

## Summary

Most of the 183 windmills listed in this book are no longer in existence and have been located through literature-, archive- and fieldresearch. The mills were situated on the canal linking the river Meuse (Maas) near Delfshaven (now a part of Rotterdam) with the river Rhine (now only a secondary canal called the "Oude Rijn") near Leiden, and in adjacent towns and villages.

The "Rijn-Schiekanaal" as it is now called, was dug by the soldiers of the Roman general Corbulo about 50 A.D. and at that time followed a slightly different route; the canal as we now know it dates from c.1389.

At Leidschendam the Rijn-Schiekanaal crosses the "Landscheiding". This is the watershed between the "Hoogheemraadschappen" (water-board) of Delfland in the south, and Rijnland, which have different watertables. In the past boats had to be dragged at this place over a dam in order to continue their journey, nowadays they have to pass a lock. Of course all this meant a delay for the skippers; maybe this is the reason why the little village of Leidschendam from old had a large corn-mill and several saw-mills. (nr's 132-137)

As this part of Zuid-Holland is far below sea-level the early inhabitants had to find a way to keep their land reasonably dry. The first draining-windmill (nr 48) in these parts dates from 1434, its successor was replaced by a steam-engine in 1888. Most draining-mills were built in the early 17th century, they were hollow-postmills, later to be replaced by bigger octagonal mills or even brick towermills. (chapters 2,3,9,10)

However large areas of this country contained peat bogs and the inhabitants began to dig the peat. As a result large stretches were flooded and became a menace to the remaining land and the towns. Dutchmen being Dutchmen, they soon felt they had to reclaim this land so at the end of the eighteenth century dikes were built and the land was once more drained with the help of many windmills. In the second half of the 19th century most windmills were

replaced by steam-engines and later by electrical-engines which are still pumping away to keep the land habitable. However not all windmills have disappeared from the country-side, to-day we can still see some lovely draining-mills at work, most of them under the loving care of a miller-volunteer (nrs 58,59,67,68,148, 151,157,160).

The old towns which are situated on the Rijn-Schiekanaal had many industrial mills, at first animal-driven which were replaced by wooden windmills in the late 16th. century. At the fortified towns of Delft and Leiden these early windmills were placed on the ramparts to catch the wind.

Delft in the early 17th century had many maltmills producing malt for over two hundred breweries. Even the famous Dutch painter Jan Steen owned such a brewery called "In the Slang" (in the snake). The first windmill for the woollen industry was built in c. 1600, the local convents were considerable consumers.

Moreover there were many trass- and paintgrinding-mills serving the important earthenware industry of which the world famous "de Porceleynse Fles", producing Delft Blue, is the only one left. Sawmills stood near the shipbuilding-wharves and in addition Delft had some oil-mills and powder-mills, which were mostly horse-mills. (chapter 5)

At the Rijn-Schiekanaal between Delft and Den Haag there were spice- and tobaccogrinding-mills, papermills, a trass-mill which was rebuilt as a saw-mill and a corn-mill. (chapter 6)

Delfshaven was founded c.1389 to serve as Delft's harbour. It soon became a town with considerable industry and its first mill was built in 1598, this was a tide-mill, later to be replaced by a windmill ( p.13) In the beginning of the 18th century several big brick towermills were erected to serve as malt-mills; to-day three stumps are left, one of them will be restored shortly.

Delfshaven also had saw-mills, paintgrinding-mills and even a paper-mill. (chapter 1)

Between Delfshaven and Delft, near the village Overschie which is situated at the junction of two canals, stood a great number of windmills. They were mainly saw-mills on the canal that goes eastwards towards Rotterdam.

North of Overschie were two mills owned by mr Speelman; an oil-mill originally a draining-mill which was removed, and its historical neighbour a cornmill dating from before 1514. The wooden cornmill has been replaced several times, its brick successor has recently been moved a short distance because it was in the way of the airport "Zestienhoven". This is now the last remaining mill in Overschie. (nrs 71,72)

The few industrial mills in Den Haag were situated mainly on the westside and served as cornmills. In addition there were two saw-mills, a metalpolishing-mill and some grist-mills. (chapter 7)

Delft, Den Haag and Leiden certainly had their drainage-problems and this applied even more to keeping their canals clean. For this purpose windmills were used, sometimes in combination with horse-mills.

In Delft the water of the canals was used for brewing beer, here two large windmills (nrs 95,96) pumped clean water into the canals. In Den Haag fresh water was required for the many ornamental lakes and fountains, this water had to come from the distant Segbroek-polder and a mill was erected for this purpose. (Beekmolen nr.74) Leiden had extreme difficulties with polluted water in its canals caused by the fulling-industry being carried out inside the town and later due to lacking sufficient natural circulation when the adjacent Zoetermeersemeer was turned into a polder. Windmills and animaldriven-mills were used in many experiments to keep Leiden's

canals reasonably clean (chapter 11).

Leiden also had many industries and accordingly many industrial mills. Originally the mills were placed in the fields outside the town, but during the siege (1573/74) they had to be removed to the ramparts.

The wooden cornmills were later replaced by the lovely tall brick towermills such as the only remaining mill "de Valk" (the Falcon), now serving as a museum-mill.

Leiden had, among other mills, a number of saw-mills, trass-mills and above all a great number of fulling-mills, the erection of which was strongly supported by the town-officials because of their great importance to the woollen-industry (chapter 12).

The book gives much historical information about the many mills which once graced this part of Holland as well as a detailed description of the polders and their draining-mills which served to make this area habitable.

Copies of survey-maps dated 1857 and 1854 are included showing the mills existing at those times cross referenced to the text.