

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

DETAILED LISTING

REEL 244

3/393 General Correspondence, I, J (58 items)

1. Account. Abraham Illingworth Dr. to Boulton & Watt. 16 Nov. 1792—4 Apr. 1793.
In James Pearson's hand.
2. Letter. Peter Ewart (Stockport) to Boulton & Watt (Soho). 6 Jun. 1793.
*Docketed "Illingworth's account."
Abraham Illingworth's second engine has never worked. Has put the account into the hands of Mr. Walker, solicitor to the commission of bankruptcy. The letter was directed to James Pearson.*
3. Letter. Abraham Illingworth (Stockport) to Boulton & Watt (Soho). 30 Dec. 1793.
His proposals to Boulton & Watt for paying off his debt in installments.
4. Letter. Abraham Illingworth (Stockport) to Boulton & Watt (Soho). 1 Nov. 1794.
Has had to abandon his plan to stay in business. Details of his financial problems. The premises with the small engine are mortgaged to the Stockport Bank. Will probably purchase the premises with the large engine from the assignees. His plans to pay off his debts with these – the premises with the smaller engine will be sold. Will want the second boiler fixing – can Isaac Perrins attend.
5. Draft of letter. Boulton & Watt (Soho) to A. & J. Weston [London]. 12 Nov. 1794.
*Docketed "Case of Illingworth sent to A. & J. Weston."
If they accept the small dividend from Abraham Illingworth, do they invalidate their claim to the remainder of the debt. Anyone buying the engines cannot work it until the materials and premium are paid for – this makes their case different to other creditors.*
6. Letter. John James (Nottingham) to James Watt (London). 27 Feb. 1786.
One of Boulton & Watt's men has looked at his cotton mill. Requesting an estimate of an 8 horse engine.
7. Letter. John James (Nottingham) to Boulton & Watt (Soho). 24 Sep. 1787.
Has decided to have a Boulton & Watt engine. His millwright Mr. Lowe recommends taking the motion from the main shaft. Details of the mill – the rooms are very low.
8. Letter. John James (Nottingham) to Boulton & Watt (Soho). 1 Oct. 1787.
Has received the drawings and agreement. Siting of the engine. What will be the exact expense of erection. What size should the cistern be. Mr. Moorehouse will be setting his engine going soon – will order his then. An 8 horse should be sufficient.
9. Letter. John James (Nottingham) to Boulton & Watt (—). 7 Oct. 1787.
*Docketed as 4 Oct.
He and his millwright Mr. Lowe are coming to Birmingham – can answer Boulton & Watt's questions then.*
10. Letter. John James (Nottingham) to Boulton & Watt (—). 9 Oct. 1787.
Cannot come to Birmingham when he promised as Mr. Lowe has not returned yet.

11. Letter. William Jessop (Newark) to James Watt (Birmingham). 16 Oct. 1786.

12a. Letter. William Jessop (Newark) to James Watt (Birmingham). 15 Nov. 1786.
Kept with (b) and (c) below.

b. Letter (press copy). John Southern (Birmingham) to William Jessop [Newark].
7 Nov. 1786.

c. Letter (press copy). John Southern (Harper's Hill) to Mr. — Whitmore [Birmingham]. 18
Nov. 1786.

13. Letter. William Jessop (Newark) to James Watt (—). 22 Dec. 1788.
*About 30 mills will lose their power if the River Colne is used to supply water to London.
Requesting details of prices of engines for them.*

14a. Letter. William Jessop (Newark) to Boulton & Watt (Birmingham). 15 Oct. 1790.
*Details of marshland near Lynn and its drainage. Scheme to erect two steam engines for
drainage – what will be the cost and the size of the engines required. Some local preferences
for wind mills. James Watt has used the sheet for calculations.*

b. Calculations.
In James Watt's hand.

15. Letter. William Jessop (Newark) to Boulton & Watt (Birmingham). 6 Dec. 1790.
*Further details of the marshland near Lynn to be drained. Requesting further estimates for
two engines.*

16. Letter. William Jessop (Dublin) to James Watt (Birmingham). 23 Jul. 1791.
Watt has used the sheet for calculations.

17. Letter. William Jessop (Dublin) to Boulton & Watt (Birmingham). 6 Aug. 1791.
Watt has used the sheet for calculations.

Nos. 18-29. Johnson & Gould.

Owners of a mill for grinding malt, starch and flour at Brentford. Boulton & Watt initially
objected to selling them an engine on the grounds that they would compete with the Albion
Mill.

18. Letter. Dr. R. W. Johnson (Brentford) to Boulton & Watt (Birmingham). 29 Jul. 1790.
*Applied to John Rennie for a steam powered meal mill. Is now being encouraged to grind flour
too. Rennie thinks Boulton & Watt will have objections to this as proprietors of Albion Mill. His
trade will not affect Albion Mill.*

19. Letter. Johnson & Gould (Brentford) to Boulton & Watt (Birmingham). 23 Aug. 1790.
*Do not intend to compete with anyone, but do need an engine to meet demand. Want an
engine of 20 horses and hope Boulton & Watt will reconsider their application.*

20. Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 27 Aug. 1790.
*Do not mean for Boulton & Watt to do anything dishonourable to their partners in Albion Mill.
Plan to grind barley, malt for Roberts & Co.'s distillery, starch, and flour in summer when the
River Brent is low. Currently flour has to be carried to nearby watermills.*

21. Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 11 Sep. 1790.
*Returning the agreement with a few alterations. On the same sheet:
Draft of letter. Boulton & Watt to Johnson & Gould. — Sep. 1790.
The draft is in James Watt's hand.
Cannot agree to their amendment to the agreement. If they had made that sort of agreement
when erecting the engine at Battersea, they would have been prevented from erecting one for
Johnson & Gould.*

- 22.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 16 Sep. 1790.
Docketed "Ratification of agreement."
Thought their amendment of the agreement was fair. It can be engrossed anyway.
- 23.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 28 Jun. 1791.
Docketed "About J. Price."
John Price wishes to remain with them – is he disengaged from Boulton & Watt and what is their opinion of him.
- 24.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 14 Jul. 1791.
Will not engage John Price, "but follow the mode you recommend." Thanking Boulton & Watt for letting him stay a month to erect the engine and train an engineman.
- 25.** Letter. Johnson & Gould (Brentford) to Boulton & Watt (Birmingham). 3 Jan. 1792.
The engine has never got going properly. They are at a standstill. Hope they will give immediate orders for getting it working.
- 26.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 11 Jan. 1792.
On the same sheet:
Transcript of letter. Johnson & Gould to David Watson (London). 11 Jan. 1792.
Watson left a letter saying the problem was deficiency of steam due to poor coal. The enginemen have tried several types of coal to no avail. Watson must return and get the engine working properly.
- 27.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 9 Feb. 1792.
Nothing has been done since they were at the works. The engine's extraordinary coal consumption. They will hold Boulton & Watt accountable until the engine does its duty.
- 28.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 12 Jan. 1793.
Objecting to the premium. The delays in erecting the engine, the inadequate power of the engine when it was set to work, the expense of the boiler being too small – these have caused them great loss. Inefficiency of the engine when it was at work. Proposing that Boulton & Watt will withdraw the premium for the first year.
- 29.** Letter. Johnson & Gould (Brentford) to Boulton & Watt [Birmingham]. 12 Feb. 1793.
The expenses and delays with the engine have left them in debt. Hope Boulton & Watt will relinquish the premium for the first year.
- 30.** Letter. James Johnstone (Pipe Water Office, Dublin) to Boulton & Watt (Birmingham). 3 Sep. 1790.
Requesting an estimate of an engine for Dublin water works.

Nos. 31-48. Hugh Jones.

Shipping and timber merchant, Chester.

- 31.** Letter. Hugh Jones (Chester) to Boulton & Watt (Birmingham). 8 Jun. 1786.
Docketed "Stockdale and Spedding's goods."
Goods for Stockdale & Co. and Spedding & Co. – are they to be charged to Boulton & Watt's account?
- 32.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 29 Aug. 1786.
Docketed "About shipping Poldice goods."
Capt. Vivian's vessel is taking the Wheal Crenver and Hallammanin goods, but he is refusing to take the Poldice goods. He is engaged to load up with fire bricks. Shipping of goods for United Mines and Wanlockhead.

- 33.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 14 Sep. 1786.
Docketed "About Poldice and Barclay & Perkins' goods."
Capt. Vivian still refuses to take the Poldice and United Mines goods. Will engage another vessel for Cornwall. Arrangements for transporting Barclay & Perkins' engine by land.
- 34.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 18 Sep. 1786.
Has sent Thrale & Co.'s engine by land. Has found a vessel with a hatch big enough to take the Wanlockhead engine's cylinder for 30 guineas.
- 35.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 24 Sep. 1786.
Docketed "Concerning his having freighted a vessel for Poldice goods."
Capt. Vivian's vessel the William & Mary sails today. Has engaged a vessel to take the Poldice and United Mines goods.
- 36.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 4 Oct. 1786
Docketed "Wanlockhead and Poldice goods."
Arrangements for shipping the Wanlockhead engine's cylinder on the Betty. Gales have kept the vessel for the Poldice goods out of the port. Will ship the goods on the first vessel that is available.
- 37.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 8 Oct. 1786.
Docketed "Wanlockhead and Poldice."
Shipping of the Wanlockhead cylinder without going via London would be faster. Shipping price of coals. Could engage another vessel to take the cylinder and a load of coals.
- 38.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 17 Oct. 1786.
Docketed "Freighting the Peter for Wanlockhead goods."
Has engaged the Peter to take the Wanlockhead cylinder and coal. This will prove faster than a vessel going via London.
- 39.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 25 Oct. 1786.
Docketed "Sailing Wanlockhead cylinder and Poldice and United Mines goods."
Further details of the shipping of the Wanlockhead cylinder. The rods for Cornwall have not yet arrived. The ship with the Poldice and United mines goods leaves today.
- 40.** Letter. Hugh Jones (Chester) to James Watt (Birmingham). 2 Nov. 1786.
Was forced to send the piston rods for Cornwall by land to Parkgate – they have been shipped from there. John Wilkinson has ordered a vessel for Truro – the other goods Boulton & Watt ordered from him will be shipped in that.
- 41.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 6 Mar. 1787.
Docketed "Shipping Howard's and Haig's goods."
Shipping of the goods for Haig & Co. and Howard & Co. on the Betty.
- 42.** Letter. Hugh Jones (Chester) to Boulton & Watt (Birmingham). 18 Jul. 1788.
Docketed "About Poli's clack door plate."
A missing clack door plate for Poli of Naples.
- 43.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 6 Mar. 1789.
Prices of shipping and coal duty for Cadiz.
- 44.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 7 Mar. 1789.
Docketed "About freight to Cadiz and price of coals."
Price of coals in Chester and the duty on them in Spain.
- 45.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 17 Jul. 1791.
Docketed "Vessel for Torres' goods."
What would Boulton & Watt fill up the vessel for Cadiz with. Two masters have looked at the goods – their charges.

- 46.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 1 Sep. 1791.
*Docketed "Sending off Mydrecht goods to Liverpool."
Goods for Mydrecht shipped to Thoms & Co. in Liverpool. Goods from Preston Brook.*
- 47.** Letter. Hugh Jones (Chester) to Boulton & Watt (—). 7 Sep. 1791.
*Docketed "Freight for BWS goods."
Delivery of goods from Prestonbrook and Bersham. Has talked to the master of a sloop, but does not like single-masted vessels, and she may be too small.*
- 48.** Letter. Hugh Jones (Chester) to Boulton & Watt (Soho). 16 Sep. 1791.
*Docketed "Freighting the Fox for goods BWS."
Has engaged the Fox.*
- 49.** Letter. Thomas Jones (Manchester) to Boulton & Watt (—). 10 Oct. 1793.
No prior engagements prevent him from accepting the cases that Boulton & Watt mention.
- 50.** Letter. Thomas Jones (Manchester) to Boulton & Watt (—). 18 Oct. 1793.
Enclosing a letter of attorney for Boulton & Watt to execute to allow Jones to act for them.
- 51.** Letter. Thomas Jones (Manchester) to Boulton & Watt (Birmingham). 7 Nov. 1793.
His discussions with the inspectors of David Holt & Co. – bankruptcy will ultimately be declared. Abraham Illingworth's assignees hope to recover the premises with the larger engine from a London banking house. They will then pay for the engine and sell the premises. The assignees of the Stockport bank are afraid of their commission being superseded. Boulton & Watt's rights to the money owed on the engines. Boulton & Watt should separate their demands on each of the two engines.
- 52.** Letter. Thomas Jones (Manchester) to Boulton & Watt (Birmingham). 24 Jan. 1794.
*Docketed "Illingworth's proposals."
Details of Abraham Illingworth's proposals to his creditors. Thinks they may be beneficial but not all the creditors will agree. There were no bidders for the premises with the lesser engine – Boulton & Watt's claim was inserted in the sale conditions. The assignees are working the engine and willing to pay the premium.*
- 53.** Letter. Thomas Jones (Manchester) to Boulton & Watt (Soho). 17 Sep. 1794.
*Docketed "Answered 11 October. Fire at Illingworth's. Assignees promise to pay the premium."
Isaac Perrins' report of the fire damage at Abraham Illingworth's smaller engine. Perrins' estimate of the engine was disliked by the Fire Office – Bateman & Sherrat gave a much lower one and they are employed to repair it. Illingworth's assignees promise to pay the premium. Illingworth is about to renew his proposals to his creditors. Holt & Co.'s engine is for sale. Has enquired about Baker & Co.'s engine.*
- 54.** Letter. Thomas Jones (Manchester) to Boulton & Watt (Birmingham). 25 Nov. 1794.
*Docketed "Opinion of our claim. Wants a copying machine."
Abraham Illingworth was mistaken to think that Boulton & Watt had agreed to his proposals. Problems of getting payment from the current holders of Illingworth's engines. If Boulton & Watt accept dividends they might waive their claim to the whole of the debt. Has asked the assignee for the premium for the time he has used the engines. Orders copying machines.*
- 55.** Letter. Thomas Jones (London) to Boulton & Watt (—). 8 Feb. 1791.
*Docketed "Wanting his account."
Requesting his account and drawings and directions for the engine. The millwrights have been very tardy in their work.*
- 56a.** Letter. James Robertson for Thomas Jones (London) to Boulton & Watt (—).
17 Mar. 1791.
*Kept with (b) below.
Has received the invoice. Will see James Watt when he comes to town. Requesting directions for working the engine, as the person they have employed does not "act as he should".*

b. Letter. Thomas Jones (London) to James Watt (—). 1 Apr. 1791.
Cannot call upon James Watt tonight. Will gladly call on him again. The docket notes that Thomas Jones was a druggist.

57. Letter. William Jones (Swansea) to Boulton & Watt (—). 13 Sep. 1788.
*Docketed "Account of shipping tin for Rouen."
Shipping of 53 blocks of tin.*

58. Letter. Jones Taylor & Badger (Northampton) to Boulton & Watt (Soho). 14 Feb. 1788.
Their undertaking is new so they do not know what power they want. Want an engine to grind malt, and pump water and works. Requesting an estimate of an engine that will grind one or two quarters of wheat per hour.

3/394 General Correspondence, K (13 items)

1. Letter. Kary & Co. (Genoa) to Boulton & Watt (Birmingham). 15 Jan. 1791.
An earlier letter from Kary & Co. was mis-docketed as "Cary & Co." and is filed under C. An unfinished flour mill in Tuscany. Thank Boulton & Watt for information on the engine – are doing their best to bring it forth "in good production".

2. Letter. Matthew Kemp (London) to James Watt (—). 5 Jun. 1790.
Has completed his agreement with the last plate glass company and is about to go to Ravenhead. Wants to call on James Watt.

3. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (Birmingham). 2 Aug. 1791.
*Mis-docketed as 2 Nov.
Have received the remainder of the engine. Can an erector be sent.*

4. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (Birmingham). 12 Sep. 1791.
Have been expecting an engine erector. Can he be sent as soon as possible.

5. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (Birmingham). 16 Nov. 1791.
Enclosing a bill for the boiler. James Murdock is making good progress with the engine.

6. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (—). 20 Dec. 1791.
James Murdock has put up the engine and there is no need for him to stay. Can he instruct them on any difficulties that may arise from working the engine.

7. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (Birmingham). 31 Dec. 1791.
Their agreement with an engineman from Newcastle.

8. Letter. John Kendrew & Co. (Darlington) to Boulton & Watt (Soho). 9 Dec. 1794.
*Docketed "With particulars of their trial of their patent."
Have no papers relative to the trial Boulton & Watt referred to. Their trial, which turned on whether the alterations made by the defendants to a machine constituted a new design. The court decided in Kendrew's favour, finding the new machine "a disguised copy". Requesting an estimate of a 2 horse engine.*

9. Letter. Robert Killen (London) to Boulton & Watt (Birmingham). 10 Sep. 1794.
*Docketed "Offer of service."
Mr. Davis, a merchant, met Boulton & Watt's "foreman" in Amsterdam and understood they needed someone to work there. Offering his services in Holland or Spain.*

10. Letter. Robert Killen (London) to Boulton & Watt (Soho). 23 Sep. 1794.
*Docketed "Account of himself."
Details of his career with the East India Co. and with Mr. Davis.*

11. Letter. John King (Balbriggan, Ireland) to Boulton & Watt (Birmingham). 2 Jan. 1788.
Requesting an estimate of an engine to power a forge hammer.

12. Letter. John & Thomas Kirwan (London) to Boulton & Watt (Birmingham). 13 Apr. 1787. *Requesting information, plans, wages etc. involved in steam-powered flour mills for Charles Foreman. With a postscript signed by Foreman.*

13. Letter. John & Thomas Kirwan (London) to Boulton & Watt (—). 25 Apr. 1787. *Thanking Boulton & Watt for their information – it is for a house in New York. Could anyone be found to go out to America.*

3/395 General Correspondence, L (60 items)

1. Letter. Charles Lambert (Nottingham) to Boulton & Watt (Soho). 24 Aug. 1785. *Enquiring about the savings of the Boulton & Watt engine and the cost of a large engine to power 6 pairs of large millstones.*

Nos. 2-16. John Lawrence.

Shropshire mine owner and engineer. Partner in the White Grit mine and the Shelvefields Gravel mine, both of which had Boulton & Watt engines. Although Lawrence generally did not note where he was writing from, the majority of his letters are postmarked Shrewsbury.

2. Letter. John Lawrence (—) to Boulton & Watt (Soho). 10 Apr. 1785. *Docketed "Setting Whitgrit engine a-going." Has restarted the White Grit mine engine. The Shelvefield Gravel engine is working well apart from a valve in the air pump.*

3. Letter. John Lawrence (—) to Boulton & Watt (Soho). 10 Jun. 1785. *Docketed "Stopping of Whit Grit." The White Grit mine works are worked out so the engine will be stopped.*

4. Letter. John Lawrence (—) to James Watt [Soho]. 24 Sep. 1785. *Mis-docketed as 21 Sep. Has proposed to John Probert & Co. that they get an engine for the Logelas lead mine in Cardiganshire. Details of the depth, water etc. Has entered into partnership with Probert in various mines. Many in Cardiganshire are at a stand for want of engines to pump the water out. Wants to use peat or turf for fuel. Shelvefield Gravels is very promising but White Grit has stopped entirely.*

5. Letter. John Lawrence (—) to James Watt (Soho). 20 Oct. 1785. *Wants to have James Watt's opinion on the proposed engine for Logelas mine.*

6. Letter. John Lawrence (—) to James Watt (Soho). 11 Nov. 1785. *Will pass on the details of the engine to the Logelas Co. The White Grit Co. are happy to sell the engine to Boulton & Watt or anyone they recommend.*

7. Memorandum. Copy invoices of White Grit Engine & Bargain between Messrs. Lawrence & Southern, 6 Mar. 1786. Upper Shelvefield 15 Mar. 1786. *The invoice records the price of all the parts of the engine as sold to Joshua Blakeway & Co., 6 Aug. 1783. The agreement was between John Lawrence and Thomas Southern for dismantling the engine and removing it to its next site.*

8. Letter. John Lawrence (—) to James Watt (Soho). 6 Apr. 1786. *Arrangements for the sale of the White Grit engine to Thomas Southern. Southern is a stranger to him so will not send the drawings without James Watt's orders.*

9. Letter. John Lawrence (—) to James Watt (Soho). 3 May 1786. *Mis-docketed as 8 May. Arrangements for the removal of the White Grit mine engine. He and John Probert want to visit James Watt to discuss the engine for Logelas mine.*

- 10.** Letter. John Lawrence (—) to James Watt [?] [Soho]. 17 Mar. 1787.
Was surprised to find the White Grit Co. were in arrears for the engine. Asked Joshua Blakeway to pay.
- 11.** Letter. John Lawrence (—) to Boulton & Watt (Soho). 9 Dec. 1787.
Needs another lift of pumps at the Shelvefield Gravel mine. Details of the depth, water etc.
- 12.** Letter. John Lawrence (—) to James Watt [Soho]. 14 Nov. 1788.
Has received the account for the Westbury engine from George Taylor and will find out how long it stopped working for. Sorry James Watt did not receive his last letter – the [Shelvefields?] Company agree to one month [premium payment?]. Is sure the engine will pump the water out.
- 13.** Letter. John Lawrence (—) to Boulton & Watt (Soho). 12 Dec. 1788.
Mr. Scott and Mr. Geary have promised to send details of when the Westbury colliery engine was stopped. George Taylor's alterations and repairs to the Shelvefield Gravel engine.
- 14.** Letter. John Lawrence (—) to Boulton & Watt (Soho). 5 Oct. 1791.
Gave George Taylor Boulton & Watt's letter and had some very serious conversations with him. Recommended he return to Soho and thought he was going to do so. Will communicate their request to the "unthinking" Taylor. Doubts he is overseen by "Mr. W".
- 15.** Letter. John Lawrence (—) to Boulton & Watt (Soho). 14 Oct. 1791.
*Docketed "G. Taylor."
George Taylor has promised to return to Soho but "Mr. W." will probably try to detain him at the Bog mine. The sooner Mr. W's scheme is stopped the better for those who are putting the cash into it.*
- 16.** Letter. John Lawrence (Upper Shelvefield) to Boulton & Watt [Soho]. 21 Mar. 1793.
Objections to Boulton & Watt's letter of 13 Mar. Wants to use stack coal which is cheaper. Feels his proposed engine for Pontesbury should be on the same terms as Scott & Jeffrey's engine at Westbury.
- 17.** Letter. Richard Lawrence (Marston Rock pits) to Boulton & Watt [Soho]. 10 Jun. 1789.
*Docketed "With Isaac Perrins."
The engine works very well – praise for Isaac Perrins.*
- 18a.** Letter. Thomas Lea (London) to James Watt (Soho). 22 Jul. 1791.
*Kept with (b) – (d) below.
Docketed "About Messrs. Goodwin's engine with D. Watson's letter and estimates."
Enquiring about buying Chamberlain Goodwin's engine. John Rennie told him there would be a considerable saving. Requesting an estimate of the cost. It will be used in his brother's tobacco and snuff factory in Dunkirk.*
- b.** Letter. David Watson (London) to John Rennie (London). 26 Jul. 1791.
Account of the materials of Chamberlain Goodwin's engine. This has been sent to Thomas Lea.
- c.** Memorandum. Estimate of the framing, cisterns with their own iron work, working beam of Chamberlain Goodwin's engine.
- d.** Note on the value of the boiler from Mr. Robinson to John Rennie. 26 Jul. 1791.
- 19.** Letter. Thomas Lea (London) to James Watt [?] (—). 13 Aug. 1791.
His brother in Dunkirk has given up the idea of having an engine because of the expense and the "very precarious" nature of affairs in France.

- 20.** Letter. John Leach (Oswestry) to James Watt [?] [Soho]. 6 Jan. 1790.
Wants an engine for a colliery. Has a chance to buy a Newcomen engine but wishes to "encourage ingenious inventions" and buy a Boulton & Watt engine if the premium is affordable.
James Watt has used the bottom of the sheet for calculations.
- 21.** Letter. James Battaley (Leadhills) to Boulton & Watt [Soho]. 4 Jul. 1786.
Docketed as Leadhills.
Thanks for the drawings. A drawing of a wheel for an oil mill at Ouseburn has been sent to them by mistake.
- 22.** Letter. John Lean (Bristol) to James Watt (Birmingham). 7 Apr. 1785.
Has found a gentleman who sells manganese – his prices.
- 23.** Letter. Thomas Lee (Hull) to Boulton & Watt [Soho]. 31 Dec. 1790.
Will pay his premium when he is in Birmingham next month.
- 24.** Letter. Benjamin Lees (Manchester) to Boulton & Watt (Birmingham). 19 Nov. 1790.
The dimensions of the bars, which he forgot to mention in the parcel he sent.
- 25.** Letter. Benjamin Lees (10 Arnots Lane, Manchester) to Boulton & Watt (Birmingham).
26 Nov. 1790.
Is happy for Thomas Gill to make the plates and bars. Has passed Boulton & Watt's terms for an engine to his friend, who has also seen Peter Drinkwater's engine.
- 26.** Letter. Benjamin Lees (Manchester) to Boulton & Watt (Birmingham). 8 Jan. 1791.
Docketed "Queries about engine."
Can Boulton & Watt ask Thomas Gill send the plates as soon as possible. How quickly can Boulton & Watt execute an order – requesting an estimate and payment details of a 15-20 horse engine.
- 27a.** Letter. Benjamin Lees (Manchester) to Boulton & Watt (Birmingham). 17 Jan. 1791.
Kept with (b) below. Docketed "About engine wanted."
Can an engine be paid for in four instalments – he is enquiring on behalf of a relative. The water supply for the engine. Many factories are being built with Newcomen engines in Manchester – Boulton & Watt engines are preferable but not well known. Should Boulton & Watt advertise in the Manchester papers and let people see Peter Drinkwater's. Has shown it to several mechanics who say that "one of them is worth all the rest put together on the old principle." Has received the articles from Thomas Gill – they are very well made.
- b.** Letter. Benjamin Lees (Manchester) to Boulton & Watt [Birmingham]. 29 Jan. 1791.
Messrs. Salvins were building an atmospheric engine, but he showed them Peter Drinkwater's engine and they were impressed. Expects they will write to Boulton & Watt. Messrs. Grimshaws are building a large factory and will need two or three engines. Boulton & Watt should write to them.
- 28.** Letter. J. Lees "for self and partners" (Clarksfield) to Boulton & Watt (Soho). 16 Apr. 1791.
He and the other proprietors think the premium is more than the advantage they will obtain. Thinks they have overrated the value of coal. Do have a preference for a Boulton & Watt engine, so will offer £200 for the premium. [The engine is for a colliery.]
- 29.** Letter. Rupert Leigh (Cheadle) to Matthew Boulton "or in his absence Mr. Watt" (Soho).
4 Jun. 1787.
Is involved in a lead mine near Mold. It is at stand through flooding. Details of their existing atmospheric engine and water wheel. Want to replace the engine's cylinder and boiler and work it to James Watt's patent. Want Boulton & Watt's advice. Are near to Bersham so can castings done there.

30. Letter. Rupert Leigh (Hen & Chickens, Birmingham) to Matthew Boulton [Soho]. 18 Jul. 1787.
Has corresponded with James Watt about an engine for the mine in Wales. Hopes to see Boulton & Watt to discuss it.

31. Letter. Rupert Leigh (Cheadle) to Matthew Boulton (Soho). 26 Jul. 1787.
His partners in the mine think an engine is too expensive. Will try to get them to agree to extend the partnership. Can the Cornish Metal Co. supply his works with copper shot.

32. Letter. Lingard & Sadler (—) to Boulton & Watt [Soho]. 18 Mar. 1790.
Have paid their bill to William Matthews. The engine is working well. Think the premium is too high.

33. Letter (in French). Laurent de Lionne (—) to Monsieur Champrosé (—). — 1787.
Travel arrangements [?] for Matthew Boulton.

Nos. 34-. Samuel Davey Liptrap & Co.

Malt distillers and brewers of White Chapel Road, London. Later Samuel Davey Liptrap & Son.

34. Letter. S. D. Liptrap (London) to Boulton & Watt (Birmingham). 23 Nov. 1785.
Has seen Henry Goodwyn & Co.'s engine. Had thought that Boulton & Watt engines did not have the power to grind unmalted corn but Stonard & Co. have corrected him. Requesting an estimate of an engine the same as Stonard & Co.'s.

35. Letter. S. D. Liptrap (London) to Boulton & Watt (Birmingham). 2 Dec. 1785.
*Mis-docketed as 2 Nov.
How long do Boulton & Watt require to erect an engine. Unsure of expressing the power in terms of horses, as he grinds his corn with a water mill.*

36. Letter. S. D. Liptrap (London) to James Watt [Soho]. 18 Jan. 1786.
Called on James Watt at William Matthews'. Wants to see James Watt before he leaves town.

37. Letter. S. D. Liptrap (London) to James Watt (Soho). 10 Mar. 1786.
Saw the Albion Mill grind its first wheat. Matthew Boulton and John Rennie have explained the double engine to him – he will adopt it, so consents to James Watt's planned alterations. Must have the engine within two months. The firm's full name is Samuel Davey Liptrap & Co.

38. Letter. S. D. Liptrap (London) to James Watt [Soho]. 15 Mar. 1786.
Is satisfied with the engine they have in hand for him. John Rennie agrees with the siting of the engine. Wants plans and instructions.

39. Letter. S. D. Liptrap & Co. (White Chapel Road, London) to Boulton & Watt (Soho). 5 Jun. 1786.
The brewing season is coming to a close. They can only allow a short space of time for erecting the engine. They begin brewing again at the end of Aug. Are expecting the invoice and are ready for the engine.

40. Letter. S. D. Liptrap & Son (White Chapel Road, London) to James Watt (Birmingham). 30 Jan. 1787.
*Docketed "About the breaking his gudgeon."
The breaking of the main gudgeon – the very bad quality of the part. The manufacturer should not go unpunished. Are obliged to have another "expensive engine".*

41. Letter. S. D. Liptrap & Son (London) to Boulton & Watt [Soho]. 14 Feb. 1788.
*Docketed "About gudgeon."
Have received a bill for the gudgeon – hope Boulton & Watt will pay. Also hope they will not be charged with the carriage of the sun and planet wheels.*

- 42.** Letter. S. D. Liptrap (London) to Boulton & Watt (Soho). 7 Aug. 1788.
Wanted to see James Watt in London to settle the question of who should pay for the new gudgeon. Problems with their cylinder block – wanted James Watt’s advice on it.
- 43.** Letter. S. D. Liptrap & Son (London) to Boulton & Watt (Soho). 23 Aug. 1788.
[David] Watson and Mr. Tate’s work on the bed of their engine. Tate has discovered an error in the gears of the working beam. Can it be altered next summer. Have not had the drawings from John Rennie.
- 44.** Letter. S. D. Liptrap & Son (London) to Boulton & Watt [Soho]. 25 Feb. 1789.
Have paid their account to William Matthews.
- 45.** Letter. S. D. Liptrap & Son (London) to Boulton & Watt [Soho]. 10 Apr. 1789.
Problems with their engineman Richard Howell. He has finally been discharged. Can Boulton & Watt recommend a man who is also a “handy smith”.
- 46.** Memorandum. Performance of Liptrap’s & Bell & Gosse’s Engines. — 1791.
Notes on the number of stones powered and the number of bushels per hour the engines ground when set to work.
- 47.** Letter. John Lister (“Rohwell”) to James Watt (Soho). 14 Mar. 1785.
Details of various parts for Mr. Wood’s engine. Details of an enquiry from Mr. Benet [sic] of Dewsbury about an engine for his corn mill.
- 48a.** Letter. Charles Lloyd (—) to Matthew Boulton [Soho]. 3 Sep. 1785.
*Enclosing (b) below.
Enclosing a letter from his brother. Has no knowledge of the person his brother is talking about.*
- b.** Letter. Ambrose Lloyd (London) to Charles Lloyd (—). 1 Sep. 1785.
His friend Mr. Colson has heard that there is a proposed union of the various different copper companies in England being promoted by Matthew Boulton. Colson is experienced in business and his previous business failed because of bad luck, not misconduct.
- 49.** Letter. Malcolm Logan (Naples) to Boulton & Watt (Soho). 31 Dec. 1793.
*Docketed “Difficulties thrown in the way of his setting out for Spain.”
The King of Naples is putting difficulties in his way to prevent him going to Cadiz. They have taken the letter that Boulton & Watt sent him introducing him to the Intendant of the Marine at Cadiz – can they send another. His being given leave is on condition that he returns. His intended travel plans.*
- 50.** Letter. Malcolm Logan (Cadiz) to Matthew Boulton (Soho). 19 Jun. 1794.
Problems in Cadiz – nothing has been done since James Murdock arrived. The engine house is not complete, and they made a mistake when copying the drawings. Murdock did all he could on the engine. Has only just enough money to live on.
- 51.** Letter. Malcolm Logan (Cadiz) to Matthew Boulton (Soho). 14 Oct. 1794.
Arguments with de Torres over his pay. De Torres showed him various drawings, but not Boulton & Watt’s – he agreed only to work from Boulton & Watt’s. De Torres insists he should not work on the sawmill. De Torres’ displeasure with James Murdock. Can Boulton & Watt appoint someone to settle his account, for example the consul Mr. Duff. The Spanish are an “idle set of people”. A sketch of what has been done on the foundations.
- 52.** Letter. Malcolm Logan (Cadiz) to Matthew Boulton (Soho). 15 Nov. 1794.
*Docketed “Brought over by James Murdock.”
James Murdock’s departure from Cadiz. De Torres’ refusal to pay his passage. There is no fault in Murdock’s work. Hopes progress will be made with the engine soon. His worries about the beam straps.*

- 53.** Letter. Malcolm Logan (Cadiz or Carrea) to Matthew Boulton (Soho). 29 Nov. 1794.
*Docketed "Brought by Capt. Leake."
De Torres' refusal to give James Murdock any money. Has been keeping Murdock in provisions. Boulton & Watt have enough to say to Murdock to make him ashamed of himself. De Torres has paid his passage but not his expenses in waiting for a wind and going to and from the island when they would not give him admittance to the site. Hopes they will start to build the engine house soon – relations are better since Murdock left.*
- 54.** Letter. Charles Lowe Jr. (Boston) to James Watt (Soho). 3 Mar. 1787.
Cannot find a suitable site or water for an 8 horse engine. Can probably work one of 2 or 3 horses – requesting estimates. Details of what it will do in his mill.
- 55.** Letter. Charles Lowe Jr. (Boston) to James Watt (Soho). 7 Apr. 1787.
Thinks they will have enough water for a 6 horse engine. Hopes they can have it ready sooner than 6 months. Can meet James Watt in London to view other steam powered mills.
- 56.** Letter. Charles Lowe Jr. (Boston) to James Watt (Soho). 24 May 1787.
Details of his discussion with John Rennie about his proposed engine, now an 8 horse. Details of the plans for the mill.
- 57.** Letter. Charles Lowe Jr. (Boston) to James Watt (Soho). 9 Jul. 1787.
Has received the copy of the engine agreement. Query about the cost of his engine compared to one for a Nottingham cotton mill. Requests a note of the expense of Mr. Wilkes' engine. The river Witham is salt at low water in the summer, therefore they will need wells or a large pond. [Box 40/5]
- 58.** Letter. Jonathan Lucas (London) to James Watt [?] [Soho]. 29 Oct. 1787.
Castings wanted for a mill.
- 59.** Letter. Jonathan Lucas (Charlestown) to James Watt (Birmingham). 3 Jul. 1792.
Might want to order some clay. Local supplies of black lead. Can supply timber. Details of the rice mills he is involved in making. Possibilities of powering them by steam engines. Rumsey's attempts to get a patent for a steam engine.
- 60.** Letter. Adam Lymburner (London) to Boulton & Watt (Soho). 7 Mar. 1789.
Requesting a description and estimate of an engine and millwork for grinding wheat for a friend of his in Quebec. Would like to see Albion Mill.

3/396 General Correspondence, M

(57 items)

- 1.** Letter. John Macartney (Dublin) to Boulton & Watt (—). 6 Oct. 1791.
Has not heard from Boulton & Watt since William Jessop wrote that they would rather have two smaller engines for the Grand Canal Docks in Dublin. How far forward have B&W got with the engines.
- 2.** Letter. Mackarness & Druce (London) to Boulton & Watt (Birmingham). 20 Mar. 1794.
*Docketed "Enquiries about guns."
Can Boulton & Watt make gun barrels, gun locks and sword blades. John Blackburn has recommended them.*
- 3.** Letter. Erasmus Madox (Stony Lane, Southwark) to Boulton & Watt (Soho). 2 Jan. 1792.
*Docketed as 2 Feb. 1792.
Someone claiming to be an agent of Boulton & Watt has enquired about their premises in Greenwich for use as a cotton manufactory. He (Madox) used to be a partner of Henry Goodwyn & Co. but is now a partner of Charles Clowes.*
- 4.** Letter. Charles Maids (11 Hay Market, London) to Boulton & Watt (—). 13 Jul. 1791.
Requesting prices of 8, 10 and 12 horse engines for a friend in France.

- 5.** Letter. Markland Cookson & Fawcett per John Cookson (Leeds) to Boulton & Watt (Birmingham). 7 Feb. 1792.
Thomas Allingham arranged for them to see the Woollen Yarn Co.'s engine in Leeds – they were very impressed. Have built an expensive water wheel and begun an engine “of so inferior construction”. Can Boulton & Watt erect an engine in 3 to 4 months. Details of their mill.
- 6.** Letter. Markland Cookson & Fawcett (Leeds) to Boulton & Watt (—). 21 Feb. 1792.
Sorry they cannot work upon Boulton & Watt's plans, but their machinery has been ready for some months and they must proceed with their present engine.
- 7.** Letter. Marshall Fenton & Co. (Leeds) to Boulton & Watt (Birmingham). 25 Feb. 1789.
Docketed as 15 Feb.
Have seen Thomas Fenton's engine at Rothwell Haigh. Various queries about Boulton & Watt's engines – power, terms, differences with the Newcomen engine.
- 8.** Letter (printed circular with manuscript addition). Brothers Martin & Co. (Rouen) to Boulton & Watt (Birmingham). 1 Jun. 1791.
Docketed “Offer services.”
Details of their new partnership. Offering their services in the commission line, for the purchase, sale and forwarding of goods in Rouen. Mr. Delessert of Paris can give further details.
- 9.** Letter. Martin & Rooth (Hull) to Boulton & Watt (—). 22 Jan. 1791.
Enquiring about an engine for a friend in America.
- 10.** Letter. Martinez Martinez & Malo (London) to Boulton & Scale (Soho). 23 May 1785.
Requesting details of an engine for pumping mines in Spanish South America for a friend. It must be the same size as “the fire engines which they use on board men of war...” This letter was opened by Zaccheus Walker, who charged the postage to “the Engine business” and passed the letter to Boulton & Watt.
- 11.** Letter. Caleb Maullin (Trent Port Wharf, Gainsborough) to Boulton & Watt (—). 8 Jun. 1785.
Docketed as 13 Jun.
Enclosing a bill of lading. Will forward the other 13 plates when they arrives.
- 12.** Letter. Caleb Maullin (Trent Port Wharf, Gainsborough) to James Watt (Birmingham). 27 Jul. 1785.
Received the “25 plates” and shipped them to London.
- 13.** Letter. Caleb Maullin (Trent Port Wharf, Gainsborough) to Boulton & Watt (—). 23 Oct. 1786.
Docketed “Forwarding Wanlockhead goods to J. Broadly.”
Forwarding of items for the Wanlockhead engine via J. & C. Broadley, Hull.
- 14.** Letter. Caleb Maullin per William Andrew (Trent Port Wharf, Gainsborough) to Boulton & Watt (—). 10 Nov. 1792.
Forwarding of items to J. D. H. Van Liender and Henry Coates & Co., Hull.
- 15.** Letter. Havilland Le Mesurier (Le Havre) to Boulton & Watt (—). 12 Nov. 1790.
Monsieur Delamotte has heard from Mr. Leveque of Nantes that Boulton & Watt have an idea of forming an establishment in France, and that they might want Delamotte as its head. Delamotte is his brother's partner. Details of his career at Indret foundries, his work for Messrs. Perier, his good character etc.
- 16.** Letter. Paul Le Mesurier (Walbrook?) to Boulton & Watt (—). 26 Nov. 1790.
Forwarding his brother Havilland's letter [No. 15 above] – he does not know the contents but Boulton & Watt can depend on his brother's “veracity, honour and solidity”.

- 17.** Letter. John Middleton (London) to James Watt (Birmingham). 6 Mar. 1787.
*Docketed "About the box of wine."
 Waited on Mr. Rawnsley, master of the George Inn, who promised to write to the carrier Mr. Hickman about the missing case. Glad James Watt has met Mr. Reveillon.*
- 18a.** Letter. S. Midgley (Stanstead) to Boulton & Watt (—). 6 Jun. 1791.
*Kept with (b) below.
 Is colliery agent for Messrs. Townley & Yarker. Requesting an estimate of an engine.*
- b.** Letter. S. Midgley (Stunstead) to Boulton & Watt (Soho). 4 Aug. 1791.
*Has not had an answer to his earlier letter. Repeating his request for an estimate for a colliery engine for Messrs. Townley & Yarker.
 James Watt has used the folio for calculating the power of the engine and the price.
 Stunstead is near Colne in Lancashire.*
- 19.** Letter. Daniel Mildred (London) to James Watt (—). 11 Nov. 1785.
His nephew John Roberts has a good post with Boulton & Watt, and he is unwilling to see him leave it because of an old debt. The debt can be drawn on him, and Roberts will remit the money from his salary.
- 20.** Letter. Daniel Mildred (London) to James Watt (—). 19 Nov. 1785.
Glad to hear his nephew is doing well in the Counting House. Arrangements that he will receive the dividends from the assignees of various estates and he will pay the draft, instead Roberts paying it from his salary.
- 21.** Letter. Daniel Mildred (London) to James Watt (—). 21 Dec. 1785.
His nephew has sent him a bill on Sutton & Co. Does not know if there will be a dividend. Arrangements for his nephew's payment of his debt. Is willing to "save his reputation" and allow him to stay with Boulton & Watt.
- 22.** Letter. Archibald Millar (57 Townsend Street, Dublin) to Boulton & Watt (Soho). 5 Nov. 1792.
Problems with their engine. The person called in to repair it was not a "complete judge of this complicated machine". Breakages of the fly wheel shaft and connecting rod. Requesting an estimate for a new engine. Has been asked to inform Mr. [William] Jessop about the Directors' intentions.
- 23.** Letter. William Milnes (Ashover) to James Watt (—). 15 Oct. 1785.
*Docketed "With remittance of £92.7. Answered by Mr. Pearson."
 Enclosing a bill in payment for the premium of the Gregory mine engine.
 Zaccheus Walker has noted at the bottom: "Mr. Watt before he set out for London ordered Z. Walker to open His [ette]rs, and send the to such people as He thought the subject required, in consequence Z. Walker sends Mr. Pearson the present."*
- 24.** Letter. William Milnes (Ashover) to John Southern (—). 16 Jan. 1786.
Surprised to hear Southern had got the drawings as Mr. Thompson had not said that he had sent them. Will have to give up thoughts of altering the engine at Gregory mine unless fortunes improve.
- 25.** Letter. William Milnes (Ashover) to James Watt (Birmingham). 21 Dec. 1792.
John Stratford's complaint of poor wages. His attention to the Gregory mine engine. The mine is losing money and the proprietors will not increase his wages. Can Boulton & Watt send an engineman in case Stratford leaves. James Watt and Matthew Boulton should pay Stratford something extra for his recent extraordinary trouble with the engine and the "slavery" he has worked under for the past two years.
- Nos. 26-34. Anthony Mitchell.
 Boulton and Watt engineman who had charge of the engine at Hawkesbury Colliery, Bedworth. Note that this engine has often been referred to as "the Bedworth Engine", but Mitchell refers to it as the Hawkesbury engine.

26. Letter. Anthony Mitchell (Hawkesbury engine) to James Watt (Soho). 6 Oct. 1785.
Details of the performance of the engine. Breakage of the middle rod and an accident with the bucket. Wishes to work at Albion mill.

27. Letter. Anthony Mitchell (Hawkesbury engine) to James Watt (Soho). 31 Oct. 1785.
Possible faults with the engine. Further details of its performance and his alterations to it. Thinks it is performing badly. Can James Watt tell Mr. Taylor about his need to go to Soho so that they will defray his expenses. Mr. Barber claims to have constructed a machine "to be wrought with inflammable air" that uses half the coal of a Boulton & Watt engine.

28. Letter. Anthony Mitchell (Hawkesbury engine) to James Watt (—). 26 Jan. 1786.
An accident with the engine caused by the breaking of the beams that held down the air pump. The engine needs new chains. Reasons for the coal consumption appearing to be so high.

29. Letter. Anthony Mitchell (Hawkesbury) to James Watt (—). 8 Mar. 1786.
Mr. Taylor will have repairs done to the engine only when the weather is warmer. [Joseph?] Harrison can come over then. Therefore he is free to leave. Where should he go next.

30. Letter. Anthony Mitchell (Albion Mill) to James Watt (Soho). 30 Apr. 1786.
Details of problems with the engine. Cannot raise enough steam to work the engine when 6 pairs of stones are attached "without the utmost exertion of the fire". Details of its performance. Thinks the boiler is not large enough – comparison with the Hawkesbury engine. Problems of too many people attending the engine and the deterioration of his health due to attending the engine all day.

31. Anthony Mitchell (London) to James Watt (Soho). 17 May 1786.
His health problems – cannot attend the Albion Mill engine. Intends returning to Bedworth and will settle there if Mr. Taylor will employ him. James Thompson can take temporary charge of the Albion mill engine.

32. Letter. Anthony Mitchell (Hawkesbury) to James Watt (Soho). 27 Mar. 1787.
Mis-dated as 1786.
Has been asked by the Adventurers of Poldice mine to manage their engine. Does not want to go anywhere without Boulton & Watt's approval. They did not ask Matthew Boulton who was then in Cornwall. Wants to go but will not if there is any dispute between the Adventurers and Boulton & Watt. His alterations to the engine.

33. Letter. Anthony Mitchell (Hawkesbury) to James Watt (Soho). 6 Apr. 1787.
Has not had an answer about the invitation from the Poldice mine Adventurers.

34. Letter. Anthony Mitchell (Hawkesbury) to James Watt (Soho). 26 Mar. 1790.
On the same sheet:
Memorandum. Weight of ironwork of the beam and parallel motion etc.; workmen's wages and time.
Sending account of ironwork on the beam etc. Report on the engine. Starting of Wyken Old Colliery.

Nos. 35-42: Stuart Moodie.

Moodie was Boulton & Watt's legal agent in Edinburgh.

35a. Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (Birmingham). 25 Apr. 1787.
Enclosing (b) below.
Returning the agreement with Aitchison & Brown for execution. Alterations to the contract.

b. Memorandum. Moodie's directions for signing the alteration.

- 36.** Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (Birmingham). 21 May 1787.
His arrangements with James Haig & Co. over the materials for the engine which they no longer want erecting. Mr. Stein has not sent his contract.
- 37.** Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (—). 11 Jun. 1787.
*Docketed "About Mr. Meason's agreement."
Has communicated Boulton & Watt's replies on the agreement for the Wanlockhead engine to the company agent Mr. Tait. Will try and settle the matter as soon as possible. Needs to hear from James Watt about Article F.*
- 38.** Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (Birmingham). 3 Nov. 1789.
The new hands managing Mr. Stein's estate did not know about Boulton & Watt's claim. Has taken up the objections. Needs an oath from Boulton & Watt about the veracity of their claim.
- 39.** Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (Birmingham). 30 Jan. 1790.
*Annexing a letter from the trustee for Mr. Stein's creditors. The offer does not appear adequate for Boulton & Watt's claim.
On the same sheet:
Letter (copy). James Craig (Edinburgh) to Stuart Moodie (—). 30 Jan. 1790.
Offering Boulton & Watt £250 for all their claims on Stein's mill, including premium payments for the engine.*
- 40.** Letter. Stuart Moodie (Edinburgh) to Boulton & Watt (Birmingham). 9 Jun. 1790.
Did not receive a reply to his letter of 23 Mar. about the proposal concerning Mr. Stein's estate, therefore assumes they do not agree. They are now offering 300 guineas for price and use of the engine. Imagines Boulton & Watt will not agree to this either.
- 41.** Letter (copy). James Watt for Boulton & Watt (London) to Stuart Moodie (Edinburgh). 16 Jun. 1790.
No-one can use Mr. Stein's engine legally until all their claims have been paid. Allowing for stoppages they should be paid premiums for eight years. Will accept six years if they are paid in full for the materials.
- 42.** Letter. Stuart Moodie(Edinburgh) to Boulton & Watt (Birmingham). 3 Jun. 1791.
*Docketed "Recommending Mr. Anderson his successor."
Is going to go to the Bar, so has to give up business in his present profession. Has passed business to William Anderson, who was "regularly bred with Mr. Dick your former agent" and who has been his partner since Dick's death.*
- 43.** Letter. D. Moore, Surgeon (Wellingborough) to James Watt (?) (—). 20 Apr. 1793.
Requesting an estimate of a small engine using 10-15 gallons of boiling water.
- 44.** Letter. Charles & John Morehouse (Gainsborough) to Boulton & Watt (Birmingham). 27 Sep. 1786.
Have seen Samuel Whitbread and Henry Goodwyn & Co.'s engines in London. Requesting an estimate and details of an engine for their oil mill. Details of the mill.
- 45.** Letter. Charles & John Morehouse (Gainsborough) to Boulton & Watt (Birmingham). 14 Jun. 1787.
*Docketed as 14 May.
Queries over the clause in the agreement limiting the purpose for which the engine can be used. Had they known of this clause they would not have erected an engine. Are sure Boulton & Watt will grant them "every indulgence" but do not know what would happen if Boulton & Watt died. Feel the expense entitles them to "every privilege respecting any future application" of the engine. The goods from Bersham have arrived. Progress in their preparations for the engine.*

- 46.** Letter. Charles & John Morehouse (Gainsborough) to Boulton & Watt (Birmingham). 28 Jun. 1787.
Their objections to the clause defining the use of the engine. Their situation gives an opportunity for “numberless” uses if the oil trade fails. Feel it is unreasonable they should be bound to someone else’s direction. Boulton & Watt should either agree not to erect any engines for oil seed crushing within the area Boulton & Watt stipulate they can move the engine, or they should let them employ it as they want.
- 47.** Letter. Charles Morley for “brother and self” (Nottingham) to Boulton & Watt (Birmingham). 18 Jul. 1788.
The engine house, millwright work and boiler are complete – can Boulton & Watt forward the engine as soon as possible.
- 48.** Letter. Benjamin & Charles Morley (Nottingham) to Boulton & Watt (Birmingham). 29 Jul. 1788.
Have not had an answer to their letter. Their millwright [?] Jonathan Markin intends to return to Nottingham – want him to be sufficiently capable of managing the engine. The sooner they hear of the engine being forwarded, the better.
- 49.** Letter. Benjamin & Charles Morley (Nottingham) to Boulton & Watt (—). 2 Aug. 1788.
Returning their agreement. The engine is more powerful than they need for their cotton mill so they may use for other purposes, being also manufacturers of earthen ware. Have heard that James Law is almost finished at Mr. Pearson’s.
- 50.** Letter. Mr. — Morris (24 Lincoln’s Inn, London) to Matthew Boulton (Green Lettice Lane, London). 12 Mar. 1785.
Arrangements for Boulton to meet his brother John, who wants an engine to be erected in Swansea.
- 51.** Letter. John Morrison (Gateshead) to Boulton & Watt (—). 8 Feb. 1785.
*Docketed as 7 Feb.
Has not had an answer to his letter.*
- 52.** Letter. J. S. Morse (Newent) to Boulton & Watt (—). 21 Jul. 1790.
Details of a nearby colliery and a branch of the Hereford & Gloucester canal which will be cut to carry the coal. Has been advised he has coal under his land and is currently boring for it. If he finds coal, will need an engine to drain the mine.
- 53.** Letter. Joseph Moyser (Buttercrambe) to Boulton & Watt (—). 25 Sep. 1786.
Agreeing to their proposals for [Howard & Houghton’s] engine at Hull.
- 54.** Letter. Joseph Moyser (Buttercrambe) to Boulton & Watt (Birmingham). 7 Sep. 1787.
*Docketed “About Mr. Thompson’s mill.”
Has been engaged to build a corn mill for Mr. Thompson, merchant and Mr. Baxter, miller of Hull. Details of the mill. Requesting an estimate for a small engine. Has set one paper engine [i.e. paper-making machine] to work at Howard & Houghton’s mill. James Watt has made notes on his reply at the bottom, dated 13 Sep.*
- 55.** Letter. Murdoch Gillies & Co. per John Gillies (Dalnotter) to James Watt (Birmingham). 29 Aug. 1785.
Requesting an estimate for an engine to raise water to power a grinding mill and one or two forge hammers. Details of the site. Heard that James Watt would be in Glasgow. Heard from Mr. McGreagor that he is working on improved water wheels.
- 56.** Letter. Robert Mylne (London) to James Watt (Birmingham). 24 Oct. 1787.
*On the same sheet:
Sketch. Plan of a gun mechanism.
Docketed “About cannon locks.”*

57. Letter. Robert Mylne (London) to James Watt [Birmingham]. 19 Nov. 1787.
Docketed "About cannon locks."