Industrial Archaeology Notes 1977

Compiled by Catherine M. Wilson

**AUBOURN Watermill**
(Grid reference SK 913625)

This mill was demolished in 1968 but fortunately a detailed drawing of it was made before demolition by Mr. John Woodman. Mr. Woodman has kindly agreed for his drawings to be published (Fig. 1) and has contributed the following note:

There has been a watermill at Aubourn certainly since 1076; in this year it is recorded that Geoffrey, the first name on the list of vicars of Aubourn, witnessed a deed by which 30 sticks of eels were paid yearly out of the rent of Aubourn Mill to the Prior of Belvoir as additional endowment.¹ Ten years later in the Domesday Book the mill is recorded as 'rendering 20 shillings' and there was also a fishery worth 1000 eels a year, doubtless the product of an eel trap constructed adjacent to the mill.²

The last mill at Aubourn was of the sluice controlled bypass type with an undershot waterwheel. The drive to the three pairs of stones was via the conventional route of water wheel, wallower, main shaft, spur wheel and stone nut, with the main shaft extended to operate a sack hoist over the bin floor, via crown wheel and bevel gear. With the exceptions of the spur wheel and the bevel gear on the sack hoist, all the wheels of the main machinery were equipped with wooden teeth.

By the late 1960's the mill had become derelict and dangerous and consequently was demolished in April 1968.


**BARTON-UPON-HUMBER Humber Mill**
(Grid reference TA 028225)

**Stuart Holm**

Despite the present day absence of suitable watercourses, Barton-upon-Humber formerly had two watermills. They are referred to in the Domesday Book which states that Barton then had two mills of forty shillings.¹ One of these disappeared long ago; it is said that it was abandoned after a serious fire. Its location can be roughly determined from a map (Fig. 2) made at the enclosure of the parish in 1793-6.² This shows an area of land named 'Water Mill Close' situated to the west of Pasture Road alongside "The Beck", a stream which formerly flowed northwards from a pond at Beck Hill to the Humber. The culverted remnants

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Fig. 1  Aubourn, Watermill. P. J. R. Woodman.
of the virtually defunct watercourse can still be seen where it left the now dry pond. The mill itself had disappeared by the time the map was drawn up.

Barton’s other watermill, known originally as the Humber Mill and later as the Poor’s Watermill, survived until very recently although in a much modified form. It was surveyed by members of the Industrial Archaeology Sub-Committee in November 1974. The accompanying drawings (Fig. 2) were produced as a result of that survey. The building had been substantially altered since it ceased to be used as a watermill in the 1820’s and was in a very derelict state when surveyed (see Plates I, II and III). It was not possible therefore to determine the internal layout of the watermill, nor to date the subsequent alterations. The building sequence was, however, determined and is indicated on the ground plan (Fig. 2). The building has now been demolished.

The Humber Mill was situated at the head of Barton Haven at the junction of Waterside Road and Chemical Lane. The mill pond lay on the other side of Waterside Road, the mill race being culverted under the road to the mill. The tail race discharged directly into the Haven, probably rendering the mill inoperable at high tide. The enclosure map tends to indicate that overspill from the weir was channelled along the opposite side of Waterside Road presumably before passing under the road to the Haven. The dam, as the watercourse which fed the millpond was known, was the joint responsibility of the miller and the ratepayers of Barton. It seems to have formed an important part of the local drainage system, hence the involvement of the townspeople in its maintenance. This arrangement is mentioned in the Barton Town Book, a document by which life in the town was formerly regulated. Part of the relevant section reads:

That the jury of the town of Barton aforesaid shall at all times when they think it convenient lay an

assessment for the scouring of the town’s part of the mill dam and that whoever shall refuse to pay his part of the same shall be amerced double the value of his said assessment.

That the miller of the Humber Mill in Barton aforesaid will well and sufficiently scour his part in the dam aforesaid from time to time according to ancient custom and for neglect thereof to be amerced for every offence at the discretion of the jury.

The Town Book then goes on to describe the way in which the dam shall be divided up between the miller and the town for the purposes of maintenance.

Under the will of Ralph Sige, dated 6 December 1644, the mill was given to the poor of Barton 'for ever'. It continued to work as a watermill, the rent derived from leasing it being used for the relief of the poor. In 1826, however, the tenant claimed that alterations to the drainage resulting from enclosure had rendered the mill incapable of operation at a satisfactory profit and did not seek to renew his lease. The mill machinery was removed and the building converted to tenements which continued to be let for the benefit of the poor.

By the end of the 19th century the premises were part of Barraclough’s Coal Yard. It appears that the sailing sloops which brought the coal from the Yorkshire coalfield also brought coarse pottery ware, baskets of which were, it is said, displayed in front of the mill in the early years of this century. Latterly the buildings were used for car dismantling. Despite attempts by the Barton Civic Society to acquire the mill for the town it was allowed to deteriorate until demolition became inevitable. Since the mill pond had already long since disappeared the only reminder of this historic building is the road which once ran alongside the mill dam and is still named Dam Road.

EAST LINCOLNSHIRE RAILWAY
Crossing Keepers' Cottages on the Southern Section
N. R. Wright

Background
The East Lincolnshire Railway ran from Boston to Grimsby via Alford and Louth. Between Boston and Firsby, a distance of fourteen miles, it ran almost completely straight across the townlands and the East Fen. It was authorised by Parliament on 26 June 1846 and the section from Firsby to Boston was opened on 2 October 1848, at the Boston end curving to join the Great Northern Railway Company's Lincolnshire Loop Line and use their station in the town. The ELR was closely involved with the GNR and had agreed to lease its line to the bigger company.

Most of the ELR was on the flat, especially south of Firsby, and there were few substantial embankments or cuttings. Where it crossed East Fen the line was often on a low embankment about five or six feet high but most roads were crossed on the level rather than by bridges and the company employed keepers to look after the crossing gates on public roads. The company erected houses for its gate-keepers but not all of them were built by the time the line was opened. Reports in the *Stamford Mercury* of trains running through level crossing gates at Boston on 17 October 1848 and 10 January 1849 indicate that the gate-keeper had gone home, the report of the latter incident referring to the gate-keeper leaving 'his box' at the Grand Sluice.

Later the *Mercury* carried a report of a fire early on Monday morning, 29 January 1849, in a temporary hut occupied by a gate-keeper at the Tattershall Road crossing, Boston. "It appears that the gate-keeper has to await the arrival of the Mail train at a quarter-to-three in the morning, and that in order to shelter himself from the inclemency of the weather (there being no house provided for him) he had built a hut composed of railway sleepers: on Monday morning, after the departure of the train he became a sleeper himself, and while he was quietly taking his nap, the hut caught fire, and was totally consumed. A poor dog, the companion of the gate-keeper, was burned to death."

Evidence that houses had been erected at some gates is given in a report in the *Mercury* of another accident, which took place on Thursday 19 April 1849 at Hildyke Gate (the third gate beyond the Maud Foster Drain). The gate was opened by a youth leading a waggon load of wheat, the gate-keeper and his wife both being absent, and the youth failed to see an approaching train because 'the gate-house intervened between him' and the train.

The Houses
A house was later built for the gate-keeper at the Tattershall Road crossing, and it was of the same design as the one at Hildyke Gate and all others at manned crossings on the Boston-Firsby stretch of the ELR. This use of a standard design is in contrast to other lines in the area, such as the Boston-Spalding stretch of the GNR, where each cottage was of a different design. The use of a standard design for the original houses on the southern section of the ELR meant that later additions could also use standard designs.

From its Boston junction with the GNR northwards to Firsby there were fifty-five level crossings, of which fourteen had crossing keepers' cottages, all of the same basic design. Most of the crossings were in the southern half of this section of line, where it crossed the old townlands between Boston and Old Leake Commonside.

The basic design was L-shaped with one arm of the L parallel to the railway. They were two storey buildings of
red brick with tile roofs. The entrance to the cottage was in the hollow corner of the L, with the door facing the road so that the keeper could quickly get to the crossing gates. All of the cottages had their longest wall parallel to the railway and the plan (Fig. 3) shows the situation when the cottage was east or west of the crossing. When the cottage was north or south of the crossing then the plan was reversed, to become a mirror image of Fig. 3. The kitchen was in the corner next to the railway and furthest from the road, and when surveyed the cottage at Main Road, Sibsey, still had the original kitchen range in this room though it was no longer used as a kitchen.

Thirteen of the cottages had a standard single storey extension 10ft 10in x 13ft 8in (plus or minus 6 or 7in) although one of these (Bellwater Junction) was slightly wider than the rest. Twelve of the cottages had the extension on the side furthest from the line but at the Horncastle Road cottage the extension could not be built in the standard position because of the closeness of the road and was instead placed at the southern corner. Both of these last two were extensions at a lower level than the rest of the house and were used as washhouses rather than as kitchens. The house at New Leake did not have any of the standard extensions but instead had a two storey extension on the side furthest from the line. The age of this has not been ascertained as the windows are all modern and the walls are faced with concrete.

Five of the cottages also had a single storey brick and tile porch of standard design filling the hollow corner of the L-shape. Four others had wooden enclosed porches of varying design and five had no addition in that corner. The Pilley Lane cottage had a second single storey extension, and eight had various lean-to's such as toilets and garden sheds attached to the building or its extensions.

The plan (Fig. 3) is based on the average dimensions for the cottages concerned. The houses varied slightly in size but not usually by more than seven inches above or below the average. Heights were affected by variations in ground level so the elevation shown is of a typical cottage, number two on the following list, instead of being based on average figures. The height of the extension at its lowest side varied from 6ft 6in to 7ft 6in, whilst adjoining the original house it was from 2ft 6in to 4ft 5in higher. Its floor was sometimes below that of the original cottage, particularly where the railway line was itself on a slight embankment. The brick and tile porch varied from 10ft 4in to 12ft 6in at the front; at one house it sloped up to the eaves whereas at others it was 1ft 6½in or 1ft 8in below the eaves.

Plate IV East Lincolnshire Railway, crossing keeper's cottage, Main Road, Sibsey. N. R. Wright.

Fig. 4 East Lincolnshire Railway, crossing keeper's cottage, Robin Hood's Walk, Boston. South-east elevation. N. R. Wright.
GRANTHAM

Two interesting 19th century bridges over the River Witham were demolished during 1977 and replaced by concrete structures.

Belton Lane
(Grid reference SK 915365)

This bridge was of cast iron girder construction with a single span of about 40ft (Plate V). At each end were abutments of black engineering brick with stone dressings.

The up-stream abutments carried date stones bearing the date 1898. The most attractive feature of the bridge was the decorative cast iron railings (Plate VI).

LONG SUTTON  Sneath’s Mill
(Grid reference TF 436244)

J. A. Sass

Introduction

The unusual tower mill is often referred to as Lutton Gowts Mill although it is situated just within the parish boundary of Long Sutton. It is known locally as either ‘Sneath’s Mill’ after the last miller or ‘Roman Bank Mill’ on which it stands. According to local information it is the sole survivor of a group of three similar mills. The foundations of one of the others stands about ½ mile to the north and a bungalow is built on the site of the third about 120 yards to the south. The three mills are clearly shown on Bryant’s map of 1828 and 1837 6in—1 mile map.

The only survivor of these three mills was erected in 1779 by a Thomas Ayliffe of Sutton St. Mary. He leased the land from a Joshua Peart of Lincolns Inn Fields, Middlesex, for 99 years at an annual rent of £1. The erection was commemorated by a carved stone above the south door inscribed ‘1779 T. D. Ayliffe’. This stone was formerly a sundial. The last miller, Mr. John Sneath, came to the mill in 1863 and worked it until the early 1930’s when the mill was badly damaged by a gale. The cost of repairs was prohibitive at that time and the mill was abandoned and has been steadily deteriorating ever since.
It is an early example of a tower mill and was built on a mound on top of the 'Roman' sea bank, the bricks coming from a section of it. It is unique in the county in that the red brick tower is octagonal and not round as is the norm.

**The Tower**
The tower is of four stories and stands 26ft to the wooden curb. Working upwards the floors are, ground floor, stone floor, bin floor, and dust floor. The entrance is by a door on the ground floor facing south. There is a bricked up doorway on the north side. When the sails came so near the ground, as was the case with this mill, it was an important safety factor as well as more convenient to always have an entrance to the mill safe from the danger of the rotating sails.

The first and second floors originally had four windows facing north, south, east and west. The tower is corbelled out below the curb. On surveying the tower in 1975, it was discovered that the mill is almost certainly a smock mill encased in brick. There are diagonal timbers in the walls of the top floor terminating with eight wooden 'blocks' probably the top of the original corner posts, supporting the wooden dead curb. Future investigation would no doubt reveal further timber within the thickness of the walls lower down. The octagonal tower is to a degree asymmetrical. At the curb the flats vary from 6ft 2ln to 6ft 9ln. One theory is that the mill was originally a timbered smock drainage mill which was moved to the present site in 1779. It was then re-erected as a corn mill and the weakened frame was encased in brick at that time.

![Diagram](Fig. 5)  Long Sutton, Sneath's Mill. Windshaft, brake wheel and poll end. *E. Rhodes.*

**Cap, Sails and Windshaft**
The mill was last worked by a pair of hand cloth sails and a pair of spring sails; the coil springs lying along the sail backs (Plate IX). The shutters were of the usual construction found in the area of sail cloth stitched on to a wire frame with a pine back. The sail stocks were mounted on the windshaft via a cast iron canister or poll end. (Fig. 5). The square oak windshaft was the largest noted in a Lincolnshire windmill by Rex Wailes. 'The canister and iron neck were secured to the windshaft by means of a single long tongue and bolted through and strapped with wrought iron. The rode baulk or weather beam carrying the neck bearing and cast iron chair has one cast iron roller between it and the curb. The wooden curb has an iron face plate laid on top of it. There was a boat-shaped boarded cap with a weather cock mounted on the back to inform the miller of the wind direction. The boat-shaped cap predated the more universal ogee cap found on Lincolnshire tower mills. There were two cap frame centreing wheels beneath the main sheers at the front and two at the rear.


**Brake Wheel and Wallower**
The elm brake wheel is of the clasp arm construction with fifty-two coarse wooden teeth of 5in pitch mortised through the rim and pegged at the back (Plate X). The brake was of iron. The wallower is a 'trundle gear' with wooden pegs for teeth and is of all wood clasp arm construction. There is a wooden ring eight inches wide by two inches deep on the underside of the wallower mounted on four inch distance pieces. The friction driven sack hoist drove off this ring.
The wooden upright shaft is approximately one foot square and was renewed after the first world war. The shaft passes down through the dust floor to the bin floor where it is joined to its lower half by a cross gudgeon of iron.


The Stone Floor and Plant
There were two pairs of overdriven stones on this floor. A pair of 4ft 6in French stones with the maker's name plate on the runner inscribed 'George Marris 1847', are on the east side and on the west were a pair of Peak stones which were removed to Penny Hill Mill, Holbeach after the mill stopped working.

  The great spur wheel is of clasp arm all wood construction, 7ft 6in in diameter. The pitch of the seventy-eight teeth is 3¾in, the largest noted in the county and had a thirteen wooden cogged iron stone nut one of, if not the smallest in the county. On the north side of the spur wheel is a 1ft 4in diameter iron nut with wood teeth mounted on an octagonal wooden spindle which is six inches square at its head. This passed down into the ground floor where it drove, via a 2ft 3in diameter wooden cogged iron bevel, the flour dresser which was mounted under the ceiling of the ground floor and has long since been removed. The bottom of the upright shaft has a pot and pindle thrust bearing let into an adjustable spraddle beam.

The Ground Floor
This floor housed the floor dresser and the meal was bagged up beneath the two spouts from the stones above. There were also a pair of early type lag governors on the stone spindles of each pair of stones. The miller's desk stood on this floor.

Winding Mechanism
The cap and sails were wound by means of a wooden tail pole with a winch and chain mounted on the lower end (Plate XI); the chain being run out to a series of wooden stumps around the mill mound. When not being winded the tailpole was supported and locked by two wooden legs resting diagonally onto the ground.

Dates and Inscriptions
Above the south entrance to the mill is the date stone inscribed '1779 T. D. Ayliff'. On the first floor beam facing the entrance is 'Thomas Ay... ' also 'IOH... RAM'. On the lower half of the upright shaft in the stone floor is carved 'T. A. 1779' and 'T. OLIVER, W. HILLRAM 1783'.


The future of the mill
In 1939 the Society for the Protection of Ancient Buildings (SPAB) had an opportunity to purchase the mill for £75, but owing to lack of funds and the inadvisability of issuing an appeal it secured instead an option on the mill at £5 per annum which it paid for three years. In October 1941 Mr. Wailes inspected the mill and found that the tail and storm hatch shutters were missing, the boarding of the cap had been torn away on the left hand side of the neck and centre beam, windows were missing from the dust bin and stone floors, and as a result the penetration of the weather was causing the deterioration of the mill. It was suggested that the mill should be locked, the windows bricked up, and the tail and storm hatch shutters replaced, and the weatherboarding of the cap repaired. Finally, the SPAB told the owner that it could not continue paying for the purchase of the mill unless it was in a fit condition when finally purchased. The owner stated that materials were not available. In April 1943 the mill was fast becoming a ruin and dangerous. One sail had fallen off leaving the remaining three in such a condition as to be dangerous, and the top had been severely damaged in a gale. The owner then disposed of the mill for demolition.

Despite this the mill still survives but is now in a very derelict condition. For this reason it was thoroughly surveyed by members of the Industrial Archaeology Subcommittee in November 1975. It still contained the windshaft and sufficient internal machinery and floors on which to base a full reconstruction. An attempt to save the
mill from further deterioration and secure it for a future
restoration was made by interested parties. A meeting was
held with representatives of the Long Sutton Civic Trust
and local councils but it was reluctantly decided that there
was not sufficient interest locally to raise the limited funds
needed to carry out even its conservation — fitting a
temporary cap and securing the door and windows until a
restoration scheme could be contemplated. If nothing
further is done to safeguard the fabric of the mill
regrettably the county will lose a most interesting example
of an early tower mill, the only example left in the county
with a poll end sail mounting and trundle gear and, if
restored, the only tower mill in the county with an early
type boat-shaped cap and tailpole winding mechanism and
cloth sails. In conjunction with the well preserved tower
mills at Sibsey, Heckington, Alford and Burgh-le-Marsh it
would provide a complete record of the development of
tower mills in the county.

1 Rex Wailes, 'Lincolnshire Windmills', Transactions of the
2 Ibid., pp.114-115.

APPENDIX A
Provided by N. T. Wills of Long Sutton

Undated Bill of Repairs to the Mill found in bundle of
deeds and documents in possession of Mr. Gerald Knight,
Clenchwarton, Norfolk.

<table>
<thead>
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<th>Estimate of Mill Repairing</th>
<th>£</th>
<th>s</th>
<th>d</th>
</tr>
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<tr>
<td>4 New Sail Clothes 30ft: long 5ft wide</td>
<td>4</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Lines &amp; all Complete</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Brake Wheel New Geering</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Carriage Brasses and Bolts for Upright Shaft</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brake Rope &amp; Handle for Sack Tackle</td>
<td>1</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Turning Chain and two props &amp; three posts</td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>One Door &amp; Frame &amp; One Repairing</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bottom Floor Repairing &amp; New Steps</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wire for Machine tack &amp; tin</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Four Machine Brushes</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Machine Case Repairing</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Three Step Brasess</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Machine Pinion Geering</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Six Mill Bills &amp; two helves</td>
<td>24</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

(over second side)

| Brot Over                           |    | 1  | 0    |
| Six brasses for Stone Necks         | 15  |    | 0    |
| Second Floor Repairing & Window Frames & Shutters | 10  |    | 0    |
| Third Floor New Lining Shutters & Trap Door | 10  |    | 0    |
| Step Ladder for top Floor           | 12  |    | 0    |
| New Hopper Ladder & Cases Repairing | 10  |    | 0    |
| Brest & Sails Repairing             | 10  |    | 0    |
| Sack Tackle Repairing Throughout    | 1   | 0  | 0    |
| Top Mending & Taring                | 1   | 0  | 0    |
| Fencing & reiling round the Mill    | 3   | 0  | 0    |
| Nails Bolts & Screws                | 1   | 0  | 0    |
| Time for Work                       | 20  |    | 0    |
|                                      | 59  | 18 | 0    |

To the Landlord repairs
If any sail or backs or braces or tail tree should break in in a storm the
owner to put the same in repair and the tenant to keep the in side
works in repair.

APPENDIX B

Some Vital Statistics of the Mill. Measured 9 November
1975

| Height of Brick Tower               | 26ft 0in |
| Dia. of Tower at Curb               | 12ft 0in  |
| Dia. of Tower at Base               | 18ft 0in  |

Plate XII Tattershall bridge, before removal of iron railings.

C. M. Wilson.

BRIGG - Sergeant’s Brewery
(Grid reference SE 998 072)

In October 1967 Mr. G. Mounsey and some pupils from
Westmoor School, Brig, visited Sergeant’s Brewery
shortly before it closed down, to record the process and
equipment then in use. An account of the building and its
contents was subsequently published in Lincolnshire
Industrial Archaeology. 1 At that time it seemed that the
building would be taken over and used for other purposes,
so that no detailed survey of it was made. By 1976 however,
the building was derelict and seemed unlikely to be re-used.
It was therefore decided to measure and photograph the
building to complete the work done by Mr. Mounsey (Fig.
6). No machinery remained by this time but positions of
such items as the mash tun could be determined by marks
on the floor.

1 G. Mounsey, 'Sergeant's Brewery, Brig', Lincolnshire Industrial
Book Reviews

CLAY TOBACCO PIPES FROM EXCAVATIONS IN LINCOLN 1970-74 by Jenny E. Mann, 60pp., illus., Lincoln Archaeological Trust Monograph Series Vol XV-1, The Council for British Archaeology for the Lincoln Archaeological Trust, 1977, £4.00.

This monograph sets very high standards in its field. It is a model for the presentation of a common post-medieval artifact — the clay pipe. It will remain an essential publication for the study of a subject vital to post-medieval dating. It is adequately bound, clearly printed and lucidly presented with some of the best drawings yet seen in this field.

Nonetheless it does, perhaps, waste some of its space. For instance the catalogue which illustrates 111 pipes might have been much compressed since there is little difference between many of the examples and they add little to general typology, which has been adequately studied and published elsewhere. Space saved in this section might well have been used to enlarge the introductory outline of the pipemaking industry in Lincoln by M. J. Jones. This while useful could well have been expanded on the lines of the detailed studies at Bristol (I. C. Walker, Clay Tobacco Pipes with particular reference to the Bristol Industry, Parks, Canada, 1977). Similarly detailed, but as yet unpublished studies, have been done for Norwich and Stamford and it is to be hoped that the outline given in the present monograph will eventually be expanded.

It would be hard to make any other criticism without carpimg. The section on the development of a local style of pipe 1640-1790 will be of particular use in the context of the East Midlands area. The illustrations of the nineteenth century decorated pipes emphasize again a local trend which has been the subject of a detailed study by I. C. Walker and P. K. Wells shortly to be published.

New ground is broken with some careful attention in the drawings to the detail of the roulette decoration on the rims of seventeenth century pipes, as also to the shapes of their bases. Both may well provide clues when seeking to relate pipes to localities. While bores of stems are noted, thickness is not discussed, nor the presence or otherwise of mould lines on the bases of the spurs of late eighteenth and early nineteenth century pipes. Both these factors have been shown to have a use in dating for this period but in fairness the use of these factors has probably only been recognised since the publication of this monograph.

Pipes from a kiln in Broadgate in use c. 1850 form a useful group although the kiln itself could not be excavated. Even at such a late date some of these pipes exhibit close regional characteristics. In fact the impression of these pipes from Lincoln is that they form a close regional group as do those from the Exeter excavations, both showing a marked contrast to the pipes from Plymouth where local styles are influenced by Dutch imports on quite a large scale. It is noteworthy that the author can only claim one pipe from the Lincoln excavations as Dutch and it must be said that the claim could be disputed.

In conclusion both the Trust and the authors should be proud of this truly admirable production which it is to be hoped will be expanded by future work.

ADRIAN OSWALD
RINGWOOD