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Milestones of the Stroud District

by C. Cox
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Milestones of the Stroud District

By CHRISTOPHER COX

INTRODUCTION

(a) *Historical*

IN their book *The Story of the King's Highway*, S. and B. Webb say 'it is to the turnpike roads that we owe the general establishment of milestones, which . . . date from about 1720'. Signposts, however, are earlier, being mentioned in Kent in 1598, and Lancashire in 1695, while in 1697 by 8 & 9 W. III c.1 J.Ps in Special Highway Sessions were authorized to require Surveyors of Highways to put up a 'direction stone or post . . . at cross highways'. W. B. Crump in *Huddersfield Highways Down the Ages* records and illustrates a number of such stones, and D. Defoe in *A Tour Through England and Wales* writes of travellers being guided 'like race horses, by posts set up for fear of bogs and holes' to Ripley.

Nothing apparently so early was found in the Stroud District. St Clair Baddeley mentions a supposed Roman milestone at Eastington,¹ but in the absence of any factual detail this must remain not-proven; one possibly significant fact is that the milestones connecting Eastington with both the Severn passage, Frocester Hill and Stroud bear a superficial resemblance to Roman milestones, but this is conjecture unsupported by any evidence known to the writer of this paper. While a handful of existing stones may be originally route markers rather than mile posts, it seems clear enough that round Stroud at least milestones owe their existence to the establishment of turnpike trusts. Most turnpike Acts include a clause relating to direction posts and mile posts or stones, though it must not thereby be assumed that stones were immediately erected, or even that the existing stones are those originally put up. Nor, moreover, are the mile-plates necessarily contemporary with the stones on which they are set.

(b) *Dating*

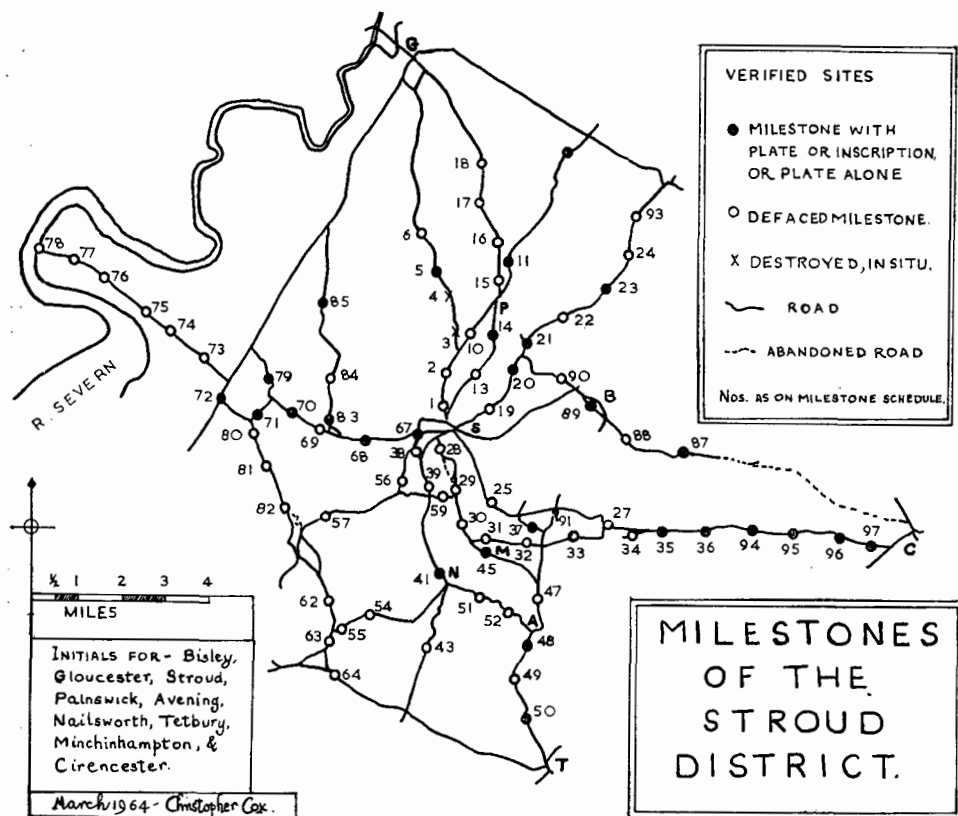
Dating in fact has proved an elusive problem. At present the only firm statement that can be made is that, with the possible exception of

¹ 'Notes on Portions of a Late and Secondary Roman Road System in Gloucestershire,' *Trans. BGAS*, vol. 52 (1930), p. 157. Mr A. E. Keys writes: 'All that is quite certain is that a very ancient stone unconnected with the turnpike milestones stood on the south verge of the Frocester Road a few yards from where the inn sign now swings, and that it disappeared in or about 1890. . . . All the neighbours of (my parents') generation spoke on occasion of "The Roman Milestone." I know of no written description or measurement. My impression from fragments of talk with old inhabitants is that it was badly weathered, but had been tall and thin and rectangular in section'.

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the two and a half pillars between Minchinhampton and Rodborough, the surviving milestones are not earlier than the first relevant turnpike Act. Sources used for a tentative dating were as follows.

- (1) The authorizing turnpike Act.



- (2) Maps. These may give mileage along main coach roads, and thus may indicate existing posts or stones. Thus Taylor's map of 1777 gives mileage from London from Cirencester to near Minchinhampton. The 2-inch drawings for the first edition of the 1-inch Ordnance maps usefully indicate milestones, either by the letters MS or by an appropriate symbol. Estate maps, such as one for Shipton in 1764¹ (but outside the Stroud District), may actually indicate the shape and appearance of milestones.

¹ GRO D1930.

Road diversion plans may also provide evidence (either negative or positive).

- (3) Pictorial evidence may show actual stones or the type on a particular route. For the former, Paul Smith's water colour of Cainscross Turnpike dated 1903 in the Stroud Museum shows that stone before the sundial was placed on top. For the latter, the Shipton map referred to above gives a type of stone resembling that at Tunley (No. 87) thought to be an early type; and Hogarth's Painting *An Election, No. 4 - Chairing the Member* in the Sir John Soane Museum, Lincoln's Inn Fields, dated 1754-55, depicts the type of stone seen along the old Stroud-Painswick-Gloucester route.
- (4) Oral or reported evidence, e.g. of local inhabitants. With the limitations of time and the lack of opportunity for personal contact, little of this was possible to the writer, though one useful report was that given by Mrs H. O'Neil of Bourton-on-the-Water who wrote, on the series from the Severn Passage to Stroud: 'The late Rev. F. C. Stopford told me "Mr Price says W. P. Merrell can remember grandfather saying the stones being erected about 1812-15".' This agreed fairly well with the (negative) evidence of maps and the Ordnance drawings.
- (5) Evidence 'on the ground'. E.g. style of stone, lettering etc. Thus along the Cirencester-Stroud route all existing stones, with the possible exception of that at Rodborough (No. 28), were given the type of plate still to be seen on the stones between Beacon Farm and Cirencester, but Nos. 28, 29 and 30 are different in type from the rest on this route (and are recorded differently on the 2-inch Ordnance drawings), while No. 31 is different from all other stones on this route, and may possibly be a stone, the 100th from London, of a series earlier than the one for which the plates were designed.

Thus, while a comparison of the available sources may make a tentative dating possible, in no case yet has it been proved possible to fix a precise date. The Minute book of the Nailsworth Turnpike¹ twice records an instruction to erect milestones, but does not contain confirmation of the exact date of their erection.

¹ In the Gloucester Records Office. The minute for Tuesday, 23 October 1781 orders that 'milestones be set up along our Road measuring from the Milestone on the Bath Road near the Long Ash Turnpike to Gloucester'; and again on Tuesday 10 September 1782 the Surveyor is instructed to get 'someone proper' to measure the new road and erect milestones and direction posts. The date 1784 has been put on the restored stone No. 41.

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TABLE OF ACTS AUTHORIZING THE TURNPIKING OF CERTAIN ROADS

<i>Date</i>	<i>Title</i>	<i>Route</i>	
1726	12 Geo. I c.24	Gloucester-Stone, and roads to . . . Stroud. The different roads are specified in later Acts	m.
1752	25 Geo. II c.13	Stroud-Rodborough-Cirencester	m.
1758	31 Geo. II c.65	Tetbury roads west and north	m.
1778	18 Geo. III c.98	Gloucester-Painswick-Stroud	m.
1780	20 Geo. III c.84	Dudbridge-Nailsworth-Tiltups End, and branches	n, m.
1800	39, 40 Geo. III c.43	Lightpill-Birdlip	n, m.
1800	39, 40 Geo. III c.75	Nailsworth-Horsley-Latterwood	n.
1814	54 Geo. III c.80	Stroud-Chalford-Cowcombe Hill This also diverts the Cirencester Road south of Cirencester Park, closing part of the older route through the Park	n.
1818	58 Geo. III c.1	Stroud-Pitchcombe-Gloucester	n, m.
1818	58 Geo. III c.23	Confirms the diversion mentioned in 54 Geo. III c.80 above	
1819	59 Geo. III c.42	Pitchcombe-Painswick	n.
1820	1 Geo. IV c.16	Prinknash Park corner-Cheltenham	n, m.
1822	3 Geo. IV c.61	Nailsworth-Avening, and from SW corner of Buckholt Wood to the top of Frocester Hill	n, m.
1823	4 Geo. IV c.14	Stroud-Bisley	
1825	6 Geo. IV c.23	Cainscross-Bowbridge-Minchinhampton	n.

9, 10 W. III c.18 is the first Act for Gloucestershire: it refers to the Gloucester-Birdlip and -Crickley Hill roads. These are to be the concern of J.Ps, and not of a specially appointed body of Trustees.

19 Geo. II c.18 of 1733 specifies the Gloucester-Stroud route as far as 'The Camps, Painswick': from Painswick there were alternative routes to Stroud—along Wick St., and along Wickeridge (called 'Vicarage' in 31 Geo. II c.64) Hill. The 1778 Act makes the road a separate trust.

GRO 149/320/911 dated 8 Aug. 1727 is a Mortgage of the 'Stroud Roads' referred to in 12 Geo. I c.24.

19 Geo. III c.118 of 1779 and 20 Geo. III c.93 mention the house 'lately used as a turnpike house at the top of Frocester Hill' and a 'hand and Post at the Perriway'.

39, 40, Geo. III c.76 of 1800 refers by name to the road from the Four Mile Elm, Hardwick, to Stonehouse; and also to a 'Hand-and-Post' at the top of Frocester Hill.

The Stroud-Cirencester road Acts usually also refer to the section from Cirencester via Park Corner to The 'Gulph'. Most of this road is now abandoned, and the present Cirencester-Park Corner road is via Daglingworth.

n means this is a 'new' road.

m means the Act authorizes the setting up of milestones.

A survey of the Turnpike routes, including existing toll-houses, and of some pre-turnpike routes, of the Stroud District will be given in a later paper.

METHOD AND PURPOSE OF SURVEY

A survey of milestones in the Stroud District was suggested by Mr Rex Wailes as part of the Survey of Industrial Monuments in that area. The work was done by car and on foot, mostly in August 1963, but partly in October and early January; with some checking in the Spring of 1964. Nearly 100 sites were visited, and at the time of writing a few remain to be investigated.

The base map for the Survey was the Provisional Edition of the 6-inch Ordnance map (published mostly in the 1950s), but the 1st Edition of the 1880s was also consulted. Some stones listed on the Provisional Edition were not found, others given as 'defaced' (for most of the stones had had their plates removed or their inscriptions destroyed in 1940) were found with their plates refixed; a few not listed on the more recent map were found with the aid of the older map. The legends found on the plates did not always agree with that given on the earlier map.

The intention at first was merely to record existence. Before long it was found useful, and soon necessary, to measure the various dimensions of each stone, though this was not always done completely for those first visited. The stones were found to be of definite, different, types, mostly of one type for a particular route. These different routes corresponded fairly well with the different turnpike trusts, but the problem of dating the stones, and also perhaps dating separately the plates, is a difficult one, and still remains to be done. Only a tentative, and rough, dating can at present be attempted.

This introductory paper gives the location of stones by type and route, indicating where plates survive, and giving special characteristics of stones or the routes. The limits of the Stroud District¹ will be taken as: the Gloucester-Bristol road to the west (with a filament of road extending as far as the Severn passage beyond Arlingham), the heads of the northern valleys, and the Cirencester-Birdlip-Gloucester road, to the north and north-east, the Cirencester-Tetbury road to the south-east, and the Tetbury-Dursley road to the south. Most of the routes radiate from Stroud, but those that cross the District without passing through Stroud are also included. The dimensions of the stones are given in inches as: Width, Thickness, Visible Height, height of the arch or top from the 'shoulder'. The width and height of the plates were also measured, and the distance between the top of the stone and the top of the plate. Most of the plates are of cast-iron, with a rim and letters in relief; a few iron plates have the letters incised. Some stones

¹ See Distribution Map—Milestones of the Stroud District—p. 120.

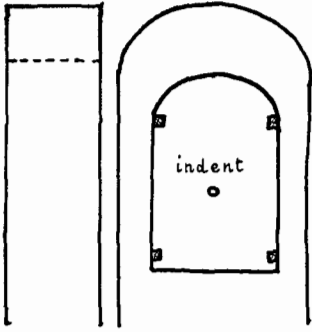


FIG. 1

CIRENCESTER ROAD
ROUTE VIII.

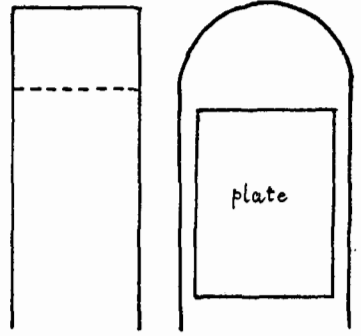


FIG. 2

STONEHOUSE - STANDISH ROAD
ROUTE XIII

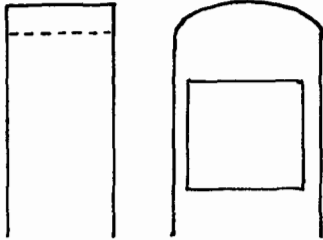
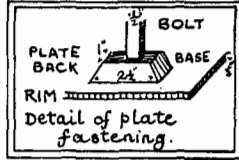


FIG. 3

STROUD - GLOUCESTER ROAD
ROUTE I.

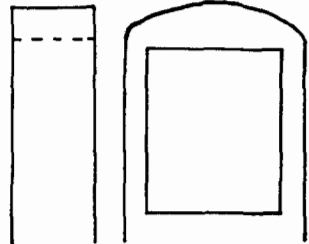


FIG. 4

PAINSWICK - CHELTENHAM ROAD
ROUTE II.

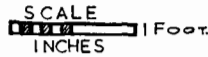
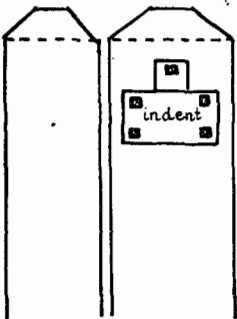


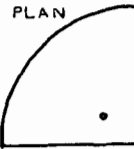
FIG. 5



PLAN

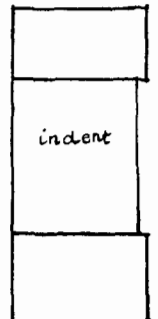


OLD PAINSWICK ROAD
ROUTE III.



PLAN

FIG. 6



HORSLEY ROAD
ROUTE X.

SOME MILESTONE
TYPES OF THE
STROUD DISTRICT

have cut inscriptions, but these rarely survive legibly, having been either deliberately chiselled out or eroded away by the passage of the years. Most stones are of local limestone.

The numbers of the stones listed below agree with those on the map of the Survey sent to Mr Wailes, with copies to the Gloucestershire Records Office and the Stroud Museum. The actual list of milestones below is followed by a first attempt to date the stones by means of turnpike Acts and certain maps. The routes are numbered in Roman numerals, and are given clock-wise from the north, radiating from Stroud. Italic numbers indicate the survival of the plate or inscription.

LIST OF ROUTES WITH SURVIVING MILESTONES

- I. Stroud-Pitchcombe-Brookthorpe-Gloucester (FIG. 3).
A 'new' road as far as Brookthorpe. Turnpike Act 58 Geo. III c.1.
Sites: 3, 4, 5, 6, 7, 8.
Surviving stones: 5, 6.
- II. Stroud-Pitchcombe-Painswick-Cheltenham (FIG. 4).
A 'new' road to Shurdington. Turnpike Act 59 Geo. III c.24, and 1 Geo. IV c.16.
Sites: 2, 10, 11, 12 and possibly others, but the survey was taken only as far as the Royal William Hotel.
Surviving stones: 2, 10, 11.
- III. Stroud-Painswick-Upton St Leonards-Gloucester (FIG. 5).
A pre-turnpike route, turnpiked in the 18th century. Act 18 Geo. III c.98.¹
Sites: 1, 13, 14, 15, 16, 17, 18, and two others not enumerated.
Surviving stones: 1, 13, 14, 15, 16, 17, 18.
- IV. Lightpill-Stroud-Slad-Fostons Ash-Birdlip.
A 'new' road to Fostons Ash. Turnpike Act 39, 40 Geo. III c.43.
Sites: 19, 20, 21, 22, 23, 24, 93 and one at Birdlip.
Surviving stones: 19, 20, 21, 22, 23, 24, 93.
- V. Stroud-Bisley.
A pre-turnpike route. Act 4 Geo. IV c.14.
No stones seem to have been set up; though there are the remains of a stone pillar on the route (see St Clair Baddeley, *Trans. BGAS*, vol. 51 (1929), p. 103 on the Lypiatt Cross).
- VI. Stroud-Chalford-Cowcombe Hill (for Cirencester Road).
A 'new' route. Turnpike Act 54 Geo. III c.80.
Sites: 25, 26, 27.
Surviving stones: 25, 27.
- VII. Stroud-Rodborough-Minchinhampton-Cirencester.
An old route altered and revived in the mid-18th century. Turnpike Act 25 Geo. II c.13.²
VIIa. Stroud-Rodborough-Bear Inn-Minchinhampton.
Sites: 28, 29, 30 (all survive).
VIIb. Minchinhampton-Cirencester (FIG. 1).
Sites: 31, 32, 33, 34, 35, 36, 94, 95, 96, 97.

¹ But implied in 12 Geo. I c.24 and mentioned in 19 Geo. II c.18 and 31 Geo. II c.64.

² And 58 Geo. III c.23.

- VIII. Cainscross-Stroud-Bowbridge-Bear Inn.
A 'new' route. Turnpike Act 6 Geo. IV c.23.
No milestones seem to have been put up on this route.
- IX. Dudbridge-Nailsworth-Barton End-Tiltups End.
A 'new' route (the first in the District). Turnpike Act 20 Geo. III c.84.
IXa Dudbridge-Tiltups End.
Branches: IXb from 'The Spout' to Bear Inn.
IXc from Nailsworth Bridge to Minchinhampton.
IXd *via* Woodchester to Selsley Common.
IXe Dudbridge-Selsley-top of Frocester Hill.¹
Sites: IXa: 38, 39, 40, 41, 42, 43, 44.
Surviving: 38, 39, 41, 43.
IXb. Site: 59—which survives.
IX c and d: no recorded sites.
IXe: 56, 57—both surviving.
- X. Nailsworth-Horsley-Latterwood (FIG. 6).
A 'new' route. Turnpike Act 39, 40 Geo. III c.75.
Sites: 53, 54, 55 of which 54 and 55 survive.
- XI. From the Severn to Stroud, with branches.
Pre-turnpike routes, part of a more extensive system. Turnpike Act: 12 Geo. I c.24, and others, e.g. 19 Geo. II c.18, 19 Geo. III c.118, 20 Geo. III c.93 etc.
XIa. Cainscross-Eastington-Claypits.
Sites: 67, 68, 70, 71, 72. All survive, except that 68 has the plate but no stone: 69, in the right position, is a stone of a different route (No. XIII).
XIb. Claypits-Frampton-Arlingham-Severn.
Sites: 73-78 inclusive, all surviving.
XIc. branch from Eastington to Whitminster.
Site: 79 survives (a stone at Whitminster has not been traced).
XId. Alkerton-Frocester Hill.
Sites: 80, 81, 82, all surviving. No. 58 at the top of Frocester Hill may have been one of this group, but has not been traced.
- XII. The Old Bath Road (from top of Frocester Hill *via* Nympsfield, but with later realignments).
Pre-turnpike route.
Sites: 58, 61, 62, 63, 64.
Surviving: 62, 63, 64—but see note below.
(Beyond 64 at Ashel Barn, stones are of the Tetbury-Dursley type: e.g. Nos. 65 and 66 on the Survey map, but not included in this paper.)
- XIII. Stonehouse-Standish-Bristol Road (FIG. 2).
Implied in 12 Geo. I c.24 and mentioned in 39, 40 Geo. III c.76 and 2 Geo. IV c.82.
Sites: 69, 83, 84, 85, 86.
Surviving: 69, 83, 84, 85. There was another stone between 84 and 85, but it cannot now be traced.
- XIV. Tetbury-Avening-Minchinhampton; and *via* Chalford Bottom and Bisley to Birdlip.
Turnpike Act 31 Geo. II c.65 and others, e.g. 20 Geo. III c.70, 41 Geo III c.85, 1, 2 Geo. IV c.83 and 3 Geo. IV c.63.
XIVa. Minchinhampton-Avening-Tetbury.
Sites: 45, 46, 47, 48, 49, 50.

¹ 3 Geo IV c.61 for the section from Buckholt Wood to the new Bath Road at the top of Frocester Hill.

MILESTONES OF THE STROUD DISTRICT

All survive except No. 46.

XIVb. Avening-Nailsworth.

Turnpike Act 3 Geo. IV c.61.

Sites: 51, 52, both surviving.

XIVc. (Avening)-Chalford Bottom-Bisley etc.

A one-time cross-route from Bath to Cheltenham.

Sites: 37, and possibly 91?

Route XIV was turnpiked, and is ordered to be repaired and widened by 31 Geo. II c.65.

XV. Cirencester-Bisley-Painswick (for Gloucester).

A pre-turnpike route, now abandoned or superseded. Referred to in Act 25 Geo. II c.13, and abandoned from Cirencester to Park Corner by 54 Geo. III c.80, confirmed by 58 Geo. III c.23.

This old cloth route will be discussed below.

Sites: 87, 88, 89, 90. All survive.

Other routes. Milestones survive on the delimiting main roads, namely Gloucester-Bristol, Gloucester-Birdlip-Cirencester, Cirencester-Tetbury, Tetbury-Dursley. These, however, fall outside the Stroud District proper, and so are not dealt with. One or two other routes within the District had milestones, though not recorded on the 1880s maps, for example the old Painswick-Cheltenham coach road which branched off the Gloucester road, crossing what is now the golf course, emerging behind the Royal William to follow the scarp route to Birdlip.

DETAILS OF SURVIVING MILESTONES

ROUTE I. Stroud-Pitchcombe-Brookthorpe-Gloucester.

<i>Sites Listed on survey map</i> a	<i>Map Reference</i> b	<i>Location</i> c	<i>6-in. Ord. map 1st edition</i> d	<i>6-in. Ord. map Provisional edition</i> e
3	SO 851080	Pitchcombe	MS Gloucester 7 Stroud 1½	MS (Def)
4	848095	Edge	MS Stroud 2½	Gloucester 6 Stroud
5	841108	Harescombe Grange	MS Gloucester 5 Stroud 3½	MS Gloucester 5 Stroud 3½
6	837122	Four Mile House	MS Gloucester 4 Stroud 4½	
7	835134	Whaddon Court Farm	MS Gloucester 3 Stroud 5½	MS
8	832149	Fox & Elm Inn	MS Gloucester 2 Stroud 6½	MS
9	835164	Stroud Rd., Gloucester	MS Gloucester 1 Stroud 7½	

(For these, and succeeding stones, measurements are given in inches for Width, Thickness, Visible Height. For plates: Width, Height.)

Verified

No. 5. (FIG. 3). Close to wall of house on left side of road near entrance to Harescombe Grange.

14" × 10" × 20". Arch rises *c.* 2½" from shoulder.

Plate: 12½" × 10½". Top of plate 6" below arch apex.

Legend: GLOSTER / 5 / STROUD / 3½. Letters fit into square *c.* 1¼".

Plate fixed by central bolt from rear of stone. Condition satisfactory.

No. 6. Re-erected Autumn 1963. No plate. Polygonal bolthead projects at rear of stone.

Other stones listed could not be traced. Excavation revealed the probable remains of No. 4, said by a local resident to have been demolished recently when a services trench was dug in the path, and the shattered stump of No. 3 was also located.

ROUTE II. Stroud-Pitchcombe-Painswick-Cheltenham.

a	b	c	d	e
1	SO 848068	Salmons Springs	(Note.—the 25-in. map of the 1930s gives this as 'Painswick 3.' It is, however, one of the Old Painswick Road (Route III) type. See below.)	
2	849074	Lovers Hall Farm	MS Painswick 3	MS (Def)
10	857087	Gydes Farm	MS Cheltenham 11 Painswick 1	MS (Def)
11	869113	Paradise, nr. Adam & Eve Inn	MS Cheltenham 9 Painswick 1	MS (Def)
12	879127	Royal William Inn	MS Cheltenham 8 Painswick 2	MS (Def)

(Other stones are given on the map beyond this point, but the Survey stopped here, and further sites have not been verified.)

Verified

No. 2. In left bank of road, partly obscured by vegetation and slipped earth, beyond bend in road past garage.

14½" × 10" × 15". Arch rises *c.* 4".

No trace of plate. Chisel marks, and the word MILES can be traced at the present visible base. These dimensions are similar to those of No. 5, but the 1880s map gives it a Painswick mileage.

No. 10. In right hand verge.

18" × 10" × 10". (24" at rear, where the stone is backed by a shallow ditch.)

Shallow arch, no plate or indent, but possible chisel marks: the surface is irregular.

No. 11. (FIG. 4). On right verge close to road sign.

17" × 8" × 36". Arch rises 3".

Plate: 13" × 16". Top of plate 4" from apex of stone. Iron plate with well-defined double rim. The letters are incised in the plate, which is secured by 3 corner bolts, the 4th being missing.

Legend: Chelt^m / 9 / Pañswk / 1. The C and P measure 3" × 3"; h and l are 3" high; the other letters 1¼" × 1¼". Figure 9 is 2¼" high. Condition satisfactory.

Note that all three surviving stones are dissimilar. Nos. 2 and 10 are both 10" thick, both had letters cut in the stone. A stone on the right just before Green Street, is of the same type and plate as No. 11.

MILESTONES OF THE STROUD DISTRICT

ROUTE III. Stroud-Painswick-Upton St Leonards-Gloucest. 'The Old Painswick Road'.

a	b	c	d	e
1	(See Route II.)			
13	SO 859074	Brownshill	MS Gloucester 8	MS (Def)
14	864088	Stepping Stone Lane	MS Gloucester 7	MS (Def)
15	856102	Butt Green	MS Gloucester 6	MS (Def)
16	864117	Quarry Barn	MS Gloucester 5 Painswick 1	
17	859131	St Leonards Well	MS Gloucester 4 Painswick 2	
18	859146	Kings Head Inn	MS Gloucester 3 Painswick 3	MS

Two more stones are given on the 1880s map, one near the turning to Matson, one before the railway bridge now in Gloucester. The Matson stone could not be traced; the other has not been sought, but is unlikely to have survived.

Verified

Nos. 1, 13, 14, 15, 17, 18. No. 16 at the time of writing lies broken on the slope of Painswick Hill, but can possibly be restored. The dimensions will be given of No. 13; and for the plate the surviving example No. 14 will be given.

No. 13. (FIG. 5). 13" x 9". The top is a 4-sided pyramid, the apex decapitated to form a rectangle c. 4" x 3". Visible height 54". It stands on the right bank opposite Brownshill. Most of this series stand well up, except No. 14 which is only 25" high.

No. 14. Plate. Iron, with incised letters, in two separate parts. The lower is 9" x 5", with the legend: Miles to / Gloucester. The upper, placed centrally above the lower, is 2 3/4" x 3 1/2" with the legend VII. Capitals are 2" high, lowercase 1 3/4" or 1". It is assumed that the lower plate was constant, the upper varying with the actual distance from Gloucester, though it should be noticed that the 1880s map gives a Painswick mileage as well as a Gloucester one between those two towns.

Stone No. 1 is on the Stroud-Pitchcombe road, which was not built until after 1800. It is, however, distinctly of this type, and the suggestion is made that it was hauled the short distance down the bank to serve as a milestone on the newer road. The 25" map gives a Painswick mileage, but the plate is missing.

ROUTE IV. Lightpill-Stroud-Slad-Fostons Ash-Birdlip.

a	b	c	d	e
19	SO 865060	Wades Farm	MS Cheltenham 13 Stroud 1	MS (Def)
20	872073	Slad Church	MS Cheltenham 12 Stroud 2	MS (Def)
21	877087	Bulls Cross	MS Cheltenham 11 Stroud 3	MS (Def)
22	891095	Nr. Longridge Farm	MS Cheltenham 10 Stroud 4	MS (Def)
23	905103	Bidfield	MS Cheltenham 9 Stroud 5	
24	914115	Fostons Ash	MS Cheltenham 8 Stroud 6	
93	915131	Buckholt Wood	MS Cheltenham 7 Stroud 8	
		and the 1880s map gives	MS Cheltenham 6 Stroud 8	at Birdlip.

Verified

All the sites given above have either a stone or a plate. The type may be exemplified by the Bidfield stone.

No. 23. On the right side, just before a bend.

15" × 9" × 27", the arch rising 4" from the shoulder. It is characteristic of this series, however, that the stones diminish in width towards the top, and the dimensions vary from that given for the base, No. 93 for example ranging from 13" × 13" × 2" to 10" × 9" × 8", with the arch distinctly higher at the front than the back.

Plate: 10 $\frac{3}{4}$ " × 13", with $\frac{1}{4}$ " rim, 6" from apex.

Legend: CHELT^M / 9 / STROUD / 5.

Plates survive also for Nos. 20 and 21. 21 is placed, however, not on a milestone, but on a battered but impressive mounting-block. The stone of No. 20, set in the churchyard wall, resembles a type of stone gate-post rather than a milestone. No. 93, which escaped observation on both the 1880 and the Provisional maps, still stands, though plateless, in the verge of the wood.

ROUTE V. Stroud-Bisley.

No milestones are recorded on either map, nor are any to be seen today: probably they were not thought necessary on this local and long-used route.

ROUTE VI. Stroud-Chalford-Cowcombe Hill.

a	b	c	d	e
25	SO 866026	Brimscombe	MS Stroud 2 Cirencester 10	MS (Def)
26	896025	Chalford	MS	
27	909019	Cowcombe Hill	MS	MS (Def)

Verified

No. 25. A 2-faced stone set in the left-hand verge about 100 yards before Brimscombe canal bridge. This stone is unique, though there are others with a double-face (e.g. No. 27).

Each face is 14 $\frac{1}{2}$ " wide. Height 28". The two rear edges are bevelled, the top is flat.

Plate: two identical faces, 12" × 14".

Legend: STROUD / 2 / CIREN^R / 10 / LONDON / 100. A portion of the plate has been broken off at the front bottom edge of the Stroud side.

No. 27. (FIG. 6). On the verge well back from the road on the inside (left) of the bend at the top of Cowcombe Hill. This too is a three-sided, two-faced stone, but of type of those on Route X.

Each face is c. 13" wide above and below the indent, which is 12" wide, 15" high, and 7" from the flat top of the stone. The back is curved, with a 12" radius.

No. 26 could not be traced, and there are no indications on the map of the possible 1st stone from Stroud, except the word Stone at about the right location, which may not refer to a milestone, and in any case cannot be identified now.

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ROUTE VII. Stroud-Rodborough-Minchinhampton-Cirencester.

a	b	c	d	e
28	SO 840045	Rodborough, nr. Prince Albert	MS Stroud 1 Cirencester 13	MS
29	852033	Milestone Cottage	MS Stroud 2 Cirencester 12	MS (Def)
30	855018	Minchinhampton Common	MS Stroud 3 Cirencester 11	MS (Def)
31	868013	'Greystones'	MS Stroud 4 Cirencester 10	
32	884012	Nr. Burnt Ash	MS Stroud 5 Cirencester 9	MS (Def)
33	900014	Nr. New Barn	MS Stroud 6 Cirencester 8	MS
34	914015	'The Downs'	MS Stroud 7 Cirencester 7	
35	931018	Beacon Farm	MS Stroud 8 Cirencester 6	MS (Def)
36	947019	Railway tunnel	MS Stroud 9 Cirencester 5	MS (Def)

and four others, number 94, 95, 96, 97 with plates: 97 has the plate, but the stone is a replacement.

While the 1880s mileages indicate that these were treated as a series, and indeed the surviving plates and the distinctive indents confirm this; yet these stones are of two distinct types and this will be discussed below.

Verified

Nos. 32, 33¹, 34, 35, 36 of one type (including those further on to Cirencester).

No. 35. (FIG. 1). On right verge 100 yards beyond Beacon Farm.

18" × 9" × 30", with well defined arch.

Plate 12" × 19", the upper edge being arched like the stone, 6" below the apex of the stone.

Legend: CIREN^R / 6 / HAMPTON / 4 / STROUD / 8.

Plates of this type also were fixed to stones Nos. 31, 30, 29 and possibly 28. But the stones differ from the 'main' sequence.

No. 31. 19" wide at base, diminishing to 15" at top. 10" thick at base, contracting abruptly half way up, to 5" at top. The arch is considerably flatter than those similar to No. 35. However, its indent shows that it once had a plate of the extant type.

Nos. 29 & 30. Both stones had the road plate, but are quite different in type from the others on this route. Both are tall, round-headed stone pillars, the back rounded, the face flattened: the base of No. 30 (and possibly No. 29, though this standing less high probably has its base hidden in the turf) projects in front as a square step. The back of No. 30 is deeply pitted with holes 1" diameter, approx. 1" apart.

¹ The 6th Provisional Edition does not in fact show No. 34, nor the remnant of road it stands on. But about 200 yards more of the road survives, enough to include the (plateless) '7th milestone'.

TRANSACTIONS FOR THE YEAR 1964

No. 30 is *c.* 17" wide at base to 14" near top. The base step is 18" from front to rear, 10" high. The pillar is *c.* 14" from front to rear just above the base step which projects another 4". It stands 70" high.

No. 29 is similar, without the base (not visible), its back not pitted with the drilled holes, and its indent much more worn, perhaps because it was lost earlier.

No. 28. This fragment is set in the road-side wall at Queen's Road, Rodborough. 18" × *c.* 8" × 34". Four square holes (and three round ones) show that it once had a plate, but it is too badly worn to show the dimensions of the indent. Other evidence (see below) would link it with Nos. 29 and 30.

ROUTE VIII. Stroud-Bowbridge-Bear Inn.

No milestones are recorded on either map on this comparatively short stretch which shortened the Stroud end of the Cirencester road.

ROUTE IX. Dudbridge-Nailsworth-Barton End-Tiltups End.

a	b	c	d	e
38	SO 838044	By Cricket ground	MS Gloucester 11 Bath 28	MS
39	843029	Bentley Piano works	MS Gloucester 12 Bath 27	
40	842014	Grist's Mill	MS Gloucester 13 Bath 26	MS
41	ST 848999	Dee's garage, Whitecroft	MS Gloucester 14 Bath 25	
42	847986	Harleywood	MS Gloucester 15 Bath 24	MS (Def)
43	845974	Tiltups End	MS Gloucester 16 Bath 23	MS (Def)
44	841959	Harvey's Grave Quarry	MS Gloucester 17 Bath 22	MS (Def)

Verified

Nos. 38, 39, 41, 43.

No. 38. Set in right-hand hedge just past the Midland Railway bridge at Dudbridge. 18" × 11" × 27", arch springs 7" from shoulder, in a well-defined arc. The indent 5" from top, 18" tall and *c.* 10½" wide, with a central bolt hole 1" diam. right through. The rim of the indent is *c.* ½" deep. The stone is a hard, shelly oolite.

No. 41. Plate. 10" × 18", *c.* ½" thick, fixed to the stone by a central bolt. Legend: BATH / 25 / GLOS^R / 14. The letters are incised; there is no rim to the plate.

The stone to which this plate is fixed agrees with the dimensions of No. 38, but is a restoration in a hard, grey sandstone? The original stone stood some way off, and when it was demolished, Mr Dee rescued the plate and had it set up by his garage. It is thus the only plate surviving on the road of the earliest 'new' turnpike road in the District.

MILESTONES OF THE STROUD DISTRICT

No. 39. This is a squared-off stone, 16" wide built into a garage wall nearly opposite Bentley's Piano works, but identifiable by the dimensions of the indent, in the central bolt hole of which are the remains of a wooden plug.

No. 43. On left side, just before the first house at Tiltups End. It is 13" x 8", the indent 11" wide with a central hole, but the bottom hidden in turf.

Other stones on this route could not be traced, but two others were located beyond the Tetbury Road crossing towards Boxwell.

Branches of the 'Nailsworth Turnpike'.

ROUTE IXb. From 'The Spout' to the Bear Inn.

a	b	c	d	e
59	SO 848026	Rodborough Manor	MS Stroud 2	

This route was turnpiked as part of the Nailsworth road in the 1780s, presumably to connect the new road with the Stroud-Cirencester road past the Bear Inn. The sole stone stands opposite the site of Sir George Onesiphorus Paul's house, and as he undertook the building of this branch, he may also have had the stone erected.

No. 59. 14" x 10" x 25", the arch rising 6" from the shoulder. Remains of letters cut in the stone can just be made out: near the base an O, 1" high, followed by a possible I (or it might be part of strOUd?). Below, on the present turf line, apparently II MIL. Above some vertical strokes, which may be the remains of indecipherable letters.

ROUTE IXc. Nailsworth Bridge to Minchinhampton.

Another branch of the Nailsworth Turnpike. No milestones are marked on either map, but to date this route has not been investigated.

ROUTE IXd. Woodchester to Selsley Common.

The same remarks as for IXc apply.

ROUTE IXe. Dudbridge-Selsley-top of Frocester Hill.

a	b	c	d	e
56 57	SO 833032 807019	Hill House, Selsley Bristol Gliding Club	MS Stroud 4 Dursley 5	MS MS (Def)

This route connected the Claypits-Frocester Hill-Nymphsfield route to Bath, with Dudbridge. There should be a stone between 56 and 57, but neither map marks it, nor could one be found in the appropriate spot.

Verified

No. 56. 14½" x 8½" x 16". Neither letters nor plate indent could be discerned. It stands by a wall on the left side of the road.

No. 57. 14½" x 9" x 18". Chisel marks are visible, and a possible letter M (for Miles?) 2" high. It stands on the left just before the Gliding Club entrance.

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ROUTE X. Nailsworth-Horsley-Latterwood.

a	b	c	d	e
53 54	ST 841981 826984	Horsley Nr. Ragged Barn	MS Nailsworth 1 MS Wotton-under- Edge 6 Horsley $\frac{1}{2}$	MS (Def) MS (Def)
55	811977	Latterwood	MS	MS (Def)

Verified

Nos. 54 and 55. (FIG. 6). These are triangular, two-faced stones with flat tops and curved back, similar in dimensions with No. 27 at the top of Cowcombe Hill.

i.e. each face 13" wide, the indent 12" across the whole face (no stone rim), the top 7" below the flat top of the stone.

ROUTE XI. Severn to Stroud, with branches.

ROUTE XIa. Starting from Cainscross to Claypits.

a	b	c	d	e
67 68 69 70	SO 835049 819047 804049 765061	Cainscross The Tynings Ship Inn New Inn, Newtown	MS MP Stroud 2 MS Stroud 3 MS Gloucester 9 $\frac{1}{2}$ Stroud 4	MS MS Stroud 2 MS MS Stroud 4
71 72	779054 765061	Rectory, Eastington Claypits	MS Stroud 6 Tetbury 13	MS Stroud 5 MS Stroud 6

ROUTE XIb. Claypits-Frampton-Arlingham-Severn.

a	b	c	d	e
73	SO 760073	Gravel Pits	MS London 110 Gloucester 9	MS (Def)
74	746085	Frampton Canal Bridge	MS London 111 Gloucester 10	MS (Def)
75	733091	Fretherne Church	MS London 112 Gloucester 11	MS (Def)
76	722100	Overton Farm	MS London 113 Gloucester 12	Small arrow only
77	709109	Clapsgate Farm	MS London 114 Gloucester 13	MS
78	696112	New Inn, Arlingham Passage	MS London 115 Gloucester 14	MS

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ROUTE XIc. Eastington to Whitminster.

a	b	c	d	e
79	784067	Westend	Gloucester 8½ MS Stroud 5	MS Stroud 5

ROUTE XIId. Alkerton-Frocester Hill.

a	b	c	d	e
80	776051	Alkerton Farm	MS Gloucester 10 Tetbury 12	MS (Def)
81	783036	Elm Tree Farm	Stone	MS (Def)
82	791023	Frocester Hill Farm	MS Uley 2½	MS Uley 2½

Verified

ROUTE XIa.

Nos. 67, 68, 69, 70, 71, 72.

No. 67. Set in cottage garden at Cainscross. A tall, cylindrical pillar, surmounted by a sundial with four faces which read: Behold / now / is the / Accepted / TIME / / a dial, with 17 above / / another dial, with 54 above / / Seek ye / The LORD / while / he may be / found.

The pillar bears a curved plate, with the legend: TO / STROUD / 1 / MILE. It is a handsome, conspicuous object, well-preserved.

No. 68. There is no stone, but a flat plate of the same type set low in the left-hand road-side wall.

The plate is 12" × 15½", and is 18" off the ground.

Legend: TO / STROUD / 2 / MILES.

No. 69. While bearing on the 1880s map a mileage that fits with this route, this particular stone does not belong to the 'Stroud Roads' series, but to Route XIII, from Stonehouse via Standish to the Bristol Road. It will be dealt with in that group.

No. 70. This stands in the hedge just beyond the New Inn. Another cylindrical pillar, slightly flattened at the back, tapering upwards, about 11" thick. The plate is 13" × 15½" with legend: TO / STROUD / 4 / MILES. Condition is satisfactory.

No. 71. This stone is set low in the roadside wall on the slope from Eastington to Alkerton. Its appearance and the plate dimensions agree with No. 70. The legend is TO / STROUD / 5.

No. 72. Set at the junction with the Bristol Road at Claypits, on the right-hand corner. The plate reads: TO / STROUD / 6. It is conspicuous and well kept.

ROUTE XIb.

Nos. 73-78 inclusive verified. None bear a plate, or indeed any marks of indent or plug holes. Two examples will suffice.

No. 74. 14" at base, tapering to 10" at top, 54" high at front, but rather more at back where there is a shallow ditch. At the base can just be made out the word FRAMILODE cut in the stone, but nearing the point of illegibility. It is of hard, shelly limestone, and stands on the right at the junction of the road to Saul and Framilode.

No. 76. On the left hand at a bend in the road. It is 60" high, and a ditch at the back reveals that the pillar stands on a square base (of one piece with the pillar) 12" wide.

Of the other stones, No. 73 stands high in the right-hand bank; No. 75 on the left side before Fretherne Church, with faint traces of possible letters, perhaps MI for ?Miles; No. 77 just shows the square base that presumably is common to all though shown only in the highest pillars; No. 78 stands in the entrance to the 'Gents' at the New Inn, Arlingham Passage. This stone appears to have served in the past as a gate post, being pierced with deep, round holes.

ROUTE XIc.

No. 79. Stands on the left, with similar dimensions, its plate bearing the legend: TO / STROUD / 5 / MILES.

There was another milestone at the junction of this road with the Bristol Road at Whitminster, but it could not be traced.

ROUTE XIId.

No. 80. On the Survey, this was found lying on its side outside a garage on the road from Alkerton towards Frocester. On being informed of this, the County Surveyor took steps to have it re-erected, and thus preserved a link in this continuous series of milestones.

No. 81. On the right-hand side, it shows marks of having had a plate. The 1880s map gives it only as 'Stone', but it is obviously one of the cylindrical pillar series.

No. 82. On the right in a hedge at the base of Frocester Hill. It is about 16" wide and 16" thick, 38" high. It has the remains of deep cuts near the base, possibly D . . . M, but these are far from definite. (?Dursley? though the 1880s map gives Uley.)

One interesting difference marks off Routes XI a and c from the others. Those stones with plates have a well-rounded top. The stones of XI b and d have tops much more flattened. A water-colour of Cainscross turnpike in the Stroud Museum, by Paul Smith, dated 1903 shows the Cainscross stone, with its plate, but without the present sun-dial. The top is flattened, like those of the other routes in this series. It may be therefore that the rounding is of comparatively late date.

There is some general resemblance between this series, and Nos. 29 and 30 (and possibly 28): these too are tall pillars, with a square stone base, but are rounded at the back, while the front has apparently been cut well back flat. While not identical, there seems a family relationship between the two groups.

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ROUTE XII. The Old Bath Road. (Top of Frocester Hill via Nymphsfield to Ashel Barn.)

a	b	c	d	e
58	SO 794005	Frocester Hill	MS Stroud 5½ Dursley 4	
61	ST 797003	Cockadilly	MS Gloucester 13 Bristol 26	MS
62	868992	Woodcock Farm	MS Gloucester 14 Wotton-under- Edge 5½	MS (Def)
63	809976	Latterwood	MS Gloucester 15 Bath 23	MS (Def)
64	811962	Ashel Barn	MS Gloucester 16 Bath 22	MS (Def)

Verified

- No. 62. On left at slight bend. 18" × 12½" × 22", arch rising 6" from shoulder. Indent: 12" × 18", the top 6" below head of stone. 3" margin each side, ¾" deep. Central bolt hole, piercing the whole thickness. While similar to the Nailsworth series, these plates seem to have been 2" wider.
- No. 63. On left, just beyond turning to Horsley, with a disused pit behind. Its dimensions and those of its indent agree with No. 62.
- No. 64. On left, just beyond road junction at Ashel Barn. The dimensions agree with the series, except that the stone is *c.* 10" thick, not 12".

Beyond here on this road, the milestones are of a different type, and carry a Tetbury-Dursley-Wotton mileage; and are thus put out of the Stroud District.

The old route went up Frocester Hill by a different alignment, and thence through Nymphsfield. The route through Cockadilly is thus a re-alignment. The County Surveyor informs the writer that he may be able to restore the plates of Nos. 58 and 61. According to the 1880s map, No. 58 bore a plate linking Stroud with Dursley. The next milestone on this newer road stands under Uley Bury Camp, and is of the Uley district.

ROUTE XIII. Stonehouse-Standish-Bristol Road.

a	b	c	d	e
83	SO 805055	Stonehouse green	MS Gloucester 9	MS
84	805070	Stroud Green	MS Gloucester 8 Stonehouse 1	MS (Def)
85	801097	Little Haresfield	MS Gloucester 6 Stonehouse 3	MS Gloucester 6
86	801112	Summerhouse Farm	MS Bath 35 Gloucester 5	MS Gloucester 5 Stonehouse 4

The 1880 map indicated another stone between 84 and 85. It could not be traced, and was probably removed by road-widening operations over the railway bridge near Standish: perhaps when the bridge was built.

TRANSACTIONS FOR THE YEAR 1964

Verified

Nos. 83, 84, 85; and 69, which belongs by shape and dimensions to this group, though given a 'Stroud Roads' mileage on the 1880s map. The type can be shown by No. 83. (FIG. 2). This stands on the right near a telephone kiosk on Stonehouse green. 16" x 10" x 36", the arch rising in a semi-circle 8½" from shoulder. The stones of this series are not limestone but sandstone.

Plate: 12¾" x 15½", with 4 corner holes, the top being 7" from top of stone.

Legend: TO / GLOCESTER / 9 / TO BATH / 31.

Of the others, No. 69 is rather the worst for wear, No. 84 stands on the left with a deep ditch in front, so that it may be in some danger of slipping in, getting removed as a nuisance—it has no plate now; and No. 85 is on the left at a bend, its plate reading: TO / GLOCESTER / 6 / TO BATH / 34. Its condition is satisfactory. No. 86 could not be traced.

On the earlier maps, such as Taylor's, the main route from Stonehouse seems to go through Stroud Green via Arlebrook to Haresfield, emerging on the Bristol Road somewhat to the north of the present route. The portion from Arlebrook to Haresfield is now only a footpath, and indeed disappears altogether before the deep railway cutting is reached. Whenever the choice was made for the Standish route, the railway must have confirmed it.

ROUTE XIVa. Tetbury-Avening-Minchinhampton.

a	b	c	d	e
45	ST 844009	Windmill Road, Minchinhampton	MS Stroud 4	
46	879004	Hollybush Farm	MS Stroud 5 Tetbury 5	MS (Def)
47	885990	Hampton Hill	MS Stroud 6 Tetbury 4	MS (Def)
48	882978	Tetbury Hill	MS Stroud 7 Tetbury 3	MS (Def)
49	877963	Longtree Barn (cross- roads)	MS Stroud 8 Tetbury 2	MS (Def)
50	881949	Tetbury Upton	MS Stroud 9 Tetbury 1	MS (Def)

Verified

Nos. 45, 47, 48, 49, 50. No. 46 could not be traced. These stones are of a distinctive pattern, and the plates survive on Nos. 45, 48 and 50. These plates, however, are quite featureless, consisting of a plain right-angled piece of iron, with neither letters in relief nor incised, and without a rim. Certainly the plate on No. 50 seems not to have been removed. This raises the possibility that the mileage/destination on them was painted. The type will be exemplified by No. 50.

No. 50. Set in the roadside wall on the Tetbury side of Tetbury Upton on the right. Flat-topped, triangular. Each of the two road faces is 13" wide, the rear quadrant being curved. The indent is cut across the whole face with no margin, about 7" below the top, to a depth of c. 1".

Plate. Each face c. 12½" wide, c. 10" high. Each is fastened by a stud, 4½" from the top, 3" from the front angle.

MILESTONES OF THE STROUD DISTRICT

There is a close resemblance to No. 27 at Cowcombe Hill, and 54 and 55 near Horsley, but they differ a little in the dimensions of the indent, and on the whole stand less high (about 24" on average.)

Locations are as follows: Facing Tetbury, No. 45 is on the right verge of Windmill Road about one-third way down, No. 47 on the left near Hill House, No. 48 half-way up Tetbury Hill above Avening on the left, No. 49 on the right just beyond the cross-roads near Longtree Barn. There was once a stone at Tetbury, but the site now lies within the suburbs and it could not be traced.

ROUTE XIVb. Avening-Nailsworth.

a	b	c	d	e
52 51	ST 876987 863993	Woodham Farm Iron Mills	MS Nailsworth 1	MS (Def) MS (Def)

Both are of the Tetbury-Avening type, neither bear plates, both on the left going towards Nailsworth.

ROUTE XIVc. (Avening)-Chalford Bottom-Bisley etc.

At Hampton Fields, the 'main' line turns left for Minchinhampton, but the road continues straight on for Burnt Ash, where it crosses the Cirencester-Stroud road, then proceeds downhill through Hyde to Chalford Bottom, thence up the Bisley side and across what was formerly Bisley Common en route for Birdlip.

a	b	c	d	e
37	SO 855017	Hyde		

This is a flat-faced irregular block of stone set in a garden wall on the secondary route that led to The Bourne. Cut in the stone is the following legend: TO TETBURY / VI Miles. Capitals are 2½" high, tall lower case letters 1¾", others and the figures 1½".

a	b	c	d	e
91	892025	Nr. Company's Arms, Chalford ¹		

At the foot of the hill just before the road turns to avoid the canal on the left against a wall is a stone of the general shape of a milestone, measuring 17" × 10" × 36". It has no discernible remains of letters, nor signs of having had a plate. However, neither does it have any indication of former use as a gate-post, and

¹ The Company was the East India Company for whom Chalford mills made 'Spanish stripe' cloth.

there is no companion on the other side of the road. Rather tentatively, it is put here as a possible milestone, though the distance from the Hyde stone is less than a mile: but of course that stone may not have been one of a series.¹

ROUTE XV. Cirencester-Bisley-Painswick (for Gloucester).

a	b	c	d	e
87	SO 937046	Tunley	Stone	Stone
88	910053	Limekiln Lane	MS	Stone
89	903060	Bisley		MS
90	892071	Catswood Lane	MS Gloucester 9 Bisley 1	MS (Def)

These stones lie along the old route from Cirencester to the clothing valleys on the north side of Stroud. The route was still given up to the end of the 18th century as an alternative route to Gloucester. The stretch nearest Cirencester is now, however, incorporated within Cirencester Park, and that part beyond Park Corner, formerly termed 'The Gulph' has gone out of existence as a public road, and in part has ceased to exist.

Verified

No. 87. A flat-topped rectangular block, 13" × 9" × 24". The letters cut in it are badly eroded, but may still be read in part, as follows: VII / Miles to / ??cefte?. The last word seems to have a large 'n' near the start, the stone, however, being chipped at this point. The final letter seems to be 'r'. The S in the centre is the old type resembling 'f'. One may imagine this to be the oldest stone in the District, though of course there is no sure confirmation. It stands on the right bank of the lane, over-shadowed by the limb of a great tree, between the King's House and Tunley.

Note:—A number of stone gate-posts in this area are of similar shape and dimensions: gate-posts elsewhere, though varying in shape and measurements, tend to have semi-circular heads, and diminish in width from base to top.

No. 88. On the right bank along Limekiln Lane, 13" × 7" × 36". This has the typical rounded head of most milestones.

No. 90. On the right along Catswood Lane about half a mile beyond Stancombe Pike. 14" × 9" × 45".

In between comes Stone No. 89, but it is given last here as it bears an interesting, possibly an unique, plate.

No. 89. Set in the right-hand wall (facing Painswick) by the Bisley Lock-up (1824). 14" × c. 8" × 47", the arch springing 4" from the shoulder.

¹ Mr Warren Marsh has pointed out a stone on a turning off Old Hill, Avening, Map Ref. SO 886981, 14½" wide at base, 11" at top, 9½" thick, height 40", bearing the inscription AUENEING and the date 1721; but this stone is earlier than the turnpiking of this route and seems to be linked with the adjacent house which was built at that time and said to have been used as a coaching inn.

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Plate. $9" \times 6\frac{1}{4}"$. This plate is of iron, somewhat pitted, but the letters are clearly legible. The legend: X MILES / TO / GLOSTER, generally $1\frac{1}{4}"$ high, but both lettering and alignment are slightly irregular. Underneath, in smaller letters, is J^r. CLISSOLD.

One may suggest that this plate was the work of a local man. It is unique in the District, being the only plate found on the Survey with a personal name.

* * *

POSTSCRIPT

No. 16. The broken shaft has now been repaired, and this stone is now visible from the road.

The following stones, not marked on the accompanying distribution map, have been re-erected by the County Surveyor since the survey was done.

No. 58. SO 794005 Frocester Hill. MS Stroud $5\frac{1}{2}$
Dursley 4

$17"$ wide, $10"$ thick, $40"$ high, arch rising $6"$. The plate, of a 'venetian window' type like that below Uley Bury Camp, has a rectangle $14"$ wide, $16"$ high, surmounted by a semi-circle $6"$ radius. Legend: DURSLEY 4 / ULEY 2 / STROUD 5, with NYMPHSFIELD within the arch. It is secured by a round-headed stud below the word Dursley.

No. 61. SO 797003 Cockadilly. MS. Gloucester 13
Bristol 26

Close to a stone stile on a footpath from Nymphsfield to the new Bath Road. $18"$ wide, $9"$ thick, $24"$ high, with $6"$ arch. Plate is $12"$ wide, $18"$ high, with legend: BATH / XXV / GLOU^r / XIII. (The 1880s map gives Bristol 26.) The top of the plate is $6\frac{1}{2}"$ below the arch, and is about $10/16"$ thick. The letters are incised into the plate, and both they and the rim are painted black, the plate surface white.

About $\frac{1}{4}$ mile from Iron Mills to Minchinhampton on the right is a badly worn, plateless, stone of the type found on the Avening-Nailsworth road, or the Nailsworth-Horsley road, i.e. Nos. 51, 52, 54, 55. Map Ref. ST 863994.

Outside a garage about $\frac{1}{2}$ mile on the road from Bisley towards Stancombe Pike. $13"$ wide, $9"$ thick, $38"$ tall, without plate or inscription, it clearly belongs to the group which includes Nos. 88 and 90. Map Ref. SO 900055.

Neither of these two latter stones have yet been given a survey number.

A recent, important, find has been the plate for stone No. 43. This was found by Mr Kimsbrey of Tiltups End behind the old Pike House, and will be replaced on the milestone when the road has been altered. At the time of writing it is housed in the Stroud Museum.

Unnumbered. SO 953045. The Gulph. On the right bank of the holloway leading from the ford below Park Corner. $13" \times 9" \times 42"$. It has been bent at an angle of 45° by a tree falling on it. The top is rather damaged. It bears no marks other than recent scratched initials. It fits into place in the Cirencester-Bisley-Painswick road series.

Preservation

There seems to be no valid case for destruction of the surviving milestones. Where a road is being reconstructed, the stones can either be extracted and re-erected, or care can be taken not to harm them during road building. Cases of deliberate destruction are probably rare, the greatest damage being that done at the start of the late War. The present chief risk is from indifference and neglect. The County Surveyor's Department has proved co-operative, and in fact has replaced or re-erected stones and plates where possible, and many plates have been painted. Some danger arises where a stone is exposed to danger from traffic—thus No. 24 at Fostons Ash seems to have been hit by a vehicle, as it is badly chipped and tilted out of the straight. The best preservative is from the care and vigilance of local people. Too often, it would seem, objects that have always been there are taken for granted, and noticed only when they have been removed, by which time regret is too late. The writer would recommend that an informed local interest should have a care to the continuance of a series of milestones, and that the drastic remedy of removal to a museum should be applied only to an isolated, individual specimen in danger from neglect or a change in the use of the land.

A NOTE ON SOME OTHER STONES

On the old, abandoned, track across Rodborough Common stand two stones, one 13" × 5" × 24", the other by its side 14½" × 7" × 48", the latter marked by various holes, some apparently apt to receive bars or bolts. The top of the taller stone has been broken diagonally. It seems possible that these stones, and Nos. 29 and 30 may originally have been route markers over the Commons, and that the Cirencester plates were fixed to 28, 29 and 30 already *in situ*: early maps give a numbered series from Cirencester to only No. 31 by Minchinhampton. This, however, is conjecture.

Some stone gateposts in the district resemble superficially milestones. Their function being different, their dimensions have different relations. Thus a typical gatepost at Edge on the Stroud-Gloucester road is 21" wide at base, diminishing to 16" at the shoulder. It is 12" thick, and 50" tall. The stone by Slad Church (No. 20) is possibly a re-used gatepost. On the other hand, the Tunley stone (No. 87) has the same dimensions and shape as several gateposts in the Bisley area, but different from the example given here. It may be noted that canal milestones at the Sapperton tunnel mouth and close to the Tetbury Road bridge have similar dimensions, while other stones on the canal (the Thames and Severn) resemble the 'normal' milestone in appearance. But the milestones of the Stroud water and the Thames and Severn Canals have not yet been surveyed, at least by the writer.