

**MS 3147/3/519**  
**SPECIAL SUBJECTS & CORRESPONDENTS**  
**JACQUES RATTON ET FILS**  
**1793; 1797; 1799**

INTRODUCTION

Letters from Jacques Ratton et Fils concerning the application of steam engines to flour and oil mills, from 1793, 1797 and 1799. The bundle includes an extensive memoir by Ratton on powering mills by steam, and also a letter from his son Diego.

- 1a.** Letter (in French). Jacques Ratton et Fils (Lisbonne) to Boulton & Watt [Soho]. 25 Sep. 1793.  
*Enclosing (b) below.*  
*Docketed "With queries enclosed."*
- b.** Memorandum (in French). Questions re. applying a steam engine to a flour mill.
- 2.** Transcript of letter. Boulton & Watt (Birmingham) to Jacques Ratton et Fils (Lisbonne). 30 Oct. 1793.  
*In James Watt's hand. Includes details of the Albion Mill.*
- 3.** Letter (in French). Jacques Ratton et Fils (Lisbonne) to Boulton & Watt (Birmingham). 28 Nov. 1793.
- 4a.** Letter (in French). Jacques Ratton et Fils (Lisbonne) to Boulton & Watt (Birmingham). 22 Jun. 1797.  
*Enclosing (b) below.*  
*Docketed "Enclosing his memoir upon steam engines and their application to mills. Particulars of his flour mill and the boiler proposed for the engine. Ideas and improvements in flour mills. Mr. Evans' treatise upon mills."*
- b.** Jacques Ratton's memoir on steam engines and mills. 22 Jun. 1797. 16 pages.  
*In the following sections:*  
1. Sur les Machines à Vapeur  
2. Explication du Moulin à farine qu'on désire d'établir  
3. Questions  
4. Moulin à huile d'olive  
plus 8 pages of diagrams and explanations of boilers etc.
- 5.** Letter (in French). Jacques Ratton et Fils (Lisbonne) to Boulton & Watt (Birmingham). — May 1799.  
*Docketed "Delivered by Mr. Ratton Junior."*
- 6.** Letter (in French). Diego Ratton (London) to Boulton & Watt (Birmingham). 23 Aug. 1799.  
*Docketed "Requesting letters of introduction for Holland."*

**MS 3147/3/520**  
**SPECIAL SUBJECTS & CORRESPONDENTS**  
**ROYAL MINT (BRITISH MINT)**  
**1805—1809**

INTRODUCTION

Letters and papers relating to the establishment of the Royal Mint, originally referred to as the “New Mint” or the “British Mint”, from 1805 to 1809. Boulton Watt & Co. supplied steam engines to the mint, and made the coining machinery on Matthew Robinson Boulton’s behalf. The bundle includes letters from the architect Robert Smirke and the Clerk of Works Thomas Pope, as well as Boulton Watt & Co.’s engineers John Southern, James Lawson and William Creighton. The majority of the letters are docketed by John Southern.

See Portfolios 5/716a—d for drawings of the Mint engines and machinery. See the next bundle, 3/521, for later correspondence relating to the Royal Mint.

1. Letter. Henry Rowles (Half Moon St., London) to M. R. Boulton [Soho]. 16 Nov. 1805.  
*Docketed “Allows alteration proposed in the Mint plan.”*
2. Memorandum. Not titled or dated [circa 1807?].  
*In Zaccheus Walker’s hand. Description of who is making mint machinery, where it is being made etc. This is assumed to refer to the machinery for the Royal Mint.*
3. Letter. M. R. Boulton (Soho) to John Southern (13 London St.). 1 Feb. 1807.  
*On the same sheet:*  
Sketch. Plan of the proposed arrangement of the Royal Mint.  
*The sketch appears to have been done by William Creighton.*
4. Letter. William Creighton (Soho) to John Southern (13 London St.). 22 Feb. 1807.  
*Docketed “New Mint.”*
5. Letter. William Creighton (Soho) to John Southern (13 London St.). 28 Feb. 1807.  
*Not docketed.*
6. Letter. Thomas Pope, Clerk of the Works (New Mint) to Boulton Watt & Co. (Soho). 20 Mar. 1807.  
*Docketed “Wants drawing of spring beam floor of rolling engine.”*
7. Letter. Thomas Pope (New Mint) to Boulton Watt & Co. (Soho). 18 May 1807.  
*Docketed as New Mint.*
8. Letter. Robert Smirke (Albany, Piccadilly, London) to “Messrs. Boulton” (Soho). 30 Jul. 1807.  
*Docketed “Proposes an alteration in the arrangement of the multiplying [?] etc.”*
9. Letter. Thomas Pope (New Mint) to John Southern (Soho). 1 Aug. 1807.  
*Docketed “Mr. Smirke wants drawings of the adjusting rolls.”*
10. Letter. Robert Smirke (Albany, London) to John Southern (Soho). 5 Aug. 1807.  
*On the same sheet:*  
Pen and wash elevation and plan of the proposed cutting out room.  
*Docketed “Sketch of cutting out room.”*
11. Letter. M. R. Boulton (London) to John Southern (Soho). 28 Aug. 1807.

12. Letter. Thomas Pope (New Mint) to John Southern (Soho). 14 Oct. 1807.
13. Memorandum. British Mint Memorandums. 15 Nov. 1805—Nov. 1807. 3 sheets.  
*In John Southern's hand. Notes about work done, alterations etc. Docketed by William Creighton as 1805.*
14. Letter. Thomas Pope (New Mint) to John Southern (Soho). 24 Nov. 1807.  
*On the same sheet:*  
Sketch. Plan of column for the cutting out room.
15. Letter. Thomas Pope (New Mint) to John Southern [Soho]. 14 Dec. 1807.  
*Docketed "Mr. Smirke has made some alterations in the columns."*
- 16a. Letter. James Lawson (London) to M. R. Boulton (Soho). 14 Jan. 1808.  
*Enclosing (b) below.*  
*Docketed "About the British Mint."*
- b. Memorandum. Explanation of my report of 31 Dec. 1807 with additions to 14 Jan. 1808.
17. Letter. James Lawson (London) to John Southern (Soho). 5 Apr. 1808.  
*Docketed "Relative to Mint 6 horse engine cold water pump."*
18. Memorandum. Memorandums for work to be done under Mr. Lawson's directions. 15 Nov. 1808. 2 sheets.  
*In James Lawson's hand.*  
*Docketed "Memorandums for Mr. Lawson. 2 copies sent him 17 Nov. 1808."*
19. Memorandum. Memorandums for work to be done by Mr. Smirke's orders. 15 Nov. 1808. 3 sheets.  
*In James Lawson's hand.*  
*Docketed "Memorandums for Mr. Smirke. 2 copies sent to Mr. Lawson 17 Nov. 1808."*
20. Letter. James Lawson (London) to M. R. Boulton (Soho). 10 Jan. 1809.  
*Docketed "Order for bell crank brackets."*
21. Letter. M. R. Boulton (London) to "John Southern or William Creighton" (Soho). 10 Jul. 1809.  
*Docketed "Enquiry about pendulums etc. of the milling machines."*

**MS 3147/3/521**  
**SPECIAL SUBJECTS & CORRESPONDENTS**  
**ROYAL MINT (BRITISH MINT)**  
**1816; 1818—1820; 1826**

INTRODUCTION

Letters and papers relating to engine spares, new boilers etc. for the Royal Mint, from 1816, 1818 to 1820 and 1826. Almost all the letters are from George Rennie, and all are docketed by William Creighton, the Head of the Drawing Office. These letters may have been removed from the now missing series of Drawing Office incoming correspondence, or from the bundles of letters from the Rennies.

See Portfolios 5/716a—d for drawings of the Mint engines and machinery. See the previous bundle, 3/520, for earlier correspondence relating to the Royal Mint. For further letters from George Rennie about the mint after 1820, see 3/321 to 3/323, letters from George & John Rennie.

1. Memorandum. Zaccheus Walker – Order for M. R. Boulton’s Mint. 1 Apr. 1816.  
*Docketed as being for the Royal Mint.*  
*Docketed “Order for brasses, copper pipe and syphon.”*
2. Memorandum. Royal Mint. Soho, 14 Oct. 1816.  
*Extract from a letter from James William Morrison to M. R. Boulton of 12 Oct. 1816.*  
*Docketed “Order grate bars, steam gauge and barometer pipe for 10 horse engine.”*
3. Letter. George Rennie (Royal Mint) to James Watt Jr. (Norfolk Hotel, London). 22 Jun. 1818.  
*Docketed “Enquires after Mr. Lawson’s whirling machine for Mint.”*
4. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 28 Aug. 1818.  
*Docketed “Orders a 6 horse boiler.”*
5. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 9 Sep. 1818.  
*Docketed “Enquires after 6 horse boiler.”*
6. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 29 Oct. 1818.  
*On the same sheet:*  
Sketch of emptying pipe.  
*Docketed “Orders 6 horse engine emptying pipe for Mint.”*
7. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 25 Feb. 1819.  
*On the same sheet:*  
Sketches of emptying pipes.  
*Docketed “Orders an emptying pipe and cock for 30 horse engine.”*
8. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 4 Nov. 1819.  
*Docketed “Orders parallel motion brasses for 30 and 16 horse engines. Also plate for 10 horse boiler.”*
9. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 11 Nov. 1819.  
*On the same sheet:*  
Sketches of boiler plates.  
*Docketed “Boiler plate wrong, and size it ought to be.”*
10. Letter. George Rennie (Mint) to Boulton Watt & Co. (Soho). — Nov. 1819.  
*Docketed “Corrected dimensions of boiler plate sent.”*
11. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 5 Jun. 1820.  
*On the same sheet:*  
Sketches of piston rod and brass.  
*Docketed “Orders piston rod and brass bush for Mint 16 horse engine.”*
12. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 6 Jun. 1820.  
*Docketed “Orders box of black paint. Directions for cylinder brass.”*
13. Letter. George Rennie (Royal Mint) to Boulton Watt & Co. (Soho). 9 Jun. 1820.  
*Docketed “In want of piston rod.”*

14. Letter. Henry William Atkinson (Royal Mint) to Boulton Watt & Co. [Soho]. 24 May 1826.  
*Docketed "Orders 30 horse boiler for Mint."*
15. Letter. Henry William Atkinson (Royal Mint) to Boulton Watt & Co. [Soho]. 3 Jun. 1826.  
*Docketed "Wants to know how soon Mint boiler can be done."*

**MS 3147/3/522**  
**SPECIAL SUBJECTS & CORRESPONDENTS**  
**ST. KATHARINE'S DOCK**  
**1826—1829**

INTRODUCTION

Letters and papers relating to engines for St. Katharine's Dock, London, from 1826 to 1829. The engines were used for pumping water to the entrance locks.

This bundle mainly consists of letters between James Watt Jr., Matthew Robinson Boulton and William Creighton, with various memoranda and calculations. The bundle was probably assembled by Watt Jr. in London as an aide memoire to what had happened with the dock, as the job was particularly drawn out and complicated. The letters were probably removed from other bundles. They were found scattered through the collection – the letters between Watt Jr. and Boulton had been placed with their other correspondence, Creighton's letters had been placed with his correspondence, and the memoranda and calculations had been placed with the drawings of the engines.

See Portfolio 5/661 for drawings of the engines.

1. Memorandum. About estimates of pumping engines for Mr. Telford for St. Katherine's Dock. Soho, 19 Oct. 1826.  
*In Creighton's hand.*
2. Letter (press copy). James Watt Jr. (London) to M. R. Boulton [Soho]. 16 Nov. 1826. 3 sheets.  
*The docket is on a separate wrapper.*  
*Docketed "Wish him to consult Mr. Murdock about St. Katherine's Dock scheme. Mr. Teasdale has written to Dublin about the liability of the individuals of the Shannon Company. Conference with G. H. Freeling about the Dolphin's engines etc. Shannon strained by lying on the ground."*
3. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). 17 Nov. 1826.  
*Docketed "Doubts and difficulties about the engines for St. Katherine's Docks."*
4. Letter. William Creighton (Soho) to James Watt Jr. (London). 17 Nov. 1826.  
*Docketed "Remarks respecting the proposed engines for the entrance lock of St. Katherine's Dock. Rough estimate of two 66 inch engines, 9 feet stroke and pumps – see a letter on 20 Nov. About making 80 inch pumps in two parts. Consumption of coal."*
- 5a. Letter (press copy). James Watt Jr. (London) to Boulton Watt & Co. (Soho). 16 Nov. 1826. 3 sheets.  
*Kept with (b) – (d) below.*

- b. Letter (press copy). James Watt Jr. (London) to Boulton Watt & Co. (Soho). 17 Nov. 1826. 2 sheets.
- c. Letter (press copy). James Watt Jr. (London) to William Creighton (Soho). 18 Nov. 1826. 3 sheets.
- d. Wrapper for the above three press copies.  
*Docketed "Conference with Mr. Hall the Secretary to the St. Katherine's Docks. Estimates wanted of two and three engines to pump into the entrance lock. Estimates of 14 horse wanted for Charrington & Co. East London estimates. Vixen's hand pump much wanted. Working gear shafts for Dolphin come in badly. West Middlesex materials to be got off immediately. Enquire about having 50's. Escape's account paid at Post Office. Arrow's account wanted."*
6. Letter. William Creighton (Soho) to James Watt Jr. (London). 19 Nov. 1826.  
*Docketed "Explains calculation of St. Katherine's pumps. Estimate of three engines to do the work. Coal to be consumed by ditto. Increase which may be given to power of the James Watt and of the Soho. 18 ton of West Middlesex materials went on Friday. The rest not ready. Cannot find shipwrights' bills of the Thetis. Time required for engines of Magnet and Hero by Mr. Hunt."*
7. Letter. William Creighton (Soho) to James Watt Jr. (London). 20 Nov. 1826.  
*Docketed "Estimates for St. Katherine's Dock, viz 2 66 inch engines, 9 foot stroke with 81 inch pumps; 3 54 inch engines, 8 foot stroke with 68 inch pumps. West Middlesex heavy materials of 64 inch may be ready in 14 days and the engine completed in a month. West India Dock 36 inch engine and pumps in 2 to 3 months. Venus cylinder etc. in 3 weeks. A 20 horse ordered by Bury of Salford. Has found Thetis shipwrights' bills, which he forwards. Navy GB 50 (100) horse boiler weighs 23½ ton."*
- 8a. Letter (press copy). James Watt Jr. (London) to M. R. Boulton (Soho). 20 Nov. 1826. 4 sheets.  
*Kept with (b) and (c) below.*
- b. Letter (press copy). James Watt Jr. (London) to M. R. Boulton (Soho). 20 Nov. 1826. 3 sheets.  
*Marked "Private."*
- c. Wrapper for the above two copies.  
*Docketed "Have not received from Creighton all the estimates wanted for St. Katherine's Docks. Mr. Hall likely to adopt his own plan of pumping into the entrance lock. Am getting plan of it and of the entrance basin and section of lock from Mr. Telford. Vixen's pump arrived. Advice in Mr. Brown's hands. Dolphin not to be tried in the river till Thursday. Hunt's letter to Brown about the mistakes in working gear. On Buckle's promises relative to West Middlesex goods. Shipwrights' bills of Thetis wanted."*
- "On John Bennett's transgression and negligence of the Foundry clerks. Opinion of John Dawn. Mr. Laird endeavouring to effect a compromise between Mr. Williams and the Post Office. Mr. Ewart in Town with a deputation from Manchester, on the subject of exportation of machinery."*
9. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). 20 Nov. 1826.  
*Docketed "Advises pumping into the St. Katherine's Docks instead of the entrance lock."*

10. Letter. M. R. Boulton (Soho) to James Watt Jr. (London). 21 Nov. 1826.  
*Docketed "About Ceighton's letter, and estimates for St. Katherine's Docks. Ansd. 22 Nov."*
11. Letter. James Walker (Limehouse) to James Watt Jr. [London]. 21 Nov. 1826.  
*Docketed "Opinion about pumping into the entrance lock of St. Katherine's Dock. Invitation for Sunday."*
12. Letter (press copy). James Watt Jr. (London) to Boulton Watt & Co. [Soho]. 23 Nov. 1826. 4 sheets.  
*The docket is on a separate wrapper.*  
*Docketed "Trial of new balance weight of Dolphin at moorings. Conference with Mr. Hall and Mr. Telford on the subject of the St. Katherine's Dock engines. Estimate given for two 66 inch engines with 81 inch pumps, 9 feet stroke - £11,000. Erection £500. Time of delivery 12 to 15 months. Consumption of coal. Visit to East London Water Works, and message left for Mr. Stevens. Letter from Capt. O'Brien relative to payment of the Shannon's engines."*
13. Transcript of letter. James Watt Jr. (London) to Boulton Watt & Co. (Soho). 10 Dec. 1826.  
*On the same sheet:*  
Sketches. Two sketches of the scheme for St. Katherine's Docks. 10 Dec. 1826.  
*Docketed "With scheme for situation etc. of engines and pumps for St. Katherine's Docks."*
14. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). 15 Dec. 1826.  
*Docketed "About Mr. Murdock's scheme of an air vault for the St. Katherine's Dock engines."*
15. Memorandum. Notes about the operation of St. Katherine's Dock entrance lock. 9 Feb. 1827.  
*Transcript of original signed by John Hall. On the same sheet:*  
Memorandums from Mr. Telford of the time required for letting off the water from the Entrance Lock in different states of the tide. 11 Feb. 1827.
- 16a. Transcript of letter. James Watt Jr. (London) to Boulton Watt & Co. (Soho). 14 Feb. 1827. 2 sheets.  
*Kept with (b) and (c) below.*  
*Docketed "Estimates etc. for the two schemes for the St. Katherine's Docks. The directors resolve upon the air scheme. Send copy of queries to Mr. Hall with his answers. Wish Murdock to come up with his model."*
- b, c. Two notes of estimates and calculations for St. Katherine's Dock.  
*In William Creighton's hand.*
17. Letter. M. R. Boulton (Soho) to James Watt Jr. [London]. 16 Feb. 1827.  
*Docketed "Has made out revised estimates of the blowing and pumping engines for St. Katherine's Docks. Mr. Murdock unable to attend the conferences."*
18. Letter. William Creighton (Soho) to James Watt Jr. (13 London St). 16 Feb. 1827.  
*On the same sheet:*  
Estimates of various blowing and pumping engines.  
*Docketed "With Mr. Boulton's revised estimates of blowing and pumping engines for St. Katherine's Dock."*

19. Transcript of letter. James Watt Jr. (London) to M. R. Boulton (Soho). 17 Feb. 1827.  
*Docketed "Sketch of letter to M. R. Boulton... upon the revised estimates of engines for St. Katherine's Docks."*
20. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). 17 Feb. 1827.  
*Docketed "Cost of rotative motions to be added to the estimate of the 42 inch cylinder with 48 inch pumps. Thinks it might be preferable to work the pumps by means of cranks and auxiliary beams. Say two double 54 inch engines with 3 single pumps each 48 inches diameter."*
21. Letter. M. R. Boulton (Soho) to James Watt Jr. [London]. 18 Feb. 1827. 3 sheets.  
*Docketed "Explanations relative to the pressure and quantity of air, size and situation of the vault. Recommends double pumps worked from a rotative shaft by auxiliary beams. Murdock completing his model. Small sketches making out of engine house and vault. Estimate of two double 36 inch 8 feet stroke engines with 42 inch pumps and rotative motions."*
22. Transcript of letter. James Watt Jr. (Rook's Nest) to M. R. Boulton [Soho]. 18 Feb. 1827.  
*On the same sheet:*  
Abstract of letter. James Watt Jr. (London) to William Bennett [Soho]. 18 Feb. 1827.  
*Docketed "Wish for estimates to fill the docks only 10 or 8 feet. Copy of letter to Mr. William Bennett about his going to Holyhead to superintend the alteration of the Thetis."*
23. Letter. M. R. Boulton (Soho) to James Watt Jr. [London]. 19 Feb. 1827.  
*Docketed "Further remarks on the 36 inch 8 feet stroke double engines with 42 inch pumps. Enquires why 3 engines of 42 inch cylinders and 48 inch pumps would not be sufficient for the whole lock."*
24. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). 20 Feb. 1827.  
*Docketed "Supposed reduction of the estimates in case of filling the lock only 10 feet. Repeats his opinion about the construction of double pumping engines. Has desired others of the establishment to give theirs. Mr. Barker unwell."*
25. Memorandum. Project for Engines to St. Katherine's Dock. 20 Feb. 1827.  
*In Creighton's hand.*  
*Docketed "Schemes for engines with double pumps to fill half the lock and work into the basin."*
26. Transcript of letter. James Watt Jr. (London) to M. R. Boulton (Soho). 21 Feb. 1827.  
*Docketed "Explanations of parts of my former letters which have been misapprehended."*
27. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). 22 Feb. 1827.  
*Docketed as 21 Feb.*  
*Docketed "Reduction in the estimate of the blowing engines by reducing the height of the lock to be filled to 10 feet and also to 8 feet. Murdock's model nearly finished and he is about to proceed to Town tomorrow. Wants coy of vaults estimate. Mr. Barker better."*
28. Transcript of letter. James Watt Jr. (London) to M. R. Boulton [Soho]. 22 Feb. 1827.  
*Docketed "Have sent copies of estimates of vault and engines. Remarks on the estimate of the vault. Query about the atmosphere and half allowed. Dolphin and other Post Office accounts settled. Vixen's wanted. Dinner at Telford's with Sir John Malcolm."*

29. Letter. M. R. Boulton (Soho) to James Watt Jr. [London]. 23 Feb. 1827.  
*Docketed as 22 Feb. The docket is on a separate wrapper.*  
*Docketed "Explanations relative to misapprehensions and of errors in Creighton's estimate of the blowing engines. Cause of difference in our estimates of the power of the pumping engines. Thinks they should be made with rotative shafts and short strokes."*
30. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). 23 Feb. 1827.  
*Docketed "Calculation of pumping engines for St. Katherine's Docks. Death of Mr. Tarrant. Mr. Barker better. Thinks Mosley should apply again to Barclay & Co. for payment of the City of Mexico mint."*
31. Letter. William Creighton (Soho) to James Watt Jr. (London). 23 Feb. 1827.  
*Docketed "Explanations about the atmosphere and half for St. Katherine's blowing apparatus. Rougemont & Co. have written a long letter of complaints etc. Wilkins & Co.'s 30 horse engine has broken cylinder bottom etc."*
32. Letter (press copy). James Watt Jr. (London) to M. R. Boulton (Soho). 23 Feb. 1827. 4 sheets.  
*The docket is on a separate wrapper.*  
*Docketed "Mr. Murdock arrived. His model works well. Wish to bring the St. Katherine's Dock business to a close. Shall adopt his estimate of the blowing engines and machinery. Wish for estimates of pumping engines with rotative shafts and auxiliary beams. Reference to former estimates of pumping engines. Exposé of the state of the St. Katherine's Docks."*
33. Transcript of letter. James Watt Jr. (London) to M. R. Boulton [Soho]. 24 Feb. 1827.  
*Docketed "Thursday 1<sup>st</sup> March appointed for delivery of estimates to St. Katherine's Docks. Have mentioned the mistake in the estimate of the blowing engines to Mr. Telford and stated the cost at £13,500. An experimental blowing apparatus included in this sum. Engines must be at work before 1<sup>st</sup> Oct. 1828. Mr. Murdock anxious to have the height of the lock to be limited to 8 feet. On Mr. Tarrant's death etc."*
34. Letter (press copy). James Watt Jr. (London) to M. R. Boulton (Soho). 26 Feb. 1827. 3 sheets.  
*The docket is on a separate wrapper.*  
*Docketed "Receipt of estimates of double pumping engines with auxiliary beams. Thinks the rotative shafts and cranks should be of wrought iron. Wish for sketches of the rotative engines and also of the pumping engines. Copy of letter from Mr. Telford wanting estimates of engines etc. to fill the lock 8 feet. About Mr. Murdock's taking out a patent for the air scheme. Mosley has written about his interview with Barclay & Co.'s agent."*
35. Letter. M. R. Boulton (Soho) to James Watt Jr. (13 London St.). 27 Feb. 1827.  
*Docketed "Does not consider wrought iron shafts and cranks requisite. Mr. Creighton and Mr. Hamilton to make out estimates and drawings. Does not think a patent for the air vault advisable."*
36. Letter. Gilbert Hamilton (Soho) to James Watt Jr. [London]. 28 Feb. 1827.  
*Docketed "Sends large sketches of pumping and blowing engines, for the St. Katherine's Dock."*
37. Transcript. Certificate of the Directors of the St. Katherine's Docks relative to their Inspection of Mr. Murdock's model of an air-tight vault. 1 Mar. 1827.  
*In James Watt Jr.'s hand.*
38. Transcript of letter. Boulton Watt & Co. (London) to the Chairman & Directors of the St. Katherine's Docks Co. [London]. 1 Mar. 1827.

- 39.** Calculations. Calculations of Engines and Pumps for St. Katherine's Docks. Mar. 1827. 2 sheets.  
*In James Watt Jr. 's hand.*
- 40.** Memorandum. Estimates of Engines etc. for the St. Katherine's Docks 1826 and 1827.  
*Covers estimates and schemes submitted between Nov. 1826 and Mar. 1827.*
- 41.** Memorandum. Estimate of loss sustained per contract for the Materials of the St. Katherine's Dock Engines, prior to the Erection, to 26 Jul. 1828.
- 42.** Transcript of letter. James Brown (25 Jewry St., London) to John Hall [London]. 30 Oct. 1828.  
*Docketed as 1829. Docketed "Particulars of experiment made for filling the entrance lock to the heights of 13 feet and 15 feet."*
- 43a.** Memorandum. Experiments with Coal at St. Katherine's Dock. 2 Jan. 1829.  
*Kept with (b) below.*  
*Docketed "Consumption of coal by the engines at St. Katherine's Dock."*
- b.** Transcript of extract of letter. Boulton Watt & Co. [Soho] to John Hall [London]. 13 Mar. 1828.  
*Docketed "About probable consumption of fuel at St. Katherine's Dock engines."*
- 44a.** Letter (press copy). James Watt Jr. (London) to William Creighton (Soho). 7 Feb. 1829.  
*Kept with (b) below.*
- b.** Memorandum (press copy). Boulton Watt & Co.'s calculations of the power of the Engines required for St. Katherine's Dock proceeded upon the data given them by Mr. Telford... 2 sheets.
- 45a.** Memorandum. Thomas Rhodes' statement of the superficial area of the Dock, Basin and Entrance Lock of the St. Katherine's Dock. 12 Feb. 1829.  
*Kept with (b) below.*
- b.** Memorandum. Deductions from Mr. Rhodes' statement of the Contents of the Entrance Lock and Basin etc.  
*In James Watt Jr. 's hand.*
- 46.** Transcript of letter. Boulton Watt & Co. (Soho) to John Hall [London]. 12 Feb. 1829.  
*Marked "Suppressed."*
- 47.** Transcript of letter. Boulton Watt & Co. (Soho) to John Hall [London]. 14 Feb. 1829.  
*Docketed "With statement of our account for the erection of the engines and extras. Explanation of the extra power given and of the saving by adopting the plan we recommended."*

**MS 3147/3/523**  
**SPECIAL SUBJECTS & CORRESPONDENTS**  
**JOHN SMEATON – MISCELLANEOUS LETTERS**  
**1776—1784**

INTRODUCTION

Letters from John Smeaton to James Watt and Boulton & Watt, from 1776 to 1784. This small collection of letters from Smeaton was originally on display in glass cases in the Watt Room at Soho Foundry. They were presumably removed from the General Incoming Correspondence series.

1. Letter. John Smeaton (Ansthorpe) to James Watt (Soho). 11 Apr. 1776.
2. Letter. John Smeaton (Ansthorpe) to James Watt (Birmingham). 23 Apr. 1776.
3. Letter. John Smeaton (London) to Boulton & Watt (Birmingham). 16 Mar. 1778.
4. Letter. John Smeaton (Ansthorpe) to William Playfair (Soho). 1 Nov. 1780.  
*Docketed "Copying machines."*
5. Letter. John Smeaton (Ansthorpe) to James Watt (6 Green Lettice Lane). 3 Oct. 1784.
- 6a. Letter. John Smeaton (Ansthorpe) to James Watt (6 Green Lettice Lane). 7 Oct. 1784.  
*Enclosing (b) below.*
- b. Memorandum. View of Craven Cross Lead Mine at Greenhow Hill. John Smeaton (Pateley Bridge). 5 Oct. 1784.
6. Letter. John Smeaton (Gray's Inn, London) to James Watt (Birmingham). 19 Oct. 1784.  
*Docketed "On Craven Cross mine."*
7. Letter. John Smeaton (Gray's Inn, London) to James Watt [Birmingham]. 25 Oct. 1784.  
*Docketed as 20 Oct.*

**MS 3147/3/524**  
**SPECIAL SUBJECTS & CORRESPONDENTS**  
**SPANISH ENGINES**  
**1788—1795**

INTRODUCTION

Letters and papers relating to various steam engines sold to Spanish customers, from 1788 to 1795. The engines were as follows: a flour mill engine for Don Pasqual Mensa y March, Cadiz, for which the mill work was provided by John Rennie; an engine with a 60 inch cylinder for Don Fernando de Torres, for a saw mill in Cadiz; and two engines for Don Diego Gardoqui.

Mensa's 50 horse sun and planet engine was usually referred to by its code, "BWM", which stood for "Boulton & Watt – Mensa". The negotiations over this engine were extremely protracted, and it does not appear that the engine was actually shipped to Spain until 1791.

De Torres' sun and planet engine was usually referred to by its code, "BWS", which may have stood for "Boulton & Watt Spain." The merchant house of Fermin de Tastet & Co., of the City of London, acted as de Torres' agents during negotiations for the engine, which was of unusually large construction. The engine still had not been completed in February 1794, when Antonio de Tastet told Boulton & Watt that de Torres had gone prospecting for coal mines in Asturias and might not come to Cadiz again very soon – "... in this case I should not be surprised if the project of this immense Engine should vanish."

Don Diego Gardoqui had connections with Torres, and again de Tastet & Co. acted as agents for his engines. These were two blowing engines, again for Cadiz, referred to as "BWG 1 and 2" – "Boulton & Watt Gardoqui." BWG No. 1 was a new engine, but BWG No. 2 was actually the second engine installed at the Albion Mill, which had become redundant after the mill was destroyed by fire.

For letters about the erection of de Torres' engine at Cadiz and the problems with James Murdock, see letters from Malcolm Logan in 3/395, General Incoming Correspondence 1785—1795, L and 3/415, General Incoming Correspondence 1795—1798, L. See also 3/287, letters from James Murdock, and a letter from de Torres in 3/401, General Incoming Correspondence 1785—1795, T. For the draft of a letter from Boulton & Watt to Mensa's partners, see 3/22, Matthew Boulton – Miscellaneous Memoranda and Papers.

For drawings of the engines see Portfolios 5/240 (Don Pasqual Mensa y March), 5/58 (Don Fernando de Torres), 5/692 and 693 (Don Diego Gardoqui).

1. Bundle wrapper.  
*Marked "Spanish Engines. Mensa – 1788—1791; Torres – 1789—1795; De Tastet for Don Diego Gardoqui – 1791—5."*
2. Letter. John Talbot Dillon (Crescent No. 2, New Bridge St., Blackfriars) to Matthew Boulton (Soho). 11 Sep. 1788.
3. Letter. John Talbot Dillon (Crescent, Blackfriars) to Matthew Boulton (Soho). 16 Sep. 1788.
4. Letter. John Talbot Dillon (London) to Matthew Boulton [Soho]. 26 Sep. 1788.
5. Memorandum. List of queries and general observations about an engine and Boulton & Watt's terms. London, 28 Jan. 1789.  
*Docketed "Mr. Dillon's translation of a Spanish paper delivered to Mr. Pasqual Mensa, merchant in Cadiz, now in London, No. 45 Basinghall St. London, 30 Jan. 1789."*
6. Memorandum. Mr. Boulton's conversation with Mr. Mensa. 1789.  
*Notes about parts, cost, payment etc. of an engine similar to that at Albion Mill.*
8. Memorandum. Calculation of space wanted for mill and granary. Incomplete. Not dated [1789?].  
*In James Watt's hand.*
9. Sketches. Plans of Mr. Mensa's mill [?]. Not dated [1789?].
10. Memorandum. Proposals to Mr. Mensa. Mar. 1789. 2 sheets.  
*In James Watt's hand.*  
*Docketed "Our first proposals to Mr. Mensa."*

- 10a.** Letter. Pasqual Mensa y March (Birmingham) to Boulton & Watt [Soho]. 2 Mar. 1789.  
*Enclosing (b) below.*  
*Docketed "Mr. Mensa's letter and answer to our first proposals."*
- b.** Memorandum. Answer of Mr. Mensa to the Proposals of Messrs. Boulton & Watt.
- 11.** Memorandum. Observations for Mr. Mensa by Boulton & Watt. 3 Mar. 1789.  
*In James Watt's hand.*
- 12.** Memorandum. Boulton & Watt's List of Materials for Mr. Mensa. 6 Mar. 1789.
- 13.** Memorandum. Queries to Rennie for the Spanish Mill for Mensa. Not dated [circa Mar. 1789?]
- 14.** Letter. John Rennie (London) to James Watt (Birmingham). 10 Mar. 1789.  
*Docketed "About Mr. Mensa's mill."*
- 15.** Memorandum. Draft Contract with Mr. Mensa & Co. for a 34 inch cylinder. 1789 [?]. 2 sheets.  
*In James Watt's hand. Names Mensa's partners.*
- 16.** Letter. Pasqual Mensa y March & Company (Birmingham) to Boulton & Watt [Soho]. 12 Mar. 1789.  
*Docketed "Accepting our proposals."*
- 17.** Letter. John Rennie (London) to James Watt (Birmingham). 14 Mar. 1789.  
*Docketed "About Mr. Mensa."*
- 18.** Letter. Pasqual Mensa y March (Birmingham) to Boulton & Watt [Soho]. 15 Mar. 1789.
- 19.** Memorandum. Estimate & List of the different Articles of mill work necessary for a complete Mill for the purpose of Manufacturing Wheat into Flour. 1789.  
*Sent by Rennie to Mensa, and then sent with the above letter of 15 Mar.?*  
*Docketed "Mr. John Rennie's complete list of materials for Mr. Mensa."*
- 20.** Memorandum. List of Men necessary to work the Mill daily; Estimate of the Mill Work of a Mill to be worked by one of Messrs. Boulton & Watt's steam engines, consisting of ten pair of mill stones, dressing machinery etc. Mar. 1789.  
*Sent with the above letter of 15 Mar.? Made up from information given by John Rennie to Mensa in London.*  
*Docketed "Mr. Rennie's list of men for the mill and price of mill work for Mr. Mensa."*
- 21.** Memorandum. Calculation of the Cost in Birmingham of a Fire Engine with its corresponding Mill to grind wheat, the Plantification, Conclusion & establishment in the Province of Andalucia in Spain. Mar. 1789.  
*Sent with the above letter of 15 Mar.? For an engine with a 34 inch cylinder.*  
*Docketed "Mr. Mensa's comparative view of the engine and ataonas."*
- 22.** Letter. John Rennie (London) to James Watt (Birmingham). 17 Mar. 1789.  
*Docketed "About Mr. Mensa's mill."*
- 23.** Letter. John Rennie (London) to James Watt (Harper's Hill). 18 Mar. 1789.  
*On the same sheet:*  
Estimate for mill work as extracted from the books of Albion Mill.  
*Docketed "About estimate of Mr. Mensa's mill."*

24. Memorandum. Computations upon Mr. Rennie's estimate. Not dated [circa Mar. 1789?]. 2 sheets.  
*Mainly in James Watt's hand.*
- 25a. Letter. John Talbot Dillon (London) to Boulton & Watt (Soho). 9 Apr. 1789.  
*Enclosing (b) below.*  
*Docketed "With agreement between Mr. Mensa and Mr. Rennie."*
- b. Translation of original Spanish agreement between Pasqual Mensa and John Rennie. 9 Apr. 1789.
25. Letter. Pasqual Mensa y March (London) to Boulton & Watt (Birmingham). 11 Apr. 1789.  
*Docketed "His address and agreement with Mr. Rennie."*
26. Letter. Pasqual Mensa y March (London) to Boulton & Watt [Birmingham]. 29 Apr. 1789.
28. Letter. Pasqual Mensa y March (London) to Boulton & Watt (Birmingham). 5 May 1789.
29. Letter. Pasqual Mensa y March (London) to James Watt (Birmingham). 23 May 1789.  
*Docketed "About soliciting patent."*
30. Memorandum. Draft – An Agreement between Mr. Mensa (on behalf of himself & partners...) & Messrs. Boulton & Watt... for an association between the said parties to carry on the Business of erecting Steam Engines in Spain... Not dated [circa Jun. 1789?]
- 31a. Transcript of letter. James Watt (Birmingham) to Matthew Boulton (—). 13 Jun. 1789.  
*Kept with (b) and (c) below.*  
*Docketed "Copy of our proposals to Mr. Mensa and his letters thereon."*
- b. Memorandum. Heads of an Agreement with Pasqual Mensa Esq. & Company on the one part & Boulton & Watt on the other part. Circa Jun. 1789 [?].  
*Docketed "Draft agreement with Mr. Mensa for Spanish patent."*
- c. Memorandum. Description of the business between Mensa and Boulton & Watt, including transcripts and extracts from letters. Mar.—May 1789. 2 sheets.
32. Letter. Pasqual Mensa y March (London) to Boulton & Watt [Birmingham]. 23 Jun. 1789.
- 33a. Letter. Pasqual Mensa y March (London) to Boulton & Watt (Birmingham). 18 Jul. 1789.  
*Enclosing (b) & (c) below.*
- b. Memorandum. Mensa's thoughts and observations on his business with Boulton & Watt. 2 sheets.
- c. Note of what should be included in a memorial to the King of Spain.
34. Memorandum. Review of Mensa's business with Boulton & Watt and John Rennie, and the privilege question. Not dated [circa Jul./Aug. 1789?]  
*In Mensa's hand.*
35. Letter. Pasqual Mensa y March (London) to Boulton & Watt [Birmingham]. 14 Aug. 1789.
36. Letter. Benjamin Bewicke (London) to Boulton & Watt (Birmingham). 15 Aug. 1789.

- 37a.** Letter. James Watt (Cheltenham) to Matthew Boulton [Soho]. 21 Aug. 1789.  
*Kept with (b) below. On the same sheet:*  
Table. Tariffs of engines of various horse powers and cylinder diameters for Mr. Mensa.
- b.** Table & memorandum. Tariffs of engines of various cylinder diameters, and observations for Mr. Mensa on them.
- 38.** Letter. Benjamin Bewicke (London) to Boulton & Watt (Birmingham). 17 Sep. 1789.
- 39.** Draft of letter. Boulton & Watt [Soho] to Benjamin Bewicke [London]. Not dated [circa 18 Sep. 1789].  
*In Matthew Boulton's hand.*  
*Docketed "Draft letter to Mr. Mensa, 17 Sep. 1789."*
- 40.** Letter. Benjamin Bewicke (London) to Boulton & Watt [Birmingham]. 23 Sep. 1789.
- 41.** Letter. Benjamin Bewicke (London) to Boulton & Watt (Birmingham). 26 Sep. 1789.
- 42.** Letter. Benjamin Bewicke (London) to Boulton & Watt (Birmingham). 28 Sep. 1789.
- 43.** Tables & explanatory notes. Tariff of Double Engines with one Rotative Motion, and one Fly; Double Engines with 2 Flys, 2 Shafts, and 2 Rotative Motions. 1 Oct. 1789.  
*Signed by Pasqual Mensa y March, James Watt and Matthew Boulton; witnessed by Benjamin Bewicke, Robert Bewicke and J. J. [?] Vickers.*  
*Docketed "Tariff of rotative engines, agreed upon with Mr. Mensa."*
- 44.** Tables & explanatory notes. Draft of the tables above. Not dated [circa Sep. 1789]. 2 sheets.
- 45.** Memorandum. List of Materials for an Engine ordered by Pasqual Mensa Esq. containing the metallic parts of the Engine. 3 Oct. 1789. 2 large sheets.  
*In James Watt's hand. Lists parts and gives Spanish translation. Signed by Mensa on 3 Oct.*  
*Docketed "Corrected copy of the list of materials for Mr. Mensa."*
- 46.** Memorandum (in Spanish). Lista de las diferentes piezas de metal de una Bomba de fuego de doble inyeccion.  
*Docketed "Spanish translation of the list of materials."*
- 47.** Letter. Fermin de Tastet & Co. (London) to James Alston (Birmingham). 2 Oct. 1789.
- 48.** Letter. Fermin de Tastet & Co. (London) to James Alston (Birmingham). 3 Oct. 1789.
- 49.** Letter. Benjamin Bewicke (London) to Boulton & Watt (Birmingham). 7 Oct. 1789.  
*Docketed "About Mr. Torres."*
- 50.** Letter. Benjamin Bewicke (London) to Boulton & Watt [Birmingham]. 10 Oct. 1789.  
*Docketed "Concerning Mr. Torres."*
- 51.** Letter. Fernando de Torres and Fermin de Tastet (Hotel, near the new church, Birmingham) to James Alston [Birmingham]. 11 Oct. 1789.

- 52.** Notes & calculations. Particulars for engine for Mr. Torres. 12 & 13 Oct. 1789. 2 sheets.  
*In James Watt's hand.*
- 53a.** Letter. Fermin de Tastet & Co. (London) to James Alston (Birmingham). 17 Oct. 1789.  
*Enclosing (b) below.*  
*Docketed "With Mr. Torres' order."*
- b.** Memorandum (in French). Don Fernando de Torres' order for an engine with a 60 inch cylinder. Birmingham, 13 Oct. 1789.
- 54.** Draft of letter. James Alston (—) to Fermin de Tastet (—). 16 Oct. 1789.  
*On the same sheet:*  
Transcript of memorandum (in French). Copy of Fernando de Torres' order. Birmingham, 13 Oct. 1789.  
*The above are written on the reverse of the following:*  
Note. S. & S. Galton [Birmingham] to James Watt (Harper's Hill). "Wednesday".  
*Docketed "Draft of what Mr. Alstone wrote on our behalf to Mr. de Tastet."*
- 55.** Letter. Benjamin Bewicke (London) to Boulton & Watt (Birmingham). 17 Oct. 1789.
- 56a.** Letter. Benjamin Bewicke (London) to Boulton & Watt (Birmingham). 21 Oct. 1789.  
*Enclosing (b) and (c) below.*
- b.** Letter. Pasqual Mensa y March (Weymouth) to Benjamin Bewicke (Millman St., London). 18 Oct. 1789.  
*The postscript is in Spanish, and Bewicke has attached a translation.*
- c.** Translation of letter. Pasqual Mensa y March (Weymouth) to Fernando de Torres [?] [London]. 18 Oct. 1789.  
*In Benjamin Bewicke's hand.*  
*Docketed "About Mr. Torres."*
- 57a.** Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 28 Oct. 1789.  
*Enclosing (b) below.*  
*Docketed "With Mr. Torres' acceptance of our proposals."*
- b.** Letter (in French). Fernando de Torres (11 Queen St., Golden Square, London) to Boulton & Watt [Soho]. 26 Oct. 1789.
- 58.** Letter. Benjamin Bewicke (London) to Boulton & Watt (Birmingham). 3 Nov. 1789.  
*Docketed "Mr. Mensa's sailing."*
- 59.** Letter (in French). Fernando de Torres (11 Queen St., Golden Square, London) to Boulton & Watt (Birmingham). 20 Nov. 1789.
- 60.** Letter. Benjamin Bewicke (London) to Boulton & Watt (Birmingham). 8 Jan. 1790.
- 61.** Letter (in French). Fernando de Torres (London) to Boulton & Watt (Birmingham). 18 Jan. 1790.
- 62.** Calculations. Estimate – Mr. Torres' engine. Mar. 1790.  
*Mainly in James Watt's hand.*

- 63a.** Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 2 Mar. 1790. *Not docketed. Kept with (b) below.*
- b.** Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 6 Mar. 1790. *Docketed as 2 and 6 Mar.*
- 64.** Letter. Fermin de Tastet & Co. per Charles Fortnum (London) to Boulton & Watt (Birmingham). 18 Mar. 1790.
- 65.** Letter (in French). Fernando de Torres (London) to James Watt [Birmingham]. 18 Mar. 1790.
- 66.** Memorandum. Proposals to Don Fernando de Torres by Boulton & Watt of Birmingham. Birmingham, 19 Mar. 1790. *Not docketed. In James Watt's hand.*
- 67a.** Memorandum. List – Materials of Engine for Mr. Torres BWS. Mar. 1790.
- b.** Wrapper for the above. The following has been used for the wrapper:  
Letter. John Roberts (Soho) to James Watt [?] [Birmingham]. 20 Mar. 1790. *Re. working gear etc. for Gardner & Co.*
- 68.** Letter. Benjamin Bewicke [London] to James Watt (6 Green Lettice Lane). “Thursday” [25 Mar. 1790].
- 69.** Memorandum. Proposals offered to Don Fernando de Torres, by Boulton & Watt of Birmingham. 28 Mar. 1790. *Signed by Boulton & Watt and witnessed by de Tastet. At the end is a “réponse” in French accepting the proposals, signed by de Torres and witnessed by de Tastet. Docketed “Proposals accepted by Don F. Torres.”*
- 70.** Transcripts. Transcripts of 2 letters on the same sheet, as follows:  
Boulton & Watt (London) to Don Pedro Garcia Gaston (Cadiz). 14 Jun. 1790.  
Boulton & Watt (London) to Don Pasqual Mensa y March [Cadiz]. 14 Jun. 1790.  
*Docketed “Copy letter to Messrs. Mensa & Co., London, June 15.”*
- 71.** Letter (in French). Fernando de Torres (Queen St., Golden Square, London) to James Watt (Birmingham). 21 Jun. 1790. *Docketed “Particular directions about some parts of machine.”*
- 72.** Letter. Benjamin Bewicke (London) to James Watt (Soho). 21 Jul. 1790.
- 73.** Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 11 Aug. 1790.
- 74.** Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 21 Aug. 1790.
- 75.** Letter. Benjamin Bewicke (London) to Boulton & Watt (Soho). 22 Oct. 1790.
- 76.** Memorial (press copy). Memorial for Matthew Boulton & James Watt of Birmingham in the County of Warwickshire in the Kingdom of Great Britain Engineers. Not dated [1789/1790?]. 6 sheets. *Copy of memorial to the King of Spain for grant of the patent.*

77. Printed patent grant (in Spanish). Real cedula de S. M. y señores del consejo, en que se concede privilegio exclusivo por término de veinte años á Don Simon Plá y Mensa, y Compañía, para la introduccion en el Reyno de las Bombas del fuego, llamadas de doble inyeccion, baxo las condiciones que se expresan. Madrid, 1790. 9 pages.  
*Signed and certificated by various Spanish officials [?]. The patent was granted circa Oct./Nov. 1790.*
78. Letter. Benjamin Bewicke (London) Matthew Boulton (Soho). 1 Dec. 1790.
79. Memorandum. Estimated weight of Mr. Torres' goods. Jan. 1791.  
*By John Southern.*
80. Letter. Fermin de Tastet & Co. per Charles Fortnum (London) to Boulton & Watt (Birmingham). 7 Jan. 1791.
81. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 13 Jan. 1791.
82. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 27 Jan. 1791.
- 83a. Letter (in Spanish). Don Pedro Garcia Gaston & Co. (Cadiz) to Boulton & Watt [Birmingham]. 22 Feb. 1791.  
*Kept with (b) below. Signed by Pedro Garcia Gaston, Simon Pla y Mensa and Franco Marti.*
- b. Translation of the above letter.  
*Docketed "Translation and letter – Don Pedro Garcia Gaston & Co."*
84. Letter. Fermin de Tastet & Co. per Charles Fortnum (London) to Boulton & Watt (Birmingham). 26 Feb. 1791.
85. Letter. Benjamin Bewicke (London) to Boulton & Watt (Soho). 4 May 1791.
86. Letter. Benjamin Bewicke (London) to Boulton & Watt (Soho). 10 May 1791.
87. Memorandum (in French). Mr. Torres' queries for Mr. Gardoqui. Jun. 1791.
88. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 9 Jun. 1791.  
*Marked and docketed "G." [Gardoqui]*
89. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 2 Jul. 1791.  
*On the same sheet:*  
Letter. Fermin de Tastet & Co. (London) to Boulton & Watt. 2 Jul. 1791.  
*Docketed "G. and T." [Gardoqui and Torres]*
90. Letter. Fermin de Tastet & Co. (London) to James Watt & Co. (Birmingham). 2 Jul. 1791.
91. Letter. Fermin de Tastet & Co. per And. Prant [?] (London) to Boulton & Watt (Birmingham). 11 Jul. 1791.  
*Docketed "T [Torres] – boring rods."*
92. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 27 Jul. 1791.  
*Docketed "About freight T [Torres]."*
93. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 11 Aug. 1791.  
*Docketed "G. [Gardoqui] Order for 2 engines."*

94. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 19 Aug. 1791.  
*On the same sheet:*  
Letter. Fermin de Tastet & Co. (London) to Boulton & Watt. 19 Aug. 1791.  
*Docketed "G. and T." [Gardoqui and Torres]*
95. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 30 Aug. 1791.  
*Docketed "G." [Gardoqui]*
96. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 30 Aug. 1791.  
*Docketed "Buttons."*
- 97a. Memorandum. Articles of agreement made, contracted and agreed between Matthew Boulton & James Watt of Soho... and Fermin de Tastet & Company of the City of London... 4 Sep. 1791. 2 sheets.  
*Kept with (b) below.*  
*Docketed "Draft contract with Messrs. de Tastet & Co. for the engines G. [Gardoqui]"*
- b. Draft of letter. Boulton & Watt [Soho] to Fernando de Torres [Cadiz]. 4 Sep. 1791.  
*In James Watt's hand.*
98. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 19 Sep. 1791.  
*Marked "T." [Torres] and "G." [Gardoqui] Docketed "T."*
99. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 20 Sep. 1791.  
*On the same sheet:*  
Letter. Fermin de Tastet & Co. (London) to Boulton & Watt. 20 Sep. 1791.  
*Docketed "G. and T." [Gardoqui and Torres]*
100. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 1 Oct. 1791.  
*Docketed "T." [Torres]*
101. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 20 Oct. 1791.  
*Marked "T." [Torres]*
102. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 27 Oct. 1791.  
*Docketed "T." [Torres]*
103. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 12 Nov. 1791.
104. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 24 Dec. 1791.
- 105a. Letter. Fermin de Tastet (London) to Boulton & Watt (Birmingham). 26 Jun. 1792.  
*Enclosing (b) below.*
- b. Note. Postscript to the above letter.
106. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 3 Nov. 1792.
107. Memorandum. Gardoqui's engine. Not dated [1793?].  
*Progress with various parts of the engine.*
108. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 9 Mar. 1793.
109. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 18 Mar. 1793.  
*Letter passed to Matthew Boulton.*

110. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 2 Apr. 1793. *Letter passed to William Forman.*
111. Letter. Samuel Wyatt [London] to Matthew Boulton [?] [London]. 5 Apr. 1793. *Docketed "Boilers."*
112. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 16 Apr. 1793.
113. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 18 Apr. 1793. *Docketed "About James Murdock's passage."*
114. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 30 Apr. 1793. *Arrangements for shipping boilers with Mr. Wyatt. Arrangements for James Murdock's passage to Spain with Capt. Collins and his expenses. Hope he will be more economical in Spain.*
115. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 24 May 1793. *Further arrangements with Mr. Wyatt for shipping boilers. Shipping of goods marked 'BWM', presumably "Mr. G.'s engines". James Murdock's excessive drawing of money for his expenses at Portsmouth.*
116. Letter. Fermin de Tastet & Co. (Runes Court [?], London) to James Watt [London]. 13 Jun. 1793. *Docketed "Mr. Gardoqui."*
117. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 14 Sep. 1793. *Docketed "Mistake about insurance."*
118. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 21 Oct. 1793. *James Murdock's scandalous behaviour in Cadiz. Boulton & Watt should either get him to conform to the contract or replace him.*
119. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 25 Feb. 1794.
120. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 5 Sep. 1794. *Docketed "Malcolm Logan. Chevalier de Betancourt, by whom employed."*
121. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 3 Oct. 1794. *Docketed "Conde de Casa Montalvo. Francisco di Arango."*
122. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 5 Mar. 1795. *Have delivered Boulton & Watt's "good advice" to Madrid – hope the erection of the engine at the Carraca [Cadiz] will now be better managed. Arrangements with Mr. Duff to settle the wages of Malcolm Logan and James Murdock. Will examine the account Boulton & Watt sent.*
123. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 11 Mar. 1795. *Have been visited by James Murdock. Payment of his passage and expenses while in town belongs to the concern, but they have had no orders from de Torres. Boulton & Watt will be answerable for any extra charges made by Murdock. They should let Mr. Duff settle the question of the 30 guineas due after the erection, as he can discover whether it is Murdock's fault that the engine has not been erected yet.*

124. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 14 Mar. 1795. *News of James Murdock – his defrauding Capt. Collins of 2 guineas. He has no right to claim any part of the 30 guineas gratuity. He says he is leaving for Soho.*
125. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 19 Mar. 1795. *They have paid for James Murdock's passage and sent him to Soho. A note from Curt. Barron & Co., Murdock's "protectors" at Cadiz – he has left without repaying the 30 dollars they lent him.*
126. Letter. Fermin de Tastet & Co. (London) to James Watt Jr. (Birmingham). 5 Oct. 1795. *Congratulating James Watt Jr. on joining the business. Enclosing a letter from Monsieur Roque to Matthew Boulton, and copies concerning Roque's "curious invention", which Theo. Casenove has asked them to forward.*
127. Letter. Fermin de Tastet & Co. (London) to Boulton & Watt (Birmingham). 23 Nov. 1795. *Have honoured Boulton & Watt's draft settling their account. Repayment of Capt. Collins for money that James Murdock borrowed.*