

# Grist to the Mill

The Newsletter of the Mills & Millers of Ireland



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€4.00



The Society of Mills and Millers of Ireland was launched in October 2001 to encourage and assist in the preservation and appreciation of mills as part of our industrial, architectural and landscape heritage. There are hundreds of mills and mill sites spread across the country and while many are beautifully refurbished or put to good use, there are also many others which could be restored or renovated while preserving their traditional context. The Society aims to promote interest and awareness in this aspect of Ireland's heritage by building up knowledge and expertise in areas such as law, architecture and manufacturing and making information available through publications, lectures and events.

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Riols Mill, St Céré

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# Editorial

A partial theme for this edition has developed accidentally and is that of horizontal mills. The cover photograph is of a French multiple wheel or stone mill.

The horizontal mill has operated possibly from the beginning of powered milling and continues to operate in remoter areas to the present day. We are very familiar with the vertical type wheel but that too seems to have had an equally long history, with the two types of mill working alongside each other. Recent archaeological discoveries in the Waterford area have unearthed a vertical mill radiocarbon dated between 340-600 AD.

The horizontal mill generally seems to be one wheel driving one pair of stones and to increase capacity a second or more mills are built directly alongside. The vertical mill with its gearing is readily expanded to use a similar wheel to drive multiples of stones which then quickly became the dominant version across 18th and 19th century Ireland, the horizontal mill being forgotten.

Interestingly the modern Euro mill is almost a modern electric driven version of the early mediaeval horizontal mill.

A further new part for this edition is the explanation of William Hogg's reference database of mills and millers. Many would be familiar with his book the *Mills and Millers of 1850* which was a print of part of the database.

It is planned that the entire database will be made available in a members section of the MMOI website.

*Editorial Team c/o Skerries Mills.*

# A Career in Milling Transport in Northern Ireland 1961 -1977

**Peter White**

I was thrown in at the deep end!

“You did some motor-racing while you were supposed to be studying at university so you will know something about cars and you can pick up knowledge about lorries on the job so I am appointing you as Fleet Engineer. You read engineering so I want you to learn about the technicalities of animal feed and oatmeal milling and be in a position to take over as Chief Engineer and Project Manager as soon as possible”, said the Managing Director. “No problem” said I. with all the confidence of my twenty-two years!

The Fleet Engineer job was not very onerous at first because I had only a van, about ten Morris Minors, sundry directors’ cars and about ten lorries all based in Belfast to worry about. The cars were driven by wholesale reps, all responsible middle-aged men. The lorries ranged from 6 ton payload local delivery lorries to 14 ton payload automatic-coupling artics. I had one mechanic, an apprentice, a signwriter and a van-driver on my payroll but I had to share the signwriter with the sales team and the van-driver (there were various guesses about his age; certainly into his seventies but completely with it)with just about everybody. I had a large garage, big enough for the signwriter to occupy one end of it and the mechanics the other end.. Since each rep came into Belfast for individual meetings with the Sales Manager on a reasonably regular basis I was able to work in the car servicing around the lorry maintenance. One of the first things I did was to abandon the previous Fleet Engineer’s use of cheap ‘straight’ engine oil in the Morris Minors and replace it with the detergent oil used in the lorries. This doubled the engine life and saved having to fit reconditioned engines into perfectly good cars. Generally, after a year or so there was nothing I didn’t know about Morris Minors. The directors didn’t have exotic cars except for the Sales Director who wangled himself a Jaguar 2.4. I told him that no way was I going to look after it because my fitters did not have the knowledge (they certainly had the inclination!)– those twin-cam engines needed lots of expert TLC.

When the troubles broke out in Northern Ireland in 1969 I was acting Transport Manager, the current incumbent having retired. One of my first jobs was to rescue one of my bulk delivery lorries which had been hijacked at the Belfast end of the M1 motorway. By the time the frightened driver had managed to telephone me and I had got to the scene the lorry had been built into a barricade by the Clonard chapel near the Falls Road. I cannot remember the

complete sequence of events but I think it was that evening that the Army arrived in Belfast in force. I remember lots of soldiers running about setting up HQs, radio nets, etc. It was impressive – every soldier seemed to know what he was to do.

Eventually I got the ear of an officer and explained the situation, saying that without bulk delivery lorries lots of farmers would not be able to get animal feed. Unlike flat lorries they were not available for hire. He and I went to the scene where we met the local ‘godfather’. He said I could have the lorry back provided I replaced it with another. As it happened I had two flat bed Albions awaiting sale, one which found itself tipped on its side into the barricade – lots of forms to be filled in for compensation...

Another hectic time was the Ulster Workers Council Strike. This was called to protest against power-sharing and the Council of Ireland. Since there were no buses running, management had to collect the mill workers, drivers, etc. by car. I was lucky; the mill worked three shifts but my drivers only worked one. The strike coincided with some very bad weather for the time of year and one of my irreplaceable bulk delivery lorries got snowed in way up in the Antrim hills. Fortunately I was able to find a local with a JCB digger (and diesel!). For a suitable *douceur* he cleared a way up to the lorry and then towed it down to the main road.

On the broader business front, by this time the company in Belfast had been taken over by (no, I mustn’t say that in deference to the director who woefully mismanaged things, rather “merged with”) a large English company involved in animal feed and brewing. This did have the beneficial result of lots of extra capital and the Belfast management started on a project always dear to them, i.e. to take over/buy out strategically placed wholesale merchants and turn them into wholly owned retail outlets. This resulted initially in the doubling of the size of my fleet of cars and lorries, eventually trebling. These merchant businesses were a motley lot, ranging from little more than corner shops with bags of animal feed out back to one fully fledged feed mill with its own fleet of bulk delivery lorries and maintenance garage.

Our merger with the larger English company did have another benefit. Their chief engineer with whom I got on very well had a computer whiz-kid in his office. In those early days of computing he had re-jigged an IBM program called RPG (Report Program Generator) to produce costings for various production processes and also transport. At this time the Belfast accountant had introduced computerised accounting systems for incoming and outgoing invoices. I introduced a system whereby my drivers filled in journey slips and these were keyed to tape and the data used as input for the RPG programs. Every month I checked the correlation between my RPG print-outs and the figures produced by the accounting system to be sure my figures were right. This had a very valuable side-line for when I attended meetings of other feed-millers, merchants and

hauliers' transport managers I was in the enviable position of knowing exactly how much my operation was costing. I usually kept very quiet while they discussed how they were going to review their haulage charges, e.g. the hardy perennial of how to strike the balance between time bounded short deliveries and mileage bounded long distance deliveries. The resultant 'official' figures were used to charge customers to whom I delivered feed and went onto the income side of my accounts.

One of the competitive advantages we had concerned poultry layers feed. A problem with this was potential segregation of the components of the feed. However I had introduced pressure-tanker bulk delivery lorries which minimized this problem and also had significant operating advantages over the tipping bulk delivery lorries. However they were expensive, could only be introduced gradually and had less volumetric capacity – not so good for pig meal. I had one articulated pressure-tanker which delivered 20 tons of layers feed to a farm in the outskirts of Belfast on Monday morning and then 25 tons to a customer near Ballymoney, about 50 miles away, in the afternoon. For the rest of the week the driver delivered the 25 tons to Ballymoney in the morning and then collected 20 tons of brewer's grains from Bushmills Whiskey in the afternoon on the way back to Belfast. A nice big earner!

As the retail operation gathered momentum a Retail Manager was appointed to whom I reported for the retail side of the operation. As the older vehicles become due for replacement I bought 32 ton Gross Vehicle Weight artics to distribute sacks of feed on pallets to the larger outlets. This also involved equipping these outlets with fork-lift trucks. For deliveries from the outlets I bought 3 ton Unladen Weight Bedford flatbeds which could carry 6 tons on three pallets. With the regulations then in force these could be driven by a driver who had only a car licence and the Transport and General Workers Union did not require that there be a helper along with the driver. This was a big saving and also provided a pool of drivers, the most competent of whom could be trained to Public Service Vehicle standard, as it was then called. When I left the company legislation was coming in to limit car licenced drivers to 7.5 tonne GVW lorries.

This would mean the 10 ton GVW Bedford drivers all needing PSV licences. However that was not my problem, said he selfishly!



*Minor 1000, by 1963 the Morris Minor was being advertised as the "first British car to pass the million". This happened in 1961 and 350 special Minor 1,000,000 were produced. The standard 2-door saloon was used by many companies as the sales reps car which helped considerably with the models popularity (possessive).*



# Mills open to public - Year round

COUNTY	NAME OF MILL	TYPE	WHEN OPEN
ANTRIM	The Old Mill, Dundonald 048 90485030	<i>Restaurant Beetling/waterwheel Linen &amp; flour mill</i>	All year Mon-Sat
ARMAGH	Keady Mill & Heritage Centre 048 37539928	<i>Waterwheel</i>	All year Mon-Fri 0900-1700
DONEGAL	Tully Mill, Ramelton mfryer_kelsey@hotmail.com  Tullyarvan Mill Buncrana 074 9361613	<i>Accommodation  Enterprise, Hostel &amp; Cultural Centre</i>	
DOWN	Ulster Folk Museum 048 90428428  Ballydugan 048 44613654	<i>Spade, corn, flax  Hotel &amp; Conference Centre</i>	Mon-Sun All Year
DUBLIN	Skerries Mills, Skerries www.skerriesmills.org	<i>Watermill &amp; Windmills, Restaurant, Craft Shop</i>	Open 10.30 daily all year (Xmas closure)
KILKENNY	Mullin's Mill (Kells Mills) 056 7728255 (Kells Tourism)	<i>Corn (two mills, one open)</i>	1000-1600 daily in summer. Closed weekends in winter
MAYO	Foxford Woollen Mills 094 56756  Glor Mill, Kiltimagh 094 9382184	<i>Visitor centre  Studio/Gallery</i>	1000-1800 daily
TIPPERARY	Fancroft Kilmeaden. 0505 23020  Mullinahone Mill 052 31516	<i>Millhouse &amp; Gardens  Threshing Museum</i>	All year
WESTMEATH	Lockes Distillery, Kilbeggan 0506 32134 www.lockesdistillerymuseum.com	<i>Museum</i>	All year
WEXFORD	Tacumshin Windmill.	<i>National Monument</i>	Key in nearby shop

Information as accurate as possible. Do ring ahead or check websites for opening times.  
Area telephone codes from Eire to Northern Ireland commence with 048.  
Within N. Ireland, codes revert to 028. We welcome updates from mills.

## Welsh Mills Society

A little bit of history was made this summer when twenty members of *Cymdeithas Melinau Cymru*, the Welsh Mills Society, visited Ireland. Founded in October 1984, WMS celebrated their 21st birthday last year and the trip to Ireland was planned as part of the celebrations.

The official visit - some arrived early and others stayed on - lasted only three days from 30 May to 1 June and as organisers on the ground, we tried to fit in as much as possible. Although chilly on day of arrival, the sun shone from then on.

The visit to Ireland was first mooted in the spring of 2005 and started to take real shape when Gerallt Nash, Chairman of WMS entered into communication earlier this year. Wales to Ireland is really but a hop – but with only two full days available for visits, Gerallt was easily persuaded to base the group in Balbriggan, County Dublin. There were mills in Balbriggan from the 18th century. At first, cotton, then grain. There was also the renowned hosiery business of Smyth & Company, manufacturers of ‘Real Balbriggans’. Balbriggan had the added



Members of Welsh Mills Society, MMOI members Margaret Walsh and Councillor May McKeon (centre front row).

Photo: Jack Benton

advantage of being close to Dublin Airport, on a train line and on the coast. It is also in Fingal where the group could visit Skerries Mills and the not yet open to the public, Anna Liffey roller mill, where they were met by Michael Lynch of Fingal County Council and Norman Campion of the Industrial Heritage Association of Ireland. To complete the visit, William Hogg planned and led a visit of paper-mill sites on the Owendoher River in the south of the City.

Apart from these planned mill visits, as luck would have it, the WMS arrived to their hotel in Balbriggan on the night of a Jim Walsh presentation to Balbriggan & District Historical Society. Jim Walsh is senior librarian in Balbriggan Library and a past chair of the society. His illustrated presentation on the history of the town could not have been more appropriate for first time visitors. Knowing of the Welsh presence, he had delved deeply and delivered a fascinating talk effortlessly describing the historical and cultural links between Wales and Ireland.

Members of the Mills and Millers of Ireland, including Chairman James Tallon, his wife Nuala, Hon Treasurer Brian Friar Kelsey and his wife Maureen and William Hogg Life President- joined the WMS, on the second evening, firstly for a civic reception in the newly built Balbriggan Town Hall and then for dinner in the Bracken Court Hotel. Councillor May McKeon welcomed both the Welsh visitors and the Members of Mills & Millers of Ireland on behalf of Balbriggan Town Council and presented the town crest to Gerallt Nash. Both James Tallon and Gerallt Nash responded to Councillor McKeon's address. This was the first such group received in the new civic premises and the first civic welcome received by the Welsh Mills Society.

After a busy day and something of a late night, undaunted the group were ready at 9am for Jim Walsh's historic walkabout of Balbriggan. Jim was joined at the harbour by colleague Bairbre Curtis, an expert on the shipping disasters associated with the east coast. Official engagements ended on the third evening of the Welsh visit and a dinner generously hosted by Fingal County Council.

To sum up the visit, if one can, the overall feeling was that St David and St Patrick were one of a kind.

## Book review

### *La Pierre à Pain*

Millstone Quarries in France from the Middle Ages to the Industrial Revolution

Author *Alain Belmont*

Published by Grenoble University Press 2006

[pug@pug.fr](mailto:pug@pug.fr)/[www.pug.fr](http://www.pug.fr)

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To begin, two observations: firstly, thanks to Alain Belmont's writing style, this publication can be tackled by a motivated reader with a working knowledge of French; secondly the two volumes are written in such a way that they can be dipped into depending on the reader's area of interest.

Dr Alain Belmont's work on French millstone quarries is a major contribution to our knowledge of European civilisation, written by someone who champions the heritage of rural societies.

Volume 1 of this two volume publication is divided into two parts; part one comprises two chapters and traces the historical and technological development of mills and millstones; part two, in five chapters, concentrates on regional quarries e.g. in the Chartreuse and Dauphine regions where the author has widely excavated and consulted to establish the where, the how, the why of their development, their heyday and demise.

Volume 11, is also divided into two parts; part three in four chapters is entirely on the subject of La Ferte sous Jouarre, the major quarry sixty km east of Paris, referred to by the author as *The world capital of the millstone industry*. The final section, part four, focuses on the workforce; the craftsmen and labourers and some of the success stories of the entrepreneurs.

A rich bibliography concludes volume 2 listing thematically, the MSS, archaeological and printed sources. Also photographs from France and Sweden.

# The Millers & the mills of Ireland of about 1850

## Introduction

“Milling was not simply the grain trade ... but rather the entire industrial scene of times past ...” a strong statement from the introduction to William Hogg’s *Millers and Mills of Ireland – a data base list 1700-1900* (Dublin 2005). This recent industrial past, of interest to the archaeologist, architect, economist, historian, sociologist – is here recorded and remembered. William Hogg spent many years of fruitful and painstaking research, compiling his data base. The Society of Mills and Millers of Ireland is honoured to be the repository of this archive, and through its newsletter and website, to begin to place the research in the public domain.

Just as his milling ancestors, William Hogg left nothing to chance. All available sources were examined. These include: mid 19th century Valuation Office Mill Books and Sir Richard Griffith’s Valuation; Memorials of Deeds; Ordnance Survey maps and Ordnance Survey Memoirs; Architectural Archive records and site visit after site visit. The result is a county by county, parish by parish, townland by townland list of millers and mills – whether water or wind and whether corn, flax, beetling, woolen, paper, tuck or saw mills. The 2005 edition also gives an alphabetical list of all names of millers found.

Hereafter is presented a small sample for County Galway, illustrating the quality of the research and the wealth of information available. Due to the size of this publication, only some of the database headings can be included. It is hoped over the coming editions of *Grist to the Mill* to publish data for other counties and to dip into other headings.

# The Millers & The Mills of Ireland of about 1850

## Listed in data-base form

**INTRODUCTION** This list form publication is a printout of a data-base document. Each county section is sorted A/Z with TOWNLAND as main heading and the index is sorted A/Z under name of MILLER. As it is impossible without first hand knowledge to know how many mills existed at a townland it is therefore appropriate to show each record source detail separately rather than amalgamate those which might refer to the same mill. Accordingly, each mill record located in any source has been given a separate line.

### **INFORMATION CONCERNING SOME OF THE HEADINGS USED IN THE DATABASE:**

**TOWNLAND** Though many townland names are no longer spoken of today they were formerly extensively used and our archival records have been based on the system of Barony, Parish and Townland. Townlands varied considerably in size, sometimes under 50 acres and up to and over 1,000 acres. Many names have changed over the years and may now be presented in different ways, which can make recognition difficult.

**MILLER** In property records the name was usually that of the proprietor or lessee, who may or may not also have been the miller.

**TYPE** Those listed cover the range of industrial activity found through Ireland, though mining and seashore activities are not included. Description and information on lesser known milling operations is located in *The Millers & The Mills of Ireland of about 1850*. (Published 1997, reprinted 2000.)

**HOUSE** In each case the first set of dimensions given is for the **mill** building, detail for others (if provided) including dwelling, may follow. **NB:** The detail provided is Val. Office House Books is most useful. Each county record ends with a separate list of the (hidden) detail occurring in the database list under the **HOUSE** heading.

**ESTAB.** Establishment date may be given but it is difficult to obtain this for the majority of mill buildings until its original history is located.

**WHEEL etc.** Initial figures are feet and inch measurements of: wheel diameter, breadth of wheel (or bucket) and fall of water. The type of wheel may be noted and detail of mill stones or other equipment driven by the water wheel of mills of a non-grinding variety. In lists printed from the database, column width is inadequate to carry the sometimes extensive detail, spill-over (:) is indicated (and is available) in database form view under headings: '**HOUSE & WHEEL etc.**'

**Record. Abbreviations used under this heading are:-**

- vmb/** = Valuation Office Mill Book, dated usually from 1835 to 1840 or as specified.
- gr/** = Sir Richard Griffith's Primary Valuations, dated from 1848 to 1858.
- dd/** = Memorials of Deeds at Registry of Deeds, Dublin. The references specify book number, page and deed number. Date is that of the legal transaction.
- 1" os/** = A record from the early series 1" per mile Ordnance Survey map originating about 1835, later revised, and usually printed about 1902.
- 6" os/** = Site locations noted from 6" per mile Ordnance Survey maps 1835 series.
- osm/** = Record from Ordnance Survey Memoirs, i.e. notes taken by secretaries employed by the Officers who created the early OS maps.
- hob/** = Valuation Office House Book, a primary book of Griffith's Valuation referred to above. Reference numbers vary according to the archival source.
- p (etc.)** = A photograph is available in a Collection, famous or private (the abbreviations denote :) W.A. Green, R.J. Walsh, W.A. McCutcheon, W.E. Hogg.
- other** - Report of survey found in : **iaa/** = The Irish Architectural Archive; **aii/** = a record in the Architectural Inventory of Ireland; **sv/(xx)** providing initials of the surveyor also date = private survey or MMOI members' survey; **lic./no.** = 1963 report to Oireachtas of wheat milling licence holders (& tonnage.)

**ACKNOWLEDGEMENTS:** Reference is made to acknowledgements in *The Millers & Mills of Ireland of about 1850*, of the co-operation and approvals granted for the use of an abundance of detail collected and used by the publisher, at National Archives, Dublin, Public Record Office of Northern Ireland, Royal Irish Academy, Dublin, National Library of Ireland, Registry of Deeds, Dublin, and other sources.

## County Galway Mill List

TOWNLAND	Miller	TYPE	WHEEL	Recon'd ref
Abbert Demesne	Cavanagh Thomas	tuck	12x2x1. 1 stock & 2 arms each 4ft 5in dia.	vmb/ 19
Abbeey	Cavanagh Thomas	corn	12x2x4 destroyed by fire	vmb/ 19
Adderpoolmore	Bell William	corn & kiln	-	ar/ -
	-	corn	-	6'os/ 17
Accard More	Corcoran Augustus	corn & tuck	12x2x2	vmb/ 19
	Donohue	corn	-	swiff GBowne
	Donohue James	corn & tuck	13x2x8 1 stock & 2 arms	vmb/ 19
	Donohue James	tuck	-	ar/ -
Achalateeve	-	malt kiln	-	6'os/ 19
Aghloraoh	Trimley J & Far	mill	-	ar/ -
Ahascradh	Bell Samuel	corn	16x3x6	vmb/ 19
	Farrell	corn	-	swiff GBowne
Ahascradh Town	Alexander Samuel	corn	15 8x3 6x6. corn mill W 16 6 wood float boards 7ft x 2ft.	hbab/ 5.2727
	Rathbourne & Hugh	corn & kiln	-	hbab/ 5.2728
Alleendarra	Maguire Denis	corn & kiln	-	ar/ -
Allyvaolla	-	corn & pond	-	6'os/ 116
	Kelly Patrick	corn & kiln	-	ar/ -
Annadbea	Burke Martin	corn	10x2x4	vmb/ 19
	Cleary James	corn	-	ar/ -
Ardbear	Cresighton Abrah	corn & tuck	13x2x6 & 1 pair of wash feet	vmb/ 19
Atherny	Fleming Margaret	corn	-	ar/ -
Atherny Town	Browne	mills	-	dd/ 875.245
	Burke Bartholomew	Castle Mill	10x3x5	dd/ 1878.16
	Burke Bartholomew	corn	10x3x5	vmb/ 19
	Irvine Elizabeth	Castle Mill	-	dd/ 1898.32



## Mill List

Atrilivinn	Martin Peter J	mill	-	dd/	1842 21
	Melidon Joseph	Castle Mill	-	dd/	1897 59
	Nat. Building I	The Corn Mill	-	dd/	1891 32
	Concannon Francis	corn	-	gr/	-
	Concannon John	corn	10x1x10	vmb/	19
Athreagan	- near Ahascragh	mill	-	1'os/	107
	Rafferty Thomas	corn & kiln	-	gr/	-
Aucloodeen	Wade Patrick	corn	14x4x4	vmb/	19
Balinastack	McDonagh	corn	all wooden with buckets	swif/	GBowie
Balinderry	Burke James U	corn & kiln	-	gr/	-
Ballinarry	Givinn Thomas	corn & kiln	-	gr/	-
	Killeen Edward	flour	14x4x5	vmb/	19
Balriness	Daly Patrick	corn & tuck	-	gr/	-
Ballyly Kelly	Prendergast John	corn	13x2x - under-shot	vmb/	19
Ballybaun	Clonbrock Lord	corn	14x5x6	vmb/	19
	Clonbrock Lord	flour, corn, kil	-	gr/	-
Ballycahill	M'Dermot Bryan	corn	12x2x2	vmb/	19
	M'Dermot Bryan	corn & tuck	11x2x2, 1 pair of combs	vmb/	19
Ballyfnut	Phew Patrick	corn	14x2x4	vmb/	19
Ballyvoiraun	Rowland John	corn & kiln	12x2x3	vmb/	19
	Rowland John	tuck	not in use	vmb/	19
Ballyvasty	Nevin Michael	corn	-	vmb/	19
	Nevin Patrick	corn & tuck	-	gr/	-
Ballyvoowan	Finn John	corn & kilns	-	gr/	-

A SAMPLE PAGE TAKEN FROM THE 1850 RECORD OF COUNTY GALWAY MILLS (selected detail.)

## Early Mediaeval Mills in Ashbourne, Co.Meath

Raystown, a small townland southwest of Ashbourne and now under the new bypass road was an undiscovered early mediaeval site dating to the fifth century AD. Extensive amounts of material have been discovered along the new N2 road route but at Raystown there was a large circular cemetery, extensive cereal production of oats, wheat, barley and rye, corn drying kilns and then milling operations. The remains of eight watermills have been excavated along with their watercourses.

This site would not immediately strike you as suitable for a watermill of any description, there is no obvious water supply or reasonable drop to provide a suitable head. There is a low ridge to the site directly between the distant water source and the mill sites. But the builders put a huge effort into digging head races to bring water from a tributary of the Broadmeadow river, about 1 Km to the site giving approximately 2metres of fall through the mills before dropping into a shorter tail race which returned the water to the Broadmeadow system.

From carbon dating the remaining mill timbers they age between AD 660 to 782 up to AD 887 to 1017 between the different mills, yet carbon dating on other items indicate that the site was still in use in the mid twelfth century.

Due to their siting, some of the mills are directly in the same line of water supply, and also the age range shown means that different mills were active at different times.

The majority of the mills appear to be of the horizontal type as shown in the attached sketch. These were small square two storey buildings, timber framed with perhaps rubble stone infill on the lower floor or undercroft. The horizontal paddle wheel directly driving the small pair of millstones on the upper level. The water being directed from the dam to the paddle wheel by a timber pipe or flume.

At Raystown only the frame base timbers survive but they do show mortises at the corners to allow for the upright timbers, a notch for probably the flume and in one the bridge sole complete with stone bearing for the wheel shaft.



*Sketch of how a horizontal mill may have looked by Simon Dick of CRDS Ltd.*

No flumes, wheels or millstones were discovered.

One of the earlier mills immediately adjacent to later mill, does not have the flume or bridge sole notches indicating perhaps that this was not a horizontal but vertical or Roman type mill. Then because it was not successful or not preferred it was replaced by the horizontal type but using the same water supply.

The Raystown site covering approximately 10 acres was occupied for 500 years up to the time of the Anglo-Norman invasion after which the site disappears out of use and history.

The site produced a large amount of milled cereal for use perhaps at the Royal site at Lagore crannog about 7 Km distant, but with the arrival of the Normans the centres of power shifted and these sites became redundant. The valuable mill parts such as stones and wheels were removed and the site returned to the earth.

The concentration of milling on a site which does not seem to be monastic, defensive or situated near the coast is very unusual. The tremendous effort required by the builders to obtain working mills in a seemingly unsuitable place which then probably became one of the main reasons for staying with the site for 500 years. Many of the horizontal mills discovered by archaeology in the last century are sited in such locations.



*Aerial shot of 3 mill sites with accompanying water courses, photograph by Hawkeye for CRDS Ltd*



*Closer shot of possible vertical mill in foreground replaced by later horizontal mill fed by same water course, photo by CRDS Ltd*

Certainly the site discoveries add new dimensions to what was previously known about early powered milling in Ireland and when further thought and examination goes into the findings more knowledge will be added.

Without the building of the new N2 road we would not have known anything of Raystown.

*Simon Lancaster.*

*My thanks to Matthew Seaver, Archaeologist and project manager with CRDS Ltd, for taking the time to talk to me about this site and his thoughts behind the finds.*

*Thank you to CRDS Ltd for the use of their pictures.*

*For further reading see Archaeology Ireland, Winter 2005, article 'Run of the mill?'. A more detailed article will be available in the forthcoming NRA Monograph 3-Proceedings of Seminar on New Archaeological Discoveries on Irish Road Projects-September 2006 and in British Archaeology, Mar/Apr Edition 2006-08-02 See also Irish flour milling chapter 1,'The development of Milling Technology in Ireland' by Colin Rynne.*

# A Short History of the Sussex Mills Group

*MMOI is in contact with the Sussex Mills Group thanks to Robin Jones, Newsletter Editor. Robin has been good enough to let us know something about the Group.*

The **Sussex Mills Group** (SMG) was initiated by Ron Martin of the Sussex Industrial Archaeology Society (SIAS) in **October 1988**, when at a SIAS Committee Meeting the formation of the Group was approved. The idea of the group, run as a sub committee, was to represent Wind and Watermill Societies, owners and other interested individuals.

On **13th December 1988** the inaugural meeting of the Group took place at the British Engineerium in Hove, with 50 people attending and 16 mills being represented. Frank Gregory was elected Chairman and Don Cox as Secretary. A Steering Committee was formed of Peter Hill, Jonathon Minns, Peter Pearce, Brian Pike, C. Potten and Simon Potter. At the meeting the title of the Group was agreed and it would operate using the constitution of SIAS as its rules and guidelines.

The first AGM of the Group was on **12th January 1990**, when a full committee was formed and the aims of the Group declared. At the second AGM on the **1st February 1991**, Frank Gregory decided to stand down as Chairman and Brian Pike was elected in his place. During **1991** it was decided to produce a Sussex Mills Tea Towel as a promotional item for selling at Sussex Mills and to date 4,800 have been sold raising £4,800 for the participating mills. The other promotional item that was introduced later was a set of postcards and notelets showing Sussex Mills.

In **October 1997**, Brian Pike stepped down as Chairman and Peter Hill was elected in his place and Peter is still the current Chairman. **1998** was a sad year for Sussex Mills as Frank Gregory died. Frank did so much for Sussex Mills as he was an expert on the subject. He gave much assistance to many mills as this was the period when mills were being restored and preserved in many parts of Sussex.

In **April 1999** the Dusty Miller Passport scheme was launched in Sussex encouraging the younger generation to visit our milling heritage. H. E. S. Simmons was a historian who methodically surveyed all the watermills and windmills in Sussex during the 1920s and 1930s. His collection was reproduced in **October 2000** and now forms a very useful reference at West Blatchington Windmill.

Up until **July 2001**, news about Sussex Mills was published as an insert in the quarterly SIAS Newsletter, although it was edited by Don Cox. In **April 2001** Robin Jones took over as Editor. The following issue was published as a separate Newsletter and is being improved all the time, one of the main enhancements has been the inclusion of photographs.

In **March 2005**, Don Cox resigned as Secretary and Brian Pike took over the post.

# Cork Manual Capstan Mills

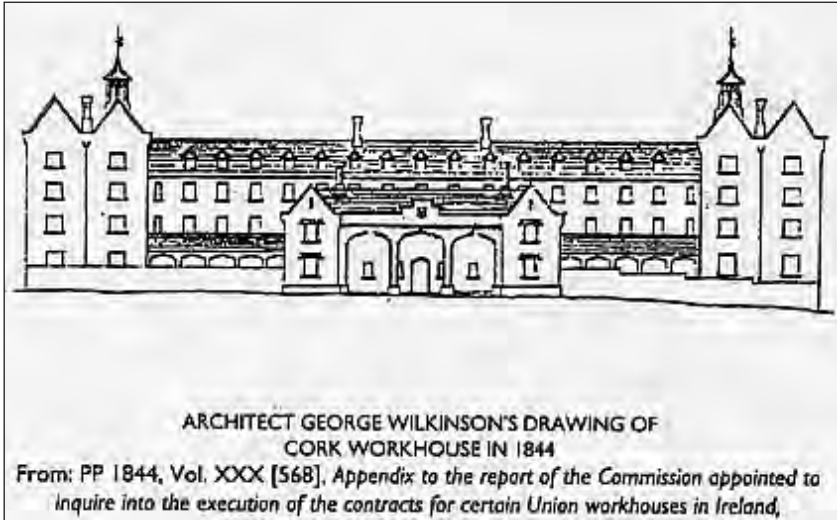
Petra Coffey

In 1848, a most extraordinary method of supplying the power to pairs of millstones was established in Ireland. From the Hive Iron Works in Washington Street in Cork, by the then amalgamation of the Hive Iron Works and Perrott's foundry, one of the largest outside Belfast, came an appliance which was worked by manpower.

It was called the 'Registered Capstan Mill' and was worked by people aged from about 10 to the elderly. They were put to work pushing a series of poles emanating from a central capstan, which by different shafts and gears drove one or two sets of millstones. The capstan had 24 iron handles (see first figure).



The first capstan mill in Cork was installed in the county gaol and the next in the workhouse, and the flour produced was used 'in house' to supply the bread for the gaol and workhouse. The bread was never sold 'outside'. Some other inmates were employed in the making of the bread, guided by an independent Master baker who was paid £20 p.a. From 1st August 1849 to mid-September 321 sacks of wholemeal and 184 sacks of Indian meal were produced. A team of boys could grind about one and half sacks of wholemeal in one hour, using one pair of stones. Between July and September 1849, 133,389 loaves of bread were baked at the Cork workhouse.



The capstan was operated about 11 hours per day with one different type of worker taking over after another. Men worked for 5 hours, boys for 3 hours, girls for one and women for two hours.

The inmates were also employed at weaving, spinning, knitting, shoemaking and some were taught skills which would give them employment when they left. The children's toil left little time for formal education, and the training they were given was for menial jobs.

When manned by adult men both sets of millstones could be engaged but with women or children only one set could be used. Men were employed in teams of 100 whereas 150 girls could only work for the shorter time.

These capstan mills were installed in several other workhouses in Ireland, including Middleton, Athlone and Tipperary, but were abandoned by the Poor Law Commissioners in 1855. Driving the capstan mill was the only form of employment in the Cork workhouse. By 1859 it had been decided that the whole exercise was degrading to the people who were forced to use the mill and in Cork at least, an offer of £35 was accepted and everything was dismantled and removed. Does anyone know where the millstones are now?

There is a large collection of papers concerning the Guardians of Cork Gaol and Workhouse, minute books, plus newspapers and reports in Cork City and County Archives, which show the workhouse was always as bad as depicted in folk memory.

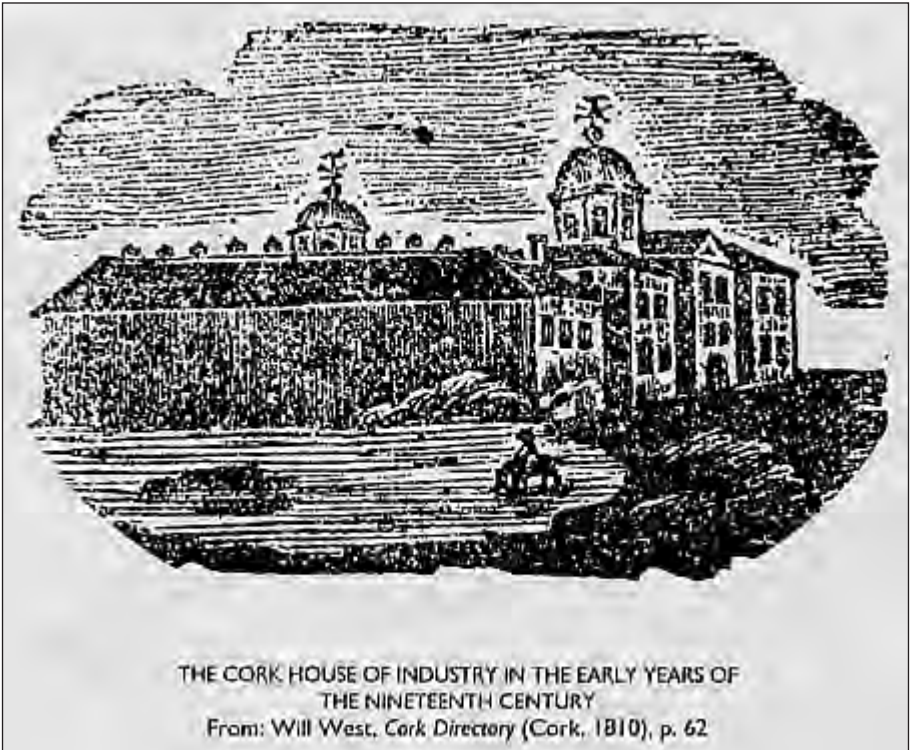
The sources of information for this paper come from two publications, namely;

*The Industrial Archaeology of Cork City and its Environs by Colin Rynne*  
published by the Stationary office, Dublin 1999

and

*Cork's Poor Law Palace Workhouse Life 1838-1890 by Colman O'Mahony*  
published by Rosmathun Press 2005.

I am most grateful to Mr O'Mahony for allowing me to use extracts from his publication.





# Recipes

## *Brown Bread (soda)*

There are thousands of variations of brown bread, many good, others not so...and this is ours which happened because I wanted to achieve a moist yet crumbly texture, no salt and using oats.

750g Wholemeal flour, coarse stoneground type  
 400g White plain flour  
 100g Oatflakes  
 2 heaped teaspoons of bread soda  
 1 litre of buttermilk

Pre heat oven to 200 to 220°C or hot.  
 Put oats in a small pan barely cover with water and just bring to boil.

Place wholemeal, sieved plain flour and bread soda in large bowl, mix with wooden spoon and add porridge.

Add all buttermilk and fold mixture and let stand.

Grease 3 x 1lb loaf tins, turn mixture to ensure no dry flour remains, place in tins and then in middle to top of oven.

After 30 minutes reduce temperature to 160 to 180°C, medium oven.

Leave for further 25 to 30 minutes then wrap in damp tea towel and leave to cool.

Smoked salmon and brown bread...

## *Honey and Lemon Oatcakes*

75g plain white flour  
 75g oatflakes  
 75g brown sugar  
 75g butter  
 1 tablespoon of honey  
 1 tablespoon of lemon juice

Put the flour, oats and sugar into a mixing bowl.

Put the butter, honey and lemon juice in a small pan and heat until the butter is melted.

Add the butter mix to the dry mix and mix together well with a wooden spoon.

Grease a baking tray, make the mix into about 20 small balls and spread out on tray.

Bake in oven for 15 minutes @ 180 degrees or medium oven.

The Roche-Lancasters.

## Mills of south western France: TIMS-2006

On Sunday 4 June last, some forty milling enthusiasts met up in Toulouse to begin a week-long excursion sponsored by The International Molinological Society (TIMS) and organised on the ground by the voluntary group *La Planete des Moulins – A World of Mills*. As well as editing a twice annual newsletter; publishing; organising a symposium every four years, TIMS also regularly organises similar week-long events. Those who boarded the bus together for the first time in Toulouse came from the Netherlands, Belgium, UK, Germany, Switzerland, Denmark, Australia, Greece, France, USA and the undersigned from Ireland. The temperatures were in the high twenties throughout and staying in a different hotel for each of the seven nights; an 8 am start each morning and thirty-six mills and mill sites on the programme – the trip was not for the faint hearted!

And what a wealth of experiences – the beauty of the sites especially the watermill sites on the powerful Tarn, Lot, Aveyron and Herault rivers; the beauty of the lush countryside; the welcome of the many volunteers who greeted us, guided us; provided beverage stops and meals and waved us on our way. We covered 1400 km during the week from the start point in Toulouse, to Montauban, Villefranche de Rouergue, Rocamadur, Rodez, Castlanaudary famous for the Canal du Midi and the local dish *le cassoulet*. Castlanaudary is also the main town of the Lauragais, a wheat growing region where windmills abounded. There are still many fine examples standing and turning in this area where winds from the Atlantic or the Mediterranean blow on average 300-330 days of the year. We visited the windmills at Pexiora, Cugarel and Passelegue and saw many more en route.

Owners or local voluntary groups turned out in every case to reef, turn the sails, sometimes grind and most of all, facilitate the avid photographers – most of the group in fact - climbing and exploring in all directions. Explanations were given in French and English with sub groups translating further when required.

There were other windmills too visited along the way, however, the outstanding sites were those powered by water. In Ireland, we are used to seeing waterwheels of the vertical type either beside or enclosed by the mill. In this part of France, the Tarn basin, the flour mills were powered by horizontal or *regolfo* wheels, precursors of modern turbines. Some of the mills we saw resembled fortified castles. The buildings often straddled the river, wheels sitting in water, stones atop, each in its own pit and archway. Many were sites of former mills,

where we had to pick our way down to a river side or up an incline and try to understand the technology. Not all the visits were to grain mills – we saw a hammer mill in action, beating out flat shapes in copper; we saw two mills reducing walnuts for oil and visited two museums. Working models of examples of wind and water mills from around the world – largely the work of Jean Rogier, our principle guide - are housed in the town of Luzech, headquarters of *La Planete des Moulins*, close to Cahors. Mr Jean Delmas, Director of the Rouergue Museum at Salles-la-Source, opened the doors for us at 8.30 one morning. Housed in a vast and solid building, once a paper factory and later a spinning mill, the museum is dedicated to folk arts and traditional crafts.

Of all the many wind and water mills we visited, only one still grinds commercially – the Riols watermill at St Cere produces specialist stone-ground flour for a nearby milling business. Milling or not, an awareness of the architectural, historic, social and technological importance of these pre-industrial revolution factories, is gaining momentum.



*Miller's House, La Pescalerie, near St Cirq-Lapopie. The mill pond, fed by an underground river, is at the level of the eaves of the adjacent mill building, where four sets of stones on two levels worked. The stones are in situ; the machinery gone.*

## Spring 2006 event



It must have been the smell of bread that enticed so many of our members to Ditty's Home bakery in Castledawson on Saturday 1 April. And we were not disappointed! Robert Ditty supplied us with bread and Georg Heise of Georges Patisserie, Slane, tempted us with his mouth-watering chocolate cake.

Robert Ditty, our host for the day, is a founder member of the Artisan Bakers of Northern Ireland and runs two thriving bakery shops, one in Mahgerafelt, the second in Castledawson. The Dawsons of Castledawson also gave their name to Dawson street in Dublin. Robert travels extensively promoting good food products including his delicious savoury and shortbread biscuits. He also welcomes groups to the bakery for demonstrations and produces a regular news sheet. Following scones and coffee, Robert gave us a presentation on the work of the Artisan Bakers, established in 2001; on his wish to promote Irish food culture and to preserve the tradition of a bakery recognising its role in building community. One of the strengths of Ditty's is the presence of several family members working in the business. We met Robert's sister Hilary and it was Robert's nephew Trevor who took centre stage for the bread making demonstration. It was obvious that Robert pays great attention to sourcing raw materials; eighteen months ago, Ditty's made the decision to use only organic buttermilk.

Following a fine lunch, supplied by the Inn at Castledawson, across the road from the bakery and a short walk down to the Church of Christchurch, Georg Heise took over where Robert had left off and we went into desert mode. Georges Patisserie, Chapel Street, Slane, County Meath was established in 2001. Georg's career has taken him from Munich, in Germany, where he grew up, to Canada, Switzerland, France and England. He is a Master of

Culinary Art and his business in Slane which specialises in artisan breads, cakes, pastries and fine confectionary has already won many awards. Again Georg sources the best of ingredients and specialises in wedding and birthday cakes. He was ably abetted in his demonstration by his young son, Klaus Peter and

luckily, they had taken the precaution of bringing an extra Chocolate Ganache so that all could get a taste. We departed Castledawson clutching our samples of bread. It had been a good day.



*Ditty's Shop, Main Street, Castledawson. The normal shop front hides the extensive bakery premises to the rear.*

## Summer event 2006

The sun shone on Greenville, Kilmacow, in the southern tip of County Kilkenny, for the MMOI summer event on Saturday 17 June. Mrs Kathleen Laffan was our hostess, and she, her son Kieran who runs the Mill House Restaurant, and their staff, could not have done more to make us feel welcome. Coffee on arrival was served in the wonderful gardens which surround the family home; the delicious lunch in the welcome shade of the main dining-room. Kathleen Laffan, author of the *History of the Parish of Kilmacow*, now in its second edition, gave us a fascinating talk on the area where fourteen mills worked in the 1800's. The mill at Greenville was built in the late 1700's, on the Kilmacow Blackwater river. The 17foot waterwheel and five sets of stones were replaced by a water turbine and thirteen sets of rollers in the 1850's. From then until the early 1900's was the heyday of this mill which finally closed c.1970 although a turbine still generates electricity from the water source at Greenville.

Coli O'Donoghue of Dublin based architectural firm Duffy Mitchell O'Donogue (dmod) was the second speaker of the morning on the subject of Aughrim Mill, County Wicklow. This six-storey building on the river Aughrim is about to begin a new phase of its existence. Coli outlined a ten year development plan for the site, carefully elaborated by dmod, Shaffrey Architects and Norman

Campion, chairman of the Industrial Heritage Association of Ireland. A retail, craft and educational experience is planned incorporating the existing fish farm and original mill building. Stewart Freeman who worked in Aughrim Mills for ten years in the 1950's and '60's was in Kilmacow on the day. Afternoon visits brought us to the location of two sets of turbines generating electricity from the Kilmacow Blackwater river and to Gooouche's mill where John Laffan is doing his utmost and single-handedly to conserve the building and machinery.



*l/r Brian Friar-Kelsey, Padraig O Griofa and Kathleen Laffan.*

## Mill News – Societies

### The International Molinology Society

TIMS <http://www.timsmills.info>

Active since 1965 and founded in 1973, TIMS is a non-profit making organization with cultural and scientific aims and a worldwide membership. The official language of TIMS is English. A twice annual newsletter has been published since 1994. Michael Harverson (GB) is President of the Society and Editor of *International Molinology*. Excursions such as that reported on in this edition, *Mills of south western France* and Symposia are regularly organized. Next major event:

2007 Symposium The Netherlands 2-10 June  
Venue Hampshire Inn Mooi Veluwe, Putten  
(Pre and post tours)  
Symposium website: [www.timsmills.info/tims2007](http://www.timsmills.info/tims2007)

### The Mills Section – Society for the Protection of Ancient Buildings

S.P.A.B. 37 Spital Sq London E1 6DY [www.spab.org.uk](http://www.spab.org.uk)

The Mills Section of SPAB celebrates its 75th birthday this year, a fine achievement. SPAB was founded in 1877 by William Morris; the Mills Section established in 1929 at a time when there were still 200 working windmills. Watermills were taken into the brief from 1947. The Mills Section advocates protection and repair and is a leading facilitator into the history of mills and milling. A Traditional Corn Millers' Guild was set up in 1987 and there are now thirty members producing specialist product. A Mills Archive was set up four years ago and has attracted donations of more than fifty collections. [www.millsarchive.com](http://www.millsarchive.com) housed in a Library and Research Centre in Reading, open to the public by appointment. Mill News is the quarterly newsletter of the Mills Section. Membership fee is £27 per annum.

# Mills & Millers of Ireland Events 2006/07

## **AUTUMN 2006**

AGM Saturday 21 October 11am

Bective Mill, County Meath – courtesy of Oliver Delaney

The AGM will be followed by a talk on mill restoration and some local mill visits

The Society will focus on the theme of  
linen and flax during 2007

## **SPRING 2007**

Saturday 24 March – Ballydugan Mill, near Downpatrick - courtesy of  
Noel Kileen.

Speakers/Lunch & Visits

### **The Industrial Heritage Association of Ireland (IHAI)**

Saturday 14 October 2006:

Outing to visit the Goodbody Enterprises, Clara, County Offaly

Details: [www.steam-museum.com/ihai](http://www.steam-museum.com/ihai)

### **INDUSTRIAL HERITAGE NETWORKING CONFERENCE**

November 15 2006 One-day Conference organized by

The Heritage Council in conjunction with the IHAI.

An opportunity for Industrial Heritage Societies to join with Heritage  
Officers and National Bodies to develop enhanced networking.

Venue: The Coach House, Dublin Castle. Details: Dr Ron Cox [rcox@tcd.ie](mailto:rcox@tcd.ie)

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