

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

DETAILED LISTING

REEL 242

3/387 General Correspondence, C (103 items)

1. Letter. Jn. Bte. Cabanyes & Co. (Barcelona) to Boulton & Watt (Birmingham). 1 Jan. 1792.
Informing Boulton & Watt of the new organisation of the firm. Prices of brandies, wheat and cod.
[This letter is written on the inside of a printed circular which details Cabanyes' former partnership with the late Joseph Molins and his new business with John Artis.]
2. Letter. Andrew Jeremiah Cabrit (Birmingham) to James Watt (Harper's Hill). 12 Jun. 1786.
Docketed "About Fleming's counterfeiting copying machines."
Does not know rates of exchange between Leipzig and London. Two visiting merchants from Warsaw are interested in the copying machine but are more taken with a portable version they saw in London, made by one Flemming. Details of Flemming's press.
3. Letter. Felix Calvert & Co. per John Field (London) to James Watt [?] [Soho].
19 Mar. 1787.
Mr. Calvert does not trust the gudgeon Boulton & Watt sent. Where should they send it as it is of no use.
4. Letter. Felix Calvert & Co. per Capell Wall (London) to Boulton & Watt [Soho].
19 Feb. 1789.
Arrangements for payment.
5. Letter. Calverts Morrell & Cole (London) to Boulton & Watt [Soho]. 12 Jul. 1787.
Docketed as John Calvert & Co.
Can the engine materials be sent by land.
6. Letter (in French). Jean Cambiaso de Dgue. (Leghorn) to Boulton & Watt (London).
3 Oct. 1788.
Has received a bill of exchange from John Motteux & Co. endorsed by Boulton & Watt in his favour. Sending various bills of exchange in return.
[The total of the bills is marked "Entd. 281 p. J[ames] P[earson]."]
7. Letter (in French). Jean Cambiaso de Dgue. (Leghorn) to Boulton & Watt (London).
6 Oct. 1788.
Sending further bills of exchange.
[The total of the bills is marked "Entd. 281 p. J[ames] P[earson]." This letter was forwarded by John Motteux & Co.]
On the same sheet:
Transcript of Cambiaso's previous letter of 3 Oct. 1788.
8. Letter (in French). Jean Cambiaso de Dgue. (Leghorn) to Boulton & Watt (London).
10 Oct. 1788.
Sending further bills of exchange.
[The total of the bills is marked "Entd. 283 p. J[ames] P[earson]."
On the same sheet:
Transcript of Cambiaso's previous letter of 6 Oct. 1788.

- 9.** Letter (in French). Jean Cambiaso de Dgue. (Leghorn) to Boulton & Watt (Birmingham). 5 Dec. 1788.
Has received Boulton & Watt's letter informing him of the receipt of all his bills repaying the bill Boulton & Watt sent him through John Motteux & Co. Hopes Boulton & Watt will use him again.
- 10.** Letter. Hay Campbell (London) to James Watt [Soho]. 29 Apr. 1798.
Has seen Mr. Benneuil's agent – his presses seem different to James Watt's. Has signed the Attorney General's report saying that Benneuil can patent his invention at his own risk. This leaves Mr. McGregor [?] free to follow his own practice. Introducing Thomas Black, the son of his gardener, who is seeking employment as a wheel wright or mill wright.
- 11.** Letter. H. Campbell (Southwark) to Boulton & Watt ("Steam Engine Manufactory"). 11 Aug. 1792.
Enquiring about the time and cost of getting one or more engines.
- 12.** Letter. William Carr (Liverpool) to Boulton & Watt [Soho]. 4 Mar. 1790.
Enquiring about the power, cost and coal consumption of Boulton & Watt's 20 inch cylinder engine.
- 13.** Letter. William Carr (Liverpool) to Boulton & Watt [Soho]. 10 Mar. 1790.
Questions about the water supply for the engine. Wants it for carding, roving and spinning cotton. Details of his works.
- 14.** Memorandum. Note on William Carr. Mar. 1790.
Information from Hammond & Co. on the good character of Carr. By J. L. [James Lawson].
- 15.** Letter. John Cartwright (Marnham) to Boulton & Watt (Birmingham). 8 Aug. 1788.
Enquiring about 12, 16 and 20 horse engines for his weaving and spinning mill at Retford. Which parts can he get cast in the North. Sketch of the layout of the mill.
- 16.** Letter. John Cartwright (Marnham) to Boulton & Watt [Birmingham]. 9 Aug. 1788.
Omitted to ask the dimensions of the beam. Can get good timber. Can they give him the dimensions of the shaft linking the engine to the mill work.
- 17.** Letter. John Cartwright (Marnham) to Boulton & Watt (Birmingham). 15 Aug. 1788.
Notes what they say about the "engine intended for the distiller". Wants to talk to a Boulton & Watt engineer and show him machinery in operation at Doncaster and the site at Retford. Requesting the price of copper for the boiler. Understands from John Rennie that their "patent grate for consuming the smoke" is fitted without extra expense. Requesting information on a Birmingham thermometer manufacturer.
- 18.** Letter. John Cartwright (Marnham) to Boulton & Watt [Birmingham]. 19 Aug. 1788.
Will be at Retford earlier than he previously thought. Thoughts about the size of the engine he needs. Requesting an estimate of a 21½ horse engine.
- 19.** Letter. John Cartwright (Marnham) to Boulton & Watt (Birmingham). 15 Sep. 1788.
Requesting an estimate of a 10 horse engine. Would have rather had one larger engine to power the whole mill when both halves were finished rather than two smaller engines. Questions about boilers. Boulton & Watt should allow people premium reductions if they buy engines more powerful than they initially need with the view of extending their works later.
- 20.** Letter. John Cartwright (Marnham) to Boulton & Watt (Birmingham). 30 Oct. 1788.
Returning the agreement. Wants to be able to move the engine wherever he wants. Can Boulton & Watt enquire about an auction of spinning frames in Birmingham for him. Has not heard of cast iron nails. John Rennie is very busy – proposes Thomas Lowe of Nottingham as mill wright. What should the upright shaft be made of. What parts can he get cast at Chesterfield or Sheffield.

- 21.** Letter. John Cartwright (Marnham) to Boulton & Watt (Birmingham). 23 Dec. 1788.
*Docketed as 28 Dec. Docketed "Ordering 30 horse engine."
Is now devoting the Retford mill to wool spinning so needs a more powerful engine. Orders as powerful an engine as possible up to 30 horses, with the intention of ordering a second one. Various alterations to his machinery, engine house etc.*
- 22.** Letter. John Cartwright (Buxton) to Boulton & Watt [Birmingham]. 2 Nov. 1789.
Requesting copies of the Soho Sick Club rules and Dr. Priestley's tract on such clubs. His plans to introduce a sick club scheme for his workforce.
- 23.** Letter. Richard Cartwright (Gainsborough) to James Watt (Harper's Hill). 16 Sep. 1787.
*Mr. Morehouse's engine is ready but the steam pipe has not arrived. Progress with ? [letter torn] & Howton's engine – Thomas Baker has been with them. Howton wishes to alter his boiler and wants Cartwright to come to Hull.
[This letter was passed to James Pearson.]*
- 24.** Letter. Kary & Co. (Genoa) to Matthew Boulton (Soho). — 1790.
*Docketed as Cary & Co.
See under K for a further letter from Kary & Co.
Want to establish steam-powered flour mills for the city. C. W. Toney recommends Boulton & Watt's engines. Requesting details and costs. Also want rollers for rolling metal.*
- 25a.** Memorandum. Protest of John Stroker, Notary Public (Dublin) on Thomas Caulfield's refusal to accept Boulton & Watt's bill. 29 Feb. 1788.
*Docketed "Protest of bill on Thomas Caulfield a Member of the Irish Parliament."
Kept with (b) and (c) below.*
- b.** Bill of Exchange to Thomas Caulfield, Moy, Armagh. 14 Nov. 1787.
Bill for payment by William Matthews, 14 Nov. 1787, endorsed by Matthews for payment to Nesbitt & Stewart. Nesbitt & Stewart submitted the bill to the Notary Public John Stroker.
- c.** Memorandum. Staples & Caulfield's account delivered to Matthew Boulton. 13 Feb. 1789.
[In James Pearson's hand.]
- 26.** Memorandum. John Champion (Bristol) – Account of Mill. — Jul. 1790.
In John Southern's hand.
- 27.** Letter. John Champion (Bristol) to Charles Lloyd (Birmingham). 15 Jul. 1790.
Forwarded by Lloyd to James Watt .
- 28.** Letter. John Champion (Bristol) to John Southern (Soho). 19 Nov. 1793.
The sheet has been used for calculations by Southern.
- 29a.** Letter. John Chapman (Newcastle) to Boulton & Watt (Birmingham). 10 Aug. 1790.
Price of coal and of shipping it to Nantes.
- b.** Wrapper for the above letter.
The wrapper has the account of shipping coal on the reverse.
- 30.** Letter. John & Robert Chapman (Newcastle) to Boulton & Watt [Soho]. 2 Nov. 1791.
*Docketed "Coals for Nantes."
Price of coal and of shipping it to Nantes.*
- 31.** Letter. John & Robert Chapman (Newcastle) to Boulton & Watt (Birmingham). 13 Jan. 1792.
Have not been able to hire a ship for France at Boulton & Watt's price because it is winter.

- 32.** Letter. John & Robert Chapman (Newcastle) to Boulton & Watt (Birmingham). 16 Jan. 1792.
Will put Boulton & Watt's advert for engine smiths and smiths in the papers. What wages can they engage to give. Have arranged a ship to take coal to Nantes. [William Forman and James Watt have used the sheet for notes for their reply on the level of wages.]
- 33.** Letter. William Chapman (Naas) to James Watt (Birmingham). 8 Nov. 1787.
Discussion of techniques of canal lock construction – deficiency of British canal engineers. Is glad that Watt dissuaded him from taking out a patent because the method, "Dubie's Method", had been described by Bellidor. Mr. Coakley has not replied. Sorry to hear that Thomas Williams has so much hold over them.
- 34.** Letter. William Chapman (Naas) to James Watt (Birmingham). 25 Jul. 1788.
Has not heard from Watt for a long time. Congratulating Matthew Boulton on the coinage contract. Recommending an attorney to deal with Mr. Coakley. Details of his canal work. Jessop is coming to Ireland. Can Watt find out about a method of passing boats from one level to another that he has seen advertised.
- 35.** Letter. William Chapman (Naas) to James Watt [Birmingham]. 1 Mar. 1790.
Introducing the Rev. John Cramer, who is travelling to Italy.
- 36a.** Letter. William Chapman (Naas) to James Watt (Birmingham). 19 May 1790.
*Enclosing (b) below.
Thanks Watt for his hospitality to Rev. Cramer. His canal work – his feelings that inferior competitors are getting more work. He and his brother's bolting mill. Is resolved to stay in the engineering profession in general rather than apply for a specific post. Logan Henderson applied for the post of Superintendent of Dublin's water supply – he should be successful.*
- b.** Printed memorial in support of Logan Henderson's application.
*With testimonials from Adam and Patrick Colclough of Doonane, Boulton & Watt and John Smeaton.
Chapman has added to his letter on the back of this, as follows:
The proposed scheme for improving the navigation of the River Severn. Has discovered a mine of Pouzalana [?]. Has been travelling, so has not seen any reviews. Can Watt send him any relevant new publications in English or French.*
- 37.** Letter. William Chapman (Dublin) to James Watt (Birmingham). 4 Feb. 1791.
His visit to the docks at Liverpool, the Dee embankments at Chester and an embankment destroyed by the sea on Anglesey. Has heard that there is a scheme in Bristol to create a basin by damming the Avon and the Froome. Can Watt or Matthew Boulton recommend him as an engineer for the scheme.
- 38.** Letter. George Chase (Wokingham) to Boulton & Watt (Birmingham). 2 Aug. 1789.
Requests an estimate for an engine to drive barges.
- 39.** Letter. Chase & Barrett (Wokingham) to Boulton & Watt [Soho]. 14 Oct. 1789.
Boulton & Watt's last letters were mis-sent to Bath. Have not heard anything from Boulton & Watt lately.
- 40.** Letter. Samuel Clarke (Leicester) to Boulton & Watt (Birmingham). 23 May 1789.
*Docketed as John Clarke.
Requesting an estimate of an engine for a corn mill.*
- 41.** Letter (in French). Gabriel Clarmont (57 Old Broad Street, London) to William Matthews (6 Green Lettice Lane, London). — Oct. 1787.
Enquiring about the construction of Boulton & Watt's steam engines, how much water they raise and how much coal they consume. [Forwarded with a note by Matthews to James Watt at Harper's Hill, 11 Oct. 1787.]

- 42.** Letter. Claytons & Walshman (Highley) to Boulton & Watt [Soho]. 7 Jul. 1785.
The savings on coal will not match the extra expense and the premium of a Boulton & Watt engine – therefore they are going to have a common engine.
- 43.** Letter. Charles Clowes (Stony Lane, London) to James Watt (Green Lettice Lane, London). 10 Feb. 1785.
Can Watt fix a time for a conference about the erection of the engine.
- 44a.** Letter. Joseph Rathbone & Dale Co. per Mark Gilpin (Coalbrookdale) to Boulton & Watt [Soho]. 27 Oct. 1788.
*Docketed as the Coalbrookdale Co. Kept with (b) and (c) below.
Counter readings for the “Resolution” engine made by Boulton & Watt’s and Coalbrookdale’s counters.*
- b.** Letter. Joseph Rathbone & Dale Co. per Mark Gilpin (Coalbrookdale) to Boulton & Watt [Soho]. 15 Nov. 1788.
The coal consumption and counter readings of the “Resolution” engine.
- c.** Memorandum. Coalbrookdale Engine. Not dated [circa Jul. 1788].
Record of what the counter showed on 17 Jul. 1788 and 27 Feb. 1787, and calculation of the premium [?]. In James Pearson’s hand.
- 45.** Letter (draft). James Watt to the Coalbrookdale Co. 17 Nov. 1788. 2 sheets.
Accepting that the company’s counter is right about the number of strokes and that the engine is consuming more coal than agreed. However the engine is doing more work than it was agreed on. Hopes the new cylinder will improve it. Deductions from the premium.
- 46.** Letter. Joseph Rathbone & Dale Co. per Mark Gilpin (Coalbrookdale) to Boulton & Watt (Birmingham). 16 Dec. 1788.
*Docketed as Coalbrookdale.
Counter reading on 13 Dec. Joseph Rathbone will reply to Boulton & Watt’s letter of 17 Nov.*
- 47.** Letter. Joseph Rathbone & Dale Co. per Mark Gilpin (Coalbrookdale) to James Watt [Soho]. 2 Mar. 1789.
*Docketed as Coalbrookdale.
Re-starting of the Resolution engine – its counter readings. Joseph Rathbone was prevented from replying to James Watt’s letter of 4 Feb. They are progressing with the little winding engine at Madeley Lane. The one at Wombridge will be set to work this week.*
- 48.** Letter. Joseph Rathbone & Dale Co. per Mark Gilpin (Coalbrookdale) to Boulton & Watt [Soho]. 22 Jan. 1791.
*Docketed as Coalbrookdale.
Can Boulton & Watt send their account. Requests they change the method of billing.*
- 49.** Letter. The Coalbrookdale Co. per Richard Dearman (Coalbrookdale) to Boulton & Watt (Soho). 28 Jan. 1792.
The Coalbrookdale Co. have been applied to for a 30 horse engine. What should the cost and the premium be. W. Reynolds & Co. have sent an account of the small engines.
- 50.** Letter. The Coalbrookdale Co. per Richard Dearman (Coalbrookdale) to Boulton & Watt (Soho). 5 May 1794.
*Docketed “Offer to sell Madeley Wood furnaces.”
They are contracting their business and selling off some of their works. Would Boulton & Watt be interested in buying the mines and colliery at Madeley Wood.*
- 51.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 26 Jan. 1785.
*Mis-docketed as 26 Jun.
Arrangements for erecting the engine. They have a large stock of rape seed on hand, and the most convenient times will be March or June. Do they know of someone who could manage the engine.*

- 52.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 15 Feb. 1785.
Arrangements for sending an engine erector and stopping the mill. It would suit them for Malcolm Logan to be sent at the end of the month.
- 53.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 1 Mar. 1785.
Observe from John Buchanan's letter that the intended erector has been set elsewhere. Fixing the 1 Jun. as the new date. If it is not until Jul. or Aug. this will be very inconvenient for their business.
- 54.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 8 Mar. 1785.
If Boulton & Watt can spare Malcolm Logan now, this would suit them.
- 55.** Letter. Henry Coates & Co. (Hull) to James Watt (Birmingham). 5 May 1785.
The engine is erected and working well but lacks power. They therefore cannot work their small mill at the same time, which is a great inconvenience.
- 56.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 19 Apr. 1786.
Their boiler is scarcely worth repairing. Want to order a new copper one. Various questions about construction and cost.
- 57.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 6 Oct. 1786.
Problems with their engine since they installed their copper boiler. Their engineman Henry Parkin is puzzled. This is the time of year they need the engine most. Can Boulton & Watt send someone, preferably Malcolm Logan.
- 58.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 7 Oct. 1786.
Think they have found the problem with their engine, therefore Boulton & Watt should suspend sending someone until they hear more.
- 59.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 18 Oct. 1786.
The bearer Mr. Perrin [Isaac Perrins?] has been of great use in repairing their engine. He will give them the details of the problems.
- 60.** Letter. Henry Coates & Co. (Hull) to James Watt [Birmingham]. 12 Sep. 1787.
Henry Parkin says the bottom part of the piston needs to be enlarged.
- 61.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 24 Jun. 1791.
Can Joseph Varley come, as they are apprehensive about the condition of the engine. Mr. Mitchell has not had enough experience in engine matters.
- 62a.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 9 Sep. 1791.
*Kept with (b) below.
Need someone to keep the engine in repair. They are nearly at a stand and have asked a man from Thompson & Baxter to look at it. Can they spare someone to stay in Hull. They have a house for him, and he could attend other Boulton & Watt engines in the area.*
- b.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt [Birmingham]. 13 Sep. 1791.
Urgently need someone to repair their engine. The problems seem to be in the valve seating and the framework.
- 63.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt (Birmingham). 31 Dec. 1791.
*Docketed "About a new engine."
Their current engine has too little power. Want one of four horses more power. Questions on cost, construction and what parts of their current engine can be used again.*

- 64.** Letter. Henry Coates & Co. (Hull) to Boulton & Watt (Birmingham). 5 Jan. 1792.
*Docketed "About Cartwright coming to them."
Have offered terms to Joseph Varley to move to Hull. Richard Cartwright says he will leave Boulton & Watt's employment. Are Boulton & Watt likely to part with him. If they do could he also erect a larger engine for them.*
- 65.** Letter. J. Colby (1 Southampton Street, Covent Garden, London) to Boulton & Watt [Soho]. 20 Jul. 1789.
*Docketed "About Pembrokeshire Colliery."
Their colliery agent in Pembrokeshire has discussed the engine with William Murdock. They will write when Colby has talked to the chief proprietor, Mr. Powell.*
- 66.** Letter. Andrew Collins (London) to Matthew Boulton (Birmingham). — Jul. 1786.
The whereabouts of Mr. Buckling of Mansfeldt. Is happy to serve Matthew Boulton in any way he can to repay "...the many acts of kindness I have received from you during the time of my being employed in your Counting House."
- 67.** Letter. Thomas Collins (Bristol) to Samuel Galton [Birmingham]. "Monday Evening" [1785].
*The docket notes that this letter was to Galton, and gives the date as 1785.
Has applied to another gentleman for employment, who is likely to employ him.*
- 68.** Letter. W. Collison (Lawton Salt Works) to Boulton & Watt [Soho]. 14 Jul. 1785.
*The bearer W. S. Clayworth has altered the cylinder of Messrs. Salmon & Co.'s engine.
Wishes to have Boulton & Watt's advice on the better regulation of the engine.*
- 69.** Letter. Gideon Combrune (London) to Boulton & Watt (Soho). 31 Jul. 1792.
Has received the parts of the engine. Mr. [David] Watson is putting it up and promises not to delay. Watson's query about the cylinder casing.
- 70.** Letter. Combrune & Co. (Golden Lane, London) to Boulton & Watt [Soho]. 7 Nov. 1792.
Have paid their account to Charlotte Matthews. Thanking Boulton & Watt for their exertions in forwarding the engine. Praise for Watson.
- 71.** Letter. Benjamin Cook (Newcastle) to Boulton & Watt (Birmingham). 14 Dec. 1785.
*On the same sheet:
Draft of the reply [?] in shorthand.
Requesting an estimate of an engine for his corn mill.*
- 72.** Letter. James Cooper (Poplar) to James Watt [?] [Birmingham]. 17 May 1785.
Enclosing his plans for Thomas Allingham's forge. Details of where his differ from Boulton & Watt's. Has been delayed by his enquiries about Allingham – it appears he is not to be relied upon. Has had a good reference from a banker about Folliott Scott. Malcolm Logan has arrived, but Messrs. Stonard's engine has not and they are impatient.
- 73.** Letter. James Cooper (Poplar) to James Watt (Birmingham). 15 Mar. 1786.
Details of problems with Scott & Co.'s bellows – cannot work them at the same time as the hammer. Asking James Watt's opinion on the plan to build another flywheel. The sun wheel gudgeon has broken due to bad iron.
- 74.** Letter. James Cooper (Poplar) to James Watt (Birmingham). 21 Mar. 1786.
*Docketed "Size of nozzle of F. Scott's bellows."
Small size of the nozzle of Folliott Scott's bellows. Thinks the bellows cannot be worked with the hammer, not due to friction but because they demand too much power.*
- 75.** Letter. James Cooper (Poplar) to James Watt [London?]. 15 Mar. 1787.
Mr. Farr plans to move his sheet lead mill to White Chapel. He is concerned that if he erects an engine, it will encourage the establishment of other lead mills which will hurt his business. Would Boulton & Watt grant him an exclusive privilege to mill lead with steam power. Farr says he knows who else is concerned along these lines.

- 76.** Letter. James Cooper (Poplar) to James Watt (Birmingham). 7 Apr. 1787.
Mr. Farr's brother's concerns about the expense of the engine for their lead mill. Cooper thinks they will need a 12 horse engine. Farr says that Mr. Webster, another London lead manufacturer, is getting an engine from [Robert] Cameron.
- 77.** Letter. James Cooper (Poplar) to James Watt [Birmingham]. 20 Apr. 1787.
Mr. Farr's brother's objections have got Farr thinking that he might now only apply the engine to his Horsely Down works, and it is uncertain whether they will have the White Chapel site at all. Messrs. Scott must not depend on them.
- 78.** Letter. James Cooper (Poplar) to Boulton & Watt [Soho]. 30 Nov. 1789.
Some friends of his want a 10 horse engine but are discouraged by the premium. Their concern is near a large town where no Boulton & Watt engines are yet at work. The local coal is not as good as Newcastle coal – can Boulton & Watt take this into consideration.
- 79.** Letter. James Cooper (Poplar) to Boulton & Watt [Soho]. 3 Feb. 1790.
*Docketed "Wevill Mill."
Was asked by the Victualling Office Board if engines could be worked with salt water. Told them they could not – problems of Mr. Potter's engine in Southampton. Can Boulton & Watt send him more advice, as the Board plan to erect an engine at Weevill near Portsmouth for grinding wheat. Proposed that they build reservoirs. Is getting on with the Bristol work. Has never worked with Bayly & Co. but has had a "respectable account of their responsibility."*
- 80.** Letter. James Cooper (Poplar) to Boulton & Watt [Soho]. 29 Jun. 1790.
*Docketed "Sending off Mr. Bayly's materials."
The vessel with the materials for Bayly & Co. has sailed for Bristol. Will need an engineman.*
- 81.** Letter. James Cooper (Poplar) to Boulton & Watt (Soho). 29 Oct. 1790.
Has reassured Bayly & Co. about the power of their engine. Will send them information about the engine at Mr. Farr's lead mill at Horsely Down. Cannot see that there should be any problem with the engine but will meet John Southern at Bristol if necessary. The power Farr uses for his lead mill.
- 82.** Letter. James Cooper (Poplar) to Boulton & Watt [Soho]. 12 Jun. 1792.
Thanks them for their letter about his late brother [John]. Mr. Spence has a little reason to complain. Is not sure that [David] Watson is to blame. Thought that Spence's engine would cost less to erect than others before, but did become concerned at the time Watson was taking.
- 83.** Letter. James Cooper (Poplar) to Boulton & Watt (Soho). 14 Nov. 1792.
*This letter was passed to Matthew Boulton.
Requesting an estimate of a 4 horse engine for a wheat mill in Essex. Queries over proposed alterations to Mr. Spence's millwork*
- 84.** Letter. John Cooper (Portpool Lane, Holborn, London) to James Watt (Birmingham). 18 Mar. 1786.
Preparatory work for Felix Calvert & Co.'s engine – siting of the engine, length of the shaft, an old well under the engine house. Are there any orders about the boiler.
- 85.** Letter. John Cooper (Portpool Lane, London) to James Watt (—). 11 Jul. 1786.
Progress with Felix Calvert & Co.'s boiler. A dispute over pay between his men and the master millwright – they are not at work. He is determined not to pay their demand. Will get some carpenters to assist Malcolm [Logan]. Mr. Calvert needs an engineman.
- 86.** Letter. John Cooper (London) to James Watt (Birmingham). 22 Jul. 1786.
*Docketed "About engineman for Mr. Calvert."
Felix Calvert's miller has told him they have engaged an engineman.*

- 87.** Letter. John Cooper (Portpool Lane, London) to Boulton & Watt [Soho]. 30 Jul. 1787.
Progress with John Calvert's engine house. The engine materials have arrived. Has orders from Mr. Meux and Mr. Delafield (who is now at Messrs. Gyffords') about the situations of their intended engines.
- 88a.** Letter. John Cooper (London) to Boulton & Watt (Birmingham). 1 Apr. 1788.
Likes the method of lengthening the fly wheel shaft. Boulton & Watt are not to proceed with the engine for Truman's brewery, as they are not sure they can spare the space. They may take two smaller engines. Enclosing sketches of Messrs. Gyffords' work.
- b.** Letter (press copy). John Southern for Boulton & Watt (Birmingham) to John Cooper [London]. 3 Apr. 1788.
The cost of two small engines [for Truman's brewery] will be half as much again as their original order. The loss sustained by abandoning the original order will be considerable, as both the Bersham and Soho materials are almost complete.
- 89.** Letter. John Cooper (Portpool Lane, London) to Boulton & Watt [Soho]. 16 Oct. 1788.
Messrs. Gyffords & Co.'s engine house will be ready this week.
- 90.** Letter. John Cooper (Portpool Lane, London) to Boulton & Watt [Soho]. 29 Dec. 1789.
Requesting a sketch and an estimate of an engine for Messrs. Roberts & Co., malt distillers. Can this be kept secret, as Roberts are afraid the water millers will refuse to do their grinding.
- 91.** Letter. Thomas Cooper (Manchester) to James Watt (Birmingham). 10 Jan. 1789.
*Docketed "About engine and smokeless furnaces."
Have decided to employ their engine solely for pumping. Height it has to be pumped. How much water can 6, 8 and 10 horse engines pump. Details of their furnaces. Does not think there is any hazard of anyone finding out their working methods. Smoke is a problem, therefore they will want Boulton & Watt's "peculiar method of consuming the smoke". His good impressions of James Watt Jr.*
- 92.** Letter. Thomas Cooper (Mosley Street, Manchester) to James Watt [Birmingham]. 7 Dec. 1789.
Are undecided about the steam engine for their bleaching works. Great nuisance of smoke from their chimneys – often have to wash white goods over again. Want to use the fireplaces that Boulton & Watt use on their engines – what are their terms.
- 93.** Letter. Thomas Cooper (Mosley Street, Manchester) to James Watt (Birmingham). 17 Dec. 1789.
Ordering a 10 horse engine for their bleaching works. Would like an answer to his enquiry about the fireplaces. Has heard from Joseph Priestley that James Watt will sign his election certificate for the Royal Society – thanks him for this.
- 94.** Letter. Thomas Cooper (Mosley Street, Manchester) to James Watt (Birmingham). 22 Jan. 1790. 2 sheets.
Thoughts on whether to use their engine as a pump only or with works attached to it. Want to have the engine immediately and decide on having it acting directly on the works later. Have now decided on a 12 horse engine. Details and sketch of their alkali boiling pans. Want to use Boulton & Watt's smokeless furnaces, and will fashion the pans to fit them.
- 95.** Letter. Thomas Cooper (Mosley Street, Manchester) to James Watt (Birmingham). 28 Jan. 1790.
Will bear any cost of changing their order to a 12 horse engine. Wants to explain on the spot to James Watt or Matthew Boulton why they want to use the engine for pumping only and not directly. Hopes they can visit.
- 96.** Letter. James Watt (Birmingham) to Thomas Cooper (Manchester). 7 Sep. 1790.
*[It is unclear if this letter was ever sent – it was sealed and addressed but bears no postmark.]
Sending the agreement. How far forward are they with the mill work. Latest experiments in the debate on the decomposition of water.*

- 97.** Letter. Thomas Cooper (Lever Hall, near Bolton) to James Watt (Birmingham). 30 May 1791.
Docketed "About smoke bill."
Peter Ewart's work on his engine. The proposed bill which will force Manchester engine owners to use smokeless fireplaces. He has had a clause inserted which says that patents should not be infringed. Some application may be made from Manchester for a licence to use the fireplace. Moreover the smokeless fireplace will make Boulton & Watt's engines attractive to those who cannot see its other merits – their engine has made slow progress so far. Therefore if they have not secured the fireplace with a patent they should do so. They need an agent in Manchester – if Ewart settles there the job would suit him.
- 98.** Letter. Cooper, Matchitt & Co. (Woodeaves) to Boulton & Watt [Soho]. 28 Jul. 1791.
Want to consult with Boulton & Watt about applying power to aid a water wheel. The high price of coal near them may prove an objection to a steam engine.
- 99.** Letter. Cotterill & Francis (8 Freeman Street, Birmingham) to Boulton & Watt [Soho]. 6 Feb. 1787.
Requesting an estimate for an engine to power a corn mill and a copy of Boulton & Watt's "pamphlet" on the engine for a friend.
- 100.** Letter. Cox & Halls (Nottingham) to Boulton & Watt (Birmingham). 26 Jan. 1791.
Want a 12 horse engine but will not use the full power for some time. Therefore can they pay the premium as if for a 9 horse engine. Do not wish their intentions to be known.
- 101.** Letter. Cox & Halls (Nottingham) to Boulton & Watt (Birmingham). 8 Feb. 1791.
If Boulton & Watt do not agree to their proposal in their letter of 26 Jan., they wish to have a 9 horse engine instead. Wish to have the engine as quickly as possible.
- 102.** Letter. Richard Crawshay (London) to Boulton & Watt [Soho]. 16 Mar. 1788.
Details of their iron-working machinery for which they want an engine. They should write to James Cockshutt for further particulars. Requesting an estimate.
- 103.** Letter. William Cross (Halifax) to Boulton & Watt (Birmingham). 17 Apr. 1786.
Docketed "Wanting engine for scribbling mills."
Wants an engine to power scribbling engines. His windmill will be frequently out of order and has heard praise of Boulton & Watt's engines, and that the costs are "trifling".

3/388 General Correspondence, D (56 items)

- 1.** Letter. A. Dalrymple (Cheltenham) to James Watt [Birmingham]. 20 Sep. 1787.
Has recommended his friend Mr. Slade to Matthew Boulton. Wants to introduce him to James Watt as well.
- 2.** Letter. F. Daniell (Constantinople) to "Bolton & Co." (Birmingham). 10 Oct. 1794.
Requesting an estimate of an engine for raising water and of the apparatus for grinding corn.
- 3.** Letter. Erasmus Darwin (Derby) to James Watt (Heathfield). 30 Nov. 1794.
Docketed "Pneumatic subscriptions."
Accounts of the pneumatic apparatus in the Derby paper have raised no new subscriptions. List of the subscribers they personally applied to. Not worth advertising any more. Has been engaged in "common business" and in finishing the second volume of his book.
- 4.** Letter. Theo. Daubuz & Co. (Falmouth) to Matthew Boulton [London]. 19 Mar. 1785.
Which smelting house should the black tin of Chacewater mine be sent to. The owners of Curvedras are the only adventurers in the mine with interests in a smelting house. Mr. Reid has given up his smelting house.

- 5.** Letter. Theo. Daubuz & Co. (Falmouth) to Matthew Boulton [London]. 21 Apr. 1785.
The adventurers in Chacewater mine can dispose of their parts of the coined tin as they see fit. Will buy Boulton & Watt's parts if they wish to sell. Hopes Matthew Boulton will consult James Watt about sending the black tin to Curvedras smelting house.
- 6.** Letter. D. Davies, Clerk to the Committee of Proprietors of the Shropshire Canal Navigation (Madeley) to Boulton & Watt [Soho]. 18 Jul. 1788.
Can Boulton & Watt suggest the best means of conveying heavy articles in boats between different levels of water.
- 7.** Letter. D. Davies, Clerk to the Committee of Proprietors of the Shropshire Canal Navigation (Madeley) to Boulton & Watt [Soho]. 20 Aug. 1788.
Has sent the plan of the Shropshire Canal. Can they return it.
- 8.** Letter. D. Davies, Clerk to the Committee of Proprietors of the Shropshire Canal Navigation (Madeley) to Boulton & Watt (Birmingham). 10 Sep. 1788
Will attend Boulton & Watt if they want to view the Shropshire navigation.
- 9.** Letter. John Dawson (Liverpool) to "Bolton Esq." (Birmingham). 9 Nov. 1790.
The letter was opened by Zaccheus Walker and forwarded to Boulton & Watt. Has talked to Samuel Galton about steam engines. Requesting an estimate of one to power sugar cane works on Trinidad. Problems with existing wind and water power. High price of coal on the island. If they can make it work it will open a large market, as the King of Spain has loaned 1 million dollars to the island for building cane works and buying slaves. He is to supply the slaves.
- 10.** Letter. John Dawson & Charles Clowes per Charles Clowes (Stony Lane, Southwark) to Boulton & Watt (Birmingham). 1 Feb. 1785.
Plan to replace their brewery which was destroyed by fire. Want an engine for the new works similar to that of Henry Goodwyn. Details of the brewery, the site and what they want the engine to do. Enclosing plans. Hope it will save them sufficient money. Have received a plan of Mr. Wood's engine in Oxford.
- 11.** Letter. Richard Dayus (Papplewick) to James Watt (Birmingham). 31 Jan. 1786.
Progress in erecting Mr. Robinson's engine.
- 12.** Letter. Richard Dayus (Papplewick) to James Watt (Birmingham). 21 Feb. 1786.
Trials of Mr. Robinson's engine. A problem with the flywheel running backwards on the starting and stopping of the engine.
- 13.** Letter. Richard Dayus (London) to James Watt (Soho). 22 Jul. 1791.
Docketed "R. Dayus about Spalding engine."
- 14.** Letter. Richard Dayus (London) to James Watt (Soho). 15 Aug. 1791.
*Docketed "His account of time previous to his setting out for France."
Account of his time at various engines. Is ready to go to Nantes. Is the engine to work with a constant stream of injection.*
- 15.** Letter. Silas Deane (London) to James Watt [London]. 3 Nov. 1786.
Has had difficulty finding a suitable site for his works. Is willing to release the engine prepared for him provided he has immediate preference afterwards and is not made to wait.
- 16.** Letter. John Petty Dearman [Birmingham] to James Watt [Soho]. Not dated.
*Docketed "About 12 horse engine."
Sending a ? [illegible]. Has had a relapse but is now recovering. News of his family. Requesting an estimate of a 12 horse engine.*
- 17.** Letter. John Petty Dearman (Eagle Foundry) to James Watt [Soho]. 16 Dec. 1793.
Intended to call upon Watt for his advice but was prevented by business and the shortness of the days.

- 18.** Letter. John Petty Dearman (Birmingham) to James Watt (Heathfield). 24 Dec. 1793.
Has asked George Warde, who recommended Boulton & Watt to Dearman and who talked of putting up a steam-powered corn mill in Birmingham, to find out the name of the patentee of the governor. Also remembers Varls & Son of Leeds threatening to prosecute users of the regulator.
- 19.** Letter. John Petty Dearman (Birmingham) to James Watt (Soho). 8 May 1794.
*Docketed "Offer of Madeley Wood furnace."
Does James Watt plan to buy an iron works. If so the Coalbrookdale Co. are planning to sell the Madeley Wood furnaces and colliery.*
- 20.** Letter. Dearman & Francis (Birmingham) to Boulton & Watt (Soho). 6 Oct. 1794.
*Docketed "About paying levies on their engines."
Have refused to pay Poor Law levies on their engine until they can get more information on whether it should be rated. Can Boulton & Watt give them any advice.*
- 21.** Letter. Richard Dearman (Coalbrookdale) to James Watt (Heathfield). 11 Feb. 1792.
The engine which they were casting for Boulton & Watt has been countermanded. The parties are buying a common engine from Sheffield.
- 22.** Letter. Richard Dearman (Coalbrookdale) to Boulton & Watt (Soho). 3 Nov. 1792.
Have been asked the price of two 2 horse Boulton & Watt engines to be delivered at Bristol and the price of sending an erector to Cork.
- 23.** Letter. — de Charmilly, Deputy of St. Domingo (London) to Boulton & Watt (Birmingham). 1 Dec. 1794.
Has been prevented by business from visiting Boulton & Watt. Wants to visit to discuss the matter in question and answer Boulton & Watt's questions.
- 24.** Letter. John Delafield (London) to James Watt (—). 14 Mar. 1787.
*Annexing an extract of his brother's letter about a steam engine for New York.
On the same sheet:
Extract from Delafield's brother's letter, dated New York, 3 Jan. 1787.
A friend of his wants an estimate of an engine to work a flour mill – their current mills are tide mills or so far away that they cannot send flour in the winter.*
- 25.** Letter (in French). Etienne Delessert (Paris) to James Watt (Birmingham). 24 Mar. 1785.
The Chaillot Water Works [Perier Frères] has sufficient funds to pay those to whom they owe money.
- 26.** Letter. Etienne Delessert (Paris) to James Watt (Birmingham). 18 May 1785.
Payment of debts and profitability of the Chaillot water works [Perier Frères]. Wants to erect a water works engine of his own at less expense than Perrier's. Asks for details.
- 27.** Letter (in French). Etienne Delessert (Paris) to James Watt (Birmingham). 17 Jun. 1785.
Finances of Perier's undertaking. He should pay Boulton & Watt. His plans to erect more engines. His privilege to supply Paris with water for 19 years. Delessert's plans for a similar undertaking.
- 28.** Letter (in French). Etienne Delessert (Paris) to James Watt (Birmingham). 7 Jul. 1785.
Perier's finances – sale of further shares. His promises to pay Boulton & Watt. His erecting of new engines at Bourgogne and Lyon.
- 29.** Letter (in French). Etienne Delessert (Paris) to James Watt (Birmingham). 1 Aug. 1785.
Wishes Perier would give them satisfaction. John Motteux's correspondent Monsieur Perregaux is defending their interests in Paris. Perier's progress with his engine at Lyon to provide water and mill flour. Existing water-powered flour mills at Lyon.

- 30.** Letter (in French). Etienne Delessert (Lyon) to James Watt (Birmingham). 14 Oct. 1785. *Perier's scheme for an engine at Lyon. His need for a subscription. Details of the existing water mills and the amount of flour they produce. Coal supplies in Lyon.*
- 31.** Letter (in French). Etienne Delessert (Paris) to James Watt (Birmingham). 20 Oct. 1785. *Does James Watt think that a flour mill as well as water supply can be powered by the proposed engine in Lyon.*
- 32.** Letter (draft). James Watt (Birmingham) to Etienne Delessert [Paris]. 6 Nov. 1785. *Docketed "Draft of letter to him on the subject of corn mills at Lyons. This letter was not sent but an abstract of it." Thoughts on the scheme at Lyon. Workings of the English milling industry and the Albion Mill company. Calculations of the cost of milling, and of one of the engines at Albion Mill and the savings the mill will obtain. A separate engine should be used for water supply.*
- 33.** Letter. J. E. Delessert (Hamburg) to James Watt (Birmingham). 15 Oct. 1793. *Docketed "Introducing Mr. Vogt. Delivered 11 Jul. 1794". Introducing Mr. Voght, a merchant from Hamburg. Wishes to see the "merchant wonders" of Birmingham.*
- 34.** Letter. James Dell (Fair Cloath Court, Lambeth) to ?. 19 Apr. 1790. *Requesting an estimate of a 3 horse engine on behalf of "a gentle man".*
- 35.** Letter (draft). Boulton & Watt [Soho] to Robert Denison (Nottingham). 23 May 1791. *In Matthew Boulton's hand. Understand that Denison wants a reduction in his premium as he will not be working the engine at its full power. Will try and oblige him, but are concerned about bringing several other claims upon themselves.*
- 36.** Letter. Robert Denison (Nottingham) to Boulton & Watt (Birmingham). 2 Jun. 1791. *Requesting a reduction in his premium as he will not be working the engine at its full power for some years. Boulton & Watt have done this for others.*
- 37.** Letter. Robert Denison (Nottingham) to Boulton & Watt (Soho). 29 Aug. 1794. *Docketed "Intention of going to America." The "deluded populace" have burnt his mill down. Is sending his son Robert to America to seek "asylum for himself & probably for our whole family". Can Boulton & Watt provide him with letters of introduction to any of their friends in America.*
- 38.** Letter. Francis, Richard & John Diggins (Chichester) to Boulton & Watt [Soho]. 26 Dec. 1786. *Marked "Ansd. Feby. 22nd – see Letter Book." Requesting an estimate for an engine for a flour mill "on the principle of that erected by you at Blackfriars Bridge" [Albion Mill]. On the same sheet: Letter (draft). Boulton & Watt to Francis, Richard & John Diggins. 22 Feb. 1787. Sorry they did not reply sooner – have been in France. Local circumstances will mean they cannot give precise answers. Estimate of an engine. Details of the Albion Mill engine.*
- 39.** Letter. James Dinwiddie (Manchester) to James Watt [Birmingham]. 25 Aug. 1786. *Introducing Prince Rezzonico, a Senator from Rome. Can James Watt show him Soho Manufactory and "everything about your place worthy of his attention."*
- 40.** Memorandum. Mr. Dobbs's Queries. — June 1785. *In John Southern's hand. Thomas Dobbs' questions about the cost of an engine.*
- 41.** Letter. Thomas Dobbs (Lifford) to Boulton & Watt [Soho]. 15 Mar. 1790. *Intends to start working his engine tomorrow.*

- 42.** Letter. Thomas Dobbs (Lifford) to Boulton & Watt [Soho]. 10 Dec. 1792.
Cannot pay his account until after Christmas. Does not intend to work it any more.
- 43.** Letter. Thomas Dobbs (Lifford) to John Southern [Soho]. 12 Aug. 1793.
Has no objection to parting with his engine. Has had little work for it so it should be in good condition. The boiler is in the worst condition.
- 44a.** Letter. Alexander Donald (London) to James Watt (Soho). 20 Apr. 1791.
Enclosing a memorandum from "M. B." [a lady] asking him to get a frame for casters and cruets for vinegar, oil and mustard. Can James Watt get them in Birmingham.
- b.** Memorandum from M. B. dated Westover, 1 Jul. 1790.
- 45.** Letter (in French). Monsieur — Droz (—) to James Watt [Birmingham]. — 1791.
Enquiring about engines for a rolling mill.
- 46.** Letter (in French). Monsieur — Ducrest (Greniere Hotel, Jermyn Street, London) to Matthew Boulton (Soho). 9 Aug. 1788.
Can he visit Matthew Boulton in Birmingham, and talk with James Watt as well.
- 47a.** Note (in French). Monsieur Dumaitz (—) to Boulton & Watt (Soho). Not dated.
*Enclosed in (c) below.
Asking for the price of their least expensive steam engine.*
- b.** Letter (in French). Madame Dumaitz (London) to Boulton & Watt (Soho).
26 Mar. 1793.
*Enclosed in (c) below.
Sending the note from her husband to Boulton & Watt. Can they explain the circumstances.*
- c.** Letter. J. Grierson (London) to Boulton & Watt (Soho). 26 Mar. 1793.
Enclosing a letter from Madame Dumaitz and a note from her husband in France "sent her by way of remittance". People in France have to be very cautious – can Boulton & Watt therefore explain the note. Are they currently "in cash" for Monsieur Dumaitz?
- 48.** Letter. John Dunkin (Southwark) to Boulton & Watt [Soho]. 8 Jan. 1790.
Returning the bill of lading and the rough draft of the deed for the engine. Can Mr. Stibbs' name not appear on the deed, as he is not connected with Dunkin's buildings or the engine.
- 49.** Letter. John Dunkin [Southwark] to Boulton & Watt [Soho]. 23 Jan. 1790.
John Rennie has told him that Boulton & Watt need a description of the uses of his engine for the agreement. Details of its use and location at Dunkin's grain mill.
- 50.** Letter. John Dunkin (Southwark) to Boulton & Watt (Birmingham). 12 Feb. 1790.
Needs the working gear for his engine. Has not heard from Boulton & Watt since he last wrote on 23 Jan. When will the indenture be ready.
- 51.** Note. ? (—) to Thomas Dunnage (Philpot Lane, London). — Oct. 1796.
*Can build an engine much cheaper than Boulton & Watt – how much will they charge for plans and permission to build. If they will not agree, he will erect a Newcomen engine. Thinks their charges are extravagant and will prevent many from using Boulton & Watt engines.
[This note was forwarded to Boulton & Watt and bears the following addition: "4 horses. The above is for a friend of Mr. Dunnage's who with Mr. D. saw Mr. Watt when in London."]*
- 52.** Letter. Dyer Allen & Co. (London) to Boulton & Watt (Green Lettice Lane). 25 Jan. 1787.
Their correspondent in Quebec wants to power a saw mill by steam power. From G. Dyer's conversation it appears that Boulton & Watt are not well informed about the power needed for saw mills. Can they make enquiries. Dyer Allen & Co. will pay for an experiment.

53. Letter. Dyer Allen & Co. (London) to Boulton & Watt [Birmingham]. 31 Mar. 1787.
Requests for estimates for apparatus and engines for the sawmill in Quebec. The engine must be shipped on 1 Aug. or the navigation to Quebec will be closed. Payment arrangements. If the engine is a success, more orders will almost certainly come from Canada, as wind mills cannot be used in the stormy weather there.

54. Letter. Dyer Allen & Co. (London) to Boulton & Watt (Birmingham). 5 Apr. 1787.
Questions about the power of the proposed engine for the Quebec sawmill. Does Boulton & Watt's patent cover the Colonies. If not, others may erect engines more cheaply. Will Boulton & Watt definitely be able to send a man to Canada.

55. Letter. Dyer Allen & Co. (London) to Boulton & Watt [Birmingham]. 9 Apr. 1787.
The problem of sending a man to Canada, the risk of the ship not reaching Quebec before the navigation is closed, and the cost induces them not to order the sawmill engine and apparatus this year. Will send Boulton & Watt's correspondence to their friends in Quebec and will inform them that an engine and erector can be ready by 25 Mar. 1788.

56. Letter. George Dyer (London) to Boulton & Watt [Soho]. 22 Aug. 1789.
Has been referred to Boulton & Watt by Dyer Allen & Co. Requesting estimates of 4, 6 and 8 horse engines to be erected in Scotland.

3/389 General Correspondence, E (11 items)

1. Letter. Edward Eardley (Apedale) to James Watt (St. Paul's Square, Birmingham). 12 Feb. 1790.
An 8 horse engine will be better for Sir Nigel Gresley's purposes. Sir John Heathcote regrets employing Mr. Bateman to build an engine.

2. Letter. Edward Eardley (Apedale) to James Watt (Birmingham). 20 Oct. 1790.
What will Sir Nigel Gresley's 8 horse engine cost. When will the money be due. They are making good progress – Peter Ewart is at his house. Can James Watt keep this secret from Sir Nigel.

3. Letter. Edward Eardley (Apedale) to Boulton & Watt (Soho). 11 Jul. 1791.
Sir Nigel Gresley has signed the agreement. Returning one part with the bearer John Harrison, who with his partners may want a powerful engine for his large works.

4. Letter. Edward Eardley for Sir Nigel Gresley (Apedale) to Boulton & Watt (Soho). 29 Jan. 1793.
Ordering replacement air pump bucket and sun and planet wheels for Sir Nigel Gresley's engine. Problems with poor parts, especially the brass working barrel – have had to replace it. The engine has been a loss to Sir Nigel.

5. Letter. A. G. Eckhardt (131 Sloan Street, London) to James Watt (London). 10 Feb. 1794.
*Docketed "His improvement upon the steam engine."
His admiration for Boulton & Watt's improvements to the steam engine. Has designed a new type of engine much simpler and smaller than Boulton & Watt's. He and his brother wish to render it of mutual benefit to themselves and Boulton & Watt. When can he meet James Watt.*

6. Letter. M. & T. Edwards (7 Bush Lane, London) to Boulton & Watt [London]. 13 Nov. 1793.

7. Transcript of letter. Boulton & Watt (6 Green Lettice Lane) to M. & T. Edwards (Bush Lane, London). 19 Nov. 1793.
In James Watt's hand.

8. Memorandum. Agreement with John Elliot about an invention. 15 Jun. 1785.
Signed by Watt, Boulton and Elliot and witnessed by John Rennie.

9. Letter. John Elliot (—) to Boulton & Watt (6 Green Lettice Lane). 16 Jun. 1785.

10. Letter. John Elliot (—) to Boulton & Watt [London]. 19 Jun. 1785. 3 sheets.

11. Letter. George Evans for Mogg Crang & Co. (Timsbury) to Joseph Harrison (Soho).
6 Aug. 1790.
Requesting an estimate for a 40 inch cylinder engine.