at Blackburn. State of London engines. Rennie's bill. Sundry commissions executed for James Watt Jr."
- 8.** Letter. John Woodward (Blackburn) to James Watt Jr. (Soho). 5 Aug. 1799.
Docketed "Coming to Soho."
- 9.** Letter. John Woodward (13 London St.) to James Watt Jr. (Soho). 20 Aug. 1799.
Docketed "Concerning the men in London. Couldery & Bannister's engine. John Abraham's, where now removed to."

- 10.** Letter. John Woodward (13 London St.) to Gregory Watt (Soho). 30 Aug. 1799.
Docketed "Rudge's behaviour. Best & Co.'s engine. Pryor & Co. craving indulgence."
- 11a.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 12 Oct. 1799.
Enclosing (b) below.
Docketed "Estimate wanted for Mr. Lloyd. Lecky. Best & Co. began working in Feb. 1798."
- b.** Account. Boulton & Watt debtors to Mynd & Fearon. 31 Dec. 1798.
Bill for coals etc.
- 12.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 18 Oct. 1799.
Docketed "Respecting Best & Co."
- 13a.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 24 Oct. 1799.
Enclosing (b) below. Docketed "Enclosing character of William Lancaster."
- b.** Memorandum. Address and particulars of the career of William Lancaster.
- 14.** Letter. John Woodward (13 London St.) to James Watt Jr. (Soho). 29 Oct. 1799.
Docketed "Interview with Best & Co. of Chatham. Character of Mr. Nickells of Dublin."
- 15a.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 1 Nov. 1799.
Enclosing (b) below. Docketed "Doubts of Mr. Philpott's credit. Letter from Simister respecting John Pearson. Mr. Boulton's interview with Lancaster."
- b.** Letter. John Simister (—) to John Woodward (13 London St.). 31 Oct. 1799.
- 16.** Letter. John Woodward (London St.) to M. R. Boulton (Soho). 5 Nov. 1799.
Docketed "Measures taken for the apprehension of Pearson."
- 17.** Letter. John Woodward (13 London St.) to M. R. Boulton (Soho). 6 Nov. 1799.
Docketed "Discovery of Pearson. Compromise with him and promise of forgiveness in consequence of his delivering himself up. Reasons for his levity. Dayus' query in regard to Forster's engine."
- 18.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 8 Nov. 1799.
Docketed "Enclosing John Pearson's indentures."
- 19.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 11 Nov. 1799.
Docketed "John Pearson dispatched by the coach. Disbursements incurred in apprehending him."
- 20.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 15 Nov. 1799.
Docketed "Reflections upon his agreement with John Pearson."
- 21.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 19 Nov. 1799.
Docketed "Respecting Dayus' interview with Mr. Collier."
- 22.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 22 Nov. 1799.
Docketed "Mr. Collier waits Mr. Rennie's return before he comes to a determination respecting his proposed order. Misunderstanding in regard to Lancaster's qualifications."
- 23.** Letter. John Woodward (London St.) to Boulton & Watt [Soho]. 26 Nov. 1799.
Docketed "Character of Mr. Sherwin and his employers."
- 24.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 3 Dec. 1799.
Docketed "Statement of expense of land carriage to Arkley & Co. Lecky out of Town."

- 25.** Letter. John Woodward (13 London St.) to Boulton & Watt (Soho). 14 Jan. 1800.
Docketed "About Pryor & Co.'s payment. Boulter Morgam & Co.'s engine revived. Enquiry concerning it."
- 26.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 22 Jan. 1800.
Docketed "Mentions a boy (Wilson) who wishes to engage with us."
- 27.** Letter. John Woodward (London St.) to James Watt Jr. (Soho). 21 Feb. 1800.
Docketed "Advice of his having forwarded our clothes and books."
- 28.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 28 Mar. 1800.
Docketed "Wants estimates of 6 and 8 horse engines for Mr. Thomas Cooper."
- 29.** Letter. John Woodward (13 London St.) to Gregory Watt (Soho). 18 Apr. 1800.
Docketed "Lecky's application."
- 30.** Letter. John Woodward (London St.) to Gregory Watt (Soho). 22 Apr. 1800.
Docketed "Indulgence granted to Lecky."
- 31.** Letter. John Woodward (London St.) to M. R. Boulton (Soho). 22 Apr. 1800.
Docketed "Shakespear's complaint that his wages are insufficient for his support."
- 32.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 26 Apr. 1800.
Docketed "Wanting an estimate for Mr. John Clark."
- 33.** Letter. John Woodward (13 London St.) to M. R. Boulton (Soho). 13 May 1800.
Docketed "Has received Shakespear's new articles. Shakespear finished at Forster's. To be employed at Craven & Bowman's. Rudge nearly finished at Arkley & Childs."
- 34.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 16 May 1800.
Docketed "Enclosing Shakespear's articles. Philpott objects to Rudge being employed about his engine."
- 35.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 20 May 1800.
Docketed "Dayus at Philpott's. Progress by Shakespear at Craven & Co. Arkley & Childs not yet at work. Rudge has not misbehaved there."
- 36a.** Letter. John Woodward (13 London St.) to Boulton & Watt (Soho). 30 May 1800.
Enclosing (b) below.
Docketed "Enclosing letter from Mr. Philpott who objects to employing Varley and wants his shaft."
- b.** Letter. Thomas Philpott (Chatham) to John Woodward (London St.). 29 May 1800.
- 37.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 3 Jun. 1800.
Docketed "Fire at Philpott's. Difficulty of employing all the men."
- 38.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 6 Jun. 1800.
Docketed "Affairs at Philpott's. Varley to be employed there. Occupation for Rudge."
- 39.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 7 Jun. 1800.
Docketed "Matters being accommodated with Philpott – has supplied M. R. Boulton's letter. The goods for Spain expected tomorrow."
- 40.** Letter. John Woodward (13 London St.) to Boulton & Watt (Soho). 10 Jun. 1800.
Docketed "Goods for Spain arrived and will be shipped in a few days. Varley at Chatham. Rudge at Lambeth."
- 41.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 17 Jun. 1800.
Docketed "Bills received from Lecky. Varley detained by Dayus."

- 42.** Letter. John Woodward (13 London St.) to Boulton & Watt (Soho). 27 Jun. 1800.
Docketed "Pryor & Co.'s fire. Reparation of their goods. Wishes to engage Giles Bush."
- 43.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 1 Jul. 1800.
Docketed "Arkley & Child demur about paying the extra charge on their engine."
- 44a.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 31 Jul. 1800.
With (b) below. Docketed "Wishes to know what will be allowed Arkley & Child for their cold water pump."
- b.** Note. Value of Arkley & Child's cold water pump.
- 45.** Letter. John Woodward (London St.) to Gregory Watt (Soho). 19 Aug. 1800.
Docketed "Result of his enquiries respecting Robinson."
- 46.** Letter. John Woodward (London St.) to Gregory Watt (Soho). 22 Aug. 1800.
Docketed "Thinks the man he traced to Philpott's the same who applied to us."
- 47a.** Letter. John Woodward (London St.) to Boulton Watt & Co. (Soho). 31 Oct. 1800.
Enclosing (b) below. Docketed "Enclosing a note from Mr. St. Croix."
- b.** Note. Request for an estimate of an engine from Mr. — St. Croix of Homerton, near Hackney. 31 Oct. 1800.
- 48.** Letter. John Woodward (London St.) to Boulton Watt & Co. (Soho). 6 Nov. 1800.
*The outside of the letter is addressed to James Watt Jr.
Docketed "Doubts of Mr. St. Croix. Meeting of Committee of Isle of Dogs."*
- 49.** Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 11 Nov. 1800.
Docketed "John Poole desirous of entering into articles. Specification of terms. Agreement wanted."
- 50.** Letter. John Woodward (London St.) to Boulton Watt & Co. (Soho). 18 Nov. 1800.
Docketed "Enclosing plan and letter from Mr. Martin. Nothing more of St. Croix. Isle of Dogs payment deferred. John Poole's articles received."
- 51.** Letter. John Woodward (London St.) to Boulton & Watt (Soho). 25 Nov. 1800.
Docketed "Enclosing articles of John Poole."
- 52.** Letter. John Woodward (London St.) to Boulton Watt & Co. (Soho). 9 Dec. 1800.
Docketed "Enclosing receipt to London Dock Committee for the separate signatures of the co-partners."
- 53.** Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 10 Dec. 1800.
Docketed "Mr. Glenny's disregard of James Weston's application. Waits our further instructions respecting him."

3/369 John Woodward, 1804

(10 items)

- 1.** Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 1 Jun. 1804.
Docketed "London Dock Company want their account. Mr. Wolters requires estimate."
- 2.** Letter. John Woodward (13 London St.) to James Watt Jr. (Soho). 3 Jul. 1804.
Docketed "Terms of selling quicksilver wholesale."
- 3.** Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 4 Jul. 1804.
Docketed "Has delivered accounts to Phyn Inglis & Co. and to Manning Anderton & Co. Wishes to have a fortnight's relaxation in the country. Has stated to Mr. Lack the circumstances of Mr. Fulton's applications."

4. Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 7 Jul. 1804.
This letter was re-directed to the "House", presumably Soho House.
Docketed "Expects the iron work from Falmouth Water Works will be landed in a few days.
Has delivered our letter to Mr. Hammond who is satisfied about Mr. Fulton. Copy of his letter
to Peckover & Bellamy. Encloses certificate of payment of James Watt & Co.'s income tax."
5. Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 10 Jul. 1804.
Docketed "Varley arrived in London. Turner's engine started. Dayus at Dartford starting Mr.
Wilkes' engine. Returns James Watt & Co.'s certificate of assessment.
- 6a. Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 31 Jul. 1804.
Enclosing (b) below. On the same sheet:
Transcript of letter. John Borkwood for Peckover Bellamy & Co. (Wisbech) to John
Woodward. 13 Jul. 1804.
Docketed "With letter from Peckover & Bellamy respecting payment of their freight."
- b. Letter (press copy). John Woodward for M. R. Boulton J. & G. Watt & Co. (London St.) to
Peckover Bellamy & Co. (Wisbech). 10 Jul. 1804.
7. Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 3 Aug. 1804.
Docketed "Encloses invoice of 2 bullions quicksilver. A German merchant offers the old brass
guns of Lubeck at 13^d per cwt. [?]."
- 8a. Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 6 Aug. 1804.
Enclosing (b) below.
Docketed "Encloses copy of his reply to Peckover & Bellamy. Dios Santos & Co. cannot
agree to Pearson's wife going with him. Convoy to sail on Saturday. Jamaica packet on
Friday. Cannot say how Varley is engaged at present."
- b. Letter (press copy). John Woodward (London) to John Borkwood (Wisbech).
7 Aug. 1804. 2 sheets.
9. Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 27 Sep. 1804.
Docketed "Permission to draw for amount of Chelsea Water Works account."
10. Letter. John Woodward (13 London St.) to Boulton Watt & Co. (Soho). 29 Sep. 1804.
Docketed "Falmouth Water Works goods arrived. Queries about the shipment of them."

MS 3147/3/370-384: Incoming Correspondence and Papers:
General Correspondence, 1775-1785

Typescript listings from Black Binder for MS 3147/3/370-404

3/370 General Correspondence, A (11 items)

The bundles of General Correspondence contain letters from engine customers, carriers who were transporting parts for Boulton & Watt, firms to whom Boulton & Watt subcontracted work, engine erectors, and people making general enquiries about engines. There are also occasional memoranda and accounts. Several references to the sale of copying presses will also be found in these letters.

Very few of the dockets give summaries of the contents. Therefore the majority of the letters have been summarised.

1. Letter. Francis Agard (Nottingham) to Boulton & Watt (Soho). 7 Oct. 1784.
Has heard of James Pickard's steam-powered corn mill and Boulton & Watt's plans to build
one in London. His plans to construct one in Nottingham. How much would an engine cost.

2. Letter. Ebenezer Aldred (Wakefield) to Boulton & Watt (Birmingham). 9 Jul. 1783.
Docketed "Dimensions of a fulling mill."
3. Letter. Ebenezer Aldred (Wakefield) to Boulton & Watt (Birmingham). 3 Nov. 1784.
Would like to convert his engine to rotative motion. Thinks there is a great chance for introducing Boulton & Watt engines in the area.
4. Letter. Ebenezer Aldred (Wakefield) to Boulton & Watt (Birmingham). 13 Nov. 1784.
Has been told by Thomas Fenton's engineer John Lister that Boulton & Watt's rotative motion requires a double-powered engine. Can Boulton & Watt inform him of their terms for a new cylinder. Lister says he can do the work, and thinks that Boulton & Watt might sell him the engine they made for the model corn mill.
5. Letter. Gavin Allanson (Bristol) to James Watt [Birmingham]. 22 Sep. 1776.
*Docketed "Prices of cast work at Bristol."
List of prices charged by Mr. Jones, an iron founder in Bristol. James Cross was sorry he did not meet James Watt.*
6. Letter. J. Towers Allen (London) to Matthew Boulton (Birmingham). 3 Dec. 1782.
*Docketed "About engine for the Fens."
Is involved in the drainage of a large area of Fenland. Asks for details and costs of a steam engine.*
7. Letter. Thomas Allingham (London) to Boulton & Watt [Soho]. 2 Aug. 1784.
Asks for details and costs of an engine to work a forge hammer and a slitting mill.
- 8a. **Letter.** Thomas Allingham (London) to Boulton & Watt [Soho]. 11 Sep. 1784.
*Kept with (b) below.
James Watt has made notes for his reply at the end of Allingham's letter. Has seen a Boulton & Watt engine at Goodwyn & Co., brewers. Would like to know as exactly as possible the cost of an engine to work a 5 cwt. hammer making 120 blows per minute. Has also been recommended to use a Boulton & Watt engine for his forge.*
- b. Letter (press copy). James Watt (Birmingham) to Thomas Allingham (London).
13 Sep. 1784.
Details of the cost of an engine with a 24 inch cylinder and 6ft. stroke. Details of the cost of the premium and the coals it will consume. Has not calculated for the engine being used to blow the hearth.
9. Letter. Samuel Allwood (Nottingham) to Matthew Boulton (Soho). 13 May 1782.
Applies for a post doing turning and millwright work. Has worked for Matthew Boulton previously as an apprentice. Can provide references from several gentlemen in Nottingham.
10. Letter. Andrews Prinatt & Maud (London) to Boulton & Watt (Soho). 7 Jan. 1782.
Have received Boulton & Watt's bill of exchange on William Matthews for £25.3.6.
11. Letter. Anthony Atkinson Jr. (Hull) to Boulton & Watt [Soho]. 2 Jun. 1784.
*Docketed as 2 May. Docketed "About Mr. Osbourne's cylinder bottom."
There is no need to send the cylinder bottom by land as the engine is working well. Will ask Mr. Osbourne to write about the premium when he returns.*

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 238

3/371 General Correspondence, B (63 items)

1. Letter. John Baddeley (Hanley) to James Watt [?]. 8 Sep. 1783.
His prices for ironwork, woodwork and movements for a lathe.
2. Letter. George Bailey (London) to Matthew Boulton (Soho). 30 Jan. 1782.
Details of his new flour mill. What size of engine will he need, what quantity of coal will it burn and how much will it cost.
3. Letter. R. Bakewell (Gresley Hall, near Burton-on Trent) to Boulton & Watt [Soho].
26 Aug. 1779.
Hopes the engine Boulton & Watt mentioned will be sufficient. Has sent for a man from Nottingham who he will send on to Soho for Boulton & Watt to instruct.
4. Letter. R. Bakewell (Gresley Hall, near Burton-on Trent) to James Watt [Birmingham].
3 Sep. 1779.
Details of his plans for the engine for Newhall Colliery.
5. Letter. R. Bakewell (Gresley Hall, near Burton-on Trent) to James Watt [Birmingham].
7 Sep. 1779.
Did not manage to send a letter to Logan Henderson and did not see Mr. Smith the engineer. Is now determined to proceed no further with the business until he has "recovered [himself] a little".
6. Letter. John Baldwyn (Chepstow) to Boulton & Watt (Birmingham). 28 Aug. 1779.
His goods have not yet arrived. Has heard from Mr. Wilkinson that the Mary is on her way from Chester. Can Boulton & Watt arrange for the goods to be forwarded.
7. Letter. John Baldwyn (Chepstow) to Boulton & Watt [Birmingham]. 31 Aug. 1779.
Has received the passport for Capt. John Williams of the Mary. Still has not received the goods mentioned by Boulton & Watt, nor the boiler plates from R. Dearman. The Mary has not yet arrived.
8. Letter. John Baldwyn (Chepstow) to Boulton & Watt (Birmingham). 8 Sep. 1779.
The goods have arrived. The Mary has not. Sells deal as cheap as in Bristol.
9. Letter. John Baldwyn (Chepstow) to Boulton & Watt (Birmingham). 20 Oct. 1780.
*Docketed "Concerning the Mary and Jary's goods."
The Mary has been to Dublin with a cargo of elm. Expects her return soon.*
10. Letter. John Baldwyn (Chepstow) to Boulton & Watt [Birmingham]. 29 Nov. 1780.
The Mary has arrived. Capt. Williams loaded the goods for the Nanty engine and 103 tons of pig iron, which Customs Officers will not allow to be shipped as it is not mentioned in the passes. It needs a separate order of Council for exportation. He has advised Mr. Wilkinson of the circumstances.
11. Letter. John Baldwyn (Chepstow) to Boulton & Watt (Birmingham). 4 Feb. 1781.
*Docketed "About timber."
Does not have any square timber that suits Boulton & Watt's purpose. Details of what he has got in stock.*

- 12.** Letter. John Baldwyn (Chepstow) to Boulton & Watt (Birmingham). 6 Mar. 1781.
Has received a letter from a timber dealer offering some converted Navy timber which would suit for beams. Details of what he is offering.
- 13.** Letter. John Baldwyn (Chepstow) to Boulton & Watt [Soho]. 7 May 1784.
Problems of shipping the piston rod intended for Poldice Mine.
- 14.** Letter. William John Banner (Birmingham) to Boulton & Watt [Soho]. 7 Sep. 1782.
- 15.** Letter. R. Barclay (London) to Matthew Boulton (6 Green Lettice Lane). 24 Aug. 1782.
Can Matthew Boulton visit him to advise him about an engine for a mill.
- 16.** Letter. Jonah Barff (Oswestry) to Boulton & Watt [Soho]. 24 Aug. 1784.
Sir Watkin Williams Wynn has been advised to buy a Boulton & Watt engine to drain his colliery near Oswestry. Details of the mine. Can Boulton & Watt send details and costs of an engine.
- 17.** Letter. John & Francis Baring (London) to Boulton & Watt (Soho). 11 Nov. 1784.
Can Boulton & Watt give them the price of an engine with a 30 inch cylinder for a client on the island of Domingo.
- 18.** Letter. George Hollington Barker (Birmingham) to James Watt (Harper's Hill).
12 May 1784.
Docketed "With account." Enclosing a bill for Matthew Boulton. Can Matthew Boulton pay it at the beginning of next week.
- 19.** Letter. James Barrow (Liverpool) to John Hodgson (Birmingham). 11 Dec. 1781.
Encloses a bill. Delivery of Hodgson's goods. Can Mr. Scholes send them the cost of an engine to work a corn mill.
- 20.** Letter. James Bateman (Manchester) to Matthew Boulton (Soho). 5 Jun. 1782.
*Has not yet got the drawings of the cotton machinery. Sends a rough plan of his Foundry so Matthew Boulton can judge if he has room for a steam engine. Now thinks a more powerful engine might be better than the size they discussed – can Matthew Boulton send the terms for various sizes of engine. Would the smoke from the engine cause a nuisance?
[The enclosures are now missing.]*
- 21.** Letter. James Bateman (Manchester) to Matthew Boulton (Soho). 11 Jun. 1782.
Sending a sketch of the cotton machinery. The most populous manufacturing parts of his neighbourhood are near to coal supplies, therefore Boulton & Watt's engines could successfully be introduced. If Matthew Boulton will send him a model, he will show it to various people, and if he had a small engine, this would help more. Bateman's man has promised he will draw a regular plan of a cotton manufactory if Matthew Boulton wants one, but he is not dependable. Has tried to find out the price of Arkwright's large new building.
- 22.** Letter. Baumgartner & Hooffstetter (London) to Matthew Boulton (Soho). 16 Jul. 1782.
Introducing Richard Walker of the house of Thomas & Richard Walker of Manchester. They have large concerns abroad, particularly in velvet, and they wish to open correspondence with a house in Birmingham.
- 23.** Letter. Alexander Mabyn Bailey (23 Villiers St., London) to Boulton & Watt [Soho].
6 May 1781.
*Sorry he could not show his drawings to Matthew Boulton. Sends some specimens. Would be happy to work for Boulton & Watt.
[The enclosures are now missing.]*

- 24.** Letter. N. Bayly (Whitehall, London) to Matthew Boulton [?] [Soho]. 7 Nov. 1777.
Has received the account of the engine, but wishes they had sent him details of the cost of erection in the West Indies, and where he could see an engine in London. He may go to his estates in Jamaica soon.
- 25.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 6 Apr. 1779.
Mr. Poole has been dead six months and he has taken over the business. The piston rod has arrived but he has received no instructions from John Wilkinson or Mr. Turner about forwarding it. A piston rod marked Wheal Chance has arrived from Seaton works.
- 26.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 29 Nov. 1779.
Has forwarded the Penryndee piston rod to Hugh Jones. Expects a vessel sailing to Bristol soon.
- 27.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 28 Jan. 1780.
Has only just had an opportunity of sending the case from Cumberland to Bristol.
- 28.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 17 Feb. 1780.
The case marked 'Gregory' has arrived from Seaton Works. Where should he send it.
- 29.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 24 May 1782.
Details of vessels sailing to Waterford.
- 30.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 6 Jul. 1782.
The goods have not arrived from Chester. Will ship them to Waterford when they do.
- 31a.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 19 Jul. 1782.
*Enclosing (b) below. Docketed "Inclosing bill of lading for Doonane goods."
Encloses the bill of lading for goods going to Waterford. Has written to John Motteux & Co. to insure the goods. Has also written to P. & A. Colclough and Samuel & William Primrose.
Does not yet have a vessel for St. Ives.
Docketed that the goods are for Doonane.*
- b.** Bill of lading. 19 Jul. 1782.
For goods shipped on the Providence to Samuel and William Primrose, Waterford
- 32.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 14 Mar. 1783.
Has received piston rods marked 'Poldice Mine' and 'IC Lancashire' from Seaton Works. Can Boulton & Watt send further instructions.
- 33.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 1 Oct. 1783.
Has forwarded the Whitegritt mine piston rod to Joshua Blakeway in Shrewsbury. Awaits instructions about the Tresavean and Polgooth rods. Has not yet shipped the Poldice rod.
- 34.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 6 Oct. 1783.
*Docketed "Receipt of Minera and Fenton's rods – sending off Whitegritt." [This docket covers both this letter and that of 1 Oct.]
The Ann has arrived from Worthington with piston rods for Minera and "TF Leeds".*
- 35.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 31 Oct. 1783.
*Docketed "Whitegritt rod."
Wrote on the 21st explaining what he had done to get the piston rod forwarded. Has sent his man to trace the rod.*
- 36.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 13 Nov. 1783.
*Docketed "Poldory Black Fryars and Poldice No. 3 rods."
Has shipped Thomas Fenton's rod according to John Turner's orders. Has rods for Tresavean and Polgooth mines in his warehouse and rods marked Poldory, Blackfriars and Poldice No. 3 have arrived aboard the Ann. Awaits instructions about all these.*

- 37.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 7 Dec. 1783.
Has shipped the Poldory and Poldice No. 3 rods and written to Hugh Jones.
- 38.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 13 Apr. 1784.
One of Mr. Thwaites' partners has called for the two cases of piston rods. Beckett had placed these cases with a friend as they would be safer with him than in Beckett's warehouse. Many of his friends have agreed to continue their commissions to him.
- 39.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Birmingham). 24 May 1784.
*Docketed "Concerning Mr. Fenton's rod."
His efforts to trace Thomas Fenton's piston rod. His attorney says it is too soon to present his certificate to the Chancellor.*
- 40.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 18 Jun. 1784.
*Docketed "Mr. Fenton's rod."
Has not heard from Thomas Fenton about the missing piston rod. The Duke of Bridgewater's agent William Woolley has written saying that they have the case and that he showed it to Fenton's carters.*
- 41.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 19 Jul. 1784.
*Docketed "Ketley, Donnington, Ocker Hill rods and the coal lathe."
Has forwarded the lathe wheel to Gilbert Hamilton at Glasgow. Has received rods for Donnington mill, Ocker Hill and Ketley from Seaton Works.*
- 42.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Birmingham). 16 Aug. 1784.
Has forwarded the Donnington, Ketley and Ocker Hill rods. William Fawcett made a case for the Ketley rod which was to go by land. Beckett will have to pay for this case.
- 43.** Letter. Thomas Beckett (Liverpool) to Boulton & Watt (Soho). 29 May 1786.
*Docketed "Shipping of remainder of Drumglass goods and Isaac Perrins."
The four boxes and Boulton & Watt's two men have sailed for Newry.*
- 44.** Letter. William Bedford Jr. (Birmingham) to Matthew Boulton [Soho]. 10 Sep. 1781.
Has urged Mr. Wilkes to advance the £1200 to John Fothergill, but he will only advance £600. Matthew Boulton's persuasion might carry weight. Will Matthew Boulton call on him when he is next in town, as Bedford is currently lame.
- 45.** Letter. James Benton (Great Charles St.) to James Watt (—). 23 Sep. 1782.
Hopes to visit Soho to see the model engine. Queries about the location, water and coal consumption, cost and premium of his projected engine. Asks about the costs of engines of 4-6 and 12 horses.
- 46.** Letter (in French). Le Marquis de Biencourt (London) to James Watt (Birmingham). 16 Aug. 1783.
Recalls his meeting with James Watt. Hopes to return to England and see him again. Hopes he might see James Watt in France. Introducing Colonel du Crét.
- 47.** Letter. John Bingham (Birmingham) to Matthew Boulton (Soho). 5 Apr. 1782.
When can Matthew Boulton give him an answer about the water works at Worcester.
- 48a.** Letter. S. Bull (—) to the Birmingham Canal Co. [?]. 9 Sep. 1776.
*Docketed "Birmingham Canal 1st Lock Engine."
With (b)—(e) below attached, and kept with (f) below.*
- b.** An estimate to complete every part of the Work, to raise the Water from the Canal at Spon Lane. S. Bull, 2 Sep. 1776.
- c.** Coloured sketch. Section of a tunnel, feeder and engine... at Spon Lane.

- d.** An estimate to complete every part of the Work, to raise the Water from the Canal at the First Lock. S. Bull, 2 Sep. 1776.
- e.** Coloured sketch. Section of a tunnel, feeder and engine... at the First Lock.
- f.** Letter. S. Bull (Smethwick) to Matthew Boulton [Soho]. 2 Sep. 1776.
- 49.** Letter. S. Bull ("2 engine") to James Watt [Soho]. 23 Apr. 1779.
Docketed "Birmingham Navigation." Asking for advice on the pump trees.
- 50.** Letter. S. Bull (Smethwick) to William Playfair (Soho). 31 Aug. 1779.
Cannot consult with Matthew Boulton about the account without leave of the committee.
- 51.** Memorandum. Birmingham Navigation Memorandums. 31 Aug. 1779.
Referring to problems over the charges for erecting the engine. Ale and dining expenses of Samuel Bouge, S. Bull and Edward Bate. James Law's recollection of work done by Mr. Greg the smith. Work done by labourers for Mr. Bouge and Mr. Bull. Time spent by James Law on the engine.
- 52.** Letter. John Houghton (Birmingham) to Boulton & Watt (Soho). 12 Nov. 1781.
*Docketed "Navigation Company."
The committee wishes to get Boulton & Watt's opinion on the past management and present state of their engines.*
- 53.** Letter. John Houghton (Birmingham) to James Watt (Harper's Hill). 20 Dec. 1783.
*Docketed "Birmingham Navigation Company. Agreeing to terms of Ocker Hill engine."
The committee wishes to proceed with the Ocker Hill engine as Watt proposes. They intend the engine house to be large enough to house two engines. They agree to the terms for the premium.*
- 54.** Letter. George & James Bishop, Malt Distillers (Maidstone) to Boulton & Watt (Birmingham). 8 Jun. 1781.
*On the same sheet:
Notes about the cost of grinding malt in Glasgow, from James Watt's information.
Requesting details of an engine to grind corn and work a wort pump.*
- 55.** Letter. C. Blagden, Secretary of the Royal Society (London) to James Watt (Birmingham). 3 Jul. 1784.
Printed form letter telling James Watt that his paper on a new test liquor for acids and alkalis will be published.
- 56.** Letter. C. Blagden (2 King's Road, London) to James Watt (Birmingham). 9 Aug. 1784.
Watt's paper will be printed. The first sheet of William Withering's paper is being printed today. James Watt should let Blagden know if he wishes to see the proofs.
- 57.** Letter. J. Blanch (Bristol) to James Watt (Soho). 27 May 1783.
Has been advised to offer Boulton & Watt a share in his patent pump design.
- 58.** Invoice. George Blewett & Co. (Marazion) to John Fothergill (Soho). 17 Dec. 1779.
*Invoice for 20 blocks of tin, and carriage, for the Wheal Union engine.
Marked "Entd. 42 Z[accheus] W[alker]" and "Entd. J[ames] P[earson]". [Probably sent to Fothergill in error, as it concerns the account for the Wheal Union engine, Cornwall.]*

59. Letter. Bockett & Janson (London) to Boulton & Fothergill [Soho]. 1 Mar. 1777.
They have seen the Boulton & Watt engine at Cook, Adams, Wilbie's and Sayer's distillery. Feel that a similar one would suit them, but less powerful. Samuel Galton has told them that Boulton & Watt construct engines of various sizes. Details of their distilling operations.
On the same sheet:

Letter. Samuel Galton & Sons (London) to Boulton & Fothergill (Soho). 28 Feb. 1777.
They have recommended a Boulton & Watt engine to Bockett & Janson for their new distillery.

60. Letter. George Bogle (Glasgow) to James Watt (Birmingham). 24 Mar. 1778.
Docketed "Recommending a young man for an apprentice (refused)."
Recommending William Stewart as a "servant", as he wishes to learn about millwrighting and machinery to go to the West Indies.
The docket is marked "refused".

61. Letter. H. Candide Boyer (London) to Boulton & Fothergill (Birmingham). 30 Oct. 1781.
Introducing James Carretto, a hydraulic engineer. Matthew Boulton had promised Boyer he would show Carretto any "such curiosities in [hydraulics]" around Birmingham.

62. Letter. Thomas Ferris for Messrs. Mark Harford Brass & Wire Co. (Bristol) to James Watt (Cusgarne). 16 Jan. 1783.
Docketed "Brass Wire Co."
Sending a bill for copper. The bill is now wanting. The letter was re-directed to Soho.

63. Letter. Brown & Bayla (Hull) to Boulton & Watt (Birmingham). 11 May 1784.
The 14 horse engine Boulton & Watt suggest will not be suitable, as their rivals can undersell them by using windmills, which are cheaper. A five horse engine should be powerful enough for the mill but it will have to be cheaper than windmills.

3/372 General Correspondence, C (53 items)

1. Letter. Campbell & Kingston (Coleman St., London) to Boulton & Fothergill (6 Green Lettice Lane, London). 19 Apr. 1783.
Circular letter giving details of their newly-established Philadelphia office.

2. Letter. Peter Capper (St. Petersburg) to Matthew Boulton (Soho). 5 Apr. 1782.
Asked Samuel Garbett to inform Matthew Boulton that he wanted to obtain an exclusive privilege for Boulton & Watt engines in Russia. Asks for details of the size and cost of 2 and 3 horse engines for an oil mill. When he met Matthew Boulton in England, Matthew Boulton told him that the Empress' envoy Mr. Poushkin had asked about buying an engine, and that Matthew Boulton refused as nothing was mentioned about an exclusive privilege. If Matthew Boulton grants him [i.e. Capper] the privilege he will agree to Matthew Boulton's terms. Problems of climate making it hard to ship parts into Russia. Therefore can Matthew Boulton tell him how soon the engines can be sent in the form of models.

3. Letter. Stephen Carkeet (Redruth) to James Watt (Soho). 10 Nov. 1777.
Would rather his fire bricks were delivered to Truro rather than Hayle to avoid land carriage. Can James Watt inform John Turner, the Wharfinger in Chester.

4. Bill. Michael Chambers (Birmingham) to Matthew Boulton (Soho). 11 Sep. 1781.
Bill of Matthew Boulton's debts to Chambers for work done by his partner, the late William Dadley, including drawing up of an agreement between Matthew Boulton and James Watt. Can Matthew Boulton make the payment to William Villers.

5. Letter. Dudley Clark (Toryburn) to Boulton & Watt (Soho). 22 Dec. 1784.
Sent information about the engine at Toryburn to Mr. Dick in Edinburgh. Wishes to do more engine work; therefore he will be glad to assist Boulton & Watt with engines in his area.

- 6.** Letter. Henry Coates (Hull) to James Watt [Birmingham]. 1 Dec. 1783.
Docketed "With drawings of mill."
Sends a plan of his mill drawn by Richard Savage [now in Portfolio 5/1]. The estimate is rather expensive, but the main obstacle is the annual premium – can James Watt charge them the same as their neighbour? Will Boulton & Watt's engine erector stay to teach Coates' men about the engine? Can they buy off the annuity? They will probably need 6 horse power.
- 7.** Letter. Henry Coates & Co. (Hull) to James Watt (Birmingham). 10 Jan. 1784.
Details of the horse power required to turn their milling machinery.
- 8.** Letter. Henry Coates & Co. (Hull) to James Watt (Birmingham). 6 Feb. 1784.
Details of the engine, water wheel and milling machinery at Mr. Wright's mill. Their works are about double the size of Mr. Wright's. Details of the amount of seed they crush. Unsure if the engine they saw is equivalent to Mr. Wright's. Would James Watt recommend an engine with a water wheel or rotative motion? Mr. Wright's mill has been sold and he has left Hull. William Asbourne has bought it.
- 9.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt (Birmingham). 2 Apr. 1784.
Have not had a reply to their letter of 6 Feb. or Richard Savage's letter of 12 Mar. Spring is when they have the least work, so they are keen to resolve the details of the engine. If they cannot get it by the middle of Jul. they will have to leave it for this year.
- 10.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 15 Apr. 1784.
Ordering the large engine that James Watt suggested. Henry Coates will call on James Watt in three weeks. Can they have duplicates of any parts that might have to be renewed. Henry Coates and Richard Savage think the shaft ["axis"] should be longer. Can James Watt send instructions about getting the boiler made. Can Boulton & Watt send an erector. Details of the shaft and fly wheel.
- 11.** Letter. Henry Coates & Co. (Hull) to James Watt (Birmingham). 6 Jun. 1784.
Docketed "Fixing the position of their engine."
Agree with Richard Savage's opinion. Know of Messrs. Brown and Bayler only by name, but will make enquiries if James Watt wants them to.
On the same sheet:
Letter. Richard Savage (Hull) to James Watt (Birmingham). 6 Jun. 1784.
Has received the drawings of the three possible methods of connecting the engine to the mill. His observations on the suggestions. Thinks the third plan is most suitable.
- 12.** Letter. Henry Coates & Co. (Hull) to James Watt (Birmingham). 22 Jun. 1784.
Richard Savage will leave the length of the shaft to James Watt's judgement. Water supply is not a problem. They have ordered fire bricks.
- 13.** Letter. Henry Coates (Hull) to James Watt [Birmingham]. 20 Jul. 1784.
Have received the drawing of the engine. Richard Savage made a mistake about the thickness of the wall. Expect to hear soon that the engine has been sent. Progress with the well. The bricks etc. are ready on the spot.
- 14.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 20 Aug. 1784.
Sorry to hear about the delays to the engine. Can Boulton & Watt send it as soon as possible.
- 15.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 8 Oct. 1784.
When will the engine be sent. Have had to buy expensive provender to feed their horses.
- 16.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 16 Nov. 1784.
Have received Boulton & Watt's letter saying the engine is sent off. Will now need to construct a reservoir for it.

- 17.** Letter. Henry Coates & Co. (Hull) to James Watt (Birmingham). 21 Nov. 1784.
Further thoughts on the well and reservoir.
On the same sheet:
Letter. Richard Savage (Hull) to James Watt (Birmingham). 21 Nov. 1784.
Thinks the well is too small, but it can be enlarged quite easily. A reservoir could also be constructed on the premises.
- 18.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 2 Dec. 1784.
They do not dare stop the mill to erect the engine as they have so much business. When they can spare the time or get their work done at another mill, can Boulton & Watt let them have two men as discussed. Payment will not be delayed, but it may be two months before they can erect the engine. The well is almost certainly too small. 66 pieces of the engine have arrived.
- 19.** Letter. John Collet (London) to Matthew Boulton (Soho). 2 Sep. 1775.
Marked "Answered Oct. 18th."
Having visited Soho, asks for details of a two horse engine for his glassworks to power cutting and polishing machines.
On the same sheet:
Calculations by Matthew Boulton.
Letter (draft). Matthew Boulton [Soho] to John Collet (London). 18 Oct. 1775.
Can only answer in general terms, but if Collet can wait two months, he will be able to give a precise answer and show him a steam wheel applied to laps and grinding stones for steel polishing. Details of the steam wheel. James Watt will come to London soon and he will be able to advise Collet. James Watt has been in Scotland settling his affairs but will return soon.
- 20.** Letter. Daniel Constable (Ocker Hill) to T.F. Banner (Birmingham). 25 Mar. 1778.
Is very satisfied with the engine. Has given Banner's letter to Mr. Harrison.
- 21.** Letter. Charles Cooke (Prescott) to "Thomas Bolton" (Soho). 18 Jun. 1776.
P. Mackay has recommended that he contact Matthew Boulton about the power and cost of an engine. Needs an engine to pump 15,000 gallons per hour from a 40-60 yard shaft. [Matthew Boulton has used the bottom of the letter for calculations.]
- 22.** Letter. Charles Cooke (Rainford) to Boulton & Fothergill (Birmingham). 28 Jun. 1776.
Again asks for details of the engine. Understands that the difference between Boulton & Watt's engine and the "common fire engine" is in the boiler. An engine with a 32 inch cylinder and 10 inch pumps will be large enough.
- 23.** Letter. James Cooper (Poplar) to Boulton & Watt (Soho). 14 Dec. 1784.
Queries about the construction of Messrs. Stonard and Curtis' engine. Another of his customers might buy a three horse engine if it will make him a saving.
- 24.** Letter. John Cooper (Portpool Lane) to James Watt (—). 19 Apr. 1785.
The engine has arrived and is ready for an erector. Mr. Whitbread is keen to get on with it. Can the fly wheel be cast. No plumber blocks have arrived.
- 25.** Letter. Henry Cort (Gosport) to Matthew Boulton (care of Thomas Wilson, Chacewater). 27 Nov. 1779.
Giving the answers to various questions about his mills that Logan Henderson had asked him to send to Matthew Boulton.
- 26.** Letter. Henry Cort (Fareham) to James Watt (Soho). 27 May 1783.
Visited Soho and told James Watt about his patent method of manufacturing iron. Can James Watt forward a letter to John Wilkinson about it. Asks for details of a steam-powered forge.

- 27.** Letter. William Summerland [Rotherhithe] to Boulton & Watt (Soho). 23 Jan. 1777.
Docketed "For Jukes Coulson & Co."
Bill for two piston rods bought by Boulton & Watt. Reasons for the high price of turning. [The docket notes that these rods were for Mr. Coleville and Ketley.]
On the same sheet:
 Bill for two piston rods.
- 28.** Letter. Jukes Coulson per William Summerland (Rotherhithe) to Boulton & Fothergill (Soho). 25 Feb. 1777.
Forwarded to Matthew Boulton and marked "Suppose this belongs to the Engine business."
Have sent off the 4½ rod, but Mr. Coleville has not sent for the 3 inch one. They will endeavour to lower the price of turning but cannot lower the price per hundredweight.
- 29.** Letter. William Summerland (Rotherhithe) to Boulton & Watt (Soho). 1 May 1777.
Docketed "Jukes Coulson."
Bill for a piston rod bought by Boulton & Watt. [The docket notes this was for Tingtang mine.]
On the same sheet:
 Bill for the piston rod.
- 30.** Letter. Jukes Coulson & Co. (London) to James Watt (Birmingham). 11 Apr. 1778.
Sending a bill for four piston rods. They left word with William Matthews that the rods were ready, but there was no ship. They will try again.
On the same sheet:
 Bill for four piston rods.
Marked "Entd. 70 J[ames] P[earson]", "Charged to Chacewater... £30 – 5 – 4" and "Entd. 38 J[ames] P[earson]"
[The docket notes that the rods were for engines at Chacewater mine, Byker colliery, Chelsea water works and Shadwell water works.]
- 31.** Letter. Jukes Coulson & Co. per William Summerland (Rotherhithe) to Boulton & Watt [Soho]. 17 Nov. 1778.
Awaiting Boulton & Watt's instructions over the size of a piston rod.
- 32.** Letter. Jukes Coulson & Co. per William Summerland (London) to James Watt (Soho). 16 Mar. 1779.
They will send the 4¾ inch rod for Poldice mine to Thomas Wilson. John Coulson left the bill for it at Soho when he was there.
- 33.** Letter. Jukes Coulson & Co. per William Summerland (London) to James Watt (Soho). 30 Mar. 1779.
Details of the shipping of the Poldice mine piston rod. Their lathe is currently free so they can work on any other rods Boulton & Watt might want.
- 34.** Letter. James Cross & Co. (Bristol) to Matthew Boulton (Soho). 29 Jun. 1776.
Marked "Answered 3 July."
Enquiring about the details, costs and coal consumption of an engine to work to 8 inch pumps drawing the water up 20 yards.
On the same sheet:
 Letter. Peter Capper (Redland) to Matthew Boulton (Soho). 30 Jun. 1776.
Details of James Cross' distillery, the horses they use and the amount of water they need to pump. If Matthew Boulton's friend [James Watt?] could see the premises he would be better able to judge if they need an engine.
- 35.** Draft of letter. Matthew Boulton (—) to James Cross & Co. [Bristol]. 3 Jul. 1776.
Can they correct Peter Capper in his error about the savings in coal that a Boulton & Watt engine makes. Cannot say about the expense of an engine until he knows how much water they need to raise. Details of general terms and the premium. Details of an engine Boulton & Watt have sold to Messrs. Cook & Co., distillers, Stratford Le Bow. They can have an engine ready in 3 to 4 months

- 36.** Letter. James Cross & Co. (Bristol) to Matthew Boulton (Soho). 16 Jul. 1776.
Marked "Answered in part July 30th."
Answering Matthew Boulton's queries about the amount of water they need to pump, and about the details of the pump barrels. What will the cost of an engine and erection be.
- 37.** Letter. James Cross (Bristol) to James Watt [Birmingham]. 24 Aug. 1776.
Approves of James Watt's plan but thinks the premium is excessive, especially as there are three months every year when they have little work. Can James Watt take this into account. Can James Watt visit the distillery. They will introduce him to two other distillers who are waiting on Cross' decision about an engine.
- 38.** Transcript of letter. James Watt [Birmingham] to James Cross (Bristol). 26 Aug. 1776.
Not in Watt's hand.
Proposes an engine with an 18 inch cylinder. Details of its coal consumption compared to a "common" engine. Cost of the premium and rough estimate of the costs of materials and erection.
- 39a.** Transcript of letter. James Watt [Birmingham] to James Cross & Co. (Bristol). Oct. 1776.
Docketed "Scroll letter & calculations to Messrs. Cross and Company."
Kept with (b) below.
Terms and details of construction of the engine and engine house and the premium.
- b.** Calculations.
Sheet of rough calculations by James Watt.
- 40.** Letter. James Cross (Bristol) to Matthew Boulton (Soho). 11 Jan. 1777.
A letter from James Watt never reached him, so he did not know details of the expense. He told Peter Capper that an answer was a long time coming from Boulton & Watt so that it was too late to get an engine for that season's working, and the expense seemed high for the size of the engine. They have not yet decided what to do.
- 41.** Letter. John Cross (West Hallam) to Joseph Harrison (Soho). 14 Jan. 1781.
Docketed "Account of Rotherham engine."
Hopes Harrison's engine work is brisk, as his is slack. He prefers to be constantly employed on either engine or smith work. He has two or three boys ready to enter business – could one or two them come to the Manufactory? Details of the last engine he erected, at Mr. Walker's foundry in Rotherham.
- 42.** Letter. Joseph Crouchley (Leigh) to James Watt (Birmingham). 22 Mar. 1783.
The bearer is Robert Melling who has come for instructions about the engine.
- 43.** Receipt. Robert Melling. 25 Mar. 1783.
Receipt for "a book of drawings proper for the erection of an engine for Mr. Joseph Crouchley, with a book of directions which are to be returned to Messrs. Boulton & Watt when the engine is completed."
- 44.** Letter. Joseph Crouchley (Leigh) to James Watt (Birmingham). 20 Jun. 1783.
Has not progressed as fast as he hoped, but hopes to be ready for the erector at the start of August. John Wilkinson has most of the materials ready. If Boulton & Watt's materials are ready can they send them by Mr. Henshall & Co.
- 45.** Letter. Joseph Crouchley (Leigh) to James Watt [Birmingham]. 6 Apr. 1783.
Can Boulton & Watt order the working gear for him as he is "not so well fix'd" with smiths.
- 46.** Letter. Joseph Crouchley (Leigh) to James Watt (Birmingham). 28 Jun. 1783.
Will write when he is ready for the erector. The items from Bersham are on the way.

47. Letter. Joseph Crouchley (Leigh) to James Watt [Birmingham]. 12 Aug. 1783.
The remainder of the articles are being sent from Bersham. The engine house is up and they are working on the boiler, but cannot tell where the manhole should be. Expect to be ready for the erector in three weeks.

48. Letter. Joseph Crouchley (Leigh) to Boulton & Watt (Birmingham). 4 Sep. 1784.
John Duncust owns a public house, and has a share in a colliery, but it does little business. Plans to mine coal on his neighbour's estate, which is why he is interested in an engine. However they know nothing about engines. Mr. Orrel of Black Brook may enquire about an engine – he is dependable. Crouchley's own engine answers well. Boulton & Watt's premium system is not suitable for the Leigh area.

49. Calculations. Measurement of Surface of Crouchley's Education Pipe.
In James Watt's hand.

50. Letter. Alexander Cumming (London) to Matthew Boulton (Soho). 27 Jan. 1777.
Has entered a "Caveat against all mad schemers but yourselves" at the Attorney and Solicitor General's offices. Cannot understand why Mr. Steele should think that Boulton & Watt would accept his proposals after the offer that Boulton & Watt made to Humphrey Gainsborough. Will try to meet them if Boulton & Watt so desire, but does not want to make them feel "more formidable" than they really are. Has not yet found Mr. Jones' patent. Glad that they have begun to convert old Cornish engines to their design, as this will be more effective in convincing people of its effectiveness than building new ones. Is glad that engine business has "swallowed up" clock business – it will be of far more consequence. Thanks them for their offer but feels the patent would be of no value in his hands. Offers them a case of claret. His own patent was "shite on by the Publick". Have they found a warehouse yet? Details of the King's Arms Tavern which is for let. Hopes they do not intend a "General Caveat against all improvements that do not originate at Soho".

51. Letter. Thomas Curtis per F. Dell (London) to Boulton & Watt (Soho). 10 Mar. 1778.
*Docketed "Curtis in Fleet Street, London. Pasteboard."
Mr. Stuart called to order the mill boards. Will the dimensions match those of the samples. Will any more be required.*

52. Letter. Thomas Curtis per W. Phillipson (London) to Boulton & Watt (Soho). 24 Mar. 1781.
*Will have boards in a few days but cannot sell them for less than 20 shillings per hundredweight.
[James Watt has used this letter for various calculations.]*

53. Letter. Thomas Curtis per W. Phillipson for Thomas Curtis (London) to Boulton & Watt (Soho). 7 Jan. 1782.
Acknowledging receipt of Boulton & Watt's draft for £5.

3/373 General Correspondence, D, E (29 items)

1. Letter. Martin Davis (Penryn) to James Watt [Birmingham]. 24 Dec 1778.
Was unable to send the counterpart of the articles for Wheal Union to Redruth, so he is sending it by the bearer. One part of the Tintang articles has been engrossed and the other part is nearly finished. His son will bring them to Mr. Beauchamp's.

2. Letter. Martin Davis (Penryn) to James Watt [Birmingham]. 26 Dec. 1778.
Has received the printed copy of the indenture for two engines at United Mines. Mr. Tremayne has bought Mr. Richards' 1/16th of that concern. Hopes to bring a fair copy to Matthew Boulton's. Omission of the words "executors, administrators or assigns" does not affect payment.

3. Letter. Samuel Davis (Waterford) to Boulton & Watt (Soho). 8 Aug. 1782.
The sloop Providence has arrived with the goods for A. & P. Colclough.

- 4.** Letter. Richard Dearman (Birmingham) to James Watt (Cosgarne). 15 Aug. 1781.
The Wheel Crenver steam case is in hand. Surprised at Spedding Fisher & Co.'s poor workmanship. They have probably used unsuitable iron from Russia. Has written to them saying the work will be returned, and he has written to Spedding Hicks & Co. saying that they should send only what they can vouch for. His mother's illness and her stay at Harper's Hill. [James Watt has used the sheet for calculations on an engine.]
- 5.** Letter. Richard Dearman (Birmingham) to Matthew Boulton (Green Lettice Lane). 10 Oct. 1781.
Has received an answer from Mr. Spedding. Spedding says that Mr. Fisher can have no objections to Boulton & Watt converting part of the iron work sent to Cornwall. Details of Spedding's underground steam engine.
- 6.** Letter. Richard Dearman (Birmingham) to Boulton & Watt (Soho). 28 Feb. 1783.
*Docketed "Poldice and Crouchley's rods."
Thanks them for the information concerning S.H. [Spedding Hicks?] Encloses an invoice for two piston rods sent from Seaton works to Liverpool.*
- 7.** Letter. Edward Brown (Denton Colliery) to James Watt (Soho). 4 Sep. 1779.
*Docketed "Denton."
Thanks James Watt for his hospitality. Has finished a boiler on James Watt's plan – can James Watt send instructions about the seating. Progress with the mine – it is only making a small profit.*
- 8.** Letter. John Derbyshire (Bradley Foundry) to James Watt (Soho). 29 Apr. 1778.
Has not been able to send the engine. Will not show it to anyone until [John] Wilkinson arrives. Has given the key to Mr. Johnson.
- 9.** Letter. Johnson Dixon (Lynn) to Boulton & Watt (Soho). 8 Dec. 1779.
Did not realise that Boulton & Watt's "invention for raising water" was the improved steam engine. Thinks the cost will be too much to buy one for his and his father's water mill. Can Boulton & Watt send him an estimate anyway. Have any engines been applied to land drainage. What is the maximum quantity of water they can pump. Can peat or turf be used for fuel instead of coal.
- 10.** Letter. Alexander Donald (London) to James Watt (Soho). 30 Mar. 1784.
Sorry James Watt could not call on him. May have to go to Virginia for one or two years. If so he would like to buy a copying machine. He has spoken to Mr. Woodmason about it but will order from James Watt, as James Watt will charge as low as Woodmason and send him "one of the very best".
- 11.** Letter. Alexander Donald (London) to James Watt (Soho). 5 Apr. 1784.
His friend Mr. Gammell will probably call on James Watt. Orders a copying machine, paper and drying books.
- 12.** Letter. James Dormer (Longford) to Boulton & Watt (Birmingham). 8 Nov. 1779.
*Marked "Answered the 12th N."
As instructed by Earl Gower & Co., encloses a promisory note of Messrs. Marshall & Gibbons for £1300.9.0. Has heard no complaints about the engine, and William Murdock has left a good impression. Apologises to Matthew Boulton for not answering his last two letters, but hopes that John Gilbert made proper excuses for him.*
- 13.** Letter. James Dormer (Longford) to "Bolton & Co." (Soho). 6 Apr. 1782.
*Boulton & Watt's engineer Henry Williams has visited Lord Gower's colliery and assisted their engine man, Charles Bradhorn. How should they pay Williams.
[A note of Williams' expenses has been added to this letter.]*

14. Letter. Sir James Douglas (Springwoodpark) to Boulton & Watt [?] [Soho]. Jul. 1784. *Andrew Anderson has told him of Boulton & Watt's application of the engine to tin and coal mines. Could it be applied to sugar cane grinding in the West Indies. Wind and mule power is expensive. Cane trash could be used as fuel. Has an estate in Antigua and he should be erecting a mill soon. "Mr. Wardlow" [William Winlaw], an engine maker in London, could make a model mill.*

15. Letter. Joseph Duke (Chester) to Messrs. Taylor Lloyd & Co. (—). 3 Mar. 1783. *His friends are partners in a lead mine at Minera. Has recommended that they buy a steam engine for drainage, and that they contact Matthew Boulton. Can Taylor Lloyd & Co. pass his letter on to Matthew Boulton and can Matthew Boulton send him the details, costs and coal consumption of engines of various cylinder diameters, between 35 and 50 inches.*

16a. Letter. J. P. du Roveray (London) to James Watt & Co. (Soho). 23 May 1783. *Kept with (b) and (c) below. Was promised a 5% discount by Matthew Boulton. Had "a deal of trouble and vexation relative to your undertaking". Can they send the brass copying machine immediately. Nothing that accompanies it is to have their name on. Can they send copying ink in a separate box. The book of directions should be tied to the outside of the box containing the machine. Can they send a letter book if possible. Will order everything from them but hopes they will be as cheap or cheaper than Mr. Woodmason. Can they send the price of the portable copying machine.*

b. Memorandum. Accounts with James Watt & Co. Circa May 1783. *Note on the accounts of J. P. du Roveray and Mr. Magellan, and £9 of paper delivered to Messrs. Barker by Mr. Woodmason and a machine delivered to Mr. St. Paul.*

c. Account. J. P. du Roveray in account with James Watt & Co. 9 Jun.—2 Jul. 1783.

17. Letter. John Duncust (Oldham) to Boulton & Watt (Birmingham). 27 Aug. 1784. *Can Boulton & Watt send him the terms of an engine about the same size as Joseph Crouchley's.*

18a. Letter. Richard Lovell Edgeworth (Northchurch) to Matthew Boulton (Soho). 14 Sep. 1777. *Enclosing (b) below. Has been to Bedworth Colliery and seen both Boulton & Watt's engine and the old one, which is having its pumps bored in preparation for the trial. His favourable impressions of Boulton & Watt's engine. Mr. — is jealous of people coming to the works and asked him if he had connections with Soho or if he was an engineer. Edgeworth thinks the man attending the engine is cunning and not be depended on, and he may be pretending partiality to Boulton & Watt. They should be on their guard. Encloses a letter from the Marquis de la Poype concerning the amount of bats' dung removed from the grotto at Dauphine.*

b. Letter (in French). Le Marquis de la Poype (Brest?) to Richard Lovell Edgeworth [Northchurch]. 24 May 1777. *The amount of bat's dung removed from the cave. His exploration of the cave and discoveries he has made in it. Asks for Edgeworth's advice on a paper by an engineer. Wishes to correspond with Edgeworth on scientific matters.*

19. Letter. William Edwards (Hunslett) to Mr. Perin (Wood & Wegburry). 9 Apr. 1776. *Has read an account in the Leeds Mercury of Watt's engine at Bloomfield colliery. Can Perin give him an account of the engine, and an answer to Francis Ward's letter. Edwards is thinking of getting an engine similar to Perin's.*

- 20.** Letter. Edward Elton (Gloucester) to Boulton & Watt (Soho). 13 July 1785.
Mr. Weston told him that Boulton & Watt would write concerning their Chancery bill against Elton's brother-in-law Benjamin Burroughs. His proposals to pay Boulton & Watt what they are owed so that they can stop the case, as Burroughs cannot afford law expenses – the mine has reduced his circumstances. The engine should work now but it has been mismanaged in the past.
- 21.** Letter. Edward Elton (Gloucester) to Boulton & Watt (Birmingham). 28 March 1786.
Has not heard from Mr. Williams. He intends to start the mine working so that his brother-in-law Benjamin Burroughs might recover some of his money. Intends putting it under Mr. Weston's management. Can Boulton & Watt send someone to repair the engine.
- 22.** Letter. Edward Elton (Gloucester) to Boulton & Watt (Birmingham). 20 May 1786.
Sorry the business has been so inconvenient to Boulton & Watt. Did not reply to James Watt's letter as he was waiting to see Mr. Weston. Mr. Weston said he would answer it and settle the business. Mr. Weston should be at the mine next week. Mr. Mair is there alone. Mr. Weston will have complete management of the mine when he arrives.
- 23.** Letter. Thomas Ennis (Redruth) to Matthew Boulton (Soho). 6 Jul. 1776.
One of his companions [Richard Trevithick] got a drawing of Boulton & Watt's engine from a Mr. Richardson during their visit to Soho. He will endeavour to get it returned. Hopes Boulton & Watt's engine will be a success and is sorry that people in Cornwall are so bigoted. Had thought that Boulton & Watt would be pleased if people from mining areas visited them.
- 24. Letter.** Thomas Ennis (Redruth) to Matthew Boulton (Soho). 11 Jul. 1776.
Returning the drawing. Richard Trevithick took it thinking it was for him.
- 25.** Letter. John Enslie (Rotterdam) to James Watt (Glasgow). 11 May 1775.
Enclosing a letter from a friend in Rotterdam who wants information about steam engines.
- 26.** Letter. Samuel Ewer Jr. (London) to Matthew Boulton [Soho]. 4 Jul. 1781.
Did not want to write himself but does not have any acquaintances in common with Matthew Boulton, except Mr. Mare of the Adelphi, who he does not know sufficiently well. Has developed a steam engine that can raise a sixth more water in the same time and with the same quantity a fuel as Boulton & Watt's engines around London.
- 27.** Letter. Samuel Ewer Jr. (London) to James Watt (care of Thomas Wilson, Chacewater). 31 Aug. 1781.
On the same sheet:
Four sketches by Ewer of his various designs.
Has met Matthew Boulton and showed him his plans for engines. Matthew Boulton did not think there was any advantage in them but said he should seek James Watt's opinion. His thoughts on the inertia and friction of engines. Details of his engines and Matthew Boulton's objections. Matthew Boulton hinted at improving the engine by using an equalizing beam, which seems to be similar to a three year-old design of his.
- 28.** Letter Samuel Ewer Jr. (London) to James Watt [Chacewater]. 29 Sep. 1781.
On the same sheet:
Transcript of Ewer Jr.'s letter and sketches of 31 Aug. 1781, with a postscript.
Has not had an answer to his letter of 31 Aug.
- 29.** Letter. Samuel Ewer Jr. (London) to James Watt (care of Thomas Wilson, Chacewater). 27 Nov. 1781.
Agrees with some of James Watt's comments on his designs, but differs on others. Has now made a major improvement which will not infringe James Watt's patent. His design will theoretically raise four times more water. Would James Watt and Matthew Boulton enter a partnership him.

30. Letter. Samuel Ewer Jr. (London) to James Watt [Chacewater]. 1 Dec. 1781.
Has revised his expectations of his engine. It would work in theory but its complex construction and therefore frequent repairs would make it impractical.

3/374 General Correspondence, F

(37 items)

1. Letter. William Fawcett for “my uncle” Joseph Rathbone & Co. (Liverpool) to James Watt (Birmingham). 31 July 1784.

He and Thomas Beckett do not know which of the Ketley piston rods is to go by land.

2. Letter. William Fawcett for Joseph Rathbone & Co. (Liverpool) to James Watt (Birmingham). 5 Aug. 1784.

Will send all the Ketley piston rods by land. He made a case for sending just one. The Donnington rod will be sent by water.

3. Letter. Fenton & Co. per Thomas Wilson (Chacewater) to Boulton & Watt (Soho). 12 Aug. 1780.

On the same sheet:

Invoice. 20 blocks of tin for Fenton & Co. on account of Boulton & Watt, consigned to Messrs. Prichard & Barlow, Bristol [Marked “Entd. 101 J(ames) P(earson)” and “Entd. 708 J(ames) P(earson)”].

Docketed “Invoice of 20 Blocks Tin from Fenton and Company with a letter from Thomas Wilson.”

Arrangements for shipping tin to Fenton & Co – annexes the invoice. Wheal Union has closed, Wilson is unsure whether it is due to Boulton & Watt’s premium or poverty.

4. Transcript of letter. Thomas Fenton (Rothwell Haigh) to Matthew Boulton [Soho].

4 Apr. 1782.

It is not worth his while entering into an agreement with Boulton & Watt. He has given up his intention of buying an engine.

5. Letter. Thomas Fenton (Rothwell Haigh) to Thomas Wilson (Chacewater). 28 Nov. 1782.

On the same sheet:

“To enquire how the water is proportioned to each other” – calculations by Matthew Boulton.

Has had a letter from John Dapps. Does not find that Mr. Buckley will be able to “make a company,” whatever John Magor does. Can Matthew Boulton tell him whether James Watt’s plan will suit a new engine house he plans to be the same size as Ale & Cakes mine. Details of the coal mine the engine is to work. Details of his last engine which had a 44 inch cylinder.

6. Letter. Thomas Fenton (Rothwell Haigh) to Matthew Boulton (Soho). 3 Mar. 1783.

On the same sheet:

Calculations and part of draft of reply by James Watt.

Also wants a second small engine for the first “feeder” of water. Further details of the mine and the work the two engines have to do. Expects not to be charged more than £60 annually as he has very small coal costs. Hopes these engines will prove as advantageous to Boulton & Watt as the Chacewater engine.

7a. Letter. Thomas Fenton (Rothwell Haigh) to Matthew Boulton (Soho). 22 Mar. 1783.

Hoped to have received directions for the engine house as the weather is now good. Kept with (b) below.

b. Letter (press copy). Matthew Boulton (Soho) to Thomas Fenton [Rothwell Haigh].

5 Apr. 1783.

Replying to Fenton’s letters of 3 and 22 Mar. An engine with a 58 inch cylinder will do the work of the two engines that Fenton proposes – he will find this cheaper and more efficient. Large pumps such as Matthew Boulton proposes have probably not been used in Yorkshire, but they have been successful in Cornwall.

- 8.** Letter. Thomas Fenton (Rothwell Haigh) to Matthew Boulton (Soho). 5 Apr. 1783.
Hoped to have received directions for the engine house as the weather is good and he has little time before the old colliery is worked out. Thomas Wilson wrote from Soho saying that Matthew Boulton was going to write.
- 9.** Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt (Soho). 12 Apr. 1783.
Wishes to have two engines – his reasons for this.
- 10.** Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt [Soho]. 13 May 1783.
Progress with the engine house. Supposes that Boulton & Watt will order the cylinder and other heavy castings from Mr. Walker. Surprised that the smaller engine needs a 32 inch cylinder.
- 11.** Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt (Soho). 24 May 1783.
*Docketed "Ordering 32 inch cylinder."
Does approve of having a 32 inch cylinder. Plans for the boiler. If the heavy castings are being made by John Wilkinson, how will they come to him.*
- 12.** Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt (Soho). 26 May 1783.
*Docketed "Changing his former order to a 52 inch cylinder."
He has found that the place he intended to pump the water up is not suitable. The new shaft will be deeper – can Boulton & Watt alter the order and send new instructions.*
- 13.** Letter. Thomas Fenton (Rothwell Haigh) to James Watt (Soho). 1 Jul. 1783.
Progress with the engine house.
- 14.** Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt (Soho). 11 Jul. 1783.
*Docketed "By Mr. Lister."
Has sent his servant [John Lister] with further information on the engine house. Can Boulton & Watt give the servant instructions. Progress with the engine house. They are not used to this sort of construction in their area.*
- 15.** Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt (Soho). 25 Aug. 1783.
Progress with the engine house. John Lister says Boulton & Watt ordered the condenser cistern to be made from 7 inch plank. Why have they altered this from 3 inch as stated in the book of directions sent by Thomas Wilson. Is afraid he will have to wait for the cylinder as it is not being made at Rotherham.
- 16.** Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt (Soho). 9 Sep. 1783.
Will order the cistern according to Boulton & Watt's directions. Arrangements for the delivery of the cylinder from the Coalbrookdale Co. Can they prepare estimates for two engines that might be wanted in Cornwall.
- 17.** Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt (Soho). 21 Sep. 1783.
The beam is almost ready for the iron work. Hopes the materials will be forwarded as soon as possible. Will call at Soho on his way to Wales to discuss the engines for Cornwall.
- 18.** Letter. Thomas Fenton (Rothwell Haigh) to James Watt (Soho). 4 Oct. 1783.
*Docketed "About sending his goods by Gainsborough."
Will send James Watt's drawing to Mr. Walker. John Wilkinson must arrange whether to send the cylinder via Manchester or Gainsborough.*
- 19.** Letter. Thomas Fenton (Birmingham) to "Boulton & Boulton" (Soho). 5 Nov. 1783.
Is on his way to Swansea to see Thomas Wilson and will call at Soho on his return. Directions for forwarding the goods.

- 20.** Letter. Thomas Fenton (Rothwell Haigh) to James Watt (Soho). 1 Jan. 1784.
Most of the parts have been delivered. They are not yet ready for the engine erector. They have not yet begun the boiler, but he proposes to make it on James Watt's first plan. Thomas Wilson reports all is well at the mine. Are Boulton & Watt to become adventurers in Chacewater mine.
- 21.** Letter. Thomas Fenton (Rothwell Haigh) to James Watt (—). 25 Apr. 1784.
Details for the agreement. Progress with the engine. They are ready for the engine erector. John Lister said Matthew Boulton had said he would send drawings of the pit work. Fears Chacewater mine is about to close.
- 22.** Letter. Thomas Fenton (Rothwell Haigh) to James Watt [?] [Soho]. 15 May 1784.
Malcolm Logan has arrived. The piston rod has not. His concerns about the alterations to the outer cylinder and the expense. Chacewater mine is being given up.
- 23.** Letter. Fenton & Co. per Stephen Ludlow (Tower Royal) to Boulton & Watt [Soho]. 25 May 1784.
Has passed the order for the round bottom plate to the Knoll Co.
- 24.** Letter. John Florry (—) to James Watt [Birmingham]. 2 Dec. 1780.
*Docketed "About a small fire engine."
Requesting the costs of an engine for his small colliery near Bewdley.*
- 25.** Letter. Henry Flower (Great Chelsea) to James Watt (Bloomfield Colliery). 20 May 1776.
Has read the account of the engine in the Morning Post & Daily Advertiser. Has recently bought Bedlington colliery and would like costs of an engine similar to that at Bloomfield. What advantage does it have beyond the savings on coal.
- 26.** Letter. William Forbes (Primrose St., without Bishopsgate, London) to Matthew Boulton (Soho). 21 Nov. 1776.
Offering his services as a coppersmith to make engine boilers. Details of his work.
- 27.** Letter. John Freeman & Co. per William Dighton (Bristol) to Boulton & Watt (Birmingham). 3 Mar. 1781.
Will forward the copper plates that Boulton & Watt ordered for education pipes to Messrs. Gore & Shears, coppersmiths, London. They have informed William Phillips of Redruth about the order.
- 28.** Letter. John Freeman & Co. per Thomas Sims (Bristol) to Boulton & Watt (Birmingham). 17 Mar. 1781.
Have completed the order for plates. Enclosing the invoice [now missing].
- 29.** Letter. Joseph Fry (Bristol) to James Watt (Birmingham). 26 Nov. 1780.
*Details of his soap-making process. Told Samuel Galton that he would be glad to see Matthew Boulton or James Watt in Bristol. Some local colliery owners are keen to buy Boulton & Watt engines as their "common" engine is not powerful enough. Declines becoming involved as a shareholder in Wheal Virign and Poldice mines as this would not be profitable for his candle business, as Cornish suppliers sell poorer but cheaper candles. His current soap, candle and "little chocolate" business is sufficient.
Problems of duty on salt. Discussion of mixing various substances such as coal soot, copperas etc. with salt for [an unknown manufacturing process – possibly connected with the extraction of chlorine from salt]. Asks Watt if he can devise a new mixture.*

30. Letter. Joseph Fry (Bristol) to James Watt (“near St. Paul’s Chapel, Birmingham”).
2 Oct. 1782.

Was unable to visit Radstock. Has met an engineer who said that the “three brothers” [the Hornblowers] had attached a heavy balance bob to lift the engine rods, so the proprietors are convinced the engine is not performing well. The engineer showed him a certificate signed by five colliery proprietors praising John Blanch’s pump work, which Fry feels must be wounding to the Hornblowers. Can James Watt send him some China clay. Fry told Matthew Boulton that the clothier John Anstie of Devizes has an engineer, Benjamin Fryer, from Manchester who has developed spindles for spinning Spanish wool. They cannot set up a mill “in the country for fear of the mob” so wish to erect one in Bristol. They can probably be induced to buy an engine. Has sent 14 pounds of Scotch kelp.

31. Letter. Joseph Fry (Bristol) to James Watt (Birmingham). 14 Dec. 1782.

On the same sheet:

Details of the engine and mills of John Jones & Co.

Details of the engine and the boring and corn mill of John Jones & Co., Bristol, which William Jones has given to Fry. John Stead of Birmingham is putting up the Lewins Mead mill. Has written to John Hill of Paulton but has had no answer. Heard that John Lury Cutler of Bristol once “acted unfairly” by Boulton & Fothergill respecting ivory. Can James Watt ask [Zaccheus] Walker about it and write to him as he wishes him to be exposed.

32. Letter. Joseph Fry (Bristol) to James Watt (Birmingham). 12 Apr. 1783.

Hopes to send this letter by Richard Phillips of Redruth. Fry’s wife dealt with his order for chocolate and candles. Thanks James Watt for his caution about “the fossil alkali maker”. Joseph Priestley’s experiments on converting water into air will necessitate the use of air pumps with closed cylinders. If James Watt does not let Mr. Horner [Jonathan Hornblower] have one he will not be able to work Radstock mine. William Jones spoke to Mr. Bond, foreman of John Jones and John Winwood’s iron foundry, about Radstock. Hornblower has persuaded John Winwood to pay for improvements to the engine. Further problems with the engine. The pirates’ credit as engineers is very much diminished now. William Jones and Mr. Bond will go to Radstock on Easter Monday.

33. Letter. Joseph Fry (Bristol) to James Watt (Birmingham). 29 Apr. 1783.

Cannot estimate the price of a knob of kelp. William Jones has visited the Radstock engine but is afraid of speaking out – therefore James Watt must be careful with his information. Jones has talked with Mr. Bond and Mr. Parker, an engineer of Kingswood whose son works the Radstock engine.

The engine is now working with two cylinders and one air pump. Details of the engine and its coal consumption. The engine is in poor condition and does not work well – “Doctor Horner [Jonathan Hornblower] has done very little to cure his patient...” Details of the amount of water the engine pumps.

William Jones met a collier at Paulton who wants an engine but will not employ Jonathan Hornblower. However James Watt must pretend to have heard nothing from Jones. He should send a man to make the acquaintance of Mr. Palmer, the engine man and to apply to the colliery company.

34. Letter. Joseph Fry (Bristol) to James Watt (Newhall, Birmingham). 18 Sep. 1783.

Letter continued on 19 Sep.

Has received James Watt’s letters and his bill for soap and chocolate. Feels “exceedingly for my afflicted friend Mr. Boulton...” Hopes to see William Jones. Is pleased by James Watt’s account of his grist mill and would like to know where their mill is in London [the site for Albion mill]. Believes the Hornblowers will sink into contempt. Has sent the 6lbs. of chocolate.

Hopes Wheel Virgin will profit James Watt as an adventurer.

Has seen William Jones and paid his expenses for going to Radstock. The engine does not work well and he thinks it uses a lot of coal. Fry has paid him to visit again and find out for sure. Jones will also look into the air pump. The main beam of the engine broke. Is about to go to London. Has also sent 6lbs. of chocolate for Charles Lloyd.

35. Letter. Joseph Fry (Bristol) to James Watt (Birmingham). 31 Jan. 1784.

Docketed "Description of Battersea premises."

Has heard that the land Boulton & Watt have bought at Blackfriars for their mill [the intended Albion mill] and warehouses will be too small for their plans. He and William Jones have had a dispute with their partner John Collinson and their alkali and marine acid business at Battersea has stopped. Details of the Battersea premises, buildings, etc. which might suit Boulton & Watt.

36. Letter. Joseph Fry (Bristol) to James Watt (Newhall, Birmingham). 26 Feb. 1784.

Docketed "Plan of works at Battersea."

On the same sheet:

Coloured plan of Fry's site at Battersea.

Has sent 6lbs. of chocolate. Hopes the West Indies fleet will bring coconuts. A person in London suggested that Fry write to James Watt about the Battersea premises – this person thinks the Blackfriars site [the intended Albion mill] is too confined. Further details of the Battersea land. When Matthew Boulton goes to London he should see it – Daniel Alexander will show him around.

37. Letter. Joseph Fry (Bristol) to James Watt (Birmingham). 8 May 1784.

Docketed "About Stourbridge bricks." There are still many items to be disposed of at Battersea including Stourbridge bricks and clay. Daniel Alexander of Bolingbroke House can give details – does James Watt wish to buy them. Has heard nothing of Hornblower except that John Winwood has "turned him off, never to hear his name again."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 239

3/375 General Correspondence, G (38 items)

1. Letter. John Gilbert (Worsley) to Matthew Boulton (Soho). 23 Apr. 1779.
Is afraid that the Donnington Wood engine will be more expensive than expected, as he had thought that the steam case was not absolutely necessary. Problem of changing engineers – Mr. Hall had seemed very sensible. Wishes he had seen Matthew Boulton and Jabez Hornblower together. The power and directions given to Hall were not handed down to Hornblower. Thinks that Hornblower will give satisfaction. Could Matthew Boulton or James Watt come and look over the engine.
2. Letter. John Gilbert (Worsley) to Matthew Boulton (—). 21 Mar. 1781.
*Docketed as 12 Mar.
James Watt had promised drawings for a second boiler. Can Matthew Boulton remind him. Mr. Pearson recommends he has a [? – part of the letter has been torn away] to tap the boiler bottom.*
3. Letter. Samuel Glover (Falmouth) to Matthew Boulton (Soho). 23 Nov. 1774.
Wanted to secure Matthew Boulton an authentic account of a typical Cornish engine. Matthew Boulton sent him details of the new engine but did not say in what time it did the work described. Details of the performance of an engine working a copper mine. If Matthew Boulton's is superior, he might pursue his scheme in Cornwall profitably. Description of the use of engines at Cornish copper mines. Details of coal prices. There is a new sort of pewter being made but it is not well thought of. The price of tin is rising. Boulton has used the sheet for calculations.
4. Letter. Chamberlain Goodwin (London) to James Watt [Birmingham]. 4 Mar. 1786.
Can James Watt have the agreement engrossed. John Rennie will send a plan of the ground where the engine is to be erected.
5. Letter. Henry Goodwyn & Co. (London) to Boulton & Watt (Soho). 17 Apr. 1784.
*Docketed "Acceptance of our offer of the engine."
Thanks them for their hospitality at Soho. Details of the proposal for the engine that they worked out and which he has represented to his partners. If the proposal is correct, work can begin.*
6. Letter. Henry Goodwyn & Co. (London) to Boulton & Watt (Birmingham). 23 Apr. 1784.
*Docketed as 19 Apr.
They should send any directions to James Cooper of Poplar, millwright. Their horse wheel must be converted to a face wheel. Cooper is keen to work at Albion Mill and is a man of integrity.*
7. Letter. Henry Goodwyn & Co. (London) to Boulton & Watt [Soho]. 26 Apr. 1784.
Can Boulton & Watt give them a "speedy and definitive" answer about the engine.
8. Letter. Henry Goodwyn & Co. (London) to Boulton & Watt (Birmingham). 27 May 1784.
Suggestions for the shaft connecting the engine to the horse wheel, and plans for the fly wheel shaft and boiler. Enclosing a plan of the flywheel shaft and Henry Goodwyn's plan of the boiler. The large plan sent to Matthew Boulton by James Perry is the most correct.

9. Letter. Henry Goodwyn & Co. (London) to James Watt [?] [Birmingham]. 5 Jun. 1784.
Returning two drawings. They approve of the ground plan. James Perry says the walls are sufficiently thick.
10. Letter. Henry Goodwyn & Co. (East Smithfield) to Boulton & Watt [Birmingham].
16 Jun. 1784.
They need the engine quickly as they will soon finish brewing and cannot resume without it.
11. Letter. Henry Goodwyn (London) to Boulton & Watt [Birmingham]. 21 Jun. 1784.
Progress with the boiler and engine house. Constrction of a drain to remove water when the boiler is tapped. Progress with the cistern by Mr. Layton the brickmaker and James Perry. Progress with the damper plate and frames. Can Boulton & Watt give directions as to any other articles they need. Hope that their engine will be ready before any other in the brewing trade. Will buy one of Matthew Boulton's new lamps for the engine house or brewhouse if he recommends it.
12. Letter. Henry Goodwyn (London) to James Watt (Birmingham). 2 Jul. 1784.
What wheels and shafts should his millwrights prepare. Potential problems of the rotative wheel swinging back when the engine is stopped. He will advise anyone else in the area who wishes to erect a Boulton & Watt engine.
13. Letter. Henry Goodwyn (London) to Boulton & Watt (Birmingham). 7 Jul. 1784.
Boulton & Watt's instructions are impossible to misunderstand. James Cooper was working to almost the same principles as Boulton & Watt proposed anyway – his is the only part that is not ready. Hopes the engine will be at work in three weeks as there is a great demand for beer. Has begun selling his mill horses. Hopes an erector will be sent, and instructions for working the engine. Will gladly show the engine when it is working. Progress with the boiler.
14. Letter. B. Robinson (London) to Boulton & Watt [Birmingham]. 21 Jul. 1784.
Receipt of the parts of Goodwyn's engine. Can the shaft, connecting rod, wheel etc. be sent as soon as possible.
15. Letter. Henry Goodwyn & Co. (London) to Boulton & Watt [Birmingham]. 24 Jul. 1784.
The men sent by Boulton & Watt have been very diligent. The engine is almost ready for the rotative parts.
16. Letter. Henry Goodwyn & Co. (London) to Boulton & Watt (Soho). 9 Aug. 1784.
James Law and [John?] Holt have done their work so well that the engine exceeded his expectations on the first trial. Hopes it will be perfected in 2 or 3 days. Would like to keep Holt for a month. They have had free board, but hopes Boulton & Watt will still pay them a full allowance as they have deserved it. Wishes to know the full price of the engine.
17. Letter. Henry Goodwyn & Co. (London) to James Watt [?] [Birmingham]. 11 Sep. 1784.
Have connected the second horse wheel to the engine. Propose keeping Mr. Holt until the end of next week, when their own engineer will be experienced enough to work the engine.
18. Letter. Henry Goodwyn & Co. (London) to Boulton & Watt [Birmingham]. 17 Aug. 1784.
Praise for James Law and Mr. Holt. Hopes the engine will attract orders for Boulton & Watt. If a larger boiler had been installed he could have used it in place of a brewing copper, and surplus injection water can be used for the brewing copper – these observations might be useful for future brewery engines. Should he order spare parts as a precaution. Details of what he has paid Law and Holt.
19. Account. William Gore & Co. (London) in account with "Boulton & Co." [Soho].
Not dated [1778].
*Docketed "Wm. Gore & Co.'s acct. Engine Goods."
Boulton & Watt's account with William Gore & Co., 22 May—4 Jul. 1778.*

- 20.** Letter. Gore & Shears per James Shears (London) to Thomas Wilson (Chacewater).
23 Oct. 1779.
*Docketed "Wheal Chance pipe."
Is putting the orders for the pipes in hand, including that for Ale & Cakes mine.*
- 21.** Letter. Gore & Shears per James Shears (London) to Boulton & Watt (Soho).
16 Jan. 1781.
*Docketed "Pool pipe."
Has heard from Fenton & Chacewater warehouse that the copper for the Pool engine pipes will be ready in 10 days. Can complete the pipes 10 days after getting the copper.*
- 22.** Letter. Gore & Shears per James Shears (London) to James Pearson (Soho).
15 Aug. 1780.
*Weight of pipes for Dolcoath and Poldice engines.
[Pearson has used the sheet to calculate the weight of pipes to be charged to Dolcoath, and marked it "Entd. 98 JP".]*
- 23.** Letter. Gore & Shears per James Shears (London) to Boulton & Watt (Soho).
14 Feb. 1781.
*Docketed "Order for copper pipes for Wheal Virgin."
Have received the plans for the 5 sets of pipes for Wheal Virgin. They do not have an account with Freeman & Co. of Bristol, so send the account to Boulton & Watt. Detailed list of the pipes. The pipes for the Pool engine are finished.*
- 24.** Letter. Gore & Shears (London) to Boulton & Watt (Soho). 6 Mar. 1781.
Did Boulton & Watt receive the letter about the order for Wheal Virgin.
- 25.** Letter. Gore & Shears (London) to Boulton & Watt (Soho). 31 May 1781.
Have sent the last pipes for Wheal Virgin. Boulton & Watt owe them £80.7.7 – can Boulton & Watt buy them copper of that value. Prices of copper and the discounts given by the Copper Co. and the Anglesey Co.
- 26.** Account. Gore & Shears [London] in account with Boulton & Watt [Soho].
Not dated [1781].
Account of Boulton & Watt's debts to Gore & Shears for pipes made 30 Jun. 1780—25 May 1781; copper bought by Boulton & Watt for Gore & Shears; and Boulton & Watt's outstanding debt.
- 27.** Letter. Gore & Shears per James Shears (London) to Boulton & Watt (Soho).
4 Aug. 1781.
Details of the shipping of the Poldice Middle eduction pipe. Will begin the Wheal Crenver pipe when they receive the copper.
- 28.** Letter. Gore & Shears (Fleet Market) to James Watt (Cusgarne). 28 Aug. 1781.
Have ordered the copper. Have sent the Poldice pipe. Apologies for the poor braising of the Pool pipe.
- 29.** Letter. James Shears (Fleet Market) to James Watt (Cusgarne). 19 Sep. 1781.
The Wheal Crenver pipes are nearly finished.
- 30.** Letter. Gore & Shears (Fleet Market) to Matthew Boulton (Soho). 10 Nov. 1782.
*Docketed "Letter of thanks."
Mr. Wyatt has placed a large order for the King's brewhouse at Gosport. Thanking Matthew Boulton for recommending them to Wyatt.*
- 31.** Letter. Gore & Shears per James Shears (London) to Boulton & Watt (Birmingham).
15 Aug. 1783.
*Cannot say when they can make the pipe. They will take care with the work.
[The docket notes that this pipe was for Thomas Fenton.]*

32. Letter. Gore & Shears per James Shears (London) to Boulton & Watt (Birmingham).
2 Oct. 1783.

Have received the copper and started work on the pipe.

33. Letter. Gore & Shears (London) to Boulton & Watt (Soho). 15 Oct. 1783.
*Invoice for the eduction pipe for Thomas Fenton & Co. Details of its carriage.
[Marked "Entd. 313 J[ames] P[earson]".]*

34. Letter. Gore & Shears per James Shears (London) to Boulton & Watt (Soho).
3 Jan. 1784.

Invoice for eduction pipes for the Poldory engine. Details of shipping. They have not received the copper for the Poldice engine.

35. Letter. Lord Greville (Dartmouth) to Matthew Boulton (Soho). 20 Oct. 1781.
Introducing Dr. Ferguson of Edinburgh. Can Matthew Boulton show him the Manufactory.

36. Letter. Walter Grosse (Chevilling) to James Watt (Cusgarne). 18 Mar. 1782.
Is ill so cannot wait upon Watt. Sends his son with the articles from Mr. Williams. Williams remarked that the engine house is large for a 40 inch cylinder, the same size as Kestall's 60 inch cylinder. Would the same dimensions as Wheal Scorrier do. Can James Watt send the draft for the boilers.

37. Memorandum. Account of Wheal Providence in Devonshire by Mr. Gullet. 1782.
Details of the lodes, depth, water etc. From Christopher Gullet [?]. The sheet is headed "Mathematical Demonstration."

38. Fragment of an unidentified drawing.

3/376 General Correspondence, H (28 items)

1. Letter. Moses Hadley (Turnham Green) to Matthew Boulton (Soho). 12 Jul. 1781.
Cannot meet James Watt as he is working on pumps for two malt distillers.

2. Letter. Robert Hall & Co., bleachers (Basford) to Boulton & Fothergill (Soho).
13 Jan. 1781.
Need an engine to pump water back into a dam.

3. Letter. Samuel Hallam (Hardwick Forge, near Bewdley) to James Watt (Soho). Nov. 1783.
James Watt estimated it would cost £1000 to build a new forge with a seven hundredweight hammer. Someone else has said they can erect it for £450.

4. Letter. Samuel Hallam (Hardwick Forge) to James Watt (Soho). 2 Dec. 1783.
Has James Watt's letter but James Watt still has not given a fixed price for the forge. He will therefore take up the lower offer he has had. He would prefer to work with James Watt but his partners insist on the cheapest.

5. Letter. Andrew & John Harrison & Co. (London) to Matthew Boulton (Soho). 29 Apr. 1783.
If Matthew Boulton is still planning to work a sugar mill by steam, can he send them instructions about the site. John Wilkinson will contribute to it, and he has written to James Watt.

6a. Letter. Mark Harford Brass Brass Wire & Copper Co. per Thomas Ferris (Bristol) to Boulton & Watt [Soho]. 5 Jan. 1784.
*Docketed as M. Hartford & Co.
Enclosing (b) below.
Sending a list of castings they are selling.*

b. Memorandum. Cast Iron on hand at Warmly.

- 7.** Letter. Thomas Heath (Hanley Colliery) to James Watt [?]. 27 July 1784.
Asks for the cost and terms for an engine for his colliery. This is for his use but he is agent for Lord Gower and others who will also want engines.
- 8.** Transcript of letter. Matthew Boulton (Soho) to Mr. Henn [Birmingham]. 12 Aug. 1778.
The place suggested by Mr. Bull for the engine is the best. When they know the quantity of water to be raised, he can send a plan of the engine house and details of the cost. The premium will be in proportion to the work the engine has to do.
- 9.** Letter. H. Henshall (Knypersley) to Boulton & Co. (Soho). 20 Apr. 1777.
*The proprietors of the Chesterfield Canal want an engine for a colliery they have bought. He has recommended a Boulton & Watt engine. Asks for an estimate. Finds that Derbyshire engineers are not in favour of Boulton & Watt.
[Watt has used the sheet for calculations.]*
- 10.** Letter. John Hirst (Clough) to Matthew Boulton (Soho). 13 Apr. 1776.
*Has sent his principal agent and a workman to Soho to discuss the proposed engine. Details of the coal consumption saving he hopes to make.
[Boulton has made notes on the performance of Hirst's existing engine on the back of the sheet.]*
- 11.** Letter. John Hirst (Clough) to James Watt (Birmingham). 20 Apr. 1776.
Hopes James Watt will visit his site when in Yorkshire. Matthew Boulton's letter and an advertisement in the papers induced him to send his men to Soho and to defer his intended work, but he cannot put it off much longer.
- 12.** Letter. William Hitchcock (Woolaston) to Matthew Boulton (Soho). 30 Sep. 1778.
*Asks for an estimate for an engine for the new plan for his mine [?].
The sheet has been used for calculations.*
- 13.** Letter. John Hodgson (—) to John Scale (Soho). 15 Dec. 1781.
*This letter was forwarded to Matthew Boulton.
Enclosing an enquiry from James Barrow of Crosdale Barrow & Co. about an engine.*
- 14.** Letter. Mr. — Holmes [London] to Matthew Boulton (Green Lettice Lane). "Friday Afternoon".
John Smeaton wishes to buy a copying press. Hopes he will hear from Matthew Boulton about the York Buildings engine soon.
- 15.** Letter. Sir Archibald Hope (Newton) to James Watt ("at Mr. Bolton's"). 5 Jun. 1776.
*The docket and address are on a separate wrapper.
Is about to erect a new engine. Asks for James Watt's costs and terms. Details of his mine.
If James Watt does not recommend his new engine, can he send a plan of a Newcomen engine.*
- 16.** Calculations. "Scroll Calculations for Sir A. Hope". Sep. 1776. 2 sheets.
In James Watt's hand. Dated as 1775, which is almost certainly incorrect. The second sheet is marked "New Engine for Sir A. Hope" and includes comparison with the old engine.
- 17.** Letter. Sir Archibald Hope (Melville Castle) to James Watt [Birmingham]. 10 Sep. 1776.
His agent James Walker has sent some queries to James Watt which he has not seen [concerning Sir Archibald's case with Mr. Wanchope]. Sends further queries and details of the mine on the advice of the Lord Advocate, who is his lawyer for the business. Imagines the engine will cost the same as Peter Coleville's.

18. Transcript of memorandum. Answers to the Queries put to James Watt Engineer concerning the expense of drawing the water out of sixteen seams of coals in the Estate of Woolmet, by a fire engine. In the Process Mr. Wanchope of Niddry against Sir Archibald Hope Bart. 2 sheets.

On the second sheet:

Transcript of letter. James Watt [Birmingham] to Sir Archibald Hope [Melville Castle]. — Sep. 1776.

19. Letter. John Hope (Groenendaal) to Matthew Boulton (Birmingham). 2 Jul. 1779. Since he met Matthew Boulton in Holland, has been interested in replacing windmills with steam engines for water works. There is an opportunity for one now at Haarlem. Details of his existing windmill – will the building be suitable for a steam engine. Asks for details, costs and terms. Will send charts of the lake at Haarlem and the drainage proposals

20. Letter. John Hope (Amsterdam) to Matthew Boulton (Birmingham). 5 Aug. 1779. Sending the maps of the Haarlem lake with Mr. Williams.

21. Letter. John Hope (Groenendaal) to Matthew Boulton (Birmingham). 6 Aug. 1779. *Made a mistake in the level the water has to be raised. Mr. Williams will forward the maps of the Haarlem lake.*

22. Memorandum. Joshua Horton – Proposals for Smith Work, Ocker Hill Engine. 1784. *Mis-docketed as Joshua Orton.*

23. Memorandum. John Houghton (Birmingham Navigation Office). 9 Oct. 1778. *Informing Matthew Boulton of the resolutions of the Navigation Committee concerning the size of a pump and the roof of an engine house.*

24. Letter. Charles Howard (Hawarden) to James Watt (Soho). 30 Oct. 1780. *Docketed "About an engine near Mold." Can James Watt send details of an engine to pump out a lead mine near Mold, Flintshire. Details of the mine. The engine will probably be used only once but the proprietors intend keeping it.*

25. Letter. Charles Howard (Hawarden) to James Watt (Soho). 5 Oct. 1776. *Marked "Answered Oct. 28th." Requesting an estimate for an engine with a 24 inch cylinder. The engine is for the same place that Mr. Scott of Shrewsbury wrote to James Watt about.*

26. Letter. Robert Hurst (Cheadle) to Boulton & Watt (Soho). 4 Aug. 1775. *The copper bottom is ready. Will start on the one for Mr. Wilkinson. The "pretend improvements" to the steam engine of a person of his acquaintance.*

27. Letter. Robert Hurst (Cheadle) to Boulton & Watt (Birmingham). 27 Aug. 1775. *Has written to Holywell to hasten the despatch of the two copper bottoms.*

28. Letter. Hurst & Dumbell per William Dumbell (Warrington) to James Watt (Soho). 18 Aug. 1775. *Mr. Hurst has passed the two orders for cylinder bottoms to him. The bearer of the letter brings the copper for one; the other has been sent to New Willey. [Marked "Entered in B[rough]t. Book".]*

3/377 General Correspondence, I, J, K (52 items)

1. Letter. John Iddins (New Street, Birmingham) to ? (—). 26 Feb. 1781. *Wishes to show his timberto the person ? mentioned.*

2. Letter. John Iddins (New Street, Birmingham) to Matthew Boulton (Soho). 27 Apr. 1782. *Has several oak trees suitable for making beams. [This letter has been used for calculations and sketch plans of a building.]*

3. Letter. John Jackson (Albermarle St., Clerkenwell) to Matthew Boulton (—). Not dated.
*Docketed "About an improvement in water mills."
Mr. Craven, brother of the late Mrs. Wyatt, has suggested that he contact Matthew Boulton about his improvement to water wheels. Is prepared to sell it. Plans to open a subscription.*

4. Letter. John Jackson (Albermarle St., Clerkenwell) to Matthew Boulton (Birmingham).
Not dated.
*Docketed "Upon an absured scheme."
Further details of his improvements to water wheels. Will not sell unless he gets a good price. Will allow every subscriber to build one wheel for private use. Has proved the principle by a model.*

5. Letter. Joseph Jackson (—) to James Watt (Birmingham). 8 Jan. 1781.
*Docketed as being from Gilcrux, near Cockermouth.
What are the advantages of James Watt's engine. Wants an engine for his colliery at Ellenburgh in Cumberland.*

6. Letter. John James (Bristol) to Boulton & Watt (Birmingham). 22 Jul. 1777.
Details of the engine materials he has shipped to Falmouth.

7. Letter. John James (Bristol) to Boulton & Watt (Birmingham). 15 Jan. 1778.
The two boxes from Newport will be shipped to Hayle.

8. Letter. John James (Bristol) to Boulton & Co. (Birmingham). 20 Apr. 1779.
*Docketed "Account of charges." On the same sheet:
Account. Boulton & Co. debtors to John James. 15 Aug. 1778—10 Apr. 1779.
Sending their account. Captain Paynter will be ready to sail in about three weeks. [The account notes the items shipped, the weight, vessel, destination and cost. To this has been added to whom the shipping was to be charged – these were Hallamanin mine, Boulton & Watt and Poldice mine.]*

9. Letter. John James (Bristol) to Boulton & Watt (Soho). 7 May 1778.
Boulton & Watt's "boy" John Steel has gone by waggon to Ex. His expenses while in Bristol will be charged to Boulton & Watt. Will ship the seven boxes for Wheal Union and inform both Thomas Wilson and Mr. Edwards unless told otherwise.

10. Letter. John James (Bristol) to Matthew Boulton (Redruth). 10 Nov. 1778.
Sorry he was not there to meet the French gentleman. Shipping of a piston rod to Hayle. The four boxes have gone by wagon to Ex. Cannot find Matthew Boulton's coat.

11. Letter. John James (Bristol) to Boulton & Watt (Birmingham). 8 May 1779.
*Docketed "Accout – insurance Poldice goods."
On the same sheet:
Account of insurance for goods shipped on the Dorothy.
Sending the account of insurance for goods shipped on the Dorothy.*

12. Letter. John James (Bristol) to Boulton & Watt (Birmingham). 27 Apr. 1779.
*Docketed "Receipt for £11.10."
Has received their note. Notes what they say about insurance and will try to ship all the goods on Captain Paynter's ship.*

13. Letter. John James (Bristol) to Boulton & Watt [Birmingham]. 17 Aug. 1780.
Has not heard from them for a long time. Is still in business in Bristol.

- 14.** Letter. Mr. Jefferys (Fran-, near Kidderminster) to Matthew Boulton (Soho). 6 Apr. 1783.
*Part of the address is torn away.
Has agreed with Mr. Holt that Matthew Boulton shall have the French millstones. Can Matthew Boulton pay Mr. Glover. His wife has been ill. Does not see why a steam-powered corn mill should not succeed.
[The part of the letter with the address has been partly torn away.]*
- 15.** Letter. David Jenkins (Cornish Bank, Truro) to Matthew Boulton (Soho). 5 Jul. 1781.
Has discussed Matthew Boulton's two bills of exchange of £1000. Has given out their draft on London. Can Matthew Boulton send the Dolcoath agreement with a signed letter, as he described to Thomas Wilson. Has no doubt this will be acceptable to the Cornish Bank Co. Orders copying press paper and ink.
- 16.** Letter. David Jenkins (Truro) to Matthew Boulton (Soho). 12 Jul. 1781.
Has received the Dolcoath deed from Thomas Wilson and Matthew Boulton's letter saying why the deed is lodged at the Cornish Bank. Can Matthew Boulton write to say that the security is £2000 and not £1800. Can Boulton & Watt send the interest for their supplying Wheal Virgin and United Mines with coal, deal and timber.
- 17.** Letter. William Jessop (London) to James Watt (Birmingham). 3 Mar. 1783.
Description of an alternative scheme to the canal proposed under the Birmingham Canal Act. Its advantages over the proposed scheme – will Boulton & Watt support it?
- 18.** Letter. William Jessop (Newark) to James Watt (Birmingham). 29 Nov. 1784.
Can James Watt send him the details of Matthew Boulton's smokeless oil lamp which he saw at Soho.
- 19.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 7 Aug. 1780.
*Docketed "Penryndee steam case."
One of Boulton & Watt's men traced the steam case plates. He will forward them to Penryndee.*
- 20.** Letter. Hugh Jones (Chester) to Boulton & Watt (Birmingham). 18 Jan. 1781.
*Has not yet heard anything of the arrival of the Fox.
[This letter has been used extensively for calculations, including thermometer readings by James Watt.]*
- 21.** Letter. Hugh Jones (Chester) to James Watt (Soho). 5 Feb. 1781.
*Docketed "About timber."
Notes that James Watt has told [John?] James that he cannot depend on a vessel coming from Cornwall. He told [John?] Wilkinson this and recommended he buy his own vessel. Problems of getting timber. James Watt might be better supplied in Shropshire – he will write to George Walford of Wem.*
- 22.** Letter. Hugh Jones (Chester) to Boulton & Watt (Birmingham). 28 Feb. 1781.
The two copying machines have not yet arrived. Has met someone who buys calamine for Mr. Morris & Co. of Swansea.
- 23.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 12 Mar. 1781.
Arrangements with Captain Jenkins to ship a cylinder to Portreath. Could not engage any other vessels as the Masters did not want to cut their hatchways to get the cylinders in. Jenkins would take all five engines. He will write to John Wilkinson about it.
- 24.** Letter. Hugh Jones (Chester) to Boulton & Watt [Soho]. 14 Apr. 1781.
*Docketed "Arrival of the Resolution. Capt. Jenkins."
Captain Jenkins' ship the Resolution has arrived. The hatchway is being altered.*

- 25.** Letter. Hugh Jones (Chester) to James Watt [?] [Soho]. 2 May 1781.
*Docketed "Orders about ransoming."
The Resolution has left the wharf but instructions about ransoming will still be communicated to them.*
- 26.** Letter. Hugh Jones (Chester) to James Watt (Soho). 13 May 1781.
*Docketed "About writing to Mr. Kevil."
Has written to Mr. Kevil, changing James Watt's narrative as James Watt requested. Has also written to Logan Henderson encouraging him as well as Kevil to hire the Resolution, or to send Captain Greenfell and the Marquis of Granby to Chester. This ship's hatches will have to be altered to admit the cylinders. Mr. Chamberlain has the power to send it [a cylinder?] by land.*
- 27.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 27 May 1781.
*Docketed "Advising of a vessel to freight to Cornwall."
John Wilkinson can hire a vessel at Chepstow, the George, which belongs to Mr. Knott. He and Mr. Buchanan saw Captain Greenfeld in Liverpool – he cannot take the Pool engine cylinder. Jones and Buchanan's various attempts to engage another vessel. Terms asked by a Liverpool-Chester trader that might be able to take the cylinder. Jones sees this vessel as a last resort.*
- 28.** Letter. Hugh Jones (Chester) to Boulton & Watt [Soho]. 2 Jun. 1781.
Arrangements for Captain Tilston's voyage to Cornwall. Has not heard from William Dumbell of Warrington that there will a cargo to bring back. Boulton & Watt must ensure there is, as this is a great inducement for making the voyage. Mr. Turner says the fourth engine will not be ready. Expects the Betty. Has not heard about the George.
- 29.** Letter. Hugh Jones (Chester) to Boulton & Watt [Soho]. 9 Jun. 1781.
Mr. Johnson says they are boring the Crenver cylinder. Has not heard about the ironwork from Whitehaven.
- 30.** Letter. Hugh Jones (Chester) to Boulton & Watt [Soho]. 11 Jun. 1781.
*Docketed "Account of the arrival of iron work."
20 parcels have arrived from Whitehaven. Work has begun on the sloop for Cornwall.*
- 31.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 12 Jun. 1781.
Has their address to Messrs. Motteux & Co. The Pool mine cylinder has been shipped. The Poldice cylinder should be shipped this evening. Four brass pipes are being shipped. The last cylinder will arrive on Monday. Mr. Dumbell is Messrs. Pattin & Co.'s agent at Warrington, Mr. Ansdell their Liverpool agent. Has asked Dumbell to advise him of Captain Rowe's arrival at Liverpool, as he has promised a load of ore for the Betty to bring from Cornwall – this is one inducement for the Betty's voyage.
- 32.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 16 Jun. 1781.
Four cylinders have been shipped. Mr. Turner says the 40 inch cylinder will be ready soon. Should they give the vessel's master a false invoice, to ease the ransom if he falls into enemy hands.
- 33.** Letter. Hugh Jones (Chester) to Matthew Boulton (Soho). 23 Jun. 1781.
The Crenver cylinder arrived, completing the Betty's cargo. She has left the wharf.
- 34.** Letter. Hugh Jones (Chester) to Matthew Boulton (Soho). 25 Jun. 1781.
The Betty's Captain John Tilston plans to sail with a convoy. Can Boulton & Watt take out insurance of £30. Encloses a copy of his agreement with Tilston. The owners are "greatly chagrined" at him making the voyage. Has sent the bill of lading to Mr. Turner.
- 35.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 7 Aug. 1781.
No vessels are sailing from Chester for Hayle or Portreath. Boulton & Watt are better off sending goods to Liverpool where there are frequent sailings to Cornwall. The Betty has arrived back from Cornwall.

- 36.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 22 Aug. 1781.
Piston rods for Wheal Crenver and Coalbrookdale, and other goods have arrived from Seaton works.
[Zaccheus Walker noted on the same sheet that he opened this letter on Matthew Boulton's instructions and presumed John Buchanan knew what directions to give Jones.]
- 37.** Letter. Hugh Jones (Chester) to Boulton & Watt [Soho]. 8 Sept. 1781.
Has sent the Wheal Crenver piston rod by Mr. Holland's wagon to Mr. Colley's warehouse in Shrewsbury. It will be forwarded to Messrs. Prichard & Barlow in Bristol. Saw no prospect of a ship sailing from Chester to Bristol.
- 38.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 22 May 1782.
John Turner has engine materials to go to Waterford. Spedding Hicks & Co. have sent the piston rod and pump rod caps for Dolcoath mine for forwarding.
- 39.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 25 May 1782.
Will engage a vessel to take the goods to Waterford. The Dolcoath piston rod and pump rod caps have arrived, and he awaits Boulton & Watt's orders for forwarding them.
- 40.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 29 May 1782.
Marked "Answered 31st."
Has engaged the sloop Rodney to go to Waterford.
- 41.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 27 Oct. 1783.
Docketed "About Poldice rod."
- 42.** Letter. William Jones (Bristol) to James Watt [Birmingham]. 27 Sept. 1783.
Has been to Radstock and seen the engine. Details of its construction.
- 43.** Letter. William Jones (Bristol) to James Watt (Birmingham). 23 Nov. 1782.
Details of what he has found out about the [Radstock] engine. Has been invited to see it after an alteration has been made.
- 44.** Letter. Alexander Keith (Edinburgh) to James Watt (Birmingham). 7 Aug. 1779.
Mr. Meason will not execute the contract until the trial at Chelsea. Seems pleased with his engine. Has raised a summons in the name of John Hay, trustee for Messrs. Coleville's creditors. Peter Coleville is in debt to James Watt – does James Watt want the account included in the summons. Most of the creditors have assigned their debts to Hay. He has obtained a Decree of Ajudication against Messrs. Coleville's estate. This new decret will lead to another adjudication. It will not get much money, but it is the only step.
- 45.** Letter. Alexander Keith (Edinburgh) to James Watt (Birmingham). 17 Sep. 1782
- 46.** Letter. Alexander Keith (Edinburgh) to James Watt [Birmingham]. 20 Mar. 1783.
- 47.** Letter. Alexander Keith (Edinburgh) to Boulton & Watt (Birmingham). 2 Sept. 1783.
On the same sheet:
Account. Boulton & Watt's debts to Alexander Keith. 25 Jun. 1779—16 Apr. 1783.
Returns the contract with Mr. Meason. Meason told him the first yearly payment has been made. Encloses his account, which includes charges for drawing up the contract between Boulton & Watt and the lessees of the Wanlockhead mine.
- 48.** Letter. Alexander Keith (Edinburgh) to James Watt (Birmingham). 6 Oct. 1783.
Docketed "Receipt of £15.15 in discharge of account."
Thanks James Watt for the draught of Boulton & Watt on William Matthews.
- 49.** Letter. A. Kemp (London) to Boulton & Watt [Birmingham]. 5 Dec. 1782.
What progress has been made with the steam wheel. He and his father intend visiting.
[Shorthand notes on the back of the sheet.]

50. Letter. A. Kemp (London) to James Watt [Birmingham]. 6 Jan. 1783.
Are anxious to proceed with their project. Has Matthew Boulton returned yet.

51. Letter. Edward Kendall (Beaufort, Abergavenny) to Logan Henderson (Soho).
19 Mar. 1782.
Mr. Watkins has sent Henderson's memorandums on the water supply for their wheel. Scarcity of water in dry seasons. On what terms do Boulton & Watt propose to erect an engine to raise water for their blowing machine.

52. Letter. Jonathan Kendall (Peacock Inn) to Matthew Boulton (Soho). 12 Jun. 1775.
The proprietors [of a colliery?] near Middleton Tias, Yorkshire are about to erect an engine. Coals are expensive – can Matthew Boulton send details of the savings his engine makes. Details of the proprietors Mr. Shuttleworth, Mr. Hartley, Mr. Lodge. Their engineer is Samuel Champion.

3/378 General Correspondence, L (21 items)

1. Letter. Duke Langdale, Distiller (London) to Matthew Boulton (Soho). 31 Oct. 1776.
Matthew Boulton had promised him an estimate for an engine after visiting his works. [Matthew Boulton has used the back of the sheet for calculations and part of a draft of his reply.]

2. Calculations. Mr. Langdale, Distiller, Holborn 1776 – Notes by Mr. Boulton. 2 sheets.
*Docketed "Notes by Mr. Boulton."
Calculations and two sketches of the layout of the well at Langdale's works.*

3. Memorandum. Estimate of engine for Mr. Langdale. Not dated [1776].
*In James Watt's hand.
For an engine with a 12 inch cylinder, 4 ½ ft. stroke to work a pump 9 inches in diameter and 40 ft. high. Also notes what Boulton & Watt will order and what Langdale must provide himself.*

4. Letter. John Lean (Bristol) to James Watt (Birmingham). 25 Nov. 1777.
Has sent the Scotch carpet to Thomas Wilson. John Leviston's bankruptcy.

5. Letter. John Lean (Bristol) to James Watt (at Mr. Wilson's, Chacewater). 26 Oct. 1779.
John James has been declared bankrupt. He told Lean he did send the two casks of clay – Lean will enquire of Captain Boyd. He has received a letter from Matthew Boulton with further queries for John James about items shipped from Birmingham.

6. Letter. John Lean (Bristol) to Matthew Boulton (Soho). 6 Nov. 1779.
John James said he wrote to Matthew Boulton. Details of various items sent from Soho to Lean. Pritchard & Barlow, wharfingers at Bristol, will now forward goods.

7. Letter. John Lean (Bristol) to James Watt (at Mr. Wilson's, Chacewater). 6 Oct. 1779.
Is forwarding the two boxes for James Watt. The boxes for Captain Gundry have not come.

8. Letter. John Lean (Bristol) to James Watt [Chacewater]. 23 Feb. 1780.
*Docketed "Invoice of carpeting."
Invoice for carpet bought by James Watt and portorage of four boxes.*

9. Letter. John Lean (Bristol) to ? (Birmingham). 30 Nov. 1780.
*Docketed "Sherry."
Prices of sherry and Lisbon wine.*

10. Memorandum. Money owed by John Lean to James Watt & Co. 16 Jul. 1781.
*Docketed "Account of lignumvitae returned to Mr. Lean."
For 77 sticks of lignumvitae returned to Lean.*

11. Letter. Le Camus de Limare (Paris) to Matthew Boulton (Birmingham). 28 Dec. 1778.
Hoped to see Matthew Boulton at Dunkirk with Mr. Magellan, where they went at the invitation of the Comte d'Heronville. Thanks Matthew Boulton for his hospitality when he met him, John Wilkinson and Mr. Coulson in 1773, at the recommendation of Messrs. Motteux & Panchard. Has heard from Mr. Izquierdo that the engine is a success. Has ideas about how Boulton & Watt's privilege in France might benefit them. Hopes to see Matthew Boulton and Mr. Jarry's engine in Brittany. Offers to act for Matthew Boulton in France – Magellan and d'Heronville will testify to his character. Wants an engine for his coal mine in Burgundy, to power a bellows and pump water. Local resources and labour costs.

12. Letter. Rupert Leigh (Cheadle) to Matthew Boulton (Soho). 20 Nov. 1776.
*Docketed "Relative to Mr. Beech's engine."
Encloses Mr. Beech's answers to Boulton's queries about the proposed engine.
[Matthew Boulton has used the sheet for calculations and a sketch [of a pump?].]*

13. Letter. James Lind (Windsor) to James Watt (Soho). 28 Sep. 1783.
*Does not recollect the name of the "imposter" but thinks he is "our countryman" [i.e. Scottish]. Is his name Gordon? Has company so cannot write more. Peter Wilson has come from Glasgow and is at Datchet with Mr. Herschel observing stars.
On the same sheet:*

*Letter. Peter Wilson (Datchet) to James Watt (Birmingham). 28 Sept. 1783.
Is engaged in "the plenitude of the spheres" with Herschel and Dr. Lind. Hopes James Watt got his last letter which he sent to John Buchanan.*

14. Letter. John Lister (Rothwell) to James Watt ("Bredmegeam"). 9 Dec. 1784.
Mr. Wood has received a letter describing the inconveniences of an engine. Went to talk to Mr. York about it and ask for more time. Told York he can remove the water with an engine. York has given Wood a further 5 year lease, but Wood now wants a 21 year lease. Progress with the engine house. The Rothwell engine goes very well.

15. Letter. John Lockwood (Ashstead) to Matthew Boulton (Birmingham). 23 Aug. 1775.
Details of his friend's 337ft. well. Can Matthew Boulton's new engine raise water from it. Wants to sell scissel left over from his cutting of halfpennies for Ireland. Perhaps Matthew Boulton has had no time to consider their discussion of the brass ingot trade.

16. Letter. John Lockwood (London) to Matthew Boulton [Birmingham]. 21 Dec. 1775.
*Docketed as 28 Dec.
His friend only uses 3 to 5 hogsheads of water per day from his well, therefore it is probably not worth him getting an engine. However he has asked Lockwood to ask Matthew Boulton. Price of scissel returned from the Royal Mint.*

17. Letter. Ralph Lodge (Grey's Inn, London) to Boulton & Watt (Birmingham). 27 May 1775.
Wants an engine for pumping out a copper mine at Middleton Tyas, Yorkshire. Has written to John Smeaton. Smeaton has replied that James Watt's engine might prove superior and therefore Lodge should write to Boulton & Watt. Various queries suggested by Smeaton. Details of the amount of water to be raised. Requests details and an estimate.

18. Memorandum. Copy Estimate for Mr. [Ralph] Lodge. Not dated [1775].
Part-by-part estimate for an engine with a 50 inch cylinder to work a pump 54ft. high and 2ft. 9½ inches in diameter.

19. Letter. Malcolm Logan (Rothwell Haigh) to James Watt [Birmingham]. 9 Sep. 1784.
Mr. Priestley, a surgeon from Leeds, has asked Logan to tell James Watt that John Smeaton wants to meet James Watt to discuss an engine in the Leeds area. Coal appears to be scarce as they were proposing using turf as fuel.

20. Letter. Thomas Longridge (Gateshead) to Boulton & Watt (Birmingham). 8 Dec. 1784.
Wishes to know the terms for a four horse engine.

21. Letter. Lowe Vere & Williams (London) to James Watt (Cusgarne). 12 Mar. 1782.
Boulton & Watt's account now stands at £13-14,000, which they cannot submit to any longer. Will be glad to receive any remittances or support any plan to reduce it.

3/379 General Correspondence, M

(61 items)

1. Letter. Charles McDowall (Edinburgh) to James Watt [?]. 17 Jun. 1777.
*Is glad the engine is a success. Has heard it is getting into Cornwall. Mr. Dalrymple of Orangefield wants a small engine for a 5 inch diameter pump. "Different undertakers" have looked at the canal plans.
[The docket is marked "answered July 16th declining the order."]*
2. Letter. John Mackay (Ravenhead) to Matthew Boulton (Soho). 2 Apr. 1776.
Hopes the engine will be a success. Will publicise it for Boulton & Watt on the tour he intends making. Wishes John Wilkinson had made his casting after all – the process would be better if Matthew Boulton had sole management. Intends to visit Soho.
3. Letter. Robert Mackell (Glasgow) to James Watt ("at Mr. Boulton's"). 5 May 1777.
Introducing Alexander Campbell who has worked as a millwright.
4. Letter. John Mackenzie (Edinburgh) to Boulton & Watt (Birmingham). 28 Jun. 1784.
Lord Abercorn needs an engine for his new colliery at Duddingston. The agent, Walter Scott, will not make an agreement about it until he has heard from Boulton & Watt, therefore can they send an estimate. Wishes to meet with Matthew Boulton to discuss "machinery on the iron branch". Is going to Gosport to examine Mr. Cort's patent bar-iron making process. Have Boulton & Watt powered any forges or slitting mills by steam. Encloses [a letter?] from Dr. Black.
5. Letter. Captain Dan Mackey (London) to Boulton & Fothergill (Birmingham). 3 Jul. 1779.
*Docketed "About Dutch engines."
Wishes to compare Boulton & Watt's engine with Dutch wind mills used for drainage – requests various details. Could suggest a way of demonstrating the engine.*
6. Letter. James Macpherson (London) to James Watt & Co. [Soho]. 9 Sept. 1782.
Praises the copying press and paper. However James Watt & Co.'s stationer in London is supplying such inferior paper now that he and others may have to give up the press.
7. Letter. Thomas Marshall (Northwich) to Boulton & Fothergill [Soho]. 20 Jul. 1784.
*Asks for an estimate for an engine to pump brine.
[This letter was forwarded to James Watt, who has used the sheet for various calculations.]*
8. Letter. Thomas Marshall (Northwich) to Boulton & Watt (Birmingham). 27 Aug. 1784.
Details of his wind- and horse-powered pumps. Would prefer an engine to enable him to work regularly. None of his neighbours are inclined to change their working methods.
9. Letter. John Meikle (Rotherham) to James Watt (Glasgow). 9 Aug. 1776.
William Beldin and William Wild from Carron iron works are trying to "pick up" James Watt's engine. Wild has been at Asken where parts for an engine are being cast. Can James Watt not make it known that Meikle has told him this.
10. Letter. James Merry (Cursintown) to James Watt (Birmingham). 16 May 1776.
*Has seen an account of the engine in the Glasgow Chronicle. Is employed in working coal mines and wants an engine. Details of the pump to be worked. Can James Watt send him details of the cost.
[The docket notes "Ans^d Aug. 12th by James Watt declining the erection".]*
11. Letter. John Miers (Neath) to Boulton & Watt [Soho]. 17 Jul. 1784.
William Matthews introduced him to Matthew Boulton in London. They discussed making bar iron using pit coal. Matthew Boulton offered to show him the process around Birmingham. Is Matthew Boulton free.

- 12.** Letter. William Milnes Jr. (Ashover) to Matthew Boulton (Soho). 1 Sep. 1781.
They have not yet received the counter Matthew Boulton promised for the Gregory mine engine. There is little work for the engine at present. His father is still ill.
On the same sheet:
Draft of letter. Matthew Boulton to William Milnes Jr. — Sep. 1781.
Had hoped to send the counter with one of their men. Matthew Boulton will bring it on his way to Rotherham. Has sent another to them by coach. Sorry to hear about Milnes' father – jaundice is not serious if treated in time and William Junior should take further advice.
- 13.** Letter. William Milnes Jr. (Ashover) to Matthew Boulton (Soho). 26 Sep. 1781.
Sending three bills. Dr. Darwin suggested his father tries electric shocks as a cure.
- 14.** Letter. William Milnes (Ashover) to Matthew Boulton (Soho). 12 Oct. 1782.
Docketed "Covering bills £70.12.6."
Sending two bills. Some people are not satisfied with John Stratford – it will help if Matthew Boulton can send him a certificate.
[The letter is marked "Entd. 229 pr. J[ames] P[earson]". This is the same person as William Milnes Jr. above.]
- 15.** Letter. William Milnes (Ashover) to Boulton & Watt (Soho). 22 Nov. 1783.
Can Boulton & Watt send him a copy of the engine patent. The engine is working very well.
- 16.** Letter. William Milnes (Ashover) to Boulton & Watt (Soho). 23 Oct. 1784.
Docketed "With remittance of £62.0.7."
Sending two bills paying the annual premium. The engine is working very well.
- 17.** Letter. John Moon (Halsall) to Boulton & Watt (Soho). 7 May 1782.
Stephen Chesworth who used to work for Boulton & Watt has told him about Boulton & Watt's engine. Col. Mordaunt's cotton works needs an engine to pump water. Details of the works.
- 18.** Letter. John Moon (Halsall) to Boulton & Watt (Soho). 22 May 1782.
Fears his previous letter miscarried. Stephen Chesworth who used to work for Boulton & Watt has told him about Boulton & Watt's engine. Col. Mordaunt's cotton works needs an engine to pump water. Details of the works.
- 19.** Letter. John Moon (Halsall) to Boulton & Watt (Soho). 11 Jun. 1782.
Cannot form a judgement on Boulton & Watt's engine without seeing a model. Boulton & Watt mentioned an engine working without water or pumps [i.e. rotative motion]. Details of the water to be pumped. Can they visit the works. Details of the returns Col. Mordaunt wishes to get from the works.
- 20.** Letter. John Moon (Halsall) to Boulton & Watt (Soho). 16 Jul. 1782.
Can Boulton & Watt send a response to Col. Mordaunt's queries about the engine.
- 21.** Letter. John Moon (Halsall) to Boulton & Watt (Soho). 19 Sep. 1782.
[Arkwright's] method of spinning has alleviated friction in the mill, therefore they now need a less powerful engine. Progress with the mill. Can Boulton & Watt visit. He opposes Col. Mordaunt's plan for a windmill.
- 22.** Letter. John Moon (Halsall) to Boulton & Watt (Soho). 23 Oct. 1782.
Have adopted Arkwright's method of spinning. Has not yet heard from Boulton & Watt about developments with rotative motion.
- 23.** Letter. John Moon (Halsall) to Boulton & Watt (Soho). 17 Dec. 1782.
Glad to hear of Boulton & Watt's progress at powering a steam hammer – assumes it works on the same principal as the model he saw. Col. Mordaunt still wants a windmill. Hopes they can persuade him to adopt a steam engine.
[The sheet has been used for calculations.]

- 24.** Letter. John Moon (Halsall) to Boulton & Watt (Soho). 5 Mar. 1783.
Col. Mordaunt has built a model of a windmill. Progress with the mill. Can he have an estimate for an engine.
- 25.** Letter. John Moon (Halsall) to Boulton & Watt (Soho). 23 Jun. 1783.
Mr. Donisthorp probably overestimates the required power. Details of the power Col. Mordaunt thinks they will require.
- 26.** Letter. John Moon (Halsall) to Boulton & Watt (Soho). 2 Dec. 1783.
Orders a die to stamp copper tokens for paying the mill workers. Col. Mordaunt is establishing a mill at Ulveston, but will need the engine for Halsall next summer.
- 27.** Letter. Col. Charles Lewis Mordaunt (Halsall) to Boulton & Watt [Soho]. — Apr. 1783.
*Mis-docketed as Col. Montague.
Do not need an engine erector, only permission to build an engine if it proves better than the common engine.*
- 28.** Letter. Col. Charles Lewis Mordaunt (Halsall) to James Watt [?] [Soho]. — June 1783.
Queries about the cost of running the engine. The season is too far advanced to work an engine this year.
- 29.** Letter. Samuel More (Adelphi) to Matthew Boulton (Soho). 24 Jun. 1783.
Queries from Mr. Barwell of Helstone about the details and costs of an engine.
- 30.** Letter. Samuel More (Adelphi) to Matthew Boulton (Soho). 2 Jul. 1783.
Will send Matthew Boulton's queries about Mr. Barwell's proposed engine to him. Sorry to hear Mrs. Boulton is ill. May visit Matthew Boulton, particularly if Miss Wilkinson comes to England. Thoughts on the rivalry between Cornwall and Anglesey [in the copper trade].
- 31.** Letter. Samuel More (Adelphi) to James Watt [Birmingham]. 16 Oct. 1783.
*Docketed "About a row lathe."
Details of a curious turning lathe for sale.*
- 32.** Letter. R. Morland (Habs Hall) to Matthew Boulton? [Soho]. 21 Jan. 1777.
Potential problems with engine agreements based on fuel savings. Suggests a gross rent instead. Is in want of his salt spoons.
- 33.** Letter. John Morris (Clasemont, near Swansea) to Matthew Boulton (Soho). 19 Dec. 1778.
Had visited Soho with Charles Greville and seen a model of James Watt's engine. Now wants one for his colliery. Requests details and costs.
- 34.** Letter. John Morris (Clasemont, near Swansea) to Matthew Boulton (Soho). 28 Jan. 1779.
Will not need the engine until next year. Details of the colliery. What would be the cost of converting his three common engines.
- 35.** Letter. John Morris (Clasemont, near Swansea) to Matthew Boulton (Soho). 11 Apr. 1781.
Will need an engine soon. Thomas Wilson has advised him to alter an existing engine. Has heard some Birmingham gentlemen are planning a brass foundry in his county. He will be glad to supply them with coal. Began supplying coal to the Chacewater Co. last year and let them a site for their copper works on the Swansea river.
- 36.** Letter. John Morris (Kempton Park) to Matthew Boulton (Soho). 31 Jul. 1781.
*On the same sheet:
Transcript of Morris' letter of 11 Apr., above.
Has not received an answer to his letter of 11 April.*

- 37.** Letter. John Morris (Clasemont, near Swansea) to Matthew Boulton (Soho). 27 Aug. 1781.
Will be happy for Boulton to visit. Boulton's proposed brass works would have been preferable to the one mentioned. Could easily supply brass himself.
- 38.** Transcript of letter. Thomas Wilson (Morrison) to John Morris (Clasemont, near Swansea). 17 Nov. 1782.
Detailed proposals for converting Morrison's engines at Landore to Boulton & Watt's principle.
- 39.** Letter. Robert Morris (—) to Matthew Boulton [Soho]. 5 Sep. 1781.
Can they meet to settle the alterations to his brother John's engines at Landore.
- 40.** Letter. Thomas Morris (Chetwynd) to Boulton & Watt (Soho). 11 May 1778.
Mr. Pigott of Chetwynd wants an engine to pump water to his house. Details of the well. [The sheet has been used for calculations and is docketed "answ^d June 9".]
- 41.** Letter. John Morrison (White House) to Boulton & Watt (Birmingham). 31 Aug. 1784.
Wants an engine for his colliery. Requests details and costs.
- 42.** Letter. John Morrison (White House) to Boulton & Watt (Birmingham). 27 Sep. 1784.
Details of the coals to be raised and the time the engine will have to work.
- 43.** Letter. J. Motteux & Co. (London) to James Watt (Chacewater). 29 Jan. 1780.
*Docketed "Insurance on United Mine goods."
Have received John Wilkinson's bills of lading for goods for Beauchamp Tremayne & Co., adventurers in United Mines, and for John Rogers & Co. of Tresavian mine. They have insured the goods. Lists of insurers. Have not heard from Mr. Perier, but they expect a Dutch vessel at Chepstow to collect his pipes.*
- 44.** Letter. John Motteux (London) to Matthew Boulton (Redruth). 8 Oct. 1780.
*Docketed as 2 Oct.
Loss of Matthew Boulton's cotton reels on ships captured in the East Indies. His and Matthew Boulton's sons have returned to school. Good character of Matthew Robinson Boulton. Mr. Woodmason has sent him a copying machine, and also one for Sir George Colebrooke. Mr. Perier has bought eight machines for various French clients.*
- 45.** Letter (part). J. Motteux & Co. (London) to Boulton & Fothergill (Birmingham). 11 Nov. 1780.
*Details of Mr. Perier's copying machine order. Mr. Woodmason cannot execute the order as well as is desired.
[This letter was originally annexed to a letter to Boulton & Fothergill. This part was torn away and forwarded to James Watt by Zaccheus Walker, who added a note asking for Watt's thoughts on the order.]*
- 46.** Letter. J. Motteux & Co. (London) to Boulton & Watt [Soho]. 17 Nov. 1780.
*Docketed as being to James Watt & Co. (the copying press business).
They should not execute Mr. Perier's order for copying machines until he has said what sizes he wants.*
- 47.** Letter. J. Motteux & Co. (London) to Boulton & Watt (Birmingham). 1 Jun. 1781.
Forwarding a letter from Mr. Perier. Can they send the rest of his copying machines.
- 48.** Letter. J. Motteux & Co. (London) to Boulton & Watt (Birmingham). 14 Jun. 1781.
Payment for Perier's copying machines. They have received the last machine.
- 49.** Letter. John Motteux (London) to Matthew Boulton (Soho). 17 Jul. 1781.
Mr. Perrigaux says Perier Bros. & Co. do not have the cash to discharge Boulton & Watt's draft. He has taken a note of Mr. De Beaumarchais' in payment. Assumes Matthew Boulton has heard of Mr. Marlar's failure. Matthew Robinson Boulton is staying with Mr. Vere.

- 50.** Letter. John Motteux (London) to Matthew Boulton (Soho). 26 Jul. 1781.
Mr. Panchaud wishes to know the character of Mr. Homer and his sons. He also says Mr. Perier's engine is up. Perier says it will be at work in a fortnight.
- 51.** Letter. J. Motteux & Co. (London) to James Watt (Cosgarne). 25 Oct. 1781.
Has arranged the insurance for brass barrels.
- 52.** Letter. John Motteux (London) to Matthew Boulton (Soho). 6 Nov. 1781.
Has Matthew Boulton seen a copy of Mr. Perier's proposals. In them he says he regrets having had to go to Birmingham to purchase the privilege of erecting an engine. The possible meanings behind this insinuation.
- 53.** Letter. J. Motteux & Co. (London) to Boulton & Watt (Birmingham). 5 Jul. 1782.
Will transfer the insurance for the goods from the Rodney as soon as Thomas Beckett tells them the name of the new vessel sailing to Ireland.
On the same sheet:
Letter. J. Motteux & Co. (London) to Matthew Boulton (Birmingham). 5 Jul. 1782.
The Maria Elizabeth is probably at Bremen now with the cask for Bernard Kattau. The mention of Hamburg was a mistake.
- 54.** Letter. John Motteux (Bath) to Matthew Boulton (at William Matthews', London).
21 Apr. 1783.
Has had a letter from Col. Kendall. He has talked to Mr. Perier who says he will pay Matthew Boulton as soon as possible.
- 55.** Letter. John Motteux (London) to Matthew Boulton (Soho). 28 Mar. 1783.
Sees that Boulton is intent on going to Paris. Is sorry to be troublesome to Boulton. The locksmith has still not sent him the two pattern locks – is afraid that the delay will get him into disgrace in Paris. William Matthews sent him Boulton's agreement with Mr. Perier. Has given it to Col. Kendall who will talk to the Duke of Chatelet and Mr. St. James, two of the principal figures in the water company.
- 56.** Letter. John Motteux (Bath) to Matthew Boulton (at William Matthews', London).
12 Apr. 1783.
Hopes Mr. Blackley will contact Boulton about the Duke of Chatelet's locks. Has heard from Col. Kendall. Kendall has given the papers about Boulton's business with the Perier brothers to the Duke. The matter will be discussed at the first general assembly of the water company's proprietors. Kendall expects that Boulton will get justice and satisfaction. Has not managed to see Perier. It is possible Perier might settle rather than having the business discussed at the assembly.
- 57.** Letter. John Motteux (London) to Matthew Boulton (Soho). 29 Jan. 1784.
Has assured Mr. Perier that Boulton will be glad to see him at Soho. Perier will settle the account.
- 58.** Letter. J. Motteux & Co. (London) to Boulton & Watt (Birmingham). 22 Jul. 1784.
Have honoured Boulton & Watt's draft for settling their account. Glad they approve of the negotiation of the bills on Paris.
- 59.** Letter. J. Motteux & Co. (London) to Boulton & Watt (Birmingham). 9 Sep. 1784.
Mr. Foullon d'Ecotier is about to leave for Paris. Can Boulton & Watt send his copying machine. Can they tell Zaccheus Walker that the cask for Hamburg has been found.
- 60.** Letter. Frederick August Muller (Birmingham) to James Watt (Harper's Hill). 15 May 1780.
*Docketed "Queries from Mr. Olde of Hamburgh."
Queries from his cousin Mr. Olde of Hamburg on an engine for his copper works and the rollers Boulton & Fothergill use. Mr. Fothergill has given him leave to go to the island of St. Thomas. Can he pay the money he owes James Watt when he returns.*

61. Letter. Robert Mylne (New River Head) to Matthew Boulton (Soho). 17 Mar. 1783.
Has been over the plan with Wyatt's man. Two small houses at the SE corner can be bought, which will make the site square and leave a house for an agent. Supports encroachment on the river to make the north side straight.
[The sheet has been used for calculations.]

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 240

3/380 General Correspondence, N, O, P (41 items)

1. Letter. Charles Newling (Westbury) to Matthew Boulton (Soho). 10 Aug. 1778.
His neighbours Mr. Cooke and Mr. Onions want details of engine for the colliery they are leasing from Mr. Smythe of Andover.
2. Letter. George Nisbett (Kingston upon Hull) to James Watt (Birmingham). 25 May 1783.
On the same sheet:
Transcript of a letter of recommendation from Ninian Hill of Glasgow.
Seeking employment as a millwright for himself and a "lad".
3. Letter. George Nisbett (Kingston upon Hull) to James Watt (Birmingham). 9 Aug. 1783.
Thanks James Watt for his advice. He would have gone to Sheffield but he had just begun work on some Archimedes pumps. Can James Watt let him know if he has any employment.
4. Letter. Robert Noyes (Bristol) to Boulton & Watt (Soho). 14 Jul. 1784.
Manages John Wilkinson's business in Bristol. Shipped 51 pipes for Wheal Virgin mine. Arrangements for shipping two further consignments for Wheal Virgin. Has not heard of any more pipes from Wilkinson. Offers his services to Boulton & Watt. There is a broken nozzle of Boulton & Watt's that has been on the quay for two or three years.
5. Memorandum. Queries by Mr. Olde of Hamburg. Oct. 1780.
*Sent by Frederick August Muller. Docketed "Answer in letter book."
Requesting details of an engine.*
- 6a. Letter. John Onions (Benthall Furnace) to Boulton & Watt [Soho]. 12 Mar. 1781.
Enclosing (b) below.
His plans to erect an engine with the cylinder within the boiler at Benthall Rails. Encloses a drawing. Will not attempt to build it without Boulton & Watt's consent. Can they send a drawing and the draft agreement.
[The exact nature of the agreement over this engine is not clear.]
- b. Sketch. Mr. Onions' drawing of engine with the cylinder within the boiler. Mar. 1781.
7. Letter. John Onions (Benthall) to Boulton & Watt (Soho). 20 Aug. 1781.
Apologises for not replying – has been erecting a boring and turning mill. There are so many methods of rotative motion on trial that he will delay building the corn mill. The engine is therefore not going forward, but Boulton & Watt should charge for the drawing etc.
8. Letter. William Osbourne Jr. per Anthony Atkinson Jr. (Hull) to Boulton & Watt (Soho). 23 May 1784.
Mayson Wright is bankrupt. William Osbourne Jr. has purchased the remainder of his lease in the Hull water works. Accident with the engine which cracked the cylinder bottom. They have temporarily repaired it but Mr. Osbourne wants to order a new one. Dimensions and a sketch of the cylinder.
9. Letter. William Osbourne Jr. per Anthony Atkinson Jr. (Hull) to Boulton & Watt [Soho]. 6 Jul. 1784.
Can they send the new cylinder bottom as soon as possible. They have repaired the old one but it is doubtful whether the engine will work regularly.

- 10.** Letter. William Osbourne Jr. per Anthony Atkinson Jr. (Hull) to Boulton & Watt [Soho]. 14 Apr. 1786.
They need a new inner cylinder bottom as a spare. Also orders an outer one.
- 11.** Letter. James Paddey (Street Forge, near Lawton) to Boulton & Watt (Soho). 3 May 1779.
His forge is near Lawton Salt Works where Boulton & Watt erected an engine for Mr. Salmon. Needs an engine to pump water. Details of his requirements.
- 12.** Letter. Thomas Papps (Ember Mills, Thames Litton) to Boulton & Watt (Birmingham). 27 Apr. 1784.
The millwright Mr. Greatrex has told him Boulton & Watt need a superintendent for their undertaking at Blackfriars Bridge [Albion Mill]. Offers his services.
- 13a.** Letter. Francis Parrot [Bedworth] to James Watt [Birmingham]. — Aug. 1780.
*Docketed "With receipt for making ink."
Encloses a forty year old recipe for making ink. Thoughts on various possible ingredients for ink. Can James Watt return the recipe.*
- b.** Memorandum. Recipe for ink from Mr. Francis Parrot from Henry Beighton. 40 years old.
*Transcript made by James Watt of the recipe sent to him by Parrot.
[On the reverse is a draft of the licence given to copying machine customers.]*
- 14.** Letter. Edward Perrins (—) to James Watt [Birmingham]. 27 Jul. 1779.
Mr. Taylor [John Taylor?] has discharged Perrins' sons [one of whom is Isaac Perrins]. Can Boulton & Watt employ them.
- 15.** Letter. William Philips (13 Macclesfield St., St. Anns, London) to Matthew Boulton (Birmingham). 4 Nov. 1779.
A newspaper article on the fire at London Bridge water works mentioned Boulton & Watt's engines. Wishes to know the cost of an engine and pipes for pumping water into London.
- 16.** Letter. James Phillips (London) to Samuel Galton Jr. (Birmingham). 23 Aug. 1782.
*Docketed "About selling copying machines."
Is keen to sell copying machines – can Galton approach Boulton & Watt on his behalf. Galton should tell them they are preventing sales by refusing a fair profit to their retailers.*
- 17.** Letter. John Pinnick (—) to Boulton & Watt (Soho). — May 1781.
*Postmarked as 17 May.
Sending another copy of the bill he sent last Christmas, as he fears it may have miscarried.*
- 18.** Letter (draft or transcript). Matthew Boulton [Soho] to Mr. — Potter. Not dated.
*Docketed "Card to Mr. Potter respecting Fire Engines."
Surprised to receive Potter's letter as he understands Potter has decried the use of steam engines for grinding corn. He has had another application from someone who is more favourable to the engine, therefore does not want to extend his connection with Potter.
[Potter may have been opposed to Albion Mill.]*
- 19.** Letter. Peter Price (Falmouth) to James Watt [Soho]. 16 Jan. 1782.
Thanks his "three fr[ie]nds" for the offer, but cannot at present join the undertaking.
- 20.** Letter. Prichard & Barlow (Bristol) to James Watt (at Thomas Wilson's, Chacewater). 6 Jan. 1780.
Enclosing a bill of lading for castings shipped to Hayle. Have not been able to raise insurance for the 20 blocks of tin coming from Hayle, as they cannot say where the ship is and it is reported that the Black Prince & Princess [a privateer?] is in the Channel.

- 21.** Letter. Prichard & Barlow (Bristol) to Boulton & Watt (Soho). 8 Jan. 1780.
All the castings are now shipped. Cannot get the insurance for the 20 blocks of tin as they cannot say where the ship is and it is reported that the Black Prince & Princess [a privateer?] is in the Channel.
- 22.** Letter. Prichard & Barlow (Bristol) to Boulton & Watt (Soho). 1 Feb. 1780.
*On the same sheet:
List of nozzles shipped.
Shipping of cast iron nozzles to Hayle.*
- 23.** Letter. Prichard & Barlow per James Barlow (Bristol) to Boulton & Watt (Soho).
8 Feb. 1780.
The case marked 'Tremain' is being shipped. The 20 blocks of tin have arrived.
- 24.** Letter. Prichard & Barlow per James Barlow (Bristol) to James Watt (at Thomas Wilson's, Chacewater). 8 Feb. 1780.
The nozzles are being shipped for Hayle. Enclosing the bill of lading. The 20 blocks of tin have arrived.
- 25.** Letter. Prichard & Barlow (Bristol) to Boulton & Watt (Birmingham). 27 Apr. 1780.
*Docketed "Poldory upper box."
Shipping of goods to Hayle.*
- 26.** Letter. Prichard & Barlow (Bristol) to Boulton & Fothergill (Birmingham). 12 Oct. 1780.
*Docketed "About tin."
The 20 blocks of tin have been seized by Customs officers. Someone in London should talk to the Commissioners of the Customs.*
- 27.** Letter. Prichard & Barlow per James Barlow (Bristol) to Logan Henderson (Redruth).
19 Jun. 1781.
Shipping of castings to Hayle. Procurement of other goods requested by Henderson. Has had to order some [? – this part of the letter is missing] as he cannot find any of the size Henderson wants.
- 28.** Letter. Prichard & Barlow (Bristol) to James Watt [Cusgarne]. 11 Sep. 1781.
*Docketed "Concerning freight."
Shipping of pipes to Portreath. Problems of shipping large pipes. Mr. Noyes almost certainly cannot ship pipes cheaper than them. Cost and shipping of pantiles.*
- 29.** Letter. Prichard & Barlow (Bristol) to James Watt (Cusgarne). 17 Oct. 1781.
*Docketed "Shipping brass barrels."
Shipping of goods to Portreath.*
- 30.** Letter. Prichard & Barlow per James Barlow (Bristol) to James Watt (Cusgarne).
29 Nov. 1781.
Shipping of goods to Portreath. Logan Henderson reports that James Watt has had complaints about the quality of the tiles sent by Prichard & Barlow.
- 31a.** Letter. Prichard & Barlow per James Barlow (Bristol) to Boulton & Watt (Birmingham).
25 May 1782.
*Kept with (b) below.
Transport of various boxes from Cornwall to Soho. Can they pay Logan Henderson for the pantiles.*
- b.** Memorandum. About a bill drawn on James Barlow by Logan Henderson. Not dated.
- 32.** Letter. Prichard & Barlow (Bristol) to Boulton & Watt (Birmingham). 12 Jun. 1782.
Have shipped the panels to Waterford according to A. & P. Colclough's directions. Have not had any remittance from Thomas Wilson. Have shipped Mr. Paull's tiles.

- 33.** Letter. Prichard & Barlow per James Barlow (Bristol) to Boulton & Watt (Soho).
15 Aug. 1782.
Docketed "About James Law."
James Law arrived from Portreath and has gone to Bath. Will travel to Birmingham tomorrow.
- 34.** Letter. Prichard & Barlow (Bristol) to Boulton & Watt (Birmingham). 3 Sep. 1782.
Docketed "Forwarding spare piston rod."
The Dlocath piston rod has been sent to Exeter on Mr. Parsons' wagon.
- 35.** Letter. Prichard & Barlow per James Barlow (Bristol) to Matthew Boulton (Birmingham).
2 Jun. 1783.
Docketed "With charges on tin."
Sending charges for tin. Have received various items from John Wilkinson – whose account are the transport costs to be charged to. With details of the tin charges.
[The tin charges have been noted as "Entd. 198 Z[accheus] W[alker]", and Walker forwarded the letter to James Pearson having added a note of what he had done. Walker's note is dated 4 Jun. 1783.]
- 36.** Letter. Robert Priestley (Leeds) to Boulton & Watt (Birmingham). — Sep. 1784.
John Smeaton can do nothing without Boulton & Watt being there, and wishes them to come to Leeds.
- 37.** Letter. Robert Priestley (Leeds) to James Watt [London]. 27 Sep. 1784.
Arrangements for John Smeaton and Watt to come to Leeds. Mr. Wood, the proprietor of the works, is in "a disagreeable state of suspense."
- 38.** Letter. Robert Priestley (Kilnsey, near Skipton Craven) to James Watt [Birmingham].
16 Dec. 1784.
Cannot say what state of forwardness Wood's engine house is in – will visit him at Pateley in the next week.
- 39.** Letter. Procter & Beilby (Sheffield) to Boulton & Fothergill (Birmingham). 2 Nov. 1776.
Asking whether Watt's engine can be applied to rotary motion to drive a gin wheel. Can they get a licence to erect one and an estimate of the cost, and the quantity of water it will need.
- 40.** Letter. William Pryce (Redruth) to Logan Henderson (Soho). 4 Mar. 1777.
Thanks Henderson for recommending his work. Details of his recent illness. Asks for details of the Bedworth engine. Has heard from Matthew Boulton, who has sent him the names of eight subscribers. Wheal Virgin's engines cannot cope with pumping the water – they need to ask Matthew Boulton for help. A Boulton & Watt engine is about to be erected at Chacewater. Is still waiting for Matthew Boulton to send a description of the engine for inclusion in Pryce's book. He has halted printing to wait for it. Details of his subscribers. Mr. Holman the carpenter is designing a horseless carriage.
- 41.** Letter. William Pulteney (London) to James Watt (Soho). 1 May 1776.
Understands the steam engine might be applied to sugar cane mills in the West Indies. This would be an important development – neither Mr. Stewart nor Mr. Clarke's engines have succeeded.

3/381 General Correspondence, R

(75 items)

- 1.** Letter. J. Ramsden (London) to ?. 24 Apr. 1784.
There is nothing to fear from Mr. Kampilin's patent. It is an old scheme of Mr. Henderson's [Logan Henderson] while he lived with Dr. Irwin. "...it is steam applied to Barker's Hill which is certainly the worst of all the applications of steam hitherto."
- 2.** Memorandum. Directions for repairing Coalbrookdale Engine. Not dated.
For Joseph Rathbone & Co.
In James Watt's hand. Passed to John Buchanan marked "please make fair copy of the above and give to them."

- 3.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to Boulton & Watt (Birmingham).
6 Mar. 1781.
Have not yet received the drawings for the boilers for their engine.
- 4.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to James Watt (Birmingham).
20 Mar. 1781.
Uncertain about the strength of the large oak tree James Watt suggested. They will therefore make their engine beam out of four pieces, which will be more expensive but stronger.
- 5.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to Boulton & Watt (Birmingham).
16 Apr. 1781.
Docketed as Coalbrookdale.
Progress with the engine house and beam. Are afraid of their current engine failing, therefore hope they will get the rest of the drawings soon. Jabez Hornblower applied to erect the engine – he has a poor reputation and they refer the decision to Boulton & Watt. Progress with parts for Wheal Virgin. Enclosing the draft agreement.
- 6.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to James Watt [Birmingham]. 5 May 1781.
Docketed as Coalbrookdale.
Progress with orders for parts for Wheal Virgin, Pool Adit and United Mines.
- 7.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to Boulton & Watt (Birmingham).
30 May 1781.
Progress with their engine. They are happy for Boulton & Watt to order the piston rod and nozzle wherever they see fit.
On the same sheet:
Letter. Mark Gilpin, clerk for Joseph Rathbone & Co. (Coalbrookdale) to James Watt (Birmingham). 30 May 1781.
Need directions about the brass seats for the Wheal Virgin clackseat pipes. The other pipes have been sent to Prichard & Barlow in Bristol for forwarding to Wheal Virgin.
- 8.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to Boulton & Watt (Birmingham).
1 Jun. 1781.
Progress with parts for Pool Adit and Wheal Virgin.
- 9.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to Boulton & Watt (Birmingham).
3 Jul. 1781.
Docketed as 4 Jul.
Details of parts for Wheal Virgin forwarded to Prichard & Barlow in Bristol.
- 10.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to James Watt (Cusgarne). 17 Dec. 1781.
Mis-docketed as 1782.
Sending an invoice for parts ordered for Wheal Crenver, and an invoice for Mr. Harris of Rosewarne for the shipping of the parts.
- 11.** Letter. Joseph Rathbone (Coalbrookdale) to James Watt (Cusgarne). 28 Dec. 1781.
Thanks James Watt for ensuring the monthly sum will be paid. Will not make improper use of the information respecting Pool Adit and Dolcoath mines. James Watt's name will not be used.
- 12.** Letter. Joseph Rathbone & Co. (Ketley) to Boulton & Watt [Soho]. 6 Apr. 1782.
The bearer Abraham Fletcher is the man who lost or stole the drawing of their engine. He should pay the expense of a new one. The old drawing has not been heard of.

- 13.** Letter. Joseph Rathbone & Co. per Mark Gilpin (Coalbrookdale) to Boulton & Watt (Birmingham). 26 Oct. 1782.
Ordering copying ink for Coalbrookdale and Ketley.
[James Watt forwarded this to John Buchanan with notes on the preparation of the ink, and instructions for James Pearson to draw a bill on the Chelsea water works for their 'rent' due.]
- 14.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to James Watt (Birmingham). 22 Feb. 1783.
Docketed "Coalbrookdale Engine" and "Wheal Virgin pipes."
Progress with parts for Wheal Virgin.
- 15.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to Boulton & Watt [Soho]. 27 Nov. 1784.
Docketed "About new rolls for their copying machine."
Ordering a new iron roller for their copying machine.
- 16.** Letter. Joseph Rathbone & Co. (Coalbrookdale) to Boulton & Watt [Soho]. 20 Dec. 1784.
Thanking them for the new copying machine and replacement roller.
- 17.** Letter. Thomas Reilly (Dublin) to James Watt [?]. 24 Jul. 1784.
Requesting the cost of an engine for blowing a large smelting furnace.
- 18.** Letter. Cornelius Reynolds (Broseley) to James Watt (Birmingham). 13 Apr. 1781.
Requesting details of pipes to be made for a Cornish mine. Presumes John Wilkinson will know the shipping arrangements.
- 19.** Letter. Cornelius Reynolds (Broseley) to James Watt [Birmingham]. 27 Apr. 1781.
Requesting details and shipping arrangements of pipes to be made for a Cornish mine.
- 20.** Letter. Cornelius Reynolds (Broseley) to Boulton & Watt [Soho]. 1 Jun. 1781.
Shipping of pipes to Cornwall via Bristol.
- 21.** Letter. Richard Reynolds (Ketley) to Boulton & Watt (Birmingham). 30 Dec. 1777.
They cannot adapt their existing engine to blow the furnaces, therefore they will erect a new one. Can James Watt visit. Oak for the engine beam is scarce – has heard they use fir or deal in Cornwall.
- 22.** Letter. Richard Reynolds (Ketley) to Boulton & Watt (Birmingham). 24 Jan. 1778.
Will not "trifle" with Boulton & Watt – if James Watt will visit, he will agree to try the Boulton & Watt engine. Need an engine as soon as possible.
- 23.** Memorandum. Proposals of Agreement between Richard Reynolds of Ketley & Matthew Boulton & James Watt of Soho. 29 Jan. 1778.
Signed by Reynolds and James Watt.
- 24.** Letter. Richard Reynolds & Co. (Ketley) to James Watt (Birmingham). 16 Feb. 1778.
Query about increasing the diameter of the pipes above the working barrel.
- 25.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Birmingham). 4 Apr. 1778.
Have received the piston stem but no details of its weight. Have ordered the iron work. Doubt their ability to make the piston rod cap. Can Boulton & Watt order it from elsewhere.
- 26.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 7 Nov. 1778.
Enclosing four bills in payment for various engine parts.
[Marked "Recd. And entered to the credit of Manufactory at Soho the 8 Nov. 1778 pr. Z[accheus] Walker" and docketed "Answered the 11th Nov. 1778.]
- 27.** Letter. Richard Reynolds (Ketley) to Matthew Boulton (Soho). 8 Jan. 1779.
Mis-dated by Reynolds as 1778.
The engine works reasonably well. There have been a few accidental stoppages. The boiler leaks. Recommends Wasborough as a supplier of brass and copper work.

- 28.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 21 Jan. 1779.
Jabez Hornblower brought Matthew Boulton's letter and they have had James Watt's. They will ask for assistance if they need it but their own workmen's experience is increasing, and the boiler now only leaks a little bit.
- 29.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 4 Feb. 1779.
The brass under the gudgeon is worn. Orders a replacement. Hope to be ready for the trial soon.
- 30.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Birmingham). 27 Mar. 1779.
The engine works well. They only have to fit a new gudgeon to be ready for the trial.
- 31.** Memorandum. Certificate of Trial of Ketley old engine. 2 Apr. 1779.
Signed by James Watt, William Reynolds, Logan Henderson and Benjamin Phillips.
- 32.** Memorandum. Trials of the two engines. Apr. 1779.
Details and calculations of the trials, as follows: "Ketley Old Engine – the little one with the single pump. Exp^t made the 2nd April 1779 in the presence of Will^m Reynolds, Benjⁿ Phillips, Logan Henderson & Jas. Watt"; and "Ketley New Engine, cylinder 58 inches diamr. By a trial made by Henry Williams."
- 33.** Letter. Richard Reynolds (Ketley) to Boulton & Watt (Soho). 4 Dec. 1779.
Errors in the account including a counter they have not had. The trial should be held now, as the boiler is in good condition.
- 34.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 3 Jan. 1780.
Docketed "Answered by promising to advise of the return of Messrs. B. or Watt." Logan Henderson told them Boulton & Watt would be in Cornwall for some time. When they return can William Reynolds visit to arrange the trial. The engine and boiler are working well.
- 35.** Letter. William Reynolds (Ketley) to James Watt (Birmingham). 24 Jan. 1780.
Docketed "About Ketley cylinder and Coalbrookdale agreement." Has been to Coalbrookdale to examine the cylinder. Does the rib on which the bottom of the casing sits need to be turned. Has examined the calculations of the savings which will be made by the Coalbrookdale engine and has found a small error in Boulton & Watt's favour. What size will the boiler be. Are altering the Madely Wood large engine to blow the furnaces until the new engine is ready – asks James Watt's advice.
- 36.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 31 Jan. 1780.
Have received Logan Henderson's letter and the gudgeon pattern. Enclosing a bill of exchange.
- 37.** Letter. William Reynolds for Richard Reynolds & Co. (Ketley) to James Watt [Birmingham]. 19 May 1780.
Are planning to erect a boring mill at Coalbrookdale similar to John Wilkinson's. Therefore they would want to give orders for cylinder and pumps for their projected new engine to the Coalbrookdale Co.
- 38.** Letter. Richard Reynolds (Ketley) to Boulton & Watt (Birmingham). 28 Aug. 1780.
Docketed "Respecting the agreement." Hopes James Watt will send the drawings for their new engine. Has looked over the agreements. Points out that they did not save any money at first due to the engine's frequent stoppages. Does every partner have to sign the agreement.
- 39.** Letter. Richard Reynolds (Ketley) to James Watt (Birmingham). 31 Aug. 1780.
Returns the agreements. They should be made an allowance if the engine stops for one month, not two. Wants the new engine erected by the end of 1781. Hopes the names of him and his son [William] will suffice on the agreements. Could not name the others.

- 40.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 25 Sep. 1780.
They have not received the drawings of the condenser.
[This letter has been marked "The parcel was directed to Mr. Richd. Reynolds at Ketley Furnace near Shifnal. Contains drawings of considerable value and must be found."]
- 41.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 9 Oct. 1780.
Docketed "Receipt of drawings."
The drawings are safe but are delayed due to the coachman being ill. William Reynolds requests a copying machine.
- 42.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (—). 17 Oct. 1780.
Sending their pattern maker to study Boulton & Watt's patterns. They may want more than one or two more engines – therefore will they let him make a model of an engine.
- 43.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 31 Oct. 1780.
Docketed "With remittance £50, £10 B & W, £6.11 J W & Co."
Have looked over the writings, models and drawings their carpenter brought back. Enclosing two bills for their half-yearly payment. Need to erect an engine at Coalbrookdale. Can Boulton & Watt visit to view the site and discuss the details.
On the same sheet:
Letter. William Reynolds (Ketley) to James Watt & Co. (Soho). 31 Oct. 1780.
Enclosing a bill for the copying machine. Orders another machine, letter books, ink powder, paper and wafers.
- 44.** Letter. William Reynolds (Ketley) to James Watt [?] [Birmingham]. 28 Dec. 1780.
The pattern for the flanch has arrived. Hopes to hear about the proposed Coalbrookdale engine.
- 45.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Birmingham). 16 Jan. 1781.
Enclosing a bill of exchange for the half-yearly payment. Presumes they have heard from Joseph Rathbone about their proposals [for the Coalbrookdale engine].
- 46.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 3 Apr. 1781.
The Coalbrookdale Co. would like their drawings. Reynolds & Co. have masons they can send to Coalbrookdale. Ordering mercury and copying paper. Are ready to alter their engine. Have received sundry parts from Soho.
- 47.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt [Soho]. 14 Apr. 1781.
Docketed "With remittance of £150."
Sending a bill of exchange. Have received all the parts except the blowing and injection pipes.
- 48.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt [Soho]. 2 Jun. 1781.
They are progressing well with their engine work. The eduction pipe of the current engine keeps breaking. Can Henry Williams be sent.
- 49.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 19 Jun. 1781.
Are ready to alter their engine, and the new engine needs repairs. Can Henry Williams or Joseph Harrison come over.
- 50.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 19 Jul. 1781.
Enclosing two bills of exchange for their half-yearly payment. Can Henry Williams come as soon as possible.
[Transcripts of the bills have been written on the sheet.]
- 51.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 19 Jan. 1782.
Enclosing two bills of exchange for their half-yearly payment.

- 52.** Letter. William Reynolds (Ketley) to Boulton & Watt (Soho). 23 Nov. 1782.
Has thought of putting up a corn mill powered by a common engine with a crank. However his father Richard has seen James Watt's rotative motion at Soho. Asks for costs. The Coalbrookdale engine works well. Orders counters for Coalbrookdale and Ketley.
- 53.** Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 4 Feb. 1783.
Enclosing five bills of exchange for their half-yearly saving on their two engines. Marked "Entd. In 248 pr. J[ames] P[earson]".
- 54.** Letter. William Reynolds (Ketley) to James Watt (Birmingham). 30 May 1783.
He and his uncle Joseph Rathbone want an engine with a 63 inch cylinder for Donnington Wood. Hope Boulton & Watt will be reasonable with the premium – coal is cheap at Donnington. Glad to hear of the success of their corn mill [Albion Mill]. Hopes to make a trial of a corn mill in his area. The Bradley forge engine works well. Wishes Matthew Boulton success in opposing the Anglesey [copper] bill.
- 55.** Letter. William Reynolds (Ketley) to James Watt (Birmingham) or Matthew Boulton (Soho). 5 Jul. 1783.
Has sent the drawing of the Coalbrookdale engine. The trees for the beam have not yet come, but they have others equal to the size of the Coalbrookdale beam.
- 56.** Letter. William Reynolds (Ketley) to James Watt (Birmingham). 22 Jul. 1783.
Sorry to hear of Mrs. Boulton's accident. Details of the pumps for Donnington Wood. [With a small sketch within the text.] Congratulates James Watt on the success of Albion Mill.
- 57.** Letter. William Reynolds (Coalbrookdale) to James Watt (Birmingham). 2 Sep. 1783.
Requesting further details of the pipes ordered for Poldory, and the drawings for the Donnington Wood boiler.
- 58.** Letter. William Reynolds (Coalbrookdale) to James Watt [Birmingham]. 24 Sep. 1783.
*Docketed as 24 Oct.
Can Watt employ the young man Reynolds mentioned. Quality of his character.*
- 59.** Letter. William Reynolds (Ketley) to James Watt [Birmingham]. 7 Oct. 1783.
*Docketed "Countermanding Donnington Wood engine."
Sorry Watt cannot employ the young man. Problems with the Donnington Wood Co. – they will not need such a large engine after all.*
- 60.** Letter. William Reynolds (Ketley) to James Watt [?] [Birmingham]. 7 Nov. 1783.
*Docketed "Order for Donnington blowing engine."
Ordering an engine with a 48 inch cylinder for Donnington Wood. Henry Williams will give him the details of the blowing operations. They plan to erect one or more engine-powered forges in the Spring.*
- 61.** Letter. William Reynolds (Ketley) to James Watt (Soho). 2 Feb. 1784.
Thanks Watt for the different boiler designs – they will probably use the "hogshead" type, but are planning to erect one at Coalbrookdale to compare it to the oblong type. Is planning two stamping forges, and the Coalbrookdale Co. is planning a rolling and slitting mill.
- 62.** Letter. William Reynolds (Ketley) to James Watt (Soho). 7 Feb. 1784.
*Docketed "Concerning situation of Donnington boilers."
Thanks Watt for the warning about the "foreigners". Have taken more land at Donnington Wood so they can place the boilers on either side of the engine house. [With a small sketch of the proposed arrangement in the text.]*
- 63.** Letter. William Reynolds (Ketley) to James Watt [Birmingham]. 3 May 1784.
Thanks Watt for the drawings. They will take care with the placing of the stuffing box. Need the Horsehay Forge engine as the wheel is failing fast. They should proceed at once upon all three engines.

64. Letter. William Reynolds (Ketley) to James Watt (Birmingham). 22 May 1784.
Various drawings for Horsehay Forge and Ketley have arrived. Fears they will have trouble fixing the Horsehay gudgeon.
65. Letter. William Reynolds (Ketley) to Boulton & Watt (Soho). 4 Jun. 1784.
The boiler at Coalbrookdale is nearly finished. Can Joseph Harrison come to examine the engine. The nozzles for Donnington Wood have arrived.
66. Letter. William Reynolds (Coalbrookdale) to James Watt (Birmingham). 22 Jun. 1784.
Expected to hear from Watt about the fly wheels and gudgeons. Assumes Joseph Harrison has communicated their sentiments on them. The cylinder is cast and the other parts are well forward.
67. Letter. William Reynolds (Ketley) to James Watt [?] [Birmingham]. 3 Jul. 1784.
Will adopt the original proposals for the fly wheel and gudgeon if their alteration is going to increase friction. Hopes to visit Birmingham and hear James Watt's thoughts on the "iron harness".
68. Letter. William Reynolds (Ketley) to James Watt [?] [Birmingham]. 26 Jul. 1784.
Shipping of piston rods from Liverpool for Donnington Wood and Ketley. William Fawcett of J. Rathbone & Co. in Liverpool can send one by the fastest route.
69. Letter. William Reynolds (Ketley) to James Watt (Birmingham). 20 Sep. 1784.
Progress with the Horsehay Forge engine. Hopes the forge will be at work in a month. Wants the information about working the Ketley forge engines without chains.
70. Letter. William Reynolds (Ketley) to James Watt [?] [Birmingham]. 29 Nov. 1784.
The young man he mentioned has been working at Coalbrookdale and is now assisting Henry Williams in erecting the forge engines. Had he not been engaged he would have accepted James Watt's offer. Plan to start the Horsehay Forge engine. Most of the castings for the Ketley forge engines are complete.
71. Letter. William Reynolds (Ketley) to James Watt [?] [Birmingham]. 11 Dec. 1784.
Wants the information about working the Ketley forge engines without chains. The Horsehay Forge engine works well and does have enough power. Orders copying paper.
72. Letter. John Rothwell (London) to James Watt [Birmingham]. 2 Nov. 1784.
*Can the parts be sent from Soho as soon as possible as they have the cylinder and want to complete the engine in 5 weeks. Can James Watt give instructions about packing the piston. Can he send cement, a drawing of the working gear, an account of the bolts he is sending, dies for the bolts, steam gauge and barometer.
[The docket notes this was for the Shadwell water works engine.]*
73. Letter. Nicholas Ryder (Marston Forge) to James Watt (Birmingham). 2 Feb. 1779.
Details of his charges for "engine" [i.e. boiler] plates.
74. Letter. Nicholas Ryder (Marston Forge) to James Watt (Birmingham). 30 Mar. 1779.
Is very short of water, therefore needs more time to finish the plates.
75. Letter. Nicholas Ryder (Marston Forge) to James Watt (Birmingham). 29 May 1779.
Delays in making the boiler plates that Watt has ordered from him.

3/382 General Correspondence, S

(41 items)

1. Letter. Richard Savage (Hull) to James Watt (Birmingham). 11 Dec. 1783.
Notes on his plan that Henry Coates sent to James Watt.
2. Letter. Richard Savage (Hull) to James Watt [Birmingham]. 12 Jan. 1784.
He made an error concerning the horses' velocity at Mr. Coates' mill. More details of their requirements.

- 3.** Letter. Richard Savage (Hull) to James Watt [Birmingham]. 12 Mar. 1784.
Details of his experiments to work out the resistance of Coates and Jarrat's mill.
- 4.** Letter. Richard Savage (Hull) to James Watt [Birmingham]. 16 Apr. 1784.
Further details of his experiment to find the resistance of the mill, including a small sketch of the pulley he used.
- 5a.** Letter. Scots Mines Company per William Hamilton, Secretary (25 Lincoln's Inn Fields, London) to James Watt (at Boulton & Fothergill's). 15 Jan. 1778.
Kept with (b) below.
The company want an engine for their works at Leadhills. The present engine is insufficient. Watt had visited Leadhills before with the late James Stirling. Details of the works. Can James Watt call on the treasurer, Mr. Watts, in London. He may also want to correspond with their agent, Mr. Stirling.
- b.** Diagram and notes. Description of the Works at Leadhills so far as relates to the placing an Engine in the Susanna Vein, transmitted by Mr. Stirling about the year 1770.
- 6.** Letter Scots Mines Company per William Hamilton, Secretary (London) to James Watt (at Boulton & Fothergill's). 29 Jan. 1778.
The directors are sending Watt's letter to their agent Mr. Stirling and to the treasurer Mr. Watts. Watts will contact Watt about the proposed engine at Leadhills.
- 7.** Letter. George Seddons (London) to Boulton & Co. (Birmingham). 30 Jul. 1782.
Enquiring about an engine to work three pairs of stones in a friend's mill.
- 8.** Letter. George Seddons (London) to Matthew Boulton [Soho]. 10 Aug. 1782.
The bearer, Seddons' foreman Mr. Eggleso, is in Birmingham to see his son. Can Boulton recommend a japanner. Will discuss [his friend's mill] when he sees Boulton.
- 9.** Letter. William Jervas Simcock (—) to Matthew Boulton [Soho]. 4 Aug. 1777.
Docketed "Declaring what his invention is."
Description of the principles of his engine. Matthew Boulton may reject or approve of them. Logan Henderson has no opinion and says Simcock is "bigoted".
- 10.** Letter. William Jervas Simcock (—) to James Watt [?] [Birmingham]. "Wednesday morning" [— Sep. 1777].
Observed the engine and the filling of the boiler. There should be an index to the water cock, and the window in the boiler should be stopped up.
- 11.** Memorandum. The humble address of William Jervas Simcock. 1777.
Logan Henderson suggested he should work for Boulton & Watt. His own developments [using elastic vapour instead of steam]. Mr. Hall told him he was discharged from Boulton & Watt's service – he feels insulted. Is seeking Matthew Boulton's approval of his design. He will not construct engines on any design other than what he has described.
- 12a.** Letter. William Jervas Simcock (—) to ? Not dated.
Enclosing (b) below.
Describing his "saw engine" and offering it for use at Soho.
- b.** Drawing. Section of Simcock's saw engine.
- 13.** Letter. Archibald Smellie (Glasgow) to James Watt (care of Boulton & Fothergill, Birmingham). 3 Feb. 1777.
Has contracted Peter and Francis Smith to construct his colliery machinery. Can Watt send them the directions for erecting an engine.

14a. Letter. John Smith (Draper's Hall, London) to Boulton & Watt (Birmingham). 1 Jul. 1783.
Docketed "Enclosing queries about a fire engine." Enclosing (b) below.
Wants to alter the pumping engines at his collieries in Glamorgan. Is considering new engines for coal winding. His agent Mr. Kirkhouse can give details.

b. Memorandum. Heads of Matters to confer upon with Messrs. Boulton & Watt.
Details of John Smith's collieries at Lansamlet and Landoor – details of existing engines, depth of shafts, queries about winding engines.
[Both Boulton and Watt have added notes and replies.]

15. Letter. John Smith (Draper's Hall) to Boulton & Watt [Soho]. 9 Aug. 1783.
Has not heard from Boulton & Watt about their discussion with his agent Mr. Kirkhouse.

16. Letter. James Spedding (Whitehaven) to Matthew Boulton (Soho). 11 Jun. 1776.
Received James Watt's order for a piston rod. It is being forged and will be forwarded to Chepstow.

17. Letter. James Spedding (Whitehaven) to Matthew Boulton (Soho). 29 Sep. 1776.
Examined the piston rod and found the diameter was too small. Is therefore preparing a new one.

18. Letter. Spedding Hicks & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 5 Nov. 1776.
Have finished the piston rod and sent it to John Baldwyn at Chepstow. Sending an invoice. The rod took considerable labour in carrying it to the hammer, and turning it. Another rod is ready for turning – the first rod which was too small.

19a. Invoice. Spedding Hicks & Co. (Seaton Works). 17 Nov. 1777.
Sent with (b) below.
Invoice for two piston rods.

b. Letter. Richard Dearman (Worthington) to James Watt (Harper's Hill). 27 Nov. 1777.
What are their directions about the piston rods being forwarded from Newport. Can get Thomas Richards to forward them. Enclosing an invoice and a letter from J. Walker.

20. Letter. Spedding Hicks & Co. per J. Walker [Seaton Works] to Richard Dearman [?].
— Mar. 1779.
Docketed "United Mines Rod."
Shipping of a piston rod for United Mines. The Wheal Chance rod is nearly ready. Have heard from Lawson & Sons that Gilbert Meason's rod has arrived.

21a. Letter. Spedding Hicks & Co. per J. Walker (Seaton Works) to Boulton & Watt [Soho].
12 June 1780.
Kept with (b) & (c) below. Docketed "Invoices of piston rods Poldice, Pool, Ketley and Gregory 1779-80."
On the same sheet:
Invoice for a rod for Poldice Mine.
Shipping of a piston rod for Poldice. Richard Dearman has ordered another rod for Boulton & Watt. [Marked "Entd. 366 J[ames] P[earson]" and "charge the above to Dolcoath engine"].

b. Invoice. Spedding Hicks & Co. (Seaton Works). 8 Feb. 1780.
For a piston rod for Gregory mine.
[Marked "Entd. 297 J[ames] P[earson]".]

c. Invoice. Spedding Hicks & Co. (Seaton Works). 10 Oct. 1780.
For piston rods for Pool mine and Ketley.
[Marked "Entd. 418 J[ames] P[earson]".]

- 22.** Letter. James Spedding (Whitehaven) to Richard Dearman (—). 2 Nov. 1780.
Docketed "About forged iron work."
The company have declined to make the wrought iron work for Boulton & Watt engines. Speddings & Fisher will make the parts mentioned by Dearman in the engravings, but not do the whole of the iron work for an engine. Details of the iron work.
- 23.** Letter. James Spedding (Whitehaven) to Boulton & Watt [Birmingham]. 7 Dec. 1780.
Docketed "Acceptance of the order for Wheal Virgin iron work."
Will begin the order for heavy iron work for Wheal Virgin as forwarded by Richard Dearman.
- 24.** Letter. James Spedding (Whitehaven) to Boulton & Watt (Birmingham). 27 May 1781.
Is concerned by the time Speddings Fisher & Co. are taking with the engine work. The workmen do not understand "executing by a draft". Will complete the Wheal Virgin order soon and begin the Poldice work. The work has been delayed by Mr. Fisher accepting a government contract for large anchors. Hopes further orders will be carried out more quickly. List of the finished parts.
- 25.** Letter. James Spedding (Whitehaven) to Boulton & Watt (Birmingham). 3 Jun. 1781.
Listing iron items finished and outstanding [for Wheal Virgin and Poldice].
- 26.** Letter. James Spedding (Whitehaven) to Boulton & Watt [Birmingham]. 5 Jun. 1781.
Docketed as Spedding & Fisher. "List of iron work."
Listing items shipped to Hugh Jones in Chester by Spedding Fisher & Co. They will be transhipped in Chester together with piston rods and pump rod plates made by Spedding Hicks & Co. into the vessel carrying the cylinders. In consequence of Boulton & Watt's letter, Mr. Fisher has declined further engine iron work. Lists unfinished iron work. Spedding Hicks & Co. will complete it at Seaton Works.
- 27.** Letter. James Spedding (Whitehaven) to Boulton & Watt (Soho). 22 Jun. 1781.
Mr. Fisher weighed the Wheal Virgin and Poldice ironwork together but they can easily be separated as the cases are marked. List of the Poldice items sent to Chester. Spedding Hicks & Co. are proceeding with the rest of the Poldice iron work.
- 28.** Letter. Spedding Hicks & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 7 Dec. 1781.
The Trevaskus mine piston rod is ready – shipping details. They will proceed with the Dolcoath mine rod. They may have to draw on Boulton & Watt for payment for rods made in June.
- 29.** Letter. Spedding Hicks & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 10 Dec. 1781.
Are sending the Trevaskus rod to Joseph Rathbone & Co., not Thomas Beckett.
- 30.** Letter. James Spedding (Whitehaven) to Boulton & Watt (Soho). 3 Aug. 1781.
Spedding Hicks & Co. have finished the engine work for the Cornish engines.
- 31.** Transcript of letter. James Spedding [Whitehaven] to Richard Dearman [Birmingham]. Circa Jun. 1782.
The young man recommended as a colliery agent has had an offer from Wales. The engine carpenter has had an offer from James Bateman which he has accepted as he has to support his family. James Armitage is happy to work for Boulton & Watt – he will have more chance of learning drawing in Birmingham as there are no "Masters" at Seaton.
On the same sheet:
Letter. Richard Dearman [Birmingham] to James Watt (Harper's Hill). 2 Jul. 1782.
Is sorry that the carpenter is employed, as he would have been useful to Boulton & Watt.

- 32.** Letter. Spedding Hicks & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 26 Dec. 1782.
*Docketed "Poldice spare rod."
 The Poldice rod is ready – the best they have made. They have no opportunity to ship it to Bristol or Chepstow, rare opportunities for Chester, so will ship it to Liverpool.
 [James Watt has used the sheet for a list of engine parts for Poldice.]*
- 33a.** Letter. Spedding Hicks & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 17 May 1783.
*Sent with (b) below.
 Have received the order for 3 piston rods through Richard Dearman. The rod for Whitegrit mine is begun. Drawing on Boulton & Watt for the balance of their account.*
- b.** Letter. John Buchanan (Soho) to James Watt (Harper's Hill). 17 May 1783.
Spedding Hicks & Co. have drawn on Boulton & Watt for their balance, which does not agree with Boulton & Watt's books. The difference arises from piston rod caps that were sent late or not ordered.
- 34.** Letter. Spedding Hicks & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 13 Jan. 1784.
*Docketed "About Ocker Hill and Donnington rods, and the 25 rod caps to be returned."
 Have shipped Dolcoath No. 3 piston rod. Have received the orders for Ocker Hill, Donnington Wood and Poldice No. 4 rods, but have been delayed by their machinery being frozen with ice. Problem of 25 surplus pump rod caps lying at Chester.*
- 35.** Letter. Spedding Hicks & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). — Apr. 1784.
*Docketed "With invoice Poldice No. 4."
 Shipping of Poldice No. 4 piston rod. Have drawn on Boulton & Watt for £100. The Ocker Hill and Donnington Wood rods will be done the week after next. Wish to hear about the 25 surplus rod caps.
 [The invoice for the Poldice rod has been cut from the sheet.]*
- 36.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 10 Jul. 1784.
*Docketed "Ketley, Donnington, Ocker Hill rods and state of account."
 Shipping of 5 piston rods. Note of the balance of their account. Have received the 25 rod caps from Chester.
 On the same sheet:
 Invoice for Donnington Wood, Ocker Hill and 3 Ketley rods.*
- 37.** Letter. Martin Stephens (Crane) to Matthew Boulton [Soho]. 2 May 1783.
*The poor state of Trevaskus mine. They will find a new lode, but many of the adventurers are too poor to support it. Can Boulton help by setting aside all or part of the premium. Boulton's leniency is likely to help Reskene mine. Offers a 1/30th share in Trevaskus to Boulton.
 [The letter is marked by Boulton "Q[uer]y at what time did it become poor. I think we should only take their case into consideration from the 1st of May".]*
- 38.** Letter. Stonard & Curtis (Lambeth) to Matthew Boulton [Soho]. 24 Jun. 1784.
Want the details of an engine that Boulton promised when he was at Lambeth. This is the time of year when they have least to do.
- 39.** Letter. Stonard & Curtis (Lambeth) to Boulton & Watt [Soho]. 19 Nov. 1784.
Details of the site and proposed buldings for their engine. Queries about the site of the well, the mill stones and the boiler. Stonard thanks James Watt for the paper on dephlogisticated air. He has had little time to study elastic fluids.
- 40.** Memorandum. Mr. Uriah Stone, Wharfinger, Bristol. Not dated.
Recommendation of Uriah Stone by Mr. Hunt of Bewdley.

41. Letter. John Stuart (London) to Matthew Boulton (Soho). 10 Jun. 1782.
Is Boulton still going to Ireland and can he still recommend Stuart's brother to Lord Lifford. His brother is also applying to the Duke of Portland. Monsieur Cavalli is returning to Paris and is keen to have a small Boulton & Watt engine. Can Boulton send him details.

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 241

3/383 General Correspondence, T, V (28 items)

1. Letter. John Tankard (54 New Street, Birmingham) to Boulton & Fothergill (New Hall Street). — Apr. 1782.
A gentleman wants an engine for pumping a colliery and has asked Tankard to enquire of Matthew Boulton about prices.
[The letter is marked "For Mr. Boulton".]
2. Letter. John Tankard (Birmingham) to Matthew Boulton (Soho). 3 Apr. 1782.
The gentleman has left to consult an engineer at his works. He will return in a fortnight but Tankard will be away, so he has sent the gentleman Matthew Boulton's letter.
3. Letter. Walter Taylor (Southampton) to James Watt [?]. 27 Jun. 1780.
Is cutting the lignumvitae into rolls. Queries about grooves to be cut in the ends of the rolls and the diameter.
4. Letter. S. Teissier (21 Old Broad Street, London) to Boulton & Watt (Birmingham). 19 Aug. 1783.
Asks for details of an engine to raise water to 10 feet high through a 15 inch pipe. The information might lead to orders from his friend in France.
5. Letter. S. Teissier (London) to Boulton & Watt (Birmingham). 26 Aug. 1783.
Has sent the information to his correspondent in France.
6. Letter. Francis Thompson (Ashover) to James Watt (Soho). 6 May 1780.
Problems with the engine at Yatestoop mine. It cannot cope with the amount of water. Details of the water, the engine's performance and the pumps. The proprietors would be happy for James Watt to alter the engine provided he did not alter the great beam. Asks for further details for the Gregory mine engine, and for the drawing of the beam.
7. Letter. Francis Thompson (Ashover) to James Watt (Birmingham). 25 Jun. 1781.
The engine is ready and they are waiting for the miners to cut into the vein to release the water. Can Joseph Harrison come to set the engine going on the 8th or 9th of July.
8. Letter. Francis Thompson (Ashover) to Matthew Boulton (Soho). 7 Nov. 1781.
Needs pasteboard for the cylinder for the Gregory engine. The engine is going well, the joints are good and the mine is producing a large quantity of ore.
9. Letter. Francis Thompson (Ashover) to James Watt (Birmingham). 30 Jan. 1782.
Has not yet covered the Gregory engine's steam pipes and the upper pannels of the steam case. When Matthew Boulton visited he ordered that it should be done, but they have run out of pasteboard and he has not had a reply to his letters ordering more. Mr. Kirk also sent the carpenter home. However the engine is otherwise complete.
10. Letter. Godfrey Thornton (London) to Boulton & Fothergill (Birmingham). 1 Jul. 1782.
Introducing Revd. Smirnov, Chaplain to the Russian Embassy, and his travelling companion. They are going to visit Soho.

- 11.** Letter. John Threlkeld for John Wilkinson (Bradley) to James Watt [?]. 13 Apr. 1781.
Docketed "Poldice clack seats."
Alterations to the clack door for the Poldice pump. Plans to make the steam pipes and valves – should they be brass or iron.
- 12.** Letter. John Threlkeld for John Wilkinson (Bradley) to Boulton & Watt (Soho). 19 Jul. 1781.
Details of current orders Boulton & Watt have at Bradley: the Wheel Virgin steam pipes have been sent; an order for 16 clack seats for Wheel Virgin; parts for Poldice; a nozzle for Coalbrookdale which Matthew Boulton said they could delay. List of items as yet uncast.
- 13.** Letter. John Threlkeld for John Wilkinson (Bradley) to John Buchanan (Soho). 23 Jan. 1782.
Docketed "Account of the weight of pit ropes."
Weight and dimensions of pit ropes. John Wilkinson will give them credit for the taps, ink powders etc.
- 14.** Letter. John Threlkeld for John Wilkinson (Bradley) to Boulton & Watt (Soho). 17 Jun. 1782.
Cannot progress with the nozzles as they are making castings for a nearby colliery and Mr. Goodred and many workmen are sick. Can Boulton & Watt send drawings and instructions for the forge, as John Wilkinson is pressing him about it. It is the uppermost thing in Wilkinson's mind. Can they send the French gudgeon order. The beam is being made at Willey. Presumes it is for this same engine they are to make two nozzles.
- 15.** Letter. Thwaites Parry & Perkin (Liverpool) to Boulton & Watt [Soho]. 12 Apr. 1784.
Thomas Beckett says Boulton & Watt's goods are safe in Mr. North's warehouse. He proposes carrying on his business when matters are settled. Had they known about Boulton & Watt's goods they could have shipped them to Cornwall.
- 16.** Letter. Anthony Tissington (Alfreton) to Matthew Boulton [London]. 16 Aug. 1781.
Berbers & Wilkinson gave Boulton's letter to the proprietors of Yatestooop mine. They want further information. Details of the problems of their existing engine. They have contemplated placing a new engine underground. What will be the cost of a Boulton & Watt engine and would they place on the surface or underground.
- 17.** Letter. Anthony Tissington (Alfreton) to Matthew Boulton (Soho). 6 Sept. 1781.
Hopes Boulton will visit to discuss Yatestooop mine he is in Derbyshire. The majority of the proprietors wish to continue with the existing engine.
- 18.** Letter. Anthony Tissington (Alfreton) to Matthew Boulton [Soho]. 17 Sept. 1781.
Sorry Boulton cannot visit. Is sure he could overcome Boulton's objection to Mrs. Boulton and his niece visiting his thatched cottage. Hopes they will meet to discuss Yatestooop mine.
- 19.** Letter. Sampson Tomlinson for John Tomlinson (Wolverhampton) to Boulton & Watt (Birmingham). 2 Aug. 1780.
Docketed "About Penryndee steam case."
The eleven cylinder plates were delivered to Hugh Jones at Chester by Josⁿ Blakeman. They are lying at Chester – this is not the courier's fault as Boulton & Watt did not say who they were ultimately for and Jones has been neglectful.
- 20.** Letter. Jacob Troy (Chatham) to John Rothwell (Shadwell). 2 Jan. 1781.
Needs the plan and estimate [of the proposed Rochester water works engine].
- 21.** Letter. Jacob Troy (Chatham) to John Rothwell (Shadwell). 21 Jan. 1781.
Mr. Walrond, the other principal shareholder in Rochester water works, has settled the differences between them and wants the plan and estimate of the building and the expenses of the engine. Can he send it as soon as possible.

- 22.** Letter. Jacob Troy (Chatham) to Boulton & Watt (Birmingham). 17 Feb. 1781.
Is the principal proprietor of Rochester water works. Mr. Woodham and Mr. Rothwell have advised him to get a small Boulton & Watt engine. He has seen Cook & Co.'s engine in Stratford and thinks one of this size will be more suitable. Asks for details. Hopes to buy more shares "to prevent obstacles..."
- 23.** Letter. William Turner (Birmingham) to Matthew Boulton (Soho). 24 Jun. 1782.
Can Matthew Boulton look at the rules that he, William Russell and Mr. Rickards have drawn up from the various materials on military associations. They do not want to publish anything before the next committee meeting. Hopes Mr. Carless or Dr. Spencer have got answers from London about General Conway's bill.
- 24.** Letter. Thomas Varden (Macclesfield) to Matthew Boulton (Soho). 5 Apr. 1777.
*Requests details of an engine for his colliery.
[The sheet has been used for calculations.]*
- 25.** Letter. Thomas Varden (Macclesfield) to Boulton & Watt (Soho). 11 Apr. 1781.
Now needs an engine. What advantage does it have besides saving money on coal, as coal is very cheap in his area. What would an engine with a 36 inch cylinder cost.
- 26.** Transcript of letter. John Vice (—) to Mr. — Bastard (Truro). Not dated.
*Docketed "About a new invented fire engine."
Bastard should inform Logan Henderson that someone in Camborne is said to have constructed an engine superior to Boulton & Watt's and is trying to get a patent. Thinks it might be "a compound of Mr. Boulton's and mine". If that is the case he is sure he can prove prior invention and therefore can enter a caveat against them.*
- 27.** Letter. Thomas Vickers (Shadwell) to Matthew Boulton (Soho). 12 Jul. 1779.
Has almost finished work on the engine. Can Boulton & Watt find new work for him and his son as the press gang is likely to take them if out of work. John Rothwell has told him nothing will be done with the engine until Boulton & Watt have made their trial. It goes very well.
- 28.** Letter. Thomas Vickers [London] to Boulton & Watt (Soho). 30 Oct. 1779.
*Docketed "Answered 10 Nov."
Has visited the Shadwell and Chelsea engines. The former goes very well. The latter is not in so good a condition. Problems with the nozzles. They have repaired their old engine. Has not heard from Boulton & Watt – hopes they have not forgotten their promises.*

3/384 General Correspondence, W, Y

(94 items)

- 1.** Letter. James Walker (Edinburgh) to James Watt [Birmingham]. 8 Sep. 1776.
Sending James Watt the memorial concerning the case between Mr. Wanchope of Niddry and Sir Archibald Hope, and the queries which Sir Archibald wants James Watt to answer. James Watt is to return the memorial.
- 2.** Letter. Samuel Walker (Rotherham) to Boulton & Watt (Soho). 15 May 1781.
- 3.** Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt (Birmingham). 29 May 1781.
- 4.** Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt (Birmingham). 12 Jun. 1781.
- 5.** Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt (Soho). 15 Aug. 1781.
- 6.** Letter. Samuel Walker & Co. (Rotherham) to John Hall (care of Miss Johnson, Aldgate High St., London). 21 Aug. 1781.
- 7.** Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt (Birmingham). 10 Sep. 1781.
- 8.** Letter. Thomas Walker "for my Father & Co." (Rotherham) to Matthew Boulton (Soho). 22 Sep. 1781.

- 9.** Memorandum. Directions for the Founder respecting the Castings for Messrs. Walkers' engine. Not dated [circa Feb. 1782?].
In James Watt's hand.
- 10a.** Letter. Samuel Walker & Co. (Rotherham) to Matthew Boulton [Soho]. 9 Feb. 1782.
Kept with (b) below.
- b.** Transcripts of letters (press copies).
2 transcripts on the same sheet, as follows:
John Hall (Rotherham) to Matthew Boulton. 9 Feb. 1782.
Samuel Walker & Co. (Rotherham) to Matthew Boulton. 9 Feb. 1782.
- 11.** Letter. Samuel Walker & Co. (Rotherham) to Matthew Boulton (Soho). 19 Feb. 1782.
- 12.** Letter. Samuel Walker & Co. (Rotherham) to Matthew Boulton (Birmingham).
24 Apr. 1782.
- 13.** Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt (Soho). 6 May 1782.
- 14.** Letter. Samuel Walker "for self & Co." (Rotherham) to Boulton & Watt (Soho).
24 Aug. 1782.
- 15.** Letter. Samuel Walker "for self & Co." (Rotherham) to Boulton & Watt (Soho).
29 Nov. 1782.
- 16.** Letter. John Walker "for Company & Self" (Rotherham) to Boulton & Watt (Birmingham).
9 Dec. 1782.
- 17.** Letter. John Walker "for Brothers & Co. & Self" (Rotherham) to Boulton & Watt (Birmingham). 30 Dec. 1783.
Docketed "With remittance £54.12."
- 18.** Letter. Thomas & Richard Walker (Manchester) to Matthew Boulton (Birmingham).
12 Aug. 1782.
Richard Walker will accompany Mr. Christian to London. They will visit Matthew Boulton. Can one of the clerks reserve them places on the post coach from London to Birmingham. [Zaccheus Walker has added a note about the places on the coach and the people visiting Matthew Boulton.]
- 19.** Letter. Thomas Walker (Manchester) to Matthew Boulton (Birmingham). 24 Aug. 1782.
Has received a letter from his brother in London and has seen Roger Worthington. Worthington and Joshua Wrigley will come to Birmingham. [Zaccheus Walker forwarded this letter to James Watt, noting that he supposed it belong to the engine business as Matthew Boulton had been arranging a time with Thomas Walker for his friends to consult about an engine for a cotton mill.]
- 20.** Letter. David Watson (Glasgow) to James Watt [Birmingham]. 7 Dec. 1780.
Has a sixteen year old lad who has been apprenticed to Mr. Gilchrist, a wright. Can Watt employ him for a year or two. James Lawson is pleased with his work. What does Watt think of him.
- 21.** Letter. David Watson (Glasgow) to James Watt (Birmingham). 16 Feb. 1781.
Thanks Watt for the good account of James Lawson. Approves of his proposal for the young man and will tell him to be ready to go to Watt. The boy has had few opportunities for improvement.

- 22.** Letter. David Watson (Glasgow) to James Watt (Birmingham). 14 Mar. 1781.
Will sign the agreement for the boy to work with Boulton & Watt. The boy's name is also David Watson and "I own him as my son". Has tried to get him educated. His former master Mr. Gilchrist was very fond of him. Watson is happy for him to be under Watt's instruction.
- 23.** Letter. David Watson (Glasgow) to James Watt (Birmingham). 28 Mar. 1781.
Supposes David Watson Junior is with James Watt. Will sign and return a stamped copy of the indenture. "Davie"'s good character.
- 24.** Letter. David Watson (Glasgow) to James Watt (Birmingham). 21 Jun. 1781.
- 25.** Letter. George Watson Jr. (Bristol) to Boulton & Co. (Birmingham). 16 Aug. 1782.
Has been appointed by the Associated Tin Proprietors of Cornwall to sell block tin. Offering to supply Matthew Boulton.
- 26.** Letter. Were's & Co. (Warrington [?]) to Boulton & Watt (Soho). 7 Apr. 1784.
Have received their copying machine. Have also received a second one directed to Charles Fox of their house. They only ordered one – who is this one for.
- 27.** Letter. Samuel Whitbread per Jacob Yallowley (London) to Matthew Boulton [Soho]. 29 May 1781.
Details of the cement Whitbread has used for his cisterns. What does Boulton think of it.
- 28.** Memorandum. Particulars of Mr. Whitbread's Mill. 1784.
Details of the malt mill and its horse wheel, shafts and stones.
- 29.** Letter. Jacob Yallowley (London) to Matthew Boulton [Soho]. 25 May 1784.
*Docketed as Samuel Whitbread.
Mr. Goodwin saw two engines working at Soho. Mr. Whitbread wants to know if they are still up and working. If so he or Yallowley will come to see them.*
- 30.** Letter. Jacob Yallowley (Shipston) to Boulton & Watt (Soho). 4 Jun. 1784.
*Docketed as Samuel Whitbread.
Queries on the coal consumption of the Albion Mill [?] and Bradley engines. How much coal will Samuel Whitbread's proposed engine consume if it is 10 horses, and how much malt will it grind in an hour with four pairs of stones.*
- 31.** Letter. Jacob Yallowley (London) to James Watt [?] [Birmingham]. 13 Jul. 1784.
When will Boulton & Watt's engine for grinding wheat [i.e. the Albion Mill engine?] be ready as Samuel Whitbread intends to visit it.
- 32.** Letter. Jacob Yallowley (London) to James Watt [Birmingham]. 22 Jul. 1784.
*Docketed as Samuel Whitbread.
Samuel Whitbread will visit Henry Goodwyn's engine as it will be ready in just over a week.*
- 33.** Letter. Samuel Whitbread per Jacob Yallowley (London) to Boulton & Watt [Soho]. 26 Aug. 1784.
Whitbread has visited Henry Goodwyn's engine and definitely wants an engine. Orders a 10 horse engine. Enclosing the draft agreement. Can Boulton & Watt visit to view the works.
- 34.** Letter. Samuel Whitbread (London) to James Watt (Birmingham). 4 Sep. 1784.
Arrangements to meet Watt when he visits London.
- 35.** Letter. Samuel Whitbread (London) to James Watt [Birmingham]. 2 Dec. 1784.
The works is ready – when can they expect the engine. One of Boulton & Watt's agents from Blackfriars visited, asking about millwright's work and preparations. They can do nothing until Watt has visited as agreed when Watt was in London.

- 36.** Letter. Samuel Whitbread (Bedwell Park) to James Watt [Birmingham]. 4 Dec. 1784.
Did not mention the mashing machine in his last letter as his clerks were there and might have objected. Hears that Watt will be in London – can he visit to see the operation.
- 37.** Letter. James White (Doonane) to Logan Henderson (Soho). 19 Apr. 1782.
P. Colclough is in Dublin and has been ill following his daughter's death. Progress with the engine house and various parts. The parts coming from England should be sent to Waterford. Sorry to hear that Henderson's goods "were wrecked". Hopes they can make the beam. Asks for drawings and directions for the boiler.
- 38.** Letter. James White (Doonane) to Boulton & Watt (Soho). 16 May 1782.
Arrangements for the delivery and payment for the goods for Messrs. P. & A. Colclough. They want the engine erector immediately, but White cannot make a decision about the assistant as the Colcloughs are not present.
- 39.** Letter. James White (Doonane) to Logan Henderson (Dublin). 15 May 1783.
Glad to hear that Henderson is safely settled in Dublin. James Law is finishing on the engine and will return to England. P. Colclough wants Henderson to arrange a man to work the engine as he does not trust "the ignorant people" there. The works are still poor. Ned Fitzgerald sends his regards – he has come into a considerable legacy. If Ned Bull is not engaged perhaps he could come to Doonane.
- 40.** Letter. John Whitehurst (London) to James Watt (New Hall). 29 Aug. 1783.
Cannot remember how the business between Monsieur Perier and Boulton & Watt ended. Le Duc de Chaulnes proposes coming to Soho – he is well acquainted with Perier and might be able to help.
- 41.** Letter. Joseph Whitfield (Newcastle) to Boulton & Watt [Soho]. 17 Jul. 1784.
*Docketed "About a paper mill."
Whitfield, a bookseller, plans to erect a paper mill. A Boulton & Watt engine might be suitable. Details of the mill.*
- 42.** Letter. Joseph Whitfield (Newcastle) to Boulton & Watt [Soho]. 28 Aug. 1784.
Further details of his planned paper mill.
- 43.** Letter. W. Whitmore (Birmingham) to John Buchanan (Soho). 10 Dec. 1784.
*Docketed "About oval lathe."
Notes that James Watt thinks he charged too much for the oval lathe. Does not believe this was the case.*
- 44.** Letter. John Wiggin (London) to Matthew Boulton [Soho]. 18 Jun. 1784.
Seeking employment as an iron founder for Matthew Boulton's works at Blackfriars [Albion Mill].
- 45.** Letter. John, Jos. & Thomas Wilkes (Overseal) to Boulton & Watt (Birmingham). 19 Oct. 1783.
*Docketed "Cotton mill engine."
Enquiring about an engine to work their cotton mill. Will it be smooth enough.*
- 46.** Letter. John, Jos. & Thomas Wilkes (Overseal) to James Watt [?] [Birmingham]. 7 Nov. 1783.
Have considered an engine but as no cotton mill is yet worked by one they are fearful of buying one. Would have preferred to have seen one first.
- 47.** Letter. Thomas Williams (Trelethin, near Haverfordwest) to Boulton & Fothergill "Engine Makers" (Birmingham). 12 Jul. 1776.
Docketed "Answered the 30th '76."

48. Letter. Thomas Williams (Llanidan, Anglesey) to Matthew Boulton (Soho). 29 Aug. 1781

49. Letter. Mr. — Wills (Helston) to Matthew Boulton (at Thomas Wilson's, Chacewater). 16 Jan. 1780.

Cannot go with Boulton to visit the engines Boulton mentioned as he has gout. Did Boulton base his calculations on Trevennen mine. Wills intends his mine – Tremenheere – to be deeper. Details of the common engine he has already.

50. Letter. Humphrey Winchester (Bakewell) to James Watt (Soho). 4 May 1776.

The bearer Francis Thompson wishes to see Watt's engine. They plan to erect an engine at Yatestooop mine in the summer. Thompson will give Watt details of the mine.

51. Letter. William Winlaw, engine maker (Margaret Street, Cavendish Square) to Matthew Boulton [Soho]. Circa Jul. 1784.

Docketed "Queries for sugar mill engine."

Has received a query from a gentleman in Antigua who wants to know if James Watt's engine can be applied to sugar cane mills.

52. Letter (draft). Matthew Boulton [Soho] to James Wiss. Circa 1778 [?].

Docketed "Engine letter Mr. Wiss."

Has sent the various parts to London. Understands Wiss is going to France – can he arrange payment before he goes. General meeting of the Chacewater Company. Thomas Fenton was happy to sign the engine agreement but wanted to lay it before the whole company. Objections of one of the company who is an attorney. Boulton acquiesced as none of the objections affected their profits and no objections were raised to the payment. The attorney is drawing up new articles. Boulton will send them to Wiss or Mr. Platell. Arrangements for payment of bills between Boulton & Watt and Wiss and Platell.

53. Letter. William Wood (Pateley Bridge) to James Watt (Birmingham). 21 Jul. 1783.

John Lister is ill so work has almost stopped at Craven Cross. Can they send another man and also instruction on making the joints. Expects the last of the materials so everything will be ready to put the engine together. Lister says Watt did not mention a rod.

54. Letter. William Wood (Pateley Bridge) to James Watt (Birmingham). 21 Sep. 1784.

Mr. Priestley sent Watt's letter. Expected to see Watt and John Smeaton. The place where he wants the engine is very cold so little work can be done in winter. Can they visit immediately. Has had applications from people pretending to know how to remove the water.

55. Letter. Thomas Wrathall (Woodhouse) to Matthew Boulton (Soho). 1 Apr. 1777.

Has seen a copy of Watt's letter to Mr. Hirst about steam wheels. Has a small colliery – would a steam wheel or small engine be suitable for pumping water. Has also seen a description of a Boulton & Watt engine at Stratford Le Bow in The Review [Cook & Co.'s engine] – this lifts water from the same depth as his colliery. What did it cost. [The sheet has been used for calculations.]

56a. Letter. Edward Wright (Wednesbury) to Matthew Boulton (Soho). 20 Jun. 1784.

Kept with (b) below.

Trade is bad and he cannot make his livelihood as he wishes. Is therefore going to America. Arrangements to pay his creditors including Matthew Boulton.

b. Memorandum. Edward Wright agreed with Jos. Baker at Soho Mr. Boulton for 10 sacks of thirds and 10 sacks of seconds. Not dated.

57. Letter. John Wright (Dunfermline) to James Watt (Birmingham). 2 Jan. 1778.

Has seen Peter Colville's engine at Torryburn. Offers his services as an agent. Details of his career including his erection of common engines for collieries. [James Watt has added "Jan. 8th wrote to Mr. Henderson to make the proper enquiries and to keep him unengaged."]

- 58.** Letter. John Wright (Dunfermline) to James Watt (Birmingham). 2 Feb. 1778.
Applied to Logan Henderson, but he was only hiring enginemen, wrights and smiths, not overseers. Has had 20 years experience of erecting common engines. Proposals for his terms of engagement with Boulton & Watt.
- 59a.** Letter. John Wright (Dunfermline) to James Watt (Birmingham). 7 Sep. 1778.
*Enclosing (b) below.
Enclosing a proposal from the Batavian Society of Experimental Philosophy of Rotterdam to award a premium for the adaptation of the steam engine to drain land. This was sent to Wright by his friend Mr. Van Liender. Extensive details of the lake, windmills, the common engine already installed and the pumps. The potential sales would be great. Is still seeking suitable employment so would be happy to serve Watt in this matter. His proposals for a suitable engine.*
- b.** Printed notice. The Batavian Society of Experimental Philosophy, Rotterdam. Circa Sep. 1778.
Notice that the Society will award a premium to whoever can adapt a steam engine for draining land.
- 60.** Letter. John Wright (Dunfermline) to James Watt [Birmingham]. 29 May 1780.
Wrote to Watt before offering his services and informing Watt about the Batavian Society premium. His essay won the Society's gold medal. Has been engaged in engine and colliery business but this is now slack. Again offering his services.
- 61.** Letter. John Wright (Dunfermline) to James Watt [Birmingham]. 22 May 1781.
Again offering his services as an engineer or agent. Business is very slack and he has only erected one engine since last Christmas.
- 62.** Letter. John Wright (Dunfermline) to James Watt [Birmingham]. 7 Jun. 1781.
Details of his work erecting engines and managing collieries. Terms on which he will engage with Boulton & Watt.
- 63.** Letter. John Wright (Dunfermline) to James Watt [Birmingham]. 22 Mar. 1782.
Did not hear from Boulton & Watt in January. Is now working for John Grieve, William Cadell and partners at their colliery. The business does not suit him. Again offers his services to Boulton & Watt.
- 64.** Letter. Mayson Wright (Hull) to Matthew Boulton (Birmingham). 3 Apr. 1778.
Requests details of an engine for Hull water works. John Smeaton has recommended Boulton & Watt's engine. Details of the copper boiler he already has.
- 65.** Letter. Mayson Wright (Hull) to Boulton & Watt (Birmingham). 24 Apr. 1778.
Agrees to Boulton & Watt's terms for the engine. However he only leases the water works from Hull Corporation, and the engine cannot be removed as it will be used to supply people with water. Approves of allowing John Smeaton to act as an adjudicator if necessary.
- 66.** Letter. Mayson Wright (Hull) to James Watt (Green Lettice Lane). 15 May 1778.
*Docketed as 14 May.
Has received the drawings. Wants a list of parts. Details of where the various castings are to be ordered from. Details of the chain construction.*
- 67.** Letter. Mayson Wright (Hull) to James Watt (Green Lettice Lane). 7 Jun. 1778.
Progress with the engine house. Has ordered the pumps from Mr. Walker of Rotherham. Query about the clack seat construction.
- 68.** Letter. Mayson Wright (Hull) to James Watt (Green Lettice Lane). 26 Jun. 1778.
*Does not object to Boulton & Watt's articles of agreement. Does not see how his engine can be compared to the Chelsea engine as they burn different coals. Would be happy to compare his engine to John Smeaton's engines. Needs instructions for the clack seat.
[This letter was unsigned. It was forwarded to James Watt "care of Boulton & Fothergill".]*

- 69.** Letter. Mayson Wright (Hull) to Matthew Boulton (Soho). 21 Aug. 1778.
John Wilkinson is sending his engine parts. Concerning the agreement, he had engaged John Smeaton to build his engine but Smeaton recommended Boulton & Watt. Wants to use Smeaton's calculations as the standard of comparison, but if Boulton & Watt insist on comparison with the Chelsea engine he will submit.
- 70.** Letter. Mayson Wright (Hull) to Boulton & Watt (Soho). 14 Sept. 1778.
*Glad to hear from William Playfair that his engine parts are on the way. Can they get the rest sent from Bersham as soon as possible as the engine is very much wanted.
[Matthew Boulton has used the sheet for a draft of his reply, as follows:
Supposes the goods from Bersham are on the road. Proposes that Logan Henderson erects the engine as he is at Byker Colliery near Newcastle. Wright should write to him.]*
- 71.** Letter. Mayson Wright (Hull) to Boulton & Watt (Birmingham). 26 Jan. 1779.
After delays in getting parts from Bersham, the engine is at work and performing to his "entire satisfaction". It does credit to Boulton & Watt. Praise for Logan Henderson. Will be happy to have John Smeaton settle the premium.
- 72.** Letter. Mayson Wright (Hull) to Logan Henderson (Soho). 16 Mar. 1779.
The panel plates have not yet arrived. Extensive details of experiments done on the engine. Can Henderson send him a copy of the letter from Scotland about the late Collector Burrow. Has recommended Boulton & Watt's engine to a Mr. Milne, a lead mine owner in Derbyshire. [Presumably William Milnes of Gregory Mine.]
- 73.** Letter. Mayson Wright (Hull) to Boulton & Watt (Soho). 28 Apr. 1780.
*Docketed as 24 Apr.
Their draft to Isaac Broadley will be honoured. Has communicated details of the copying machine to several Hull merchants. William Osborne Jnr. and John Boys Jnr. wish to become subscribers for machines. Will promote it as much as possible. Has sent the agreement for the engine to William Matthews.*
- 74.** Letter. Mayson Wright (Hull) to Boulton & Watt (Birmingham). 23 Jun. 1782.
Will call on them to settle the account and discharge their draft on Mr. Osborne. The engine's valves are beginning to wear. Orders a replacement set.
- 75.** Letter. Mayson Wright per Anthony Atkinson Jr. (Hull) to Boulton & Watt (Soho). 20 May 1783.
Ordering replacement parts for the hot water and air pumps and a new injection pipe.
- 76.** Letter. Mayson Wright per Anthony Atkinson Jr. (Hull) to Boulton & Watt (Soho). 30 May 1783.
Explanation of exactly which replacement pump parts the engine needs.
- 77.** Letter. Mayson Wright per Anthony Atkinson Jr. (Hull) to Boulton & Watt (Soho). 15 Aug. 1783.
Can they forward the replacement parts for the engine as soon as possible.
- 78.** Memorandum. Proposal by Wright & Jesson at Soho. 25 Aug. 1779.
Matthew Boulton's memorandum of a meeting between Wright & Jesson and himself. Details of their common engine at Wren's Nest Mill. Agreement that the Boulton & Watt engine should be three times better.
- 79.** Letter. Wright & Jesson per Richard Jesson (West Bromwich) to Boulton & Watt [Soho]. 8 Feb. 1781.
Enclosing the articles of indenture for completion. Can they send them to Mr. Chattock, Attorney in Solihull for engrossing.
- 80.** Memorandum. Proposal by Messrs. Wright & Jesson to Boulton and Watt. Feb. 1781.
Proposals for counting the strokes their engine makes and the quantity of iron made.

81. Memorandum. Proposal by Messrs. Wright & Jesson to Boulton and Watt. Feb. 1781.
Proposals for counting the strokes their engine makes and the quantity of iron made.
[A neat copy of the above, in James Pearson's hand. He has noted that the Wren's Nest Mill engine began work on 27 Apr. 1779.]

82. Account. Wright & Jesson debtors to Boulton & Watt. 3—20 Feb. 1780.
Money owed for Henry Williams' time and expenses and an engine counter.

83. Account. Wright & Jesson in account with Boulton & Watt. 10 Mar. 1778—7 Feb. 1781.
Supply of four slitting mill brasses by Boulton & Watt; metal rolled and supplied by Wright & Jesson to Boulton & Watt, some of which was for Boulton & Fothergill. [In James Pearson's hand, probably transcribed from a ledger.]

84. Account. Wright & Jesson in account with Boulton & Watt. 3 Feb. 1780—30 Aug. 1781.
Henry Williams' time and expenses and an engine counter supplied by Boulton & Watt; payment by Wright & Jesson on account of savings made by the Wren's Nest Mill engine. [In James Pearson's hand, probably transcribed from a ledger.]

85a. Letter. Samuel Wyatt (London) to Matthew Boulton (Soho). 18 Jul. 1777.
Enclosing (b) below.
Introducing Mr. Vaillant who wishes to visit Soho. Has been in Norfolk. Encloses a sketch of Sir Harbord's wells and reservoirs. Sir Harbord hopes that the engine can be applied to grinding corn and malt and dressing flour. Wyatt conjectures that this would be better done by the steam wheel.

b. Sketch. Arrangement of Sir Harbord's reservoirs and well. Circa Jul. 1777.
By Samuel Wyatt.

86. Letter. Samuel Wyatt (London) to Matthew Boulton (Soho). 29 Jan. 1783.
Matthew Wasborough's successor has told the Commissioners of the Navy Victualling Board that Boulton & Watt have no right to use the crank. Can guess "from what quarter this matter has been started" as he has heard it at Portsmouth too. Has been asked what Boulton would say, and said that Boulton "would use the crank & laugh at them". Details of a common engine he saw at Portsmouth Dockyard. Has told the Comptroller Sir Charles Middleton the saving a Boulton & Watt engine would make. [The sheet has been used for calculations.]

87. Letter. Wyke & Green (Liverpool) to Boulton & Watt (Birmingham). 4 Sept. 1777.
Logan Henderson ordered a set of wheels and pinions for an engine counter. They have made the frame as well. Can make more as wanted. Can they tell Henderson that two of the "pocket walking machines" are nearly ready.
On the same sheet:
Bill for wheels and pinions.

88. Letter. Wyke & Green (Liverpool) to Boulton & Watt (Soho). 7 Sept. 1778.
Docketed as 17 Sep.
Sorry Boulton & Watt's machines have been delayed. Two are nearly ready, the other eight are in hand. If there were fewer alehouses they could depend more on their workmen.

89. Letter. Wyke & Green (Liverpool) to Boulton & Watt (Birmingham). 20 Apr. 1781.
Docketed "Advice that they have drawn for £6.6."
Sending a bill for 3 pedometers. More of the pedometers are nearly ready. Have not yet got the new engine counter patterns.
On the same sheet:
Bill for the pedometers.

90. Letter. Jacob Yallowley for Samuel Whitbread (London) to Boulton & Watt (—).
5 Jun. 1784.
Sending Mr. Cooper's drawing of Whitbread's mill wheel. Queries on the coal consumption of the Albion Mill [?] and Bradley engines. How much coal will Whitbread's proposed engine consume driving four pairs of stones. Requests details of the proposed cylinder size and the cost. Mr. Whitbread is out of town.

91. Letter. Jacob Yallowley (London) to Boulton & Watt [Soho]. 18 Jun. 1784.
Have received the drawings. Samuel Whitbread prefers the 6ft. stroke to the 4ft. Queries about the difference in power and cost.

92. Letter. Jacob Yallowley (London) to Matthew Boulton [Soho]. 29 Jun. 1784.
Samuel Whitbread is considering the agreement. The bearer is Whitbread's principal brewer Mr. Green, who has come to see engines at Soho with Mr. Cooper.

93. Memorandum. Mr. Yallowley's Queries. Jul. 1784.
Samuel Whitbread and Jacob Yallowley's queries on the proposed engine agreement.

94. Letter. Jacob Yallowley for Samuel Whitbread (London) to Boulton & Watt [Soho].
17 Dec. 1784.
Have received the drawings. Understand them but would like a Boulton & Watt employee to visit occasionally. Queries about the timber to be used. Mr. Cooper will not make the framing until Boulton & Watt have replied. They will order the boiler themselves.

MS 3147/3/385-404: Incoming Correspondence and Papers:
General Correspondence, 1785-1795

3/385 General Correspondence, A (30 items)

1. Letter. Robert Abbatt (Preston) to James Watt (Birmingham). 2 Jul. 1791.
Details of the machinery at Preston water works. Requesting an estimate of an engine.

2. Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
22 Aug. 1787.
Arrangements for forwarding two boxes to Mr. Vandermonde at the Royal Academy of Sciences. Notes that Boulton & Watt's Cornish agent is sending tin to be sold on Boulton & Watt's account.

3. Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
25 Jun. 1788.
Boulton & Watt might want to hire a vessel with Joseph Banfield of Falmouth for shipping tin. Prices of tin.

4. Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
30 Jul. 1788.
It is hard to sell goods before their arrival. Arrangements for shipping tin.

5. Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
8 or 10 Aug. 1788.
*Docketed "With bill of lading and copy of letter to them." On the same sheet:
Proforma account of sale of coal.
Note that Boulton & Watt's Cornish agent is sending tin. Prices of coal. If selling coal,
Boulton & Watt must send a full ship.*

6. Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
14 Sep. 1788.
Have not heard from William Jones about the tin. Reduced prices of tin. Samuel Garbett and his son have arrived, and they have placed the son with a good family.

- 7.** Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
25 Feb. 1789.
Have only some some of the tin – the bad frost is damaging business. Have sold some parcels of wheat and flour for the Albion Mill company. Can Boulton & Watt recommend to Mr. Wyatt that Achard receive more consignments.
- 8.** Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
30 Oct. 1791.
Mr. Lithgow's purchase of mill stones for Nantes from the mines near Paris – the stones were to be sent to Mr. Rennie. Have not heard from him since.
- 9.** Letter (in French). F. Aerts (Nancy) to "John Watts" (Birmingham). 8 Mar. 1788.
Enquiring about the range and prices of copying machines.
- 10.** Letter. Thomas Ainsworth for Peels Ainsworth & Co. (London) to Boulton & Watt [Birmingham]. 17 Jul. 1787.
Requesting permission to see the Albion Mill engine. Is in London only a few days.
- 11.** Letter. Aitchisons & Brown (St. Clements Wells) to Boulton & Watt [Birmingham].
7 Jul. 1787.
The engine materials arrived a month ago. The mill work will be complete soon. Need an engine erector.
- 12.** Letter. Aitchisons & Brown (St. Clements Wells) to Boulton & Watt (Soho). 27 Oct. 1787.
Details of their proposed water supply. Will need Moor [Robert Muir] or another erector to return when the engine is to be set going properly. Moor's time with them – he has also been at Mr. Stein's.
- 13.** Letter. Aitchisons & Brown per William Leitch (St. Clements Wells) to James Watt (Birmingham). 10 Dec. 1787.
Problems with their engine – one of the rotative wheels is not running smoothly. Can James Watt visit to examine it.
- 14.** Letter. William Aitchison (St. Clements Wells) to James Watt (Birmingham). 21 Feb. 1789.
Docketed as Aitchison & Brown.
Problems with their engine – two pairs of rotative wheels have broken and the engine runs very badly. Robert Muir says Boulton & Watt make them in a new way now. Could they be cast locally to avoid delay.
- 15.** Letter. Aitchison Brown & Co. (St. Clements Wells) to Boulton & Watt (Soho).
31 Oct. 1789.
Sending one of their employees to be trained as an engineman. Will not employ Robert Muir again – he used them "very ill". Rennie has recently looked at their engine.
- 16.** Letter. Aitchison Brown & Co. (Fisherrow) to Boulton & Watt [Soho]. 7 May 1793.
Docketed "Their stopping."
Inviting Boulton & Watt to attend a meeting of their creditors.
- 17.** Letter. William Aitchison (St. Clements Wells) to Boulton & Watt [Soho]. 30 Sep. 1793.
His brother-in-law Mr. Mylne is running the works for him, but on a much smaller scale. Cannot afford the full premium – proposals about payment.
- 18.** Letter. Gilbert Grierson, Trustee of Aitchison Brown & Co. (Leith) to Boulton & Watt (Birmingham). 4 Oct. 1793.
Docketed as Gilbert Grierson and Aitchison & Brown.
Can Boulton & Watt submit their claim on Aitchison Brown & Co.

- 19.** Letter. Gilbert Grierson, Trustee of Aitchison Brown & Co. (Leith) to Boulton & Watt (Birmingham). 15 Oct. 1793.
Docketed as Gilbert Grierson and Aitchison & Brown.
Details of when the engine was at work. William Aitchison has started it again. Expects that Boulton & Watt will adjust the premium demand accordingly. Hopes to pay a dividend on 1 Dec.
- 20.** Letter. Thomas Allingham (London) to James Watt [?] [Birmingham]. 22 Nov. 1784.
Has found someone willing to engage with him in his planned forge. How quickly can Boulton & Watt have an engine ready. His plan depends on the time they can begin.
- 21.** Letter. Thomas Allingham (London) to James Watt (Birmingham). 29 Mar. 1785.
Requesting an estimate for an engine for a rolling and slitting mill for the gentlemen who are connected with him. Has removed to King & Queen Foundry, Rotherhithe – hopes Boulton & Watt are going on with his engine.
- 22.** Letter. Thomas Allingham (London) to James Watt (Birmingham). 6 Apr. 1785.
Docketed as 8 Apr.
Will follow James Watt's advice and have a single rather than a double engine for his forge. Progress with the engine house – Rennie will write more. John Wilkinson's trial of his slitting mill will help them decide if they should have one.
- 23.** Letter. Thomas Allingham (London) to James Watt (Birmingham). 14 Apr. 1785.
Are waiting for instructions on how to proceed. The pit is dug.
- 24.** Letter. Thomas Allingham (Rotherhithe) to James Watt (Birmingham). 10 Aug. 1785.
When can he expect his engine. They need it immediately.
- 25.** Letter. John William Anderson & Co. (London) to Matthew Boulton (Birmingham). 27 May 1790.
Docketed "Recommendation of the Princess Czartoryski May 1790, received in July."
The Princess Czartoryska is visiting England and its manufactories – can Matthew Boulton see her when she is in Birmingham.
- 26a.** Letter. Andover Canal Committee per G. Y. Fort, Chairman (—) to Boulton & Watt [Soho]. 12 Apr. 1790.
Docketed "Resolutions Andover Canal Co." Enclosing (b) below.
Sending a note of a resolution of the Committee to enquire about an engine and to send a copy of John Rennie's report.
- b.** Transcript of letter. John Rennie (New Surrey Street, London) to the Committee of the Andover Canal. 1 Mar. 1790.
Report of his survey of the proposed route of the canal, including his recommendation of a steam engine
- 27.** Letter. Thomas Lloyd Anwyl for Blakeway & Co. (Lion Inn, Shrewsbury) to Boulton & Watt [Soho]. 16 Jun. 1788.
Agreeing to Boulton & Watt's proposals and returning the deeds.
[This was an agreement for a reduction in the premium of the Shelvfields Gravel engine.]
- 28a.** Letter (in French). L'Abbé d'Arnal Chavoire (Nîmes) to Boulton & Watt [Soho]. 9 Nov. 1787.
Docketed "Never answered being a proprietor of D. Cr." Enclosing (b) below.
Is in charge of mills in Nîmes. Has been supplied with a small engine by Perier Frères which does not work well and is damaging the reputation of engines. Wants a new one from Boulton & Watt. Details of the engine. Proposals for steam-powered boats.
- b.** Elevation of the engine.
Marked "Machine à feu actuelle de Nîmes, laquelle est de 24 puces français."

29. Letter. Peter Atherton (London) to Boulton & Watt [Soho]. 20 Jan. 1791.
Intends to visit Soho to order two or three engines for cotton spinning mills.
[Mis-dated by Atherton as 1781.]

30. Letter. Peter Atherton (Manchester) to Boulton & Watt [Soho]. 17 Apr. 1791.
Docketed "Liverpool bill against smoky chimneys."
Proposals in Manchester to get an Act of Parliament requiring owners of engines to build high chimneys. This will add expense to Boulton & Watt's engines – they should exempt them from being included with common engines. Is thinking of buying an engine but does not want to erect a high chimney.

3/386 General Correspondence, B

(6 items)

- 1.** Letter. Jos. Brooks (Woodstock) to Matthew Boulton (Soho). 15 Aug. 1786.
Enquiring about a steam engine on behalf of the Committee of the Proprietors of the Oxford Canal. Boulton has used the sheet for notes and calculations.
- 2.** Transcript of letter. Matthew Boulton (London) to Jos. Brooks (Woodstock). 28 Aug. 1786.
Details of the engine erected for the Birmingham Canal Co. at the Summit Locks.
- 3.** Letter (in French). Monsieur — Brunelle (London) to James Watt (Birmingham). "Le jeudi au soir" [11 Dec. 1788?].
Docketed and postmarked as 12 Dec., which was a Friday. Watt docketed this letter as 1789, but in the Boulton & Watt Letter Book 1788—1790 he replies to Brunelle's letter of "Jeudi" on 14 Dec. 1788.
- 4.** Letter (in French). Monsieur — Brunelle (London) to James Watt (Birmingham).
"Le mardi 16" [16 Dec. 1788?].
Docketed as 1789, but postmarked as 1788.
Docketed "About Angres."
- 5.** Letter (in French). Monsieur — Brunelle (Wimbledon) to James Watt (Birmingham).
25 Dec. 1788.
- 6.** Letter (in French). Monsieur — Brunelle (Wimbledon) to James Watt (Birmingham). "Le dimanche au soir" [4 Jan. 1789?]. 2 sheets.

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 242

3/387 General Correspondence, C (103 items)

1. Letter. Jn. Bte. Cabanyes & Co. (Barcelona) to Boulton & Watt (Birmingham). 1 Jan. 1792.
Informing Boulton & Watt of the new organisation of the firm. Prices of brandies, wheat and cod.
[This letter is written on the inside of a printed circular which details Cabanyes' former partnership with the late Joseph Molins and his new business with John Artis.]
2. Letter. Andrew Jeremiah Cabrit (Birmingham) to James Watt (Harper's Hill). 12 Jun. 1786.
Docketed "About Fleming's counterfeiting copying machines."
Does not know rates of exchange between Leipzig and London. Two visiting merchants from Warsaw are interested in the copying machine but are more taken with a portable version they saw in London, made by one Flemming. Details of Flemming's press.
3. Letter. Felix Calvert & Co. per John Field (London) to James Watt [?] [Soho].
19 Mar. 1787.
Mr. Calvert does not trust the gudgeon Boulton & Watt sent. Where should they send it as it is of no use.
4. Letter. Felix Calvert & Co. per Capell Wall (London) to Boulton & Watt [Soho].
19 Feb. 1789.
Arrangements for payment.
5. Letter. Calverts Morrell & Cole (London) to Boulton & Watt [Soho]. 12 Jul. 1787.
Docketed as John Calvert & Co.
Can the engine materials be sent by land.
6. Letter (in French). Jean Cambiaso de Dgue. (Leghorn) to Boulton & Watt (London).
3 Oct. 1788.
Has received a bill of exchange from John Motteux & Co. endorsed by Boulton & Watt in his favour. Sending various bills of exchange in return.
[The total of the bills is marked "Entd. 281 p. J[ames] P[earson]."]
7. Letter (in French). Jean Cambiaso de Dgue. (Leghorn) to Boulton & Watt (London).
6 Oct. 1788.
Sending further bills of exchange.
[The total of the bills is marked "Entd. 281 p. J[ames] P[earson]." This letter was forwarded by John Motteux & Co.]
On the same sheet:
Transcript of Cambiaso's previous letter of 3 Oct. 1788.
8. Letter (in French). Jean Cambiaso de Dgue. (Leghorn) to Boulton & Watt (London).
10 Oct. 1788.
Sending further bills of exchange.
[The total of the bills is marked "Entd. 283 p. J[ames] P[earson]."
On the same sheet:
Transcript of Cambiaso's previous letter of 6 Oct. 1788.

- 9.** Letter (in French). Jean Cambiaso de Dgue. (Leghorn) to Boulton & Watt (Birmingham). 5 Dec. 1788.
Has received Boulton & Watt's letter informing him of the receipt of all his bills repaying the bill Boulton & Watt sent him through John Motteux & Co. Hopes Boulton & Watt will use him again.
- 10.** Letter. Hay Campbell (London) to James Watt [Soho]. 29 Apr. 1798.
Has seen Mr. Benneuil's agent – his presses seem different to James Watt's. Has signed the Attorney General's report saying that Benneuil can patent his invention at his own risk. This leaves Mr. McGregor [?] free to follow his own practice. Introducing Thomas Black, the son of his gardener, who is seeking employment as a wheel wright or mill wright.
- 11.** Letter. H. Campbell (Southwark) to Boulton & Watt ("Steam Engine Manufactory"). 11 Aug. 1792.
Enquiring about the time and cost of getting one or more engines.
- 12.** Letter. William Carr (Liverpool) to Boulton & Watt [Soho]. 4 Mar. 1790.
Enquiring about the power, cost and coal consumption of Boulton & Watt's 20 inch cylinder engine.
- 13.** Letter. William Carr (Liverpool) to Boulton & Watt [Soho]. 10 Mar. 1790.
Questions about the water supply for the engine. Wants it for carding, roving and spinning cotton. Details of his works.
- 14.** Memorandum. Note on William Carr. Mar. 1790.
Information from Hammond & Co. on the good character of Carr. By J. L. [James Lawson].
- 15.** Letter. John Cartwright (Marnham) to Boulton & Watt (Birmingham). 8 Aug. 1788.
Enquiring about 12, 16 and 20 horse engines for his weaving and spinning mill at Retford. Which parts can he get cast in the North. Sketch of the layout of the mill.
- 16.** Letter. John Cartwright (Marnham) to Boulton & Watt [Birmingham]. 9 Aug. 1788.
Omitted to ask the dimensions of the beam. Can get good timber. Can they give him the dimensions of the shaft linking the engine to the mill work.
- 17.** Letter. John Cartwright (Marnham) to Boulton & Watt (Birmingham). 15 Aug. 1788.
Notes what they say about the "engine intended for the distiller". Wants to talk to a Boulton & Watt engineer and show him machinery in operation at Doncaster and the site at Retford. Requesting the price of copper for the boiler. Understands from John Rennie that their "patent grate for consuming the smoke" is fitted without extra expense. Requesting information on a Birmingham thermometer manufacturer.
- 18.** Letter. John Cartwright (Marnham) to Boulton & Watt [Birmingham]. 19 Aug. 1788.
Will be at Retford earlier than he previously thought. Thoughts about the size of the engine he needs. Requesting an estimate of a 21½ horse engine.
- 19.** Letter. John Cartwright (Marnham) to Boulton & Watt (Birmingham). 15 Sep. 1788.
Requesting an estimate of a 10 horse engine. Would have rather had one larger engine to power the whole mill when both halves were finished rather than two smaller engines. Questions about boilers. Boulton & Watt should allow people premium reductions if they buy engines more powerful than they initially need with the view of extending their works later.
- 20.** Letter. John Cartwright (Marnham) to Boulton & Watt (Birmingham). 30 Oct. 1788.
Returning the agreement. Wants to be able to move the engine wherever he wants. Can Boulton & Watt enquire about an auction of spinning frames in Birmingham for him. Has not heard of cast iron nails. John Rennie is very busy – proposes Thomas Lowe of Nottingham as mill wright. What should the upright shaft be made of. What parts can he get cast at Chesterfield or Sheffield.

- 21.** Letter. John Cartwright (Marnham) to Boulton & Watt (Birmingham). 23 Dec. 1788.
*Docketed as 28 Dec. Docketed "Ordering 30 horse engine."
Is now devoting the Retford mill to wool spinning so needs a more powerful engine. Orders as powerful an engine as possible up to 30 horses, with the intention of ordering a second one. Various alterations to his machinery, engine house etc.*
- 22.** Letter. John Cartwright (Buxton) to Boulton & Watt [Birmingham]. 2 Nov. 1789.
Requesting copies of the Soho Sick Club rules and Dr. Priestley's tract on such clubs. His plans to introduce a sick club scheme for his workforce.
- 23.** Letter. Richard Cartwright (Gainsborough) to James Watt (Harper's Hill). 16 Sep. 1787.
*Mr. Morehouse's engine is ready but the steam pipe has not arrived. Progress with ? [letter torn] & Howton's engine – Thomas Baker has been with them. Howton wishes to alter his boiler and wants Cartwright to come to Hull.
[This letter was passed to James Pearson.]*
- 24.** Letter. Kary & Co. (Genoa) to Matthew Boulton (Soho). — 1790.
*Docketed as Cary & Co.
See under K for a further letter from Kary & Co.
Want to establish steam-powered flour mills for the city. C. W. Toney recommends Boulton & Watt's engines. Requesting details and costs. Also want rollers for rolling metal.*
- 25a.** Memorandum. Protest of John Stroker, Notary Public (Dublin) on Thomas Caulfield's refusal to accept Boulton & Watt's bill. 29 Feb. 1788.
*Docketed "Protest of bill on Thomas Caulfield a Member of the Irish Parliament."
Kept with (b) and (c) below.*
- b.** Bill of Exchange to Thomas Caulfield, Moy, Armagh. 14 Nov. 1787.
Bill for payment by William Matthews, 14 Nov. 1787, endorsed by Matthews for payment to Nesbitt & Stewart. Nesbitt & Stewart submitted the bill to the Notary Public John Stroker.
- c.** Memorandum. Staples & Caulfield's account delivered to Matthew Boulton. 13 Feb. 1789.
[In James Pearson's hand.]
- 26.** Memorandum. John Champion (Bristol) – Account of Mill. — Jul. 1790.
In John Southern's hand.
- 27.** Letter. John Champion (Bristol) to Charles Lloyd (Birmingham). 15 Jul. 1790.
Forwarded by Lloyd to James Watt .
- 28.** Letter. John Champion (Bristol) to John Southern (Soho). 19 Nov. 1793.
The sheet has been used for calculations by Southern.
- 29a.** Letter. John Chapman (Newcastle) to Boulton & Watt (Birmingham). 10 Aug. 1790.
Price of coal and of shipping it to Nantes.
- b.** Wrapper for the above letter.
The wrapper has the account of shipping coal on the reverse.
- 30.** Letter. John & Robert Chapman (Newcastle) to Boulton & Watt [Soho]. 2 Nov. 1791.
*Docketed "Coals for Nantes."
Price of coal and of shipping it to Nantes.*
- 31.** Letter. John & Robert Chapman (Newcastle) to Boulton & Watt (Birmingham). 13 Jan. 1792.
Have not been able to hire a ship for France at Boulton & Watt's price because it is winter.

- 32.** Letter. John & Robert Chapman (Newcastle) to Boulton & Watt (Birmingham). 16 Jan. 1792.
Will put Boulton & Watt's advert for engine smiths and smiths in the papers. What wages can they engage to give. Have arranged a ship to take coal to Nantes. [William Forman and James Watt have used the sheet for notes for their reply on the level of wages.]
- 33.** Letter. William Chapman (Naas) to James Watt (Birmingham). 8 Nov. 1787.
Discussion of techniques of canal lock construction – deficiency of British canal engineers. Is glad that Watt dissuaded him from taking out a patent because the method, "Dubie's Method", had been described by Bellidor. Mr. Coakley has not replied. Sorry to hear that Thomas Williams has so much hold over them.
- 34.** Letter. William Chapman (Naas) to James Watt (Birmingham). 25 Jul. 1788.
Has not heard from Watt for a long time. Congratulating Matthew Boulton on the coinage contract. Recommending an attorney to deal with Mr. Coakley. Details of his canal work. Jessop is coming to Ireland. Can Watt find out about a method of passing boats from one level to another that he has seen advertised.
- 35.** Letter. William Chapman (Naas) to James Watt [Birmingham]. 1 Mar. 1790.
Introducing the Rev. John Cramer, who is travelling to Italy.
- 36a.** Letter. William Chapman (Naas) to James Watt (Birmingham). 19 May 1790.
*Enclosing (b) below.
Thanks Watt for his hospitality to Rev. Cramer. His canal work – his feelings that inferior competitors are getting more work. He and his brother's bolting mill. Is resolved to stay in the engineering profession in general rather than apply for a specific post. Logan Henderson applied for the post of Superintendent of Dublin's water supply – he should be successful.*
- b.** Printed memorial in support of Logan Henderson's application.
*With testimonials from Adam and Patrick Colclough of Doonane, Boulton & Watt and John Smeaton.
Chapman has added to his letter on the back of this, as follows:
The proposed scheme for improving the navigation of the River Severn. Has discovered a mine of Pouzalana [?]. Has been travelling, so has not seen any reviews. Can Watt send him any relevant new publications in English or French.*
- 37.** Letter. William Chapman (Dublin) to James Watt (Birmingham). 4 Feb. 1791.
His visit to the docks at Liverpool, the Dee embankments at Chester and an embankment destroyed by the sea on Anglesey. Has heard that there is a scheme in Bristol to create a basin by damming the Avon and the Froome. Can Watt or Matthew Boulton recommend him as an engineer for the scheme.
- 38.** Letter. George Chase (Wokingham) to Boulton & Watt (Birmingham). 2 Aug. 1789.
Requests an estimate for an engine to drive barges.
- 39.** Letter. Chase & Barrett (Wokingham) to Boulton & Watt [Soho]. 14 Oct. 1789.
Boulton & Watt's last letters were mis-sent to Bath. Have not heard anything from Boulton & Watt lately.
- 40.** Letter. Samuel Clarke (Leicester) to Boulton & Watt (Birmingham). 23 May 1789.
*Docketed as John Clarke.
Requesting an estimate of an engine for a corn mill.*
- 41.** Letter (in French). Gabriel Clarmont (57 Old Broad Street, London) to William Matthews (6 Green Lettice Lane, London). — Oct. 1787.
Enquiring about the construction of Boulton & Watt's steam engines, how much water they raise and how much coal they consume. [Forwarded with a note by Matthews to James Watt at Harper's Hill, 11 Oct. 1787.]

- 42.** Letter. Claytons & Walshman (Highley) to Boulton & Watt [Soho]. 7 Jul. 1785.
The savings on coal will not match the extra expense and the premium of a Boulton & Watt engine – therefore they are going to have a common engine.
- 43.** Letter. Charles Clowes (Stony Lane, London) to James Watt (Green Lettice Lane, London). 10 Feb. 1785.
Can Watt fix a time for a conference about the erection of the engine.
- 44a.** Letter. Joseph Rathbone & Dale Co. per Mark Gilpin (Coalbrookdale) to Boulton & Watt [Soho]. 27 Oct. 1788.
*Docketed as the Coalbrookdale Co. Kept with (b) and (c) below.
Counter readings for the “Resolution” engine made by Boulton & Watt’s and Coalbrookdale’s counters.*
- b.** Letter. Joseph Rathbone & Dale Co. per Mark Gilpin (Coalbrookdale) to Boulton & Watt [Soho]. 15 Nov. 1788.
The coal consumption and counter readings of the “Resolution” engine.
- c.** Memorandum. Coalbrookdale Engine. Not dated [circa Jul. 1788].
Record of what the counter showed on 17 Jul. 1788 and 27 Feb. 1787, and calculation of the premium [?]. In James Pearson’s hand.
- 45.** Letter (draft). James Watt to the Coalbrookdale Co. 17 Nov. 1788. 2 sheets.
Accepting that the company’s counter is right about the number of strokes and that the engine is consuming more coal than agreed. However the engine is doing more work than it was agreed on. Hopes the new cylinder will improve it. Deductions from the premium.
- 46.** Letter. Joseph Rathbone & Dale Co. per Mark Gilpin (Coalbrookdale) to Boulton & Watt (Birmingham). 16 Dec. 1788.
*Docketed as Coalbrookdale.
Counter reading on 13 Dec. Joseph Rathbone will reply to Boulton & Watt’s letter of 17 Nov.*
- 47.** Letter. Joseph Rathbone & Dale Co. per Mark Gilpin (Coalbrookdale) to James Watt [Soho]. 2 Mar. 1789.
*Docketed as Coalbrookdale.
Re-starting of the Resolution engine – its counter readings. Joseph Rathbone was prevented from replying to James Watt’s letter of 4 Feb. They are progressing with the little winding engine at Madeley Lane. The one at Wombridge will be set to work this week.*
- 48.** Letter. Joseph Rathbone & Dale Co. per Mark Gilpin (Coalbrookdale) to Boulton & Watt [Soho]. 22 Jan. 1791.
*Docketed as Coalbrookdale.
Can Boulton & Watt send their account. Requests they change the method of billing.*
- 49.** Letter. The Coalbrookdale Co. per Richard Dearman (Coalbrookdale) to Boulton & Watt (Soho). 28 Jan. 1792.
The Coalbrookdale Co. have been applied to for a 30 horse engine. What should the cost and the premium be. W. Reynolds & Co. have sent an account of the small engines.
- 50.** Letter. The Coalbrookdale Co. per Richard Dearman (Coalbrookdale) to Boulton & Watt (Soho). 5 May 1794.
*Docketed “Offer to sell Madeley Wood furnaces.”
They are contracting their business and selling off some of their works. Would Boulton & Watt be interested in buying the mines and colliery at Madeley Wood.*
- 51.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 26 Jan. 1785.
*Mis-docketed as 26 Jun.
Arrangements for erecting the engine. They have a large stock of rape seed on hand, and the most convenient times will be March or June. Do they know of someone who could manage the engine.*

- 52.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 15 Feb. 1785.
Arrangements for sending an engine erector and stopping the mill. It would suit them for Malcolm Logan to be sent at the end of the month.
- 53.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 1 Mar. 1785.
Observe from John Buchanan's letter that the intended erector has been set elsewhere. Fixing the 1 Jun. as the new date. If it is not until Jul. or Aug. this will be very inconvenient for their business.
- 54.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 8 Mar. 1785.
If Boulton & Watt can spare Malcolm Logan now, this would suit them.
- 55.** Letter. Henry Coates & Co. (Hull) to James Watt (Birmingham). 5 May 1785.
The engine is erected and working well but lacks power. They therefore cannot work their small mill at the same time, which is a great inconvenience.
- 56.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 19 Apr. 1786.
Their boiler is scarcely worth repairing. Want to order a new copper one. Various questions about construction and cost.
- 57.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 6 Oct. 1786.
Problems with their engine since they installed their copper boiler. Their engineman Henry Parkin is puzzled. This is the time of year they need the engine most. Can Boulton & Watt send someone, preferably Malcolm Logan.
- 58.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 7 Oct. 1786.
Think they have found the problem with their engine, therefore Boulton & Watt should suspend sending someone until they hear more.
- 59.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 18 Oct. 1786.
The bearer Mr. Perrin [Isaac Perrins?] has been of great use in repairing their engine. He will give them the details of the problems.
- 60.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 12 Sep. 1787.
Henry Parkin says the bottom part of the piston needs to be enlarged.
- 61.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 24 Jun. 1791.
Can Joseph Varley come, as they are apprehensive about the condition of the engine. Mr. Mitchell has not had enough experience in engine matters.
- 62a.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 9 Sep. 1791.
*Kept with (b) below.
Need someone to keep the engine in repair. They are nearly at a stand and have asked a man from Thompson & Baxter to look at it. Can they spare someone to stay in Hull. They have a house for him, and he could attend other Boulton & Watt engines in the area.*
- b.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 13 Sep. 1791.
Urgently need someone to repair their engine. The problems seem to be in the valve seating and the framework.
- 63.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt (Birmingham). 31 Dec. 1791.
*Docketed "About a new engine."
Their current engine has too little power. Want one of four horses more power. Questions on cost, construction and what parts of their current engine can be used again.*

- 64.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt (Birmingham). 5 Jan. 1792.
*Docketed "About Cartwright coming to them."
Have offered terms to Joseph Varley to move to Hull. Richard Cartwright says he will leave Boulton & Watt's employment. Are Boulton & Watt likely to part with him. If they do could he also erect a larger engine for them.*
- 65.** Letter. J. Colby (1 Southampton Street, Covent Garden, London) to Boulton & Watt [Soho]. 20 Jul. 1789.
*Docketed "About Pembrokeshire Colliery."
Their colliery agent in Pembrokeshire has discussed the engine with William Murdock. They will write when Colby has talked to the chief proprietor, Mr. Powell.*
- 66.** Letter. Andrew Collins (London) to Matthew Boulton (Birmingham). — Jul. 1786.
The whereabouts of Mr. Buckling of Mansfeldt. Is happy to serve Matthew Boulton in any way he can to repay "...the many acts of kindness I have received from you during the time of my being employed in your Counting House."
- 67.** Letter. Thomas Collins (Bristol) to Samuel Galton [Birmingham]. "Monday Evening" [1785].
*The docket notes that this letter was to Galton, and gives the date as 1785.
Has applied to another gentleman for employment, who is likely to employ him.*
- 68.** Letter. W. Collison (Lawton Salt Works) to Boulton & Watt [Soho]. 14 Jul. 1785.
The bearer W. S. Clayworth has altered the cylinder of Messrs. Salmon & Co.'s engine. Wishes to have Boulton & Watt's advice on the better regulation of the engine.
- 69.** Letter. Gideon Combrune (London) to Boulton & Watt (Soho). 31 Jul. 1792.
Has received the parts of the engine. Mr. [David] Watson is putting it up and promises not to delay. Watson's query about the cylinder casing.
- 70.** Letter. Combrune & Co. (Golden Lane, London) to Boulton & Watt [Soho]. 7 Nov. 1792.
Have paid their account to Charlotte Matthews. Thanking Boulton & Watt for their exertions in forwarding the engine. Praise for Watson.
- 71.** Letter. Benjamin Cook (Newcastle) to Boulton & Watt (Birmingham). 14 Dec. 1785.
*On the same sheet:
Draft of the reply [?] in shorthand.
Requesting an estimate of an engine for his corn mill.*
- 72.** Letter. James Cooper (Poplar) to James Watt [?] [Birmingham]. 17 May 1785.
Enclosing his plans for Thomas Allingham's forge. Details of where his differ from Boulton & Watt's. Has been delayed by his enquiries about Allingham – it appears he is not to be relied upon. Has had a good reference from a banker about Folliott Scott. Malcolm Logan has arrived, but Messrs. Stonard's engine has not and they are impatient.
- 73.** Letter. James Cooper (Poplar) to James Watt (Birmingham). 15 Mar. 1786.
Details of problems with Scott & Co.'s bellows – cannot work them at the same time as the hammer. Asking James Watt's opinion on the plan to build another flywheel. The sun wheel gudgeon has broken due to bad iron.
- 74.** Letter. James Cooper (Poplar) to James Watt (Birmingham). 21 Mar. 1786.
*Docketed "Size of nozzle of F. Scott's bellows."
Small size of the nozzle of Folliott Scott's bellows. Thinks the bellows cannot be worked with the hammer, not due to friction but because they demand too much power.*
- 75.** Letter. James Cooper (Poplar) to James Watt [London?]. 15 Mar. 1787.
Mr. Farr plans to move his sheet lead mill to White Chapel. He is concerned that if he erects an engine, it will encourage the establishment of other lead mills which will hurt his business. Would Boulton & Watt grant him an exclusive privilege to mill lead with steam power. Farr says he knows who else is concerned along these lines.

- 76.** Letter. James Cooper (Poplar) to James Watt (Birmingham). 7 Apr. 1787.
Mr. Farr's brother's concerns about the expense of the engine for their lead mill. Cooper thinks they will need a 12 horse engine. Farr says that Mr. Webster, another London lead manufacturer, is getting an engine from [Robert] Cameron.
- 77.** Letter. James Cooper (Poplar) to James Watt [Birmingham]. 20 Apr. 1787.
Mr. Farr's brother's objections have got Farr thinking that he might now only apply the engine to his Horsely Down works, and it is uncertain whether they will have the White Chapel site at all. Messrs. Scott must not depend on them.
- 78.** Letter. James Cooper (Poplar) to Boulton & Watt [Soho]. 30 Nov. 1789.
Some friends of his want a 10 horse engine but are discouraged by the premium. Their concern is near a large town where no Boulton & Watt engines are yet at work. The local coal is not as good as Newcastle coal – can Boulton & Watt take this into consideration.
- 79.** Letter. James Cooper (Poplar) to Boulton & Watt [Soho]. 3 Feb. 1790.
*Docketed "Wevill Mill."
Was asked by the Victualling Office Board if engines could be worked with salt water. Told them they could not – problems of Mr. Potter's engine in Southampton. Can Boulton & Watt send him more advice, as the Board plan to erect an engine at Weevill near Portsmouth for grinding wheat. Proposed that they build reservoirs. Is getting on with the Bristol work. Has never worked with Bayly & Co. but has had a "respectable account of their responsibility."*
- 80.** Letter. James Cooper (Poplar) to Boulton & Watt [Soho]. 29 Jun. 1790.
*Docketed "Sending off Mr. Bayly's materials."
The vessel with the materials for Bayly & Co. has sailed for Bristol. Will need an engineman.*
- 81.** Letter. James Cooper (Poplar) to Boulton & Watt (Soho). 29 Oct. 1790.
Has reassured Bayly & Co. about the power of their engine. Will send them information about the engine at Mr. Farr's lead mill at Horsely Down. Cannot see that there should be any problem with the engine but will meet John Southern at Bristol if necessary. The power Farr uses for his lead mill.
- 82.** Letter. James Cooper (Poplar) to Boulton & Watt [Soho]. 12 Jun. 1792.
Thanks them for their letter about his late brother [John]. Mr. Spence has a little reason to complain. Is not sure that [David] Watson is to blame. Thought that Spence's engine would cost less to erect than others before, but did become concerned at the time Watson was taking.
- 83.** Letter. James Cooper (Poplar) to Boulton & Watt (Soho). 14 Nov. 1792.
*This letter was passed to Matthew Boulton.
Requesting an estimate of a 4 horse engine for a wheat mill in Essex. Queries over proposed alterations to Mr. Spence's millwork*
- 84.** Letter. John Cooper (Portpool Lane, Holborn, London) to James Watt (Birmingham). 18 Mar. 1786.
Preparatory work for Felix Calvert & Co.'s engine – siting of the engine, length of the shaft, an old well under the engine house. Are there any orders about the boiler.
- 85.** Letter. John Cooper (Portpool Lane, London) to James Watt (—). 11 Jul. 1786.
Progress with Felix Calvert & Co.'s boiler. A dispute over pay between his men and the master millwright – they are not at work. He is determined not to pay their demand. Will get some carpenters to assist Malcolm [Logan]. Mr. Calvert needs an engineman.
- 86.** Letter. John Cooper (London) to James Watt (Birmingham). 22 Jul. 1786.
*Docketed "About engineman for Mr. Calvert."
Felix Calvert's miller has told him they have engaged an engineman.*

- 87.** Letter. John Cooper (Portpool Lane, London) to Boulton & Watt [Soho]. 30 Jul. 1787.
Progress with John Calvert's engine house. The engine materials have arrived. Has orders from Mr. Meux and Mr. Delafield (who is now at Messrs. Gyffords') about the situations of their intended engines.
- 88a.** Letter. John Cooper (London) to Boulton & Watt (Birmingham). 1 Apr. 1788.
Likes the method of lengthening the fly wheel shaft. Boulton & Watt are not to proceed with the engine for Truman's brewery, as they are not sure they can spare the space. They may take two smaller engines. Enclosing sketches of Messrs. Gyffords' work.
- b.** Letter (press copy). John Southern for Boulton & Watt (Birmingham) to John Cooper [London]. 3 Apr. 1788.
The cost of two small engines [for Truman's brewery] will be half as much again as their original order. The loss sustained by abandoning the original order will be considerable, as both the Bersham and Soho materials are almost complete.
- 89.** Letter. John Cooper (Portpool Lane, London) to Boulton & Watt [Soho]. 16 Oct. 1788.
Messrs. Gyffords & Co.'s engine house will be ready this week.
- 90.** Letter. John Cooper (Portpool Lane, London) to Boulton & Watt [Soho]. 29 Dec. 1789.
Requesting a sketch and an estimate of an engine for Messrs. Roberts & Co., malt distillers. Can this be kept secret, as Roberts are afraid the water millers will refuse to do their grinding.
- 91.** Letter. Thomas Cooper (Manchester) to James Watt (Birmingham). 10 Jan. 1789.
*Docketed "About engine and smokeless furnaces."
Have decided to employ their engine solely for pumping. Height it has to be pumped. How much water can 6, 8 and 10 horse engines pump. Details of their furnaces. Does not think there is any hazard of anyone finding out their working methods. Smoke is a problem, therefore they will want Boulton & Watt's "peculiar method of consuming the smoke". His good impressions of James Watt Jr.*
- 92.** Letter. Thomas Cooper (Mosley Street, Manchester) to James Watt [Birmingham]. 7 Dec. 1789.
Are undecided about the steam engine for their bleaching works. Great nuisance of smoke from their chimneys – often have to wash white goods over again. Want to use the fireplaces that Boulton & Watt use on their engines – what are their terms.
- 93.** Letter. Thomas Cooper (Mosley Street, Manchester) to James Watt (Birmingham). 17 Dec. 1789.
Ordering a 10 horse engine for their bleaching works. Would like an answer to his enquiry about the fireplaces. Has heard from Joseph Priestley that James Watt will sign his election certificate for the Royal Society – thanks him for this.
- 94.** Letter. Thomas Cooper (Mosley Street, Manchester) to James Watt (Birmingham). 22 Jan. 1790. 2 sheets.
Thoughts on whether to use their engine as a pump only or with works attached to it. Want to have the engine immediately and decide on having it acting directly on the works later. Have now decided on a 12 horse engine. Details and sketch of their alkali boiling pans. Want to use Boulton & Watt's smokeless furnaces, and will fashion the pans to fit them.
- 95.** Letter. Thomas Cooper (Mosley Street, Manchester) to James Watt (Birmingham). 28 Jan. 1790.
Will bear any cost of changing their order to a 12 horse engine. Wants to explain on the spot to James Watt or Matthew Boulton why they want to use the engine for pumping only and not directly. Hopes they can visit.
- 96.** Letter. James Watt (Birmingham) to Thomas Cooper (Manchester). 7 Sep. 1790.
[It is unclear if this letter was ever sent – it was sealed and addressed but bears no postmark.] Sending the agreement. How far forward are they with the mill work. Latest experiments in the debate on the decomposition of water.

97. Letter. Thomas Cooper (Lever Hall, near Bolton) to James Watt (Birmingham). 30 May 1791.

Docketed "About smoke bill."

Peter Ewart's work on his engine. The proposed bill which will force Manchester engine owners to use smokeless fireplaces. He has had a clause inserted which says that patents should not be infringed. Some application may be made from Manchester for a licence to use the fireplace. Moreover the smokeless fireplace will make Boulton & Watt's engines attractive to those who cannot see its other merits – their engine has made slow progress so far. Therefore if they have not secured the fireplace with a patent they should do so. They need an agent in Manchester – if Ewart settles there the job would suit him.

98. Letter. Cooper, Matchitt & Co. (Woodeaves) to Boulton & Watt [Soho]. 28 Jul. 1791. *Want to consult with Boulton & Watt about applying power to aid a water wheel. The high price of coal near them may prove an objection to a steam engine.*

99. Letter. Cotterill & Francis (8 Freeman Street, Birmingham) to Boulton & Watt [Soho]. 6 Feb. 1787.

Requesting an estimate for an engine to power a corn mill and a copy of Boulton & Watt's "pamphlet" on the engine for a friend.

100. Letter. Cox & Halls (Nottingham) to Boulton & Watt (Birmingham). 26 Jan. 1791. *Want a 12 horse engine but will not use the full power for some time. Therefore can they pay the premium as if for a 9 horse engine. Do not wish their intentions to be known.*

101. Letter. Cox & Halls (Nottingham) to Boulton & Watt (Birmingham). 8 Feb. 1791. *If Boulton & Watt do not agree to their proposal in their letter of 26 Jan., they wish to have a 9 horse engine instead. Wish to have the engine as quickly as possible.*

102. Letter. Richard Crawshay (London) to Boulton & Watt [Soho]. 16 Mar. 1788. *Details of their iron-working machinery for which they want an engine. They should write to James Cockshutt for further particulars. Requesting an estimate.*

103. Letter. William Cross (Halifax) to Boulton & Watt (Birmingham). 17 Apr. 1786. *Docketed "Wanting engine for scribbling mills." Wants an engine to power scribbling engines. His windmill will be frequently out of order and has heard praise of Boulton & Watt's engines, and that the costs are "trifling".*

3/388 General Correspondence, D

(56 items)

1. Letter. A. Dalrymple (Cheltenham) to James Watt [Birmingham]. 20 Sep. 1787. *Has recommended his friend Mr. Slade to Matthew Boulton. Wants to introduce him to James Watt as well.*

2. Letter. F. Daniell (Constantinople) to "Bolton & Co." (Birmingham). 10 Oct. 1794. *Requesting an estimate of an engine for raising water and of the apparatus for grinding corn.*

3. Letter. Erasmus Darwin (Derby) to James Watt (Heathfield). 30 Nov. 1794. *Docketed "Pneumatic subscriptions." Accounts of the pneumatic apparatus in the Derby paper have raised no new subscriptions. List of the subscribers they personally applied to. Not worth advertising any more. Has been engaged in "common business" and in finishing the second volume of his book.*

4. Letter. Theo. Daubuz & Co. (Falmouth) to Matthew Boulton [London]. 19 Mar. 1785. *Which smelting house should the black tin of Chacewater mine be sent to. The owners of Curvedras are the only adventurers in the mine with interests in a smelting house. Mr. Reid has given up his smelting house.*

- 5.** Letter. Theo. Daubuz & Co. (Falmouth) to Matthew Boulton [London]. 21 Apr. 1785.
The adventurers in Chacewater mine can dispose of their parts of the coined tin as they see fit. Will buy Boulton & Watt's parts if they wish to sell. Hopes Matthew Boulton will consult James Watt about sending the black tin to Curvedras smelting house.
- 6.** Letter. D. Davies, Clerk to the Committee of Proprietors of the Shropshire Canal Navigation (Madeley) to Boulton & Watt [Soho]. 18 Jul. 1788.
Can Boulton & Watt suggest the best means of conveying heavy articles in boats between different levels of water.
- 7.** Letter. D. Davies, Clerk to the Committee of Proprietors of the Shropshire Canal Navigation (Madeley) to Boulton & Watt [Soho]. 20 Aug. 1788.
Has sent the plan of the Shropshire Canal. Can they return it.
- 8.** Letter. D. Davies, Clerk to the Committee of Proprietors of the Shropshire Canal Navigation (Madeley) to Boulton & Watt (Birmingham). 10 Sep. 1788
Will attend Boulton & Watt if they want to view the Shropshire navigation.
- 9.** Letter. John Dawson (Liverpool) to "Bolton Esq." (Birmingham). 9 Nov. 1790.
The letter was opened by Zaccheus Walker and forwarded to Boulton & Watt. Has talked to Samuel Galton about steam engines. Requesting an estimate of one to power sugar cane works on Trinidad. Problems with existing wind and water power. High price of coal on the island. If they can make it work it will open a large market, as the King of Spain has loaned 1 million dollars to the island for building cane works and buying slaves. He is to supply the slaves.
- 10.** Letter. John Dawson & Charles Clowes per Charles Clowes (Stony Lane, Southwark) to Boulton & Watt (Birmingham). 1 Feb. 1785.
Plan to replace their brewery which was destroyed by fire. Want an engine for the new works similar to that of Henry Goodwyn. Details of the brewery, the site and what they want the engine to do. Enclosing plans. Hope it will save them sufficient money. Have received a plan of Mr. Wood's engine in Oxford.
- 11.** Letter. Richard Dayus (Papplewick) to James Watt (Birmingham). 31 Jan. 1786.
Progress in erecting Mr. Robinson's engine.
- 12.** Letter. Richard Dayus (Papplewick) to James Watt (Birmingham). 21 Feb. 1786.
Trials of Mr. Robinson's engine. A problem with the flywheel running backwards on the starting and stopping of the engine.
- 13.** Letter. Richard Dayus (London) to James Watt (Soho). 22 Jul. 1791.
Docketed "R. Dayus about Spalding engine."
- 14.** Letter. Richard Dayus (London) to James Watt (Soho). 15 Aug. 1791.
*Docketed "His account of time previous to his setting out for France."
Account of his time at various engines. Is ready to go to Nantes. Is the engine to work with a constant stream of injection.*
- 15.** Letter. Silas Deane (London) to James Watt [London]. 3 Nov. 1786.
Has had difficulty finding a suitable site for his works. Is willing to release the engine prepared for him provided he has immediate preference afterwards and is not made to wait.
- 16.** Letter. John Petty Dearman [Birmingham] to James Watt [Soho]. Not dated.
*Docketed "About 12 horse engine."
Sending a ? [illegible]. Has had a relapse but is now recovering. News of his family. Requesting an estimate of a 12 horse engine.*
- 17.** Letter. John Petty Dearman (Eagle Foundry) to James Watt [Soho]. 16 Dec. 1793.
Intended to call upon Watt for his advice but was prevented by business and the shortness of the days.

- 18.** Letter. John Petty Dearman (Birmingham) to James Watt (Heathfield). 24 Dec. 1793.
Has asked George Warde, who recommended Boulton & Watt to Dearman and who talked of putting up a steam-powered corn mill in Birmingham, to find out the name of the patentee of the governor. Also remembers Varls & Son of Leeds threatening to prosecute users of the regulator.
- 19.** Letter. John Petty Dearman (Birmingham) to James Watt (Soho). 8 May 1794.
*Docketed "Offer of Madeley Wood furnace."
Does James Watt plan to buy an iron works. If so the Coalbrookdale Co. are planning to sell the Madeley Wood furnaces and colliery.*
- 20.** Letter. Dearman & Francis (Birmingham) to Boulton & Watt (Soho). 6 Oct. 1794.
*Docketed "About paying levies on their engines."
Have refused to pay Poor Law levies on their engine until they can get more information on whether it should be rated. Can Boulton & Watt give them any advice.*
- 21.** Letter. Richard Dearman (Coalbrookdale) to James Watt (Heathfield). 11 Feb. 1792.
The engine which they were casting for Boulton & Watt has been countermanded. The parties are buying a common engine from Sheffield.
- 22.** Letter. Richard Dearman (Coalbrookdale) to Boulton & Watt (Soho). 3 Nov. 1792.
Have been asked the price of two 2 horse Boulton & Watt engines to be delivered at Bristol and the price of sending an erector to Cork.
- 23.** Letter. — de Charmilly, Deputy of St. Domingo (London) to Boulton & Watt (Birmingham). 1 Dec. 1794.
Has been prevented by business from visiting Boulton & Watt. Wants to visit to discuss the matter in question and answer Boulton & Watt's questions.
- 24.** Letter. John Delafield (London) to James Watt (—). 14 Mar. 1787.
*Annexing an extract of his brother's letter about a steam engine for New York.
On the same sheet:
Extract from Delafield's brother's letter, dated New York, 3 Jan. 1787.
A friend of his wants an estimate of an engine to work a flour mill – their current mills are tide mills or so far away that they cannot send flour in the winter.*
- 25.** Letter (in French). Etienne Delessert (Paris) to James Watt (Birmingham). 24 Mar. 1785.
The Chaillot Water Works [Perier Frères] has sufficient funds to pay those to whom they owe money.
- 26.** Letter. Etienne Delessert (Paris) to James Watt (Birmingham). 18 May 1785.
Payment of debts and profitability of the Chaillot water works [Perier Frères]. Wants to erect a water works engine of his own at less expense than Perrier's. Asks for details.
- 27.** Letter (in French). Etienne Delessert (Paris) to James Watt (Birmingham). 17 Jun. 1785.
Finances of Perier's undertaking. He should pay Boulton & Watt. His plans to erect more engines. His privilege to supply Paris with water for 19 years. Delessert's plans for a similar undertaking.
- 28.** Letter (in French). Etienne Delessert (Paris) to James Watt (Birmingham). 7 Jul. 1785.
Perier's finances – sale of further shares. His promises to pay Boulton & Watt. His erecting of new engines at Bourgogne and Lyon.
- 29.** Letter (in French). Etienne Delessert (Paris) to James Watt (Birmingham). 1 Aug. 1785.
Wishes Perier would give them satisfaction. John Motteux's correspondent Monsieur Perregaux is defending their interests in Paris. Perier's progress with his engine at Lyon to provide water and mill flour. Existing water-powered flour mills at Lyon.

- 30.** Letter (in French). Etienne Delessert (Lyon) to James Watt (Birmingham). 14 Oct. 1785. *Perier's scheme for an engine at Lyon. His need for a subscription. Details of the existing water mills and the amount of flour they produce. Coal supplies in Lyon.*
- 31.** Letter (in French). Etienne Delessert (Paris) to James Watt (Birmingham). 20 Oct. 1785. *Does James Watt think that a flour mill as well as water supply can be powered by the proposed engine in Lyon.*
- 32.** Letter (draft). James Watt (Birmingham) to Etienne Delessert [Paris]. 6 Nov. 1785. *Docketed "Draft of letter to him on the subject of corn mills at Lyons. This letter was not sent but an abstract of it."
Thoughts on the scheme at Lyon. Workings of the English milling industry and the Albion Mill company. Calculations of the cost of milling, and of one of the engines at Albion Mill and the savings the mill will obtain. A separate engine should be used for water supply.*
- 33.** Letter. J. E. Delessert (Hamburg) to James Watt (Birmingham). 15 Oct. 1793. *Docketed "Introducing Mr. Vogt. Delivered 11 Jul. 1794".
Introducing Mr. Voght, a merchant from Hamburg. Wishes to see the "merchant wonders" of Birmingham.*
- 34.** Letter. James Dell (Fair Cloath Court, Lambeth) to ?. 19 Apr. 1790. *Requesting an estimate of a 3 horse engine on behalf of "a gentle man".*
- 35.** Letter (draft). Boulton & Watt [Soho] to Robert Denison (Nottingham). 23 May 1791. *In Matthew Boulton's hand.
Understand that Denison wants a reduction in his premium as he will not be working the engine at its full power. Will try and oblige him, but are concerned about bringing several other claims upon themselves.*
- 36.** Letter. Robert Denison (Nottingham) to Boulton & Watt (Birmingham). 2 Jun. 1791. *Requesting a reduction in his premium as he will not be working the engine at its full power for some years. Boulton & Watt have done this for others.*
- 37.** Letter. Robert Denison (Nottingham) to Boulton & Watt (Soho). 29 Aug. 1794. *Docketed "Intention of going to America."
The "deluded populace" have burnt his mill down. Is sending his son Robert to America to seek "asylum for himself & probably for our whole family". Can Boulton & Watt provide him with letters of introduction to any of their friends in America.*
- 38.** Letter. Francis, Richard & John Diggins (Chichester) to Boulton & Watt [Soho]. 26 Dec. 1786. *Marked "Ansd. Feby. 22nd – see Letter Book."
Requesting an estimate for an engine for a flour mill "on the principle of that erected by you at Blackfriars Bridge" [Albion Mill].
On the same sheet:
Letter (draft). Boulton & Watt to Francis, Richard & John Diggins. 22 Feb. 1787.
Sorry they did not reply sooner – have been in France. Local circumstances will mean they cannot give precise answers. Estimate of an engine. Details of the Albion Mill engine.*
- 39.** Letter. James Dinwiddie (Manchester) to James Watt [Birmingham]. 25 Aug. 1786. *Introducing Prince Rezzonico, a Senator from Rome. Can James Watt show him Soho Manufactory and "everything about your place worthy of his attention."*
- 40.** Memorandum. Mr. Dobbs's Queries. — June 1785. *In John Southern's hand.
Thomas Dobbs' questions about the cost of an engine.*
- 41.** Letter. Thomas Dobbs (Lifford) to Boulton & Watt [Soho]. 15 Mar. 1790. *Intends to start working his engine tomorrow.*

- 42.** Letter. Thomas Dobbs (Lifford) to Boulton & Watt [Soho]. 10 Dec. 1792.
Cannot pay his account until after Christmas. Does not intend to work it any more.
- 43.** Letter. Thomas Dobbs (Lifford) to John Southern [Soho]. 12 Aug. 1793.
Has no objection to parting with his engine. Has had little work for it so it should be in good condition. The boiler is in the worst condition.
- 44a.** Letter. Alexander Donald (London) to James Watt (Soho). 20 Apr. 1791.
Enclosing a memorandum from "M. B." [a lady] asking him to get a frame for casters and cruets for vinegar, oil and mustard. Can James Watt get them in Birmingham.
- b.** Memorandum from M. B. dated Westover, 1 Jul. 1790.
- 45.** Letter (in French). Monsieur — Droz (—) to James Watt [Birmingham]. — 1791.
Enquiring about engines for a rolling mill.
- 46.** Letter (in French). Monsieur — Ducrest (Greniere Hotel, Jermyn Street, London) to Matthew Boulton (Soho). 9 Aug. 1788.
Can he visit Matthew Boulton in Birmingham, and talk with James Watt as well.
- 47a.** Note (in French). Monsieur Dumaitz (—) to Boulton & Watt (Soho). Not dated.
*Enclosed in (c) below.
Asking for the price of their least expensive steam engine.*
- b.** Letter (in French). Madame Dumaitz (London) to Boulton & Watt (Soho).
26 Mar. 1793.
*Enclosed in (c) below.
Sending the note from her husband to Boulton & Watt. Can they explain the circumstances.*
- c.** Letter. J. Grierson (London) to Boulton & Watt (Soho). 26 Mar. 1793.
Enclosing a letter from Madame Dumaitz and a note from her husband in France "sent her by way of remittance". People in France have to be very cautious – can Boulton & Watt therefore explain the note. Are they currently "in cash" for Monsieur Dumaitz?
- 48.** Letter. John Dunkin (Southwark) to Boulton & Watt [Soho]. 8 Jan. 1790.
Returning the bill of lading and the rough draft of the deed for the engine. Can Mr. Stibbs' name not appear on the deed, as he is not connected with Dunkin's buildings or the engine.
- 49.** Letter. John Dunkin [Southwark] to Boulton & Watt [Soho]. 23 Jan. 1790.
John Rennie has told him that Boulton & Watt need a description of the uses of his engine for the agreement. Details of its use and location at Dunkin's grain mill.
- 50.** Letter. John Dunkin (Southwark) to Boulton & Watt (Birmingham). 12 Feb. 1790.
Needs the working gear for his engine. Has not heard from Boulton & Watt since he last wrote on 23 Jan. When will the indenture be ready.
- 51.** Note. ? (—) to Thomas Dunnage (Philpot Lane, London). — Oct. 1796.
*Can build an engine much cheaper than Boulton & Watt – how much will they charge for plans and permission to build. If they will not agree, he will erect a Newcomen engine. Thinks their charges are extravagant and will prevent many from using Boulton & Watt engines.
[This note was forwarded to Boulton & Watt and bears the following addition: "4 horses. The above is for a friend of Mr. Dunnage's who with Mr. D. saw Mr. Watt when in London."]*
- 52.** Letter. Dyer Allen & Co. (London) to Boulton & Watt (Green Lettice Lane). 25 Jan. 1787.
Their correspondent in Quebec wants to power a saw mill by steam power. From G. Dyer's conversation it appears that Boulton & Watt are not well informed about the power needed for saw mills. Can they make enquiries. Dyer Allen & Co. will pay for an experiment.

53. Letter. Dyer Allen & Co. (London) to Boulton & Watt [Birmingham]. 31 Mar. 1787.
Requests for estimates for apparatus and engines for the sawmill in Quebec. The engine must be shipped on 1 Aug. or the navigation to Quebec will be closed. Payment arrangements. If the engine is a success, more orders will almost certainly come from Canada, as wind mills cannot be used in the stormy weather there.

54. Letter. Dyer Allen & Co. (London) to Boulton & Watt (Birmingham). 5 Apr. 1787.
Questions about the power of the proposed engine for the Quebec sawmill. Does Boulton & Watt's patent cover the Colonies. If not, others may erect engines more cheaply. Will Boulton & Watt definitely be able to send a man to Canada.

55. Letter. Dyer Allen & Co. (London) to Boulton & Watt [Birmingham]. 9 Apr. 1787.
The problem of sending a man to Canada, the risk of the ship not reaching Quebec before the navigation is closed, and the cost induces them not to order the sawmill engine and apparatus this year. Will send Boulton & Watt's correspondence to their friends in Quebec and will inform them that an engine and erector can be ready by 25 Mar. 1788.

56. Letter. George Dyer (London) to Boulton & Watt [Soho]. 22 Aug. 1789.
Has been referred to Boulton & Watt by Dyer Allen & Co. Requesting estimates of 4, 6 and 8 horse engines to be erected in Scotland.

3/389 General Correspondence, E (11 items)

1. Letter. Edward Eardley (Apedale) to James Watt (St. Paul's Square, Birmingham). 12 Feb. 1790.
An 8 horse engine will be better for Sir Nigel Gresley's purposes. Sir John Heathcote regrets employing Mr. Bateman to build an engine.

2. Letter. Edward Eardley (Apedale) to James Watt (Birmingham). 20 Oct. 1790.
What will Sir Nigel Gresley's 8 horse engine cost. When will the money be due. They are making good progress – Peter Ewart is at his house. Can James Watt keep this secret from Sir Nigel.

3. Letter. Edward Eardley (Apedale) to Boulton & Watt (Soho). 11 Jul. 1791.
Sir Nigel Gresley has signed the agreement. Returning one part with the bearer John Harrison, who with his partners may want a powerful engine for his large works.

4. Letter. Edward Eardley for Sir Nigel Gresley (Apedale) to Boulton & Watt (Soho). 29 Jan. 1793.
Ordering replacement air pump bucket and sun and planet wheels for Sir Nigel Gresley's engine. Problems with poor parts, especially the brass working barrel – have had to replace it. The engine has been a loss to Sir Nigel.

5. Letter. A. G. Eckhardt (131 Sloan Street, London) to James Watt (London). 10 Feb. 1794.
*Docketed "His improvement upon the steam engine."
His admiration for Boulton & Watt's improvements to the steam engine. Has designed a new type of engine much simpler and smaller than Boulton & Watt's. He and his brother wish to render it of mutual benefit to themselves and Boulton & Watt. When can he meet James Watt.*

6. Letter. M. & T. Edwards (7 Bush Lane, London) to Boulton & Watt [London]. 13 Nov. 1793.

7. Transcript of letter. Boulton & Watt (6 Green Lettice Lane) to M. & T. Edwards (Bush Lane, London). 19 Nov. 1793.
In James Watt's hand.

8. Memorandum. Agreement with John Elliot about an invention. 15 Jun. 1785.
Signed by Watt, Boulton and Elliot and witnessed by John Rennie.

9. Letter. John Elliot (—) to Boulton & Watt (6 Green Lettice Lane). 16 Jun. 1785.

10. Letter. John Elliot (—) to Boulton & Watt [London]. 19 Jun. 1785. 3 sheets.

11. Letter. George Evans for Mogg Crang & Co. (Timsbury) to Joseph Harrison (Soho).
6 Aug. 1790.
Requesting an estimate for a 40 inch cylinder engine.

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 243

3/390 General Correspondence, F (35 items)

1. Letter. James Fairweather & Co. (Dundee) to Boulton & Watt (Birmingham). 22 Feb. 1792.
Have almost decided to have a 10 horse Boulton & Watt engine. How soon can Boulton & Watt have one erected, as much depends on the time.
2. Letter. F. Fawcett (Wisbeach) to Boulton & Watt (Birmingham). 25 Aug. 1790.
Details of marshland in Cambridgeshire – they will receive an official letter from Mr. Whincop. Some landowners are opposed to drainage. They cannot decide if steam engines can be used for drainage without someone visiting. They should answer Whincop's letter with appropriate caution.
3. Letter. Fector & Minet (Dover) to Matthew Boulton (Birmingham). 16 Feb. 1793.
This letter was passed to Boulton & Watt by Zaccheus Walker. Have forwarded the box for Monsieur L'Eveque of Nantes to Calais.
4. Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt [Soho]. 7 Feb. 1785.
John Lister is ill. Fenton will keep the drawings until he is better.
5. Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt (Soho). 18 Aug. 1785.
*Docketed "Depth of his lifts."
Thomas Wilson has visited him. Thoughts on the "Cornish business" – the Company of Copper Smelters. John Lister has died. Need assistance with the engine as it is not running well. Progress with the mine and need for alteration to the pumps. Arrangements for paying his account.*
6. Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt (Birmingham). 16 Jul. 1786.
*Docketed "About drawing coals from the pits."
The bearer Mr. Humble wishes to discuss the application to collieries of their use of engines in Cornwall to draw ore.*
7. Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt [Soho]. 19 Aug. 1786.
Will pay his account – has had large calls for money for "fixing" the colliery.
8. Letter. Thomas Fenton Jr. for Messrs. Fenton (Rothwell Haigh) to Boulton & Watt [Soho]. 10 Nov. 1788.
Can someone be sent to inspect their engine as they fear it is not in good order.
9. Letter. Thomas Fenton Jr. (Rothwell Haigh) to Boulton & Watt [Soho]. 19 Nov. 1788.
Can they send the person they mentioned over as soon as possible.
10. Letter. Thomas Fenton (Rothwell Haigh) to Boulton & Watt [Soho]. 13 Feb. 1791.
*Docketed "With remittance. Prices of glass &c."
Enclosing a draft. The price of superfine glass squares.*
11. Letter. Fish & Yates (London) to Boulton & Watt [Soho]. 7 Mar. 1786.
The indenture seems to be right – Boulton & Watt can have it engrossed.

- 12.** Letter. Fish & Yates (London) to Boulton & Watt [Soho]. 7 Jun. 1786.
John Wilkinson is sending the cylinder. "Great forwardness" of John Rennie's work. When will the remainder of the engine be sent.
- 13.** Letter. Thomas Fitzherbert (Epsom) to Boulton & Watt [Soho]. 18 May 1792.
A friend has recommended he use a Boulton & Watt engine for his well. Requests an estimate.
- 14.** Letter. Alexander Fleming (Kirkliston) to James Watt (Birmingham). 10 Aug. 1786.
Requesting an estimate for an engine to supply his friend's distillery with water.
- 15.** Letter. Cornelius Flint (Hartington) to Boulton & Watt (Birmingham). 30 Jul. 1787.
He made an error about the amount of water in Ecton mine when he met Boulton & Watt. Details of the amount in the wettest season.
- 16.** Letter. Cornelius Flint (Hartington) to Boulton & Watt (Birmingham). 26 Dec. 1787.
They have decided to proceed with an engine for the Duke of Devonshire's mine at Ecton. Mr. Heaton recommends that Boulton & Watt see the situation of the mine.
- 17.** Letter. Cornelius Flint (Hartington) to Boulton & Watt [Birmingham]. 9 May 1789.
Will have the money to pay Ecton mine's account next week. Details of a meeting for the paying of their accounts.
- 18.** Letter. Cornelius Flint (Hartington) to Boulton & Watt [Birmingham]. 18 May 1789.
Enclosing 5 bills paying for the Ecton mine engine. The engine is going very well.
- 19.** Letter. Cornelius Flint (Hartington) to Boulton & Watt [Birmingham]. 18 May 1789.
*Docketed "With remittance."
Has only just received their letter telling him to meet Thomas Hart, therefore he sent the bills for the Ecton mine engine this morning. Mr. Heaton will pay the premium money in London. It is best to mention this to Mr. Wheatly as Mr. Heaton may forget.
Marked "Mr. Wheatly has perused this letter & will speak to Mr. Boulton upon the subject. Z[accheus] W[alker] Jun."*
- 20.** Memorandum. Calculations on the Ecton mine engine and a note of Cornelius Flint's address. Undated [Circa 1788/1789?].
In John Southern's hand.
- 21.** Letter (in French). G. C. P. Flitzig (37 Kings Street, St. Ann's, Soho, London) to James Watt (Harper's Hill). 22 Jul. 1788.
Is taking out a patent for a machine for raising water. Monsieur de Luc has suggested he get in touch with James Watt. Seeking James Watt's advice on taking out the patent, protection against piracy etc.
- 22.** Letter (in French). G.C.P. Flitzig (37 Kings Street, St. Ann's, Soho, London) to James Watt (Harper's Hill). 6 May 1789.
Has had several problems, therefore has not written to James Watt before now. Has abandoned his patent. Has applied himself to navigation. Has developed another pumping machine which will be useful in warships. Offers to let James Watt be involved.
- 23.** Letter (in French). J. B. J. Fontaine (Rouen) to Matthew Boulton (Soho). 16 Jun. 1790.
*Marked "belongs to Boulton & Watt".
Wants to do business with Boulton. Offers his services.*
- 24.** Letter. S. W. Fores (3 Piccadilly, London) to Matthew Boulton (Birmingham). 11 Mar. 1785.
Fores, a bookseller, is offering Humphrey Gainsborough's model of his last steam engine design. He got it from a gentleman who got it from Humphrey's brother [William].

- 25.** Letter (in French). Monsieur de la Fosse (—) to James Watt (L'Hotel due Partement d'Angleterre, Rue Coquéron, Paris). 6 Jan. 1787.
*The docket notes the letter came "by Mr. Gemain".
Introducing Monsieur Le Roi, an artist who studied at L'Academie d'Architecture.*
- 26.** Letter. John Foster (Selby) to Boulton & Watt [Soho]. 19 Feb. 1792.
Requests details and costs of an engine for grinding flint; and also an engine for cotton spinning and one for a rolling mill, so he can decide how best to invest his money.
- 27.** Letter. John Foulds (London Bridge) to James Watt (Birmingham). 15 Apr. 1785.
Problems with their engine house – a wall has had to be replaced. Problems with fitting their boiler around the brick piers.
- 28.** Letter. John Foulds (London Bridge) to James Watt (Birmingham). 5 Aug. 1785.
Details of the construction of the engine house. Fitting in the boiler and engine.
- 29.** Letter. John Foulds (London) to James Watt [Birmingham]. 3 Aug. 1786.
*Docketed "About setting the engine to work."
Mr. Till got impatient so Malcolm [Logan] tried to start the engine before it was ready. Details of problems with and adjustments to the engine. She now works well. Adjustments to the boiler. They have not had any steam leaks or bad joints.*
- 30.** Letter. John Foulds (London Bridge Water Works) to James Watt [Birmingham]. 5 May 1787.
*Docketed as 6 May.
Has received the drawings. Adjustments to the engine – extension of the suction pipe.*
- 31.** Letter. Mr. — Foxlow (Orleans) to Richard Conquest (Birmingham). 5 Nov. 1788.
Apologies he has not visited Conquest. Inviting him and his wife to France. Details of the cotton works he is involved in with the Duke d'Orleans, three other nobles and two "private gentlemen". They plan to use a steam engine. One of the partners makes engines but will probably not make theirs. Can Conquest get details of engines of various sizes from Boulton & Watt. Can he keep it secret as the man who makes engines [possibly Perier?] is involved in a law suit concerning the "Eaux de Paris" with one of the other principal partners.
- 32.** Memorandum. Mr. John Franklin's Queries. Oct. 1791.
*In James Watt's hand.
Marked "Mr. John Franklin, at Blockley, but the mill at Camden, Gloucestershire."*
- 33.** Letter. William Frazer (Shadwell Water Works) to Boulton & Watt (Soho). 7 May 1791.
*Docketed by William Creighton, many years after its receipt.
Ordering a new piston, and a bucket for the air pump.*
- 34.** Letter. William Frazer (Shadwell Water Works) to Boulton & Watt (Birmingham). 11 May 1791.
*Docketed by William Creighton, many years after its receipt.
Enclosing a note with the exact diameter of their cylinder.*
- 35.** Letter. John Frere (Roydon) to James Watt (—). 31 Oct. —.
He gave his German friend Salis a letter of introduction to James Watt. They expected him to have returned by now. Has he been with James Watt. Hopes to see James Watt in London. Has heard nothing of the last quarter's settlement of the Albion Mill account.

3/391 General Correspondence, G

(79 items)

- 1.** Letter. Samuel Galton [Birmingham] to James Watt [Birmingham]. 16 Aug. 1785.
*Docketed "Refusal of shares in Cornish Metal Co."
Will call on James Watt and explain why he cannot "contract such an engagement".*

2a. Letter. John Smith (Manchester) to Joseph Smith (of William Rathbone & Son, Liverpool). 1 Jun. 1785.

Docketed "Letters to Mr. Galton on the subject of a clerk for us, 1785". Kept with (b) and (c) below.

His desire to leave his current job as he has no chance to learn anything new.

b. Letter. William Calcott (Bristol) to Samuel Galton (Birmingham). 11 Sep. [1785].

Offering his services as a clerk to Boulton & Watt.

c. Letter. ? (Hackney) to "Dear Nephew" [Samuel Galton?]. 16 — [1785].

The half of the sheet containing the signature and the address has been torn away

The suitability of John Ashley as a clerk for Boulton & Watt.

3. Letter. Samuel Garbett (Birmingham) to James Watt [London]. 22 Feb. 1785.

His thoughts on the questions put to traders before King's Council [possibly re Arkwright's patent case]. Has written to Matthew Boulton. James Watt's "plain speaking is the only chance we have to acquire attention." Wishes to hear judges' opinions on Richard Arkwright's claim.

4. Letter. Samuel Garbett (Birmingham) to James Watt [Birmingham]. 29 Mar. 1786.

Has read the papers – does not think they can be abridged. Will write James Watt a letter expressing what was in his mind when he conversed with Mr. Pitt.

5. Letter. Samuel Garbett (Birmingham) to James Watt [Birmingham]. 21 Jun. 1786.

Docketed "About Birmingham Smelting Company".

Doubts the amount of copper raised in Britain is enough to support the Cornish mines.

Potential problems of Mr. William's character. Has a good opinion of Thomas Wilson but is afraid of trusting one man with "so many fundamentals". Need adequate protection.

6. Letter. Samuel Garbett (Birmingham) to James Watt [Birmingham]. 22 Jun. 1786.

Docketed as Mr. Wilson.

Thomas Wilson should request a meeting with him, Matthew Boulton and the others who form the committee to negotiate for the gentlemen who want command of copper and brass works. Realises it does not appear proper that his answer to Wilson should be decisive for the whole committee.

7. Letter. Samuel Garbett [Birmingham] to James Watt [Birmingham]. "Sunday Morning" [24 Jun. 1786].

Docketed "About tool bill."

The comments the committee intend to send to Mr. Rose about a bill intending to repeal the general clause that prohibits export of metal goods.

8a. Letter. Samuel Garbett (—) to James Watt [Birmingham]. "Thursday" [22 Mar. 1787].

Enclosing (b) below.

Has had a card from William Russell and Mr. Humphreys. He will come to see James Watt today or he will be at home.

b. Letter. William Russell (Birmingham) to Samuel Garbett [Birmingham]. 20 Mar. 1787.

Has shown Mr. Humphreys Garbett's letter. They both agree with Garbett's sentiments.

9. Letter. Samuel Garbett (Birmingham) to James Watt (London). 28 Oct. 1787.

Has not managed to meet Mr. Wilkinson. Ways in which the [Cornish?] Metal Company can apply to Mr. Pitt to consult with the Lord Chancellor to grant a petition protecting those in the mining industry. James Watt must clearly state the organisation and power of the company. Hopes the Chancellor will be able to enforce the determinations of a general meeting of the company. It is not a good time "to solicit a copper coinage, it is a species of swindling..."

- 10.** Memorandum. Mr. Garbett's Mem^m to Mr. Boulton... about Sword Blades. — May 1790. *Garbett's request as Chairman of a meeting that Boulton consider trials of the quality of sword blades being made in Birmingham for the India Company. Boulton's proposals to use a test used by a German.*
- 11.** Letter. Zaccheus Walker (Birmingham) to James Watt (Harper's Hill). 14 Dec. 1789. *Docketed "Concerning Mr. Gardiner's engine at Spalding." Enclosing a letter from Gardiner which was delivered by Mr. Steele.*
- 12.** Letter. Charles Gardiner (Spalding) to Boulton & Watt [Soho]. 20 Dec. 1789. *Can engines be made to 2 and 4 horse powers. Needs a small engine.*
- 13.** Letter. Charles Gardiner (Spalding) to Ward & Steele (Birmingham). 3 Jan. 1790. *Thanks for delivering his earlier letter to Boulton & Watt. Fears his subsequent letter miscarried. Queries for Boulton & Watt about small engines – the difference in cost, coal consumption between 2 and 4 horse engines.*
- 14.** Letter. Charles Gardiner (Spalding) to Boulton & Watt [Soho]. 11 Nov. 1790. *Requesting an engine erector to put up the engine at their oil mill.*
- 15.** Letter. John Garford (Clements Lane, London) to Boulton & Watt [Soho]. 18 Aug. 1785. *Enquiring about a two horse engine to work a pair of 5 foot grindstones.*
- 16.** Letter. Samuel Gaskell & Co. (Warrington) to Boulton & Watt [Soho]. 2 Mar. 1789. *Requesting an estimate of a small engine to work carding machinery.*
- 17.** Letter (in French). J^h. Gaudin Fils et C^{ie}. (Nantes) to Boulton & Watt (Birmingham). 28 Jun. 1787. *Requesting an estimate and details of an engine to power tilt hammers at their factory. Monsieur L'Évêque, an engineer in Nantes, has recommended Boulton & Watt's engines.*
- 18.** Letter. Thomas Gee (Bristol) to "Bolton & Co." (Birmingham). 10 Feb. 1785. *Requesting an estimate and details of an engine for his snuff mill.*
- 19.** Letter. William Gibbons (Bristol) to Matthew Boulton (Birmingham). 17 May 1785. *His examination before the House of Commons about the [iron?] trade's opposition to the "Irish Propositions". Mr. Rose's denials about what he said. Mr. Pitt's support for Rose. Mr. Reynolds' support of Gibbons' evidence. Has taken copies of what Rose said to the Treasury. Wants to strengthen his evidence with Matthew Boulton and James Watt's recollections of what Rose said – can they sign the enclosed copy if they think it is right. Fears of the effect of the Propositions on the iron trade.*
- 20.** Memorandum. Copy of what I wrote to Mr. Gibbons. — May 1785. *In James Watt's hand. Cannot recall exactly how Mr. Rose answered Gibbons, Reynolds and Wilkinson, but thinks it was as Mr. Gibbons recalls, and that Rose repeatedly said the iron trade "should not suffer by any treaty which should be made with Ireland."*
- 21.** Letter. John Gilbert (Kidcrew) to James Watt (Birmingham). 7 Mar. 1789. *Queries about the cost of the engine for his rock works. Boulton & Watt should provide everything that he cannot get locally. Progress with the engine house. A nearby forge has decided to have a common engine – Boulton & Watt are losing out by not agreeing to erect engines for fixed sums.*
- 22.** Letter. John Gilbert (Worsley) to Boulton & Watt [Soho]. 16 May 1789. *Details of the cost of his boiler. Is expecting to hear when the engine is set to work. Wants to see Boulton & Watt's erector before he leaves.*

- 23.** Letter. John Gilbert Jr. (Worsley) to Matthew Boulton (Soho). 4 Jun. 1791.
His friends are entering into a navigation scheme from Sowerby Bridge to Manchester. Enquiring about John Rennie as a navigation surveyor.
- 24.** Letter. Edward Giles (Cuckney) to James Watt (Soho). 15 Oct. 1789.
Plans to leave his post as Mr. Gorton's engineman – there is a suitable replacement.
- 25a.** Letter. George Glenny (Bromley Hill) to Boulton & Watt (Soho). 3 Jun. 1792.
*Enclosing (b) below.
Requests details of engines for a friend's [Mr. Cochrane's] flour mill in Bengal. Encloses a copy of his friend's request. Problems of shipping the boiler. Who would Boulton & Watt recommend for the mill work – knows James Cooper of Poplar.*
- b.** Transcript of Cochrane's letter detailing of his requirements. Not dated.
- 26.** Letter. George Glenny (London) to Boulton & Watt (Soho). 15 Jun. 1792.
Has settled the details of the engine with Rennie, who will write to them. Wants to ship it in September. Wants a reduction in the premium if the engine is lost on the voyage or cannot be put up in Bengal for lack of skilled workmen. Wants to pay the annual premiums together in one sum.
- 27.** Letter. George Glenny (London) to Boulton & Watt (Soho). 6 Jul. 1792.
Has seen Mr. Cochrane's brother. Wants the engine to be in India early next year. Will write to John Rennie about his articles and someone to erect the engine. Who would Boulton & Watt recommend to make the boiler.
- 28.** Letter. George Glenny (London) to Boulton & Watt (Soho). 18 Aug. 1792.
*Docketed "Acceptance of our proposals."
Agreeing to Boulton & Watt's proposed details for the engine for Bengal. Has permission to ship it from the East India Company. It needs it to be in London in December.*
- 29.** Letter. George Glenny Jr. (London) to Boulton & Watt (Soho). 15 May 1787.
Mr. Wyatt has told him Boulton & Watt are erecting an engine in Jamaica. Is going to Jamaica next September. Offering his services as an erector. Has worked at Albion Mill as a millwright.
- 30.** Letter. George Glenny Jr. (Glasgow Estate, St. James', Jamaica) to Boulton & Watt (Birmingham). 19 Jun. 1788.
His friends advised him that engines were too complex for Jamaica, and not to try setting one up until he knew the country better – this is why he has not replied to Boulton & Watt. Is now convinced engines will be very valuable to the sugar cane estates – benefits of engines over cattle. Reservoirs can be constructed and ships can bring coal instead of ballast. Mr. Foulds of London can make an agreement on his behalf. Many of his friends are anxious to see an engine at work.
- 31.** Letter. G. Goodwin (Winster) to James Watt [Birmingham]. 7 Jul. 1785.
Tried to see James Watt in London after Richard Arkwright's trial – Arkwright wanted to talk to him and pay his expenses. Enclosing a draft to pay his expenses.
- 32.** Letter. G. Goodwin (Winster) to James Watt [Birmingham]. 17 Jul. 1785.
Richard Arkwright will call on James Watt and give him a copy of the notes from the trial. The decision is under the consideration of the counsel.
- 33.** Letter. G. Goodwin (Winster) to James Watt [Birmingham]. 6 Feb. 1786.
Watt sent Richard Arkwright a bill or bills of exchange, as he thought that the money Arkwright had sent him for expenses for his appearances at Arkwright's trials in London was too much. Arkwright has kept no account of the bills – can Watt send the details.

- 34.** Letter. Goodwin Platt & Goodwin (Part Street, Southwark) to Boulton & Watt (—).
4 Aug. 1791.
Docketed as 14 Aug.
Disappointed that they have not yet received their engine. If it does not come soon they will have to re-establish the one they have under repair.
On the same sheet:
Pencil list of parts and whether they have been forged or cast or not.
- 35.** Letter. Goodwin Platt & Goodwin (London) to Boulton & Watt (Soho). 17 Aug. 1791.
Further complaints of the delay to their engine. Mr. Lea has declined taking their old one. The names of the partners for the engrossment of the agreement.
- 36.** Letter. Goodwin Platt & Goodwin (Park Street, Southwark) to Boulton & Watt [Soho].
2 Sep. 1791.
Docketed "About disposing of their old engine."
Want to sell their old boiler as well as their old engine. It was made before the fire. Are going on with the framing and mill work for their new engine.
- 37.** Letter. Goodwin Platt & Goodwin per John Goodwin (London) to Boulton & Watt (Soho).
3 Sep. 1791.
Docketed "Coupling links &c."
A scheme for securing a second coupling link to the sun and planet wheels, suggested by John Rennie's foreman Mr. Taylor.
- 38.** Letter. Goodwin Platt & Goodwin (London) to Boulton & Watt (Soho). 17 Sep. 1791.
Have not yet sold their 12 horse engine, but David Watson has almost finished the repairs. Their planned alterations to the pump.
- 39.** Letter. Henry Goodwyn (London) to James Watt (Soho). 2 Sep. 1785.
Articles he still owes Boulton & Watt for. Queries about how much water his engine will pump – wants to use the engine to pump water, worts and beer next summer.
- 40.** Letter. Henry Goodwyn (London) to Boulton & Watt (Birmingham). 5 Dec. 1785.
Requesting an estimate of an engine for Dawson & Clowes, brewers, whose old brewhouse has burnt down. His scheme to use a boiler to scald casks.
- 41.** Letter. Henry Goodwyn [London] to Boulton & Watt [Soho]. 14 Nov. 1788.
Docketed "About terms for their new engine."
John Rennie says that Boulton & Watt have an 8 horse engine available. Would like to buy it "in our present unfortunate situation".
- 42.** Letter. H. Goodwyn & Co. (London) to James Watt [?] [Birmingham]. 17 Nov. 1788.
Want the 8 horse engine in a month. Hope Boulton & Watt will take into account the fact that their old engine was destroyed, not sold to their advantage, and that the term the patent has left is now less than when they bought their old engine.
- 43.** Letter. H. Goodwyn & Co. per B. J. Robinson (London) to Boulton & Watt [Soho].
17 Dec. 1788.
They are anxious to know if their engine is on the road, on account of the weather.
- 44.** Letter. H. Goodwyn & Co. (London) to Boulton & Watt [Soho]. 2 Mar. 1789.
Docketed "About rotative wheels. Answered March 4th by Mr. Roberts."
Need rotative wheels for their engine.
- 45.** Letter. H. Goodwyn & Co. (London) to Boulton & Watt [Soho]. 7 Mar. 1789.
Thank Boulton & Watt for sending an engine at such short notice. Can [David] Watson the engine erector be stationed with them and given a letter stating that his business is with their engine.

- 46.** Letter. H. Goodwyn & Co. (East Smithfield) to Boulton & Watt [Soho]. 19 May 1789.
Requesting details of the weight their new engine will raise, how much coal it will consume and how much injection water will be required.
- 47.** Letter. H. Goodwyn & Co. per John Green (Red Lion Brewhouse, East Smithfield) to Boulton & Watt [Soho]. 22 Dec. 1789.
Have received the account of the engine materials. Also want the premium charge.
- 48.** Letter. H. Goodwyn & Co. [London] to Boulton & Watt [Soho]. 18 May 1790.
Complaining of the excessive coal consumption of their engine.
- 49.** Memorandum. Notes respecting Sugar Engines from Mr. Gordon Senr. — Jun. 1790.
Details of likely costs, cost of coals, availability of water etc. for engines for sugar cane mills in the Caribbean.
- 50.** Letter. Richard Gorton (Mansfield) to Boulton & Watt [Birmingham]. 4 Jul. 1787.
*Docketed "Approving draught of agreement."
Approves of the agreement. However he may want to use the engine for things other than weaving smallwares.*
- 51.** Letter. Richard Gorton for Thomas Gorton & Son (Mansfield) to Boulton & Watt [Birmingham]. 9 Aug. 1787.
The engine has arrived at Nottingham. Have Boulton & Watt ordered the boiler.
- 52.** Letter. Thomas Gorton & Son (Mansfield) to Boulton & Watt (Birmingham). 10 Apr. 1788.
Problems with the engine – broken and poor quality sun wheels and uneven running.
- 53.** Letter. Richard Gorton (Mansfield) to Boulton & Watt (Birmingham). 14 Apr. 1788.
The engine continues to work very badly. The man they sent does not understand what to do and they cannot work the looms off it. James Law or another skilled erector should be sent. So far a dozen parts have broken.
- 54.** Letter. Thomas Gorton & Son (Mansfield) to Boulton & Watt [Birmingham]. 24 Apr. 1788.
Had got the engine going pretty well. James Law has examined it and altered the sun wheel. Think the reason it went so badly was the fact that they had removed a ton of weight from their machinery. Other parts that had broken. Ordering a "patent lamp for the engine", a spindle and collar, and chocks. Enclosing a drawing of the fly wheel shaft and pin.
- 55.** Letter. Gorton & Thompson (Mansfield) to Boulton & Watt (Birmingham). 28 Apr. 1791.
*Docketed "Richard Cartwright."
They discharged Richard Cartwright after 3 days – his drinking, excessive expensives and incompetence. Mr. Thompson has seen an engine in London which consumes much less coal than Boulton & Watt's.*
- 56.** Letter. Gorton & Thompson (Mansfield) to Boulton & Watt (Birmingham). 24 Aug. 1791.
Problems with their engine – it is consuming too much coal and using a great deal of piston packing. Think it would be cheaper to have an engine raising water than powering the works directly.
- 57.** Letter. Gorton & Thompson (Mansfield) to Boulton & Watt (Birmingham). 2 Sep. 1791.
Details of the excessive coal consumption of their engine. Have to pack the piston every day. Can they send a "good doctor" – John Southern.
- 58.** Letter. John Grant (London) to Boulton & Watt (Birmingham). 19 Apr. 1790.
He and Dr. Harry Parker want to call in at Soho on their way to Ravenhead. Wish to discuss an improvement to the steam engine mentioned by Mr. Black, which might be applicable to their grinding and polishing engine.

- 59.** Letter. Richard Gregory, Surgeon (Spondon) to James Watt [?] [Soho]. 30 Apr. 1791.
James Law's injuries in a coach accident. His wife is ill, so he wants James Watt to tell her himself if he tells her at all. He is being attended by Gregory and two gentlemen from Derby.
- 60.** Letter. Mr. — Greville (Kemp Mews, London) to James Watt (London). 8 Mar. 1787.
*Docketed "About Baron Stein."
Inviting James Watt to breakfast with himself and Baron Stein. Has seen the Baron and "is convinced everything will end to the satisfaction of all parties".*
- 61.** Letter. Gilbert Grierson (Leith) to Boulton & Watt (Birmingham). 6 Dec. 1793.
Can he have an answer to his letter about a reasonable abatement against the estate of Aitchison Brown & Co. Is about to declare a dividend on the estate.
- 62.** Letter. William Grimsell (Swan Inn) to James Watt [Birmingham]. 26 Apr. 1787.
If Watt comes to the Swan Inn Grimsell will tell him something he needs to know.
- 63.** Letter. Christopher Gullett (Beerferris) to Matthew Boulton (Truro). 29 Sep. 1785.
Thanks Boulton for his calculations re. an engine. The terms are not what he expected after they met in Exeter. Is now looking at using a stream for power. Would have been happy to have had the first Boulton & Watt engine in Devon had it been on the same terms as Cornish engines.
- 64.** Memorandum. Mr. Gullett's Mine as p. Capt. V[ivian?]. 3 Oct. 1787.
Calculations and sketch of the depth of the shafts.
- 65.** Letter. Christopher Gullett (Beerferris) to Matthew Boulton (Truro). 8 Oct. 1787.
- 66.** Letter. Christopher Gullett (Beerferris) to Matthew Boulton [Truro]. 26 Oct. 1787.
News from Richard Jennings about when the engine will arrive. Can William Murdock be sent to inspect the premises and give directions. The North Downs Adventurers have consented to send [David?] Watson in 3 weeks to erect it.
- 67.** Letter. Christopher Gullett (Beerferris) to Matthew Boulton [Soho]. 17 Apr. 1790.
Problems with the mine – it is very unprofitable and difficult to work. Lord Buckingham, who owns the land, has given up his dues. Can Matthew Boulton give him an abatement of the premium.
- 68.** Letter. Alexander Gunn (Wilsontown) to Gilbert Hamilton (Glasgow). 29 Nov. 1791.
James Murdock's movements – he is on his way to Darlington. At Wilsontown he spent "fifteen months doing what any other person... might do in two months."
- 69.** Letter. Ben Gurden (Wood Street, London) to James Watt [?] [Soho]. 14 Mar. 1787.
Enquiring about Albion Mill and requesting an estimate for an engine to power a flour mill on behalf of a correspondent in Canada.
- 70.** Letter. Gurney & Peckover per J. Peckover (Norwich) to Boulton & Watt [Soho].
29 Dec. 1791.
Requesting an estimate for a 4 horse engine following B. Gurney's conversation with Mr. Wyatt in London.
- 71.** Letter. A. Guyot (Paris) to Matthew Boulton (Soho). 16 May 1787.
*Letter continued on 17 May.
Had not written to Boulton previously, but he did say to M. R. Boulton that he would. Mr. Delessert has not been hurt by recent changes. Mr. Startin has arrived. Has not seen Mr. Vandermonde, so cannot answer James Watt's letter yet. Pearson saw M. R. Boulton at Versailles. News of M. R. Boulton. Problems of finding good situations for young men in Paris. Sir William Forbes' son is going to Mr. Frossard at Lyon. M. R. Boulton's finances, payment for lessons etc. Request from President de Virly for Matthew Boulton to procure tungsten and wolfram. Mrs. Delessert's friend Mr. Prevost is planning to visit Birmingham. Will see Mr. Vandermonde. A note from him saying he wants instructions on how to proceed.*

72a. Letter (in French). A. Guyot (Paris) to James Watt (Birmingham). 30 Jan. 1791.
Enclosing (b) below.
Enclosing a note dictated by his friend Mr. Ladebat, Deputy for St. Domingue in the National Assembly. News of the Delessert family.

b. Note (in French) dictated by Mr. Ladebat.

73. Letter (in French). A. Guyot (Paris) to James Watt (Heathfield). 21 Feb. 1791.

74. Letter (in French). A. Guyot (Paris) to James Watt (Heathfield). 8 Mar. 1791.

75. Letter (in French). A. Guyot (Paris) to James Watt [Birmingham]. 2 Jun. 1791.

76. Letter (in French). A. Guyot (Paris) to James Watt (Birmingham). 25 Nov. 1791.
Docketed "About sugar engines."

77. Letter (in French). A. Guyot (Paris) to James Watt (Birmingham). 8 Mar. 1792.

78. Letter (in French). A. Guyot (Edinburgh) to James Watt (London). 26 Feb. 1794.
Forwarded to Heathfield.

79. Letter. Gyfford & Co. (London) to Boulton & Watt [Soho]. 20 Nov. 1788.
Docketed "About nozzles."

Have decided to have a new upper nozzle, after consulting with James Cooper and Richard Dayus.

3/392 General Correspondence, H

(89 items)

1. Letter. James Haig (Canonmills) to Boulton & Watt (Birmingham). 17 Jun. 1785.
Sir John Dalrymple has suggested he write to Boulton & Watt about an engine for grinding malt and barley.

2. Letter. James Haig (Canonmills) to Boulton & Watt (Birmingham). 11 Jul. 1785.
Mis-docketed as 17 Nov.
Has seen Goodwyn & Co.'s engine. Barley and wheat are harder to grind than malted grain. Thoughts on the amount of power he needs. The premium charge might be thought too high as coals are cheap.

3. Letter. James Haig & Co. (Canonmills) to Boulton & Watt (Birmingham). 13 Oct. 1785.
Mis-docketed as 17 Nov.
Presuming that Boulton & Watt have ordered their engine. When can they send an erector, or if that is not possible their clerk Robert Punshon says he has erected engines in Newcastle.

4. Letter. James Haig & Co. (Canonmills) to Boulton & Watt (Birmingham). 17 Nov. 1785.
Have not had replies to their letters of 11 Jul. and 13 Oct. Can Boulton & Watt's engine be adapted for grinding unmalted grain.

5. Letter. James Haig & Co. (Canonmills) to Boulton & Watt (Birmingham). 11 May 1786.
Docketed "Ordering 10 horse engine."
Have had Boulton & Watt's letter about Whitbread and Stonard & Curtis' engines. Think a 10 horse engine will suit. Want a man to visit to finally determine the power required. The man who comes to erect John Aitchison's can erect theirs.

6. Letter. James Haig & Co. (Edinburgh) to Boulton & Watt (Birmingham). 14 Sep. 1786.
Mis-docketed as 1784.
Have heard from distillers in Bristol that barley ground with stones powered by steam engines is not good for brewing. Can Boulton & Watt assure them this is due to the stones and not the motion communicated by the engine. If so, they will want a 20 horse engine.

- 7.** Letter. James Haig & Co. (Canonmills) to Boulton & Watt (Birmingham). 28 Sep. 1786.
Docketed "Ordering engine."
Have received Boulton & Watt's letter explaining that the engine at Bristol is not one of theirs and is of bad construction, and that grinding problems are due to the stones. Therefore want their engine as soon as possible. Delivery arrangements. The placing of the engine.
- 8.** Letter. James Haig & Co. (Canonmills) to Boulton & Watt (Birmingham). 12 Oct. 1786.
Thoughts on the type of stones. Want the shaft to be as Boulton & Watt suggested. Have plates for a boiler originally intended for an atmospheric engine. Hope to use the engine to pump water as well.
- 9.** Letter. James Haig & Co. (Canonmills) to Boulton & Watt (Birmingham). 19 Dec. 1786.
The original site of the engine house will not suit, and the season is too far advanced for building. Are progressing with the other works and machinery. Can they ship parts via Andrew Mackenzie & Co. of London.
- 10.** Letter. James Haig & Co. (Canonmills) to Boulton & Watt (Birmingham). 20 Apr. 1787.
Have had Boulton & Watt's advice of parts being shipped from Hull and from John Wilkinson. Their agent Moodie has called to get a signature on the agreement. They have refused because of the expense and their fears for the prosperity of their trade. Have decided to proceed no further. Will pay Boulton & Watt for their trouble and the plans.
- 11.** Letter. James Haig & Co. (Canonmills) to Boulton & Watt (Birmingham). 15 May 1787.
Docketed "Agreeing to our proposals for taking back engine materials."
Agreeing to Boulton & Watt's proposals for taking back the parts of their engine. Can they settle with John Rennie about the wheels he cast. Have no plans to erect an engine.
- 12a.** Printed letter. David Steuart & George Leslie, Trustees of the Estate of James Haig & Co. (Edinburgh). — Sep. 1788.
Enclosing (b) below.
Docketed "Proposal from J. Haig & Company to their creditors."
- b.** Printed Memorandum. James Haig's proposal of an offer to his creditors, made at a meeting of them 17 Sep. 1788.
- 13.** Letter. Hague & Parkin (Sheffield) to ? [Soho]. 14 Mar. 1792.
Have given up the idea of having a steam engine.
- 14a.** Letter. Henry Hale (Bristol) to Boulton & Watt (Birmingham). 9 May 1785.
Enclosed in (b) below.
Has heard from Samuel Galton that Boulton & Watt want someone "to superintend one of your concerns". Is a Quaker and has worked in business for 20 years. His abilities. He is known to Samuel Galton and Samuel Baker of Birmingham. His terms.
- b.** Letter. Samuel Galton (Bristol) to Samuel Galton Jr. [Birmingham]. 9 May 1785.
The bottom part of this letter has been cut away.
His attempts to find Boulton & Watt a clerk. Details of Henry Hale's career and character and his terms. Thomas Collins of Birmingham, a former grocer, would engage for £50.
- 15.** Letter. George Hamilton (Dublin) to Matthew Boulton (Soho). 18 May 1787.
His friend Mr. Jebb's good impressions of Matthew Boulton's works. Requesting an estimate of a steam engine for his works at Balbrygen. His desire to visit Soho.
- 16.** Letter. Richard Hare (Limehouse, London) to Boulton & Watt (Birmingham). 11 Jan. 1785.
Requesting an estimate of an engine like that of Goodwyn & Co.'s. However understands Boulton & Watt's engines are so expensive that they will not come into general use. Has talked to Mr. Wood of Oxford about buying one of his patent engines. Will not buy one of Wood's until he has heard from Boulton & Watt.

17. Letter. Richard Hare (Limehouse) to Boulton & Watt [Birmingham]. "Wednesday Even^g." *After he left Boulton & Watt he heard that another brewer Mr. Clowes has made calculations that a 9 horse steam engine saves nothing for a brewery. Will not determine about an engine until he has talked to Clowes.*

18. Letter. Harford & Co. (Goswell Street, London) to Boulton & Watt [Soho]. 6 Mar. 1792. *Requesting an estimate and details of a 6 horse engine for a brewery.*

19. Letter. Harford & Co. (London) to Boulton & Watt [Soho]. 23 Mar. 1792. *Are dropping the idea of erecting an engine as the expense is too great.*

20a. Letter. William Harper (Macclesfield) to Boulton & Watt [Soho]. 15 Nov. 1786. *Kept with (b) below. His friend Mr. Hawkins has recommended he writes to Boulton & Watt. Wants an engine for his silk mill. Details of his water supply which is insufficient to turn his whole machinery. There is already an engine in Macclesfield but apparently it is "imperfect".*

b. Letter (press copy). John Southern (Birmingham) to William Harper [Macclesfield]. 18 Nov. 1786. *Boulton & Watt are absent. Questions about Harper's stream and water supply. Engines are made to turn mills without intermediate water wheels.*

Nos. 21-35. Timothy Harris (later Harris Harris & Plant).

Harris owned a cotton mill in St. Mary's, Nottingham, but he himself seems to have lived in Bridge Street, Blackfriars, London. When signing the agreement he said he had no partners, but a few of the letters are signed by one William Harris who was presumably his brother or son. By May 1787 the concern had become Harris Harris & Plant.

21. Letter. Timothy Harris (Bridge Street, Blackfriars) to James Watt (—). 17 Nov. 1785. *The plans for the engine look well-executed. Hopes it will be erected quickly. Has entirely given up horses for the engine.*

22. Letter. Timothy Harris (Bridge Street, Blackfriars) to James Watt (Birmingham). 19 Nov. 1785. *His engine must consume its smoke. His neighbours at Nottingham have already applied to the Mayor to prevent it being erected.*

23. Letter. Timothy Harris (Bridge Street, Blackfriars) to James Watt (—). 28 Nov. 1785. *Has sent the plans to Nottingham and referred his millwright to James Watt if he does not understand them.*

24. Letter. Timothy Harris (Bridge Street, Blackfriars) to James Watt (—). 2 Mar. 1786. *Is pleased to hear the engine is nearly complete. Has no objection to the agreement. Has no partners at present. Will write to his millwright Mr. Low to ensure everything is ready.*

25. Letter. William Harris (Nottingham) to Boulton & Watt (Birmingham). 3 May 1786. *Have not yet received the cylinder.*

26. Letter. William Harris (Nottingham) to Boulton & Watt (Birmingham). 3 Jun. 1786. *Have now received the cylinder.*

27. Letter. Timothy Harris (Nottingham) to James Watt (Birmingham). 15 Jun. 1786. *Looked through the engine articles with the two Boulton & Watt men – they have not in fact received the cylinder from John Wilkinson. What arrived came from Soho.*

28. Letter. Timothy Harris (Nottingham) to James Watt (—). 16 Jun. 1786. *Has heard that the items from Wilkinson are at Charley. [This item was originally next to a letter to [William?] Hazledine of 23 Jan. 1790 – this letter is now wanting.]*

- 29.** Letter. Timothy Harris (Nottingham) to James Watt (—). 20 Jun. 1786.
*Docketed "List of goods in casks awaiting."
One cask of items from John Wilkinson has not arrived. List of the items.*
- 30.** Letter. Timothy Harris (Nottingham) to James Watt (Birmingham). 28 Jun. 1786.
John Wilkinson said the missing cask was at Shardlow – can find nothing of it.
- 31.** Letter. Timothy Harris (Nottingham) to James Watt (—). 14 Sep. 1786.
The bearer Richard Cartwright has finished the engine. The heaviest part of the works are not yet up, but he can leave as agreed. Good impressions of Cartwright – would prefer him to return if they ever need anyone.
- 32.** Letter. Timothy Harris (Bridge Street, Blackfriars) to James Watt (—). 31 Oct. 1786.
Has heard their engine has stopped. Can Boulton & Watt send someone. [In a postscript] Hopes to go to Nottingham. Has seen Cartwright and paid for his coach to Nottingham.
- 33.** Letter. Timothy Harris (Nottingham) to James Watt (Birmingham). 5 Nov. 1786.
Cartwright's repairs to his engine. Cartwright says the problem was the way Mr. Low put up the timber. Cannot say if this is true or not.
- 34.** Letter. Harris Harris & Plant (Nottingham) to Boulton & Watt (—). 4 May 1787.
Boulton & Watt's engineer is leaving having put the engine to rights. Can Isaac Perrins be sent in future. Will get their own engineman, but the one Boulton & Watt sent works it very well.
- 35.** Letter. William Harris (Nottingham) to Boulton & Watt (—). 15 Oct. 1789.
*Docketed "Wanting new connecting link."
The bearer Taylor will give them the details of the new connecting rod they need. The engine now works well.*
- 36.** Letter. David Harrison (Doveridge) to Matthew Boulton (Birmingham). 9 May 1785.
Enquiry about an engine for the cotton spinning mill at Uttoxeter in which he is a partner.
- 37.** Letter. David Harrison (Doveridge) to Boulton & Watt (Birmingham). 30 May 1785.
Answers to Boulton & Watt's queries about his mill – the wheel, shuttles, coals, what amount of water is needed in a stated time etc.
- 38.** Letter. William Hazledine (Shrewsbury) to Boulton & Watt (Soho). — Oct. 1791.
Requesting the price of an engine with a 16 inch cylinder for a company in Shrewsbury.
- 39.** Letter. Robert Herries & Co. (London) to Boulton & Watt (Birmingham). 10 Jun. 1786.
Docketed "By Monsieur Barthelemy."
- 40.** Letter. Robert Herries & Co. (St. James St., London) to Boulton & Watt (Birmingham). 19 Apr. 1788.
*On the same sheet:
Memorandum (in French). Queries about Watt's steam engine.*
- 41.** Letter. Robert Herries & Co. (London) to Boulton & Watt (Birmingham). 14 May 1788.
- 42.** Letter. Thomas Hill (27 Gresse Street, London) to James Watt (Birmingham). 10 Aug. 1790.
Enquiring about rents of shops. A friend of his wants to open a shop for tobacco and snuff. Imagines tobacco and snuff is sold in Birminham by grocers.
- 43.** Letter. Robert Hoakesly (Chester) to "Bolton & Co." (Birmingham). 15 Jan. 1789.
Requesting the price of an engine for shelling, and grinding oatmeal and wheat.

- 44.** Letter. T. Hobbins (Worcester) to "Bolton & Co." (Birmingham). 31 May 1789.
Requesting an estimate of an engine to drain a mine. Details of the water, depth etc.
- 45.** Letter. Richard Hodge (St. Ives) to Matthew Boulton (Chacewater). 30 Nov. 1785.
Has heard that Charles Forman has empowered Matthew Boulton to act in Wheal Speed mine in place of Capt. Nuiten [?] who has been neglectful. Accounts of the mine. Dealings between Forman and Nuiten.
- 46.** Letter. Roger Hog (London) to Boulton & Watt (Birmingham). 19 May 1786.
Delivered the papers for J. D. H. Van Liender to Capt. John Logan of the Conqueror bound for Rotterdam.
- 47.** Letter. Roger Hog (London) to Boulton & Watt (Birmingham). 30 May 1786.
*Docketed "Account of specification being delivered in Holland."
J. D. H. van Liender has received his parcel of papers safely.*
- 48.** Letter. Roger Hog (London) to Boulton & Watt (Birmingham). 12 Aug. 1786.
Has received the plans for J. D. H. van Liender and will forward them.
- 49.** Letter. James Holbrook (Morrison) to James Watt (Harper's Hill). 16 Aug. 1878.
Docketed "About Raby's slags."
- 50.** Account. David Holt & Co. Drs. to Boulton & Watt. 7 Mar. 1793.
In James Pearson's hand. The totals have not been completed.
- 51.** Letter. David Holt & Co. (Holt Town Mills) to Boulton & Watt (Birmingham). 9 Jul. 1793.
*Docketed "About his assignment of effects to trustees."
Their creditors propose assigning the business to trustees. Do Boulton & Watt consent?
Names of the trustees.*
- 52.** Letter. John Holt (Measham) to James Watt (Handsworth). 30 Nov. 1790.
His work on a new boiler and pipes for Mr. Wilkes. Will leave in 7 or 8 weeks on good terms with Mr. Wilkes. Wants his old place at Soho back.
- 53.** Letter. B. van Homrigh (Amsterdam) to Boulton & Watt (Birmingham). 3 Mar. 1789.
*Docketed "Price of tin."
Thinks they were right to sell the tin at home. Frost had interrupted trade. Thoughts on the best European tin markets.*
- 54.** Letter. J. Hopkirk (—) to Gilbert Hamilton [Glasgow]. — Dec. 1787.
Queries for James Watt about engines for grinding wheat.
- 55.** Letter. Jabez Hornblower (38 St. George's Row, St. George's Fields, London) to Boulton & Watt (Birmingham). 7 Jun. 1793.
*Son of Jabez Carter Hornblower. Not dated – date taken from the postmark.
Looking for work. He and his father could not agree, which is why they have parted company.*
- 56.** Letter. John Houghton (Birmingham Navigation Office) to Boulton & Watt (Soho). 11 Dec. 1790.
The Navigation Committee wish to meet James Watt to discuss his letter of 23rd Nov.
- 57.** Letter. Thomas Houlbrooke (Edinburgh) to James Watt [?] [Soho]. 5 Nov. 1790.
Is in Edinburgh to attend Dr. Black's lecture. Can he have a letter of introduction.
- 58.** Letter. George Houstoun (Johnstone) to James Watt (Birmingham). 8 Jul. 1788.
Asking James Watt's advice about the height the water can be raised in the mill he is erecting. Includes a sketch of the layout of the water wheels.

Nos. 59-79. Howard & Houghton / Thomas Lee.

Richard Howard & Son of Hull and Thomas Houghton of Barrow, Lincolnshire were partners in proposed a paper mill, Wilmington Mill, Sutton in Holderness, East Riding of Yorkshire. Houghton made the initial enquiry about an engine after seeing the engine at Coates & Jarrat's oil mill in Hull, and he also visited the engine at the Hull Water Works. Joseph Moyser was their millwright. Richard Howard died in 1787, while the mill was being built, and his son John took on the business. Thomas Lee took over the mill in 1789. Several of the letters have been used for rough pencil sketches and calculations.

- 59.** Letter. Thomas Houghton (Market Rasen) to Boulton & Watt (Soho). 30 Aug. 1785.
Has seen the engine at Coates & Jarrat's oil mill in Hull. Requests an estimate of an engine for his paper mill.
- 60.** Letter. Thomas Houghton (Barrow, Lincs.) to James Watt (—). 13 Aug. 1786.
He and Richard Howard & Son have determined to have an engine for their paper mill. Want an 11 horse engine. Have a boiler which may be suitable. Joseph Moyser will send a plan of the mill.
- 61.** Letter. Joseph Moyser (Buttercrambe) to Boulton & Watt (Birmingham). 23 Aug. 1786.
Docketed as Howards & Houghton.
Sending a sketch and details of the mill. Explanation of its layout.
- 62.** Letter. Joseph Moyser (Buttercrambe) to Boulton & Watt (Birmingham). 27 Aug. 1786.
Docketed as Howard & Houghton.
Sent a sketch plan of the mill. The Day House and other buildings are almost finished. They are ready to lay the foundations of the mill.
- 63.** Letter. Thomas Houghton (Hull) to Boulton & Watt (—). 15 Sep. 1786.
Details of the intended boiler. Need the plans as soon as possible. Returning the samples of [copying?] paper.
- 64.** Letter. Thomas Houghton (Hull) to James Watt (—). 4 Oct. 1786.
Have not received the plans of the engine. Need them as the weather is good.
- 65.** Letter. Joseph Moyser (Buttercrambe) to James Watt (Birmingham). 10 Nov. 1786.
When will the engine arrive at Hull. What are the dimensions of the axle tree.
- 66.** Letter. Richard Howard & Son (Hull) to Boulton & Watt (Birmingham). 24 Nov. 1786.
Arrangements for shipping the engine parts to Hull.
- 67.** Letter. Richard Howard & Son (Hull) to Boulton & Watt (Birmingham). 5 Dec. 1786.
Arrangements for delivery of the engine parts – they should be directed to Edward Hollingshead, Principal Clerk at Chamberlayn's Wharf.
- 68.** Letter. Richard Howard & Son (Hull) to Boulton & Watt (Birmingham). 10 Jan. 1787.
Arrangements for shipping the remainder of the parts – they should be sent via the canal at Gainsborough on Henshall & Co.'s boats.
- 69.** Letter. Joseph Moyser (Buttercrambe) to Boulton & Watt (Birmingham). 21 Jan. 1787.
Further queries on the dimensions of the axle tree.
- 70.** Letter. Thomas Houghton (Hull) to Boulton & Watt (Birmingham). 3 Mar. 1787.
Have heard nothing of their engine articles. Joseph Moyser wrote to them about the rotative shaft. Cannot understand the delay. The millwrights will be at a standstill.
- 71.** Letter. Richard Howard & Son (Hull) to Boulton & Watt (Birmingham). 17 May 1787.
The works are ready for Boulton & Watt's men. The articles from Bersham arrived.

- 72.** Letter. Thomas Houghton (Hull) to Boulton & Watt (Birmingham). 26 May 1787.
Problems with the agreement – Richard Howard has died and his son John taken over the business. John is away. Unsure what name he wishes to use for his business. Queries on the agreement – the sending of an erector, the export of the engine, altering its use.
- 73.** Letter. Thomas Houghton (Hull) to Boulton & Watt (Birmingham). 20 Jun. 1787.
Will show Boulton & Watt's letter of 16 Jun. to John Howard when he returns. Progress of Boulton & Watt's men Richard [Cartwright] and Thomas [Baker] with the engine – some parts have been made wrong. They have a grate already.
- 74.** Letter. Thomas Houghton (Hull) to Boulton & Watt (Birmingham). 6 Jul. 1787.
John Howard's objections to the clause which defines the use of the engine. Boulton & Watt's men's progress with the engine. Will allow Richard [Cartwright] to put up the engine at Gainsborough. The name of their mill is Wilmington Mill.
- 75.** Letter. Richard Cartwright (Hull) to James Watt (—). 28 Jul. 1787.
Docketd as Howard & Houghton. Is about to go to Morehouse's engine. Has been teaching Thomas Baker to work Howard & Houghton's engine. Houghton intends to keep him a month, and is very pleased with the engine, and wants Cartwright to return when the mill work is ready.
- 76.** Letter. Joseph Moyser (Buttercrambe) to Boulton & Watt (Birmingham). 21 Sep. 1787.
Starting of the engine. It works well. Mr. Thompson wishes to visit Birmingham to discuss apparatus for drying corn. On the same sheet:
Letter. Joseph Moyser to John Southern.
Sorry he did not see Southern in Hull. Is told that Southern disapproved of Richard [Cartwright]'s work on the engine. Thinks Cartwright "a trusty diligent man".
- 77.** Letter. Thomas Houghton (Hull) to Boulton & Watt (Birmingham). 4 Oct. 1787.
Fears the engine is too weak to drive all the rag engines in the mill. Had been assured it would be strong enough by Boulton & Watt. Thomas Baker's inexperience at running the engine. Needed the help of Coates & Jarrat's engineman. Has asked Richard Cartwright to return. Wants Baker to be removed. Boulton & Watt said they would charge a premium for one horse less than they actually provided, due to the "uncertainty of the works". This seems to have escaped their memory. The excessive coal consumption of the engine.
- 78.** Letter. Thomas Houghton (Hull) to James Watt (Birmingham). 9 Nov. 1787.
[Joseph] Harrison and Richard Cartwright have examined the engine. Still feels James Watt's calculations were erroneous as the engine does not do the work they expected. Considers James Watt should make abatements in the premium in future for trials and uncertain trade.
- 79.** Letter. Richard Howard & Son (Hull) to Boulton & Watt (Birmingham). 14 Dec. 1787.
Enclosing 3 bills of exchange. Thomas Houghton thinks they have charged for an eduction pipe which Boulton & Watt promised to pay for. Sorry that the engine does not perform to Houghton's expectations.
- 80.** Letter. T. B. Howell (Lincoln's Inn Fields) to Boulton & Watt (Birmingham). 21 Sep. 1793.
Has received answers to his queries from the West Indies following his conversation with Boulton & Watt. Water temperature will be the biggest problem. Offering them timber from his friend's beech wood for fuel.
- 81.** Letter. Edward Hughes (—) to John Roberts (Soho). 19 Sep. 1787.
James Webb has not brought the money for James Law and son and Nat Willes as he is helping his brother pack to go to Scotland. Webb said he would rather go to Scotland with his brother, who has a pattern for stocking frame making.
- 82.** Letter. John Hurd (London) to James Watt (—). 18 Nov. 1787.
Thinks "peace will be established in the evening" so there is no need for James Watt to come to London. Mr. Vivian is to take the "P.M. Co. ultimatum" to the adjourned meeting.

83. Letter. John Hurd (London) to James Watt (Birmingham). 20 Nov. 1787.
"Mr. Williams' ultimatum" was finished too late for the post. All parties agree something must be done about the smelting business. Williams says he can take it in hand. Refused to accept a bill from Mr. Vivian to accommodate M. L. & Co.

On the same sheet:

Transcript of letter. — Williams (London) to — Vivian. 19 Nov. 1787.
Details of his reasons for refusing the proposition for a joint agent.

84. Letter. John Hurd (London) to James Watt [?] (—). 24 Nov. 1787.
Has had no news from Cornwall. Has he heard anything from Thomas Wilson.

85a Letter. J. E. Hurter (London) to Matthew Boulton (Soho). 24 Aug. 1789.
*Kept with (b) below. Docketed "Wants a small engine."
Requesting an estimate of a pumping engine for a friend resident abroad. A note on the bottom reads "J[ohn] S[outhern] thinks this letter relates to the same business that the one Mr. B. received from Mr. Huntsman of Sheffield did."*

b. Calculations. Mr. Hurter wants Engine to raise 20,000 gallons of Ñ in 24 hours 45 feet high.
In James Watt's hand.

86. Letter. Thomas Hutchins (Griff Colliery) to James Watt (Birmingham). 26 Dec. 1789.
It is five weeks since he conferred with James Watt about an engine. Progress with the engine house. Needs to decide whether to have a Boulton & Watt engine or a Newcomen one.

87. Letter. Thomas Hutchins (Griff Hill) to James Watt (Birmingham). 11 Jan. 1790.
The rate of working of their current engines and the amount of water they have lifted. Hopes this information will enable James Watt to reduce the premium. If not, the Boulton & Watt engine will be "out of their reach". Will be happy to see the coal-drawing engine come into use.

88. Letter. Thomas Hutchins (Griff Hill) to James Watt (Birmingham). 23 Jan. 1790.
Has showed James Watt's letter to Sir Roger Newdigate – his questions on the premium, coal consumption and the wages of an engineman.

89. Letter. Thomas Hutchins (Griff Hill) to James Watt (Birmingham). 13 Feb. 1790.
Sir Roger Newdigate thanks James Watt for his attentions. They are afraid that the opening of the canal will bring Staffordshire coal into the Warwickshire markets, leading to the closure of Warwickshire collieries. Boulton & Watt's premium is too high, so they are giving up the thought of a Boulton & Watt engine.

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 244

3/393 General Correspondence, I, J (58 items)

1. Account. Abraham Illingworth Dr. to Boulton & Watt. 16 Nov. 1792—4 Apr. 1793.
In James Pearson's hand.
2. Letter. Peter Ewart (Stockport) to Boulton & Watt (Soho). 6 Jun. 1793.
*Docketed "Illingworth's account."
Abraham Illingworth's second engine has never worked. Has put the account into the hands of Mr. Walker, solicitor to the commission of bankruptcy. The letter was directed to James Pearson.*
3. Letter. Abraham Illingworth (Stockport) to Boulton & Watt (Soho). 30 Dec. 1793.
His proposals to Boulton & Watt for paying off his debt in installments.
4. Letter. Abraham Illingworth (Stockport) to Boulton & Watt (Soho). 1 Nov. 1794.
Has had to abandon his plan to stay in business. Details of his financial problems. The premises with the small engine are mortgaged to the Stockport Bank. Will probably purchase the premises with the large engine from the assignees. His plans to pay off his debts with these – the premises with the smaller engine will be sold. Will want the second boiler fixing – can Isaac Perrins attend.
5. Draft of letter. Boulton & Watt (Soho) to A. & J. Weston [London]. 12 Nov. 1794.
*Docketed "Case of Illingworth sent to A. & J. Weston."
If they accept the small dividend from Abraham Illingworth, do they invalidate their claim to the remainder of the debt. Anyone buying the engines cannot work it until the materials and premium are paid for – this makes their case different to other creditors.*
6. Letter. John James (Nottingham) to James Watt (London). 27 Feb. 1786.
One of Boulton & Watt's men has looked at his cotton mill. Requesting an estimate of an 8 horse engine.
7. Letter. John James (Nottingham) to Boulton & Watt (Soho). 24 Sep. 1787.
Has decided to have a Boulton & Watt engine. His millwright Mr. Lowe recommends taking the motion from the main shaft. Details of the mill – the rooms are very low.
8. Letter. John James (Nottingham) to Boulton & Watt (Soho). 1 Oct. 1787.
Has received the drawings and agreement. Siting of the engine. What will be the exact expense of erection. What size should the cistern be. Mr. Moorehouse will be setting his engine going soon – will order his then. An 8 horse should be sufficient.
9. Letter. John James (Nottingham) to Boulton & Watt (—). 7 Oct. 1787.
*Docketed as 4 Oct.
He and his millwright Mr. Lowe are coming to Birmingham – can answer Boulton & Watt's questions then.*
10. Letter. John James (Nottingham) to Boulton & Watt (—). 9 Oct. 1787.
Cannot come to Birmingham when he promised as Mr. Lowe has not returned yet.

11. Letter. William Jessop (Newark) to James Watt (Birmingham). 16 Oct. 1786.

12a. Letter. William Jessop (Newark) to James Watt (Birmingham). 15 Nov. 1786.
Kept with (b) and (c) below.

b. Letter (press copy). John Southern (Birmingham) to William Jessop [Newark].
7 Nov. 1786.

c. Letter (press copy). John Southern (Harper's Hill) to Mr. — Whitmore [Birmingham]. 18
Nov. 1786.

13. Letter. William Jessop (Newark) to James Watt (—). 22 Dec. 1788.
*About 30 mills will lose their power if the River Colne is used to supply water to London.
Requesting details of prices of engines for them.*

14a. Letter. William Jessop (Newark) to Boulton & Watt (Birmingham). 15 Oct. 1790.
*Details of marshland near Lynn and its drainage. Scheme to erect two steam engines for
drainage – what will be the cost and the size of the engines required. Some local preferences
for wind mills. James Watt has used the sheet for calculations.*

b. Calculations.
In James Watt's hand.

15. Letter. William Jessop (Newark) to Boulton & Watt (Birmingham). 6 Dec. 1790.
*Further details of the marshland near Lynn to be drained. Requesting further estimates for
two engines.*

16. Letter. William Jessop (Dublin) to James Watt (Birmingham). 23 Jul. 1791.
Watt has used the sheet for calculations.

17. Letter. William Jessop (Dublin) to Boulton & Watt (Birmingham). 6 Aug. 1791.
Watt has used the sheet for calculations.

Nos. 18-29. Johnson & Gould.

Owners of a mill for grinding malt, starch and flour at Brentford. Boulton & Watt initially
objected to selling them an engine on the grounds that they would compete with the Albion
Mill.

18. Letter. Dr. R. W. Johnson (Brentford) to Boulton & Watt (Birmingham). 29 Jul. 1790.
*Applied to John Rennie for a steam powered meal mill. Is now being encouraged to grind flour
too. Rennie thinks Boulton & Watt will have objections to this as proprietors of Albion Mill. His
trade will not affect Albion Mill.*

19. Letter. Johnson & Gould (Brentford) to Boulton & Watt (Birmingham). 23 Aug. 1790.
*Do not intend to compete with anyone, but do need an engine to meet demand. Want an
engine of 20 horses and hope Boulton & Watt will reconsider their application.*

20. Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 27 Aug. 1790.
*Do not mean for Boulton & Watt to do anything dishonourable to their partners in Albion Mill.
Plan to grind barley, malt for Roberts & Co.'s distillery, starch, and flour in summer when the
River Brent is low. Currently flour has to be carried to nearby watermills.*

21. Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 11 Sep. 1790.
*Returning the agreement with a few alterations. On the same sheet:
Draft of letter. Boulton & Watt to Johnson & Gould. — Sep. 1790.
The draft is in James Watt's hand.
Cannot agree to their amendment to the agreement. If they had made that sort of agreement
when erecting the engine at Battersea, they would have been prevented from erecting one for
Johnson & Gould.*

- 22.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 16 Sep. 1790.
Docketed "Ratification of agreement."
Thought their amendment of the agreement was fair. It can be engrossed anyway.
- 23.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 28 Jun. 1791.
Docketed "About J. Price."
John Price wishes to remain with them – is he disengaged from Boulton & Watt and what is their opinion of him.
- 24.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 14 Jul. 1791.
Will not engage John Price, "but follow the mode you recommend." Thanking Boulton & Watt for letting him stay a month to erect the engine and train an engineman.
- 25.** Letter. Johnson & Gould (Brentford) to Boulton & Watt (Birmingham). 3 Jan. 1792.
The engine has never got going properly. They are at a standstill. Hope they will give immediate orders for getting it working.
- 26.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 11 Jan. 1792.
On the same sheet:
Transcript of letter. Johnson & Gould to David Watson (London). 11 Jan. 1792.
Watson left a letter saying the problem was deficiency of steam due to poor coal. The enginemen have tried several types of coal to no avail. Watson must return and get the engine working properly.
- 27.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 9 Feb. 1792.
Nothing has been done since they were at the works. The engine's extraordinary coal consumption. They will hold Boulton & Watt accountable until the engine does its duty.
- 28.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 12 Jan. 1793.
Objecting to the premium. The delays in erecting the engine, the inadequate power of the engine when it was set to work, the expense of the boiler being too small – these have caused them great loss. Inefficiency of the engine when it was at work. Proposing that Boulton & Watt will withdraw the premium for the first year.
- 29.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 12 Feb. 1793.
The expenses and delays with the engine have left them in debt. Hope Boulton & Watt will relinquish the premium for the first year.
- 30.** Letter. James Johnstone (Pipe Water Office, Dublin) to Boulton & Watt (Birmingham). 3 Sep. 1790.
Requesting an estimate of an engine for Dublin water works.

Nos. 31-48. Hugh Jones.

Shipping and timber merchant, Chester.

- 31.** Letter. Hugh Jones (Chester) to Boulton & Watt (Birmingham). 8 Jun. 1786.
Docketed "Stockdale and Spedding's goods."
Goods for Stockdale & Co. and Spedding & Co. – are they to be charged to Boulton & Watt's account?
- 32.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 29 Aug. 1786.
Docketed "About shipping Poldice goods."
Capt. Vivian's vessel is taking the Wheal Crenver and Hallammanin goods, but he is refusing to take the Poldice goods. He is engaged to load up with fire bricks. Shipping of goods for United Mines and Wanlockhead.

- 33.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 14 Sep. 1786.
Docketed "About Poldice and Barclay & Perkins' goods."
Capt. Vivian still refuses to take the Poldice and United Mines goods. Will engage another vessel for Cornwall. Arrangements for transporting Barclay & Perkins' engine by land.
- 34.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 18 Sep. 1786.
Has sent Thrale & Co.'s engine by land. Has found a vessel with a hatch big enough to take the Wanlockhead engine's cylinder for 30 guineas.
- 35.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 24 Sep. 1786.
Docketed "Concerning his having freighted a vessel for Poldice goods."
Capt. Vivian's vessel the William & Mary sails today. Has engaged a vessel to take the Poldice and United Mines goods.
- 36.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 4 Oct. 1786
Docketed "Wanlockhead and Poldice goods."
Arrangements for shipping the Wanlockhead engine's cylinder on the Betty. Gales have kept the vessel for the Poldice goods out of the port. Will ship the goods on the first vessel that is available.
- 37.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 8 Oct. 1786.
Docketed "Wanlockhead and Poldice."
Shipping of the Wanlockhead cylinder without going via London would be faster. Shipping price of coals. Could engage another vessel to take the cylinder and a load of coals.
- 38.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 17 Oct. 1786.
Docketed "Freighting the Peter for Wanlockhead goods."
Has engaged the Peter to take the Wanlockhead cylinder and coal. This will prove faster than a vessel going via London.
- 39.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 25 Oct. 1786.
Docketed "Sailing Wanlockhead cylinder and Poldice and United Mines goods."
Further details of the shipping of the Wanlockhead cylinder. The rods for Cornwall have not yet arrived. The ship with the Poldice and United mines goods leaves today.
- 40.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 2 Nov. 1786.
Was forced to send the piston rods for Cornwall by land to Parkgate – they have been shipped from there. John Wilkinson has ordered a vessel for Truro – the other goods Boulton & Watt ordered from him will be shipped in that.
- 41.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 6 Mar. 1787.
Docketed "Shipping Howard's and Haig's goods."
Shipping of the goods for Haig & Co. and Howard & Co. on the Betty.
- 42.** Letter. Hugh Jones (Chester) to Boulton & Watt (Birmingham). 18 Jul. 1788.
Docketed "About Poli's clack door plate."
A missing clack door plate for Poli of Naples.
- 43.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 6 Mar. 1789.
Prices of shipping and coal duty for Cadiz.
- 44.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 7 Mar. 1789.
Docketed "About freight to Cadiz and price of coals."
Price of coals in Chester and the duty on them in Spain.
- 45.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 17 Jul. 1791.
Docketed "Vessel for Torres' goods."
What would Boulton & Watt fill up the vessel for Cadiz with. Two masters have looked at the goods – their charges.

- 46.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 1 Sep. 1791.
*Docketed "Sending off Mydrecht goods to Liverpool."
Goods for Mydrecht shipped to Thoms & Co. in Liverpool. Goods from Preston Brook.*
- 47.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 7 Sep. 1791.
*Docketed "Freight for BWS goods."
Delivery of goods from Prestonbrook and Bersham. Has talked to the master of a sloop, but does not like single-masted vessels, and she may be too small.*
- 48.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 16 Sep. 1791.
*Docketed "Freighting the Fox for goods BWS."
Has engaged the Fox.*
- 49.** Letter. Thomas Jones (Manchester) to Boulton & Watt (—). 10 Oct. 1793.
No prior engagements prevent him from accepting the cases that Boulton & Watt mention.
- 50.** Letter. Thomas Jones (Manchester) to Boulton & Watt (—). 18 Oct. 1793.
Enclosing a letter of attorney for Boulton & Watt to execute to allow Jones to act for them.
- 51.** Letter. Thomas Jones (Manchester) to Boulton & Watt (Birmingham). 7 Nov. 1793.
His discussions with the inspectors of David Holt & Co. – bankruptcy will ultimately be declared. Abraham Illingworth's assignees hope to recover the premises with the larger engine from a London banking house. They will then pay for the engine and sell the premises. The assignees of the Stockport bank are afraid of their commission being superseded. Boulton & Watt's rights to the money owed on the engines. Boulton & Watt should separate their demands on each of the two engines.
- 52.** Letter. Thomas Jones (Manchester) to Boulton & Watt (Birmingham). 24 Jan. 1794.
*Docketed "Illingworth's proposals."
Details of Abraham Illingworth's proposals to his creditors. Thinks they may be beneficial but not all the creditors will agree. There were no bidders for the premises with the lesser engine – Boulton & Watt's claim was inserted in the sale conditions. The assignees are working the engine and willing to pay the premium.*
- 53.** Letter. Thomas Jones (Manchester) to Boulton & Watt (Soho). 17 Sep. 1794.
*Docketed "Answered 11 October. Fire at Illingworth's. Assignees promise to pay the premium."
Isaac Perrins' report of the fire damage at Abraham Illingworth's smaller engine. Perrins' estimate of the engine was disliked by the Fire Office – Bateman & Sherrat gave a much lower one and they are employed to repair it. Illingworth's assignees promise to pay the premium. Illingworth is about to renew his proposals to his creditors. Holt & Co.'s engine is for sale. Has enquired about Baker & Co.'s engine.*
- 54.** Letter. Thomas Jones (Manchester) to Boulton & Watt (Birmingham). 25 Nov. 1794.
*Docketed "Opinion of our claim. Wants a copying machine."
Abraham Illingworth was mistaken to think that Boulton & Watt had agreed to his proposals. Problems of getting payment from the current holders of Illingworth's engines. If Boulton & Watt accept dividends they might waive their claim to the whole of the debt. Has asked the assignee for the premium for the time he has used the engines. Orders copying machines.*
- 55.** Letter. Thomas Jones (London) to Boulton & Watt (—). 8 Feb. 1791.
*Docketed "Wanting his account."
Requesting his account and drawings and directions for the engine. The millwrights have been very tardy in their work.*
- 56a.** Letter. James Robertson for Thomas Jones (London) to Boulton & Watt (—).
17 Mar. 1791.
*Kept with (b) below.
Has received the invoice. Will see James Watt when he comes to town. Requesting directions for working the engine, as the person they have employed does not "act as he should".*

b. Letter. Thomas Jones (London) to James Watt (—). 1 Apr. 1791.
Cannot call upon James Watt tonight. Will gladly call on him again. The docket notes that Thomas Jones was a druggist.

57. Letter. William Jones (Swansea) to Boulton & Watt (—). 13 Sep. 1788.
*Docketed "Account of shipping tin for Rouen."
Shipping of 53 blocks of tin.*

58. Letter. Jones Taylor & Badger (Northampton) to Boulton & Watt (Soho). 14 Feb. 1788.
Their undertaking is new so they do not know what power they want. Want an engine to grind malt, and pump water and works. Requesting an estimate of an engine that will grind one or two quarters of wheat per hour.

3/394 General Correspondence, K (13 items)

1. Letter. Kary & Co. (Genoa) to Boulton & Watt (Birmingham). 15 Jan. 1791.
An earlier letter from Kary & Co. was mis-docketed as "Cary & Co." and is filed under C. An unfinished flour mill in Tuscany. Thank Boulton & Watt for information on the engine – are doing their best to bring it forth "in good production".

2. Letter. Matthew Kemp (London) to James Watt (—). 5 Jun. 1790.
Has completed his agreement with the last plate glass company and is about to go to Ravenhead. Wants to call on James Watt.

3. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (Birmingham). 2 Aug. 1791.
*Mis-docketed as 2 Nov.
Have received the remainder of the engine. Can an erector be sent.*

4. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (Birmingham). 12 Sep. 1791.
Have been expecting an engine erector. Can he be sent as soon as possible.

5. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (Birmingham). 16 Nov. 1791.
Enclosing a bill for the boiler. James Murdock is making good progress with the engine.

6. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (—). 20 Dec. 1791.
James Murdock has put up the engine and there is no need for him to stay. Can he instruct them on any difficulties that may arise from working the engine.

7. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (Birmingham). 31 Dec. 1791.
Their agreement with an engineman from Newcastle.

8. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (Soho). 9 Dec. 1794.
*Docketed "With particulars of their trial of their patent."
Have no papers relative to the trial Boulton & Watt referred to. Their trial, which turned on whether the alterations made by the defendants to a machine constituted a new design. The court decided in Kendrew's favour, finding the new machine "a disguised copy". Requesting an estimate of a 2 horse engine.*

9. Letter. Robert Killen (London) to Boulton & Watt (Birmingham). 10 Sep. 1794.
*Docketed "Offer of service."
Mr. Davis, a merchant, met Boulton & Watt's "foreman" in Amsterdam and understood they needed someone to work there. Offering his services in Holland or Spain.*

10. Letter. Robert Killen (London) to Boulton & Watt (Soho). 23 Sep. 1794.
*Docketed "Account of himself."
Details of his career with the East India Co. and with Mr. Davis.*

11. Letter. John King (Balbriggan, Ireland) to Boulton & Watt (Birmingham). 2 Jan. 1788.
Requesting an estimate of an engine to power a forge hammer.

12. Letter. John & Thomas Kirwan (London) to Boulton & Watt (Birmingham). 13 Apr. 1787. *Requesting information, plans, wages etc. involved in steam-powered flour mills for Charles Foreman. With a postscript signed by Foreman.*

13. Letter. John & Thomas Kirwan (London) to Boulton & Watt (—). 25 Apr. 1787. *Thanking Boulton & Watt for their information – it is for a house in New York. Could anyone be found to go out to America.*

3/395 General Correspondence, L (60 items)

1. Letter. Charles Lambert (Nottingham) to Boulton & Watt (Soho). 24 Aug. 1785. *Enquiring about the savings of the Boulton & Watt engine and the cost of a large engine to power 6 pairs of large millstones.*

Nos. 2-16. John Lawrence.

Shropshire mine owner and engineer. Partner in the White Grit mine and the Shelvefields Gravel mine, both of which had Boulton & Watt engines. Although Lawrence generally did not note where he was writing from, the majority of his letters are postmarked Shrewsbury.

2. Letter. John Lawrence (—) to Boulton & Watt (Soho). 10 Apr. 1785. *Docketed "Setting Whitgrit engine a-going." Has restarted the White Grit mine engine. The Shelvefield Gravel engine is working well apart from a valve in the air pump.*

3. Letter. John Lawrence (—) to Boulton & Watt (Soho). 10 Jun. 1785. *Docketed "Stopping of Whit Grit." The White Grit mine works are worked out so the engine will be stopped.*

4. Letter. John Lawrence (—) to James Watt [Soho]. 24 Sep. 1785. *Mis-docketed as 21 Sep. Has proposed to John Probert & Co. that they get an engine for the Logelas lead mine in Cardiganshire. Details of the depth, water etc. Has entered into partnership with Probert in various mines. Many in Cardiganshire are at a stand for want of engines to pump the water out. Wants to use peat or turf for fuel. Shelvefield Gravels is very promising but White Grit has stopped entirely.*

5. Letter. John Lawrence (—) to James Watt (Soho). 20 Oct. 1785. *Wants to have James Watt's opinion on the proposed engine for Logelas mine.*

6. Letter. John Lawrence (—) to James Watt (Soho). 11 Nov. 1785. *Will pass on the details of the engine to the Logelas Co. The White Grit Co. are happy to sell the engine to Boulton & Watt or anyone they recommend.*

7. Memorandum. Copy invoices of White Grit Engine & Bargain between Messrs. Lawrence & Southern, 6 Mar. 1786. Upper Shelvefield 15 Mar. 1786. *The invoice records the price of all the parts of the engine as sold to Joshua Blakeway & Co., 6 Aug. 1783. The agreement was between John Lawrence and Thomas Southern for dismantling the engine and removing it to its next site.*

8. Letter. John Lawrence (—) to James Watt (Soho). 6 Apr. 1786. *Arrangements for the sale of the White Grit engine to Thomas Southern. Southern is a stranger to him so will not send the drawings without James Watt's orders.*

9. Letter. John Lawrence (—) to James Watt (Soho). 3 May 1786. *Mis-docketed as 8 May. Arrangements for the removal of the White Grit mine engine. He and John Probert want to visit James Watt to discuss the engine for Logelas mine.*

- 10.** Letter. John Lawrence (—) to James Watt [?] [Soho]. 17 Mar. 1787.
Was surprised to find the White Grit Co. were in arrears for the engine. Asked Joshua Blakeway to pay.
- 11.** Letter. John Lawrence (—) to Boulton & Watt (Soho). 9 Dec. 1787.
Needs another lift of pumps at the Shelvefield Gravel mine. Details of the depth, water etc.
- 12.** Letter. John Lawrence (—) to James Watt [Soho]. 14 Nov. 1788.
Has received the account for the Westbury engine from George Taylor and will find out how long it stopped working for. Sorry James Watt did not receive his last letter – the [Shelvefields?] Company agree to one month [premium payment?]. Is sure the engine will pump the water out.
- 13.** Letter. John Lawrence (—) to Boulton & Watt (Soho). 12 Dec. 1788.
Mr. Scott and Mr. Geary have promised to send details of when the Westbury colliery engine was stopped. George Taylor's alterations and repairs to the Shelvefield Gravel engine.
- 14.** Letter. John Lawrence (—) to Boulton & Watt (Soho). 5 Oct. 1791.
Gave George Taylor Boulton & Watt's letter and had some very serious conversations with him. Recommended he return to Soho and thought he was going to do so. Will communicate their request to the "unthinking" Taylor. Doubts he is overseen by "Mr. W".
- 15.** Letter. John Lawrence (—) to Boulton & Watt (Soho). 14 Oct. 1791.
*Docketed "G. Taylor."
George Taylor has promised to return to Soho but "Mr. W." will probably try to detain him at the Bog mine. The sooner Mr. W's scheme is stopped the better for those who are putting the cash into it.*
- 16.** Letter. John Lawrence (Upper Shelvefield) to Boulton & Watt [Soho]. 21 Mar. 1793.
Objections to Boulton & Watt's letter of 13 Mar. Wants to use stack coal which is cheaper. Feels his proposed engine for Pontesbury should be on the same terms as Scott & Jeffrey's engine at Westbury.
- 17.** Letter. Richard Lawrence (Marston Rock pits) to Boulton & Watt [Soho]. 10 Jun. 1789.
*Docketed "With Isaac Perrins."
The engine works very well – praise for Isaac Perrins.*
- 18a.** Letter. Thomas Lea (London) to James Watt (Soho). 22 Jul. 1791.
*Kept with (b) – (d) below.
Docketed "About Messrs. Goodwin's engine with D. Watson's letter and estimates."
Enquiring about buying Chamberlain Goodwin's engine. John Rennie told him there would be a considerable saving. Requesting an estimate of the cost. It will be used in his brother's tobacco and snuff factory in Dunkirk.*
- b.** Letter. David Watson (London) to John Rennie (London). 26 Jul. 1791.
Account of the materials of Chamberlain Goodwin's engine. This has been sent to Thomas Lea.
- c.** Memorandum. Estimate of the framing, cisterns with their own iron work, working beam of Chamberlain Goodwin's engine.
- d.** Note on the value of the boiler from Mr. Robinson to John Rennie. 26 Jul. 1791.
- 19.** Letter. Thomas Lea (London) to James Watt [?] (—). 13 Aug. 1791.
His brother in Dunkirk has given up the idea of having an engine because of the expense and the "very precarious" nature of affairs in France.

- 20.** Letter. John Leach (Oswestry) to James Watt [?] [Soho]. 6 Jan. 1790.
Wants an engine for a colliery. Has a chance to buy a Newcomen engine but wishes to "encourage ingenious inventions" and buy a Boulton & Watt engine if the premium is affordable.
James Watt has used the bottom of the sheet for calculations.
- 21.** Letter. James Battaley (Leadhills) to Boulton & Watt [Soho]. 4 Jul. 1786.
Docketed as Leadhills.
Thanks for the drawings. A drawing of a wheel for an oil mill at Ouseburn has been sent to them by mistake.
- 22.** Letter. John Lean (Bristol) to James Watt (Birmingham). 7 Apr. 1785.
Has found a gentleman who sells manganese – his prices.
- 23.** Letter. Thomas Lee (Hull) to Boulton & Watt [Soho]. 31 Dec. 1790.
Will pay his premium when he is in Birmingham next month.
- 24.** Letter. Benjamin Lees (Manchester) to Boulton & Watt (Birmingham). 19 Nov. 1790.
The dimensions of the bars, which he forgot to mention in the parcel he sent.
- 25.** Letter. Benjamin Lees (10 Arnots Lane, Manchester) to Boulton & Watt (Birmingham).
26 Nov. 1790.
Is happy for Thomas Gill to make the plates and bars. Has passed Boulton & Watt's terms for an engine to his friend, who has also seen Peter Drinkwater's engine.
- 26.** Letter. Benjamin Lees (Manchester) to Boulton & Watt (Birmingham). 8 Jan. 1791.
Docketed "Queries about engine."
Can Boulton & Watt ask Thomas Gill send the plates as soon as possible. How quickly can Boulton & Watt execute an order – requesting an estimate and payment details of a 15-20 horse engine.
- 27a.** Letter. Benjamin Lees (Manchester) to Boulton & Watt (Birmingham). 17 Jan. 1791.
Kept with (b) below. Docketed "About engine wanted."
Can an engine be paid for in four instalments – he is enquiring on behalf of a relative. The water supply for the engine. Many factories are being built with Newcomen engines in Manchester – Boulton & Watt engines are preferable but not well known. Should Boulton & Watt advertise in the Manchester papers and let people see Peter Drinkwater's. Has shown it to several mechanics who say that "one of them is worth all the rest put together on the old principle." Has received the articles from Thomas Gill – they are very well made.
- b.** Letter. Benjamin Lees (Manchester) to Boulton & Watt [Birmingham]. 29 Jan. 1791.
Messrs. Salvins were building an atmospheric engine, but he showed them Peter Drinkwater's engine and they were impressed. Expects they will write to Boulton & Watt.
Messrs. Grimshaws are building a large factory and will need two or three engines. Boulton & Watt should write to them.
- 28.** Letter. J. Lees "for self and partners" (Clarksfield) to Boulton & Watt (Soho). 16 Apr. 1791.
He and the other proprietors think the premium is more than the advantage they will obtain. Thinks they have overrated the value of coal. Do have a preference for a Boulton & Watt engine, so will offer £200 for the premium. [The engine is for a colliery.]
- 29.** Letter. Rupert Leigh (Cheadle) to Matthew Boulton "or in his absence Mr. Watt" (Soho).
4 Jun. 1787.
Is involved in a lead mine near Mold. It is at stand through flooding. Details of their existing atmospheric engine and water wheel. Want to replace the engine's cylinder and boiler and work it to James Watt's patent. Want Boulton & Watt's advice. Are near to Bersham so can castings done there.

30. Letter. Rupert Leigh (Hen & Chickens, Birmingham) to Matthew Boulton [Soho]. 18 Jul. 1787.
Has corresponded with James Watt about an engine for the mine in Wales. Hopes to see Boulton & Watt to discuss it.

31. Letter. Rupert Leigh (Cheadle) to Matthew Boulton (Soho). 26 Jul. 1787.
His partners in the mine think an engine is too expensive. Will try to get them to agree to extend the partnership. Can the Cornish Metal Co. supply his works with copper shot.

32. Letter. Lingard & Sadler (—) to Boulton & Watt [Soho]. 18 Mar. 1790.
Have paid their bill to William Matthews. The engine is working well. Think the premium is too high.

33. Letter (in French). Laurent de Lionne (—) to Monsieur Champrosé (—). — 1787.
Travel arrangements [?] for Matthew Boulton.

Nos. 34-. Samuel Davey Liptrap & Co.

Malt distillers and brewers of White Chapel Road, London. Later Samuel Davey Liptrap & Son.

34. Letter. S. D. Liptrap (London) to Boulton & Watt (Birmingham). 23 Nov. 1785.
Has seen Henry Goodwyn & Co.'s engine. Had thought that Boulton & Watt engines did not have the power to grind unmalted corn but Stonard & Co. have corrected him. Requesting an estimate of an engine the same as Stonard & Co.'s.

35. Letter. S. D. Liptrap (London) to Boulton & Watt (Birmingham). 2 Dec. 1785.
*Mis-docketed as 2 Nov.
How long do Boulton & Watt require to erect an engine. Unsure of expressing the power in terms of horses, as he grinds his corn with a water mill.*

36. Letter. S. D. Liptrap (London) to James Watt [Soho]. 18 Jan. 1786.
Called on James Watt at William Matthews'. Wants to see James Watt before he leaves town.

37. Letter. S. D. Liptrap (London) to James Watt (Soho). 10 Mar. 1786.
Saw the Albion Mill grind its first wheat. Matthew Boulton and John Rennie have explained the double engine to him – he will adopt it, so consents to James Watt's planned alterations. Must have the engine within two months. The firm's full name is Samuel Davey Liptrap & Co.

38. Letter. S. D. Liptrap (London) to James Watt [Soho]. 15 Mar. 1786.
Is satisfied with the engine they have in hand for him. John Rennie agrees with the siting of the engine. Wants plans and instructions.

39. Letter. S. D. Liptrap & Co. (White Chapel Road, London) to Boulton & Watt (Soho). 5 Jun. 1786.
The brewing season is coming to a close. They can only allow a short space of time for erecting the engine. They begin brewing again at the end of Aug. Are expecting the invoice and are ready for the engine.

40. Letter. S. D. Liptrap & Son (White Chapel Road, London) to James Watt (Birmingham). 30 Jan. 1787.
*Docketed "About the breaking his gudgeon."
The breaking of the main gudgeon – the very bad quality of the part. The manufacturer should not go unpunished. Are obliged to have another "expensive engine".*

41. Letter. S. D. Liptrap & Son (London) to Boulton & Watt [Soho]. 14 Feb. 1788.
*Docketed "About gudgeon."
Have received a bill for the gudgeon – hope Boulton & Watt will pay. Also hope they will not be charged with the carriage of the sun and planet wheels.*

- 42.** Letter. S. D. Liptrap (London) to Boulton & Watt (Soho). 7 Aug. 1788.
Wanted to see James Watt in London to settle the question of who should pay for the new gudgeon. Problems with their cylinder block – wanted James Watt’s advice on it.
- 43.** Letter. S. D. Liptrap & Son (London) to Boulton & Watt (Soho). 23 Aug. 1788.
[David] Watson and Mr. Tate’s work on the bed of their engine. Tate has discovered an error in the gears of the working beam. Can it be altered next summer. Have not had the drawings from John Rennie.
- 44.** Letter. S. D. Liptrap & Son (London) to Boulton & Watt [Soho]. 25 Feb. 1789.
Have paid their account to William Matthews.
- 45.** Letter. S. D. Liptrap & Son (London) to Boulton & Watt [Soho]. 10 Apr. 1789.
Problems with their engineman Richard Howell. He has finally been discharged. Can Boulton & Watt recommend a man who is also a “handy smith”.
- 46.** Memorandum. Performance of Liptrap’s & Bell & Gosse’s Engines. — 1791.
Notes on the number of stones powered and the number of bushels per hour the engines ground when set to work.
- 47.** Letter. John Lister (“Rohwell”) to James Watt (Soho). 14 Mar. 1785.
Details of various parts for Mr. Wood’s engine. Details of an enquiry from Mr. Benet [sic] of Dewsbury about an engine for his corn mill.
- 48a.** Letter. Charles Lloyd (—) to Matthew Boulton [Soho]. 3 Sep. 1785.
*Enclosing (b) below.
Enclosing a letter from his brother. Has no knowledge of the person his brother is talking about.*
- b.** Letter. Ambrose Lloyd (London) to Charles Lloyd (—). 1 Sep. 1785.
His friend Mr. Colson has heard that there is a proposed union of the various different copper companies in England being promoted by Matthew Boulton. Colson is experienced in business and his previous business failed because of bad luck, not misconduct.
- 49.** Letter. Malcolm Logan (Naples) to Boulton & Watt (Soho). 31 Dec. 1793.
*Docketed “Difficulties thrown in the way of his setting out for Spain.”
The King of Naples is putting difficulties in his way to prevent him going to Cadiz. They have taken the letter that Boulton & Watt sent him introducing him to the Intendant of the Marine at Cadiz – can they send another. His being given leave is on condition that he returns. His intended travel plans.*
- 50.** Letter. Malcolm Logan (Cadiz) to Matthew Boulton (Soho). 19 Jun. 1794.
Problems in Cadiz – nothing has been done since James Murdock arrived. The engine house is not complete, and they made a mistake when copying the drawings. Murdock did all he could on the engine. Has only just enough money to live on.
- 51.** Letter. Malcolm Logan (Cadiz) to Matthew Boulton (Soho). 14 Oct. 1794.
Arguments with de Torres over his pay. De Torres showed him various drawings, but not Boulton & Watt’s – he agreed only to work from Boulton & Watt’s. De Torres insists he should not work on the sawmill. De Torres’ displeasure with James Murdock. Can Boulton & Watt appoint someone to settle his account, for example the consul Mr. Duff. The Spanish are an “idle set of people”. A sketch of what has been done on the foundations.
- 52.** Letter. Malcolm Logan (Cadiz) to Matthew Boulton (Soho). 15 Nov. 1794.
*Docketed “Brought over by James Murdock.”
James Murdock’s departure from Cadiz. De Torres’ refusal to pay his passage. There is no fault in Murdock’s work. Hopes progress will be made with the engine soon. His worries about the beam straps.*

- 53.** Letter. Malcolm Logan (Cadiz or Carrea) to Matthew Boulton (Soho). 29 Nov. 1794.
*Docketed "Brought by Capt. Leake."
De Torres' refusal to give James Murdock any money. Has been keeping Murdock in provisions. Boulton & Watt have enough to say to Murdock to make him ashamed of himself. De Torres has paid his passage but not his expenses in waiting for a wind and going to and from the island when they would not give him admittance to the site. Hopes they will start to build the engine house soon – relations are better since Murdock left.*
- 54.** Letter. Charles Lowe Jr. (Boston) to James Watt (Soho). 3 Mar. 1787.
Cannot find a suitable site or water for an 8 horse engine. Can probably work one of 2 or 3 horses – requesting estimates. Details of what it will do in his mill.
- 55.** Letter. Charles Lowe Jr. (Boston) to James Watt (Soho). 7 Apr. 1787.
Thinks they will have enough water for a 6 horse engine. Hopes they can have it ready sooner than 6 months. Can meet James Watt in London to view other steam powered mills.
- 56.** Letter. Charles Lowe Jr. (Boston) to James Watt (Soho). 24 May 1787.
Details of his discussion with John Rennie about his proposed engine, now an 8 horse. Details of the plans for the mill.
- 57.** Letter. Charles Lowe Jr. (Boston) to James Watt (Soho). 9 Jul. 1787.
Has received the copy of the engine agreement. Query about the cost of his engine compared to one for a Nottingham cotton mill. Requests a note of the expense of Mr. Wilkes' engine. The river Witham is salt at low water in the summer, therefore they will need wells or a large pond. [Box 40/5]
- 58.** Letter. Jonathan Lucas (London) to James Watt [?] [Soho]. 29 Oct. 1787.
Castings wanted for a mill.
- 59.** Letter. Jonathan Lucas (Charlestown) to James Watt (Birmingham). 3 Jul. 1792.
Might want to order some clay. Local supplies of black lead. Can supply timber. Details of the rice mills he is involved in making. Possibilities of powering them by steam engines. Rumsey's attempts to get a patent for a steam engine.
- 60.** Letter. Adam Lymburner (London) to Boulton & Watt (Soho). 7 Mar. 1789.
Requesting a description and estimate of an engine and millwork for grinding wheat for a friend of his in Quebec. Would like to see Albion Mill.

3/396 General Correspondence, M

(57 items)

- 1.** Letter. John Macartney (Dublin) to Boulton & Watt (—). 6 Oct. 1791.
Has not heard from Boulton & Watt since William Jessop wrote that they would rather have two smaller engines for the Grand Canal Docks in Dublin. How far forward have B&W got with the engines.
- 2.** Letter. Mackarness & Druce (London) to Boulton & Watt (Birmingham). 20 Mar. 1794.
*Docketed "Enquiries about guns."
Can Boulton & Watt make gun barrels, gun locks and sword blades. John Blackburn has recommended them.*
- 3.** Letter. Erasmus Madox (Stony Lane, Southwark) to Boulton & Watt (Soho). 2 Jan. 1792.
*Docketed as 2 Feb. 1792.
Someone claiming to be an agent of Boulton & Watt has enquired about their premises in Greenwich for use as a cotton manufactory. He (Madox) used to be a partner of Henry Goodwyn & Co. but is now a partner of Charles Clowes.*
- 4.** Letter. Charles Maids (11 Hay Market, London) to Boulton & Watt (—). 13 Jul. 1791.
Requesting prices of 8, 10 and 12 horse engines for a friend in France.

- 5.** Letter. Markland Cookson & Fawcett per John Cookson (Leeds) to Boulton & Watt (Birmingham). 7 Feb. 1792.
Thomas Allingham arranged for them to see the Woollen Yarn Co.'s engine in Leeds – they were very impressed. Have built an expensive water wheel and begun an engine “of so inferior construction”. Can Boulton & Watt erect an engine in 3 to 4 months. Details of their mill.
- 6.** Letter. Markland Cookson & Fawcett (Leeds) to Boulton & Watt (—). 21 Feb. 1792.
Sorry they cannot work upon Boulton & Watt's plans, but their machinery has been ready for some months and they must proceed with their present engine.
- 7.** Letter. Marshall Fenton & Co. (Leeds) to Boulton & Watt (Birmingham). 25 Feb. 1789.
Docketed as 15 Feb.
Have seen Thomas Fenton's engine at Rothwell Haigh. Various queries about Boulton & Watt's engines – power, terms, differences with the Newcomen engine.
- 8.** Letter (printed circular with manuscript addition). Brothers Martin & Co. (Rouen) to Boulton & Watt (Birmingham). 1 Jun. 1791.
Docketed “Offer services.”
Details of their new partnership. Offering their services in the commission line, for the purchase, sale and forwarding of goods in Rouen. Mr. Delessert of Paris can give further details.
- 9.** Letter. Martin & Rooth (Hull) to Boulton & Watt (—). 22 Jan. 1791.
Enquiring about an engine for a friend in America.
- 10.** Letter. Martinez Martinez & Malo (London) to Boulton & Scale (Soho). 23 May 1785.
Requesting details of an engine for pumping mines in Spanish South America for a friend. It must be the same size as “the fire engines which they use on board men of war...” This letter was opened by Zaccheus Walker, who charged the postage to “the Engine business” and passed the letter to Boulton & Watt.
- 11.** Letter. Caleb Maullin (Trent Port Wharf, Gainsborough) to Boulton & Watt (—). 8 Jun. 1785.
Docketed as 13 Jun.
Enclosing a bill of lading. Will forward the other 13 plates when they arrives.
- 12.** Letter. Caleb Maullin (Trent Port Wharf, Gainsborough) to James Watt (Birmingham). 27 Jul. 1785.
Received the “25 plates” and shipped them to London.
- 13.** Letter. Caleb Maullin (Trent Port Wharf, Gainsborough) to Boulton & Watt (—). 23 Oct. 1786.
Docketed “Forwarding Wanlockhead goods to J. Broadly.”
Forwarding of items for the Wanlockhead engine via J. & C. Broadley, Hull.
- 14.** Letter. Caleb Maullin per William Andrew (Trent Port Wharf, Gainsborough) to Boulton & Watt (—). 10 Nov. 1792.
Forwarding of items to J. D. H. Van Liender and Henry Coates & Co., Hull.
- 15.** Letter. Havilland Le Mesurier (Le Havre) to Boulton & Watt (—). 12 Nov. 1790.
Monsieur Delamotte has heard from Mr. Leveque of Nantes that Boulton & Watt have an idea of forming an establishment in France, and that they might want Delamotte as its head. Delamotte is his brother's partner. Details of his career at Indret foundries, his work for Messrs. Perier, his good character etc.
- 16.** Letter. Paul Le Mesurier (Walbrook?) to Boulton & Watt (—). 26 Nov. 1790.
Forwarding his brother Havilland's letter [No. 15 above] – he does not know the contents but Boulton & Watt can depend on his brother's “veracity, honour and solidity”.

- 17.** Letter. John Middleton (London) to James Watt (Birmingham). 6 Mar. 1787.
*Docketed "About the box of wine."
 Waited on Mr. Rawnsley, master of the George Inn, who promised to write to the carrier Mr. Hickman about the missing case. Glad James Watt has met Mr. Reveillon.*
- 18a.** Letter. S. Midgley (Stanstead) to Boulton & Watt (—). 6 Jun. 1791.
*Kept with (b) below.
 Is colliery agent for Messrs. Townley & Yarker. Requesting an estimate of an engine.*
- b.** Letter. S. Midgley (Stunstead) to Boulton & Watt (Soho). 4 Aug. 1791.
*Has not had an answer to his earlier letter. Repeating his request for an estimate for a colliery engine for Messrs. Townley & Yarker.
 James Watt has used the folio for calculating the power of the engine and the price.
 Stunstead is near Colne in Lancashire.*
- 19.** Letter. Daniel Mildred (London) to James Watt (—). 11 Nov. 1785.
His nephew John Roberts has a good post with Boulton & Watt, and he is unwilling to see him leave it because of an old debt. The debt can be drawn on him, and Roberts will remit the money from his salary.
- 20.** Letter. Daniel Mildred (London) to James Watt (—). 19 Nov. 1785.
Glad to hear his nephew is doing well in the Counting House. Arrangements that he will receive the dividends from the assignees of various estates and he will pay the draft, instead Roberts paying it from his salary.
- 21.** Letter. Daniel Mildred (London) to James Watt (—). 21 Dec. 1785.
His nephew has sent him a bill on Sutton & Co. Does not know if there will be a dividend. Arrangements for his nephew's payment of his debt. Is willing to "save his reputation" and allow him to stay with Boulton & Watt.
- 22.** Letter. Archibald Millar (57 Townsend Street, Dublin) to Boulton & Watt (Soho). 5 Nov. 1792.
Problems with their engine. The person called in to repair it was not a "complete judge of this complicated machine". Breakages of the fly wheel shaft and connecting rod. Requesting an estimate for a new engine. Has been asked to inform Mr. [William] Jessop about the Directors' intentions.
- 23.** Letter. William Milnes (Ashover) to James Watt (—). 15 Oct. 1785.
*Docketed "With remittance of £92.7. Answered by Mr. Pearson."
 Enclosing a bill in payment for the premium of the Gregory mine engine.
 Zaccheus Walker has noted at the bottom: "Mr. Watt before he set out for London ordered Z. Walker to open His [ette]rs, and send the to such people as He thought the subject required, in consequence Z. Walker sends Mr. Pearson the present."*
- 24.** Letter. William Milnes (Ashover) to John Southern (—). 16 Jan. 1786.
Surprised to hear Southern had got the drawings as Mr. Thompson had not said that he had sent them. Will have to give up thoughts of altering the engine at Gregory mine unless fortunes improve.
- 25.** Letter. William Milnes (Ashover) to James Watt (Birmingham). 21 Dec. 1792.
John Stratford's complaint of poor wages. His attention to the Gregory mine engine. The mine is losing money and the proprietors will not increase his wages. Can Boulton & Watt send an engineman in case Stratford leaves. James Watt and Matthew Boulton should pay Stratford something extra for his recent extraordinary trouble with the engine and the "slavery" he has worked under for the past two years.
- Nos. 26-34. Anthony Mitchell.
 Boulton and Watt engineman who had charge of the engine at Hawkesbury Colliery, Bedworth. Note that this engine has often been referred to as "the Bedworth Engine", but Mitchell refers to it as the Hawkesbury engine.

26. Letter. Anthony Mitchell (Hawkesbury engine) to James Watt (Soho). 6 Oct. 1785.
Details of the performance of the engine. Breakage of the middle rod and an accident with the bucket. Wishes to work at Albion mill.

27. Letter. Anthony Mitchell (Hawkesbury engine) to James Watt (Soho). 31 Oct. 1785.
Possible faults with the engine. Further details of its performance and his alterations to it. Thinks it is performing badly. Can James Watt tell Mr. Taylor about his need to go to Soho so that they will defray his expenses. Mr. Barber claims to have constructed a machine "to be wrought with inflammable air" that uses half the coal of a Boulton & Watt engine.

28. Letter. Anthony Mitchell (Hawkesbury engine) to James Watt (—). 26 Jan. 1786.
An accident with the engine caused by the breaking of the beams that held down the air pump. The engine needs new chains. Reasons for the coal consumption appearing to be so high.

29. Letter. Anthony Mitchell (Hawkesbury) to James Watt (—). 8 Mar. 1786.
Mr. Taylor will have repairs done to the engine only when the weather is warmer. [Joseph?] Harrison can come over then. Therefore he is free to leave. Where should he go next.

30. Letter. Anthony Mitchell (Albion Mill) to James Watt (Soho). 30 Apr. 1786.
Details of problems with the engine. Cannot raise enough steam to work the engine when 6 pairs of stones are attached "without the utmost exertion of the fire". Details of its performance. Thinks the boiler is not large enough – comparison with the Hawkesbury engine. Problems of too many people attending the engine and the deterioration of his health due to attending the engine all day.

31. Anthony Mitchell (London) to James Watt (Soho). 17 May 1786.
His health problems – cannot attend the Albion Mill engine. Intends returning to Bedworth and will settle there if Mr. Taylor will employ him. James Thompson can take temporary charge of the Albion mill engine.

32. Letter. Anthony Mitchell (Hawkesbury) to James Watt (Soho). 27 Mar. 1787.
Mis-dated as 1786.
Has been asked by the Adventurers of Poldice mine to manage their engine. Does not want to go anywhere without Boulton & Watt's approval. They did not ask Matthew Boulton who was then in Cornwall. Wants to go but will not if there is any dispute between the Adventurers and Boulton & Watt. His alterations to the engine.

33. Letter. Anthony Mitchell (Hawkesbury) to James Watt (Soho). 6 Apr. 1787.
Has not had an answer about the invitation from the Poldice mine Adventurers.

34. Letter. Anthony Mitchell (Hawkesbury) to James Watt (Soho). 26 Mar. 1790.
On the same sheet:
Memorandum. Weight of ironwork of the beam and parallel motion etc.; workmen's wages and time.
Sending account of ironwork on the beam etc. Report on the engine. Starting of Wyken Old Colliery.

Nos. 35-42: Stuart Moodie.

Moodie was Boulton & Watt's legal agent in Edinburgh.

35a. Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (Birmingham). 25 Apr. 1787.
Enclosing (b) below.
Returning the agreement with Aitchison & Brown for execution. Alterations to the contract.

b. Memorandum. Moodie's directions for signing the alteration.

- 36.** Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (Birmingham). 21 May 1787.
His arrangements with James Haig & Co. over the materials for the engine which they no longer want erecting. Mr. Stein has not sent his contract.
- 37.** Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (—). 11 Jun. 1787.
*Docketed "About Mr. Meason's agreement."
Has communicated Boulton & Watt's replies on the agreement for the Wanlockhead engine to the company agent Mr. Tait. Will try and settle the matter as soon as possible. Needs to hear from James Watt about Article F.*
- 38.** Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (Birmingham). 3 Nov. 1789.
The new hands managing Mr. Stein's estate did not know about Boulton & Watt's claim. Has taken up the objections. Needs an oath from Boulton & Watt about the veracity of their claim.
- 39.** Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (Birmingham). 30 Jan. 1790.
*Annexing a letter from the trustee for Mr. Stein's creditors. The offer does not appear adequate for Boulton & Watt's claim.
On the same sheet:
Letter (copy). James Craig (Edinburgh) to Stuart Moodie (—). 30 Jan. 1790.
Offering Boulton & Watt £250 for all their claims on Stein's mill, including premium payments for the engine.*
- 40.** Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (Birmingham). 9 Jun. 1790.
Did not receive a reply to his letter of 23 Mar. about the proposal concerning Mr. Stein's estate, therefore assumes they do not agree. They are now offering 300 guineas for price and use of the engine. Imagines Boulton & Watt will not agree to this either.
- 41.** Letter (copy). James Watt for Boulton & Watt (London) to Stuart Moodie (Edinburgh). 16 Jun. 1790.
No-one can use Mr. Stein's engine legally until all their claims have been paid. Allowing for stoppages they should be paid premiums for eight years. Will accept six years if they are paid in full for the materials.
- 42.** Letter. Stuart Moodie(Edinburgh) to Boulton & Watt (Birmingham). 3 Jun. 1791.
*Docketed "Recommending Mr. Anderson his successor."
Is going to go to the Bar, so has to give up business in his present profession. Has passed business to William Anderson, who was "regularly bred with Mr. Dick your former agent" and who has been his partner since Dick's death.*
- 43.** Letter. D. Moore, Surgeon (Wellingborough) to James Watt (?) (—). 20 Apr. 1793.
Requesting an estimate of a small engine using 10-15 gallons of boiling water.
- 44.** Letter. Charles & John Morehouse (Gainsborough) to Boulton & Watt (Birmingham). 27 Sep. 1786.
Have seen Samuel Whitbread and Henry Goodwyn & Co.'s engines in London. Requesting an estimate and details of an engine for their oil mill. Details of the mill.
- 45.** Letter. Charles & John Morehouse (Gainsborough) to Boulton & Watt (Birmingham). 14 Jun. 1787.
*Docketed as 14 May.
Queries over the clause in the agreement limiting the purpose for which the engine can be used. Had they known of this clause they would not have erected an engine. Are sure Boulton & Watt will grant them "every indulgence" but do not know what would happen if Boulton & Watt died. Feel the expense entitles them to "every privilege respecting any future application" of the engine. The goods from Bersham have arrived. Progress in their preparations for the engine.*

- 46.** Letter. Charles & John Morehouse (Gainsborough) to Boulton & Watt (Birmingham). 28 Jun. 1787.
Their objections to the clause defining the use of the engine. Their situation gives an opportunity for "numberless" uses if the oil trade fails. Feel it is unreasonable they should be bound to someone else's direction. Boulton & Watt should either agree not to erect any engines for oil seed crushing within the area Boulton & Watt stipulate they can move the engine, or they should let them employ it as they want.
- 47.** Letter. Charles Morley for "brother and self" (Nottingham) to Boulton & Watt (Birmingham). 18 Jul. 1788.
The engine house, millwright work and boiler are complete – can Boulton & Watt forward the engine as soon as possible.
- 48.** Letter. Benjamin & Charles Morley (Nottingham) to Boulton & Watt (Birmingham). 29 Jul. 1788.
Have not had an answer to their letter. Their millwright [?] Jonathan Markin intends to return to Nottingham – want him to be sufficiently capable of managing the engine. The sooner they hear of the engine being forwarded, the better.
- 49.** Letter. Benjamin & Charles Morley (Nottingham) to Boulton & Watt (—). 2 Aug. 1788.
Returning their agreement. The engine is more powerful than they need for their cotton mill so they may use for other purposes, being also manufacturers of earthen ware. Have heard that James Law is almost finished at Mr. Pearson's.
- 50.** Letter. Mr. — Morris (24 Lincoln's Inn, London) to Matthew Boulton (Green Lettice Lane, London). 12 Mar. 1785.
Arrangements for Boulton to meet his brother John, who wants an engine to be erected in Swansea.
- 51.** Letter. John Morrison (Gateshead) to Boulton & Watt (—). 8 Feb. 1785.
*Docketed as 7 Feb.
Has not had an answer to his letter.*
- 52.** Letter. J. S. Morse (Newent) to Boulton & Watt (—). 21 Jul. 1790.
Details of a nearby colliery and a branch of the Hereford & Gloucester canal which will be cut to carry the coal. Has been advised he has coal under his land and is currently boring for it. If he finds coal, will need an engine to drain the mine.
- 53.** Letter. Joseph Moyser (Buttercrambe) to Boulton & Watt (—). 25 Sep. 1786.
Agreeing to their proposals for [Howard & Houghton's] engine at Hull.
- 54.** Letter. Joseph Moyser (Buttercrambe) to Boulton & Watt (Birmingham). 7 Sep. 1787.
*Docketed "About Mr. Thompson's mill."
Has been engaged to build a corn mill for Mr. Thompson, merchant and Mr. Baxter, miller of Hull. Details of the mill. Requesting an estimate for a small engine. Has set one paper engine [i.e. paper-making machine] to work at Howard & Houghton's mill. James Watt has made notes on his reply at the bottom, dated 13 Sep.*
- 55.** Letter. Murdoch Gillies & Co. per John Gillies (Dalnotter) to James Watt (Birmingham). 29 Aug. 1785.
Requesting an estimate for an engine to raise water to power a grinding mill and one or two forge hammers. Details of the site. Heard that James Watt would be in Glasgow. Heard from Mr. McGreagor that he is working on improved water wheels.
- 56.** Letter. Robert Mylne (London) to James Watt (Birmingham). 24 Oct. 1787.
*On the same sheet:
Sketch. Plan of a gun mechanism.
Docketed "About cannon locks."*

57. Letter. Robert Mylne (London) to James Watt [Birmingham]. 19 Nov. 1787.
Docketed "About cannon locks."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 245

3/397 General Correspondence, N, O (8 items)

1. Letter. Archibald Neilson (Manchester) to James Watt [?] (—). 23 Jul. 1787.
Docketed "By Mr. Stephenson."
2. Letter. Archibald Neilson (Dundee) to James Watt (Birmingham). 22 Feb. 1788.
Mis-docketed as 2 Feb.
3. Letter. Archibald Neilson (Dundee) to James Watt (Birmingham). 3 Nov. 1788.
4. Letter. Nelthrop & Harris (Copenhagen) to Boulton & Watt (Birmingham). 4 Nov. 1794.
5. Letter. John Osy & Sons (Rotterdam) to Matthew Boulton (London). 15 Sep. 1789.
Re-directed to Birmingham.
Docketed "Price of tin."
6. Letter. William Owen (Woodhouse, near Oswestry) to Boulton & Watt [Soho]. 22 Oct. 1789.
Docketed "William Owen M.P. Wanting terms for engine."
7. Letter. William Owen (Woodhouse) to Boulton & Watt [Soho]. 16 Nov. 1789.
8. Letter. John Oxley (Seaton Delaval) to Boulton & Watt [Soho]. 4 Jan. 1785.
Docketed "John Oxley, engineer."

3/398 General Correspondence, P (44 items)

1. Letter. Samuel Parker (London) to James Watt (Soho). 17 Mar. 1787.
Docketed "Engine for a drug mill."
2. Letter. Samuel Parker (London) to James Watt (Soho). 20 Mar. 1787.
3. Transcript of letter. Matthew Boulton (Soho) to Samuel Parker, Attorney at Law (Birmingham). 25 Oct. 1792.
Docketed "Worcester Canal" and "Engine affairs."
4. Letter. Job Parsons (Burton) to James Watt (Soho). 28 Apr. 1785.
5. Letter. Job Parsons (Burton) to Boulton & Watt (nr. Birmingham). 27 May 1785.
Docketed "Account of boiler plates."
6. Letter. Job Parsons (Burton) to James Watt (Soho). 21 Jul. 1785.
- 7a. **Letter.** Mr. — Patje (London) to James Watt [?] [London]. 5 Sep. 1787.
Kept with (b) and (c) below. Docketed "Mr. Patje's letters and queries."
- b. Letter. Mr. — Patje (8 St. James' St., London) to James Watt [?] (—). 29 Aug. 1787.
- c. Memorandum (in French). Mr. Patje's queries about engines.

- 8.** Letter. Thomas Paty “now Paty Byrchall & Co.” (London) to Boulton & Watt (Soho). 27 Apr. 1790.
Docketed “Wanting us to refuse erecting wick engines.”
- 9.** Memorandum (in French). Mr. Paul’s queries about engines. 1788.
- 10.** Letter. Henry Pearson (Shrewsbury House of Industry) to Matthew Boulton (Soho). 30 Dec. 1785.
- 11.** Letter. Henry Pearson (Nottingham) to Boulton & Watt (Soho). 12 Apr. 1786.
- 12.** Letter. Pearson & Grimshaw (Nottingham) to Boulton & Watt [Soho]. 11 Aug. 1788.
- 13.** Letter. Henry Pearson “for self & Co.” (Nottingham) to Boulton & Watt (Soho). 30 Jan. 1789.
Docketed as 20 Jan.
- 14.** Letter. Pearson & Co. (Nottingham) to Boulton & Watt (Soho). 21 Apr. 1791.
- 15.** Letter. Pearson & Co. (Nottingham) to Matthew Boulton [Soho]. 18 Jan. 1792.
- 16.** Letter. Robert Peel (Burton) to Boulton & Watt (Birmingham). 22 Feb. 1787.
Docketed “Ordering engine.”
- 17.** Letter. John Peel (Warrington) to Boulton & Watt (Birmingham). 1 May 1787.
- 18.** Letter. Peels Ainsworth & Co. (Warrington) to Boulton & Watt [Soho]. 15 Jun. 1787.
Docketed as 16 Jun.
- 19.** Letter. Peels Ainsworth & Co. per William Mather (Warrington) to Boulton & Watt (Soho). 3 Sep. 1787.
- 20.** Letter. Peels Ainsworth & Co. (Warrington) to Boulton & Watt (Birmingham). 13 Jun. 1789.
Docketed “Engine wanting repair.”
- 21.** Letter. Henry Penn (Kidderminster) to James Watt (Harper’s Hill). 2 May 1786.
- 22.** Letter. Isaac Perrins (Bristol) to James Watt [Birmingham]. 24 Oct. 1790.
Not dated – date and place of writing taken from the docket.
- 23.** Letter. Isaac Perrins [Manchester] to Boulton & Watt (Soho). 21 Aug. 1794.
Docketed “About the burning of Illingworth’s engine.”
- 24.** Letter. Isaac Perrins (Manchester) to Boulton & Watt (Soho). 13 Dec. 1794.
Docketed “Impertinence.”
- 25.** Letter. James Phillips (London) to “Matthew Boulton or James Watt” (Birmingham). 20 Apr. 1787.
- 26.** Letter. Alexander Blackey (Albion Plate Glass Warehouse, London) to Boulton & Watt (Birmingham). 23 Jul. 1788.
Docketed as The Plate Glass Co., for whom Blackey was writing.
- 27.** Letter. Thomas Studley, Clerk to Thomas Plumer (Worcester) to Boulton & Watt (Birmingham). 10 Aug. 1791.
Docketed as Thomas Plumer.
- 28.** Letter. A. Popham (Hungerford) to Boulton & Watt (Birmingham). 7 Aug. 1788.
- 29.** Letter. Portier & De La Cour (London) to Boulton & Watt (Birmingham). 21 Oct. 1791.

- 30.** Letter. John Harcourt Powell (Boveney, near Windsor) to James Watt [?] (—).
31 Jul. 1787.
- 31.** Letter. John Harcourt Powell (Farley House, near Winchester) to Boulton & Watt [Soho].
4 Jun. 1789.
- 32.** Letter. John Harcourt Powell (Farley, near Winchester) to Boulton & Watt (Birmingham).
18 Jun. 1789.
- 33.** Letter. John Harcourt Powell (Farley, near Winchester) to Boulton & Watt (Birmingham).
14 Aug. 1789.
- 34.** Letter. John Harcourt Powell (Farley) to Boulton & Watt (Birmingham). 21 Aug. 1789.
Re-directed to James Watt, care of the Post Office, Cheltenham.
- 35a.** Letter (in French). Monsieur — Pradeaux (Paris) to Matthew Boulton [Soho].
13 Jul. 1786.
Enclosing (b) and kept with (c) below.
Docketed "On sugar mills."
- b.** Memorandum (in French). Queries about the application of engines to sugar mills.
- c.** Translation of letter (press copy). Mr. — Pradeaux (Paris) to Matthew Boulton [Soho]. 30
Jul. 1784. 3 sheets.
- 36.** Letter. Prichard & Barlow (Bristol) to Boulton & Watt (Birmingham). 15 Dec. 1785.
Docketed "Polgooth goods."
- 37.** Letter. Prichard & Barlow (Bristol) to Boulton & Watt (Birmingham). 30 Jan. 1786.
Docketed "Receipt for £21."
- 38.** Letter. Prichard & Barlow per James Pullen (Bristol) to Boulton & Watt (Soho).
22 Jul. 1786.
- 39.** Letter. Prichard & Barlow per James Pullen (Bristol) to James Watt [Soho]. 10 Jul. 1787.
- 40.** Letter. Prichard & Barlow (Bristol) to James Watt (Birmingham). 30 Oct. 1787.
- 41.** Letter. James Barlow (Bristol) to James Watt (Birmingham). 15 Feb. 1788.
Docketed "Prichard & Barlow – Manganese."
- 42.** Letter. Prichard & Barlow per James Pullen (Bristol) to Boulton & Watt (Birmingham).
1 Oct. 1788.
- 43.** Letter. William Pulteney (Bath House, Piccadilly) to James Watt [Soho]. 25 Jan. 1788.
- 44.** Letter. William Pulteney (London) to James Watt [Soho]. 30 Jan. 1788.

3/399 General Correspondence, R (67 items)

- 1.** Letter. Edward Radcliffe (8 St. Ann's Court, Dean St., Soho) to Matthew Boulton (6 Green
Lettice Lane). 15 Mar. 1785.
- 2a.** Letter. R. E. Raspe (London) to Matthew Boulton (Soho). 29 Jul. 1792.
Enclosing (b) below. Docketed "Bog engine."
- b.** Memorandum. Extract of Mr. Raspe's Report on the Bog Mine. 23 Jul. 1792.
In Raspe's hand.

3. Letter. R. E. Raspe (London) to Matthew Boulton (Soho). 4 Aug. 1792.
4. Letter. R. E. Raspe [London] to Boulton & Watt (—). "Monday Evening" [27 Aug. 1792].
Docketed "About J. Weston & Co."
5. Letter. R. E. Raspe (12 Sackville St., Piccadilly) to Boulton & Watt (Truro). 13 Sep. 1792.
Docketed "John Weston."
6. Transcript of letter. James Watt (Truro) to R. E. Raspe. 15 Sep. 1792.
In Gregory Watt's hand [?].
7. Letter. Joseph Rathbone & Co. (Coalbrookdale) to James Watt [Soho]. 1 Feb. 1785.
One or more of Boulton & Watt's people should come, the sooner the better.
8. Letter. Joseph Rathbone & Co. (Coalbrookdale) to Boulton & Watt (Birmingham).
13 Jun. 1786.
9. Letter. John Reeder (Islington) to Boulton & Watt [Soho]. 26 Feb. 1791.
10. Letter. John Reeder (2 Pullen's Row, Islington) to Boulton & Watt (Soho). 19 Mar. 1791.
11. Letter. Mr. — Reveillon (21 Walnut Tree Walk, Walworth Place, Lambeth) to James Watt (—). 6 Oct. 1789.
12. Letter. Joseph Reynolds (Charles St.) to James Watt (—). 22 Nov. 1791.
13. Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 4 Feb. 1785.
14. Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 3 Apr. 1785.
Docketed "About new forge for Horsehay."
15. Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt [Soho]. 3 Sep. 1785.
Docketed "Ordering new nozzle."
16. Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt [Soho]. 28 Jan. 1786.
17. Letter. Richard Reynolds & Co. per Richard Phillips Jr. (Ketley) to Boulton & Watt [Soho].
4 Feb. 1786.
18. Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt [Soho]. 17 Apr. 1786.
19. Letter. Richard Reynolds & Co. (Ketley) to Boulton & Watt (Birmingham). 14 Feb. 1787.
Docketed "Asking to permit them to erect stamping engine."
20. Letter. William Reynolds (Ketley) to James Watt [?] [Soho]. 14 Apr. 1785.
21. Letter. William Reynolds (Ketley) to James Watt [?] [Soho]. 25 Apr. 1785.
22. Letter. William Reynolds (Ketley) to James Watt [?] [Soho]. 30 Apr. 1785.
23. Letter. William Reynolds (Ketley) to James Watt (Birmingham). 10 Feb. 1789.
Docketed "Ordering 8 horse engine."
24. Letter. William Reynolds (Ketley) to James Watt (Birmingham). 3 Mar. 1789.
Mis-docketed as 1788. Docketed "Little engine."
25. Letter. William Reynolds (Ketley) to James Watt (Birmingham). 16 May 1789.
Docketed "About small engine and wanting drawings for 8 horse engine."

- 26a.** Letter. William Reynolds & Co. (Ketley) to James Watt (Birmingham). 12 Jun. 1789.
Docketed as 13 Jun. Kept with (b) below.
- b.** Note. Terms of premium for an 8 horse engine.
In James Watt's hand.
- 27.** Letter. William Reynolds (Ketley) to Boulton & Watt (Soho). 17 Jul. 1794.
Docketed "Introducing Mr. Garnett & Co."
- 28.** Letter. William Reynolds (Ketley) to M. R. Boulton (Soho). 17 Dec. 1795.
Docketed "38 inch cylinder for Madeley Wood. Remittance for pneumatic apparatus."
- 29.** Letter. Isaiah Richards (Llansamlet) to James Watt [Soho]. 3 Mar. 1788.
Docketed "Welsh engineer."
- 30.** Letter. William Ridley (King St., Oxford Road, London) to Boulton & Watt (Birmingham).
6 Jun. 1785.
With a postscript added on 7 Jun.
- 31a.** Printed circular (in French). Rilliet & Compagnie (Paris). 30 Jan. 1792.
Offering their services as successors to Louis Julien & Fils. Enclosing (b) below.
- b.** Printed price list. 30 Jan. 1792.
- 32.** Letter. J. Robinson (24 Castle St., Southwark) to "Boden & Watts" (Soho). 21 Mar. 1787.
- 33.** Letter. George & James Robinson (Papplewick) to James Watt (Birmingham).
3 Jan. 1785.
- 34.** Letter. James Robinson "for Father & self" (Papplewick) to Boulton & Watt [Soho].
2 Jun. 1785.
- 35.** Letter. James Robinson "for Father & self" (Papplewick) to Boulton & Watt [Soho].
9 Jul. 1785.
- 36.** Letter. George & James Robinson (Papplewick) to Boulton & Watt (Soho). 21 Jul. 1785.
- 37.** Letter. James Robinson "for Father & self" (Papplewick) to James Watt [Soho].
27 Jul. 1785.
Not dated – date taken from the docket.
- 38.** Letter. George & James Robinson (Nottingham) to Boulton & Watt [Soho]. 13 Aug. 1785.
- 39.** Letter. James Robinson "for Father & self" (Papplewick) to James Watt (Birmingham).
25 Aug. 1785.
- 40.** Letter. James Robinson "for Father & self" (Papplewick) to James Watt (Birmingham).
2 Sep. 1785.
- 41.** Letter. George Robinson "for self & Son" (Nottingham) to James Watt (Birmingham).
9 Oct. 1785.
- 42.** Letter. James Robinson "for Father & self" (Papplewick) to James Watt (Birmingham).
14 Dec. 1785.
- 43.** Letter. George & James Robinson per Andrew Ogle (Papplewick) to James Watt
(Birmingham). 18 Dec. 1785.
- 44.** Letter. James Robinson "for Father & self" (Papplewick) to James Watt [Birmingham].
27 Dec. 1785.

- 45.** Letter. George & James Robinson (Papplewick) to James Watt (Birmingham).
9 Jan. 1786.
- 46.** Letter. George Robinson (Papplewick) to James Watt (Birmingham). 9 Feb. 1786.
- 47.** Letter. James Robinson “for Father & self” (Papplewick) to James Watt (Birmingham).
27 Feb. 1786.
Docketed “By Cartwright.”
- 48.** Letter. James Robinson [Papplewick] to James Watt [Birmingham]. 26 Mar. 1786.
Docketed “Per J. Harrison.”
- 49.** Letter. James Robinson “for Father & self” (Papplewick) to Boulton & Watt (Birmingham).
14 May 1786.
- 50a.** Letter. George & James Robinson (Papplewick) to Boulton & Watt (Birmingham).
18 Dec. 1786.
Kept with (b) below. On the same sheet:
Letter. Ann Watt (Harper’s Hill) to James Pearson [Soho]. 21 Dec. 1786.
- b.** Note. James Pearson (Soho) to Ann Watt [Harper’s Hill]. 21 Dec. 1786.
- 51.** Letter. George Robinson (Nottingham) to James Watt (Birmingham). 15 May 1786.
- 52.** Letter. George & James Robinson per John Dawn (Papplewick) to James Watt
(Birmingham). 26 May 1786.
- 53.** Letter. John Robinson (Papplewick) to Boulton & Watt (Birmingham). 7 Sep. 1790.
Docketed “About repairing engine.”
- 54.** Letter. James Robinson (Papplewick) to Boulton & Watt (Birmingham). 9 Jun. 1792.
- 55.** Letter. James Robinson (Papplewick) to Boulton & Watt (Birmingham). 12 Jan. 1793.
- 56.** Letter. W. Robinson (Navigation Office, Stone) to James Watt [Birmingham]. 1 Jul. 1786.
Docketed “About Mr. Harris’s goods.”
- 57.** Letter. W. Robinson (Stone) to James Watt (Birmingham). 14 Jul. 1786.
On the same sheet:
Transcript of letter. John Colemere for John Higson (Chester) to W. Robinson [Stone]. 30 Jun.
1786.
Docketed “About Messrs. Robinsons’ and Harris’s goods being detained on the navigation.”
- 58.** Letter. Roe & Company (Macclesfield) to Boulton & Watt [Soho]. 20 Apr. 1785.
- 59.** Letter. Roe & Company (Macclesfield) to Boulton & Watt (Birmingham). 11 May 1785.
- 60.** Letter. John Roebuck (Tillibady House, by Alloa) to James Watt (Birmingham).
17 Aug. 1793.
- 61.** Letter. John Roebuck Jr. (Kinneil) to James Watt (Birmingham). 12 Jan. 1786.
Watt has used the back of the sheet for calculations.
- 62.** Letter. Will Roy (Argyll St., London) to James Watt [London]. 8 Mar. 1787.
Docketed as General Roy.
- 63.** Letter. William Russell (Paradise St.) to “Boulton Watt & Scale” [Soho]. “Saturday Noon”
[— Aug. 1785].
Docketed “Per William Rhodes Bernard Esq.”

64. Letter. William Russell (Paradise St.) to James Watt [Soho]. "Tuesday" [12 Feb. 1788].
Docketed "Order Messrs. Russell & Smith 3 cwt. bar tin."

65. Letter. William Russell (Birmingham) to James Watt [Soho]. 21 Feb. 1788.
Docketed "About tin."

66. Letter. John Towill Rutt (23 Upper Thames St., London) to James Watt [Soho].
31 Mar. 1787.
Docketed "Order for engine."

67. Letter. John Towill Rutt (London) to Boulton & Watt [Soho]. 2 Oct. 1787.

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 246

3/400 General Correspondence, S (158 items)

1. Letter. T. S. (—) to Matthew Boulton (—). 12 Jul. 1789.
Docketed "Letter to Mr. Boulton about new invention."
2. Letter (in French). Mr. — Sainte Fey (Paris) to Boulton & Watt (Birmingham). 25 Apr. 1787.
3. Letter (in French). Mr. — Salmon (26 Rue Dauphine, Paris) to Boulton & Watt (Birmingham). 17 Feb. 1792.
4. Letter (in French). Mr. — Sanche (Paris) to Matthew Boulton (Birmingham). 23 Apr. 1789.
2 sheets.
- 5a. Letter. (in French). Mr. — Sanche (Paris) to Boulton & Watt (Birmingham). 16 Jun. 1789.
3 sheets.
Enclosing (b) below.
- b. Sketch. Plan and elevation of his works showing water-powered hammers.
6. Letter. Sandeman & Graham (London) to Boulton & Watt [Soho]. 11 Sep. 1786.
7. Letter. Richard Savage (Hull) to James Watt [Soho]. 13 Sep. 1785.
8. Letter. Robert Sayer (Bedminster) to Boulton & Watt (Soho). 29 Dec. 1789.
Docketed "Enquiry about engine."
9. Letter. John Scale (Soho) to James Watt (Harper's Hill). 22 Sep. 1785.
10. Letter. Folliot Scott & Co. (London) to Boulton & Watt (Soho). 16 Jul. 1785.
Has received the draft agreement. The names of the others involved in the company. Cannot mention Mr. Allingham until "his affairs are settled". Approves the agreement. Hopes the engine will arrive soon as Mr. Cooper is ready to erect the hammer.
11. Letter. Folliot Scott & Co. (London) to Boulton & Watt (Soho). 24 Jan. 1786.
Arrangements for paying John Wilkinson. Requests an invoice for parts from Soho.
12. Letter. Folliot Scott & Co. (London) to Boulton & Watt (Soho). 23 Feb. 1786.
They are paying their millwright to do both his own job and attend the engine. James Watt said Boulton & Watt could send an engineer to train one of Scott's men. The engine is working pretty well and should be fine with two or three days' help from Mr. Malcolm.
13. Letter. Folliot Scott & Co. (London) to Boulton & Watt [Soho]. 7 Mar. 1786.
Are badly in want of an engineer. Boulton & Watt's invoice has arrived. They are waiting for John Rennie to send the rest of his account. Mr. Allingham is now the sole engineer.
14. Letter. Folliot Scott & Co. (London) to James Watt [Birmingham]. 14 Mar. 1786.
They must have the engineman Watt suggests, and will pay his and his wife's expenses. Problems with the engine – working the bellows slows down the hammer and the chains snap. Mr. Cooper wants to attach the bellows to the front of the beam – can Watt advise.

15. Letter. Folliot Scott & Co. (London) to James Watt (Soho). 16 Mar. 1786.
The large gudgeon on which the flywheel rests has broken. Sends a piece of the iron so Watt can assess its quality – feels they (Boulton & Watt included) have been deceived about its quality. Mr. Cooper has written about the bellows.

16. Letter. Folliot Scott & Co. (Rotherhithe) to James Watt (Soho). 1 May 1786.
They have tried fitting valves to the bellows, but the hammer demands an irregular motion from the engine, which makes it hard to work the bellows with the engine. John Rennie will show Watt's letter to Matthew Boulton anyway. Joseph Harrison has suggested the engine could be made into a double-acting one. They may alter the engine when Mr. Cooper erects their mill.

17. Letter. Folliot Scott (London) to Matthew Boulton (Soho). 8 May 1786.
The weight of their hammer. Requests details and costs of altering the engine to a double acting one.

18. Letter. Folliot Scott (Rotherhithe) to James Watt (Soho). 26 May 1786.
Has talked with John Rennie, and is giving up the idea of altering the engine. Postponing buying a new one until they have seen James Watt. They were going to work the bellows by horse power, but Mr. Bowser has offered to erect a small engine of his design. This is not meant as any bad reflection on Boulton & Watt.

19. Letter. Folliot Scott (Rotherhithe) to James Watt (Birmingham). 28 Nov. 1788.
Apologises for troubling Boulton & Watt in the past – circumstance has prevented them carrying out all their plans. Want to sell their current engine and install as large a double-acting one as possible, and to put wheels and a shaft to rolling mill as proposed by James Watt, and to have another shaft for rolling copper and hoops. John Rennie can give further details. Asks for details of the engine and whether the engine house needs altering.

20. Letter. Folliot Scott (Rotherhithe) to Boulton & Watt (Birmingham). 7 Mar. 1789.
Plans for the last working of the old engine and settling of the account. Hopes the new engine's drawings are progressing – can John Southern send a sketch of the mill.

21. Letter. Folliot Scott (Rotherhithe) to Boulton & Watt (Birmingham). 16 Mar. 1789.
Is worried about progress with the drawings. Wants to avoid any delay. Wants the sketch of the mill to plan the furnaces. Will pay Boulton & Watt's account to Mr. Matthews.

22. Letter. Folliot Scott (Rotherhithe) to Boulton & Watt [Birmingham]. 25 Apr. 1789.
He and Mr. Gardner have formed their new "connection". Queries about the supply of copper from Mr. Williams, and Matthew Boulton's mention of a new mine.

23. Memorandum. Memorandums relative to F. Scott & Co.'s engine. 1789. 2 sheets.
Details of the engine and the machinery it is to work etc.

24. Letter. John Scott [Shrewsbury] to Boulton & Watt (Soho). 16 Mar. 1786.
Not dated – date taken from the docket and the place of writing from the postmark.

25a. Letter. William Seed & Co. (Belfast) to Boulton & Watt (Soho). 15 Oct. 1791.
Kept with (b)—(d) below.

b-d. 3 small sheets of calculations in James Watt's hand.

26. Letter. Edmund Shaw (Salford) to Boulton & Watt [Soho]. 18 Jan. 1792.

27. Letter. Edmund Shaw (Salford) to Boulton & Watt [Soho]. 14 Jan. 1793.

28. Letter. J. Shears (—) to Boulton & Watt (Soho). 17 Aug. 1787.

- 29a.** Letter. Abraham Sheath Jr. (Boston) to Boulton & Watt (via Cocksedge & Garwood, London). 12 Mar. 1785.
Enclosing (b) below.
- b.** Letter. Cocksedge & Garwood (87 Cannon St., London) to Samuel Wyatt [London]. 5 Mar. 1785.
Docketed "Mr. Abraham Sheath Jr. and Mr. Wyatt – letter on a corn mill wanted at Boston."
- 30.** Letter. Abraham Sheath Jr. (Boston) to Boulton & Watt [Birmingham]. 11 Apr. 1785.
- 31.** Letter. Abraham Sheath (Boston) to Boulton & Watt (Birmingham). 11 Jun. 1785.
- 32.** Memorandum. Shrewsbury Pipes 1791.
In James Watt's hand. Details of length and fall of pipes, velocity of water etc. from a reservoir.
- 33.** Letter. John & Samuel Simpson (Manchester) to Boulton & Watt [Soho]. 31 Aug. 1790.
- 34.** Letter. John Skeys (Dublin) to Matthew Boulton (Birmingham). 16 Feb. 1786.
- 35.** Letter. John Skeys (Lisbon) to Matthew Boulton [Birmingham]. 27 Jul. 1786.
- 36a.** Letter. John Skeys (Lisbon) to Boulton & Watt [Birmingham]. 18 Jan. 1788.
Enclosing (b) below.
- b.** Sketch. Elevation and plan of Portuguese still used by Skey.
- 37.** Letter. G. Slater (Leyton) to William Matthews (6 Green Lettice Lane, London). 9 May 1789.
Re-directed to Boulton & Watt, Soho.
- 38.** Letter. Alexander Small (Great Russell St., Bloomsbury, London) to James Watt [Soho]. 9 Nov. 1786.
Docketed "Recommending Mr. Long."
- 39.** Letter. Alexander Small (96 Great Russell St., Bloomsbury, London) to Boulton & Watt [Soho]. 18 Aug. 1787.
- 40.** Letter. Joshua Small (Ness Colliery, near Parkgate, Cheshire) to Boulton & Watt (Soho). 24 Feb. 1786.
- 41.** Letter. Joshua Small (Ness Colliery, nr. Parkgate) to Boulton & Watt [Soho]. 24 Mar. 1786.
- 42.** Letter. Henry Smeathman (London) to James Watt [Soho]. 4 Jul. 1785.
Docketed "About gilt steel instruments."
- 43.** Letter. John Smith for Smith & Co. (Griffin Foundry, Manchester) to Boulton & Watt [Soho]. 26 Jun. 1790.
- 44.** Letter. John Smith for Smith & Co. (Chesterfield) to Boulton & Watt (Soho). 21 Jul. 1790.
- 45a.** Letter (in French). Le Comte de Solages (at Mr. Craig's, Kennington Lane, Newington Gardens) to Boulton & Watt (6 Green Lettice Lane). 13 Jun. 1789.
Enclosing (b) below.
- b.** Memorandum (in French). Details requested by Matthew Boulton relating to the fire engine wanted by the Vicomte de Solages.

- 46.** Letter. John Sparrow (Bishton) to Matthew Boulton [Soho]. 3 Mar. 1792.
Docketed as 3 May.
- 47.** Printed engine agreement. John Sparrow (Cockshead Colliery, nr. Newcastle, Staffordshire). 1 Jun. 1792.
- 48.** Letter. John Sparrow (Bishton) to Matthew Boulton (Soho). 8 Oct. 1792.
- 49.** Letter. John Sparrow (Bishton) to Matthew Boulton (Soho). 22 Dec. 1792.
- 50.** Letter. John Sparrow (Bishton) to Boulton & Watt (Birmingham). 4 Dec. 1794.
- 51.** Transcript of letter. Boulton & Watt (Soho) to John Sparrow (Bishton). 6 Dec. 1794.
Docketed "Cockshead."
- 52.** Letter. John Sparrow (Bishton) to Boulton & Watt (Birmingham). 16 Dec. 1794.
On the same sheet:
Transcript of letter. Ralph Hales (Cobridge) to John Sparrow. 14 Dec. 1794.
- 53.** Letter. James Spedding (Whitehaven) to Boulton & Watt (Soho). 28 Jan. 1785.
- 54.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 7 Apr. 1785.
- 55.** Letter. James Spedding (Whitehaven) to Boulton & Watt [Soho]. 2 Jun. 1785.
- 56.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt [Birmingham]. 7 Jun. 1785.
- 57.** Letter. James Spedding (Whitehaven) to Boulton & Watt (Soho). 16 Jul. 1785.
- 58.** Letter. James Spedding (Whitehaven) to Boulton & Watt (Soho). 7 Aug. 1785.
- 59.** Letter. James Spedding (Whitehaven) to Boulton & Watt [Soho]. 18 Aug. 1785.
- 60.** Letter. James Spedding (Whitehaven) to James Watt (Birmingham). 6 Sep. 1785.
- 61.** Letter. James Spedding (Whitehaven) to James Watt [Birmingham]. 27 Apr. 1786.
- 62.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 8 Jun. 1786.
Docketed "With account."
- 63.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 19 Jul. 1786.
On the same sheet:
Invoice for piston rod for Stockdale & Co., Cark.
Docketed "Invoice Stockdale's piston rod."
- 64.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 4 Aug. 1786.
On the same sheet:
Invoice for piston rods for Wheal Crenver, Poldice, Wanlockhead.
Docketed "Crenver, Poldice 4th and Wanlockhead piston rods."
- 65.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to James Watt (Harper's Hill). 16 Aug. 1786.
On the same sheet:
Invoice for piston rod for Poldice Mine.
Docketed "Poldice No. 5 rod."

- 66.** Transcript of letter. James Spedding [Whitehaven] to Boulton & Watt [Soho]. Undated [circa 1786].
Docketed "About clerks etc."
- 67.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 21 Sep. 1786.
On the same sheet:
Invoice for piston rods for Hallamanin, United Mines, B. G.
- 68.** Letter. James Spedding (Whitehaven) to James Watt (Birmingham). 26 Oct. 1786.
On the same sheet:
Letter. James Spedding (Whitehaven) to James Watt. 25 Sep. 1786.
- 69.** Letter. James Spedding (Whitehaven) to Boulton & Watt [Soho]. 24 Jun. 1787.
- 70.** Letter. James Spedding (Whitehaven) to James Watt [Birmingham]. 1 Jul. 1787.
Docketed "Approving agreement."
- 71.** Letter. James Spedding (Whitehaven) to Boulton & Watt [Soho]. 8 Aug. 1787.
- 72.** Letter. James Spedding (Whitehaven) to Boulton & Watt [Soho]. 16 Sep. 1787.
- 73.** Letter. James Spedding (Whitehaven) to Boulton & Watt [Soho]. 1 Oct. 1787.
Docketed as 4 Oct.
- 74.** Letter. James Spedding (Carlisle) to Boulton & Watt (Soho). 1 Dec. 1787.
- 75.** Letter. James Spedding (Whitehaven) to Boulton & Watt [Soho]. 9 Mar. 1788.
Docketed "Money paid Robert Muir."
- 76.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt [Birmingham]. 30 May 1789.
- 77.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt (Birmingham). 16 Jun. 1789.
On the same sheet:
Invoice for piston rod for "B. W. M."
Docketed "Mr. Mensa's rod."
- 78a.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt [Birmingham]. 20 Oct. 1790.
Kept with (b) below. Docketed "BWS rods."
- b.** Letter. Spedding Hicks Senhouse & Co. per J. Walker (Seaton Works) to Boulton & Watt [Birmingham]. 18 Jan. 1791.
- 79.** Letter. Sawyer Spence (London) to Boulton & Watt [Birmingham]. 17 Mar. 1792.
- 80.** Letter. Sawyer Spence (London) to Boulton & Watt (Birmingham). 5 Jun. 1792.
- 81.** Letter. Sawyer Spence (London) to Boulton & Watt (Birmingham). 17 Sep. 1792.
2 sheets sewn together.
On the same sheets:
Account. Sawyer Spence debtor to David Watson. Mar.—Jun. 1792.
Docketed "With Watson's account."
- 82.** Letter. Spencer Browning & Rust (London) to Boulton & Watt [Soho]. 2 Jul. 1790.
Docketed "Mr. Leveque's instruments."

- 83.** Letter. Isaac Spooner (Birmingham) to James Watt [Soho]. 9 Sep. 1790.
- 84a.** Letter. Isaac Spooner (Birmingham) to James Watt [Soho]. 18 Jan. 1792.
Kept with (b) below.
- b.** Letter. Isaac Spooner (Birmingham) to James Watt [Soho]. 7 Feb. 1792.
- 85.** Letter. J. Staples (Lissan, nr. Dungannon) to James Watt [Soho]. 30 Apr. 1786.
- 86.** Letter. Mark Stark (Brucefield, by Dunfermline) to James Watt (Birmingham).
3 May 1787.
- 87.** Letter. Mark Stark (Leven) to James Watt [London]. 4 Sep. 1787.
- 88.** Letter. Mark Stark (Leven) to James Watt (Albion Mill, London). 7 Sep. 1787.
- 89.** Letter. Mark Stark (Methil) to James Watt [Birmingham]. 18 Oct. 1787.
- 90.** Letter. Mark Stark (Edinburgh) to James Watt [Edinburgh]. 4 Jan. 1788.
- 91.** Letter. Mark Stark (Methil) to James Watt (Birmingham). 29 Sep. 1788.
- 92.** Letter. Mark Stark (Brucefield) to James Watt (Birmingham). 6 Jul. 1790.
- 93.** Letter. Mark Stark (Brucefield) to James Watt (Soho). 21 Aug. 1790.
- 94.** Letter. John Stein (Kennet Pans, by Alloa) to Boulton & Watt (Albion Mill, London).
7 Aug. 1786.
- 95.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Albion Mill, London). 25 Sep. 1786.
- 96.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Birmingham). 25 Sep. 1786.
Docketed "Ordering engine. Duplicate of letter."
- 97.** Letter. John Stein (Kennet Pans) to Boulton & Watt [Birmingham]. 19 Oct. 1786. 2
sheets.
- 98.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Birmingham). 23 Oct. 1786.
- 99.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Birmingham). 25 Oct. 1786.
- 100.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Birmingham). 26 Oct. 1786.
- 101.** Letter. John Stein (Kennet Pans) to Boulton & Watt [Birmingham]. 9 Nov. 1786.
- 102.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Birmingham). 13 Nov. 1786.
- 103.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Birmingham). 8 Dec. 1786.
Docketed "Arrival of Robert Muir."
- 104.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Soho). 20 Mar. 1787.
- 105.** Letter. John Stein per John Baird (Kennet Pans) to Boulton & Watt [Soho]. 3 Apr. 1787.
- 106.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Soho). 24 Apr. 1787.
Docketed "Promising to execute agreement."
- 107.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Soho). 28 Jun. 1787.

- 108.** Letter. John Stein (Kennet Pans) to James Watt (care of Dr. Black, University, Edinburgh). 9 Jan. 1788.
- 109.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Soho). 29 Feb. 1788.
Docketed "His stopping."
- 110.** Memorandum. Matthew Boulton's affidavit concerning John Stein's debt. 28 Apr. 1788.
Copy. The original was sworn by Boulton before Joseph Carles, Justice of the Peace.
- 111.** Printed notice. Assignees of John Stein (Edinburgh). 19 Oct. 1789.
Requesting answers to the objections made to Boulton & Watt's claim.
- 112.** Letter. John Stein (Kennet Pans) to Boulton & Watt (Soho). 13 Jan. 1792.
- 113.** Letter. G. Steinmann & Co. (Havre) to Matthew Boulton (Birmingham). 8 Mar. 1790.
Docketed "Pro forma account of tin."
- 114.** Letter. Roger Stevenson (East India House) to James Watt (6 Green Lettice Lane). 31 May 1790.
- 115a.** Letter. Archibald Stirling (Leadhills) to James Watt (Birmingham). 15 Feb. 1792.
Kept with (b) below.
- b.** Sheet of calculations.
In James Watt's hand. Written on the back of the following:
Letter. John Petty Dearman to Matthew Boulton (Soho). "Wednesday".
- 116.** Letter. James Stockdale (Cark) to James Watt (Birmingham). 11 Jul. 1785.
- 117.** Letter. Fletcher Stockdale (Cark) to James Watt [Soho]. 10 Dec. 1785.
- 118.** Letter. Thackeray Stockdale & Co. (Cark) to Boulton & Watt [Soho]. 14 Mar. 1786.
- 119.** Letter. James Stockdale Jr. (Cark) to James Watt [Soho]. 5 Apr. 1786.
- 120.** Letter. James Stockdale Jr. (Cark) to James Watt [Soho]. 20 Apr. 1786.
- 121.** Letter. James Stockdale Jr. (Cark) to James Watt [Soho]. 2 May 1786.
- 122.** Letter. James Stockdale Jr. (Cark) to James Watt [Soho]. 9 May 1786.
- 123.** Letter. Fletcher Stockdale (Castlehead) to James Watt (Birmingham). 15 May 1786.
On the same sheet:
Transcript of letter. John Hall (New York) to William Wilkinson (Castlehead). 18 Mar. 1786.
Docketed "With copy of Hall's letter to Mr. Wilkinson."
- 124.** Letter. Joseph Thackeray (Manchester) to Boulton & Watt [Soho]. 10 Jun. 1786.
- 125.** Letter. James Stockdale Jr. (Cark) to James Watt [Soho]. 27 Jun. 1786.
- 126.** Letter. Fletcher Stockdale (Cark) to James Watt [Soho]. 18 Jul. 1786.
- 127.** Letter. Thackeray Stockdale & Co. (Cark) to Boulton & Watt [Soho]. 8 Aug. 1786.
- 128.** Letter. James Stockdale Jr. (Cark) to James Watt [Soho]. 19 Aug. 1786.
- 129.** Letter. James Stockdale Jr. (Cark) to James Watt [Soho]. 18 Sep. 1786.
- 130.** Letter. Thackeray Stockdale & Co. (Cark) to Boulton & Watt (Birmingham). 25 May 1787.

- 131.** Calculations. Mr. Stockdale's engine from himself. 1790.
In James Watt's hand.
- 132.** Letter. James Stockdale Jr. for Thackeray Stockdale & Co. (Cark) to Boulton & Watt (Birmingham). 11 Feb. 1790.
Docketed "With £260."
- 133a.** Memorandum. Copy of discharge – Messrs. Stockdale & Co. 14 Feb. 1790.
Discharge from further premium payments. Kept with (b) below.
- b.** Memorandum. Proposals made to Stockdale for discharging the premium?
In James Watt's hand.
- 134.** Letter. Jonathan Stonard (Lambeth) to James Watt [Soho]. 17 Jan. 1785.
Docketed as Stonard & Curtis.
- 135.** Letter. Stonard & Curtis (Lambeth) to Boulton & Watt [Soho]. 31 May 1785.
- 136.** Letter. Stonard & Curtis (Lambeth) to James Watt [Soho]. 21 Jun. 1785.
Docketed "Approving of draught agreement."
- 137.** Letter. Stonard & Curtis (Lambeth) to Boulton & Watt [Soho]. 5 Jul. 1785.
- 138.** Letter. Jonathan Stonard "for self & partner (Lambeth) to Boulton & Watt (Soho). 9 Aug. 1785.
- 139.** Letter. Stonard & Curtis per John Allen (Lambeth) to James Watt [Soho]. 24 Sep. 1785.
- 140.** Letter. Stonard & Curtis per John Allen (Lambeth) to Boulton & Watt [Soho]. 1 Apr. 1786.
- 141.** Letter. Stonard & Curtis per John Allen (Lambeth) to James Watt [Soho]. 11 Apr. 1786.
- 142.** Letter. Stonard & Curtis (Lambeth) to Boulton & Watt {Soho}. 15 Nov. 1787.
- 143.** Letter. J. Strachan Mackenzie & Co. (London) to Matthew Boulton [Soho]. 16 Mar. 1787.
On the same sheet:
Queries respecting a steam engine.
- 144.** Letter. Jos. Strangman (Bristol) to Boulton & Watt [Soho]. 7 Sep. 1789.
Docketed "Jos. Strangman at Smith Wright & Grays – want an engine."
- 145.** Letter. John Stratford (Gregory new engine) to John Southern (Soho). 28 Feb. 1785.
Docketed "Francis Thompson's engine."
- 146.** Letter. John Stratford (Gregory new engine) to John Southern (Soho). 8 Apr. 1785.
Docketed "Francis Thompson's engine."
- 147.** Letter. John Stratford (Gregory new engine) to John Southern (Soho). 12 Aug. 1785.
Docketed "Account of old and new engines at Gregory."
- 148.** Letter. John Stratford (Gregory Mine) to Richard Cartwright (—). 21 Jan. 1791.
- 149.** Letter. John Stratford (Gregory Mine) to Boulton & Watt (Soho). 24 Aug. 1791.
Docketed "Size of the old engine."
- 150.** Letter. John Stratford (Gregory Mine) to John Southern (Soho). 31 Jul. 1791.
Docketed "Size of old engine and performance of the new since its repair."

- 151.** Letter. John Stratford (Gregory Mine) to Boulton & Watt (Soho). 27 Sep. 1791.
- 152.** Letter. John Stratford (Gregory Mine) to Isaac Perrins (Soho). 7 Oct. 1791.
- 153.** Letter. John Stratford (Gregory Mine) to Matthew Boulton (Soho). 2 Nov. 1792.
- 154.** Letter. John Stratford (Gregory Mine) to Boulton & Watt [Soho]. 25 Jan. 1793.
- 155.** Letter. John Stratford (Gregory Mine) to John Southern (Soho). 20 Dec. 1793.
- 156.** Letter. Thomas Strode (London) to Matthew Boulton (Birmingham). 17 Aug. 1789.
Docketed "Thomas Stroud's offer of improvement upon the steam engine."
- 157.** Letter. John Summers (Newcastle) to Boulton & Watt (Birmingham). 12 Sep. 1786.
- 158.** Letter. Thomas Swannick (Derby) to Boulton & Watt (Soho). 9 Aug. 1790.
Docketed "New regulating machine."

INDUSTRIAL REVOLUTION: A DOCUMENTARY HISTORY
Series One: The Boulton and Watt Archive and the Matthew Boulton Papers
from Birmingham Central Library
Part 13: Boulton & Watt Correspondence and Papers (MS 3147/3/286-404)

DETAILED LISTING

REEL 247

3/401 General Correspondence, T (69 items)

1. Letter. James Tate (London) to James Watt [Soho]. 29 Aug. 1788.
2. Letter. James Tate (London) to James Watt [Soho]. 19 Jan. 1789.
3. Letter. James Tate (London) to James Watt (Harper's Hill). 24 Apr. 1790.
Docketed "Breaking Albion Mill gudgeons."
4. Letter. James Tate (Albion Mill, London) to Boulton & Watt [Soho]. 7 Dec. 1790.
Docketed "About 3 horse engine."
5. Letter. James Tate (Albion Mill) to Boulton & Watt [Soho]. 16 Dec. 1790.
Docketed "Jones & Blake."
6. Letter. James Tate (London) to Boulton & Watt [Soho]. 7 May 1791.
7. Letter. C. Taylor for John Rennie (London) to Boulton & Watt (Soho). 17 Oct. 1792.
8. Letter. Clement Taylor (Maidstone) to Boulton & Watt (Birmingham). 29 Jul. 1787.
9. Letter. George Taylor (Bedworth) to James Pearson [?] [Soho]. 29 Aug. 1786.
Docketed "With remittance of £439.3.8."
10. Letter. George Taylor (Bedworth) to James Watt (Birmingham). 9 Sep. 1786.
*With a head and shoulders sketch of ? [a Turkish man?] on the back.
Docketed "With dimension of valve."*
11. Letter. George Taylor (Bedworth) to Boulton & Watt [Soho]. 30 May 1788.
12. Letter. George Taylor (Bedworth) to Matthew Boulton (Soho). 30 Aug. 1788.
13. Letter. Lewis Teissier (London) to Boulton & Watt (Birmingham). 11 Sep. 1787.
14. Transcript of letter. James Watt [Soho] to Lewis Teissier (Old Broad Street, London).
13 Sep. 1787.
15. Letter. Lewis Teissier (London) to James Watt (Birmingham). 29 Jan. 1788.
16. Letter. Lewis Teissier (London) to James Watt (Birmingham). 1 Feb. 1788.
17. Letter. John Tencate (Delft) to Boulton & Watt (Soho). 1 Jul. 1791.
18. Letter. Peter Thellusson Sons & Co. (London) to Boulton & Watt (Birmingham).
9 Jun. 1787.
On the same sheet:
Transcript of extract of letter (in French). Enquiry to Thellusson about an engine.
19. Letter. Arthur Thomas (York St., Dublin) to Boulton & Watt [Soho]. 24 Jan. 1786.

20. Letter. Richard Thomas (St. Hillary) to Boulton & Watt [Soho]. 4 Mar. 1791.
21. Letter. Benjamin B. Thompson (Hull) to Boulton & Watt (Birmingham). 28 May 1786.
22. Letter. Benjamin B. Thompson (Hull) to Boulton & Watt (Birmingham). 16 Jul. 1787.
23. Letter. Benjamin B. Thompson (Hull) to James Watt (Birmingham). 2 Sep. 1787.
Re-directed to Watt at the Albion Mill, London.
24. Letter. Richard Thompson (Hull) to Boulton & Watt [Birmingham]. 27 Jan. 1787.
25. Letter. Richard Thompson (Hull) to Boulton & Watt [Birmingham]. 3 Mar. 1787.
26. Letter. Richard Thompson (Hull) to Boulton & Watt [Birmingham]. 21 Mar. 1787.
27. Letter. Richard Thompson (Hull) to Boulton & Watt [Birmingham]. 20 Aug. 1787.
Docketed as 30 Jul.
28. Letter. Richard Thompson (Hull) to Boulton & Watt [Birmingham]. 17 Dec. 1787.
On the same sheet:
Letter. Henry Coates & Co. (Hull) to Boulton & Watt. 13 Feb. 1787.
29. Memorandum. A Clause for Thompson's engine at Hull. Not dated.
Suggested clause for Thompson & Baxter's engine agreement. The memorandum is in Watt's hand and written on the back of the following:
Letter. Zaccheus Walker (Birmingham) to James Watt. 24 Oct. 1787.
30. Letter. Richard Thompson (Hull) to Boulton & Watt (Birmingham). 12 Aug. 1788.
31. Letter. Thompson & Baxter (Hull) to Boulton & Watt (Birmingham). 2 Jan. 1789.
32. Letter. Thompson & Baxter (Hull) to Boulton & Watt (Birmingham). 13 Jun. 1789.
Docketed "With remittance."
33. Letter. Thompson & Baxter (Hull) to Boulton & Watt (Birmingham). 4 Sep. 1789.
The letter was forwarded to and docketed by James Pearson.
34. Letter. Thompson & Baxter (Hull) to Boulton & Watt (Birmingham). 9 Sep. 1790.
With notes by Matthew Boulton on the same sheet.
35. Letter. Thompson & Baxter (Hull) to Boulton & Watt [Birmingham]. 14 Sep. 1790.
36. Letter. Thompson & Baxter (Hull) to Boulton & Watt [Birmingham]. 28 Sep. 1791.
37. Letter. David Thomson (Leith Walk, Edinburgh) to Boulton & Watt [Soho]. 19 Aug. 1790.
38. Letter. William Thomson (Glasgow) to Boulton & Watt (Soho). 1 Aug. 1791.
Docketed "Nuisances."
39. Letter. Thomas Thorn & Co. (Liverpool) to Boulton & Watt (Birmingham). 12 Feb. 1791.
Docketed "About small engine."
40. Letter. Thomas Thorn & Co. (Liverpool) to Boulton & Watt (Soho). 11 Apr. 1791.
41. Letter. Thomas Thorn & Co. (Liverpool) to Boulton & Watt (Birmingham). 30 Apr. 1791.
42. Letter. Thomas Thorn & Co. (Liverpool) to Boulton & Watt (Soho). 8 Oct. 1791.
Docketed "Prices of salt, coals and wood."

- 43.** Letter. Thomas Thorn & Co. per John Heath (Liverpool) to Boulton & Watt [Soho]. 22 Mar. 1793.
- 44.** Letter. J. Thornton (Willow Hall, near Halifax) to Boulton & Watt (Soho). 27 Aug. 1790.
- 45.** Letter. H. Thrale & Co. (London) to Matthew Boulton [Birmingham]. 3 May 1783.
Docketed "With plan of ground."
- 46.** Letter. Barclay & Perkins (London) to James Watt (Birmingham). 20 Apr. 1786.
Docketed as H. Thrale & Co., as Barclay & Perkins were Trading under the name of H. Thrale & Co.
- 47.** Letter. H. Thrale & Co. (London) to James Watt (Birmingham). 27 Apr. 1786.
- 48.** Letter. H. Thrale & Co. (London) to James Watt (Birmingham). 5 May 1786.
- 49.** Letter. H. Thrale & Co. (London) to James Watt (Birmingham). 9 May 1786.
- 50.** Letter. H. Thrale & Co. (London) to James Watt (Birmingham). 15 May 1786.
- 51.** Letter. H. Thrale & Co. (London) to James Watt (Birmingham). 25 May 1786.
- 52.** Letter. H. Thrale & Co. (London) to James Watt (Birmingham). 27 May 1786.
- 53.** Letter. H. Thrale & Co. (London) to James Watt (Birmingham). 8 Jun. 1786.
- 54.** Letter. H. Thrale & Co. (London) to James Watt (Birmingham). 17 Jun. 1786.
Docketed "Height of pumps."
- 55.** Letter. H. Thrale & Co. (London) to Boulton & Watt (Birmingham). 11 Sep. 1786.
- 56.** Letter. H. Thrale & Co. (London) to Boulton & Watt [Birmingham]. 18 Sep. 1786.
- 57.** Letter. H. Thrale & Co. (London) to Boulton & Watt [Birmingham]. 27 Sep. 1786.
- 58.** Letter. H. Thrale & Co. (London) to Boulton & Watt (Birmingham). 1 Nov. 1786.
- 59.** Letter. H. Thrale & Co. (London) to James Watt [Birmingham]. 24 Jul. 1787.
- 60.** Letter. H. Thrale & Co. (London) to Boulton & Watt [Birmingham]. 12 Jul. 1791.
Docketed "About John Tudor."
- 61.** Letter. H. Thrale & Co. (London) to Boulton & Watt (Birmingham). 15 Apr. 1796.
Docketed as 16 Apr.
Docketed "Order to make their engine into a double one."
- 62a.** Letter. Edward Topham (Beaufort Buildings, London) to James Watt [Soho]. 25 Jan. 1788.
Enclosing (b) below.
Docketed "About Perrins."
- b.** Cutting from *Lloyd's Evening Post*.
Letter of "Thomas Perrings" [Isaac Perrins?] to the editor re. challenging boxers in London.
Letter dated 21 Jan. 1788.
- 63.** Letter. George Townend (York) to Matthew Boulton [?] [Soho]. 26 Sep. 1787.
- 64.** Letter. George Townend (York) to Matthew Boulton [?] [Soho]. 5 Aug. 1789.
- 65.** Letter. Joseph Townsend (London) to Matthew Boulton (Soho). 22 Jan. 1790.

66. Letter. Joseph Townsend [Bath] to Matthew Boulton [Soho]. — Feb. 1790.
Not dated – date taken from the docket.

67. Letter. Joseph Townsend [Bath] to Boulton & Watt (Birmingham). 19 Feb. 1790.
Place of writing taken from the postmark.

68. Letter. Joseph Townsend (Bath) to Boulton & Watt (Birmingham). 8 Mar. 1790.

69. Letter. Truman Read & Co. per J. Davies (London) to Boulton & Watt [Soho].
21 Apr. 1788.
Docketed “About not wanting the engine.”

3/402 General Correspondence, U, V (14 items)

1. Letter. Charles Udale (Workington) to James Watt (Birmingham). 23 Jul. 1789.
Docketed “With remittance.”

2. Letter. Samuel Unwin & Co. (Sutton) to Boulton & Watt (Soho). 8 Jan. 1788.
Docketed as 26 Jan.

3a. Draft of letter. Boulton & Watt to Samuel Unwin & Co. [Sutton]. [14 May 1788].
In Matthew Boulton’s hand. Kept with (b) and (c) below.
Docketed “First draft of letter and calculations – Messrs. Unwin’s of Sutton.”

b & c. 2 sheets of calculations for Unwin’s engine.

4. Letter. Samuel Unwin & Co. (Sutton) to Boulton & Watt (Soho). 28 May 1788.

5. Copy of invoice. Goods for Mr. — Vandermonde. 21 Jul. 1787.
Docketed “Account of goods sent Mr. Vandermonde.”
Copying press and chemical furnaces, sent via William Matthews, 6 Green Lettice Lane. The copy was sent to Watt at Harper’s Hill.

6a. Letter (in French). Mr. — Vandermonde (Paris) to James Watt (Royal Society, London).
22 May 1791.
Docketed “Messrs. Vandermonde and Berthollet.” Kept with (b) below.

b. Letter (in French). Claude Louis Berthollet (Rue du Faubourg, Paris) to James Watt
(Birmingham). 24 May 1791.
Both letters recommend a Mr. Hassenfratz to Watt.

7a. Letter (in French). Mr. — de Vassan (Paris) to Matthew Boulton (Birmingham).
10 Jun. 1788.
Enclosing (b) below.

b. Sketch of ?.

8. Letter. Thomas Vickers (Bradley Ironworks) to Boulton & Watt (Soho). 15 Feb. 1791.
Docketed “Recommending a smith.”

9. Letter. Anthony Villion (Gustaira, St. Bartholomew) to Boulton & Watt (Birmingham).
1 May 1788.
Docketed as being from St. Kitts, to where Boulton & Watt were to address letters.

10. Letter. Anthony Villion (Gustaira, St. Bartholomew) to Boulton & Watt (Birmingham).
1 May 1788.
This letter is very similar to the above letter in content.

11. Letter. Anthony Villion (Gustaira, St. Bartholomew) to Boulton & Watt (Birmingham). 1 May 1788.

The text is very similar to the above two letters. Docketed as 1789.

12. Letter (in French). P. de Virly (Paris) to James Watt (Birmingham). 13 Mar. 1787.

13. Letter. Justin Vulliamy [London] to Matthew Boulton (Birmingham). 20 May 1786.
Docketed "Account of York Buildings engine."

14. Letter. Justin Vulliamy (75 Pall Mall, London) to Matthew Boulton [London]. "Monday Morning" [2 Aug. 1790].

Marked "Clockmaker to the King."

3/403 General Correspondence, W

(129 items)

Nos. 1 – 17. Samuel Walker / Walkers & Ley, Chester.

1. Letter. Samuel Walker (Chester) to James Watt (Birmingham). 5 Jan. 1785.

2. Letter. Samuel Walker (Chester) to James Watt (Birmingham). 15 Jan. 1785.

3. Letter. Samuel Walker (Chester) to James Watt (Birmingham). 29 Jan. 1785.
Docketed "Agreeing to our terms for the engine."

4. Letter. Samuel Walker (Chester) to James Watt (Birmingham). 14 Mar. 1785.
Docketed "By Andrew Williams."

5. Letter. George Walker "for self & partners" (Chester) to James Watt [Birmingham]. 19 Jul. 1785.

6. Letter. George Walker "for self & partners" (Chester) to James Watt (Birmingham). 27 Aug. 1785.

7. Letter. Walkers & Ley (Chester) to James Watt (Birmingham). 20 Sep. 1785.

8. Letter. George Walker "for self & partners" (Chester) to James Watt [Birmingham]. 19 Oct. 1785.

The outside of the letter is addressed to Joshua Brettle, Button Maker, Moat Row, Birmingham.

9. Note. Goods sent off for Messrs. Walker & Ley. 16 Nov. 1785.

10. Letter. George Walker "for self & partners" (Chester) to James Watt (Birmingham). 26 Nov. 1785.

11. Letter. George Walker (Chester) to James Watt (Birmingham). 27 Dec. 1785.

12. Letter. George Walker, Samuel Walker and Hugh Ley (Chester) to James Watt (Birmingham). 10 Jan. 1786.

13. Letter. George Walker "for self & partners" (Chester) to Boulton & Watt (Birmingham). 4 Nov. 1786.

Docketed "Praying a reduction of premium."

14. Letter. George Walker "for self & partners" (Chester) to Boulton & Watt (Birmingham). 6 Jun. 1787.

The outside of the letter is addressed to "Isaac Watt, Engineer, Birmingham."

15. Letter. George Walker (Chester) to James Watt (Birmingham). 5 Dec. 1788.

The outside of the letter is addressed to "Isaac Watt, Engineer, Birmingham."

16. Letter. George Walker (Chester) to James Watt (Birmingham). 27 Aug. 1789.
The outside of the letter is addressed to "Isaac Watt, Engineer, Birmingham."

17. Letter. George Walker & Hugh Lea (Chester) to Boulton & Watt (Birmingham).
24 Sep. 1790.
The outside of the letter is addressed to "Isaac Watt, Engineer, Birmingham."

Nos. 18–25. Samuel Walker & Co., Rotherham.

18. Letter. Joshua Walker "for the Company & Self" (Rotherham) to Boulton & Watt [Soho].
29 Jan. 1785.

19. Letter. Joshua Walker "for the Company & Self" (Rotherham) to Boulton & Watt (Soho).
13 Jul. 1785.

20. Letter. Joshua Walker "for the Company & Self" (Rotherham) to Boulton & Watt (Soho).
19 Jul. 1785.

21. Letter. Joshua Walker "for the Company & Self" (Rotherham) to Boulton & Watt (Soho).
24 Jul. 1785.

22. Letter. Joshua Walker "for the Company & Self" (Rotherham) to Boulton & Watt (Soho).
18 Apr. 1786.

23. Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt [Soho]. 28 Aug. 1788.

24. Letter. Samuel Walker (Rotherham) to Boulton & Watt (Birmingham). 19 Dec. 1788.
On the same sheet:

Letter. Benjamin Hall (Wentworth) to Samuel Walker. 19 Dec. 1788.
Docketed "About a steel mill."

25. Letter. Joshua Walker "for Co. & Self" (Rotherham) to Boulton & Watt (Soho). 3 Oct.
1791.

26. Letter. Thomas & Richard Walker (Manchester) to Boulton & Watt (Birmingham).
27 Nov. 1792.

27. Letter. Walker & Harrison (Malton) to Boulton & Watt (Soho). 23 Jan. 1787.

28. Letter. Walker & Harrison (Malton) to Boulton & Watt (Soho). 9 Feb. 1787.

29. Letter. John Walker "for self & Harrison" (Malton) to Boulton & Watt (Birmingham).
10 Feb. 1789.

30. Memorandum. For Messrs. Wallis & Co. Not dated.
Calculations for the size of engine they need. In James Watt's hand.

31. Letter. Henry Wansey (Salisbury) to Boulton & Watt (Birmingham). 26 Dec. 1791.
Docketed as 1792.

32. Letter. David Watson (London) to James Watt [Soho]. 2 Dec. 1789.
Docketed "Calvert Morrell & Cole."
Was asked to attend Calvert & Co.'s engine. Found that the engineman had used pasteboard instead of cement in the nozzles. Orders cement. Mr. Cooper has not got the drawings.

33. Letter. J. & W. Watts & Co. (Bristol) to Boulton & Watt (Birmingham). 8 Sep. 1787.
Watt has made notes for his reply on 13 Sep. on the same sheet.

34. Letter. Roger Wearn (Hayle) to Boulton & Watt (Soho). 22 Sep. 1790.
Docketed "About his new boiler."

- 35.** Letter. Roger Wearn (Hayle) to Boulton & Watt [Soho]. 16 Oct. 1790.
- 36.** Letter. Roger Wearn (Copperhouse, Hayle) to Boulton & Watt (Soho). 10 Feb. 1791.
Docketed "Effects of his new boiler."
- 37.** Letter. John Weston (London) to James Watt [Birmingham]. 5 Apr. 1786.
- 38.** Letter. John Weston [London] to James Watt (Birmingham). 13 Apr. 1786.
- 39.** Letter. John Weston (London) to James Watt [Birmingham]. 21 Apr. 1786.
- 40.** Letter. John Weston (London) to James Watt (Birmingham). 25 Apr. 1786.
- 41.** Letter. John Weston (Gloucester) to James Watt (Birmingham). 15 May 1786.
- 42.** Letter. John Weston (Penryndee) to Boulton & Watt (Birmingham). 17 Jun. 1786.
- 43.** Letter. John Weston (Penryndee) to Boulton & Watt (Birmingham). 2 Jul. 1786.
Docketed as 4 Jul.
- 44.** Letter. John Weston (Penryndee) to Boulton & Watt (Birmingham). 19 Jul. 1786.
- 45.** Letter. John Weston (Penryndee) to James Watt (Birmingham). 25 Feb. 1787.
- 46a.** Wrapper. John Weston – Note of agreement & papers relative thereto. 22 Jul. 1789.
Containing (b)—(e) below. The following has been used as the wrapper:
Letter. George Barker (Birmingham) to Matthew Boulton (Soho). 5 Oct. 1789.
- b.** Agreement. Boulton & Watt's agreement with Mr. John Weston. 22 Jul. 1789.
Signed by John Weston and Matthew Boulton and witnessed by John Wilkinson.
- c.** Printed engine agreement. John Weston – for the Bog Mine engine. Not dated.
Docketed "Rough draft – agreement for Mr. Weston."
- d.** Memorandum. Clause to be inserted into Weston's engine agreement. Not dated.
- e.** Hand-written draft of various clauses for the engine agreement. Not dated.
- f.** Letter. James Watt (Harper's Hill) to George Barker [Birmingham]. 4 Nov. 1789.
- 47.** Letter. John Weston (Minsterley) to Boulton & Watt (Birmingham). 28 Dec. 1789.
- 48.** Letter. John Weston (Minsterley) to Boulton & Watt (Birmingham). 24 Dec. 1790.
- 49.** Letter. John Weston (Minsterley) to Boulton & Watt (Birmingham). 6 Feb. 1791.
- 50.** Letter. John Weston (Minsterley) to Boulton & Watt (Birmingham). 12 Oct. 1791.
Docketed "Promising to come to settle accounts."
- 51.** Letter. John Weston (Minsterley) to Boulton & Watt (Birmingham). 19 Oct. 1791.
- 52.** Letter. John Weston (Minsterley) to Boulton & Watt [Birmingham]. 20 Oct. 1791.
- 53.** Letter. John Weston (Minsterley) to Boulton & Watt (Birmingham). 3 Feb. 1792.
Docketed as 9 Feb.
- 54.** Letter. John Weston (—) to Boulton & Watt (Birmingham). 14 Feb. 1792.
- 55. Letter.** John Weston (Shrewsbury) to Boulton & Watt (Birmingham). 18 Feb. 1792.

- 56.** Letter. John Weston (—) to Boulton & Watt [Birmingham]. 3 Mar. 1792.
- 57.** Letter. John Weston (Bog Mine) to Boulton & Watt (Birmingham). 27 Oct. 1792.
- 58.** Letter. John Weston (—) to Boulton & Watt (Birmingham). 4 Nov. 1792.
Not dated – date taken from the docket.
- 59.** Account. John Weston debtor [to Boulton & Watt]. 5 Nov. 1792.
- 60.** Letter. S. Weston (Oxford) to Boulton & Watt (Birmingham). 19 Sep. 1786.
- 61.** Calculations. Messrs. Westwood Welch & Co. – engine for a rolling mill. Not dated.
In Matthew Boulton's hand.
- 62a.** Letter. Robert Whincop, Clerk of Sewers for the County of Norfolk (Lynn) to Boulton & Watt [Soho]. 5 Aug. 1790.
Kept with (b) below.
- b.** Letter. Robert Whincop (Lynn) to James Watt [?] [Soho]. 5 Aug. 1790.
The text of these two letters is identical.
- 63.** Letter. Robert Whincop (Lynn) to Boulton & Watt (Birmingham). 17 Aug. 1790.
- 64.** Letter. Robert Whincop (Lynn) to Boulton & Watt [Birmingham]. 24 Aug. 1790.
On the same sheet:
Memorandum. Questions proposed by Boulton & Watt in their letter of the 8th Aug.; Answers to the several Questions as far as present able.
Docketed "Answers to queries."
- 65.** Calculations on Mr. Whincop's letter. — Aug. 1790.
In James Watt's hand.
- 66a.** Letter. Robert Whincop (Lynn) to Boulton & Watt (Birmingham). 19 Oct. 1790.
Enclosing (b) below.
Docketed "Enclosing Mr. Jessop's report on the drainage of the marsh lands."
- b.** Copy of W. Jessop's Report on Norfolk marshland drainage. 12 Oct. 1790. 2 sheets.
- 67.** Letter. Samuel Whitbread per Jacob Yallowley [London] to James Watt [Soho].
8 Feb. 1786.
Not dated – date taken from the docket.
- 68.** Letter. Samuel Whitbread (London) to James Watt [Soho]. 19 May 1786.
- 69.** Memorandum. Particulars of Engines stated to Mr. Whitbread. 9 Apr. —.
In James Watt's hand.
- 70.** Letter. Samuel Whitbread per Jacob Yallowley (London) to Boulton & Watt [Soho].
1 Apr. 1788.
- 71.** Letter. Samuel Whitbread (London) to Boulton & Watt [Soho]. 13 May 1789.
- 72.** Letter. Samuel Whitbread (Portman Square) to James Watt [Soho]. 30 Mar. 1790.
- 73.** Letter. Samuel Whitbread (Portman Square) to James Watt [Soho]. 19 Apr. 1790.
- 74.** Letter. Samuel Whitbread (Portman Square) to James Watt [Soho]. 20 Apr. 1790.
- 75.** Letter. Samuel Whitbread (Portman Square) to James Watt [Soho]. 17 May 1790.

- 76.** Letter. Samuel Whitbread (Portman Square) to James Watt [Soho]. 22 May 1790.
- 77.** Letter. Samuel Whitbread (Portman Square) to James Watt (6 Green Lettice Lane, London). 26 May 1790.
- 78a.** Letter. Samuel Whitbread (Portman Square) to Boulton & Watt (Birmingham). 2 Jul. 1790.
Enclosing (b) below.
- b.** Mr. — Dawkins (Portman Square) to Samuel Whitbread (Portman Square). "Friday".
Re-directed to Whitbread at Bedwell Park, Herts.
- 79.** Letter. Samuel Whitbread (Cardington) to James Watt [?] [Soho]. 18 Jan. 1792.
- 80.** Letter. Samuel Whitbread (Portman Square) to Boulton & Watt (Birmingham). 17 Feb. 1792.
- 81.** Letter. Samuel Whitbread (London) to Boulton & Watt (Birmingham). 29 Feb. 1792.
- 82.** Letter. Jos^h. Whitchurch (Backwell, near Bristol) to Matthew Boulton (Soho). 3 Jun. 1786.
Re-directed to James Watt at Harper's Hill.
- 83.** Letter. James White (Combe St. Nicholas, near Chard) to Boulton & Watt (Birmingham). 23 Oct. 1786.
Docketed "New invented steam engine."
- 84a.** Letter. Robert Wild (Nicholas Lane, Lombard St., London) to Boulton & Watt (Birmingham). 10 May 1788.
Kept with (b) below. Docketed "Ely fens."
- b.** Sheet of calculations re. engine proposed for Wild.
- 85.** Letter. Robert Wild (Princess St., London) to Boulton & Watt (Birmingham). 9 Nov. 1788.
On the same sheet:
Transcript of extract of a letter from Dumfries, 21 Oct. 1788, transcribed from the *General Advertiser*, 28 Oct. 1788.
- 86.** Letter. Robert Wild (11 Princess St., London) to Boulton & Watt [Birmingham]. 28 Jun. 1789.
- 87.** Letter. Robert Wild (Princess St., London) to Boulton & Watt [Birmingham]. 3 Sep. 1789.
- 88.** Letter. Robert Wild (Princess St., London) to Boulton & Watt (Birmingham). 16 Nov. 1789.
Docketed "About engine for Middle Fen."
- 89.** Letter. Robert Wild (Princess St., London) to Boulton & Watt (Birmingham). 28 Nov. 1789.
Docketed "Fens."
- 90.** Letter. Jos. Wilkes "for Bros. John, Thomas & Self" (Measham) to Boulton & Watt [Birmingham]. 28 Jun. 1786.
Docketed "Ordering mill engine."
- 91.** Letter. John, Jos. & Thomas Wilkes (Measham) to Boulton & Watt (Birmingham). 5 Jul. 1786.
Docketed "Confirming order for engine."

- 92.** Letter. John, Jos. & Thomas Wilkes (Measham) to Boulton & Watt [Birmingham]. 27 Jul. 1786.
- 93.** Letter. John, Jos. & Thomas Wilkes (Measham) to Boulton & Watt (Birmingham). 31 Jul. 1786.
- 94.** Letter. Jos. Wilkes “for Bros. & Self” (Overseal) to Boulton & Watt [Birmingham]. 17 Oct. 1786.
Docketed “Approving of the draft of agreement.”
- 95.** Letter. John, Jos. & Thomas Wilkes (Measham) to Boulton & Watt [Birmingham]. 11 Jan. 1787.
- 96.** Letter. Joseph Wilkes (Oxford) to Boulton & Watt [Birmingham]. 10 Feb. 1793.
- 97.** Letter. Mr. — Williams (Birmingham) to Matthew Boulton (Soho). Not dated.
About an engine for a hammer mill in Lancashire.
- 98.** Letter. Thomas Williams (London) to Matthew Boulton (Soho). 17 Mar. 1788.
- 99.** Memorandum. Order for a 3 or 4 horse engine for Thomas Williams of Anglesey. 18 Jan. 1790.
- 100.** Letter. William Wilson (Tower St.) to Boulton & Watt [London]. 18 Jun. 1790.
On the same sheet:
Letter. Robert Gardner [Tower St.] to Boulton & Watt. 18 Jun. 1790.
- 101.** Letter. William Wilson (London) to Matthew Boulton [?] [London]. 29 Jun. 1790.
Docketed “About boiler.”
- 102.** Letter. William Wilson (London) to Matthew Boulton [London]. 5 Aug. 1790.
- 103.** Letter. John & William Wilson (London) to Boulton & Watt (Birmingham). 9 Jul. 1791.
Docketed “Engine man.”
- 104a.** Letter. John & William Wilson (Edinburgh) to Boulton & Watt (Birmingham). 5 Aug. 1791.
With (b) below attached. On the same sheet:
Letter. Alexander Gunn (Wilsontown) to Boulton & Watt. 30 Jul. 1791.
Docketed “Account of James Murdock’s time.”
- b.** Memorandum of James Murdock’s time. 1 Aug. 1791.
- 105.** Letter. Mr. — Wisset (East India House) to “The High Sheriff” (Stafford). 24 Mar. 1794.
Docketed “About engines.”
- 106.** Letter. William Withering (—) to James Watt [Birmingham]. “Wednesday 3 o’clock” [30 Nov. 1785].
Docketed “With £200.”
- 107.** Letter. William Withering (Square) to James Watt (Harper’s Hill). 1 May 1786.
- 108.** Letter. William Withering (Square) to James Watt [Harper’s Hill]. “Sat. Noon” [1 Jul. 1786?].
Docketed as 30 Jun., which was a Friday. Docketed “With £200.”
- 109.** Letter. Richard Withington (Broughton, near Chester) to Boulton & Watt (Soho). 22 Nov. 1792.

- 110.** Letter. George & Ernest Wolf & Co. (London) to Boulton & Watt (Birmingham).
10 Jul. 1787.
Docketed "About a cheat."
- 111.** Letter. George Wolf (Bank Coffee House, London) to Boulton & Watt [Birmingham].
15 Apr. 1789.
- 112.** Letter. George Wolf (Well Close Square, London) to James Watt [Birmingham].
8 Apr. 1789.
Docketed "Engine for Copenhagen."
- 113.** Letter. George Wolf (London) to James Watt (Birmingham). 28 Apr. 1789.
Docketed "Blakey."
- 114.** Letter. Robert Wood, millwright (Hunslet) to Boulton & Watt (Birmingham).
13 Apr. 1790.
- 115.** Letter. William Wood (Pateley Bridge) to James Watt (Birmingham). 8 Jan. 1785.
- 116.** Letter. William Wood (Pateley Bridge) to Boulton & Watt (Birmingham). 6 Feb. 1785.
Docketed "His designation and that of the mine."
- 117.** Letter. William Wood (Pateley Bridge) to Boulton & Watt (Birmingham). 15 Oct. 1786.
- 118.** Letter. William Wood (Pateley Bridge) to James Watt (Birmingham). 26 May 1787.
- 119.** Letter. William Wood (Pateley Bridge) to James Watt (Soho). 16 Dec. 1788.
Docketed "Answered by Mr. Pearson."
- 120.** Letter. W. Clarke Woodbine (Rainham) to Boulton & Watt (Birmingham). 27 Dec. 1789.
- 121.** Letter. C. Woodhead (Gainsborough) to Boulton & Watt [Birmingham]. 6 Sep. 1788.
- 122.** Letter. James Woodmason (London) to Matthew Boulton (Soho). 11 May 1785.
- 123.** Letter. John Wright (Dunfermline) to James Watt [Birmingham]. 15 Dec. 1785.
- 124.** Letter. William Wright (London) to Matthew Boulton [Soho]. 13 Jan. 1793.
Docketed "Upon his plan of inland navigation."
- 125.** Letter. Richard Jesson "for Self & Mr. Wright" (West Bromwich) to Boulton & Watt (Soho). 2 Aug. 1791.
Docketed as Wright & Jesson.
- 126.** Letter. Richard Jesson "for Partners & Self" (West Bromwich) to Boulton & Watt (Soho).
13 Aug. 1791.
Docketed as Wright & Jesson.
- 127.** Letter. Richard Jesson "for Mr. Wright & Self" (West Bromwich) to Boulton & Watt (Soho). 23 Jul. 1792.
Docketed as Wright & Jesson.
- 128a.** Letter. Charles Wyatt (Tatenhill, nr. Burton-upon-Trent) to Boulton & Watt (Birmingham). 28 May 1785.
Kept with (b) below.
- b.** Draft of letter. Boulton & Watt (Birmingham) to Charles Wyatt (at Tatenhill Mill, nr. Burton-upon-Trent). 30 May 1785.
Marked "For letter sent see copy book." In Matthew Boulton's hand.

129. Letter. Charles Wyatt (Burton-upon-Trent) to Boulton & Watt (Birmingham). 4 Jun. 1785.

3/404 General Correspondence, Y (10 items)

1. Letter. Jacob Yallowley for Samuel Whitbread (London) to James Watt [London].
9 Feb. 1785.

2. Letter. Jacob Yallowley for Samuel Whitbread (London) to James Watt [Birmingham].
14 May 1785.

3. Letter. Jacob Yallowley for Samuel Whitbread (London) to Boulton & Watt [Birmingham].
28 May 1785.

4. Letter. Jacob Yallowley (London) to James Watt [Birmingham]. 4 Jun. 1785.
Docketed "About the fly wheel."

5. Letter. Jacob Yallowley for Samuel Whitbread (London) to James Watt [Birmingham].
27 Sep. 1785.
Docketed "The effect of Mr. Whitbread's engine."

6. Letter. Jacob Yallowley (London) to James Watt [Birmingham]. 30 Sep. 1785.

7. Letter. Jacob Yallowley for Samuel Whitbread [London] to James Watt [Birmingham].
11 Nov. 1785.
Not dated – date taken from the docket.

8. Letter. Jacob Yallowley for Samuel Whitbread (London) to James Watt [Birmingham].
25 Nov. 1785.

9. Letter. Jacob Yallowley [London] to James Watt [Birmingham]. 24 Dec. 1785.
Not dated – date taken from the docket.
Docketed "Concerning the young man for an engineer."

10. Letter. Jacob Yallowley for Samuel Whitbread (London) to James Watt [Birmingham].
15 Jan. 1790.
Docketed "About wheels."