



SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

incorporating **SUSSEX MILLS
GROUP**

**Newsletter
No. 107**

Registered Charity No. 267159

Price 50p to non-members

JULY 2000

ISSN 0263 516X

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PROGRAMME - SUMMER/AUTUMN

Sunday 13th August at 2:00 pm Tour of Royal Armouries Museum at Fort Nelson, Down End Road, Fareham, Hampshire, PO17 6AN (SU 664064) Charge £4.50, Senior Citizens free!

Contact Bob Allen 01323 896724 for joining instructions and details.

Saturday & Sunday 16th / 17th September; National Heritage Weekend. Many mills open. SIAS stand at Brunswick Square, Hove. Please let Ron Martin 01273 271330 know if you could help for an hour or so.

Friday 8th to Thursday 14th September. AIA Annual Conference in Manchester. Details & booking forms obtainable from Ron Martin.

Sunday 24th September at 2.00 pm. Visit to Crossness Pumping Station, London SE. (Joint visit with Brede Steam Engine Society). Please note that as this is still a Thames Water site names of all visitors have to be notified beforehand. Please Contact Roy Jennings 01243 780243 before 1st September if you intend to come on this visit.

Sunday 15th October at 2:30 pm :
Mills Group meeting, Michelham Priory, special arrangements for admission, see Mills Group News (page 6).

Contact Don Cox 01403 711137

Saturday 11th November at 2:30 pm.
Annual General Meeting at West Blatchington Mill barn

Contact Ron Martin 01273 271330

VISIT TO UCKFIELD

PAT BRACHER

On 16th April Brian Pike treated a very small band of members to a tour of Nutley Windmill. With so few of us we were able to have a good look at all the machinery. Our thanks, Brian, we all appreciate how much you and the other volunteers have done.

In the afternoon a slightly enlarged party, led by Brian Phillips and Peter Ferguson, were shown Hempstead Mill and the remains of bygone industry in Uckfield High Street, a reminder that looking at the upper storeys of buildings above their modern shop fronts is both interesting and informative.

A full day was rounded off by a visit to the ice house at Buckswood Grange School with Ron Martin. We all know about ice houses but seldom get an opportunity to see one.

Many thanks to all our guides.

MEMBERS' EVENING

BOB ALLEN

This was held at Saltdean Lido on 9th June. At very short notice the 'Lido Lady', Diana Durden, led a guided tour of parts of the Lido building.

Built in 1937 the pool was used by the Fire Service during World War II. After the war, in the early 1960s, Brighton Council spent £80,000 refurbishing the pool and its associated buildings, restoring many of the original features such as the aerating fountains. With diminishing returns, as the seaside holiday trade collapsed in this country, the pool closed in 1994. In 1998 the pool was refurbished and converted into a health club at a cost of £2 million. The pool was reduced in size, divided in two and lined with fibreglass. It had always been a freshwater pool but it is now heated by a

Calortex 4000 heater on the roof. The chlorination and sand filtering plant is original, English Electric motors driving two Worthington-Simpson pumps - one duty, one on standby.

Unfortunately the pipework leading to the fountains was too badly corroded to be restored, so the remaining fountain is no longer functional.

Today's bathers are protected from the sun's rays by two awnings which can be erected on a 20 metre mast.

The original changing rooms were in separate wings on either side of the building but in this enlightened age they appear to be unisex !

Twelve staff are employed at the height of the season which goes from the Spring Bank Holiday until the third week in September.

The present owner who bought the Lido last year, is now suffering ill health and has been advised to offload the business. The price tag for the Grade II listed art deco building is £250,000. The sale is being handled for the freeholders, Brighton & Hove Council, by Christie & Co. The lease still has 90 years to run !

After the tour of the building members retired to one of the meeting rooms where Martin Snow gave a talk on archives and archiving. After discussing the need for archives, Martin went through the various means of recording the present for the future with a consideration of the durability and costs of setting up an archive.

He covered the various aspects of using modern computer technology including the copying of now out of print issues of Sussex Industrial History onto CD ROM.

Methods of referencing and linking to an original search on the Internet were described.

John Blackwell then made us "Look up in Brighton". Old factories, breweries, street names, were there on stone for all to see. Lamp standards for street lamps and gas holders were disappearing fast. Here was a beautiful iron bridge carrying a former railway goods line. Finding an excuse to look down there was a ventilator for the Kemp Town railway tunnel. Still downward here were coal hole covers in the pavement which were disappearing along with ornate iron railings and other examples of decorative iron street furniture often produced locally.

After a tea break Ron Martin took us on a visual tour of Keymer No. 1

Brickworks, the subject of one of his latest surveys. Well illustrated with maps, drawings and photographs Ron explained how the works operated, particularly important since new development threatens to sweep away the remains of the old plant.

The evening concluded with a contribution from Jo Short, one of our newer members. She rather amused us with her comments on visiting a site with Ron !

Jo is a Monuments Protection Programme Inspector employed by English Heritage. She is one of 18 inspectors for the country. Her area covers all of Kent and Sussex with over 500 sites scheduled in Sussex alone.

For industrial sites the steps in getting a site scheduled are :-

- Step 1 Initial consultation with interested parties such as the SIAS, the Record Offices, County Archaeology Departments etc.**
- Step 2 Data collection**
- Step 3 Ranking**
- Step 4 Evaluation**

There are six main categories for industrial sites - extractive; inorganic manufacture; organic materials; power and utilities; transport and communications and miscellaneous.

Jo hopes to help in the protection of industrial remains. The future might well be for photographs to end up on an English Heritage web site on the Internet.

At the moment she stores volumes of study documents putting sites into the national context, in her bedroom. This also can give information on how rare the sites are, regionally and nationally and how vulnerable they are.

If members see a site at risk they should contact the Programme regional office in Guildford.

This had been one of our best members' evenings for some time with a varied and interesting menu. Thanks particularly to Ron Martin and Diana Durden for their efforts.

A potential new source for industrial archaeology in East Sussex is the wealth of information in the Valuation Books of Burtenshaw & Son, Auctioneers and Valuers of Hailsham which are now available at the Record Office. Dating from the 1850s to the end of the 19th century, the majority of these notebooks deal with houses, furniture, farmstock and implements. However, there are also details of the contents of shops, inns, breweries, brick and tile yards, wind and watermills and their owners and occupiers.

The books are catalogued by date, so be prepared for a long search. Three items, taken at random from near the beginning of the catalogue, read:

- BUR 2/1/1B. 1850 Auction. Westham. Brick and Tile Yard
(Bassett).
- BUR 2/1/9. 1851 Valuation. Wilmington. Timberyard,
sawhouse, tools, shop, incl. coffins. (Late Ade).
- BUR 2/1/46. 1855 Valuation. Hellingly Water Mill. Tenancy.
Lists mill contents, bakehouse, 1700 bricks.
(Assigns of Kennard/Page).

The catalogue is available in the Search Room. The Valuation Books themselves are not kept at the Record Office and take about a week to order.

BEFORE IT'S TOO LATE**BOB FRY**

Ron Martin's piece about the recording of IA Sites in the April Newsletter made me realise that we may have reached a critical point in our attempt to record a way of working life which has all but disappeared. So much is being lost through the fact that in this part of the country the families that have lived locally for generations are now experiencing a break in that continuity as circumstances such as lack of affordable housing and availability of local employment force the relocation of the younger generation, and family homes become attractive rural cottages to the 'computer commuters' whose lack of local roots often means that what happened in the past is of little relevance.

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SUSSEX MILLS GROUP NEWS

edited by Don Cox

Sussex Mills Group is part of
The Sussex Industrial Archaeology
Society



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Lost Windmills of Sussex -Icklesham, Telegraph Mill

DATES AND EVENTS

Sunday 15th October 2000. Mills Group Meeting - this will be held at Michelham Priory starting at 2:30 pm. Lawrence Stevens will talk briefly on the Simmons' papers and there will be a general discussion on matters brought up by members. Members attending the meeting will be admitted free to Michelham Priory, provided you explain and show your membership card at the gatehouse. Other people coming will need to pay the special entrance fee of £2.20 for adults; £1.90 for Senior Citizens and £1.15 for children.

NEWS.

This Newsletter for the Sussex Mills Group is short as there have not been any contributions sent to me for inclusion and I have not had the time to dream up something. If you want this Newsletter to continue please send me something before the 12th September. How about some articles on mill related subjects apart from news of your mill?

CHANGING ROOMS.

I have had an appeal from the BBC Changing Rooms team who are looking for two mills sited close to each other to feature in the programme. They are really looking for house conversions that need their experts to work on. They will then be filmed.

Contact Adam Page directly on 0207462 9297.

MILL FETES.

If you missed the early ones there is still time to attend the following fetes:

30th July Jill Mill

6th August at Oldland Mill

24th September at Lowfield Heath Mill

BATTLE WINDMILL ??

Mr & Mrs Eyles have contacted me to request for information concerning their ancestors. This is part of a will; the complete will can be had by letting me have a SAE but all concerning the mill is here:-

Will of ANTHONY BLACKMAN, Yeoman of Mountfield, Sussex.

Signed and sealed this Ninth day of June in the year of our Lord One Thousand Seven Hundred and Fifty.

In the Name of God, Amen, I Anthony Blackman First I give and advise unto Elizabeth My Loving Wife in All that my Messuage or Tenement and WINDMILL with all and singular the Stable Garden, Grounds, Lands and premises with appurtenances thereto belonging Situate lying and being in Battle in the said county of Sussex and now in occupation of John Ashby and after her decease or Day of Marriage I give and Desire all and singular the Said Messuage, Wind Mill, Stable garden, Land and Premises with all appurtenances unto My Son Anthony Blackman and to his Heirs and Assigns for ever

Signed Anthony Blackman.

Downs Country.

The following is an extract from the above magazine in November 1999 issue 32 and an article by Anthony Howard of TV Country Ways fame. It is reproduced with their permission but sadly the magazine ceased publication in February 2000.

MICHELHAM PRIORY

"Not far to the north of Pevensey Levels stands magnificent Michelham Priory, which was founded in 1299 by the Norman Lord of Pevensey. The name Michelham means "the hamlet in the bend of the river". The stream in question is the Cuckmere and its waters drove the wheel of the watermill, which is first mentioned in 1434 but probably goes back much further, since Thomas a Becket is said to have fallen into the millpond there when out hunting.

When I first visited the mill in the mid-1980s, the hard working miller was Gilbert Catt, who lived in a house called Millstones on Mill Road in nearby Hailsham. He was a small frail, old man but there were undercurrents of great strength in his character and milling and early mornings had been in his family's blood for generations.

If you come to this place when the sun shines you get a show of rural England that we see so little of these days. This mill was shut down and out of action for 50 years and I never expected to see it running again. Then one day, someone told me that it had been restored, so I went along to see what was happening. And sure enough, the mill was there making a start.

As the old man cranked open the water gate, the heavy wheel slowly began to thump and churn. The water bubbled and boiled and, as the great cylinder got up speed, the sound it made was full of music and as old as history.

'We were millers and corn merchants in Hailsham. My grandfather came to Hamblins Mill in Mill Road 100 years ago. He took over the mill in 1886 until he died. Then my father took it on until he died and, when my brother died in 1967, I couldn't carry on any longer on my own and had to close it down. Our mill was a windmill of course, built in 1834 and destroyed by fire in 1923 when my parents built what they called a steam mill. But the principle was the same and you still have to get to work first thing every morning '.

Gilbert Catt moved across to the mighty, horizontal wooden wheel inside the mill at Michelham and threw it into gear. As the machinery began to turn, the whole building trembled with the weight of its moving burden. High above, more wheels were turning and the great millstones began to revolve and to grind the wheat. Fine flour poured into bags, powdering the veteran's face and eyebrows. In the apex of the roof, an ancient wooden wheel, geared by the tug of a rope, lifted heavy sacks of corn up to the

bins.

The miller, eyes alert moved busily back and forth, checking the fineness of the flour and watching the old machinery constantly as it groaned and strained and grumbled.

'You've got to keep an eye on it all the time, particularly the mill-stones. They're very temperamental. You've got to watch them all the time to see that the settings are where you want them. As you feel the flour coming down the spout, you can tell whether it's too fine or too coarse or coming down too fast or too slow, and you make the necessary adjustments. It's very largely a matter of experience. After a number of years you get the feel of the flour - whether it's just right and what you want. And it's a only by practice that you get there. You can't pick up anyone and ask them to be a miller. The learning and the experience are important.' The small bent figure turned back to his work. His physique was a complete contrast to the heavy machinery which surrounded him and which he controlled. Outside the millrace tumbled and turned as it fell towards the Cuckmere."

The Lost Windmills of Sussex

Guy Blythman

ICKLESHAM Telegraph Hill Mill

(TQ 866 162)

This smock mill is said to have taken its name from Telegraph House, which later became the Mill House. It stood on the north side of the Winchelsea - Hastings A259 road, at the western corner of the lane to Brooks Farm.

William Cloke was the tenant in 1834 and 1845, and in 1851 he or a relative appear to have been running the mill in conjunction with one Breeds, probably the William Breeds who was running it on his own in 1855. In that year Breeds assigned his estate for the benefit of his creditors. A Mr Allen and a Mr Weston were in charge in 1858, 1862, 1870 and 1874. The Mill was put up for sale in 1877, and again in 1883 when it was being let to Edwin Goldsmith who had been in possession the previous year. It was sold again in June the following year by order of the mortgagees, and acquired by Albert Adams for George Morris of Battle who was to run it for the remainder of its active life.

During Morris's time the mill was partly overhauled, using materials from the one at Whatlington. It is said to have ceased work in 1903 when two sweeps were blown off. Photographs show that it stood for a time with the other two ⁽¹⁾, but they were soon removed and the mill deteriorated until pulled down around 1922. Its foundations were still evident in the 1930s. The mill was a white one and of substantial girth, with a squat Kentish-type cap and a distinctive lofty fantail. The patent sweeps, which had fairly wide leading boards, drove three pairs of stones, a flour machine and a smutter

and by 1877 auxiliary power was provided by a 10 h.p. steam engine fitted with a force pump. The mill stood on a brick base which appears to have been enclosed within a wooden "roundel", whose roof served as a stage ⁽²⁾.

(1) Hastings Museum, plus a photocopy supplied to the writer by Mrs Nysted of Winchelsea.

(2) Photograph in the National Monuments Record, Swindon.

GUESTLING MILL

BILL CRAWSHAW

I was interested to read Guy Blythman's article in issue 106. My wife and I lived in Guestling Lodge in the 1970s and had no idea that there had been a mill at the bottom of the garden! There were some brick huts there, reputedly put up by the Canadians in WWII, a very old greenhouse and evidence of older buildings including a capped well but that is all.

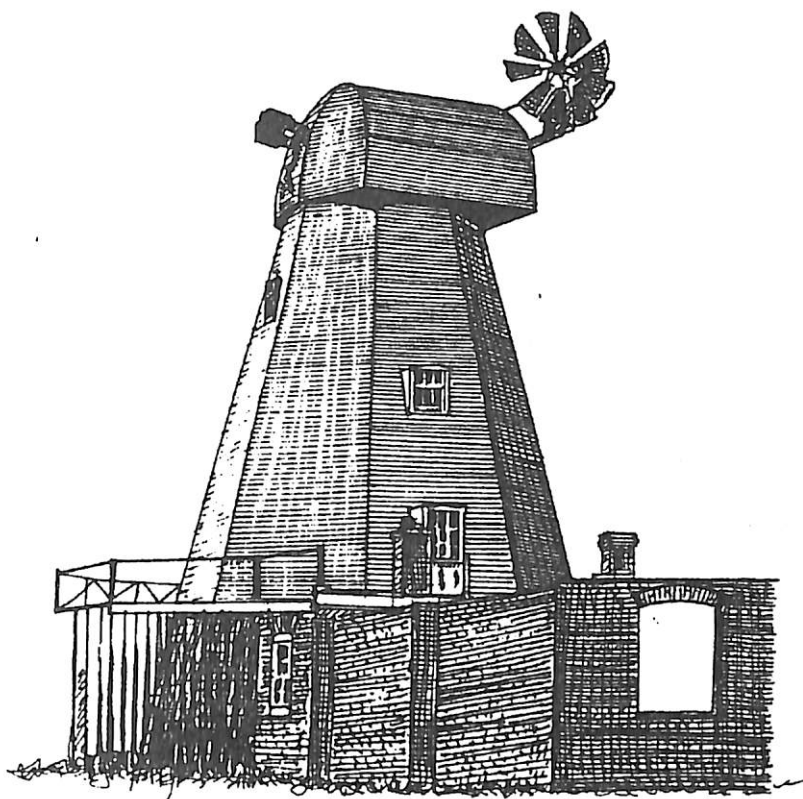
Mill Lane runs from the A259/Martineau Lane to Fairlight Road, past North Seat, the site of a mill (Fairlight Mill ?) and that was the mill we thought Mill Lane referred to. But from Mill Lane there is, within Guestling Lodge, a substantial driveway to the mill site, which incidentally should be TQ 842124. So Mill Lane refers to two mills! A close examination of the reprint of 1st editions of the 1ⁿ OS map shows both mills, Guestling Mill rather faintly.

I wonder who lived in Guestling Lodge, quite a large house, in the 19th century. I believe a family named Bumstead were there in the first quarter of the 1900s.

Jenner's Lane turns off Winchelsea Lane in the direction of Down Farm, mentioned by Guy. Winchelsea Lane used to be the main road before the A259 was straightened between the White Hart at the top of Guestling Hill and Ore in the '40s & '50s when Guestling Lodge lost quite a bit of land. The mill did not stand on the highest point, but some way to the south. Its height, five floors, would compensate for that. My wife's family lived opposite the White Hart from the late 1920s.

Sussex Mills Group

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TELEGRAPH MILL ICKLESHAM

R.G. Martin

(Continued from page 5)

I had the very good fortune to live for over 70 years in one of the very villages Ron has listed, and as a teenager, beginning to take an interest in the past, I found a ready source of information in the people with whom I was well acquainted, some were workmates only too willing to share their knowledge of the past. As several of these folk were in their '60's and '70's it has meant that over the years I have built up a memory of not only personal experience but also theirs, taking me back into the latter half of the 19th century, so that apart from having worked in jobs and places which no longer exist I have been able to see evidence of what had gone on before but is now completely obliterated.

The point I am trying to make is that there are few 'locals' left who have knowledge of such matters, and it is up to us to not only to contribute our own information if we have it, but to seek out those who can add to what we know. How I wish that I had been able to record more of it whilst these friends and colleagues were still alive !

POYNTZ BRIDGE

CHRIS BRYAN

Poyntz Bridge will be operating and have public access for the Civic Trust Heritage Open Days 2000 on Sunday 17th September between 10 am and 4 pm. Poyntz Bridge has been restored to working order by the Society. It is located 200yds south of the Chichester Canal Basin. NGR SU 859 039.

SUSSEX BRANCH LINES - A YEAR 2000 SURVEY

JOHN BLACKWELL

2. POLEGATE TO TUNBRIDGE WELLS

THE CUCKOO LINE

Branches from Polegate, on the Brighton to Hastings line, to the seaside resort of Eastbourne and the market town of Hailsham opened in 1849. An extension northwards from Hailsham to Groombridge, on the Three Bridges to Tunbridge Wells line, opened in 1880. This section closed in June 1965 with the Hailsham branch following in September 1968.

The original station was located on the site of the present 1986 Polegate station in the High Street at TQ582048 with access to the Hailsham branch from the Brighton direction. With the 1880 extension a new station was built further east to allow through-running to and from Eastbourne. These station buildings at TQ585048 remain in use as a pub restaurant. Built in the LB&SCR house style of the period it is a fine two storey building with offices on the ground floor and accommodation above similar to those still operational at London Road (Brighton) and Portslade. The two island platforms have been removed. Almost opposite in School Lane a bridle path/cycleway named the Cuckoo Trail commences, which follows the

alignment of the branch all the way to Heathfield.

At Hailsham all that remains of the station site, at TQ 590 093 in Station Road, is a typical railway cottage the remainder of the site being covered by housing. Nearby is the Terminus Hotel a pub reminding one that Hailsham was indeed the terminus of the branch for thirty years.

The next station was Hellingly at TQ 584 120 constructed in the opulent style used by the LB&SCR in the 1880s and designed by the architect T.H. Myres in the country house style with a tile hung upper storey and incised plasterwork. The same style was used for all the 1880 extension stations. Now a private residence it can be viewed from the bridle path and one can only wonder why such facilities were approved for what is still an isolated area. At Horam TQ 578 175 all that remains is a 1930s Southern Railway concrete platform extension with concrete lamp standard and concrete 'name board'. The station house and booking office at Heathfield TQ 581 213 survive in retail use but the magnificent wooden footbridge to the platform buildings and canopies, have long been swept away. Viewing from the industrial estate, which now covers them and the goods yard, gives an indication how far below the station buildings the platforms were. Just to the north of the road over bridge was the site of the natural gas borehole and storage tanks used to light the station from 1898 to 1963.

At Mayfield the station building survives at TQ 578 267 without the platform canopies. It is in domestic use though at present looking the worse for wear. Housing covers the site of the goods shed and yard. At Rotherfield TQ 565 303 the station building has been incorporated into a housing development.

The next station is at Eridge where the Hailsham extension joined the line from Uckfield to Tunbridge Wells, which had opened in 1868. A new station at TQ 542 345 was provided in 1880 which was single-storied and much plainer than those situated on the extension. It is still operational though looking somewhat tired, and has some fine ironwork supporting the canopies. An unusual and still surviving feature is a mailbag chute under the up-platform staircase.

At Groombridge the Three Bridges to Tunbridge Wells line is joined and the station at TQ 533 371 is an 1897 rebuild in polychrome brickwork. Although devoid of canopies the station building is in excellent condition with the two-storey station house being used for residential purposes and the single storey offices in commercial use. The island platform and goods yard are now the site of housing.

A rudimentary halt at High Rocks (1907 - 1952) of which nothing remains was the final stop before Tunbridge Wells LB&SCR was reached. In Southern Railway days this was renamed Tunbridge Wells West to distinguish from the SER station. A single line track connected both stations but was little used until the formation of the Southern in 1923. The magnificent station at TQ 578 384 was built in 1866 in the Victorian Gothic style and is now a listed building. Although not now within the county, the

boundaries changed in 1901, this outpost of the LB&SCR empire should not be missed. A splendid approach road with tall cast iron lamp standards leads to a pleasingly proportioned 10 bay two storied central section flanked by the station master's house at the western end and a clock tower with a spire at the eastern end. Built in polychrome brickwork it retains most of its original features. The upper storey was originally a hotel and the whole building is now a pub restaurant. To the rear the island platforms and goods yard are now a supermarket. The motive power depot to the west is now the headquarters of the Spa Valley Railway a preservation group which runs trains as far as Groombridge.

"PICKING MINE" AND COPPERAS

LAWRENCE & PATRICIA STEVENS

Knowing of our interest in the tanning industry of Sussex, Roy Plummer of the Worthing Archaeological Society drew our attention to an area in Chichester Harbour know as Copperas Point (SU 82950190). He had been told that the copperas had been used in the local tanning industry and wanted to know what it had been used for. We did not know what copperas was, but hearing that it contained iron, suggested that it could have been used to dye leather black. Some time later, after a visit by bicycle to Copperas Point to collect some samples, we realised that Copperas was another name for iron pyrites, as indeed is marcasite, martial pyrites, mundic and maxy.

Pyrites is a composition of sulphide of iron (Fe S_2) containing 46.67% iron and 53.33% sulphur. It forms a cubic crystal system with a hardness of 6 to 6.5. It has a specific gravity of between 4.8 and 5.1, is of a greenish or dark brown colour and occurs in igneous rocks and ore veins. Its yellow colour when exposed, gives it the nickname of "fools gold" (Dixon 1984). The nodules vary in size from that of a man's hand to the minute and are to be found in various forms from sausage-shaped rods to rough spheres. On exposure to shore-line wave action among shingle the surface of the nodules become smooth and has a burnished rusty brown bloom.

The pyrites forms in ancient clay beds and it is frequently associated with fossil organisms which are contained in the clay either filling them or encrusting them. In Sussex the London clay outcrop extends along the coast for some miles between Felpham and Pagham and at extreme low tides as much as 2,000 feet are exposed, providing a vast area for the collection of the mineral or 'mine' as it became known.

The mineral had a commercial value and was seemingly put to a variety of uses. It is suggested that it was used for smelting but more valuable was its use as a source of sulphuric acid, oil of vitriol and other vitriolic preparations. It was also used in the production of inks and dyes (Andrews 1954) and also as a mordant to assist wool to absorb dye (Beswick 1985). Copperas stones were being collected in the Chichester area, no doubt

including Copperas Point itself and regular exports to London began in the first years of the 18th century, although the volume seldom exceeded 100 tons a year (Andrews 1954).

Similarly, further to the east, the Adur Estuary in particular and the coastal area at Portslade yielded quantities of Copperas hence the area was known as Copperas Gap (Mead 1989).

An account of the copperas industry appeared in the Sussex County Magazine under the title "Picking Mine": An Old Bognor Industry (Venables 1939). The quaint term "Picking Mine" can be better understood if we assume "mine" is a contraction of "mineral". Bognor's Copperas, was transported by the colliers that beached off Mr. Osborns' Lennox Street Coal Yard at a value of 18d per hundredweight This being a more valuable ballast than sea sand or shingle. A collier, the 'Fidelity' of 150 tons used to take between 20 to 30 tons of mine, worth between £30 and £45. There were three larger colliers trading through Bognor, the 'Keblah', the 'Equivalent' and the 'Boyne', each of 250 tons and capable of transporting proportionately more mine. The value of pyrites at Bognor was thirty shillings a ton when coal was half that price. The "Picking Mine" industry's heyday may have been between 1850 and 1870, bearing in mind that the railway reached Bognor in 1864. However, as late as 1885, H.L.F. Guermonprez, the Sussex naturalist, recorded seeing piles of "mine" at the foot of the cliff awaiting transportation to the coal yard. Venables points out that "Picking Mine" was in decline before the first coal train arrived at Bognor as the deposits were being exhausted. The pickers turned to the spade to seek more "mine" but the local authority did not take kindly to this action and forbade the spade!

The foregoing is written in ignorance, that it is merely an amalgam of hearsay and the absence of hard facts and evidence is all too obvious. Was the copperas really used in Sussex Tanneries? Was it used to make sulphuric acid and if so was it used at the chemical works at Hove and Rye, both of which were known to produce sulphuric acid? Was websterite really a decomposed sulphuric mass of iron pyrites and clay only found in England at Newhaven and Portslade? In his short note in the SIAS Newsletter, Geoff Mead said that copperas was taken to chemical works in London and Newcastle and in the same note, he expressed the hope that he would produce an article on the subject of copperas - soon may it come!

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LATEST DATE FOR COPY FOR THE OCTOBER NEWSLETTER IS 14th SEPTEMBER.

Copy for the Newsletter should be sent to:

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(Copy for the Mills Group section should be sent to the editor of the Mills Group Newsletter, D.H. Cox, whose address is above.)

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