

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

DETAILED LISTING

REEL 241

3/383 General Correspondence, T, V (28 items)

1. Letter. John Tankard (54 New Street, Birmingham) to Boulton & Fothergill (New Hall Street). — Apr. 1782.
A gentleman wants an engine for pumping a colliery and has asked Tankard to enquire of Matthew Boulton about prices.
[The letter is marked "For Mr. Boulton".]
2. Letter. John Tankard (Birmingham) to Matthew Boulton (Soho). 3 Apr. 1782.
The gentleman has left to consult an engineer at his works. He will return in a fortnight but Tankard will be away, so he has sent the gentleman Matthew Boulton's letter.
3. Letter. Walter Taylor (Southampton) to James Watt [?]. 27 Jun. 1780.
Is cutting the lignumvitae into rolls. Queries about grooves to be cut in the ends of the rolls and the diameter.
4. Letter. S. Teissier (21 Old Broad Street, London) to Boulton & Watt (Birmingham). 19 Aug. 1783.
Asks for details of an engine to raise water to 10 feet high through a 15 inch pipe. The information might lead to orders from his friend in France.
5. Letter. S. Teissier (London) to Boulton & Watt (Birmingham). 26 Aug. 1783.
Has sent the information to his correspondent in France.
6. Letter. Francis Thompson (Ashover) to James Watt (Soho). 6 May 1780.
Problems with the engine at Yatestoop mine. It cannot cope with the amount of water. Details of the water, the engine's performance and the pumps. The proprietors would be happy for James Watt to alter the engine provided he did not alter the great beam. Asks for further details for the Gregory mine engine, and for the drawing of the beam.
7. Letter. Francis Thompson (Ashover) to James Watt (Birmingham). 25 Jun. 1781.
The engine is ready and they are waiting for the miners to cut into the vein to release the water. Can Joseph Harrison come to set the engine going on the 8th or 9th of July.
8. Letter. Francis Thompson (Ashover) to Matthew Boulton (Soho). 7 Nov. 1781.
Needs pasteboard for the cylinder for the Gregory engine. The engine is going well, the joints are good and the mine is producing a large quantity of ore.
9. Letter. Francis Thompson (Ashover) to James Watt (Birmingham). 30 Jan. 1782.
Has not yet covered the Gregory engine's steam pipes and the upper pannels of the steam case. When Matthew Boulton visited he ordered that it should be done, but they have run out of pasteboard and he has not had a reply to his letters ordering more. Mr. Kirk also sent the carpenter home. However the engine is otherwise complete.
10. Letter. Godfrey Thornton (London) to Boulton & Fothergill (Birmingham). 1 Jul. 1782.
Introducing Revd. Smirnov, Chaplain to the Russian Embassy, and his travelling companion. They are going to visit Soho.

- 11.** Letter. John Threlkeld for John Wilkinson (Bradley) to James Watt [?]. 13 Apr. 1781.
Docketed "Poldice clack seats."
Alterations to the clack door for the Poldice pump. Plans to make the steam pipes and valves – should they be brass or iron.
- 12.** Letter. John Threlkeld for John Wilkinson (Bradley) to Boulton & Watt (Soho). 19 Jul. 1781.
Details of current orders Boulton & Watt have at Bradley: the Wheal Virgin steam pipes have been sent; an order for 16 clack seats for Wheal Virgin; parts for Poldice; a nozzle for Coalbrookdale which Matthew Boulton said they could delay. List of items as yet uncast.
- 13.** Letter. John Threlkeld for John Wilkinson (Bradley) to John Buchanan (Soho). 23 Jan. 1782.
Docketed "Account of the weight of pit ropes."
Weight and dimensions of pit ropes. John Wilkinson will give them credit for the taps, ink powders etc.
- 14.** Letter. John Threlkeld for John Wilkinson (Bradley) to Boulton & Watt (Soho). 17 Jun. 1782.
Cannot progress with the nozzles as they are making castings for a nearby colliery and Mr. Goodred and many workmen are sick. Can Boulton & Watt send drawings and instructions for the forge, as John Wilkinson is pressing him about it. It is the uppermost thing in Wilkinson's mind. Can they send the French gudgeon order. The beam is being made at Willey. Presumes it is for this same engine they are to make two nozzles.
- 15.** Letter. Thwaites Parry & Perkin (Liverpool) to Boulton & Watt [Soho]. 12 Apr. 1784.
Thomas Beckett says Boulton & Watt's goods are safe in Mr. North's warehouse. He proposes carrying on his business when matters are settled. Had they known about Boulton & Watt's goods they could have shipped them to Cornwall.
- 16.** Letter. Anthony Tissington (Alfreton) to Matthew Boulton [London]. 16 Aug. 1781.
Berbers & Wilkinson gave Boulton's letter to the proprietors of Yatestooop mine. They want further information. Details of the problems of their existing engine. They have contemplated placing a new engine underground. What will be the cost of a Boulton & Watt engine and would they place on the surface or underground.
- 17.** Letter. Anthony Tissington (Alfreton) to Matthew Boulton (Soho). 6 Sept. 1781.
Hopes Boulton will visit to discuss Yatestooop mine he is in Derbyshire. The majority of the proprietors wish to continue with the existing engine.
- 18.** Letter. Anthony Tissington (Alfreton) to Matthew Boulton [Soho]. 17 Sept. 1781.
Sorry Boulton cannot visit. Is sure he could overcome Boulton's objection to Mrs. Boulton and his niece visiting his thatched cottage. Hopes they will meet to discuss Yatestooop mine.
- 19.** Letter. Sampson Tomlinson for John Tomlinson (Wolverhampton) to Boulton & Watt (Birmingham). 2 Aug. 1780.
Docketed "About Penryndee steam case."
The eleven cylinder plates were delivered to Hugh Jones at Chester by Josⁿ Blakeman. They are lying at Chester – this is not the courier's fault as Boulton & Watt did not say who they were ultimately for and Jones has been neglectful.
- 20.** Letter. Jacob Troy (Chatham) to John Rothwell (Shadwell). 2 Jan. 1781.
Needs the plan and estimate [of the proposed Rochester water works engine].
- 21.** Letter. Jacob Troy (Chatham) to John Rothwell (Shadwell). 21 Jan. 1781.
Mr. Walrond, the other principal shareholder in Rochester water works, has settled the differences between them and wants the plan and estimate of the building and the expenses of the engine. Can he send it as soon as possible.

- 22.** Letter. Jacob Troy (Chatham) to Boulton & Watt (Birmingham). 17 Feb. 1781.
Is the principal proprietor of Rochester water works. Mr. Woodham and Mr. Rothwell have advised him to get a small Boulton & Watt engine. He has seen Cook & Co.'s engine in Stratford and thinks one of this size will be more suitable. Asks for details. Hopes to buy more shares "to prevent obstacles..."
- 23.** Letter. William Turner (Birmingham) to Matthew Boulton (Soho). 24 Jun. 1782.
Can Matthew Boulton look at the rules that he, William Russell and Mr. Rickards have drawn up from the various materials on military associations. They do not want to publish anything before the next committee meeting. Hopes Mr. Carless or Dr. Spencer have got answers from London about General Conway's bill.
- 24.** Letter. Thomas Varden (Macclesfield) to Matthew Boulton (Soho). 5 Apr. 1777.
*Requests details of an engine for his colliery.
[The sheet has been used for calculations.]*
- 25.** Letter. Thomas Varden (Macclesfield) to Boulton & Watt (Soho). 11 Apr. 1781.
Now needs an engine. What advantage does it have besides saving money on coal, as coal is very cheap in his area. What would an engine with a 36 inch cylinder cost.
- 26.** Transcript of letter. John Vice (—) to Mr. — Bastard (Truro). Not dated.
*Docketed "About a new invented fire engine."
Bastard should inform Logan Henderson that someone in Camborne is said to have constructed an engine superior to Boulton & Watt's and is trying to get a patent. Thinks it might be "a compound of Mr. Boulton's and mine". If that is the case he is sure he can prove prior invention and therefore can enter a caveat against them.*
- 27.** Letter. Thomas Vickers (Shadwell) to Matthew Boulton (Soho). 12 Jul. 1779.
Has almost finished work on the engine. Can Boulton & Watt find new work for him and his son as the press gang is likely to take them if out of work. John Rothwell has told him nothing will be done with the engine until Boulton & Watt have made their trial. It goes very well.
- 28.** Letter. Thomas Vickers [London] to Boulton & Watt (Soho). 30 Oct. 1779.
*Docketed "Answered 10 Nov."
Has visited the Shadwell and Chelsea engines. The former goes very well. The latter is not in so good a condition. Problems with the nozzles. They have repaired their old engine. Has not heard from Boulton & Watt – hopes they have not forgotten their promises.*

3/384 General Correspondence, W, Y

(94 items)

- 1.** Letter. James Walker (Edinburgh) to James Watt [Birmingham]. 8 Sep. 1776.
Sending James Watt the memorial concerning the case between Mr. Wanchope of Niddry and Sir Archibald Hope, and the queries which Sir Archibald wants James Watt to answer. James Watt is to return the memorial.
- 2.** Letter. Samuel Walker (Rotherham) to Boulton & Watt (Soho). 15 May 1781.
- 3.** Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt (Birmingham). 29 May 1781.
- 4.** Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt (Birmingham). 12 Jun. 1781.
- 5.** Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt (Soho). 15 Aug. 1781.
- 6.** Letter. Samuel Walker & Co. (Rotherham) to John Hall (care of Miss Johnson, Aldgate High St., London). 21 Aug. 1781.
- 7.** Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt (Birmingham). 10 Sep. 1781.
- 8.** Letter. Thomas Walker "for my Father & Co." (Rotherham) to Matthew Boulton (Soho). 22 Sep. 1781.

- 9.** Memorandum. Directions for the Founder respecting the Castings for Messrs. Walkers' engine. Not dated [circa Feb. 1782?].
In James Watt's hand.
- 10a.** Letter. Samuel Walker & Co. (Rotherham) to Matthew Boulton [Soho]. 9 Feb. 1782.
Kept with (b) below.
- b.** Transcripts of letters (press copies).
2 transcripts on the same sheet, as follows:
John Hall (Rotherham) to Matthew Boulton. 9 Feb. 1782.
Samuel Walker & Co. (Rotherham) to Matthew Boulton. 9 Feb. 1782.
- 11.** Letter. Samuel Walker & Co. (Rotherham) to Matthew Boulton (Soho). 19 Feb. 1782.
- 12.** Letter. Samuel Walker & Co. (Rotherham) to Matthew Boulton (Birmingham).
24 Apr. 1782.
- 13.** Letter. Samuel Walker & Co. (Rotherham) to Boulton & Watt (Soho). 6 May 1782.
- 14.** Letter. Samuel Walker "for self & Co." (Rotherham) to Boulton & Watt (Soho).
24 Aug. 1782.
- 15.** Letter. Samuel Walker "for self & Co." (Rotherham) to Boulton & Watt (Soho).
29 Nov. 1782.
- 16.** Letter. John Walker "for Company & Self" (Rotherham) to Boulton & Watt (Birmingham).
9 Dec. 1782.
- 17.** Letter. John Walker "for Brothers & Co. & Self" (Rotherham) to Boulton & Watt (Birmingham). 30 Dec. 1783.
Docketed "With remittance £54.12."
- 18.** Letter. Thomas & Richard Walker (Manchester) to Matthew Boulton (Birmingham).
12 Aug. 1782.
Richard Walker will accompany Mr. Christian to London. They will visit Matthew Boulton. Can one of the clerks reserve them places on the post coach from London to Birmingham. [Zaccheus Walker has added a note about the places on the coach and the people visiting Matthew Boulton.]
- 19.** Letter. Thomas Walker (Manchester) to Matthew Boulton (Birmingham). 24 Aug. 1782.
Has received a letter from his brother in London and has seen Roger Worthington. Worthington and Joshua Wrigley will come to Birmingham. [Zaccheus Walker forwarded this letter to James Watt, noting that he supposed it belong to the engine business as Matthew Boulton had been arranging a time with Thomas Walker for his friends to consult about an engine for a cotton mill.]
- 20.** Letter. David Watson (Glasgow) to James Watt [Birmingham]. 7 Dec. 1780.
Has a sixteen year old lad who has been apprenticed to Mr. Gilchrist, a wright. Can Watt employ him for a year or two. James Lawson is pleased with his work. What does Watt think of him.
- 21.** Letter. David Watson (Glasgow) to James Watt (Birmingham). 16 Feb. 1781.
Thanks Watt for the good account of James Lawson. Approves of his proposal for the young man and will tell him to be ready to go to Watt. The boy has had few opportunities for improvement.

- 22.** Letter. David Watson (Glasgow) to James Watt (Birmingham). 14 Mar. 1781.
Will sign the agreement for the boy to work with Boulton & Watt. The boy's name is also David Watson and "I own him as my son". Has tried to get him educated. His former master Mr. Gilchrist was very fond of him. Watson is happy for him to be under Watt's instruction.
- 23.** Letter. David Watson (Glasgow) to James Watt (Birmingham). 28 Mar. 1781.
Supposes David Watson Junior is with James Watt. Will sign and return a stamped copy of the indenture. "Davie"'s good character.
- 24.** Letter. David Watson (Glasgow) to James Watt (Birmingham). 21 Jun. 1781.
- 25.** Letter. George Watson Jr. (Bristol) to Boulton & Co. (Birmingham). 16 Aug. 1782.
Has been appointed by the Associated Tin Proprietors of Cornwall to sell block tin. Offering to supply Matthew Boulton.
- 26.** Letter. Were's & Co. (Warrington [?]) to Boulton & Watt (Soho). 7 Apr. 1784.
Have received their copying machine. Have also received a second one directed to Charles Fox of their house. They only ordered one – who is this one for.
- 27.** Letter. Samuel Whitbread per Jacob Yallowley (London) to Matthew Boulton [Soho]. 29 May 1781.
Details of the cement Whitbread has used for his cisterns. What does Boulton think of it.
- 28.** Memorandum. Particulars of Mr. Whitbread's Mill. 1784.
Details of the malt mill and its horse wheel, shafts and stones.
- 29.** Letter. Jacob Yallowley (London) to Matthew Boulton [Soho]. 25 May 1784.
*Docketed as Samuel Whitbread.
Mr. Goodwin saw two engines working at Soho. Mr. Whitbread wants to know if they are still up and working. If so he or Yallowley will come to see them.*
- 30.** Letter. Jacob Yallowley (Shipston) to Boulton & Watt (Soho). 4 Jun. 1784.
*Docketed as Samuel Whitbread.
Queries on the coal consumption of the Albion Mill [?] and Bradley engines. How much coal will Samuel Whitbread's proposed engine consume if it is 10 horses, and how much malt will it grind in an hour with four pairs of stones.*
- 31.** Letter. Jacob Yallowley (London) to James Watt [?] [Birmingham]. 13 Jul. 1784.
When will Boulton & Watt's engine for grinding wheat [i.e. the Albion Mill engine?] be ready as Samuel Whitbread intends to visit it.
- 32.** Letter. Jacob Yallowley (London) to James Watt [Birmingham]. 22 Jul. 1784.
*Docketed as Samuel Whitbread.
Samuel Whitbread will visit Henry Goodwyn's engine as it will be ready in just over a week.*
- 33.** Letter. Samuel Whitbread per Jacob Yallowley (London) to Boulton & Watt [Soho]. 26 Aug. 1784.
Whitbread has visited Henry Goodwyn's engine and definitely wants an engine. Orders a 10 horse engine. Enclosing the draft agreement. Can Boulton & Watt visit to view the works.
- 34.** Letter. Samuel Whitbread (London) to James Watt (Birmingham). 4 Sep. 1784.
Arrangements to meet Watt when he visits London.
- 35.** Letter. Samuel Whitbread (London) to James Watt [Birmingham]. 2 Dec. 1784.
The works is ready – when can they expect the engine. One of Boulton & Watt's agents from Blackfriars visited, asking about millwright's work and preparations. They can do nothing until Watt has visited as agreed when Watt was in London.

- 36.** Letter. Samuel Whitbread (Bedwell Park) to James Watt [Birmingham]. 4 Dec. 1784.
Did not mention the mashing machine in his last letter as his clerks were there and might have objected. Hears that Watt will be in London – can he visit to see the operation.
- 37.** Letter. James White (Doonane) to Logan Henderson (Soho). 19 Apr. 1782.
P. Colclough is in Dublin and has been ill following his daughter's death. Progress with the engine house and various parts. The parts coming from England should be sent to Waterford. Sorry to hear that Henderson's goods "were wrecked". Hopes they can make the beam. Asks for drawings and directions for the boiler.
- 38.** Letter. James White (Doonane) to Boulton & Watt (Soho). 16 May 1782.
Arrangements for the delivery and payment for the goods for Messrs. P. & A. Colclough. They want the engine erector immediately, but White cannot make a decision about the assistant as the Colcloughs are not present.
- 39.** Letter. James White (Doonane) to Logan Henderson (Dublin). 15 May 1783.
Glad to hear that Henderson is safely settled in Dublin. James Law is finishing on the engine and will return to England. P. Colclough wants Henderson to arrange a man to work the engine as he does not trust "the ignorant people" there. The works are still poor. Ned Fitzgerald sends his regards – he has come into a considerable legacy. If Ned Bull is not engaged perhaps he could come to Doonane.
- 40.** Letter. John Whitehurst (London) to James Watt (New Hall). 29 Aug. 1783.
Cannot remember how the business between Monsieur Perier and Boulton & Watt ended. Le Duc de Chaulnes proposes coming to Soho – he is well acquainted with Perier and might be able to help.
- 41.** Letter. Joseph Whitfield (Newcastle) to Boulton & Watt [Soho]. 17 Jul. 1784.
*Docketed "About a paper mill."
Whitfield, a bookseller, plans to erect a paper mill. A Boulton & Watt engine might be suitable. Details of the mill.*
- 42.** Letter. Joseph Whitfield (Newcastle) to Boulton & Watt [Soho]. 28 Aug. 1784.
Further details of his planned paper mill.
- 43.** Letter. W. Whitmore (Birmingham) to John Buchanan (Soho). 10 Dec. 1784.
*Docketed "About oval lathe."
Notes that James Watt thinks he charged too much for the oval lathe. Does not believe this was the case.*
- 44.** Letter. John Wiggin (London) to Matthew Boulton [Soho]. 18 Jun. 1784.
Seeking employment as an iron founder for Matthew Boulton's works at Blackfriars [Albion Mill].
- 45.** Letter. John, Jos. & Thomas Wilkes (Overseal) to Boulton & Watt (Birmingham). 19 Oct. 1783.
*Docketed "Cotton mill engine."
Enquiring about an engine to work their cotton mill. Will it be smooth enough.*
- 46.** Letter. John, Jos. & Thomas Wilkes (Overseal) to James Watt [?] [Birmingham]. 7 Nov. 1783.
Have considered an engine but as no cotton mill is yet worked by one they are fearful of buying one. Would have preferred to have seen one first.
- 47.** Letter. Thomas Williams (Trelethin, near Haverfordwest) to Boulton & Fothergill "Engine Makers" (Birmingham). 12 Jul. 1776.
Docketed "Answered the 30th '76."

48. Letter. Thomas Williams (Llanidan, Anglesey) to Matthew Boulton (Soho). 29 Aug. 1781

49. Letter. Mr. — Wills (Helston) to Matthew Boulton (at Thomas Wilson's, Chacewater). 16 Jan. 1780.

Cannot go with Boulton to visit the engines Boulton mentioned as he has gout. Did Boulton base his calculations on Trevennen mine. Wills intends his mine – Tremenheere – to be deeper. Details of the common engine he has already.

50. Letter. Humphrey Winchester (Bakewell) to James Watt (Soho). 4 May 1776.

The bearer Francis Thompson wishes to see Watt's engine. They plan to erect an engine at Yatestooop mine in the summer. Thompson will give Watt details of the mine.

51. Letter. William Winlaw, engine maker (Margaret Street, Cavendish Square) to Matthew Boulton [Soho]. Circa Jul. 1784.

Docketed "Queries for sugar mill engine."

Has received a query from a gentleman in Antigua who wants to know if James Watt's engine can be applied to sugar cane mills.

52. Letter (draft). Matthew Boulton [Soho] to James Wiss. Circa 1778 [?].

Docketed "Engine letter Mr. Wiss."

Has sent the various parts to London. Understands Wiss is going to France – can he arrange payment before he goes. General meeting of the Chacewater Company. Thomas Fenton was happy to sign the engine agreement but wanted to lay it before the whole company. Objections of one of the company who is an attorney. Boulton acquiesced as none of the objections affected their profits and no objections were raised to the payment. The attorney is drawing up new articles. Boulton will send them to Wiss or Mr. Platell. Arrangements for payment of bills between Boulton & Watt and Wiss and Platell.

53. Letter. William Wood (Pateley Bridge) to James Watt (Birmingham). 21 Jul. 1783.

John Lister is ill so work has almost stopped at Craven Cross. Can they send another man and also instruction on making the joints. Expects the last of the materials so everything will be ready to put the engine together. Lister says Watt did not mention a rod.

54. Letter. William Wood (Pateley Bridge) to James Watt (Birmingham). 21 Sep. 1784.

Mr. Priestley sent Watt's letter. Expected to see Watt and John Smeaton. The place where he wants the engine is very cold so little work can be done in winter. Can they visit immediately. Has had applications from people pretending to know how to remove the water.

55. Letter. Thomas Wrathall (Woodhouse) to Matthew Boulton (Soho). 1 Apr. 1777.

Has seen a copy of Watt's letter to Mr. Hirst about steam wheels. Has a small colliery – would a steam wheel or small engine be suitable for pumping water. Has also seen a description of a Boulton & Watt engine at Stratford Le Bow in The Review [Cook & Co.'s engine] – this lifts water from the same depth as his colliery. What did it cost. [The sheet has been used for calculations.]

56a. Letter. Edward Wright (Wednesbury) to Matthew Boulton (Soho). 20 Jun. 1784.

Kept with (b) below.

Trade is bad and he cannot make his livelihood as he wishes. Is therefore going to America. Arrangements to pay his creditors including Matthew Boulton.

b. Memorandum. Edward Wright agreed with Jos. Baker at Soho Mr. Boulton for 10 sacks of thirds and 10 sacks of seconds. Not dated.

57. Letter. John Wright (Dunfermline) to James Watt (Birmingham). 2 Jan. 1778.

Has seen Peter Colville's engine at Torryburn. Offers his services as an agent. Details of his career including his erection of common engines for collieries. [James Watt has added "Jan. 8th wrote to Mr. Henderson to make the proper enquiries and to keep him unengaged."]

- 58.** Letter. John Wright (Dunfermline) to James Watt (Birmingham). 2 Feb. 1778.
Applied to Logan Henderson, but he was only hiring enginemen, wrights and smiths, not overseers. Has had 20 years experience of erecting common engines. Proposals for his terms of engagement with Boulton & Watt.
- 59a.** Letter. John Wright (Dunfermline) to James Watt (Birmingham). 7 Sep. 1778.
*Enclosing (b) below.
Enclosing a proposal from the Batavian Society of Experimental Philosophy of Rotterdam to award a premium for the adaptation of the steam engine to drain land. This was sent to Wright by his friend Mr. Van Liender. Extensive details of the lake, windmills, the common engine already installed and the pumps. The potential sales would be great. Is still seeking suitable employment so would be happy to serve Watt in this matter. His proposals for a suitable engine.*
- b.** Printed notice. The Batavian Society of Experimental Philosophy, Rotterdam. Circa Sep. 1778.
Notice that the Society will award a premium to whoever can adapt a steam engine for draining land.
- 60.** Letter. John Wright (Dunfermline) to James Watt [Birmingham]. 29 May 1780.
Wrote to Watt before offering his services and informing Watt about the Batavian Society premium. His essay won the Society's gold medal. Has been engaged in engine and colliery business but this is now slack. Again offering his services.
- 61.** Letter. John Wright (Dunfermline) to James Watt [Birmingham]. 22 May 1781.
Again offering his services as an engineer or agent. Business is very slack and he has only erected one engine since last Christmas.
- 62.** Letter. John Wright (Dunfermline) to James Watt [Birmingham]. 7 Jun. 1781.
Details of his work erecting engines and managing collieries. Terms on which he will engage with Boulton & Watt.
- 63.** Letter. John Wright (Dunfermline) to James Watt [Birmingham]. 22 Mar. 1782.
Did not hear from Boulton & Watt in January. Is now working for John Grieve, William Cadell and partners at their colliery. The business does not suit him. Again offers his services to Boulton & Watt.
- 64.** Letter. Mayson Wright (Hull) to Matthew Boulton (Birmingham). 3 Apr. 1778.
Requests details of an engine for Hull water works. John Smeaton has recommended Boulton & Watt's engine. Details of the copper boiler he already has.
- 65.** Letter. Mayson Wright (Hull) to Boulton & Watt (Birmingham). 24 Apr. 1778.
Agrees to Boulton & Watt's terms for the engine. However he only leases the water works from Hull Corporation, and the engine cannot be removed as it will be used to supply people with water. Approves of allowing John Smeaton to act as an adjudicator if necessary.
- 66.** Letter. Mayson Wright (Hull) to James Watt (Green Lettice Lane). 15 May 1778.
*Docketed as 14 May.
Has received the drawings. Wants a list of parts. Details of where the various castings are to be ordered from. Details of the chain construction.*
- 67.** Letter. Mayson Wright (Hull) to James Watt (Green Lettice Lane). 7 Jun. 1778.
Progress with the engine house. Has ordered the pumps from Mr. Walker of Rotherham. Query about the clack seat construction.
- 68.** Letter. Mayson Wright (Hull) to James Watt (Green Lettice Lane). 26 Jun. 1778.
*Does not object to Boulton & Watt's articles of agreement. Does not see how his engine can be compared to the Chelsea engine as they burn different coals. Would be happy to compare his engine to John Smeaton's engines. Needs instructions for the clack seat.
[This letter was unsigned. It was forwarded to James Watt "care of Boulton & Fothergill".]*

- 69.** Letter. Mayson Wright (Hull) to Matthew Boulton (Soho). 21 Aug. 1778.
John Wilkinson is sending his engine parts. Concerning the agreement, he had engaged John Smeaton to build his engine but Smeaton recommended Boulton & Watt. Wants to use Smeaton's calculations as the standard of comparison, but if Boulton & Watt insist on comparison with the Chelsea engine he will submit.
- 70.** Letter. Mayson Wright (Hull) to Boulton & Watt (Soho). 14 Sept. 1778.
*Glad to hear from William Playfair that his engine parts are on the way. Can they get the rest sent from Bersham as soon as possible as the engine is very much wanted.
[Matthew Boulton has used the sheet for a draft of his reply, as follows:
Supposes the goods from Bersham are on the road. Proposes that Logan Henderson erects the engine as he is at Byker Colliery near Newcastle. Wright should write to him.]*
- 71.** Letter. Mayson Wright (Hull) to Boulton & Watt (Birmingham). 26 Jan. 1779.
After delays in getting parts from Bersham, the engine is at work and performing to his "entire satisfaction". It does credit to Boulton & Watt. Praise for Logan Henderson. Will be happy to have John Smeaton settle the premium.
- 72.** Letter. Mayson Wright (Hull) to Logan Henderson (Soho). 16 Mar. 1779.
The panel plates have not yet arrived. Extensive details of experiments done on the engine. Can Henderson send him a copy of the letter from Scotland about the late Collector Burrow. Has recommended Boulton & Watt's engine to a Mr. Milne, a lead mine owner in Derbyshire. [Presumably William Milnes of Gregory Mine.]
- 73.** Letter. Mayson Wright (Hull) to Boulton & Watt (Soho). 28 Apr. 1780.
*Docketed as 24 Apr.
Their draft to Isaac Broadley will be honoured. Has communicated details of the copying machine to several Hull merchants. William Osborne Jr. and John Boys Jr. wish to become subscribers for machines. Will promote it as much as possible. Has sent the agreement for the engine to William Matthews.*
- 74.** Letter. Mayson Wright (Hull) to Boulton & Watt (Birmingham). 23 Jun. 1782.
Will call on them to settle the account and discharge their draft on Mr. Osborne. The engine's valves are beginning to wear. Orders a replacement set.
- 75.** Letter. Mayson Wright per Anthony Atkinson Jr. (Hull) to Boulton & Watt (Soho). 20 May 1783.
Ordering replacement parts for the hot water and air pumps and a new injection pipe.
- 76.** Letter. Mayson Wright per Anthony Atkinson Jr. (Hull) to Boulton & Watt (Soho). 30 May 1783.
Explanation of exactly which replacement pump parts the engine needs.
- 77.** Letter. Mayson Wright per Anthony Atkinson Jr. (Hull) to Boulton & Watt (Soho). 15 Aug. 1783.
Can they forward the replacement parts for the engine as soon as possible.
- 78.** Memorandum. Proposal by Wright & Jesson at Soho. 25 Aug. 1779.
Matthew Boulton's memorandum of a meeting between Wright & Jesson and himself. Details of their common engine at Wren's Nest Mill. Agreement that the Boulton & Watt engine should be three times better.
- 79.** Letter. Wright & Jesson per Richard Jesson (West Bromwich) to Boulton & Watt [Soho]. 8 Feb. 1781.
Enclosing the articles of indenture for completion. Can they send them to Mr. Chattock, Attorney in Solihull for engrossing.
- 80.** Memorandum. Proposal by Messrs. Wright & Jesson to Boulton and Watt. Feb. 1781.
Proposals for counting the strokes their engine makes and the quantity of iron made.

81. Memorandum. Proposal by Messrs. Wright & Jesson to Boulton and Watt. Feb. 1781.
Proposals for counting the strokes their engine makes and the quantity of iron made.
[A neat copy of the above, in James Pearson's hand. He has noted that the Wren's Nest Mill engine began work on 27 Apr. 1779.]

82. Account. Wright & Jesson debtors to Boulton & Watt. 3—20 Feb. 1780.
Money owed for Henry Williams' time and expenses and an engine counter.

83. Account. Wright & Jesson in account with Boulton & Watt. 10 Mar. 1778—7 Feb. 1781.
Supply of four slitting mill brasses by Boulton & Watt; metal rolled and supplied by Wright & Jesson to Boulton & Watt, some of which was for Boulton & Fothergill. [In James Pearson's hand, probably transcribed from a ledger.]

84. Account. Wright & Jesson in account with Boulton & Watt. 3 Feb. 1780—30 Aug. 1781.
Henry Williams' time and expenses and an engine counter supplied by Boulton & Watt; payment by Wright & Jesson on account of savings made by the Wren's Nest Mill engine. [In James Pearson's hand, probably transcribed from a ledger.]

85a. Letter. Samuel Wyatt (London) to Matthew Boulton (Soho). 18 Jul. 1777.
Enclosing (b) below.
Introducing Mr. Vaillant who wishes to visit Soho. Has been in Norfolk. Encloses a sketch of Sir Harbord's wells and reservoirs. Sir Harbord hopes that the engine can be applied to grinding corn and malt and dressing flour. Wyatt conjectures that this would be better done by the steam wheel.

b. Sketch. Arrangement of Sir Harbord's reservoirs and well. Circa Jul. 1777.
By Samuel Wyatt.

86. Letter. Samuel Wyatt (London) to Matthew Boulton (Soho). 29 Jan. 1783.
Matthew Wasborough's successor has told the Commissioners of the Navy Victualling Board that Boulton & Watt have no right to use the crank. Can guess "from what quarter this matter has been started" as he has heard it at Portsmouth too. Has been asked what Boulton would say, and said that Boulton "would use the crank & laugh at them". Details of a common engine he saw at Portsmouth Dockyard. Has told the Comptroller Sir Charles Middleton the saving a Boulton & Watt engine would make. [The sheet has been used for calculations.]

87. Letter. Wyke & Green (Liverpool) to Boulton & Watt (Birmingham). 4 Sept. 1777.
Logan Henderson ordered a set of wheels and pinions for an engine counter. They have made the frame as well. Can make more as wanted. Can they tell Henderson that two of the "pocket walking machines" are nearly ready.
On the same sheet:
Bill for wheels and pinions.

88. Letter. Wyke & Green (Liverpool) to Boulton & Watt (Soho). 7 Sept. 1778.
Docketed as 17 Sep.
Sorry Boulton & Watt's machines have been delayed. Two are nearly ready, the other eight are in hand. If there were fewer alehouses they could depend more on their workmen.

89. Letter. Wyke & Green (Liverpool) to Boulton & Watt (Birmingham). 20 Apr. 1781.
Docketed "Advice that they have drawn for £6.6."
Sending a bill for 3 pedometers. More of the pedometers are nearly ready. Have not yet got the new engine counter patterns.
On the same sheet:
Bill for the pedometers.

90. Letter. Jacob Yallowley for Samuel Whitbread (London) to Boulton & Watt (—).
5 Jun. 1784.
Sending Mr. Cooper's drawing of Whitbread's mill wheel. Queries on the coal consumption of the Albion Mill [?] and Bradley engines. How much coal will Whitbread's proposed engine consume driving four pairs of stones. Requests details of the proposed cylinder size and the cost. Mr. Whitbread is out of town.

91. Letter. Jacob Yallowley (London) to Boulton & Watt [Soho]. 18 Jun. 1784.
Have received the drawings. Samuel Whitbread prefers the 6ft. stroke to the 4ft. Queries about the difference in power and cost.

92. Letter. Jacob Yallowley (London) to Matthew Boulton [Soho]. 29 Jun. 1784.
Samuel Whitbread is considering the agreement. The bearer is Whitbread's principal brewer Mr. Green, who has come to see engines at Soho with Mr. Cooper.

93. Memorandum. Mr. Yallowley's Queries. Jul. 1784.
Samuel Whitbread and Jacob Yallowley's queries on the proposed engine agreement.

94. Letter. Jacob Yallowley for Samuel Whitbread (London) to Boulton & Watt [Soho].
17 Dec. 1784.
Have received the drawings. Understand them but would like a Boulton & Watt employee to visit occasionally. Queries about the timber to be used. Mr. Cooper will not make the framing until Boulton & Watt have replied. They will order the boiler themselves.

MS 3147/3/385-404: Incoming Correspondence and Papers:
General Correspondence, 1785-1795

3/385 General Correspondence, A (30 items)

1. Letter. Robert Abbatt (Preston) to James Watt (Birmingham). 2 Jul. 1791.
Details of the machinery at Preston water works. Requesting an estimate of an engine.

2. Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
22 Aug. 1787.
Arrangements for forwarding two boxes to Mr. Vandermonde at the Royal Academy of Sciences. Notes that Boulton & Watt's Cornish agent is sending tin to be sold on Boulton & Watt's account.

3. Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
25 Jun. 1788.
Boulton & Watt might want to hire a vessel with Joseph Banfield of Falmouth for shipping tin. Prices of tin.

4. Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
30 Jul. 1788.
It is hard to sell goods before their arrival. Arrangements for shipping tin.

5. Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
8 or 10 Aug. 1788.
*Docketed "With bill of lading and copy of letter to them." On the same sheet:
Proforma account of sale of coal.
Note that Boulton & Watt's Cornish agent is sending tin. Prices of coal. If selling coal,
Boulton & Watt must send a full ship.*

6. Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
14 Sep. 1788.
Have not heard from William Jones about the tin. Reduced prices of tin. Samuel Garbett and his son have arrived, and they have placed the son with a good family.

- 7.** Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
25 Feb. 1789.
Have only some some of the tin – the bad frost is damaging business. Have sold some parcels of wheat and flour for the Albion Mill company. Can Boulton & Watt recommend to Mr. Wyatt that Achard receive more consignments.
- 8.** Letter. Achard Frères et Compagnie (Rouen) to Boulton & Watt (Birmingham).
30 Oct. 1791.
Mr. Lithgow's purchase of mill stones for Nantes from the mines near Paris – the stones were to be sent to Mr. Rennie. Have not heard from him since.
- 9.** Letter (in French). F. Aerts (Nancy) to "John Watts" (Birmingham). 8 Mar. 1788.
Enquiring about the range and prices of copying machines.
- 10.** Letter. Thomas Ainsworth for Peels Ainsworth & Co. (London) to Boulton & Watt [Birmingham]. 17 Jul. 1787.
Requesting permission to see the Albion Mill engine. Is in London only a few days.
- 11.** Letter. Aitchisons & Brown (St. Clements Wells) to Boulton & Watt [Birmingham].
7 Jul. 1787.
The engine materials arrived a month ago. The mill work will be complete soon. Need an engine erector.
- 12.** Letter. Aitchisons & Brown (St. Clements Wells) to Boulton & Watt (Soho). 27 Oct. 1787.
Details of their proposed water supply. Will need Moor [Robert Muir] or another erector to return when the engine is to be set going properly. Moor's time with them – he has also been at Mr. Stein's.
- 13.** Letter. Aitchisons & Brown per William Leitch (St. Clements Wells) to James Watt (Birmingham). 10 Dec. 1787.
Problems with their engine – one of the rotative wheels is not running smoothly. Can James Watt visit to examine it.
- 14.** Letter. William Aitchison (St. Clements Wells) to James Watt (Birmingham). 21 Feb. 1789.
Docketed as Aitchison & Brown.
Problems with their engine – two pairs of rotative wheels have broken and the engine runs very badly. Robert Muir says Boulton & Watt make them in a new way now. Could they be cast locally to avoid delay.
- 15.** Letter. Aitchison Brown & Co. (St. Clements Wells) to Boulton & Watt (Soho).
31 Oct. 1789.
Sending one of their employees to be trained as an engineman. Will not employ Robert Muir again – he used them "very ill". Rennie has recently looked at their engine.
- 16.** Letter. Aitchison Brown & Co. (Fisherrow) to Boulton & Watt [Soho]. 7 May 1793.
Docketed "Their stopping."
Inviting Boulton & Watt to attend a meeting of their creditors.
- 17.** Letter. William Aitchison (St. Clements Wells) to Boulton & Watt [Soho]. 30 Sep. 1793.
His brother-in-law Mr. Mylne is running the works for him, but on a much smaller scale. Cannot afford the full premium – proposals about payment.
- 18.** Letter. Gilbert Grierson, Trustee of Aitchison Brown & Co. (Leith) to Boulton & Watt (Birmingham). 4 Oct. 1793.
Docketed as Gilbert Grierson and Aitchison & Brown.
Can Boulton & Watt submit their claim on Aitchison Brown & Co.

- 19.** Letter. Gilbert Grierson, Trustee of Aitchison Brown & Co. (Leith) to Boulton & Watt (Birmingham). 15 Oct. 1793.
Docketed as Gilbert Grierson and Aitchison & Brown.
Details of when the engine was at work. William Aitchison has started it again. Expects that Boulton & Watt will adjust the premium demand accordingly. Hopes to pay a dividend on 1 Dec.
- 20.** Letter. Thomas Allingham (London) to James Watt [?] [Birmingham]. 22 Nov. 1784.
Has found someone willing to engage with him in his planned forge. How quickly can Boulton & Watt have an engine ready. His plan depends on the time they can begin.
- 21.** Letter. Thomas Allingham (London) to James Watt (Birmingham). 29 Mar. 1785.
Requesting an estimate for an engine for a rolling and slitting mill for the gentlemen who are connected with him. Has removed to King & Queen Foundry, Rotherhithe – hopes Boulton & Watt are going on with his engine.
- 22.** Letter. Thomas Allingham (London) to James Watt (Birmingham). 6 Apr. 1785.
Docketed as 8 Apr.
Will follow James Watt's advice and have a single rather than a double engine for his forge. Progress with the engine house – Rennie will write more. John Wilkinson's trial of his slitting mill will help them decide if they should have one.
- 23.** Letter. Thomas Allingham (London) to James Watt (Birmingham). 14 Apr. 1785.
Are waiting for instructions on how to proceed. The pit is dug.
- 24.** Letter. Thomas Allingham (Rotherhithe) to James Watt (Birmingham). 10 Aug. 1785.
When can he expect his engine. They need it immediately.
- 25.** Letter. John William Anderson & Co. (London) to Matthew Boulton (Birmingham). 27 May 1790.
Docketed "Recommendation of the Princess Czartoryski May 1790, received in July."
The Princess Czartoryska is visiting England and its manufactories – can Matthew Boulton see her when she is in Birmingham.
- 26a.** Letter. Andover Canal Committee per G. Y. Fort, Chairman (—) to Boulton & Watt [Soho]. 12 Apr. 1790.
Docketed "Resolutions Andover Canal Co." Enclosing (b) below.
Sending a note of a resolution of the Committee to enquire about an engine and to send a copy of John Rennie's report.
- b.** Transcript of letter. John Rennie (New Surrey Street, London) to the Committee of the Andover Canal. 1 Mar. 1790.
Report of his survey of the proposed route of the canal, including his recommendation of a steam engine
- 27.** Letter. Thomas Lloyd Anwyl for Blakeway & Co. (Lion Inn, Shrewsbury) to Boulton & Watt [Soho]. 16 Jun. 1788.
Agreeing to Boulton & Watt's proposals and returning the deeds.
[This was an agreement for a reduction in the premium of the Shelvfields Gravel engine.]
- 28a.** Letter (in French). L'Abbé d'Arnal Chavoire (Nîmes) to Boulton & Watt [Soho]. 9 Nov. 1787.
Docketed "Never answered being a proprietor of D. Cr." Enclosing (b) below.
Is in charge of mills in Nîmes. Has been supplied with a small engine by Perier Frères which does not work well and is damaging the reputation of engines. Wants a new one from Boulton & Watt. Details of the engine. Proposals for steam-powered boats.
- b.** Elevation of the engine.
Marked "Machine à feu actuelle de Nîmes, laquelle est de 24 puces français."

29. Letter. Peter Atherton (London) to Boulton & Watt [Soho]. 20 Jan. 1791.
Intends to visit Soho to order two or three engines for cotton spinning mills.
[Mis-dated by Atherton as 1781.]

30. Letter. Peter Atherton (Manchester) to Boulton & Watt [Soho]. 17 Apr. 1791.
Docketed "Liverpool bill against smoky chimneys."
Proposals in Manchester to get an Act of Parliament requiring owners of engines to build high chimneys. This will add expense to Boulton & Watt's engines – they should exempt them from being included with common engines. Is thinking of buying an engine but does not want to erect a high chimney.

3/386 General Correspondence, B

(6 items)

- 1.** Letter. Jos. Brooks (Woodstock) to Matthew Boulton (Soho). 15 Aug. 1786.
Enquiring about a steam engine on behalf of the Committee of the Proprietors of the Oxford Canal. Boulton has used the sheet for notes and calculations.
- 2.** Transcript of letter. Matthew Boulton (London) to Jos. Brooks (Woodstock). 28 Aug. 1786.
Details of the engine erected for the Birmingham Canal Co. at the Summit Locks.
- 3.** Letter (in French). Monsieur — Brunelle (London) to James Watt (Birmingham). "Le jeudi au soir" [11 Dec. 1788?].
Docketed and postmarked as 12 Dec., which was a Friday. Watt docketed this letter as 1789, but in the Boulton & Watt Letter Book 1788—1790 he replies to Brunelle's letter of "Jeudi" on 14 Dec. 1788.
- 4.** Letter (in French). Monsieur — Brunelle (London) to James Watt (Birmingham). "Le mardi 16" [16 Dec. 1788?].
Docketed as 1789, but postmarked as 1788.
Docketed "About Angres."
- 5.** Letter (in French). Monsieur — Brunelle (Wimbledon) to James Watt (Birmingham). 25 Dec. 1788.
- 6.** Letter (in French). Monsieur — Brunelle (Wimbledon) to James Watt (Birmingham). "Le dimanche au soir" [4 Jan. 1789?]. 2 sheets.