

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.]