

MS 3147/3/417
GENERAL CORRESPONDENCE, N, O
1795—1798

1. Letter. F. Naish (Trowbridge) to Boulton & Watt (Birmingham). 26 Aug. 1796.
Has been informed that Boulton & Watt's expenses are "easier" now their patent has nearly expired. Enquiring about a 10 horse engine for his woollen manufactory. Details of his works.
2. Letter. F. Naish (Trowbridge) to Boulton & Watt (Birmingham). 22 Oct. 1796.
Enquiring about the total cost of a 10 horse engine for his woollen manufactory. Other manufacturers in the area are inclined to have engines.
3. Letter. William Nelson (Marston Forge, near Northwich) to Boulton & Watt (Birmingham). 12 Feb. 1797.
Offering to sell Boulton & Watt his forge. Details of its size and situation.
4. Letter. Nevins & Gatliff (Leeds) to Boulton & Watt (Birmingham). 9 Jan. 1797.
Michael Wheatley has arrived to erect the engine and needs the drawings.
5. Letter. Nevins & Gatliff (Leeds) to Boulton & Watt (Soho). 3 Apr. 1797.
Apologies for not paying Boulton & Watt – problems due to the political situation in Ireland where most of their property is.
6. Letter. George Newbold (Barnstaple) to Boulton & Watt (Birmingham). 23 Feb. 1797.
Can Boulton & Watt find tradesmen to buy green baize from his woollen manufactory – understands it is used in Birmingham for lining arms chests and packing firearms.
7. Printed circular. Newcastle Literary & Philosophical Society (Newcastle) to James Watt (Birmingham). 20 Jan. 1795.
Queries they are circulating in order to obtain material for a natural history of coal and a mineralogical map.
8. Letter. Nicholson & Upton (Leeds) to Boulton & Watt (Soho). 5 May 1797.
Acknowledging receipt of Boulton & Watt's draft.
9. Letter. The Northumberland Glass Co. per J. King (Newcastle) to Boulton & Watt (Birmingham). 31 Oct. 1795.
The "crown squares" are ready and awaiting a vessel going to Gainsborough.
10. Letter. The Northumberland Glass Co. per John Dyson (Newcastle) to Boulton & Watt (Birmingham). 27 Nov. 1795.
Account of the glass sent to Messrs. Landell & Chambers. The letter has been endorsed with a note re. the payment of the account "deducting the amount of sundries owing by Landell & Chambers in Pneumatic Books at this date..."
11. Letter. John Dyson for the Northumberland Glass Co. (Newcastle) to Boulton & Watt (Birmingham). 11 Jun. 1796.
Acknowledging receipt of Boulton & Watt's draft on Mrs. Matthews in payment for the account sent in Nov. 1795.
12. Letter. Samuel Oldknow (Manchester) to Boulton & Watt (Soho). 22 Dec. 1798.
Apologies for not paying his premium – his money is tied in fixed property and "the drains of the Peak Forest Canal."

13. Letter. John Orrell (Stalybridge) to Boulton & Watt (Soho). 2 Jan. 1797.
Confirming his order for a 10 horse engine. Will need an engine erector.
14. Letter. John Orrell (Stalybridge) to Boulton & Watt (Soho). 27 Jun. 1797.
Has sent his deed of agreement.
15. Letter. Orrell, Lyon & Greenall per Edward Greenall (Wilderspool Brewery, near Warrington) to Boulton & Watt (Birmingham). 28 Nov. 1798.
Have purchased an engine from Messrs. Evans & Co. of Nottingham. Isaac Perrins is putting it up. Ordering a box of cement and springs for the exhaustion rod. They purchased the mill work, framing etc. so all they have to do is erect the engine.
16. Letter. B. Outram (Butterley) to Boulton & Watt (Soho). 16 Aug. 1798.
Has not shown Boulton & Watt's proposals to the Huddersfield Canal Committee, but knows it will not agree to such a large expense. What are Boulton & Watt's terms for applying a condenser and air pump to their present cylinder. Details of the engine. Problems of financing the canal – however it will bring benefits and promote the steam engine.
17. Letter. Thomas Owen (Altrincham) to Boulton & Watt (Soho). 27 Dec. 1795.
Have received the agreement and drawings. On what day do Boulton & Watt expect payment for the engine to become due.
18. Letter. Robert Owen & Co. (Manchester) to Boulton & Watt (Soho). 27 Oct. 1795.
Docketed as "Owen Scarth & Co. Ordering a 30 horse engine. Sending elevation of the building and plan of their land.

MS 3147/3/418
GENERAL CORRESPONDENCE, P
1795—1798

1. Letter. Richard Paley (Leeds) to Boulton & Watt (Soho). 20 Jun. 1797.
Problems with paying the premium for his engine. Financial problems of the tenants of his twist mill. Hopes Boulton & Watt will consider an abatement for "so trifling an engine."
2. Letter. B. Parker (Dudley) to Boulton & Watt (Soho). 19 Dec. 1798.
Acknowledging receipt of Boulton & Watt's draft of £103 which settles their account.
3. Invoice. George Parker (Tipton Iron Works). 1 Jan. 1796.
Invoice for iron bearers and rollers bought by Boulton & Watt in 1795.
4. Letter. Thomas Parker (Great Russell St., London) to James Watt (—). 20 Oct. 1795.
*Thanks James Watt for permission for Mr. Pater [?] to make a model of the steam engine. Requesting an estimate for a friend's meal mill in London. Details of the mill. His wife's health.
The back of this letter appears to contain part of a separate letter by James Watt, concerning trials of an engine at a works.*

5. Letter. Thomas Parker (Edinburgh) to James Watt (Birmingham). 4 May 1797.
Enclosing his thoughts on Joseph Bramah's pamphlet about the steam engine. Also enclosing a pair of silver buckles he had made in London.
6. Letter. Parker Sykes & Co. (Stockport) to Boulton & Watt (Soho). 13 Oct. 1797.
They need a piston rod for the 8 horse engine that Boulton & Watt erected for Samuel Oldknow.
7. Letter. Parkes's & Brookhouse (Warwick) to Boulton & Watt (Soho). 1 Oct. 1796.
Mr. Sawley will collect the boiler and any other parts from Soho. Can Boulton & Watt answer the letter from the gentleman in Philadelphia as he is leaving soon.
8. Letter. Parkes's Brookhouse & Crompton (Warwick) to Boulton & Watt (Soho). 25 Feb. 1797.
Wish to see the rules for the Soho Sick Club as they wish to start one themselves.
9. Letter. Parkes's Brookhouse & Crompton (Warwick) to Boulton & Watt (Soho). 5 Mar. 1797.
Can they send the Soho Sick Club rules with John Price.
10. Letter. Parkes's Brookhouse & Crompton (Warwick) to Boulton & Watt (Soho). 20 Mar. 1797.
John Price has left for London. Apologies for keeping him so long.
11. Letter. Parkes's Brookhouse & Crompton (Warwick) to Boulton & Watt (Soho). 8 Jun. 1797.
Have received the account and arranged payments.
12. Letter. Parkes's Brookhouse & Crompton (Warwick) to Boulton & Watt (Soho). 13 Aug. 1797.
Wish to have their boiler set during Warwick Races.
13. Letter. Francis Parrott "for Self & Partners" (Hawkesbury) to Boulton & Watt (Soho). 31 Oct. 1796.
Ordering a winding engine similar to the one they have already. Agree to the estimate. Wish to know the details of the drum barrels.
14. Letter. Francis Parrott "for Self & Partners" (Bedworth) to Boulton & Watt (Soho). 12 Aug. 1797.
Are sending a boat to Tole End. When will the remainder of the castings be ready, as the same boat could pick them up from Soho Foundry's wharf.
15. Letter. Francis Parrott "for Self & Partners" (Hawkesbury Colliery) to Boulton & Watt (Soho). 22 Nov. 1798.
Enclosing drafts for £500.

Nos. 16 – 33. George Paton & Co., London.

George Paton & Co. were London shipping merchants who had contacts with Messrs. Wetherell, Jiminez & Co. of Seville, Spain. They agreed to undertake the shipping of the engine and mill work bought from Boulton & Watt by Mr. Wetherell. After disputes about various points in the terms of shipping, mainly to do with who was liable for the cost if for any reason the engine was not shipped, and Paton & Co.'s commission, the correspondence was terminated and referred to an outside party. However a working relationship between the two firms appears to have been established again by 1798.

16. Letter. George Paton & Co. (London) to Boulton & Watt (Birmingham). 28 Jul. 1795.
Have not yet had a remittance from Messrs. Wetherell Jimenez & Co. of Seville for their engine. Wetherell & Co. are well known and Paton & Co. would have no objection to giving them credit "to a very large amount".
17. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 3 Nov. 1795.
No ships are sailing from Liverpool or Hull for Seville, therefore will ship the engine from London. Can Boulton & Watt send it to London.
18. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 10 Nov. 1795.
Have not heard from Boulton & Watt – when will the engine arrive in London.
19. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 12 Nov. 1795.
Have received Boulton & Watt's letter saying the engine is being sent to London on Sherrard's boats. However Boulton & Watt had originally agreed to ship it to Seville at their own risk, and that they would not charge Wetherell & Co. in the event of war with Spain or "other public occurrence" – can they confirm these points, to exempt Paton & Co. from any responsibility but the guarantee of the debt. Can they send the drawings for forwarding.
20. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 16 Nov. 1795.
Object to Boulton & Watt saying that if the engine is not shipped, Paton & Co. must return it within the year or be liable for it. This will be impossible.
21. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 21 Nov. 1795.
Refusing to be held liable for the engine if it is not sent off.
22. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 25 Nov. 1795.
Are glad that Boulton & Watt agree to take the engine back if it is not sent off. They will ship it the moment it arrives, but the wharfingers have heard nothing of Sherratt's boats.
23. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 16 Dec. 1795.
Observe that Boulton & Watt have forwarded the drawings, and John Woodward will send a case for Malcolm Logan. Object to the fact that Boulton & Watt had written to Wetherell's about the shipping of the millwork – did they say anything about the commission that they were allowing Paton & Co. for shipping the engine. The engine has arrived in London.
24. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 22 Dec. 1795.
George Paton, when at Birmingham, understood that the millwork for Wetherell & Jimenez would be shipped on the same terms as the engine. Shipping of the engine.
25. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 21 Jul. 1796.
Have not had a remittance from Wetherell & Co. Will forward it and pay Boulton & Watt's draft if that is what they want. Recommend it is sent as soon as possible.
26. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 30 Jul. 1796.
Custom house searchers are querying the legality of the mill work. If their engineer declares it could be used in England, the exportee is liable to a fine and imprisonment. Therefore if Boulton & Watt think there is no danger, can they authorize Paton & Co. to enter the mill work in Boulton & Watt's name.
27. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 2 Aug. 1796.
Customs have allowed the mill work to be entered. Boulton & Watt do not appear to have allowed them any commission. Some parts and boxes are not there.

28. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 9 Aug. 1796.
Thank Boulton & Watt for allowing them their commission. The rest of the millwork has arrived except that sent via Gainsborough. The mill work is shipped, and the vessel gone to join a convoy for Spain. However they are daily expecting an embargo on goods for Spain – will not be liable for any goods until they know the convoy will be allowed to depart.
29. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 16 Aug. 1796.
The vessel carrying the millwork has joined the convoy and it has sailed, therefore Boulton & Watt can draw on them for the net amount.
30. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 19 Aug. 1796.
Had hoped that Boulton & Watt would have objected to the clause about Paton & Co. not being liable until the vessels sailed, and therefore not forwarded the mill work. Problems of Paton & Co. having had to ask for their commission. Refusing to pay the cost of the carriage of the mill work to London.
31. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 22 Aug. 1796.
Objecting to Boulton & Watt's last letter. Cannot find anything in the previous correspondence to justify Boulton & Watt's conduct. They did fail to repeat their conditions for their commission, which Boulton & Watt are "so meanly capable of catching at." Their desire to terminate the correspondence, "the most despicable & ungenerous we have ever witnessed."
32. Transcripts (press copies). "Copy of Correspondence with Paton & Co. 1795 & 1796". 9 sheets.
Press copies of transcripts of the correspondence between Boulton & Watt and Paton & Co. Presumably the original transcripts were made for the third party who adjudicated on the dispute. The copies are of the following letters:
- Sheet 1:*
James Watt Jr. for Boulton & Watt to George Paton & Co. 25 Jul. 1795.
George Paton & Co. to Boulton & Watt. 28 Jul. 1795. [No. 16 above.]
George Paton & Co. to Boulton & Watt. 3 Nov. 1795. [No. 17 above.]
James Watt Jr. for Boulton & Watt to George Paton & Co. 11 Nov. 1795.
- Sheet 2:*
End of letter of 11 Nov.
George Paton & Co. to Boulton & Watt. 10 Nov. 1795. [No. 18 above.]
George Paton & Co. to Boulton & Watt. 12 Nov. 1795. [No. 19 above.]
James Watt Jr. for Boulton & Watt to George Paton & Co. 14 Nov. 1795.
- Sheet 3:*
End of letter of 14 Nov.
George Paton & Co. to Boulton & Watt. 16 Nov. 1795. [No. 20 above.]
M. R. Boulton for Boulton & Watt to George Paton & Co. 19 Nov. 1795.
George Paton & Co. to Boulton & Watt. 21 Nov. 1795. [No. 21 above.]
- Sheet 4:*
End of letter of 21 Nov.
M. R. Boulton for Boulton & Watt to George Paton & Co. 24 Nov. 1795.
George Paton & Co. to Boulton & Watt. 25 Nov. 1795. [No. 22 above.]
M. R. Boulton for Boulton & Watt to George Paton & Co. 13 Dec. 1795.
George Paton & Co. to Boulton & Watt. 16 Dec. 1795. [No. 23 above.]

Sheet 5:

End of letter of 16 Dec.

James Watt Jr. for Boulton & Watt to George Paton & Co. 15 Dec. 1795.

James Watt Jr. for Boulton & Watt to George Paton & Co. 18 Dec. 1795.

George Paton & Co. to Boulton & Watt. 22 Dec. 1795. [No. 24 above.]

Sheet 6:

M. R. Boulton for Boulton & Watt to George Paton & Co. 19 Jul. 1796.

George Paton & Co. to Boulton & Watt. 21 Jul. 1796. [No. 25 above.]

George Paton & Co. to Boulton & Watt. 30 Jul. 1796. [No. 26 above.]

Boulton & Watt to George Paton & Co. 30 Jul. 1796.

Sheet 7:

End of letter of 30 Jul.

Boulton & Watt to George Paton & Co. 1 Aug. 1796.

George Paton & Co. to Boulton & Watt. 2 Aug. 1796. [No. 27 above]

George Paton & Co. to Boulton & Watt. 9 Aug. 1796. [No. 28 above]

M. R. Boulton for Boulton & Watt to George Paton & Co. 5 Aug. 1796.

Sheet 8:

Boulton & Watt to George Paton & Co. Not dated.

George Paton & Co. to Boulton & Watt. 16 Aug. 1796.[No. 29 above]

M. R. Boulton for Boulton & Watt to George Paton & Co. 18 Aug. 1796.

George Paton & Co. to Boulton & Watt. 19 Aug. 1796.[No. 30 above]

Sheet 9:

End of letter of 19 Aug.

Boulton & Watt to George Paton & Co. 20 Aug. 1796.

George Paton & Co. to Boulton & Watt. 22 Aug. 1796.[No. 31 above]

33. Letter. George Paton & Co. (London) to Boulton & Watt (Soho). 10 Oct. 1798.
Wetherell's want Paton & Co. to forward the pump, therefore can Boulton & Watt tell them the size and weight of it and the best way to get it down to London.
34. Letter. Thomas Paty (London) to Boulton & Watt (Birmingham). 7 Jan. 1796.
Informing his creditors that there is a dividend in payment. Seeking Boulton & Watt's concurrence in this.
35. Letter. John Charles Pauli & Co. (Stockholm) to Matthew Boulton (Birmingham). 20 Jan. 1797.
Details of his iron stock and the state of the Swedish iron industry. This letter was forwarded to Boulton & Watt.
36. Letter. William Peareth (Usworth House, Gateshead) to Boulton & Watt (Soho). 26 Dec. 1796.
Maberley has said that he has made an agreement with Boulton & Watt that Peareth can work the engine which Hornblower erected at Chartershaugh – is this true [the docket notes that Maberley's statement was false.] Wants his engine at Heburn Colliery covered over.
37. Letter. William Peareth (Usworth House) to James Watt Jr. (Soho). 1 Jan. 1797.
Expects to hear from "your friends" in London whether they have agreed about his engine with Maberley. Details of the cylinder of the engine he is about to put up.

38. Letter. William Peareth (Usworth House) to Boulton & Watt (Soho). 16 Jan. 1797.
Enclosing his payment for his Maberley/Hornblower engine. Will Boulton & Watt return the money if Maberley establishes his patent rights. When a Boulton & Watt man comes over, can he be sent with Thomas Barnes to Charterhaugh to improve the Maberley engine.
39. Letter. Jos. R. Pease & Co. per Thomas Hallam (Hull) to Boulton & Watt (Soho). 20 Mar. 1797.
Cannot let Benjamin Firth go to Leeds as their engine is not finished. Ordering another boiler.
40. Letter. Jos. R. Pease & Co. per Thomas Hallam (Hull) to Boulton & Watt (Soho). 16 Jun. 1798.
Requesting estimates for 6 and 8 horse engines for a Hull sailcloth manufactory.
41. Letter. Isaac Perrins (Manchester) to Boulton & Watt (Soho). 17 Feb. 1797.
Wishes to be excused going to Preston as his son Edward and his daughters are ill with fever.
42. Letter. R. Phillips (London) to James Watt (at Boulton & Watt, Birmingham). 8 May 1796.
Soliciting contributions from James Watt for The Monthly Magazine. Has heard from Mr. Northmore of Devonshire about James Watt's recent "capital improvements" to the engine.
43. Letter. R. Phillips (London) to James Watt (Soho). 1 May 1797.
Wants to publish a description of Soho Manufactory. Can James Watt provide a drawing or engraving. Can James Watt inform him of any other descriptions in print.
44. Letter. Robert Phillips (21 Dean's Gate, Manchester) to Boulton & Watt (Soho). 11 Jan. 1798.
Requesting prices of engines for the Lleweny Bleaching Co.
45. Letter. Phillips Ledyard & Co. (Melksham) to Richards & Marindon (Birmingham). 17 May 1797.
Want an estimate of an 8 horse engine for their clothing manufactory. They are complete strangers to Boulton & Watt so can Richards & Marindon forward their enquiry.
46. Letter. Jonathan Pickernell (Sunderland) to Boulton & Watt (Soho). 29 Sep. 1796.
*On the same sheet:
Drawings. Pen & wash plan and sections of a boat.*
47. Letter. Jonathan Pickernell (Sunderland) to Boulton & Watt (Soho). 29 Mar. 1798.
*Docketed as W. Pickernell.
Intends sending bills drawable upon London instead of Boulton & Watt's draft upon the Treasurer of the Commissioners of the River Nun [?].*
48. Letter. Thomas Plummer (Lincoln's Inn, London) to James Watt Jr. [?] (—). 21 Feb. 1797.
Thanks James Watt Jr. and James Watt for their help with his house at Hampstead.
49. Letter. Politi Guida & Co. (Naples) to James Watt & Co. (Birmingham). 31 Oct. 1798.
Offering their services – their branch of commerce is "Commission in general".
50. Letter. John Pooley (Manchester) to Boulton & Watt (Birmingham). 15 Sep. 1797.
Ordering a 20 horse engine for his cotton spinning factory.
51. Letter. Pooley & Jones (Manchester) to Boulton & Watt (Birmingham). 16 Sep. 1797.
When will James Lawson be in Manchester to take their order for a 20 horse engine.

52. Letter. John Pooley (Manchester) to —. 17 Mar. 1798.
Returning the deeds with the bearer of the letter, Mr. Perrins [?].
53. Letter. John Pooley (Manchester) to Boulton & Watt (Soho). 27 Mar. 1798.
Has heard nothing about his engine being sent. Wants the drawings. Fears James Lawson has forgotten to order the beam.
54. Letter. John Pooley (Manchester) to Boulton & Watt (Soho). 2 Apr. 1798.
Apologies for not sealing the deed. Will see Mr. Lowe about the beam. The boiler “is assured” at Manchester.
55. Letter. John Pooley (Manchester) to Boulton & Watt (Soho). 23 Apr. 1798.
Have received the engine. Need the drawings. Who is to erect the engine.
56. Memorandum. Queries upon Portuguese Engine. Not dated.
- 57a. Letter. William Powell (Abergevanny) to Boulton & Watt (Soho). 30 Mar. 1797.
*Enclosing (b) and (c) below.
Sending particulars of the premises Boulton & Watt were interested in.*
- b. Printed circular. “Monmouthshire. Coal and Iron Ore, with eligible situations for erecting furnaces, to cast pig iron; and other works. To be let... about four hundred acres of inclosed freehold lands...”. 19 Dec. 1796.
- c. Memorandum. Further details of the land. In Powell’s hand. Not dated.
58. Letter. John Price (Stockport) to Boulton & Watt (Soho). 25 Jan. 1796.
News of Benjamin Firth. The engine he is working on will soon be complete. A “company of gentlemen” want to know how quickly they could have a 6 horse engine.
59. Letter. John Price (London) to ? (—). 8 Sep. 1796.
Refuses to give his wife any money. Will pay maintenance for the child if she puts it out to a nurse. Work is going well at the Borough water works.
60. Letter. John Price (London) to William Foreman (Soho). 14 Sep. 1796.
Does not owe Boulton & Watt as he has been sent out despite Matthew Boulton promising he would not be. Endeavours to maintain himself in London in “that character suitable to my situation”. Has been sent to do jobs no-one else would do.
61. Letter. Mary Westbrook (—) to Boulton & Watt (Soho). 19 Oct. 1796.
*Docketed as “J. Price’s wife.” Not dated – date taken from the docket.
Can Boulton & Watt write to her husband John. He has sent her no money and the nurse will not look after their child without being paid. She has had no answer from him [from London].*
62. Letter. John Price (London) to Boulton & Watt (Soho). 1 Nov. 1796.
The Borough water works engine is almost finished – final parts required. Can they allow him 3 shillings a week until the job is finished.
63. Letter. John Price (Nuneaton) to Boulton & Watt (Soho). 11 Jul. 1798.
Is ready to leave Mr. Donald’s engine and go to London or elsewhere. Wants drawings “of that business”. Mr. Lane of a worsted manufactory at Bedworth has asked him about a 16 horse engine.

64. Letter. Pryor Partridge & Gibson per William William Pryor (Limehouse) to Boulton & Watt (Soho). 13 Oct. 1798.
Their millwright [James?] Cooper recommends Boulton & Watt's engines. Requesting estimates of 8, 10 and 12 horse engines for their colour manufactory.
65. Letter. William Pryor & Co. (Limehouse) to Boulton & Watt (Birmingham). 2 Nov. 1798.
Ordering a 10 horse engine.
66. Letter. Pryor & Co. (Limehouse) to James Watt [Jr.] (London). 20 Nov. 1798.
Can James Watt Jr. meet their millwright Cooper at their factory.
67. Letter (transcript). James Watt Jr. (London) to Pryor & Co. (Limehouse). 22 Dec. 1798.
*In James Watt Jr.'s hand.
Sending the agreement for their engine.*
68. Letter. Edward Pugh (Wrexham) to Matthew Boulton (Soho). 15 Jul. 1796.
His terms of employment as a turner. Edward Davies, pattern maker, wishes to work for Matthew Boulton as well.
69. Letter. Henry Punshon (Uttercliffe Colliery) to James Lawson (Manchester). 1 Apr. 1795.
When and where was Boulton & Watt's engine first applied to drawing coals. Wants to know because of the action over Robert Cameron's patent.
70. Letter. Luke Punshon (Northampton) to Boulton & Watt (Soho). 11 Jul. 1798.
Starting of Gibson & Forbes' engine. Alterations to the cold water pump. They want him to stay longer – will go to Warwick in a week. Will inform Parkes Brookhouse & Co.
71. Letter. Luke Punshon (Wren's Nest) to Boulton & Watt (Soho). 30 Dec. 1798.
He is being "ill used" by Wright & Jesson's agent. Has agreed to make the engine work well.

MS 3147/3/419
GENERAL CORRESPONDENCE, R
1795—1798

1. Letter. Alexander Raby per P. Sillitoe (London) to Matthew Boulton (Soho). 18 Nov. 1795.
Will be happy to supply pig iron when Matthew Boulton needs it. Is sending some to Mr. Hunt of Birmingham.
2. Letter. Alexander Raby (London) to Boulton & Watt (Soho). 24 Sep. 1798.
Details of the performance he needs from an engine for his iron works in Wales. Wants it to do the same work as Mr. Fisher's forge at Great Bridge.
3. Letter. Alexander Raby (London) to Boulton & Watt (Soho). 29 Sep. 1798.
Requests an answer to his previous letter. Is framing included in the price.
4. Letter. Alexander Raby (London) to Boulton & Watt (Soho). 5 Oct. 1798.
Further details of his requirements. Queries concerning the price and construction of the engine.

5. Letter. Alexander Raby (London) to Boulton & Watt (Soho). 17 Oct. 1798.
Cannot answer Boulton & Watt's question until he has seen his millwright. Expects the millwright to call on Boulton & Watt.
6. Letter. Alexander Raby (London) to Boulton & Watt (Soho). 30 Oct. 1798.
Both Boulton & Watt's estimate and the millwright's are higher than he expected. Therefore defers his plan to erect an engine.
7. Letter. J. Ramsbottom "for Self & Co." (Windsor) to Boulton & Watt (Birmingham). 30 Jan. 1797.
There will probably not be an election in the Borough – Sir William Johnston is the only candidate. Will enquire in London what Mr. Cooper has done about their millwork.
8. Letter. J. Ramsbottom "for Self & Co." (Windsor) to Boulton & Watt (Birmingham). 8 Jul. 1797.
Directions for forwarding the engine. The firm is John and Richard Ramsbottom and James Baverstock. Requesting dimensions of the boiler. When do they expect to deliver their copper coinage.
9. Letter. Ramsbottom & Baverstock (Windsor) to Boulton & Watt (Soho). 9 Feb. 1798.
Acknowledging a bill from Boulton & Watt correcting a mistake over the boiler.
10. Letter. J. Ramsden (London) to Boulton & Watt (Birmingham). 14 Feb. 1797.
His friend Mr. Cuthbert wants to see a Boulton & Watt engine. Can they give him a letter to let him see Samuel Whitbread's or any other. Forwarded to and answered by Matthew Boulton.
11. Letter. Ravee & Co. (Birmingham) to Boulton & Watt (—). 2 Aug. 1797.
Sent a bill paying the account of Taylor & Sons of Rochdale. Suggested wording of a memorandum from Boulton & Watt to Taylor & Sons acknowledging payment by Ravee.
12. Letter. Anthony Ravee (Leveretts) to James Watt Jr. (Soho). 13 Aug. 1797.
Problems about presenting his bill. Had the "senior gentlemen" been dealing with the business, no "unpleasant idea" would have arisen.
13. Letter. Richard Redfearn (Lynn) to James Watt (Soho). 27 Jan. 1795.
His successful experiments with the pneumatic apparatus. Report of Dr. Thornton of London's success in a case of spasmodic asthma.
14. Letter. William Redgreave (London) to Boulton & Watt (Soho). 11 Jul. 1795.
What would be the cost of a licence to erect a steam engine on Boulton & Watt's principles.
15. Letter. William Redgreave (London) to Boulton & Watt (Soho). 18 Jul. 1795.
Further details of what he wants an engine for – to power a water works during its renovation. Wants it to be entirely manufactured on the site as there are iron founders involved in the concern.
16. Letter. William Redgreave (London) to Boulton & Watt (Soho). 4 Aug. 1795.
Has not had an answer to his letter of 18 Jul. Repeating his request.
17. Letter. William Redgreave (London) to Boulton & Watt (Soho). 14 Aug. 1795.
His objections to paying a premium based on fuel savings. Is not at liberty to mention the locality of the engine. Further details of the required engine. The concern's engineer is reliable. Will they accept his offer of 150 guineas for the licence.

18. Letter. William Redgreave (St. James Square, London) to Boulton & Watt (Soho). 24 Aug. 1795.
Boulton & Watt have no cause to doubt his sincerity. Cannot give full details until he has Boulton & Watt's terms. Cannot judge exactly what size of engine is needed without a drawing – there is no drawing with their patent specification.
19. Letter. Cornelius Reynolds (Broseley) to Boulton & Watt (Soho). 20 Oct. 1796.
Mr. Wilkinson has asked him to send Boulton & Watt an extract from a letter from Thomas Jones: a meeting of the creditors of the Milur Mine Co. has been called.
20. Letter. William Reynolds (Ketley) to Boulton & Watt (Soho). 18 Jan. 1796.
Sending a drawing of the Madeley Wood engine. Hopes they have received the samples of iron.
21. Letter. William Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 26 Aug. 1796.
Enclosing an account and draft for what they owe Boulton & Watt. Details of why their account differs from the one sent by Boulton & Watt, including the sale of the Donington Wood engine to John Rishton. Problems of supplying iron.
22. Letter. William Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 14 Apr. 1797.
Have received Boulton & Watt's draft. Have assigned their interest in the Horsehay works to the Coalbrookdale Co. Have 40 tons of melting iron available.
23. Letter. William Reynolds & Co. (Ketley) to James Pearson (Soho). 19 Apr. 1797.
Can the bearer Daniel Rose be shown engines etc. at Soho.
24. Letter. William Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 21 Oct. 1797.
Sorry J. Reynolds could not wait upon them. Enclosing three bills. Changes in the price of iron.
25. Letter. William Reynolds & Co. (Ketley) to Boulton & Watt (Soho). 6 Nov. 1797.
Report of a meeting of iron masters opposed to the proposed tax on iron.
26. Letter. William Reynolds (Ketley) to Boulton & Watt (Soho Foundry). 2 Aug. 1798.
Knows Boulton & Watt are short of iron. Cannot supply them from Ketley so has sent iron from Madeley Wood. Hopes it will be of good quality. The price is higher than Ketley iron.
27. Letter. William Reynolds (Ketley) to Boulton & Watt (Soho). 4 Aug. 1798.
Returning Boulton & Watt's draft for them to sign. The background and character of S. Venables, who worked as a draftsman at Ketley.
28. Letter. Thomas Ridgway & Son (Wallsuches, near Bolton) to Boulton & Watt (Soho). 6 Apr. 1798.
Hope Mr. Gardner of Liverpool has provided the information for their 10 horse engine.
- 29a. Letter. Thomas Ridgway & Son per Thomas Ellinthorpe (Wallsuches) to Boulton & Watt (Soho). 10 Sep. 1798.
*Kept with (b) and (c) below.
Enclosing details of Isaac Perrins' charges, which they feel are exorbitant.*
- b. Account of work done by Isaac Perrins and Francis Crowder on Ridgway & Son's engine. 29 Aug. 1798.
In James Watt Jr.'s hand. Marked "Copy."

- c. Account of erectors' expenses on engines for Hodgson, Capstick & Co., Clowes & Co. and Edward Dean. Not dated.
In James Pearson's hand. It does not mention Isaac Perrins.
30. Letter. Thomas Ridgway & Son per Thomas Ellinthorpe (Wallsuches) to Boulton & Watt (Soho). 20 Sep. 1798.
Still cannot agree to pay Isaac Perrins. They did not enter an agreement with him, nor did he supply any materials. Do want to settle amicably.
31. John Rimmer (Lymm) to Boulton & Watt (Soho). 14 Dec. 1798.
Requesting an estimate for a 10 horse engine for his factory.
32. Letter. D. Roberts, Smith & Harrington per ? [letter torn] (Brentford) to James Watt (London). 12 Jan. 1796.
Mis-dated as 1795.
Agree to Joseph Varley leaving when he has finished putting the engine up. This letter may be to James Watt Jr., as he was in London in Jan. 1796.
33. Letter. Joseph Robertson, merchant (Glasgow) to Boulton & Watt (Soho). 30 Jul. 1798
Requesting an estimate of an 8 horse engine.
34. Letter. George Robinson (Bramcote) to James Watt (Birmingham). 17 Jul. 1797.
His friend Mr. Wise of Nottingham has invented two machines for raising water and wishes to consult James Watt about them.
35. Letter. George Robinson (Bramcote) to James Watt (Birmingham). 4 Sep. 1797.
Has heard from Watt's son that Watt will write to him about meeting Mr. Wise when he returns.
36. Letter. James Robinson (Papplewick) to Boulton & Watt (Soho). 29 Jul. 1797.
Praise for James Lawson's work on his engine. State of his business. What will be the price to pay off the rest of his premium.
37. Letter. James Robinson (Papplewick) to Boulton & Watt (Soho). 10 Aug. 1797.
Querying the premium payable on his engine. His brother John who owns the works where their first engine was put up says they can fix the premium on his engine with that of James'.
38. Letter. James Robinson (Papplewick) to Boulton & Watt (Soho). 23 Aug. 1797.
Agrees to the price of the engine. Complains of its high coal consumption. Wants James Lawson to inspect it.
39. Letter. James Robinson (Papplewick) to Boulton & Watt (Soho). 12 Sep. 1797.
James Lawson's work on his engine has cut the coal consumption. Has heard that Boulton & Watt are making the new copper coinage – orders a cask of pennies.
40. Letter. James Robinson (Papplewick) to Boulton & Watt (Soho). 13 Oct. 1797.
Enclosing 3 bills of exchange paying off his account including the rest of his premium.
41. Letter. E. Roebuck (London) to James Watt (Heathfield). 5 May 1797.
Requesting an estimate for an engine to drain the East India Co. docks in Bombay. Details of the docks, local conditions, where the parts should be made etc.

42. Letter. E. Roebuck (2 New Road, London) to James Watt (—). 10 May 1797.
Sending a copy of a letter from John Tasker, former Master Attendant of the docks in Bombay, regarding the utility of erecting a steam engine there.
On the same sheet:
Transcript of letter. John Tasker to E. Roebuck. 25 Apr. 1797.
Approves of the plan to erect a steam engine at the Bombay docks.
43. Letter. E. Roebuck (London) to Boulton & Watt (Soho). 15 May 1797.
Details of how high the water must be pumped out of the Bombay docks.
44. Letter. J. P. du Roveray (London) to Matthew Boulton (Soho). 18 Nov. 1797.
An invention for copying letters by engraving them onto copper plates. Offering to go into business with Matthew Boulton on this, as it has not been patented. Problems with his copy press. Can Matthew Boulton find employment for his son-in-law Mr. Mennel in Paris.
45. Letter. George Roy (Douglstown) to Boulton & Watt (Birmingham). 27 Oct. 1796.
Requesting details and an estimate of an engine for his proposed flax-spinning works in Dundee.
46. Letter. William Rudge (Liverpool) to William Foreman (Soho). 9 Jul. 1798.
Has set Matthews Holt & Adkison's engine to work. Will have to stay until the mill work is ready and he has trained an engineman. Where should he go next.
47. Letter. William Rudge (Liverpool) to Boulton & Watt (Soho). 17 Jul. 1798.
Has seen Mr. Holloway's engine, but he wants the repairs to wait til winter when he is less busy. Is about to leave for London as directed.
48. Letter. Robert Runcorn & Co. (Manchester) to Boulton & Watt (Soho). 20 Nov. 1795.
Have completed their engine house. Ordering a regulator and a box of cement. Have hired Isaac Perrins to put the engine up.
49. Letter. John Towill Rutt (London) to Boulton & Watt (Birmingham). 8 Jun. 1795.
The fire at his premises in Feb. 1793 was caused by a stove, not the steam engine.
50. Letter. Andrew R. of Uhr (London) to "Messrs. Bolton" (Birmingham). 8 Feb. 1797.
Enquiring about the price of a 6 horse engine, identical to the one at Soho, for Charles Apelquick of Stockholm. Hopes to visit Soho in the summer.

MS 3147/3/420
GENERAL CORRESPONDENCE, S
1795—1798

- 1a. Letter. A. Salt & Beckman (Birmingham) to Boulton & Watt (Soho). 9 Sep. 1795.
Enclosing (b) below.
Can they reply to the bearer concerning Ding Dong mine.
- b. Abstract of letter. — (Penzance) to Boulton & Watt (—). 27 Aug. 1795.
Is concerned with Ding Dong mine, where Edward Bull erected a pirate engine. The engine and the mine have been stopped – on what terms will Boulton & Watt allow it to be restarted.

2. Letter. George Salvin (Durham) to James Watt Jr. (Soho). 26 Mar. 1796.
Their drawings have not yet arrived. Need the drawings of the heating system.
3. Letter. Henry Salvin (Durham) to James Watt Jr. (Soho). 18 Apr. 1796.
The drawings and the description of the heating system have arrived.
4. Letter. A. G. & H. Salvin (Durham) to Boulton & Watt (Soho). 8 Nov. 1796.
Enclosing a bill paying B. & W. Sandford's account for the engine at Manchester.
5. Letter. Salvin Brothers (Durham) to Boulton & Watt (Birmingham). 17 Feb. 1797.
Enclosing a bill paying for their engine. Are ready for the engine erector.
6. Letter. B. & W. Sandford (Manchester) to Boulton & Watt (Birmingham). 28 Jan. 1796.
Clegg & Co. of Oldham have recommended Boulton & Watt's engines. Requesting estimates for 8, 10 and 12 horse engines for their building which is currently occupied by Salvin Bros.
7. Letter. B. & W. Sandford (Manchester) to Boulton & Watt (Birmingham). 5 Feb. 1796.
Querying the estimates – Clegg & Co.'s 13 horse engine was much cheaper. Order a 10 horse engine. Details of the boiler they already have. Smith & Co. erecting engines for Nash & Co. and Messrs. Houldsworth in their neighbourhood.
8. Letter. B. & W. Sandford (Manchester) to Boulton & Watt (Soho). 11 Apr. 1796.
Returning the deed of agreement. Progress with the framing and engine house. Do they intend Isaac Perrins to erect the engine.
9. Letter. B. & W. Sandford (Manchester) to Boulton & Watt (Soho). 23 Aug. 1796.
*Docketed as 22 Aug.
Parts for their engine Boulton & Watt have omitted to send.*
10. Letter. B. & W. Sandford (Manchester) to Boulton & Watt (Soho). 31 Aug. 1796.
Need the missing parts – they are ready to set their engine to work.
11. Letter. B. & W. Sandford (Manchester) to Boulton & Watt (Soho). 29 Oct. 1796.
Pointing out an error in Boulton & Watt's charges. Ordering a sun and planet wheel.
12. Letter. B. & W. Sandford (Manchester) to Boulton & Watt (Birmingham). 23 Jan. 1797.
Have not received their sun and planet wheel. They will receive payment for the engine from Salvin Brothers of Durham.
13. Letter. Sayce & Wilson (Bath) to Boulton & Watt (Soho). 10 Sep. 1797.
Assume that as Boulton & Watt's patent is about to expire, their engines are becoming cheaper. Want a 3 horse engine for a small brewery.
14. Letter. G. Schmeisser (Hamburg) to Matthew Boulton (Birmingham). 30 Jul. 1797.
Introducing his friend Mr. Schlüter. Can Matthew Boulton show him Soho Manufactory.
The docket notes that this was delivered on 30 Nov.
15. Letter. Scott & Reid (Leith) to Boulton & Watt (Soho). 20 Sep. 1797.
Their neighbours are complaining about the smoke from their small sawmill engine. Understand Boulton & Watt have a patent for preventing smoke.
16. Letter. Henry Season (Naples) to Boulton & Watt (Birmingham). 3 Oct. 1797.
Various queries concerning the construction, cost etc. of saw mills.

17. Letter. William Sellars (Bristol) to Boulton & Watt (Birmingham). 4 Dec. 1796.
Offering Boulton & Watt half of his patent for working mills.
18. Letter. Alexander Seton Jr. (Kilafors Iron Works, Helsingland, Sweden) to Boulton & Watt (Soho). 2 Feb. 1796.
Waited upon but did not meet Boulton & Watt last summer. Enquiring about a steam engine for his iron works in Sweden.
19. Transcript of letter. Boulton & Watt (London) to the Governor & Company of the Shadwell Water Works (—). 30 Nov. 1798.
Acknowledging receipt of their bill of exchange paying for their arrears and future premiums.
20. Letter. Edmund Shaw (Salford) to Boulton & Watt (Birmingham). 12 Nov. 1796.
Cannot pay his premium until next year due to “badness of trade”.
21. Letter. William Shaw (Lancaster) to James Watt (Birmingham). 17 Sep. 1796.
Can James Watt ask John Rennie if he can be appointed resident engineer on the proposed Aberdeen or Edinburgh canals.
22. Letter. William Shaw (Lancaster) to James Watt (Birmingham). 29 Oct. 1796.
Can James Watt ask Mr. Cartwright if he can have a job. Rennie cannot offer him anything on the Aberdeen or Edinburgh canals. Can James Watt ask Rennie again if he has any places.
23. Letter. Johann Georg Sieburg (Berlin) to Boulton & Watt (Soho). 7 Jan. 1797.
Requesting details of James Watt’s steam wheel.
24. Letter. Johann Georg Sieburg (Berlin) to Matthew Boulton (Soho). 17 Nov. 1798.
Enquiring about the hydraulic ram. Details of his works and the water wheel for which he wants it.
25. Note. G. Simcox (—) to Matthew Boulton (—). “Thursday Evening” [— Jun. 1795].
Arrangements to meet to discuss improvements to the Bog Mine engine, which Mr. Cerne has proposed through The Birmingham Mining & Copper Co.
26. Letter. John Simpson & Co. (Manchester) to Boulton & Watt (Birmingham). 7 Nov. 1796.
Ordering a new piston rod for their engine.
27. Letter. Robert Samuel Skey (Broad Street, Birmingham) to Boulton & Watt (Soho). 27 Mar. 1798.
Price of freight of heavy engine materials to Stourport.
28. Letter. Slater & Amhurst (London) to Boulton & Watt (Birmingham). 28 Apr. 1797.
Apologies for their payment arrangements not meeting Boulton & Watt’s approval.
29. Letter. R. Small (Dundee) to James Keir (Birmingham). 30 Aug. 1796.
News of his family – his daughter’s death. Is considering buying a steam engine for his flax-spinning mills – details of the mill. State of his business and trade.
30. Letter. Teresa Smallman (Birmingham) to Matthew Boulton (Soho). 31 Aug. 1798.
Begging Matthew Boulton for employment – the distress of her and her children.
31. Letter. Edward Smith (134 Houndsditch, London) to Matthew Boulton (Soho). 7 Jul. 1797.
His friend urgently needs a further supply of [? – not specified].

32. Letter. Edward Smith (Broad Street) to Boulton & Watt (Soho). 6 Jul. 1798.
Is disposing of John Abraham's premises in Tottenham. What interest do his assignees have in his engine. How should any engagement Abraham had with Boulton & Watt be dealt with.
33. Letter. Mr. — Smith (Hatton Garden) to Boulton & Watt (Soho). 18 Oct. 1796.
Proposals for John Abraham's estate to be placed in the hands of trustees in order to pay his creditors. As Boulton & Watt are among the creditors, do they accede to the proposals.
34. Letter. John Smith (Bunker Hill) to Thomas Barnes (Walker). 21 Sep. 1796.
Very pleased with Gavin McMurdo's work on the colliery engine. He can now be sent elsewhere.
35. Letter. John Smith (Great Fenton, Newcastle-under-Lyme) to Boulton & Watt (Birmingham). 17 Oct. 1795.
Requesting details and costs of two colliery engines. The sheet has been used for calculations.
36. Letter. William Smith (Saville Court, Newcastle upon Tyne) to John Southern (Soho). 11 Apr. 1796.
Docketed "Agent to Messrs. Surtees & Co." Returning the deeds of agreement of William Surtees & Co. Mr. [Thomas] Barnes has the drawings and will be getting on with the articles they are furnishing.
37. Letter. Smiths Hasluck & Campbell (3 Bartholomew St., Birmingham) to Boulton & Watt (Soho). 3 Sep. 1795.
Requesting answers to the queries contained in an enclosed letter [now missing].
38. Letter. Richard Southern & Co. (Hull) to Boulton & Watt (Soho). 2 Apr. 1798.
Vessels and insurance for freight to Holland, Hamburg and the Baltic.
39. Letter. Richard Southern & Co. (Hull) to Boulton & Watt (Soho). 6 Aug. 1798.
Acknowledging receipt of a bill of exchange.
40. Letter. Richard Southern & Co. (Hull) to Boulton & Watt (Soho). 7 Sep. 1798.
Did inform Mr. Stein of the goods being shipped to Leith. Prices of tallow.
41. Letter. C. Spearman (Thornley, near Durham) to Boulton & Watt (Soho). 25 Feb. 1797.
Enquiring about engines for his new colliery. Details of the land.
42. Letter. Spedding Hicks Senhouse & Co. per William Dickinson (Seaton Works) to Boulton & Watt (Birmingham). 6 Jun. 1797.
Manufacture of a piston rod. The docket notes this was for Herland Mine.
43. Memorandum. Particulars for settling the Account with the Executors of Mr. Spedding for Crossgates Engine. May & Aug. 1798.
Details of when the engine was at work, an account, and memorandum for James Watt Jr.'s guidance, by James Pearson dated 22 May 1798.
44. Letter. Sawyer Spence (London) to Boulton & Watt (Birmingham). 13 Jan. 1797.
Has not had the wheels that James Lawson said had been ordered. His current one is likely to fail any day.

45. Letter. Sawyer Spence (London) to Boulton & Watt (Birmingham). 23 Jan. 1798.
Problems with his boiler – Richard Dayus’ attempts to repair it. Will eventually need a new one. What size will it need to be when his 10 horse engine is ready.
46. Letter. John Spencer (Duffield) to Boulton & Watt (Soho). 17 Apr. 1798.
When he will be at home so that James Lawson can call on him.
47. Letter. John Speyer (London) to Boulton & Watt (Birmingham). 29 Dec. 1794.
Has an interest in a copper mine in America. Needs to improve their old engine which was sent from England. Enquiring about a new engine.
48. Letter. John Speyer (London) to Boulton & Watt (Birmingham). 3 Jan. 1795.
Has not had an answer to his letter of 29 Dec. Repeating his request. People in London who can vouch for his character. This letter was forwarded to James Watt Jr.
49. Letter. John Speyer (Arolsen, Germany) to Boulton & Watt (Soho). 25 Jul. 1795.
Thomas Stead has offered his services as an engine erector at the copper mine in America. He says he has worked for Boulton & Watt. What is Boulton & Watt’s opinion. Doubts have been expressed about his “moral character”.
50. Letter. Isaac Spooner per Humphrey Vaughton (Birmingham) to Boulton & Watt (Soho). 10 Apr. 1797.
Acknowledging receipt of a bill of exchange in payment for iron.
51. Letter. J. Stackhouse (Pendarves) to Matthew Boulton (Soho). 26 Apr. 1797.
Proposals to use the Boulton & Watt engine at United Mines for a mine on his lands [Prince William Henry mine] near Old Reskerne to penetrate a hard stratum of caple.
52. Letter. J. Stackhouse (Pendarves) to Matthew Boulton (Soho). 12 Jun. 1797.
Is sorry Boulton cannot agree to his proposals. However, Boulton has misunderstood his proposed terms for the use of the engine. Details of the payments he is proposing.
53. Letter. J. Stackhouse (Pendarves) to Boulton & Watt (Soho). 5 Jul. 1797.
Will get the opinion of the other adventurers when Messrs. Fox return. Further details on the terms of use of the engine. The adventurers have selected Richard Trevithick to erect the engine – can Boulton & Watt say if they object to this.
54. Letter. J. Stackhouse (Pendarves) to Boulton & Watt (Soho). 6 Sep. 1797.
The Prince William Henry adventurers have resolved to erect a Boulton & Watt engine. Assume that Richard Trevithick is acceptable as engineer. Requesting prices of 34 and 36 inch cylinders. The adventurers understand the terms of the premium payment.
55. Letter. J. Stackhouse (Bath) to Boulton & Watt (Soho). 6 Oct. 1797.
Agrees to Boulton & Watt’s proposals for a reduction in the premium of 1/3rd.
56. Letter. Edward Standley (Bull Street, Birmingham) to Matthew Robinson Boulton (Soho). 25 Jan. 1797.
Recommending his son Edward as a workman.
57. Letter. P. Staveley (Biddeford) to Frosst & Jennings (Birmingham). 2 May 1798.
*Frosst & Jennings are addressed as “Cutlers etc.”
The person who wants the corn mills wants Matthew Boulton to send details of engine prices.*

58. Letter. George Steart (Bath) to Matthew Boulton (Soho). 21 Sep. 1797.
Ordering rollers for smoothing and glossing writing paper. Steart signs himself as a "Printer, Bookseller and Stationer".
59. Letter. Abraham Storey (Bersham) to James Watt Jr. (Soho). 15 Mar. 1795.
Has not agreed terms of employment with John Wilkinson. Will gladly serve Boulton & Watt. Is in a bad state of health but hopes to visit Soho in 12 or 14 days.
60. Letter. Abraham Storey (Bersham) to James Watt Jr. (Soho). 6 Dec. 1795.
Has decided to leave Bersham. His and his boy's terms of removal and employment with Boulton & Watt as he understood them.
61. Letter. Abraham Storey (Bersham) to Boulton & Watt (Soho). 25 Feb. 1796.
Has given John Wilkinson his notice. Would be happy to have care of Soho Foundry. Wants to learn more about engines and get his son into that line of business. His terms of employment.
62. Letter. Abraham Storey (Bersham) to Boulton & Watt (Soho). 29 Feb. 1796.
Told John Wilkinson he wanted to leave, but offered to stay a month to train his successor. Wilkinson replied that he did not want him to stay at all. Considers himself discharged and will come to Soho on 8 Mar.
63. Letter. Thomas Stringer (Birmingham) to Matthew Boulton (8 Nov. 1795).
Offering his services as a clerk and warehouseman at Soho Foundry. Currently works in the same line for Thomas Taylor, Castle & Falcon Yard, Digbeth.
64. Letter. W., G. & J. Strutt (Derby) to Boulton & Watt (Soho). 23 Mar. 1797.
Problems with their boiler – asking Boulton & Watt's advice.
65. Letter. William Suddick (Durham) to Boulton & Watt (Birmingham). 9 Sep. 1798.
Enquiring about a small engine for his leather works.
66. Letter. John Surtees Jr. [Newcastle upon Tyne] to James Watt Jr. (Soho). 21 Jan. 1797.
Promising immediate payment and explaining why he has not already paid.
67. Letter. John Surtees (Newcastle upon Tyne) to Boulton & Watt (Birmingham). 13 Nov. 1798.
Enclosing remittance for what Boulton & Watt supplied to Walter Hall.
68. Letter. William Surtees for "partners & self" (Newcastle upon Tyne) to Boulton & Watt (Soho). 7 Oct. 1796.
Arrangements to pay for their engine which is not yet finished.
69. Letter. Surtees Burdon & Co. (Newcastle upon Tyne) to Boulton & Watt (Soho). 19 Oct. 1797.
Enclosing payment for copper. Enquiring about the price of a 4 horse engine. John Surtees would like a reply to his letter to James Watt Jr.
70. Letter. Surtees Burdon & Co. (Newcastle upon Tyne) to Boulton & Watt (Soho). 7 Dec. 1798.
*Docketed as 7 Oct.
Want their engine as soon as possible. Will sign the bond whenever it is sent.*

71. Letter. John Sutcliffe (Kendal) to Boulton & Watt (Birmingham). 12 Jul. 1797.
Has been informed that Boulton & Watt replied to his letter from Sheffield, but he has not received it. Can they write again.
72. Letter. John Sutherland Jr. (Stirling) to Boulton & Watt (Soho). 25 Jul. 1798.
Wishes to communicate improvements he has made to Boulton & Watt's engine.
73. Letter. John Sutherland Jr. (Glasgow) to Boulton & Watt (Soho). 8 Aug. 1798.
Proposes visiting Birmingham on his way to London – will give Boulton & Watt details of his improvements then. Does not intend to try to bring his ideas into use.
74. Letter. John Sutherland Jr. (Birmingham) to Boulton & Watt (Soho). 15 Sep. 1798.
Hopes to wait on Boulton & Watt. Description of an engine he has designed which uses compressed air pumps. Has invented a method of drying malt by steam.
75. Letter. John Sutherland Jr. (Birmingham) to James Watt Jr. (Soho). 18 Sep. 1798.
Could not come to Soho as he was engaged in business. His description of his air engine in his last letter was for Boulton & Watt's comment. Will comment on Boulton & Watt's engine if they send him a drawing of one.
76. Letter. James Sword (Glasgow) to James Miller (Wilson Street). 24 Aug. 1798.
Is having an engine erected at a boring and grinding mill by a Mr. Robiston [?]. Does not want to infringe Boulton & Watt's patent, therefore can Miller inform Mr. Watt about the engine.
77. Letter. Joseph Sykes (Stockport) to Boulton & Watt (Soho). 16 Dec. 1795.
Enquiring about the price of an 8 horse engine. Local engines he has seen.
78. Letter. Joseph Sykes (Stockport) to Boulton & Watt (Birmingham). 6 Jul. 1797.
Leased Samuel Oldknow's premises so put aside his plan for an 8 horse engine. Is now in an agreement to erect a building and engine – his partner wants details of a 12 horse engine.
79. Letter. Joseph Sykes (Stockport) to Boulton & Watt (Birmingham). 12 Jul. 1797.
Requesting a reply to his enquiry about a 12 horse engine.
80. Letter. Joseph Sykes (Stockport) to Boulton & Watt (Soho). 24 Oct. 1798.
Mr. Hope will take back the 12 horse engine. Therefore needs a 24 horse engine. He and Hope have agreed that Boulton & Watt can set the value on the 12 horse engine.
81. Letter. Joseph Sykes (Stockport) to Boulton & Watt (Soho). 29 Oct. 1798.
Wants a reply to his enquiry about a 24 horse engine. Mr. Hope will take back the 12 horse engine, and both he and Sykes are in haste.