

**MS 3147/3/414**  
**GENERAL CORRESPONDENCE, K**  
**1795—1798**

1. Letter. James Keir (West Bromwich) to James Watt Jr. [Soho]. 2 Jul. 1795.  
*Would have accepted the Watt's invitation and would have been happy to meet Mr. Kirwan, but he has to be at his works in Tipton as some colliers are digging under it.*
2. Letter. James Keir ("near Birmingham") to James Watt Jr. (Soho). 3 Aug. 1795.  
*Has heard Matthew Boulton is coining a set of medals of the Kings of England – if so, a friend wishes him to purchase a set. Wishes James Watt Jr. success with his improvements to the copying machine. [The docket notes that Keir was at Smethwick.]*
3. Letter. James Keir & Co. per John Nimmo to Boulton & Watt (Birmingham) 4 Aug. 1798.  
*Requesting payment for a cask of tallow and annexing Matthew Boulton's private account with them. [The account has been cut away. The docket notes that the tallow was for Soho Foundry.]*
4. Letter. James Keir & Co. per John Nimmo to Boulton & Watt (Birmingham). 10 Aug. 1798.  
*Acknowledging receipt of Boulton & Watt's bill in payment for tallow.*
5. Letter. John Kendrick (Wrexham) to Boulton & Watt (Soho). 15 Apr. 1796.  
*Docketed "Offering his services."*
6. Letter. Kent Myers & Co. (Liverpool) to Boulton & Watt (Birmingham). 18 Sep. 1795.  
*Requesting an estimate for a new engine for their white lead works. Details of the works and sketch of their present engine house. Have seen the engine at the plate glass manufactory.*
7. Letter. Kent Myers & Co. (Liverpool) to Boulton & Watt (Birmingham). 9 Dec. 1795.  
*Cannot afford a new steam engine. Intend to keep their old one and their windmill.*
8. Letter. Thomas Kevill (Trevenson) to Boulton & Watt (Soho). 24 Jul. 1798.  
*Asks for a reduction in Cook's Kitchen mine's monthly premium payments, so that it is on a footing with other nearby mines.*
9. Letter. Thomas Kevill Jr. (Trevenson) to Boulton & Watt (Soho). 5 May 1798.  
*Problems of Wheal Abraham – asks for a reduction in the amount they owe Boulton & Watt.*
10. Letter. Thomas Kingsford (Barton Mill, near Canterbury) to Boulton & Watt (Soho). 15 Dec. 1795.  
*Requesting an estimate for an engine for a friend's proposed tide corn mill, to work during the neap tides. Sketch and details of the mill.*
11. Letter. John & Robert Kirkman (Liverpool) to Boulton & Watt (Birmingham). 24 Dec. 1795.  
*Asking to delay settlement of their account for a month. Ordering a large copying machine.*

12. Letter. Edward Knowles (Spring Estate, Trelawny, Jamaica) to Boulton & Watt (Birmingham). 5 Dec. 1797.  
*Requesting an estimate for an engine to pump water for the water wheel at his sugar cane mill. If it answers well, he will want a second engine and expects other orders will follow.*
13. Letter. Edward Knowles (Spring Estate, Trelawny, Jamaica) to Boulton & Watt (Birmingham). 8 May 1798.  
*Does not know if the packets carrying his previous letters got through. Repeats his request for an estimate for an engine for his sugar cane mill.*
14. Letter. Edward Knowles (Spring Estate, Trelawny, Jamaica) to Boulton & Watt (Birmingham). 22 Oct. 1798.  
*An engine has been erected on Lord Penrhyn's estate at Clarendon. Plans to view it to judge its suitability for his sugar cane mills.*
15. Letter. Arthur Knox (Clifton) to Boulton & Watt (Soho). 6 Aug. 1798.  
*Has received the Japanned lamp and will give the money to Dr. Beddoes. A Dublin distiller has asked him to get an estimate for a steam engine.*
16. Letter. John Knuckey (London) to Boulton & Watt (Soho). 3 Jul. 1796.  
*Docketed "State of Coleman's engine."*
17. Letter. John Knuckey (London) to Boulton & Watt (Soho). 16 Aug. 1796.  
*Docketed "Grand Junction engine."*
18. John Knuckey (London) to James Watt Jr. (Soho). 24 Aug. 1796.  
*Docketed "Attempts to exculpate himself from the charges Mr. Coleman has preferred against him."*
19. Letter. John Knuckey (London) to M. R. Boulton (Soho). 27 Mar. 1797.  
*Does not know what his brother can have done to displease Boulton. His brother's good character. If he is to be dismissed, his father will pay his account to John Woodward. His own work on the New River Head engine – problems with his master Mr. Melien [Robert Mylne].*

**MS 3147/3/415**  
**GENERAL CORRESPONDENCE, L**  
**1795—1798**

1. Letter. John Laird (Greenock) to Boulton & Watt (Soho). 30 Jan. 1798.  
*What power does he need to to spin 100 tons of flax and steny a year.*
2. Letter. W. H. Lambton (Bristol) to ? (—). 4 Jun. 1796.  
*The engine piracy of his agent Mr. Featherstonhaugh, who had erected a Hornblower engine at one of Lambton's collieries. Enclosing a letter from Featherstonhaugh, who is "a most repentant pirate". Problems with his copying machine.*
3. Letter (transcript). W. Featherstonhaugh (Lambton) to W. H. Lambton (—). 27 May 1796.  
*Had erected engines of types used at other collieries and had not intended to encourage piracy. Humphrey Jeffreys' threatened action [over Robert Cameron's patent]. The charge of erecting a Hornblower engine is a mistake – this was probably Mr. Nesham. Part of Lambton's above letter has also been copied onto this sheet.*

4. Letter. J. B. Lammens (London) to Boulton & Watt (Soho). 11 Jun. 1798.  
*L. J. Bauwens [of Ghent] cannot import an engine until peace is concluded. Can Boulton & Watt send him a draft for the £300 they owe Bauwens.*
5. Letter. J. B. Lammens (London) to Boulton & Watt (Soho). 16 Jun. 1798.  
*Went to 13 London St. to get L. J. Bauwens' bill from Charlotte Matthews, but was told by a clerk it had been returned to Boulton & Watt and they would send it to Lammens. Finds this irregular. Assures Boulton & Watt that Bauwens will place any orders with them.*
6. Letter. J. B. Lammens (London) to Boulton & Watt (Soho). 19 Jun. 1798.  
*Acknowledging receipt of their bill for L. J. Bauwens.*
7. Letter. John Landor (St. Day) to Boulton & Watt (Birmingham). 13 Jul. 1795.  
*He and William Murdock were forced to go to Poldice mine by 300 miners, but they escaped unhurt. Bull's engine is stopped. The whole county is embittered against him. Fears for his life. Wishes to leave.*
8. Letter. John Landor (St. Day) to Boulton & Watt (Birmingham). 19 May 1796.  
*Is hardly making a living. Since he put up the engine at Wheal Gorland has only had his small salary from Poldice mine to live on. Has been attending the Gorland engine but has been paid nothing. Does not know when he is to put up Wheal Fortune's engine. Wishes to come home.*
9. Letter. John Landor (St. Day) to William Murdock (Soho). 4 May 1797.  
*Sale of Trusel's engine. Claims by Cornish mechanics that James Watt did not invent his engine. Bull and Richard Trevithick's plans to purchase engines and "work by the pressure of steam". Has heard that Trevithick is "going through the mines striving to make way for the Bulls Horns". United Mines cannot decide about a new engine – Trevithick has been there. Wheal Providence might need a new engine – suggests they buy the little engine at Wheal Carpenter. Is determined to force Trevithick and Bull to put up engines "for less than nothing". His own situation has not changed. Trevithick's reports of another significant trial coming to court. Can Murdock get track down Daniel Moore for him. Hopes his "years of punishment in Cornwall" will soon be over.*
10. Letter. A. Lane (Manchester) to Boulton & Watt (Birmingham). 19 Feb. 1796.  
*His insolvency – has drained his private concerns trying to support the firm of Woodhead & Lane. Will settle his account soon. Some superfluous copper pipes ordered by Isaac Perrins – would these do for B. & W. Sandfords' engine.*
11. Letter. A. Lane (Manchester) to Boulton & Watt (Birmingham). 7 Oct. 1796.  
*Arrangements for B. & W. Sandford to settle his account. Thanks Boulton & Watt for their kindness.*
12. Letter. A. Lane (Manchester) to Boulton & Watt (Birmingham). 3 Mar. 1798.  
*Can they recommend a good engineman.*
13. Letter. Langmead & Co. (Plymouth) to Boulton & Watt (Soho). 29 Jun. 1797.  
*Returning their engine agreement. They are no longer Clark Langmead & Co. as Mr. Clark has died. Will proceed with the framing work as Boulton & Watt suggested.*
14. Letter. Langmead & Co. (Plymouth) to Boulton & Watt (Soho). 8 Nov. 1797.  
*Enclosing a bill of exchange for £350 for materials for their engine.*

15. Letter. Langmead & Co. (Plymouth) to Boulton & Watt (Soho). 3 Sep. 1798.  
*The goods being forwarded complete their order – they do not understand what “the remaining segments” refers to.*
16. Letter. Langmead & Co. (Plymouth) to Boulton & Watt (Soho). 20 Nov. 1798.  
*Enclosing three Bank of England notes in payment for William Murdock’s work and various parts. The character of Mr. Gouk, who works for Mr. Clarke at Butshead Mills.*
17. Letter. R.L. La Touche (Dublin) to Matthew Robinson Boulton (Soho). 9 Apr. 1798.  
*Wishes his epaulets to be sent unmounted.*
18. Letter. John Laurence (—) to Boulton & Watt (Soho). 3 Jul. 1797.  
*Has found out from Mr. Jeffreys when the engine at Malehurst was stopped.*
19. Memorandum. The Lead Hills Co. – Calculations of Lead. 6 May 1795.  
*Calculations re. the shipping of lead to Hull – duty, freight charges etc.*
20. Letter. The Lead Hills Co. per Jos<sup>h</sup>. Atkinson (London) to Boulton & Watt (Soho). 12 Sep. 1798.  
*The Company prefer to keep paying their engine premium half-yearly rather than pay a lump sum for two years in advance.*
21. Letter. George Lee (Manchester) to James Watt Jr. (London). 26 May 1795.  
*Glad that the law suit has turned out favourably. Will act as a referee in the case of John Dumbell’s purchase of Abraham Illingworth’s engine.*
22. Letter. George Lee (Manchester) to James Watt Jr. (Soho). 10 Sep. 1795.  
*Rumours of piracy by Bateman & Sherratt and Mr. Thackeray. “The Faculty’s” dislike of James Watt’s pneumatic apparatus. Can Peter Ewart send the boiler soon. Enclosing three bills. Returning surplus articles. The copying machines have not arrived, but he will try to “introduce them to notoriety”.*
23. Letter. George Lee (Manchester) to James Watt Jr. (Soho). 27 Nov. 1795.  
*Has received copying machine. Mr. Goodier has purchased one of Sherratt’s engines. His man Watkins has enquired about Runcorn & Co.’s engine, which is to be erected by a man under Isaac Perrins’ direction. Can James Watt Jr. thank Matthew Boulton for his invitation.*
24. Letter. George Lee (Manchester) to James Watt Jr. (Soho). 13 Dec. 1795.  
*Has sent the drugs James Watt Jr. wanted. Isaac Perrins is working at Stockport.*
- 25a. Letter. George Lee (Manchester) to James Watt Jr. (Soho). 15 Dec. 1795.  
*Enclosing (b) below.*  
*Watkins has not yet met Isaac Perrins. Plans to visit Soho. Encloses an advertisement of the sale of Abraham Illingworth’s factory and engine.*
- b. Newspaper cutting, from ?  
*Advertisement of the sale by auction of Abraham Illingworth’s cotton factory.*
26. Letter. George Lee (Manchester) to James Watt Jr. (London). 10 Jan. 1796.  
*Isaac Perrins confirms the account he gave to Watkins and will sign an affidavit.*

27. Letter. George Lee (Manchester) to Matthew Robinson Boulton (Soho). 10 Jan. 1796.  
*Isaac Perrins will sign an affidavit saying that Sturges & Co. 's engine has air pumps and a separate condenser. Can Matthew Robinson Boulton get Dearman 's to send the parts that are ready.*
28. Letter. George Lee (Manchester) to James Watt Jr. (Newcastle). 22 Jan. 1796.  
*Perrins has signed an affidavit. When can Lee meet James Watt Jr. in Leeds.*
29. Letter. George Lee (Manchester) to Matthew Robinson Boulton (Soho). 22 Jan. 1796  
*Perrins has signed the affidavit in the form prescribed by James Watt Jr. Wants sheet iron for window bottoms at his mill. Hopes to meet James Watt Jr. in Leeds. When will operations begin at the Foundry.*
30. Letter. George Lee (Manchester) to James Watt Jr. (Soho). 9 Oct. 1796.  
*Offers to testify for Boulton & Watt in the case against Maberley. When will the Foundry be finished – his thoughts on it and sale of engines when the patent expires.*
31. Letter. George Lee (Manchester) to James Watt Jr. (London). 24 Nov. 1796.  
*His thoughts on Boulton & Watt 's replies to the objections to James Watt 's patent specification. It cannot be argued that James Watt would risk invalidating the patent by being wilfully obscure, as the success of the engine depended on it being general applied and open to inspection. Has received his subpoena.*
32. Letter. George Lee (Manchester) to James Watt Jr. (—). 4 Mar. 1797.  
*Enclosing payment from Barrow Lees & Co. and an account of debts due to the copying machine company.*
33. Letter. George Lee (Manchester) to James Watt Jr. (Soho). 10 Mar. 1798.  
*Contents of two letters he wrote to James Lawson – he will want a 30 horse engine, and erection of the firm 's new factory has been suspended. Forwarding of various parts. Offers his cottage when James Watt Jr. visits in July. Closure of The Castle.*
34. Letter. George Lee (Manchester) to Matthew Robinson Boulton (—). 3 Nov. 1798.  
*Wants several tons of sheet iron – can Matthew Robinson Boulton find out the best place to buy it.*
- 35a. Letter. George Lee (Manchester) to James Watt Jr. (Soho). 7 Nov. 1798.  
*Enclosing (b) below. Forwarded to Watt Jr. in London.  
Peter Ewart 's suggestions for getting round the problem of regulating the speed of an expansive engine. If this works, he might be able to fit a 30 horse engine in. Mr. Joule, a brewer, wishes to pay Boulton & Watt 's premium and have an air pump fitted to his Stuart engine.*
- b. Notes and sketches by Peter Ewart on the governor etc.
36. Letter. George Lee (Manchester) to James Watt Jr. (London). 13 Nov. 1798.  
*Hopes James Watt Jr. will soon be able to announce victory in the legal case. Wants to work his new engine expansively and has extended his engine house to accommodate a 30 horse engine. Can James Watt Jr. get him some boots from Soames the shoemaker.*
38. Letter. George Lee (Manchester) to Matthew Robinson Boulton (Soho). 13 Nov. 1798.  
*Can Matthew Robinson Boulton order sheet iron for him from Messrs. Homfrays. Wishes success in their court case. Asks for Matthew Robinson Boulton 's thoughts on his plans for a new 30 horse engine.*

39. Letter. George Lee (Manchester) to James Watt Jr. (London). 22 Nov. 1798.  
*Hopes "the Welshman will have the grace to comprehend your case at the next hearing". He and Peter Ewart want to visit Soho.*
40. Letter. George Lee (Manchester) to Matthew Robinson Boulton (Soho). 9 Dec. 1798.  
*Mr. Partington expects to reach an agreement with the person who renting his engine. Can Matthew Robinson Boulton send the terms for Mr. Joule's premium. Needs the sheet iron Matthew Robinson Boulton ordered for him, and the steam pipes and safety valves. Left some papers at Soho – can Matthew Robinson Boulton forward them with a rough drawing of the engine framing. Has bought some Cheshire potatoes for "Mr. Watt" and will send some for Matthew Boulton.*
41. Letter. Lee & Gibson (Birmingham) to Boulton & Watt (Soho). 14 Oct. 1797.  
*The iron will be rolled to the size Boulton & Watt want and they will tell Boulton & Watt the time and price on Monday. The docket notes this iron was for George Lee.*
42. Letter. Charles Lees & Co. (Stockport) to Boulton & Watt (Birmingham). 27 Nov. 1795.  
*They are ready for the engine – the time for its delivery has expired. Their tenants are greatly inconvenienced.*
43. Letter. Samuel Lees & Co. (Stockport) to Boulton & Watt (Birmingham). 18 Dec. 1795.  
*Docketed "Samuel Lees & Co. or Charles Lees & Co." The engine has arrived and they need an engine erector.*
44. Letter. Charles Lees & Co. per Thomas Owen (Stockport) to Boulton & Watt (Soho). 9 Jan. 1796.  
*Docketed as 6 Jan,  
Benjamin Firth has fallen from a third floor door and will not be able to work for 6 weeks. Can Boulton & Watt send another erector. Abraham Illingworth's engine is now working. They are very anxious to have theirs.*
45. Letter. Daniel Lees (Oldham) to Boulton & Watt (Soho). 11 Mar. 1796.  
*Problems with the structure of his mill mean he cannot install a Boulton & Watt engine. Is installing a "two cylinder" type but does not want to infringe Boulton & Watt's patent. Therefore wants to know the price of an air pump.*
46. Letter. Daniel Lees (Oldham) to Boulton & Watt (Soho). 6 Apr. 1797.  
*Has been open with Boulton & Watt, so is surprised they are offended. Does not have the capital to pay the premium all at once. His suggestions for payment schemes – is willing to pay the same way as his neighbour Mr. Clegg.*
47. Letter. Daniel Lees (Oldham) to Boulton & Watt (Soho). 14 Jun. 1797.  
*Hopes to raise the money in the installments that Boulton & Watt want. Is happy for them to calculate the charge from any day of the month. Dimensions of the engine.*
48. Letter. Daniel Lees (Oldham) to Boulton & Watt (Soho). 3 Nov. 1797.  
*Has settled part of the account of his late uncle John Lees with James Lawson. Arrangements to pay for his own engine.*
49. Letter. Daniel Lees (Oldham) to Boulton & Watt (Soho). 22 Nov. 1797.  
*Payment of part of his account. Settlement of his uncle John Lees' account - Lawson charged for less time as he knew when the engine had been stopped. Payment for a parcel of taps.*

50. Letter. John Lees (Pit Bank near Oldham) to Boulton & Watt (Soho). 4 Dec. 1795.  
*Problems of working his engine caused by his original boiler being too small. Is not willing to pay any premium until the damage has been made good.*
- 51a. Letter. John Lees (Pit Bank) to Boulton & Watt (Soho). 12 Jan. 1796.  
*Kept with (b) below.*  
*Did not overload the engine. Boulton & Watt advised him to buy an old one rather than order a new one. If he had had a new engine it would have been better for him, as he has been put to expense with this one. Offers to pay £120 to settle all premiums and expenses.*
- b. Drafts. 2 sheets.  
*Drafts of two letters, as follows:*  
Matthew Robinson Boulton to John Lees. Not dated.  
Matthew Robinson Boulton to Thomas Jones (Manchester). 6 Feb. 1796.  
*[The latter letter concerns the case of John Dumbell.]*
52. Letter. John Lees (Islington Mill) to Matthew Robinson Boulton (at Mr. Jones', Manchester). – Jun. 1796.  
*Enclosing bills paying his premium to midsummer and for work on the boiler.*
53. Letter. David Linn & Son (Leith) to Boulton & Watt (Birmingham). 25 Apr. 1795.  
*Have received an order from Dr. Barker at Lead Hills to ship lead for Boulton & Watt.*
54. Letter. David Linn & Son (Leith) to Boulton & Watt (Birmingham). 1 May 1795.  
*Advice of the shipment of lead from the Lead Hills Co.*
55. Transcript of letter. David Linn & Son (Leith) to Boulton & Watt (Soho). 17 Sep. 1795.  
*On the same sheet:*  
Certificate of shipping of lead by David Linn Jr. 16 Sep. 1795.  
*Docketed "NB The original sent to Mr. Broadley the 12<sup>th</sup> July 96."*
56. Letter. David Linn & Son (Leith) to Boulton & Watt (Soho). 28 Jul. 1796.  
*Docketed as 26 Jul.*  
*Customs officers are undecided about whether Boulton & Watt can export lead. However if they send it to Linn & Son they can manage it for Boulton & Watt.*
57. Letter. David Linn & Son (Leith) to Boulton & Watt (Soho). 28 Dec. 1796.  
*The lead has not yet arrived. What is the lowest price Boulton & Watt will accept.*
58. Letter. David Linn & Son (Leith) to Boulton & Watt (Soho). 11 Feb. 1797.  
*Cannot sell the lead locally at Boulton & Watt's price. Do they want to ship it to Hamburg.*  
The letter has been mis-dated as 1796.
59. Letter. David Linn & Son (Leith) to Boulton & Watt (Soho). 8 Apr. 1797.  
*They are shipping lead to Hamburg – do Boulton & Watt want to try to sell their lead there.*
60. Letter. David Linn & Son (Leith) to Boulton & Watt (Soho). 29 Apr. 1797.  
*Will send a bill of loading for the lead.*
61. Letter. David Linn & Son (Leith) to Boulton & Watt (Soho). 18 May 1797.  
*Annexing a note of their charges for shipping the lead to Hamburg. The account is on the same sheet.*
62. Letter. David Linn & Son (Leith) to Boulton & Watt (Soho). 7 Jun. 1797.  
*Acknowledging receipt of Boulton & Watt's draft.*

- 63a.** Transcript of letter. Boulton & Watt (Soho) to John Petty Dearman (—). 5 Sep. 1795  
*Docketed as Lippi & Tondi. Kept with (b) & (c) below.*  
*The activities of Messrs. Lippi and Tondi from Naples. Their visits to Cornish mines, Welsh iron works and Soho. Their attempts to obtain models of steam engines and to seduce one of Dearman's workers. Their activities are criminal – possible courses of action. Iron masters around the country should be warned about them.*
- b.** Transcript of letter. C. Lippi (London) to ? [Dearman's employee]. 30 Aug. 1795.  
*Hopes he will keep his word and provide models of various steam engines – list of the models. Encouraging him to come to Naples.*
- c.** Letter. John Petty Dearman (—) to Matthew Boulton or James Watt (—). 7<sup>th</sup> day [7 Sep. 1795?]
- 64.** Letter. Thomas Livesey (—) to Boulton & Watt (Soho). 17 Aug. 1798.  
*Enquiring about an engine for John Lees of Oldham.*
- 65.** Letter. Thomas Livesey (Werneth) to Boulton & Watt (Soho). 11 Sep. 1797.  
*Ordering various items for the Werneth new engine of Barrow Lees Jones Duncust & Co. and requesting an estimate for a new one.*
- 66.** Letter. Thomas Livesey (—) to Boulton & Watt (Soho). 13 Oct. 1797.  
*Ordering a 6 horse engine for Barrow Lees Jones Duncust & Co.*
- 67.** Letter. Thomas Livesey (Werneth) to Boulton & Watt (Soho). 15 Dec. 1798.  
*Requests an estimate of 6 and 8 horse engines for Mr. Criswell of Fairfield. Can Boulton & Watt send the drawings of Dunkerley's engine. Orders pasteboard for Barrow Lees Jones Duncroft & Co.*
- 68.** Letter. Charles Lloyd (Birmingham) to Matthew Boulton (—). 7 Sep. 1798.  
*Docketed as 7 Nov. 1799.*  
*Enquiring on behalf of a young man called Chattock who is seeking a clerk's post.*
- 69.** Letter. S. N. & C. Lloyd (Birmingham) to Boulton & Watt (Soho Foundry). 3 Aug. 1798.  
*Soliciting Boulton & Watt's custom for sheet iron for the Foundry. Their prices and terms.*
- 70.** Letter. S. N. & C. Lloyd (Birmingham) to Boulton & Watt Jrs. ("Smethwick Foundry"). 11 Nov. 1798.  
*Thank Boulton & Watt for sending for a parcel of iron on trial.*
- 71.** Letter. William Lloyd (Llangefni) to Matthew Boulton (Birmingham). 6 Jan. 1796.  
*Requests details of a steam engine for a colliery.*
- 72.** Letter. William Lloyd (Llangefni) to Boulton & Watt (Soho). 14 Jan. 1796.  
*Wants to know the cost of an engine for the colliery.*
- 73.** Letter. Malcolm Logan (Cadiz) to James Watt (Soho). 28 Jan. 1795.  
*Docketed as 25 Jan.*  
*Problems in Cadiz – is not being paid, has not seen Mr. de Torres and nothing is happening with the engine. Has seen Mr. Wetherell's mill in Seville. Details of the mill and a drawing of the layout. The Neapolitan consul has called on him to find out why he is staying so long in Spain – transcript of Logan's letter to the consul explaining why.*



74. Letter. Malcolm Logan (Cadiz) to James Watt (Soho). 8 Feb. 1795.  
*This letter was forwarded to James Watt in London.  
Nothing is happening with Mr. de Torres' engine at Cadiz. Further details of Mr. Wetherell's mill in Seville.*
75. Letter. Malcolm Logan (Cadiz) to Boulton & Watt (Soho). 11 Apr. 1795.  
*Thanks them for their "interference" with Mr. Torres, and the credit they have arranged on Mr. Duff. The engine is ready to be put up but orders still have not come. Has not seen Mr. de Torres. Never received the drawing instruments they sent about two years ago. Will do his utmost to procure orders and promote their interests.*
76. Letter. Malcolm Logan (Seville) to James Watt (Soho). 29 Apr. 1795.  
*Is in Seville at the request of the Governor to erect pumps. Various buildings in Seville that might require steam engines. Mr. de Torres has still not settled his pay. Plans for Mr. Wetherell's engine.*
77. Letter. Malcolm Logan (Cadiz) to James Watt (Soho). 25 Jun. 1795.  
*Plans for Mr. Wetherell's engine. Beginning of the foundations of de Torres' engine at Cadiz.*
78. Letter. Malcolm Logan (Cadiz) to James Watt (Soho). 29 Jan. 1796.  
*Has heard nothing about the drawings or Mr. Wetherell's engine for Seville. Had hoped to put it up as the King is going to be in Seville. Slow progress at Cadiz with Mr. de Torres' engine. He says he has had no drawings. Logan has not traced the drawing instruments Boulton & Watt sent.*
79. Memorandum. Memorandum for Mr. Warrington, respecting the Corn Mill erected by Malcolm Logan at Carditello near Naples. Mar. 1797.
80. Letter. Michael Logan (Rotherhithe) to Boulton & Watt (Birmingham). 23 Apr. 1798.  
*Has seen the description of Messrs. Argand and Montgolfier's ram in the Morning Chronicle – thinks it may be a plagiarism of an idea of his which he put to a member of the Royal Society who then went to France.*
81. Letter. Michael Logan (Rotherhithe) to Boulton & Watt (Birmingham). 6 Jun. 1798.  
*Has been to the Patent Office – Argand's ram is different to his invention. Will happily send details of his invention to Boulton & Watt with a view to partnership.*
82. Letter. Love & Spear (Sheffield) to Boulton & Smith (Soho). 1 Sep. 1798.  
*A friend of theirs wants an estimate of an engine. A copy of the original enquiry is on the same sheet and is dated 15 Apr. 1798, but there is no mention of a name.*
83. Letter. Thomas Lovett (Chirk) to Boulton & Watt (Birmingham). 16 Feb. 1797.  
*Declines becoming manager of Minera mine – lacks mining knowledge and is too busy. Knows Mr. Burton and thinks he is of good character. William Jones is of good character but not equal to the task of being underground agent.*
84. Letter. Mrs. H. Lowe (Nottingham) to John Southern (Soho). 25 Nov. 1797.  
*Her husband is absent and she cannot answer his query about the oak timber. Her husband will reply when he returns.*
85. Letter. Thomas Lowe (Nottingham) to Boulton & Watt (Soho). 9 Oct. 1796.  
*His men have gone to put up Mr. Nevin's framing.*

86. Letter. Thomas Lowe (Nottingham) to Boulton & Watt (Soho). 27 Apr. 1798.  
*Has not heard from Mr. Marsland, but will send men to put the cistern in.*
87. Letter (in French). Jean André de Luc (Windsor) to James Watt Jr. (London). 29 Nov. 1796.  
*Offers his services as a witness for Boulton & Watt. However has forgotten much about steam engines so can James Watt Jr. send him copies of questions he might be asked. Has sent James Watt Jr.'s letters to Dr. Herschel and Dr. Lind.*
88. Letter (in French). Jean André de Luc (—) to James Watt Jr. (London). 30 Nov. 1796.  
*Forgot to put the number of James Watt Jr.'s address on his last letter – is afraid he might not get the letter. Is coming to London.*

**MS 3147/3/416**  
**GENERAL CORRESPONDENCE, M**  
**1795—1798**

1. Letter. Jonathan Mabbott for Philip Mayers & Co. (47 Hanging Ditch, Manchester) to Boulton & Watt (Birmingham). 17 Mar. 1798.  
*Henry and Thomas Henshaw of Oldham want an engine for their snuff factory. Can Boulton & Watt get James Lawson to call on them. The Henshaws and Sarah Taylor are trading under the name of Philip Mayers & Co.*
2. Letter. Jonathan Mabbott (47 Hanging Ditch, Manchester) to Boulton & Watt (Soho). 16 Apr. 1798.  
*A three horse engine will be sufficient, but Philip Mayers & Co. want an engine as large as their premises will admit. Dimensions of the proposed site.*
3. Letter. George M<sup>c</sup>Carthy (Loughor) to Boulton & Watt (Birmingham). 15 Mar. 1798.  
*Offering an estate rich in iron and coal. Details of the veins.*
4. Letter. M<sup>c</sup>Connel & Kennedy (Manchester) to Boulton & Watt (Birmingham). 1 Jul. 1797.  
*The letter is signed by both James McConnel and John Kennedy. They have been recommended to have a larger and stronger boiler than Boulton & Watt usually supply. Intend to use Boulton & Watt's plan for heating the rooms. The building is almost ready. Can Boulton & Watt send the deeds of agreement.*
5. Letter. M<sup>c</sup>Connel & Kennedy (Manchester) to Boulton & Watt (Birmingham). 4 Aug. 1797.  
*When will Boulton & Watt be sending their engine.*
6. Letter. M<sup>c</sup>Connel & Kennedy (Manchester) to Boulton & Watt (Birmingham). 15 Sep. 1797.  
*Returning one part of their deed of agreement. Can Boulton & Watt send a reliable erector.*
7. Letter. M<sup>c</sup>Connel & Kennedy (Manchester) to Boulton & Watt (Birmingham). 19 Sep. 1797.  
*Boulton & Watt should defer sending the erector as the framing is not quite ready.*

- 8a.** Letter. Robert McKean (Bordenton, New Jersey, USA) to Boulton & Watt (Birmingham). 30 Mar. 1798. 2 sheets.  
*Enclosing (b) and (c) below.*  
*Docketed "Advice of his having taken out a patent for the application of steam engines to rotative purposes and offer of a share thereof."*
- b.** Memorandum. Transcript of McKean's patent schedule. 29 Mar. 1798.
- c.** Memorandum. Transcript of McKean's proofs of American citizenship. 7 Mar. 1798.
- 9.** Letter. Mackmurdo Hicks & Theobald (Oldford) to Boulton & Watt (Birmingham). 3 Oct. 1796.  
*Messrs. Westons have introduced them to Boulton & Watt. Want an engine for their calico printing works in London. Requesting estimates of engines of various sizes.*
- 10.** Letter. Gavin M<sup>c</sup>Murdo (Newcastle) to Boulton & Watt (Soho). 16 Apr. 1796.  
*Has finished Walker & Fishwick's engine – it is working very well. Where do they plan to send him next.*
- 11.** Letter. Gavin M<sup>c</sup>Murdo (Rainton Colliery) to Boulton & Watt (Soho). 30 Oct. 1796.  
*Has sent the drawings of the Newbottle engine. Samuel Bramley has gone to work with George Taylor, as he is kept back at Renton for want of wood. His name has been put forward for the militia at Renton.*
- 12.** Letter. Gavin M<sup>c</sup>Murdo (Newcastle) to Boulton & Watt (Soho). 21 Mar. 1798.  
*Thomas Barnes ordered that he was to go to Partington to repair the engine there – they have not said they are ready for him yet. Has been finished since the first of the month.*
- 13.** Letter. Gavin M<sup>c</sup>Murdo (Partington) to Boulton & Watt (Soho). 16 Apr. 1798.  
*Has almost finished repairing Messrs. Backhouse' engine. Details of what he has done. Will go to Leeds as Boulton & Watt have instructed.*
- 14.** Letter. Gavin M<sup>c</sup>Murdo (Leeds) to Boulton & Watt (Soho). 25 Sep. 1798.  
*Sorry they cannot make out his account. Has almost finished work on Mr. Walker's engine. Poor condition of Mr. Fenton's engine.*
- 15.** Letter. Charles M<sup>c</sup>Niven for Brodie & Co. (Manchester) to Boulton & Watt (Soho). 15 Aug. 1798.  
*What are their terms for letting them erect a 12 horse engine. Have never infringed Boulton & Watt's patent, but they have made several common engines.*
- 16.** Memorandum. Mr. M<sup>c</sup>Taggart's Note of Engines & Horse Gins now erected at Glasgow. Aug. 1798.
- 17.** Letter. The Madeley Wood Co. per Walter Bradley (Madeley Wood, near Shifnal) to Boulton & Watt (Birmingham). 2 Jan. 1796.  
*Account of pig iron they have shipped to Boulton & Watt.*
- 18.** Letter. James Marshall (Manchester) to Boulton & Watt (Soho). 14 Oct. 1798.  
*Not dated – date taken from the docket.*  
*Enquiring about how soon his engine will be ready. Has items for the fire grate left over from his last engine.*

19. Letter. John Marshall (Northwich) to Boulton & Watt (Soho). 18 Nov. 1796.  
*Can they send his pulleys and stand pipes immediately. Will have everything for the engine complete in 3 or 4 days.*
20. Letter. Thomas Marshall per James Boyer (Northwich) to Boulton & Watt (Soho). 8 Aug. 1797.  
*Sending five bills of exchange and promising to pay the balance as soon as possible.*
21. Letter. Marshall & Benyons per Benjamin Benyon (Shrewsbury) to Boulton & Watt (Soho). 25 Nov. 1795.  
*Enquiring about an engine for a corn mill.*
22. Letter. Marshall & Benyons (Leeds) to Boulton & Watt (Soho). 16 Feb. 1797.  
*How soon can Boulton & Watt deliver their 20 horse engine.*
23. Letter. Marshall & Benyons (Leeds) to Boulton & Watt (Soho). 26 Mar. 1798.  
*Enclosing payment for their premium and James Lawson's attendance. Enquiring about terms for a 30 horse engine. Hope Boulton & Watt's terms will be favourable as their patent expires soon.*
24. Letter. Samuel Marsland (Grosvenor Square, Manchester) to Boulton & Watt (Birmingham). 14 Dec. 1795.  
*His arrangements with R. Owen & Co. about the engine. When Owen's engine is fully loaded he will erect one of his own.*
25. Letter. Samuel Marsland (Grosvenor Square, Manchester) to Boulton & Watt (Birmingham). 16 Dec. 1797.  
*Requesting an estimate for a 30 horse engine.*
26. Letter. Samuel Marsland (Manchester) to Boulton & Watt (Soho). 20 Feb. 1798.  
*Wants two 40 horse engine boilers for his 32 horse engine.*
27. Letter. Samuel Marsland (Manchester) to Boulton & Watt (Birmingham). 16 Mar. 1798.  
*Ordering two boilers of the size Boulton & Watt mentioned. Thinks there is an error in the price. When can he expect his engine.*
28. Letter. Samuel Marsland (Manchester) to Boulton & Watt (Birmingham). 7 Apr. 1798.  
*Mr. Lowe will give them details of the rotative shaft. Has agreed with James Lawson that Boulton & Watt will send an engine erector.*
29. Letter. Samuel Marsland (Manchester) to Boulton & Watt (Birmingham). 19 Apr. 1798  
*Most of the engine has arrived – can they send the erector. If millwrights are required they should contact Mr. Lowe. Progress with the engine house.*
30. Letter. Samuel Marsland (Manchester) to Boulton & Watt (Soho). 25 Apr. 1798.  
*The boilers have arrived. Boulton & Watt's conjecture about the cistern and the framing is well founded. Progress with the building.*
- 31a. Letter (in French). Francesco Marti (Cadiz) to Boulton & Watt (Birmingham). 20 Mar. 1798.  
*Kept with (b) below.  
His plans in conjunction with Simon Plat, also called "Mensa et March", for establishing a flour mill similar to Albion mill in Cadiz. Questions on the construction of the mill.*

- b. Rough notes and calculations.  
*In Matthew Robinson Boulton's hand. Titled "Reference to Correspondence with Menza & Calculations upon the Engine Furnished."*
32. Letter (in French). Francesco Marti (Cadiz) to Boulton & Watt (Birmingham). 27 Mar. 1798.  
*The address and docket are on a separate wrapper.  
Further questions on the construction of the mill including a copy of questions he sent on 20 Mar. With wrapper.*
33. Letter (in French). Francesco Marti (Cadiz) to Boulton & Watt (Birmingham). 19 Apr. 1798.  
*Sending a copy of his letter of 27 Mar. to ensure their correspondence is not interrupted. Is impatient to hear from Boulton & Watt.*
34. Letter. Thomas Martin (Hull) to Boulton & Watt (Birmingham). 30 May 1795.  
*Mr. Wetherell says he has an engine to be shipped. He has two vessels sailing for Seville.*
35. Letter. Thomas Martin (Hull) to Boulton & Watt (Soho). 20 Jun. 1795.  
*His two vessels for Seville are nearly loaded. It might be best to deal with Mr. Wetherell over the freight of the engine.*
36. Letter. Samuel Martin (Hull) to Boulton & Watt (Birmingham). 5 Aug. 1795.  
*A vessel called the Diamond is now loading for Seville.*
37. Letter. Samuel Martin (Hull) to Boulton & Watt (Birmingham). 22 Aug. 1795.  
*The Diamond is loading for Seville. If Mr. Wetherell's engine is ready to go by this ship they should make arrangements for its stowage.*
38. Letter. Thomas Martin (Hull) to Boulton & Watt (Birmingham). 12 Dec. 1795.  
*Has returned from Seville and found Mr. Wetherell's engine not yet sent. Has two ships going to Seville.*
39. Letter. Thomas Martin (Hull) to Boulton & Watt (Birmingham). 7 Feb. 1796.  
*Has a brig sailing to Seville in March if the articles for Mr. Wetherell will be ready.*
40. Letter. Thomas Matthews (Bersham) to Boulton & Watt (Soho). 16 Mar. 1795.  
*Offering his services as a borer. William Wilkinson will recommend him.*
41. Letter. William Matthews (Chesterfield) to Boulton & Watt (Soho). 13 Apr. 1796.  
*Offering his and his son's services as furnacemen and his other son as a moulder.*
42. Letter. William Matthews (Wingerworth) to Boulton & Watt (Soho Foundry). 20 May 1796.  
*His and his sons' terms of employment and experience.*
43. Letter. Mathews Holt & Co. (Liverpool) to Boulton & Watt (Birmingham). 29 Jan. 1798.  
*Placing a conditional order for an engine provided 6 months is allowed.*
44. Letter. Mathews Holt & Co. (Liverpool) to Boulton & Watt (Soho). 2 Feb. 1798.  
*Confirmation of the order for a 6 horse engine.*
45. Letter. Mathews Holt & Co. (Liverpool) to Boulton & Watt (Soho). 14 Mar. 1798.  
*Their preparations will be complete in one month. Enquiring when they can expect their engine.*

46. Letter. Mathews Holt & Co. (Liverpool) to Boulton & Watt (Soho). 29 Apr. 1798.  
*When will the engine be sent. They are at a standstill for want of it.*
47. Letter. Mathews Holt & Co. (Liverpool) to Boulton & Watt (Soho). 9 May 1798.  
*Want an engine erector to be sent – could Boulton & Watt send James Law as mentioned.*
48. Letter. Mathews Holt & Co. (Liverpool) to Boulton & Watt (Soho). 14 May 1798.  
*The engine and the engine erector have arrived. They will send the agreement.*
49. Letter. Mathews Holt & Co. per John Atkinson (Liverpool) to Boulton & Watt (Soho). 8 Aug. 1798.  
*Has some “trifles” to send to William Rudge who erected their engine.*
50. Letter. Mathews Holt & Co. (Liverpool) to Boulton & Watt (Soho). 11 Nov. 1798.  
*Will send payment. Order another sun and planet wheel. The engine consumes double the quantity of fuel stated by the engine erector.*
51. Letter. John Maud (London) to Boulton & Watt (Soho). 18 Jul. 1797.  
*Intends to sink a well to ensure he has a water supply before ordering his engine.*
52. Letter. Gilbert Meason (Edinburgh) to Matthew Boulton (Birmingham). 31 Jan. 1797.  
*Problems with his engine – poor condition of the cylinder, high coal consumption. Recent attempts to open new veins in the mine. Would it be worth buying a new cylinder. The old cylinder has proved very expensive, but they have had no redress from Mr. Wilkinson whose people fraudulently “smoothed it up.”*
53. Letter. James Mellor (Stalybridge) to Boulton & Watt (Soho). 14 Nov. 1798.  
*Requesting estimates for 12 and 14 horse engines.*
54. Letter. James Mellor (Stalybridge) to Boulton & Watt (Soho). 29 Nov. 1798.  
*Requesting estimates for 12 and 14 horse engines. Has not had an answer to his letter of 14 Nov.*
55. Letter. Jos. de Mendosa Rioz (London) to James Watt (Soho). 10 Oct. 1797.  
*Has heard from Spain that the engineer at Cadiz is going back to Naples [presumably Malcolm Logan]. Can they send someone else. Thinks the whole scheme is wrong.*
56. Letter. James Meredith (Manchester) to Boulton & Watt (Soho). 20 Oct. 1796.  
*His tenant will not wait the time Boulton & Watt gave for the engine. Countermands his order.*
57. Letter. Paul Le Mesurier (London) to Boulton & Watt (Birmingham). 19 Feb. 1798.  
*Introducing James Remon of Jersey, who is involved in building a flour mill.*
58. Letter. Paul Le Mesurier (London) to Boulton & Watt (Birmingham). 11 Apr. 1798.  
*Introducing James Remon of Jersey, who is involved in building a flour mill. Remon may travel from Plymouth to visit Boulton & Watt.*
59. Letter. Richard Michell (Carharrack) to Boulton & Watt (Soho). 27 Apr. 1797.  
*Belives United Mines will ask Richard Trevithick and Edward Bull for engines – they are “in wonderful repute”. Trevithick proposes to erect a whim engine at Ale & Cakes mine. Rumours about the court case against Maberely. Attitudes of the “patent breakers” in Cornwall. Thoughts on the court case, his testimony and his own experiments with separate condensers. United Mines’ plans. Bull’s erection of an engine Wheal Sparnon bought from*

*Poldice mine, and his plans for working it without a cylinder cover. He has been ordered to prepare nozzle drawings for an engine for Ale & Cakes mine. Bull's legal costs. Trevithick's belief that Cornwall has paid Boulton & Watt enough money, and that the case will go against Boulton & Watt. Wishes he had gone to Birmingham with William Murdock.*

60. Letter. Richard Michell (Carharrack) to Boulton & Watt (Soho). 23 Nov. 1797.  
*United Mines wanted to erect an engine without infringing Boulton & Watt's patent – Richard Trevithick has said he can do this. He also proposed to erect a whim engine at Ale & Cakes mine. However United Mines bought Wheel Carpenter's engine, Mitchell is putting it up and Trevithick has quit the mine. Has been ordered to erect an engine at Poldory – cannot refuse as he needs the money and Trevithick and Bull will do it if he does not. Trevithick's proposals for Podice's engine. Details of Edward Bull's engine at Pednandray [Penandrea?]. Hornblower's engine at Penryn. Trevithick's engine at Dingdong mine. William Murdock's alterations to Bull's engine at Pednandray.*
61. Letter. N. Middleton (London) to James Watt & Co. (Soho). 27 Jan. 1798.  
*Ordering copying machine rollers and 'folios'.*
62. Letter. James Miller (Glasgow) to James Watt Jr. (Soho). 6 Sep. 1798.  
*Enclosing, at James Watt's request, a letter from Mr. Sword re. an engine – he may want the same favour as Mr. Patteson. Enclosing a letter from Ann Watt to Gregory Watt. Hopes to hear from Mrs. Robinson re. his girls. News of James Singer, Mrs. Marr. Gregory sent him a pair of nutcrackers for sealing wafers, but did not send a seal.*
63. Letter. Miller How & Co. (Leicester) to Boulton & Watt (Soho). 18 May 1797.  
*Disappointed that Boulton & Watt's man has not yet come.*
64. Letter. William Milnes (Ashover) to Boulton & Watt (Soho). 15 Oct. 1798.  
*Their engine man John Stratford has lost a very good cow [?]. Distress of his large family. Can Boulton & Watt send anything to help him raise another.*
65. Letter. Anthony Mitchell (Bedworth) to John Southern (Soho). 17 Jul. 1797.  
*Requesting an explanation of the straps for the connecting rod.*
66. Letter. John Mitchell (London) to Boulton & Watt (Birmingham). 10 Oct. 1798.  
*Will Montgolfier and Argand's ram raise water 40ft. above its source.*
67. Letter. John Mitchell (London) to Boulton & Watt (Birmingham). 19 Oct. 1798.  
*News of Mr. Argand. Plans to return to Paris so could convey a letter to Argand. Robert Fulton is still in Paris.*
68. Letter. D. Moore (Wellingborough) to Boulton & Watt (Soho). 28 Aug. 1798.  
*Has invented a horseless road vehicle but it lacks power. Envisages steam supplying this power. Will happily send Boulton & Watt details of it.*
69. Letter. Samuel C. Moore (Birmingham Heath) to Boulton & Watt (Soho). 21 Sep. 1797.  
*Good character of the bearer [William Burne] who has worked for Moore.*
70. Letter. William Moorman & Son (London) to Boulton & Watt (Soho). 27 Apr. 1797.  
*Returning the engine agreement. Their engine house is ready and [James] Cooper has his work prepared.*
71. Letter. George Morecroft (Birmingham) to Matthew Boulton (Soho). 13 Apr. 1796.  
*Payment for timber taken from Morecroft's yard by John Sheldon for Matthew Boulton. Sheldon's attempt to deceive Morecroft.*

72. Letter. Charles Morley (Nottingham) to Boulton & Watt (Birmingham). 29 Aug. 1798. *Intends selling his cotton machinery and engine. How should he proceed respecting the remaining premium payments.*
73. Printed circular. Benjamin Morris for the Rose Copper Co. (Birmingham) to Matthew Robinson Boulton (—). 8 Jan. 1796. *Allocation of copper and brass to Boulton according to his shares in the company.*
74. Letter. Adam & George Murray (Manchester) to Boulton & Watt (Soho). 26 Sep. 1798. *Their engine materials have arrived and they want an engine erector to be sent.*
75. Letter. Robert Mylne (London) to Boulton & Watt (Soho). 5 Mar. 1795.
76. Letter. Robert Mylne (London) to Boulton & Watt (Soho). 7 Apr. 1795. *Has been receiving items from John Wilkinson – he does not know or want to deal with anyone else but Boulton & Watt. Is still waiting for two piston rods. Has not received the bucket and clack for the old engine, but has been referred to Wilkinson.*
77. Letter. Robert Mylne (London) to Boulton & Watt (Soho). 21 Apr. 1795.
78. Letter. Robert Mylne (London) to James Watt Jr. (Soho). 1 May 1795. *Can he ask Mr. Houghton of the Birmingham Canal Co. about the character of Mr. Willetts. Has received the bucket and clack for the New River Head engine, and has found the two piston rods at Chelsea water works.*
79. Letter. Robert Mylne (Gloucester) to James Watt Jr. (Heathfield). 23 May 1795. *Completion and trial of the Gloucester & Berkeley Canal Co.'s little engine. George Taylor will leave in a week – can they send an engineman to work it.*
80. Letter. Robert Mylne (London) to James Watt Jr. (Soho). 6 Jun. 1795. *Unsuitability of local men in Gloucester to be enginemen. Wants Boulton & Watt to send someone. Problems with George Taylor and his “great many little contrivances about the engine”. Can James Watt Jr. recommend a resident canal engineer – has seen Mr. Willetts. Enquiring about the character of George Mills, a canal cutter.*
81. Letter. Robert Mylne (London) to James Watt (Heathfield). 2 Jul. 1795. *Requests a bill for the engine at Gloucester. The piston rods for the New River Head engine have gone rusty. Still needs an engineman and has not heard from James Watt Jr.*
82. Letter. Robert Mylne (London) to James Watt Jr. (Soho). 10 Jul. 1795. *Is sending George Smith to Soho to be trained as an engineman. Has not had a bill for the engine. Is cutting three days of George Taylor's pay for his “drinking fit”.*
83. Letter. Robert Mylne (Gloucester) to James Watt Jr. (Soho). 24 Aug. 1795. *Instructions for training George Smith. Will get the canal committee to pay their bill. Could not give a reference for James Watt's friend Mr. Buchanan. Has seen Mr. and Mrs. Miller.*
84. Letter. Robert Mylne (London) to James Watt Jr. (Soho). 12 Sep. 1795. *Mr. Redgreave is agent for the lessees of the water works, mills etc. at Norwich. They are bound by a covenant to erect a Boulton & Watt engine. Believes the undertaking is beyond the capacity of the lessees.*



85. Letter. Robert Mylne (King's Head, Gloucester) to James Watt Jr. (Soho). 7 Oct. 1795.  
*The committee have demurred on part of the payment for the engine until they can ascertain whether it pumps as much water as Boulton & Watt said it would. James Watt Jr. should now consider the premium.*
86. Letter. Robert Mylne (London) to James Watt Jr. (Soho). 30 Oct. 1795.  
*His experiments on the canal engine – it does perform as Boulton & Watt said, but some of the particulars of its construction are different. Has met Joseph Bramah and discussed the Norwich water works. James Lawson called and Mylne has asked him about Norwich and given him details of the stroke of the Gloucester engine.*
87. Memorandum. Robert Mylne (—). 17 Apr. 1796.  
*Payment of the premium and ordering of iron pipes for the Gloucester & Berkeley Canal Co.'s little engine. Particulars for the construction of a larger engine recently ordered by the company.*  
*On the same sheet:*  
Letter. Matthew Boulton (—) to James Watt (Soho). "Monday afternoon" [18 Apr. 1796?].  
*Maberley has answered the bill. Can James Watt answer the attached memorandum of Mr. Mylne. James Lawson has returned. Flint's engine is not at work.*
88. Letter. Robert Mylne (London) to James Watt Jr. (Soho). 3 Aug. 1796.  
*The engine for Gloucester has not arrived. Hopes the boilers and John Knuckey will be in London at the start of next month. Progress with the engine house. Greetings to Matthew Boulton. His daughter Emily has been ill. Sorry about the death of James Watt Jr.'s sister [Margaret].*
89. Letter. Robert Mylne (London) to James Watt Jr. (Soho). 19 Oct. 1796.  
*Has sent the drawings and directions about the second Gloucester engine to the resident engineer Mr. Dadford. Details of what the engine will be required to pump. Progress with the New River Head engine.*
90. Letter. Robert Mylne (London) to James Watt Jr. (Soho). 6 Nov. 1796.  
*Does not need a second Boulton & Watt man at Gloucester. Hopes to have the engine at work by Christmas. Progress with the New River Head engine. John Knuckey goes on very well. The boiler is too large for the engine house. Sympathy for the death of one of Ann Watt's parents. Anger against engine pirates. News of his wife and daughter.*
91. Letter. Robert Mylne (London) to Boulton & Watt (Soho). 1 Feb. 1797.  
*Problems with the New River Head engine – the boiler is too large. The latest drawing shows two steam pipes instead of one – is this to be executed. John Knuckey has been very ill and incapable of work. Boulton & Watt's man from Bristol has been "loitering" with Mr. Harrison at Bristol.*
92. Letter. Robert Mylne (New River Head) to James Watt Jr. (London). 7 Feb. 1797.  
*Advising against having John Blackburn as a trustee. Suggests Alexander Cuthbert. Has heard from James Watt that Boulton & Watt are to be referees between John and William Wilkinson.*
93. Letter. Robert Mylne (New River Head) to Boulton & Watt (Soho). 27 Oct. 1797.  
*Ordering a new air pump for the old engine. Problems with John Knuckey. Has seen a mention of corn mills and Albion Mill in the papers. Glad they have been paid by the canal company at Gloucester. They should send the bill for the New River Head engine.*

94. Letter. Robert Mylne (New River Head) to James Watt (Birmingham). 10 Jan. 1798.  
*News of his family. Not going to Norwich until next month. Wishes to have a bill for the engine. Has received the air pump bucket. Might order half a cask of copper coins to pay their men. Greetings to the Watts and the Boultons.*
95. Letter. Robert Mylne (New River Head) to John Woodward (London). 24 Jan. 1798.  
*Returns the account – annoyed that there are still doubts as to whether it is complete or not. Asks Woodward to pass on his letter to Soho.*
96. Letter. Robert Mylne (London) to Boulton & Watt (Soho). 9 Feb. 1798.  
*Plans to be in Norwich. The docket notes he was to meet James Lawson.*
97. Memorandum. Mr. Mylne on the size of Portsmouth Docks. Dec. 1798.  
*Mylne dates the information as being from June 1796.*