

Milestones & Waymarkers

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MILESTONES & WAYMARKERS

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Compiled, edited and produced by

Clare Curtis and Derek Turner

Supported by Mike Hallett, Carol Haines, Richard Raynsford and David Viner

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Front Cover Pictures:

Top: Hong Kong skyline (Ian Thompson and Hiu Lun Leung)

Bottom left: Old milestone by the A702 by Cardingmill Bridge, Durisdeer Parish (by Milestone Society)

Bottom right: Milestone 22, Corriecravie, Isle of Arran (by Becky Williamson)

Back Cover Picture:

7th Century Arabian milestone 39 on the ancient road from Makkah to Madinah © Jamal Shawali

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EDITORIAL—HOME AND COLONIAL

Clare Curtis and Derek Turner

Readers of a certain vintage will remember ‘Home and Colonial’ as the precursor of the modern supermarket giants, selling a wide range of good quality groceries at competitive prices. This issue is the Society’s Home and Colonial. Though it cannot challenge the grocery chain on size, it matches it in range and quality, for it ranges far and wide. Whereas the 2021 issue looked back, 2022 looks out in different ways and in different directions: eastward to Hong Kong Island where Ian Thompson and Hiu Lun Leung describe the history of the unusual milestones that the British erected there; and westward to New England where Mary Gage summarises a similar history in Massachusetts and New Hampshire, revealing that the link between milestones and turnpikes is not as strong on the other side of the pond as in the UK. Roughly half-way between the two, Dimitris Klagkos of the Corfu Milestone Project reports on the ongoing, popular, ‘crowd-assisted’ research and restoration project and provides the answer to the riddle: when is a British milestone not a milestone?

Back home from the (former) colonies, Peter Gulland looks out for milestones off the beaten track of turnpike roads in Buckinghamshire but doesn’t find quite what he expected. Carol Haines ventures out beyond the usual range of sources for milestones and discovers an unusual motive for attempting to steal one. Helen Crabtree looks outside the general run of waymarkers for a unique set that once ran from Lincoln to London, its end marker also marking the notional starting point for measuring modern motorways.

The ever-popular topic of zero markers, datum and terminus points are also featured in more homely fare. Ian Thompson begins at the end, Land’s End, on a virtual journey, and Carol Haines looks out from the centre of Norwich for the starting points of the many roads radiating out of the city. David Jones describes a premium ‘bread and butter’ topic of milestone conservation in rural Gloucestershire, demonstrating that it is not just the Society’s members that can rediscover and safeguard road heritage assets and also win an award from the Council for the Protection of Rural England (CPRE).

And there is a taste of things to come: milestones in the deserts of Arabia.

NOTES ON CONTRIBUTORS

Helen Crabtree is the Milestone Society’s Northamptonshire Representative.

Mary Gage, together with James Gage, is a New England local historian, writer and publisher of Powwow River Books, including *Milestones & Guideposts of Massachusetts and Southeastern New Hampshire*, on which her article is based.

Peter Gulland is the Milestone Society’s Buckinghamshire Representative, an authority on turnpikes in the area, and has recently published *The Toll Roads of Buckinghamshire 1706-1881*.

David Jones is chairman of the Maisemore Local History Society and a recent recruit to the Milestone Society. **Jeremy Chamberlayne** is a director of Chamberlayne Farms, which owns most of the land surrounding Maisemore.

Dimitris Klagkos is leader of the Corfu Milestone Project.

Carol Haines is the Milestone Society’s Norfolk Representative, member of the editorial panel and author of *Marking the Miles*.

Ian Thompson, amongst many other roles, is the Milestone Society’s Representative for Cornwall.

HONG KONG ISLAND—THE HISTORY OF ITS MILESTONES

Ian Thompson and Hiu Lun Leung

Introduction – First contact

In February 2020 the Milestone Society received an enquiry from a postgraduate student at the Chinese University of Hong Kong seeking information about milestones from 1842. No-one seemed to know anything about the history of the first milestones set up by the British on Hong Kong Island.

An early map had distances marked with Roman numerals. Were these milestones?

Later maps marked milestones with the conventional ‘M.S.’ label and a number which appeared to be the distance from the colonial capital, Victoria.

It appeared that only one milestone survived, which was in Hong Kong’s main museum. When was this erected and how did it link to the maps?

Over the next year, Ian Thompson worked with postgraduate student Hiu Lun Leung, communicating by email, to piece together the story of the remarkable milestones on Hong Kong Island. Almost all the serious research was done by Leung in Hong Kong, with Ian pulling the story together to write this report.

The Barren, Mountainous Island of Hong Kong

Hong Kong Island is only 7% of the territory of modern Hong Kong. The island has an area of just 30 square miles but a population today of 1.3 million.

The Island was ceded to Britain by China at the end of the First Opium War in 1842, the Kowloon Peninsula in 1860 after the Second Opium War. The New Territories, which form the largest part of modern Hong Kong, were acquired on a 99-year lease at the Convention of Peking in 1898.

The focus of this article is Hong Kong Island in the first decade of British possession. It was described as barren, mountainous and almost uninhabited when a naval landing party first raised the British flag at Possession Point in January 1841. A census taken that year (15th May 1841) found the total population of the island to be 7450 in twenty villages scattered along the coastline. The capital, Chek-chu (赤柱), on the south coast, renamed Stanley by the British, had a population of 2000. ‘Heongkong’ Shek-pai-wan (石排灣) itself, renamed Aberdeen, was a ‘large fishing village’ with a population of just 200. The British established themselves along the north coast, near Kwun-tai-loo (or Kwan Tai Lo, 裙帶路) which they named Victoria, overlooking the deep-water harbour which lay between Hong Kong Island and Kowloon on the mainland. The harbour was the main reason for the acquisition of Hong Kong, with the shoreline providing space for warehousing for trade with mainland China.

Captain Sir Edward Belcher, who led the landing party, undertook a hydrographic survey of Hong Kong. He produced a map, published in 1843, which gave many details of water depths and currents, but showed only a short section of ‘road cut by the engineers’ linking the first buildings of the new settlement that was to become Victoria.

Maps

Collinson’s map with Roman numerals

The first map to show roads on Hong Kong Island was made by Lieutenant T.B. Collinson and published by the Board of Ordnance in 1845. Thomas Bernard Collinson was born at Gateshead in 1821 and entered the corps of Royal Engineers in 1838. After being engaged on ordnance survey work in Wales, Ireland, and the North of England, he sailed for China in 1843. Collinson established 27 trigonometric stations around Hong Kong Island in order to produce the first set of scientifically surveyed maps of Hong Kong. (Only one stone station marker now remains, revealed by a Chinese University of Hong Kong team on 3rd October 2015 in what was the Saiwan Redoubt, a high point on the south side of Hong Kong Island.) Collinson was rewarded by the engraving of his map by the Ordnance Survey at Southampton, and with a compliment from the geographer John Arrowsmith that it was ‘the most complete map he had ever seen’. The excellent quality of the map was noted in the Hong Kong Governor’s report of 1845.



Figure 1: Sketch map of Hong Kong Island based on Collinson's 1845 map with Roman numerals on three roads

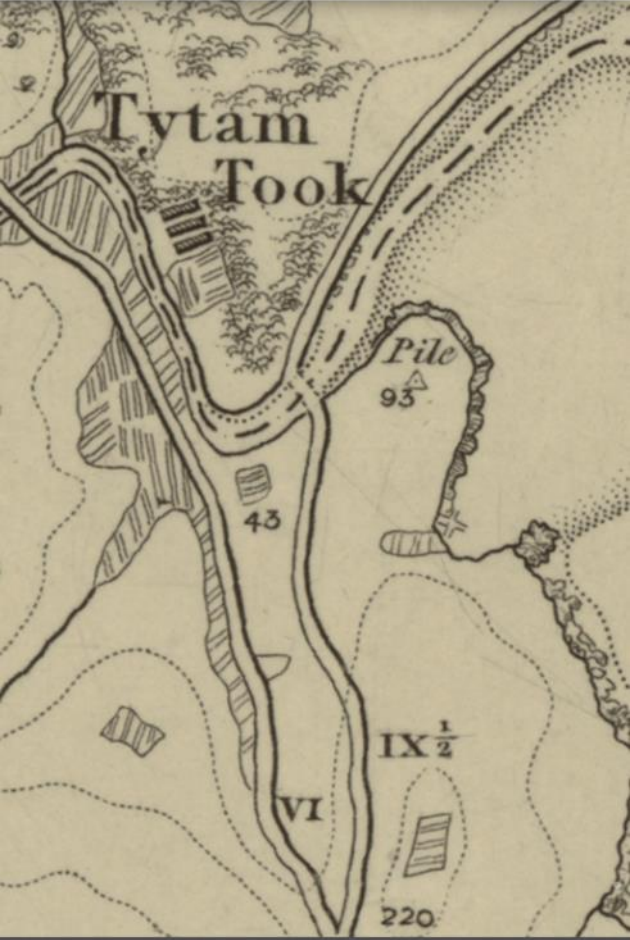


Figure 2: Tytam Took on Collinson's map of 1845 with strange nine-and-a-half mile marker

Collinson's map shows distances in miles along three roads across the island, marked with Roman numerals. The road from the new capital Victoria, on the north coast of Hong Kong Island, following the west coast to Aberdeen has six mile-markers on it. The eighth mile-marker is not shown, but seven, nine, ten and eleven are marked between Aberdeen and the pre-colonial capital at Stanley on the south coast of Hong Kong Island. The road east from Victoria has nine mile-markers. The one mile-marker is not shown. This road leaves the coast after six miles and runs inland to a strangely labelled nine-and-a-half mile-marker (IX½) south of Tytam Took (大潭篤), near its junction with the six mile-marker on the third road. The third road runs from Victoria south-east through the high centre of the island, emerging at Tytam Took and continuing south to Stanley, which is marked as eight miles from Victoria. This route has a total of six mile-markers. The one- and two-mile markers are not shown on this route.

Curiously, the exact location of each mile-marker is not indicated on the map. This is in contrast to the precise dot in a triangle used to pin-point the location of each of Collinson's survey stations. This supports the idea that Collinson's Roman numerals indicate distances but do not mark the position of actual milestones at this date.

Maps with milestones marked

Later maps all appear to use Collinson's map as their base. Study of these maps shows that several of them copy Collinson's distances in Roman numerals, including maps as late as 1873 and 1875. The first map found to show distances in a different way was produced in 1894, when Collinson's map was updated by the Royal Engineers and distances were indicated as 'M.S.' followed by a distance and place name, for example '2 from Victoria'. Note that distances were now given in Arabic, not Roman, numerals. A dot indicated the exact location beside the road of the 'M.S.' Milestones (M.S.) are marked on the same three roads as on the Collinson map of 1845. Four are marked on the road to Aberdeen, with distances given from both Victoria and Aberdeen. Only three are marked on the coast road to the east, with distances given from Victoria. The five-mile stone appears to have been engulfed by the extensive Taikoo Sugar Refinery complex which was opened in 1884 and was to become the largest sugar refinery in the world. On the third road through the centre of the island six milestones are marked with distances from Victoria. A total of 13 milestones are shown on the 1894 map. (See the summary table later in the article.)

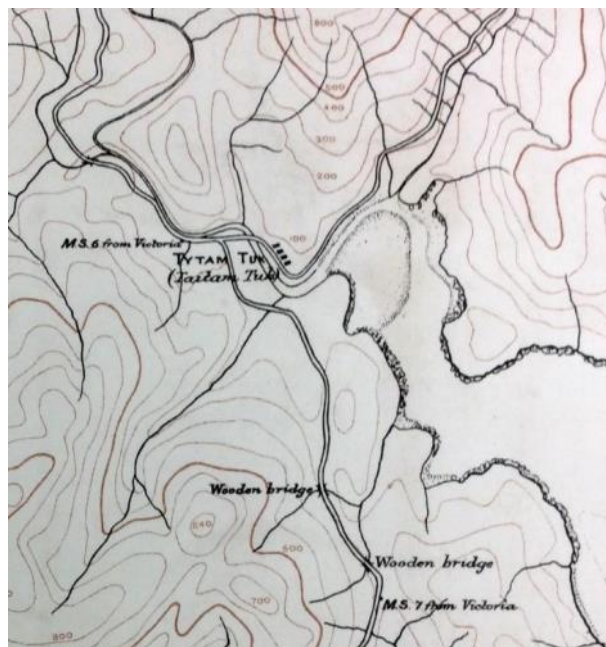


Figure 3: Tytam Took on 1894 Royal Engineers' map showing milestones MS6 and MS7

A new survey was undertaken by the Ordnance Survey and published by the Geographical Section of the General Staff at the War Office in February 1913 at a scale of 2½ inches to 1 mile. This map has milestones marked 'M.S.' with a distance, but no destination names. As before, milestones are shown on just the same three roads. The same four milestones are marked on the road to Aberdeen as on the 1894 map, but only one distance, that from Victoria, is given for each milestone. The five-mile stone was on a loop of road which had been by-passed and down-graded. The coast road to the east has only the fourth milestone marked. The third road through the centre of the island had been re-routed in places following the construction of a number of freshwater reservoirs. Just two milestones are shown on this road.

Modern maps show no milestones on Hong Kong Island. Part of the road through the centre of the island is now a traffic-free recreational hiking route – the Tai Tam Waterworks Heritage Trail. Guides to the Trail make no mention of the road's origins nor its milestones, although there used to be a plaque placed right next to a milestone some years ago shown in a picture in the Hong Kong archaeologist Solomon Bard's book, mentioned below.



Figure 4: Hong Kong New Territories milestone. Photo courtesy of the Gwulo Old Hong Kong website

Milestones on the mainland

A considerable number of milestones survive on the Hong Kong mainland. These are very different to the Island milestones. They are mentioned very briefly here.

The New Territories, acquired in 1898, have a much greater area than Hong Kong Island. Maps as early as 1904 show the main road through the New Territories to the frontier at Tai Wo Shi have mileage dots with distances at every mile. The 1908 map labels these M.S. and the road, the Frontier Road. The 1913 O.S. map referred to above has milestones on this road up to M.S.18 at Tai Wo Shi. Later maps, the 1945 map for example, show milestones labelled M.S. on a number of other roads in the New Territories.

Images on Gwulo, a website and chat room about old Hong Kong, show that the original milestones on the road to the Chinese border were concrete, and triangular in cross section with a sloping top and a hollow back. Four very neat granite milestones are late 20th century replacements. All these milestones are less than one metre tall.

Point Zero

A comparison of the mile markers (Roman numerals) on the 1845 Collinson map with the milestones (M.S.) on the 1896 map shows that they do not align. On the later map all of the milestones have moved anti-clockwise around the island compared with the Roman numerals on the earlier map. The distance moved varied, perhaps because of minor route changes, but the overall trend suggests that the reference point zero for measuring distances from Victoria was changed.

The most likely 'point zero' was Government House.

The Governor's official residence was moved during the early years of the colony from a position in the heart of Victoria to a much more prestigious, purpose-built structure in an elevated position. On the 1845 map, Government House is marked between Murray's Battery and The Royal Battery, close to the waterfront. A new and much more imposing Government House was planned, and construction started before the new road system was completed. This was further inland and higher up, near the site labelled Government Buildings on Collinson's map. The second Government House, today referred to as 'Old Government House', still stands. The site of the original Government House, the seat of British colonial power in Hong Kong, is now the Bank of China in Queen Street, next to the HSBC (Hongkong and Shanghai Bank Corporation) Headquarters building. There is some irony in that.



Figure 5: Hong Kong Government House in 1868

Road Development from official sources and contemporary press reports

The Canton Press 1842

A full-page report was published in the *Canton Press* English language newspaper in its 1st January 1842 edition. This states that although the British took possession of Hong Kong on 26th January 1841, nothing was done until May, when a chief magistrate was first appointed, and "shortly after a Road was commenced" under the superintendence of the corps of engineers belonging to the Chinese expedition. In August "permanent public buildings were commenced on the side of the island facing the present anchorage which is called by the natives Kwun-tai-loo".

The newspaper's correspondent followed the road eastwards along the coast from Victoria for three and a half miles, which then turned south across the centre of the island, towards Stanley, at:

"Mr Gillespie's, where the road crosses a stone bridge and ascends rather suddenly to a gap cut through a hill from which one commands a view of the whole valley of Wung-nei-chung, and the road to Tai-tam winding up it until lost to sight among the hills in the centre of the island."

This shows that the central road through the mountains existed before the British arrived.

However, the newspaper's correspondent did not follow the central road on this occasion but continued along the coast to the village of Soo-koon-poo and then followed a footpath to reach the south coast at Tai-tam. He reports that:

"The road to the east terminates at Soo-koon-poo, but about three miles further is the fishing village of Soo-ke-wan, a place with a large migratory population having in its neighbourhood some vast stone quarries. From Soo-ke-wan a native footpath, sufficiently good to ride on leads to Tai-tam."

In his history of early Hong Kong published in 1937, *Hong Kong 1841-1862 Birth, Adolescence and Coming of Age*, Geoffrey Robley Sayer quotes a reference to the Stanley inland route via Stanley Gap from the 'Canton Press' newspaper of February 1842. This time the newspaper reporter used the central route from Victoria to Tai-tam:

"The road running through the town of Hong Kong (Victoria) is continued all through the island to its southern coast, where it ends at Tytam Bay, at the village of Chek Chu (Stanley). It is a work of great labour, for during its whole extent of about 8 or 9 miles it is cut into the hills, or leads over ravines, and manifests considerable engineering skill, not however wholly ascribable to the English engineers as some part of it had already been made by the Chinese, and has only been improved and enlarged at present.

The interior of the island presents scenes as wild as can be: it is with the exception of a few small valleys, from which the industrious Chinese reap scanty crops of rice and wheat, nothing but a jumble of hills that generally rise in an angle of about 45 degrees and in many instances are even much steeper.”

“It would be a work of immense expense, if at all feasible, to make the road fit for carriages; at present with the exception of a few spots, gullies over which the bridges have not been completed, a horse may be rode to Tytam Bay.” The ‘Canton Press’ then recommends Tytam Bay and Check Chu (Stanley) as a much healthier and flatter spot to build a new town than Victoria on the north coast.

Official reports

Roads were a priority in the early years of the colony. Good roads were needed for military communication between Victoria, Stanley and Aberdeen when the fastest message was one carried by a rider on horseback, while military equipment such as artillery required level roads, avoiding the high mountains. A perimeter road was built for heavy equipment, while a shorter central road could be used for urgent messages.

In his despatch to Lord Stanley in May 1845, Governor Sir John Davis reported that:

“The Works which have been undertaken with my authority, exclusive of a few secondary buildings of absolute public necessity, are Drains and Roads, that is, such as pertain either to the health or the internal communications of the Colony. The difficulties presented by the rocky and mountainous sides of the island, occasionally traversed as they are by flooding torrents are not encouraging, but they may be overcome by a little time and experience.”

“The two stations of Stanley and Aberdeen have both been connected with Victoria by Roads of which the highest summit does not exceed 500 feet above the sea and of which the average inclination is a near approach to level. The expense in some places from the cutting and blasting of rocks has necessarily been heavy, but the plenty and cheapness of Chinese labour has operated in our favour. The completion of the remaining five miles (being the coast line between Stanley and Aberdeen) has been deferred until the next working season.”

Despite being shown on Collinson’s 1845 map, the roads took longer than expected to be completed.

In his report to Parliament in April 1846, Davis wrote:

“A good road now extends within five miles of the circumference of the island, 18 miles being completed out of 23, and another road crosses the island from Victoria to Stanley. The excellent contour survey of Hong-Kong made by the engineer department leaves nothing to be desired on that point.”

To reach Stanley from Victoria, the coast road to the east and to the west were both a distance of eleven and a half miles, avoiding any big climbs. The central road over the mountain passes for despatch riders was just eight miles. These distances can be seen from the Roman numerals marked on these roads on Collinson’s ‘excellent contour survey’.

The official annual returns in the ‘Blue Book’ – ‘Reports on the Past & Present State of Her Majesty’s Colonial Possessions’ record expenditure on major projects, including roads. These show that the road from Victoria to Aberdeen was completed by 1846. The five miles between Aberdeen and Stanley were worked on from 1847 to 1851. The road from Victoria via Saiwan on the east coast to Tytam was completed by 1846, but the road from Tytam to Stanley was not completed until 1848.

There is a reference to repairing the ‘Stanley inland route’ in 1844. This was the despatch rider’s route via Stanley Gap.

No further references to expenditure on these three roads were found between 1844 and 1854. The local digitalised reports of years 1848 and 1855-1857 are missing.

Milestones

The milestones on Hong Kong Island are exceptionally tall. Photographs of people standing beside a milestone emphasise this. No explanation for this height has been found.

In his 1937 book, Geoffrey Robley Sayer talks in detail about milestones, with his description matching the ‘M.S.’ markings on the 1896 and 1913 maps. He was looking for evidence of the Chinese name for Victoria, which was Kwan Tai Lo. He says the name was: “cut on the tall granite pillars which marked the miles on the military bridle-path from town (Victoria) to Chek Chu (Stanley) and also along the road from town to Aberdeen.” He goes on to say that “the third and fourth milestones starting from town towards Stanley and the second, third, fourth and fifth along the road to Aberdeen are still in situ” in 1937. This information matches the ‘M.S.’ milestones marked on the 1913 War Office Ordnance Survey map, showing that six milestones survived at least until 1937 when Sayer’s book was published.

On page 24 of *Hong Kong and Its External Communications before 1842* by Lo Hsiang-Lin there is a photograph of what appears to be a triangular pillar. The pillar is very tall, the height of the man in the picture. The photograph caption reads: ‘The Landmark of Ch’un tai Lu (now demolished)’. The book is in Chinese with some English translation.



Figure 6: Landmark of Ch’un Tai Lu, milestone M.S.4, from *History of Hong Kong*, Lo Hsiang-Lin 1963

matches the location of MS4 on the 1913 Ordnance Survey map and corresponds to the fourth milestone on the coast road to Aberdeen mentioned by Sayer in 1937. It is labelled ‘MS 4 from Victoria, 2 from Aberdeen’ on the 1894 map and M.S.4 on the 1913 OS map. In the photograph, taken looking east towards Mount Kellet, the stone is next to a bridge parapet, which still exists (on Google Earth).

Under ‘Notes and Queries’ in the 1967 edition of *Journal of the Royal Asiatic Society Hong Kong Branch* Vol. 7 is the following: “One of the early granite milestones of Hong Kong has recently been re-discovered near Aberdeen. It is located on a forgotten and now disused stretch of the original military road from Town to Aberdeen opened in the first few years after the establishment of the Colony in 1841. It was brought to light through information given by Mr. TONG Kai, aged 45, of Pokfulam Village. Mr. TONG used to live in the hut which has been built on the site of the milestone. One-third of the stone is actually embedded in the outer wall of the house. This section of the road was part of the new round-the-island road system. ‘For purposes of military protection as well as Police, and for the general traffic and internal communications of the Colony,’ said the Colonial Report ‘this road is essential.’”

This milestone is labelled M.S.5 on the 1913 map and ‘MS 5 from Victoria, 1 from Aberdeen’ on the 1894 map. It is shown on a loop to the south of the main road in 1913, which matches the description of the ‘now disused stretch’ in the journal’s report.

Newspaper articles from January 1967, found by diligent research in Hong Kong, match the note in the *Royal Asiatic Society Journal*. The descriptions in three different Hong Kong newspapers are identical, copied from the same government press source. The translation from Chinese is: “A granite milestone has recently been found in a hut near Aberdeen. The Aberdeen Road was developed after 1841. One third of the milestone is embedded in the wall of the hut. It was first discovered by 43-year-old Mr. Tong, who now lives in Pokfulam Village.”

In his book *A Guide to the Antiquities of Hong Kong*, 1988 Dr Solomon Bard Museum Expert Advisor (on local history, archaeology, and military history) to the Hong Kong Museum of History from 1976 to 2014, mentions milestones on the road from Victoria to Stanley: “Shortly after Hong Kong Island was ceded to Britain in 1842, part of the British garrison in Hong Kong was stationed at Stanley, at that time linked to the city of Victoria only by a horse-path.”

Ch’un tai Lu is the Mandarin pronunciation of Kwan Tai Lo, the Chinese name for Victoria, which is the inscription in large characters painted on the milestone in the photograph. The Chinese word for milestone (里程碑) can be translated as ‘marker of the road’ which could then become landmark, so Mr Lo meant milestone when he wrote landmark.

There were two editions of Mr Lo’s book, published in May 1959 and in June 1963. The caption stating the milestone was “now demolished” is only in the second edition, but the photograph is in both editions. This suggests the milestone was demolished at some time between 1959 and 1963.

The location of this stone was near Dairy Farm. The houses in the background are Pokfulam village. This

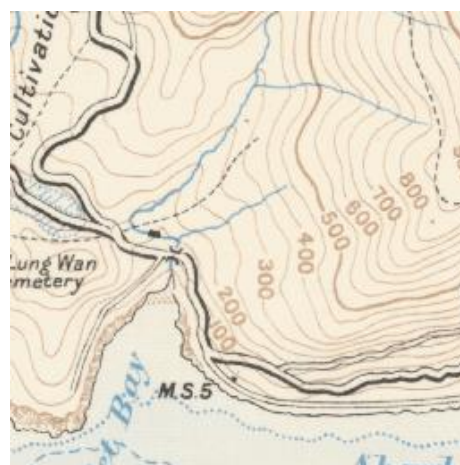


Figure 7: Milestone M.S.5 on the old road near Aberdeen as shown on 1913 map

“Old maps of Hong Kong Island show milestones erected along this road, and most were thought to have been lost. Recently, however, three came to light. One was discovered in 1966 embedded in the wall of a squatter hut near Kellett Bay [Aberdeen] on the south coast of Hong Kong Island. Its existence seems to have been forgotten until 1979, when it was rediscovered and extracted from the wall of the hut [and transferred to the Museum of History]. The second milestone was discovered in 1981 in situ close to Tai Tam Road north of Turtle Cove, and had to be removed in the course of construction work in the area. The third milestone stands in its original place in the Tai Tam Reservoir area.”

“These stones are the earliest milestones from the British period and are therefore of considerable interest. They are large granite stones, triangular in cross-section, the dressed portion measuring 1.5m in height above the ground. Two of the faces of each carry the distances one way to Stanley and the other to Victoria, in English and Chinese, in miles and lei respectively. The lei is a Chinese measure of distance of approximately 0.3 mile. The Chinese name on the stone is Kwan Tai Lo.”

Dr Bard’s book includes a photograph of the Tai Tam reservoir milestone with a lady standing beside it to show the exceptional height of the milestone. Note that there is an explanatory plaque behind the milestone in this photograph. No plaque survives today.

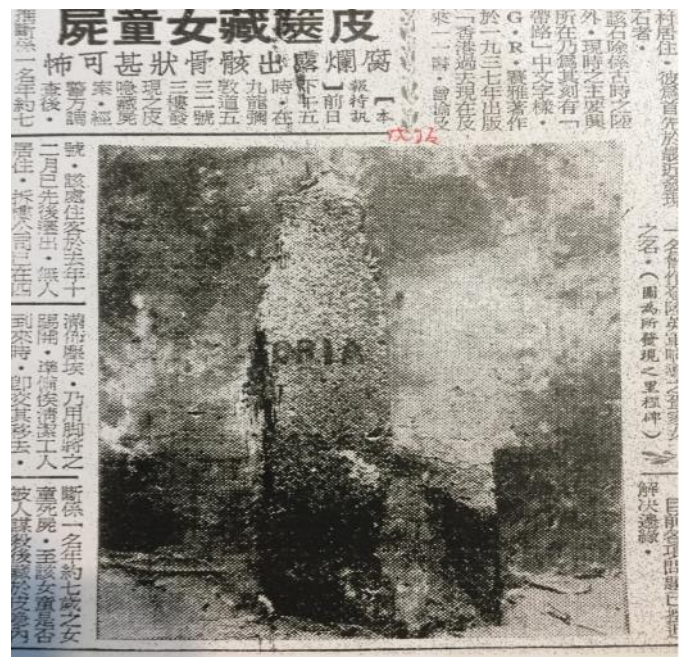


Figure 8: Hong Kong newspaper January 1967 - “Milestone Discovered in House Wall”



Figure 9: Tai Tam Reservoir milestone. Solomon Bard ‘Voices from the Past’

hide the broken lower portion. It will be recalled from the find reports that only the top one-third of the milestone was recovered from the wall of the squatter hut. Careful measurements were taken of the dimensions of the museum milestone, to compare with measurements of the other survivors. (See comparison drawings in Figure 16.)

The museum milestone

The milestone find reported in the *Journal of the Royal Asiatic Society Hong Kong Branch* Vol. 7 and in the Hong Kong newspapers in January 1967 and labelled M.S.5 on the 1913 map and ‘MS 5 from Victoria, 1 from Aberdeen’ near Kellett Bay on the 1896 map was moved to the Hong Kong Museum of History, Kowloon in 1979, where it is now on display at the foot of the staircase. The description on the plaque next to the milestone in the museum matches that in Dr Bard’s *Guide to Antiquities* book, because he was an Expert Adviser to the museum from 1977 onwards.

The inscription on the milestone is quite crisp and agrees with the text on the plaque. The Chinese characters read Shek Pai Wan 3 Lei (石排灣三里, Aberdeen 1 Mile) and Kwan Tai Lo 18 Lei (裙帶路十八里, Victoria 5 Miles). If the lei is approximately 0.3 miles, there is a rounding off error in conversion from British to Chinese units. The milestone is in Hong Kong granite and is set in a reconstituted stone base to

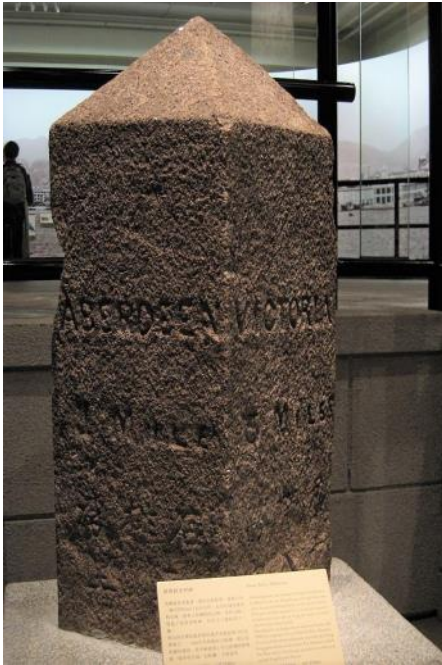


Figure 10: Milestone in Hong Kong Museum of History

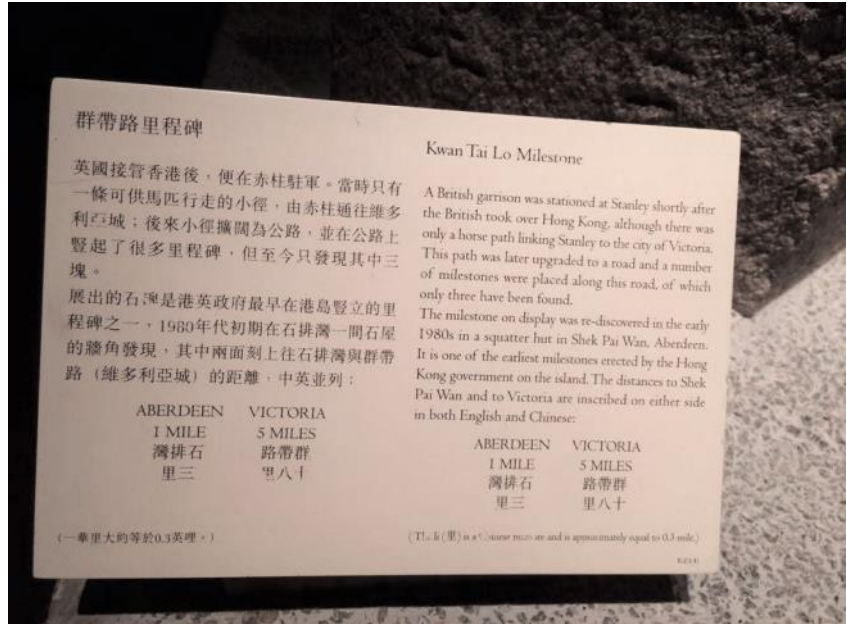


Figure 11: Milestone plaque in the Hong Kong Museum of History

The Turtle Cove milestone (now lost)

Dr Bard wrote that a milestone was discovered in 1981 in situ close to the Tai Tam Road north of Turtle Cove, and had to be removed in the course of construction work in the area. A milestone labelled ‘M.S. 7 from Victoria’ is marked on the 1896 map, just to the north of the sandy cove now known as Turtle Bay. The highway interchange giving access from the main road was constructed in the 1980s. A senior historian at the Chinese University of Hong Kong gave the research team a photograph of an image of one face of this milestone, showing the inscription ‘VICTORIA 7 MILES’ above the equivalent inscription in Chinese script. He claimed to have discovered the milestone in 1983, which was in reasonable agreement with Dr Bard’s date. A search of Hong Kong newspapers from 1981 to 1983 revealed no report of the discovery of this milestone.

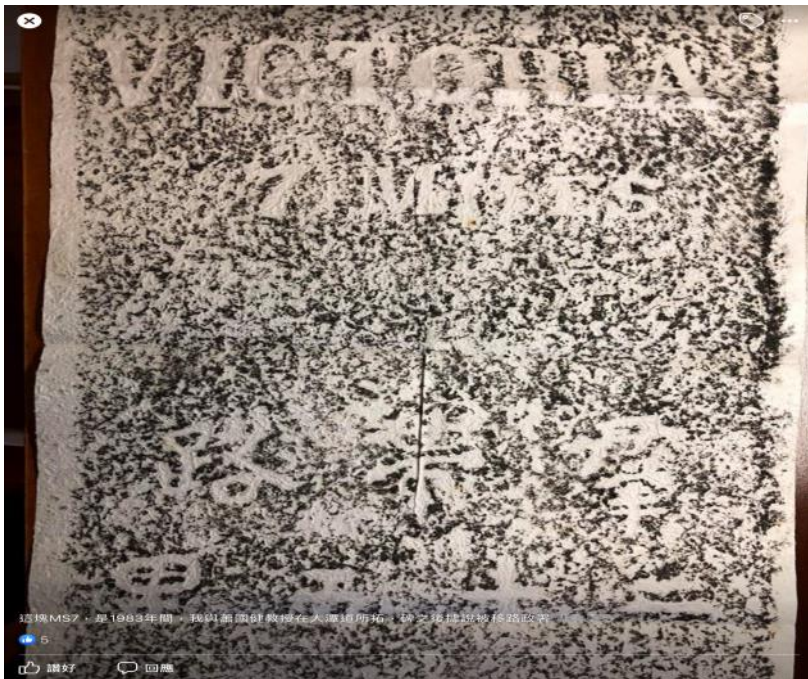


Figure 12: Rubbing of Turtle Cove milestone reads VICTORIA 7 MILES

The image was a paper rubbing from the surface of the milestone. Comparing the photograph of the rubbing with the photograph of the museum milestone’s ‘Victoria’ face it is clear that the inscriptions are very similar. If the lettering on the two milestones is assumed to be the same size, then the width of the rubbing will be seen to be the same as the width of the museum milestone.

Summary table: Milestones on Hong Kong Island

Markers on Col-linson's 1845 map	Milestones on 1894 map	Distance change in metres	Milestones on 1913 OS map	Sayer's book 1937	Notes
The West Coast Route from Victoria via Aberdeen to Stanley					
I					
II	MS2	plus 400	MS2	MS2	
III	MS3	plus 310	MS3	MS3	
IV	MS4	plus 260	MS4	MS4	Dairy Farm, lost after 1959
V	MS5	plus 380	MS5	MS5	In Museum of History
VI					
VII					
IX					
X					
XI					
The East Coast Route from Victoria to Tytam Took on south coast					
II					
III	MS3	minus 730			
IV	MS4	minus 800	MS4		
V					
VI	MS6	minus 1280			
VII					
VIII					
IX					
IX1/2					
The Central Route from Victoria to Stanley					
III	MS3	minus 570	MS3	MS3	
IV	MS4	minus 1120	MS4	MS4	
V	MS5	minus 1180			Tai Tam Reservoir
VI	MS6	minus 730			
VII	MS7	minus 800			Turtle Cove, found then lost
VIII	MS8	minus 710			

The Tai Tam Reservoir milestone (still in place)

Dr Bard wrote: ‘The third milestone stands in its original place in the Tai Tam Reservoir area’. This is the only original milestone on Hong Kong Island in its original condition and in its original position. Its survival is quite remarkable and was due to fortunate developments that had no direct connection with road policy.



Figure 13: Tai Tam Reservoir milestone right face VICTORIA 5 MILES



Figure 14: Tai Tam Reservoir milestone left face STANLEY 4 MILES

The barren, mountainous island ceded to Britain in 1841 with 7450 inhabitants had a population of over 100,000 by the 1870s and over 160,000 by the 1880s. Supplying water for the needs of this ever-expanding population was an issue. A solution was proposed by the Surveyor General J.M. Price in 1873. He would dam the Tai Tam valley to create a high-level reservoir and dig a tunnel through the mountains to bring the water to the population on the north coast. The tunnel would be over a mile and a quarter long and link with a three mile long conduit built along the five hundred feet contour, bringing the water to a holding tank above central Victoria. The typhoon of 1874, which killed over 2000 people on the island coupled with an economic recession, delayed the start of the project until 1882, but this first phase of improved water supply was completed by 1889. The central road through the Stanley Gap (赤柱峽道) with its milestones would have been an important link between the two ends of the new tunnel and with the new reservoir.

Ever more water was needed as Hong Kong grew. The first reservoir was supplemented by a second, the Byewash Reservoir in 1904, and a third, Tai Tam Intermediate Reservoir in 1908. The road south from the original upper reservoir had to be diverted to avoid flooding by the final phase, the Tai Tam Tuk Reservoir on the south coast, which was opened in 1918.

The 1913 Ordnance Survey map shows only two milestones – M.S.3 and M.S.4 on the original road north of Tai Tam Upper Reservoir. The road south is shown re-routed along a higher contour, with the original road shown as a single pecked line, soon to be submerged by Tai Tam Tuk Reservoir. No milestones are marked here. Were they left on the line of the old road and not recorded by the surveyor? This seems to have been the fate of M.S.6 which Professor Poon Sun-wah at the Department of Real Estate and Construction of the University of Hong Kong, an expert on the Tai Tam dams, believes to be still in position beneath the water of the reservoir. An underwater archaeological search was undertaken in 2013 but no milestone was found.

M.S.5 is not marked on the 1913 map but is in its correct place now on the line of the original road beside Byewash Reservoir. Perhaps there is an explanation for this. The recreational facility and conservation area of Tai Tam Country Park was created in 1977, protecting one-fifth of Hong Kong Island’s land area. This closed the central road to through traffic, created picnic spots and a network of hiking trails around the reservoirs.

It seems likely that, during the preparation work to open the Country Park to the public, milestone M.S.5 was rediscovered and re-erected at its original location.

Study of M.S.5 beside Byewash Reservoir shows that it has been set up rather too high, with 40cm of the undressed base exposed. If set at its intended depth, it would still stand 1.73m (5ft 8in) tall. With the extra 40cm it towers 2.13m (7ft) above passing walkers.

Comparison of the other dimensions shows the Reservoir M.S.5 to be almost identical in size and shape to the Museum M.S.5, remembering that the Museum milestone is only the top third of the stone. This would suggest that these two milestones on two different roads were made and erected at a similar time.



Figure 15: Tai Tam Waterworks Heritage Trail map. The added yellow blob marks the milestone.

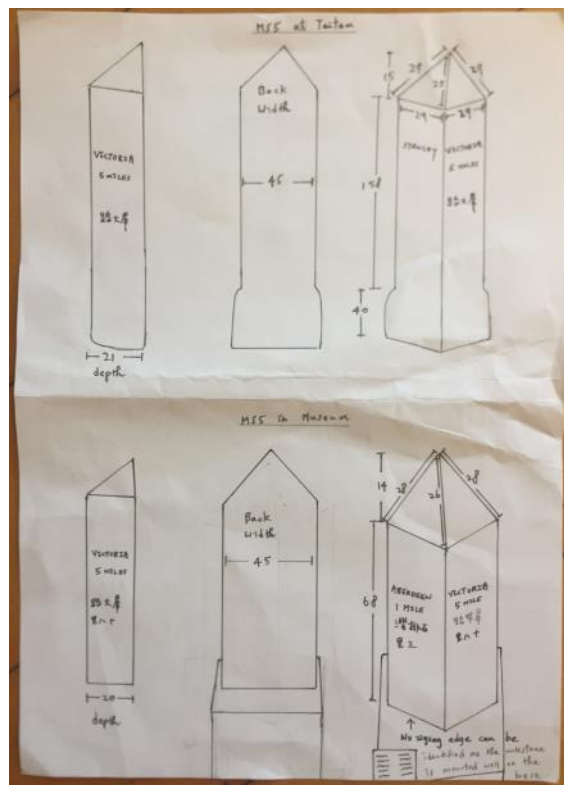


Figure 16: Drawing comparing the dimensions of the two surviving milestones on Hong Kong Island

Conclusion

The very tall granite milestones of Hong Kong Island have proved an interesting study. No reference has been found to the erection of milestones in official records or local newspapers. The conclusion from this has been that the milestones were erected as an integral part of the road construction programme, completed by 1848.

Collinson's map of 1845 marked 24 distances on the three principal roads, but not milestones. The first surviving map to show milestones was produced in 1894. Only 13 milestones were marked on this map, with gaps where milestones had been lost to later developments. A new map published in 1913 marked just seven milestones and losses continued through the 20th century. A photograph survives of a milestone that was demolished between 1959 and 1963. A milestone, broken and built into a house wall was discovered in 1967 and eventually rescued and exhibited in the Hong Kong Museum of History. A milestone discovered during roadworks in 1981 was inexplicably lost. Only one milestone survives in its original position, and even this disappeared for a number of years before being rediscovered. This sole survivor is given no historic significance in the recreational network of trails around the Tai Tam Reservoirs. At one stage it did have an explanatory plaque, but even this has disappeared.

Milestones in the British Isles are typically one metre tall. Milestones studied in other British overseas territories – Singapore, Sri Lanka, India, Australia, New Zealand – are also about one metre tall, as are the much later milestones of Hong Kong's New Territories. Only on Hong Kong Island were there such very tall triangular granite milestones with inscriptions in English and Chinese and distances in miles and lei. The one surviving Hong Kong Island milestone still in its original place deserves to be celebrated, visited and publicized.



Figure 17: Tai Tam Waterworks Heritage Trail visitors' map. The added yellow blob marks where the milestone should be shown.

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Tai Tam Waterworks Heritage Trail (Water Supply Department, 2009)

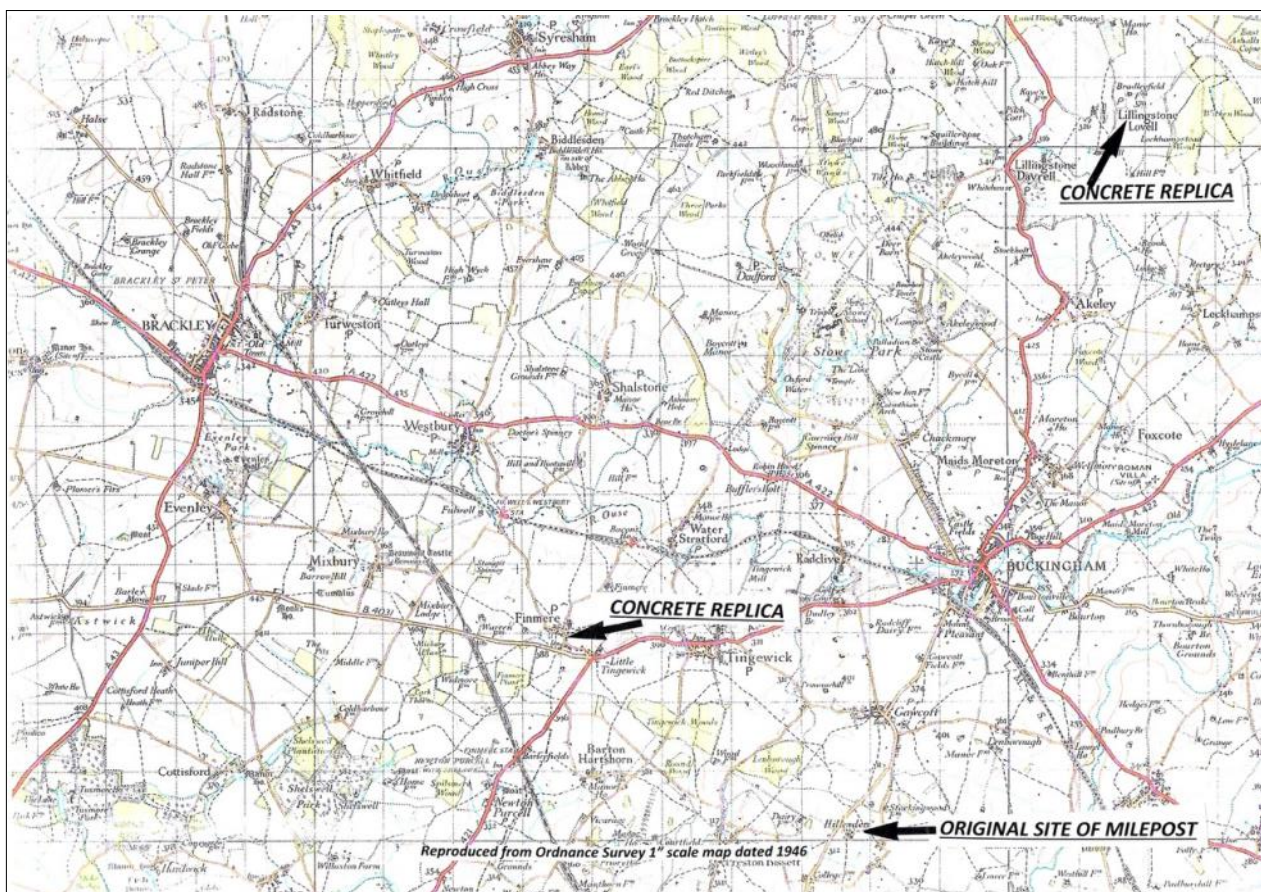
A good copy of the Collinson map of Hong Kong can be viewed on the National Library of Scotland map site (maps.nls.uk)

A wonderful historical series of maps of Hong Kong can be studied on the hkmaps.hk website

YOU HUNT FOR AGES TO FIND A MILEPOST AND THEN THREE COME ALONG TOGETHER

Peter Gulland

The main roads of Buckinghamshire were managed, at the peak of the turnpike era, by 24 turnpike trusts which, between them, erected about 230 milemarkers; some 116 of these survive today. In addition to the 116 there are a handful which attract extra attention because they do not sit beside a former turnpike road. (In some counties this arrangement was fairly common, but not in Bucks.) Best known of the non-turnpike mileposts were the six survivors from the thirteen which once sat beside the chain of 'C' class roads linking centres of the Dukes of Buckingham's estates at Stowe (north of Buckingham) and Wotton (north-east of Brill). Although documentation is thin, these non-turnpike milemarkers appear to have been erected early in the twentieth century by the new highway authorities which had taken over responsibility for roads at the end of the nineteenth century, and which initially set out to fill gaps in the existing milemarker coverage. On top of these are the three which follow, which are in a class of their own because they look like milemarkers but have never functioned as such.



The northernmost of the trio stands in the village of Lillingstone Lovell, 4.5 miles north of Buckingham and about half a mile east of the road (now A413) which was once maintained by the Buckingham & Towcester Turnpike Trust (B&TTT). About 150 yards east of the parish church is an apparent milepost on the verge of the minor road which runs east-west through the village. Nothing odd about that until one remembers that the village itself has never been on a turnpike road, and that on the nearest former turnpike road (the A413) the only known surviving milepost is 3.5 miles to the south in the village of Maids Moreton. So when a non-member drew the Milestone Society's attention to a milepost in Lillingstone Lovell the initial hope was that this might be one of the missing mileposts. A first glimpse from a passing car dampened hopes a little because the milepost did not resemble the 'true' B&TTT survivor at Maids Moreton. Instead, the Lillingstone Lovell milepost (see Figure 1) appeared to be of an 'off-the-shelf' standard design, made of steel without raised or incised lettering. It is of the type used in the early post-turnpike days by the new highway authorities in Bucks. to replace damaged or lost milemarkers; the type has been labelled 'Bucks. Pressing' (BP) by the Milestone Society.



Figure 1: Pseudo-milestone at Lillingstone Lovell.
Photo: Peter Gulland (2020)

However, once the car had been parked the story changed dramatically. What had appeared from a distance to be a standard Bucks. Pressing made of steel turned out to be a very convincing replica of a BP executed in solid concrete. This ‘milepost’ stands beside the drive to two post-war bungalows and the lettering (which is flush with the concrete surface) turned out to be the names of those bungalows. Information was sought from one of the owners, but he had found the ‘milepost’ in place when he bought his bungalow in 2009, and all he could add was that he had been told that it was one of a pair which had been made by someone in Finmere, an Oxfordshire village situated about three miles west of Buckingham and seven miles from Lillingstone Lovell.

A visit to Finmere to identify any premises which might have been involved in concrete replica milestone manufacture drew a blank on possible manufacturing premises, but on the highway verge of Mere Road, is a replica BP milestone made of solid concrete (see Figure 2). It is virtually identical to the one already seen in Lillingstone Lovell except that here the lettering was incised into two concrete faces. The Mere Road ‘milepost’ carries the name of THE COACH HOUSE (the property behind the ‘milepost’) at its top and BUCKINGHAM 4 / BANBURY 14 on its vertical faces.

(which lay to the south of The Coach House’s grounds) was maintained by the Buckingham & Hanwell Turnpike Trust from 1744 to 1871 but has been declassified in recent times when Finmere and Tingewick were bypassed.

The mileages are roughly correct but Mere Road has not been part of the main road between Buckingham and Banbury (B4031) for a long time (if ever). The latter road

Echoing events at Lillingstone Lovell, the present owner of The Coach House, had acquired the replica milestone on its Mere Road frontage when he bought the house in 1991, but just to complicate matters, he had also found a second milestone deep in a yew hedge on the west side of his garden. The latter turned out to be a genuine steel turnpike milestone made to the BP design. Detailed comparison of the BP milestone in his garden with the concrete replica on the Mere Road frontage convinced the owner that the former had been used as a mould to make the latter and reminded him that he had been told that a previous occupier of The Coach House had ordered two replicas to be made (and now it is known where the other replica stands).

Having established where the replicas came from, one is left pondering the origin of the genuine milestone (the mould). First thoughts go to the formerly turnpiked Buckingham-Banbury road, which as the B4031 once flanked the southern boundary of The Coach House’s grounds (this section of the road has since been declassified). However, this trust used milestones, not mileposts and had placed its ‘London 61’ milestone about 200 yards east of the Coach House’s original entrance from the turnpike road. That stone is still in position, albeit with its inscription almost completely weathered away, but the fact that the former Buckingham – Banbury Trust used milestones and not mileposts eliminated the former B4031 from our enquiry.



Figure 2: Pseudo-milestone at Coach House, Finmere, Oxon. Photo: Brian Furey (2021)

The BP milepost in The Coach House's garden was badly weathered, but enough of its paint survived for the remains of the inscription BRILL 13 / BUCKINGHAM 3 to be discerned (see Figure 3b). In 1974 the author had surveyed the route of the non-turnpike road between these places and had photographed the BRILL 13 / BUCKINGHAM 3 milepost, ID BU_BUBR03 (see Figure 3a). At that time, this stood in the tiny settlement of Hillesden Hamlet (grid reference SP 675 301), between Gawcott and Twyford, a little over three miles from Finmere. A visit to Hillesden in 2021 confirmed that this milepost is no longer in place, and the recollections of the owners of the two concrete casts made from it suggest that it moved from Hillesden to Finmere somewhat over twenty years ago.



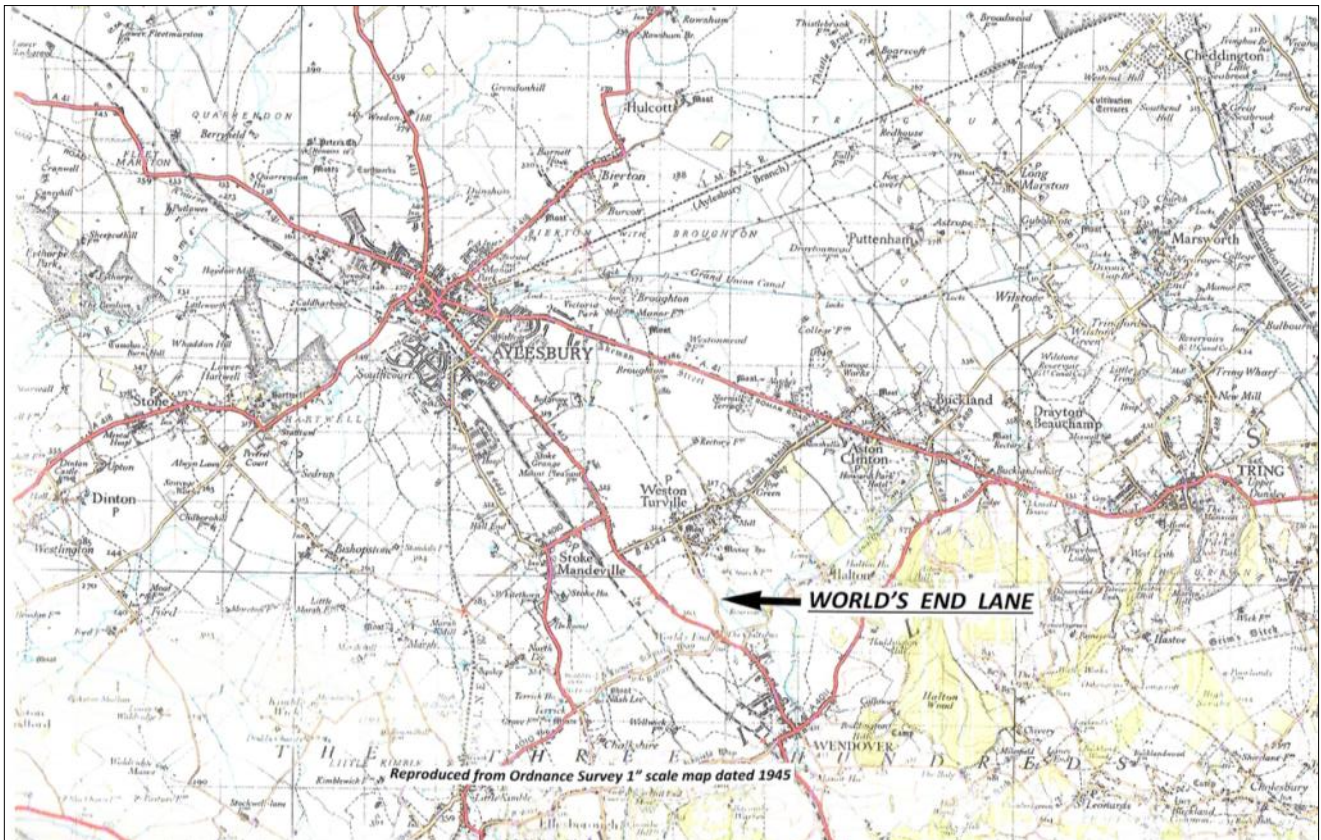
Figure 3a: Genuine milepost BU_BUBR03 at Hillesden Hamlet. Photo: Peter Gulland (1974)



Figure 3b: The same post, currently out of position at Finmere. Photo: Brian Furey (2021)

The present keeper of the genuine milepost in the garden of The Coach House, Finmere was happy to see it restored and put back in the public domain. Historic England has not listed it as of historic importance so the options available after restoration were to place it in a Bucks. museum, where signage could explain its curious history, or to return it to its road junction site in Hillesden Hamlet. (The Bucks. precedents for the museum option have been the milepost in the garden of the Discover Bucks. museum in Aylesbury and the group of tollgate, toll house, and milepost in the Chilterns Open Air Museum at Chalfont St. Giles.) Bucks. Council was notified and opted to return the milepost to its roadside home. (Unfortunately, this story unfolded just as the Discover Bucks. museum was undertaking its biggest rearrangement of displays for years and this left no room to add a milepost.)

The third pseudo-milestone was brought to the Society's attention at about the same time by another non-member. This one is in Weston Turville, three miles south-east of Aylesbury and some twenty miles to the south of Finmere and Lillingstone Lovell. The stone fronts a minor road (World's End Lane), at the south end of the village, and is about half a mile from the parallel A413 which for many years had this section managed by the Wendover & Buckingham Trust (W&BTT). The 'milestone' forms part of the front garden boundary of a 1930s bungalow, so is in an unlikely place for turnpike memorabilia, but it was worth checking because, nearby, a milestone is missing from the sequence on what is now the A413.



Upon inspection it quickly became apparent that this was not the missing milestone. Whereas the W&BTT's stones are white-painted, square in plan and set diagonally to the road with incised lettering on two faces, this is an unpainted sandstone block of the correct size but with an incised inscription on only one face. What immediately catches the eye is the mileage on the sandstone block which reads 'AYLESBURY 3½, WENDOVER 1½, LONDON 39'. However, the missing milestone on the A413 apparently recorded LONDON 37. Moments later the penny dropped. The '39' on the sandstone block is the actual street number of the bungalow; although perhaps confusing to visitors, it is not referring to the distance to London.



Figure 4: Pseudo-milestone at Weston Turville. Photo:

As at Finmere and Lillingstone Lovell, the sandstone block was in place by the time that no. 39's present owner purchased the property, so it is not possible to get to the motive for having a sandstone block carved to give a passing resemblance to a milestone; there is thus little more for the Milestone Society to investigate at Weston Turville at the moment.

To summarise this complicated and mysterious story: four actual or pseudo-mileposts have been discovered. One is genuine, two are convincing replicas from a mould formed by the first, and the fourth is a less detailed attempt to resemble a milestone. The only one of these which would reward further public action was the genuine one which was protected by being stored in a private garage. Bucks. Unitary Authority has opted to put this milepost back on its historic site and, at the time of writing, it is in a blacksmith's workshop, awaiting restoration. A small ceremony is planned when this process is complete.



Restoration in progress at The Forge, Thame

THE MAISEMORE MILESTONES PROJECT

Jeremy Chamberlayne and David Jones, assisted by Derek Turner

The Maisemore project involved a group of enthusiasts, members of the Maisemore Local History Society (MLHS) who, over a number of years, completed the restoration of a series of three milestones in their parish, all of which had lost their plates, and two of which had previously been neglected and lost. The group were successful in enlisting specialists to undertake tasks that they were unable to carry out for themselves. The project was judged to be a successful example of local initiative and self-help. It was nominated for and eventually won a CPRE Gloucestershire Award in 2019.

The work of the group was originally written up and illustrated in an article for *CPRE Gloucestershire Views* magazine (October 2018). It has been suitably amended for the wider readership of this journal as an example for other local groups to follow in conserving and protecting important features of their heritage.

Editors' note: The original article by Jeremy Chamberlayne has been modified and extended for this journal by David Jones, chairman of the Maisemore Local History Society, in consultation with Derek Turner. The editorial panel are grateful to David Jones for his permission to reprint the article and for his assistance in re-shaping it for Milestones & Waymarkers.

The small village of Maisemore, population less than 500, lies some three miles north-west of the centre of Gloucester on the west bank of the River Severn. The surrounding area is low-lying and prone to flooding when the river bursts its banks. A main road, nowadays the A417, previously B4214, runs through the village north-west from Gloucester to Ledbury and on to Hereford with a branch northward to Upton-on-Severn (B4217). A crucial bridge crossing the Severn, lies just south of the village.

During the medieval and early modern period, as everywhere else, the village was responsible for the maintenance of the bridge and, from the Elizabethan era, for the upkeep of the highway that passed through it. Increasingly during the 18th century, turnpike trusts were given responsibility for maintaining and improving the highways, raising revenue to achieve this by charging tolls. Initially it was the chief national highways radiating from London that were turnpiked. The London to Gloucester road was one of these. Not long after, turnpikes were established for cross-country roads between major cities such as Gloucester to Worcester and Hereford. The first Turnpike Act, relating to the Gloucester to Hereford and Worcester routes which divided at Cross Hands, Corse, was in 1725 and a toll house was established at Westgate Bridge in Gloucester, which spanned the eastern arm of the River Severn.

In the earlier part of that period, the road from Maisemore passed over Woolridge; this was replaced by 1828 with a new road via Overton, the present A417.



In the late 1700s, after they were made compulsory by law, the 'Gloucester to Worcester' Turnpike Trust¹ erected milestones along the original route from Gloucester to Upton on Severn and all were situated on the eastern side of the road approaching Gloucester along what is now called Old Road.

There is no surviving physical evidence of milestones on this route but an Ordnance Survey drawing for the first published edition marks milestones on this route and the text accompanying an enclosure map dated 1823 describes a property 'near 3 mile stone on Gloucester-Ledbury turnpike'.

Figure 1: "The West Gate & Bridge - Gloucester" engraved by J. C. Varrall after a picture by Pierce. Published in J. Britton's *Picturesque Antiquities of English Cities*, 1830. Copper engraved print.

It is therefore clear that there were originally stones on this route. Whether they were re-used for the new route or discarded is unknown. The OS drawing marks Glos 3 and 4, but not 1 or 2, so these had seemingly disappeared from 'Old Road' by the time the OS survey was undertaken, probably in the 1820s.

On the revised route through the parish of Maisemore, three stones were placed, marking the one-mile, the two-mile and the three-mile distances from 'Gloster' - the distance was measured from the Westgate at Westgate Bridge via the junction, at Over Bridge, so today's distances are about 1/8th mile less.

All the milestones have survived on the road to Ledbury, ten in all, GL_GLLB 01-10, and on the road to Upton-on-Severn, GL_GLUP06-08,WO_USGL07-01.

Though it was common for stretches of road to have waymarkers of a standard pattern, there are many exceptions to this, very much so in the case of the A417 which has both milestones and mileposts. Unlike the Hartpury stones immediately to the north that are engraved, all three Maisemore milestones were plated, as evidenced by the two attachment holes in each. 'Gloster 8' on the B4217 has a cast-iron plate so it is most likely that the Maisemore plates were of the same metal. Strangely, Gloster 6 and 7 on the same stretch of road are engraved not plated.



Figure 2a: Gloster 8 from Geograph



Figure 2b: Gloster 8 close up

Maisemore Local History Society was formed in 1998 following a very successful "History of Maisemore" exhibition. The Society aims to study the Local History of the Parish and also puts on a series of talks about relevant Gloucestershire subjects. Its initial project was the complete recording of all the memorial stones in the churchyard of St Giles in the village. The milestones project set out to restore this minor but important contribution to Maisemore's history and evolved over many years.

The recent history of the Maisemore stones prior to the project is mainly one of neglect. 'Gloster 1' - GL_GLLB01 - made of limestone, was dislodged many years ago. The minutes of the 1980 Annual Parish Meeting record that "*the trouble was the ditch and bank were giving way where the Post Office [i.e. now BT/Openreach] had put their cables. It was hoped this would be able to be replaced during the year.*" In July 2006, 26 years later, it was discovered by David Jones in the undergrowth about 55 yards south from its original position, rescued by Jeremy Chamberlayne and stored since then at Maisemore Court until its reinstatement.

Gloster 2 - GL_GLLB02 - also limestone, is the only one which has remained in place, next to Milestone Cottage on the north-west edge of Maisemore, albeit without its original metal plate.

It is probable that, as elsewhere, the plates on all the stones were removed at the start of WW2 on government orders and never replaced at the end of the war.



Figure 3: Gloster 2 pre-restoration

'Gloster 3' - GL_GLLB03 - disappeared, possibly following an incident when a grain lorry overturned on top of it and the hedge, or as a result of telecoms cable laying. It was lying flat on the verge in 2009 when a photograph was taken. At some point after that it was moved to an adjacent field where it was found in January 2018².



Figure 4: Gloster 3 in 2007



As it was necessary to locate the buried services and work in proximity to the main road, observing health & safety regulations, the installation of the stones was carried out by a professional, James Yardley from Complete Utilities. An email dated 2004 from the Parish Clerk reveals that he was “involved with the Milestone Society and has just completed renovating 2 listed milestones in Redmarley. He is an engineer and has designed and constructed the Taynton Millennium village sign post.” He was therefore an excellent choice and MLHS is grateful to him for his involvement.

Ideally, the Gloster 1 and 3 milestones would have been replaced in their original positions as recorded on the OS maps. In fact, that has not been possible, due to a lack of space on the verge of the road and recently installed telecoms cabling. So, keeping them on the left side of the road on the approach to Gloucester, Gloster 1 is now located near the last field entrance, approaching the roundabout, which is actually about 3/4 mile from Westgate Bridge, while Gloster 3 at Overton is about 55 yards closer to Gloucester. Both replaced stones have been erected with a surround of gravel, on a membrane to prevent weed growth, improving visibility and avoiding the need for trimmers to get close.

Replacement plates were sourced from an ironworks at Telford by the MLHS which engaged David McDougall to make the moulds for them. He made the mould out of timber with lead and steel letters, each individually crafted.

Having completed the mould with detachable digits for the different mileages, he visited the Ironbridge Gorge Museum near Telford and had the plates traditionally made in cast iron.

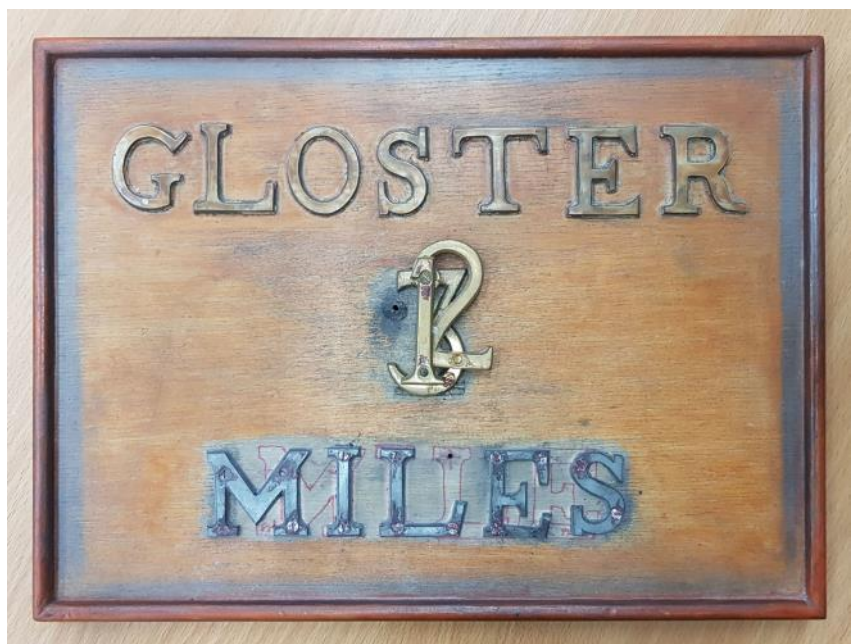


Figure 5: Gloster 1/2/3

He then meticulously painted them and fixed them to the extant and reinstated mileposts.

Gloster 1, originally situated on the straight stretch north of the junction of the road with the main west-east road at Over, was reinstated at that field entrance where found, owing to the very narrow verge at the original location.

As Gloster 2 remained in position on the north west edge of Maisemore, appropriately by 'Milestone Cottage', all it needed was a new plate.



Figure 6: Gloster 1 restored and relocated

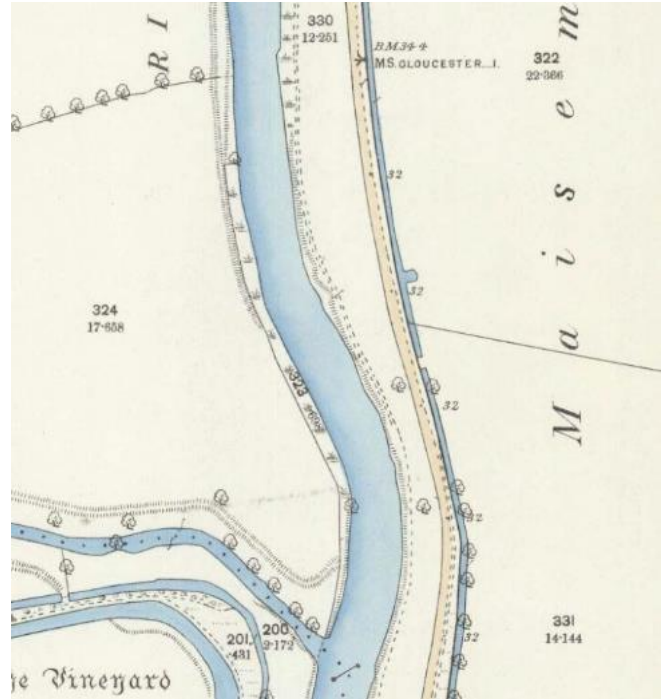


Figure 7: OS map showing Gloster 1. Reproduced with the permission of the National Library of Scotland (<http://maps.nls.uk/index.html>)



Figure 8: Gloster 2 'raw'



Figure 9: Gloster 2, contextual view



Figure 10: Gloster 2, close up

Gloster 3, situated on the top of the hill at Overton opposite Overton Cottages stayed for over two hundred years as shown in the map extract.

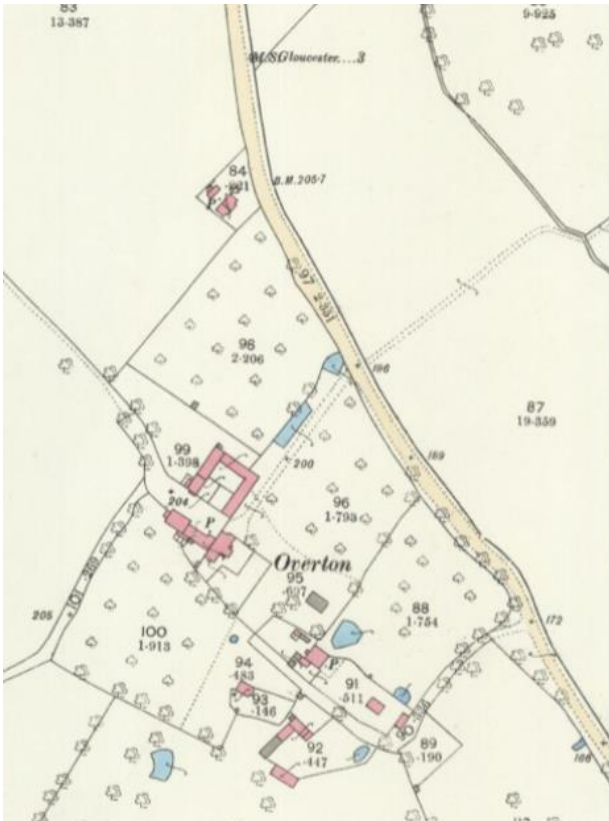


Figure 11: Gloster 3 OS map extract. Reproduced with the permission of the National Library of Scotland (<http://maps.nls.uk/index.html>)

Reinstatement was not possible in its original location owing to buried telecom cables, but a close position about 11 yards south has been achieved. The original position is indicated on the map. Note: the field boundary shown on the map is no longer there.



Figure 12: Gloster 3

The project was nominated for and subsequently won a CPRE Rural Excellence Award in 2019.



Figure 13: The Maismore team

The CPRE citation serves as an appropriate summary of the project and conclusion for this article:

Maisemore Milestones Restoration

Maisemore village lies on the route of the Gloucester to Worcester turnpike via Upton-on-Severn. In the late 1700s the Gloucester to Worcester Trust required the erection of milestones. These were placed at mile intervals and marked the distance from Gloucester measured to a toll house at Westgate Bridge. In Maisemore Parish the route was realigned in the early 1800s and is now the A417 and replacement milestones were erected. There were three milestones in the Parish but by the beginning of this century two had disappeared. This project, the brainchild of the Maisemore Local History Society, has seen their recovery and reinstatement. Milestones in each parish were different, those in Maisemore being limestone posts bearing a distinctive iron plaque with the distance to Gloucester marked on it and with the old spelling of GLOSTER. Replacement plaques were sourced from an iron works in Telford and fitted to the milestones. It was a big job to reinstate Milestones 1 and 3 as close as possible to their original locations. This was successfully achieved with the help of Gloucestershire County Council and a local contractor 'Complete Utilities'.



Figure 14: Plaque received for the project

Each participant had a certificate, and the society received a plaque recently installed by Milestone Gloucester 2.



Figure 15: Certificate awarded to each participant



Figure 16: Plaque next to Gloucester 2

Footnotes:

¹The turnpike history of this area is complicated. Various early Acts of Parliament that refer to Gloucestershire Roads are concerned with the main road from London. The trust for the roads beyond Gloucester to the north and west was the Gloucester and Hereford (G&H). The G&H was subdivided into districts, one of which was the semi-independent Maisemore Trust which had its own trustees. Beyond Cross Hands junction, the road to Ledbury was the responsibility of the Ledbury Trust.

² This stone seems to have had a rather chequered history in the 21st century. According to Ron Lane “It was photographed in position in the years 2007, 2012. In 2014 it was last seen lying on the ground with some slight damage to its top”, yet The Milestone Society survey photo dated 2009 showed it flat on the verge.

Further reading:

Milestones – a survey of four routes north and west from Gloucester, Hartpury Historical Land and Building Trust (2003)

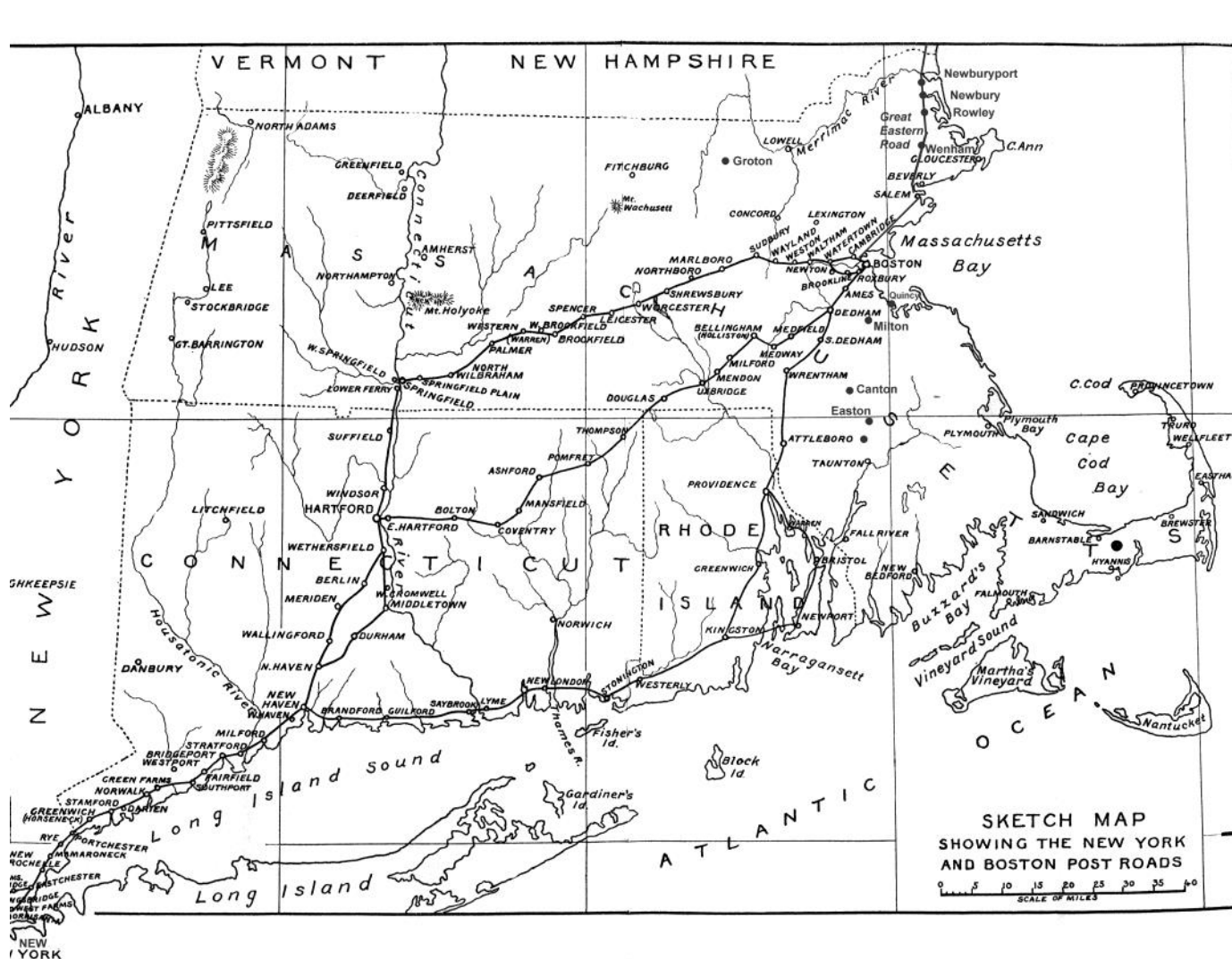
MASSACHUSETTS MILESTONE MARKERS

Mary Gage

NOTE: This article is based on the book *Milestones and Guideposts of Massachusetts and Southeastern New Hampshire* by the author. Research was therefore confined to these two states and does not include any of the other colonies that eventually became states and who also erected milestones. Some paragraphs in this article were reprinted from the book.

Introduction

North America was originally the domain of Indigenous Native Americans. They had established water routes and land routes (narrow footpaths). Their footpaths are what today are called hiking trails. These trails covered all of New England and were utilized by the early colonists. Though these trails were numerous, most did not fit into the layout of the new towns. Town proprietors had to build their own roads. Colony government also legislated new roads to connect towns and even colonies together. One such road was the Great Eastern Road (renamed the Bay Road by early 20th century historians) between Boston, Massachusetts and Portsmouth, New Hampshire.



The Great Eastern Road was ordered to be built in 1640. Its southern half was completed on time. Its northern half took another twenty years to build due to various problems. Sections of it ran over private land which had to be taken by eminent domain and it also depended upon a private citizen to build a bridge over a river too narrow for a ferry and too deep to ford. It was completed in 1660. A long section through the towns of Newbury and Rowley were circumvented in 1758 when a new bridge was built on another section of the same river creating a much shorter and straighter route. Its long original (1660) route was used until the new bridge was built thus rerouting the road in that section. Massachusetts earliest milestone markers were set up on the Great Eastern Road. This road although not designated a post road was used to carry the posts (mail).

Roads built by towns, counties, and colonial governments had free passage. Bridges in comparison had tolls as they were often built by individuals and corporations who needed to recoup their financial outlay and attempt to make a profit. Already burdened with the cost of maintaining the roads, there was no incentive for towns to erect mile markers.

Milestone markers starting in 1707 were erected by private citizens. By the mid 1700s a few towns along the Upper Post Road that went west from Boston out to Springfield and then south into the Connecticut Colony and onto the New York Colony each erected their own sets of milestone markers. This stretch of road with similar milestones contains the only sets that appear to have been erected by towns. Turnpikes owned by private corporations and charging tolls began in 1796 in Massachusetts. A few of the major turnpikes erected sets of matching milestones along their routes. This was not a standard practice it was up to the corporation. Many turnpikes did not have milestone markers. Circa 1800 the increase in the number of roads made it necessary to legislate the erection of guideposts at junctions on town owned roads.

Milestone markers in Massachusetts beyond marking the miles are a reflection of the men who commissioned them and in one case, the stone carvers who carved them. From crude to professionally carved, each one has a story to tell.

Massachusetts Milestones 1707 to 1729

In 1707 Judge Samuel Sewall of diary fame had two milestones erected on the road leading out of Boston. At that time, there was only one road in and out of Boston.

Who was Samuel Sewall? He was born in Bishops-Stoke, England. In 1661, at the age of nine, his mother Jane (Dummer) Sewall brought him to Newbury, Massachusetts where his father, Henry Sewall was living. Samuel went to Harvard College. He was appointed a judge in 1692 and Chief Justice of the Province of Massachusetts Bay in 1718. He lived in Boston where he was a prominent citizen but made numerous visits to Newbury, Massachusetts for business and pleasure. He often stayed and dined with relatives of which one was the Dummer family.¹ Judge Sewall is best known for the detailed diary he wrote which is an invaluable source of information for historians.

Historian Charles Read wrote this account of the erection of the first milestones in New England:

Judge Sewall made the following entry in his diary on July 14, 1707: ‘Mr. Antram and I, having Benjamin Smith and David to wait on us, Measured with his Wheel from the Town House Two Miles and drove down Stakes at each Mile End in order to placing Stone Posts in convenient time. From the Town House to Oak and Walnut is a Mile wanting 21 ½ Rods. Got home again about Eight o’clock.’ Three weeks later the judge wrote: ‘Peter Weare set up the Stone Post to show a Mile from the Town House ends: Silence Allen, Mr. Gibbon’s son, Mr. Thrasher,—Salter, Wm. Wheelers,—Simpson and a Carter assisted, made a Plumb Line of his whip. Being Lecture day, I sent David with Mr. Weare to show him where the second should be set; were only two little Boys beside.’

These stones were placed on the thoroughfare now called Washington Street. The first was one mile from the Town House, then standing on the site of the present Old State House, at about the corner of Washington and Lucas streets. The one milestone at this location is shown on Bonner’s map of Boston, which was printed in 1722, fifteen years after Judge Sewall had the stone placed in 1707. Two miles from the town house where the second Sewall stone was set, is at about the corner of Washington and Camden streets. It is to be regretted that these two ancient marking stones are not standing today [1908].²

In his diary entry, Judge Sewall mentions the use of a “wheel” to measure the mileage. The term “wheel” suggests it was a device similar to the “wheel dimensurator” used by Ogilby in England in the 1670’s. The Judge used as his starting point the Town House in the center of Boston. Mileage was measured to a town’s center, usually the meeting house, not to its outer boundary.

“Two little Boys beside” the workers seem to have been the only people present when milestone 2 was erected. This seems to have been an omen as no one else erected another milestone in the Greater Boston area for the next fifteen years. The next milestone was erected on the south shore in Milton and is dated 1722, the same year Bonner’s map of Boston was published which listed Sewall’s milestone. Sewall’s two milestones are the earliest known in Massachusetts.

As previously mentioned, a “wheel” was used to measure the two miles and sticks were set in place until the stones could be erected. This is the same scenario that was attributed to a fictitious story about Benjamin Franklin in 1753 erecting milestones on the Upper Post Road. It first appeared in an 1898 history book written for the general public, *Home Life in Colonial Days*. Currently the towns involved have signs beside a few of the milestones exploiting this false story without knowing it. It is a popular historic story. History as your readers are aware sometimes needs to be verified.

Sewall’s two milestones did not survive but another milestone dated 1708 erected in the town of Newbury by his relative, John Dummer has survived. Carved into a natural boulder with a flat face are:

5 N
33B
1708
[Double Triangle]

John Dummer was the third generation of his family and fascinated with his grandfather’s two earlier 1600s carved doorstep stones embellished with designs. One had a set of repeated triangles. In the 1600s and early 1700s art for the most part was created on everyday items of furniture and relegated to the home out of public view. Only when gravestones with their death art appeared circa 1680s does art go public. Over and above the “skull” being the main feature on the gravestone carvers created attractive side borders and finials that were not death related. The vine and pumpkin/squash on gravestones which has been incorrectly associated with death was a favorite motif on furniture. Dummer’s carved stones (three doorstep stones and four milestones) were carved by gravestone carvers who were accustomed to incorporating artistic designs they acquired from other sources.

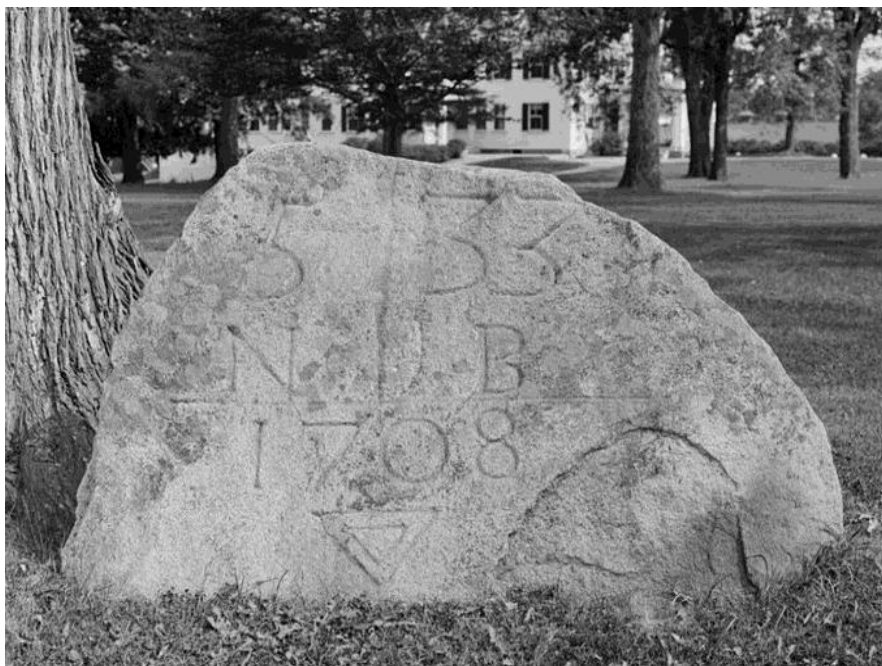


Figure 1: Milestone 33 in Newbury, Massachusetts was carved by Jonathan Hartshorn in 1708 and commissioned by John Dummer. Historic American Buildings Survey collection, courtesy of the Library of Congress

Hence, the first gravestone carver, Jonathan Hartshorn who carved the 1708 milestone carried forward in time the earlier triangles from the 1636 doorstep stone. (Figure 1) The second gravestone carver Robert Mulliken Sr. who with his sons, also gravestone carvers carved the other three milestones in 1734/5 likewise carried forward the triangles along with other circular designs used on their gravestones (Figure 2). This is a unique set of one-of-a-kind milestones that were used by John Dummer a wealthy, upper class landowner who wanted to make a social and political statement. Newbury had become divided between the (shipping) port with its merchants who attained wealth through business and the older families whose upper class status came from land and family heritage. Dummer intentionally only marked the miles within the old agricultural section of town and opted not to erect milestones within the port section of town.

Dummer’s milestones were a status symbol that used public art to make a social statement.³



Figure 2: Milestone 35 in Newbury, Massachusetts was carved by John Mullicken circa 1735 and commissioned by John Drummer. Photo: the author



Figure 3: Milestone 20½ in Wenham, Massachusetts was carved circa 1710. Photo: the author

Dummer’s milestones were followed by other towns on the Great Eastern Road who erected their own stones in 1709, 1710 and 1712. In Wenham a town with just two miles on the road has three milestones. Each is different. One has the initials “DD” for Daniel Dodge, a private citizen who commissioned the stone. The middle stone in front of the town hall marks the ½ mile point: “N 17 ½” “B 20 ½” “1710”. (Figure 3) The third milestone has a biblical verse and was erected in front of the burying ground. Each milestone was commissioned individually yet collectively they form a set. Here again, is another one-of-a-kind set of milestones. By far these are the most interesting and expressive of all the milestones erected in Massachusetts. In their day, they were prestigious symbols of wealth reflecting the town’s upper class citizens and showcasing the town.

A couple of towns south of Boston erected milestones in the 1720s but the city proper had to wait for an interested, wealthy benefactor named Paul Dudley who continued Judge Sewall’s legacy. In 1729 Dudley set about extending the line of milestones Sewall started 22 years earlier. His stones contain the initials “PD”. He commissioned nine milestones creating sets on two different routes. Two examples:

BOSTON	5 miles
7 MILES	Boston
1729	Townhouse
PD	P.Dudley, Esqr.
	1735

Note there was no consistency in how the milestones were lettered. The two 1729 stones have all upper case letters while the 1735 stone has upper and lower case letters. (Figure 4) Miles regardless whether stated (as with the Townhouse) or not were measured to the Meeting House which served as both the church and town hall. These stones though purely utilitarian showcased his upper-class status and position. Dudley was the most prolific individual to commission milestones. Most people commissioned one milestone.

Taverns and Milestones

Taverns and milestones have long had an association with each other. In Easton, Massachusetts several taverns on a well traveled route between two cities, Taunton and Boston, had milestones erected in front of them. Matthew Hayward set up a milestone in front of his tavern which was active at the time. Benjamin Williams erected in 1773 a milestone at a tavern he had previously owned from 1726 to 1729. Williams therefore erected a milestone 46 years after he sold the tavern. In 1773 the house was still an active tavern but owned by someone outside the Williams family. Joseph Gilbert and Josiah Keith each had a milestone erected in front of taverns they owned or had previously owned.

On the same road in the town of Norton, milestone 6 has the name Henry Wetherell and is dated 1782. Wetherell owned a tavern that he operated from 1738 to 1741. Forty-one years later he erected his milestone. He like his counterparts in Easton was also active in colonial activities during the Revolutionary War. He was part of a committee to review and report on the new Massachusetts reformed constitution in 1776.⁴

Some of these milestones served the purpose of advertising a tavern's location. But two of the milestones were erected long after the owners had sold their taverns which were still active when the milestones were erected. Each of these milestones have the initials of the men who commissioned them Hayward and Wetherell, and therefore showcase these men's social status in the community.

Another example was found on the eastern end of the Upper Post Road in Watertown in an advertisement from 1775. "Pepper by the dozen or smaller quantity, Rum, Sugar, Molasses, 10d Nails, Red Wood, Log Wood, Coffee by dozen, or pound, Allum hard and soft, crown Soap, Candles, to be sold by Isaac Pierce, at the 18 Mile Stone in Water[t]own."⁵

Unacceptable Social Act

The following milestone in Easton, Massachusetts had a line erased at a later date:

9 ½
M To
Taunton
& 26 ½ To
Bof[s]ton
1773
[wording chiseled off]
Eaf[s]ton

That line once had the name of the man who had commissioned it. Social customs occasionally can be cruel. Josiah Keith committed suicide in 1803 at age 72. Back then it was an unacceptable act. This patriot and his long time contributions to Easton were not enough to prevent his name from being erased off the milestone due to this solitary act. Keith was proud of his town as he had its name carved on the milestone which was out of the ordinary.

Note the letter *f* was used in lieu of the letter *s*. This was a common but not standard practice use of these letters. Another letter the *I* was often used in lieu of the letter *J*. There was no standardization in the use of upper case and lower case letters or between the letters *f* and *s*.

A Milestone Linked to the Author of a Famous Story

Road to Taunton through Milton (Canton Avenue & Brush Hill Road) 1776

Milton only has one milestone on this route. The mileage was an extension of the Upper Way. "The [mile] stone built into the wall in front of the Gilbert mansion on Canton avenue, bearing the inscription,

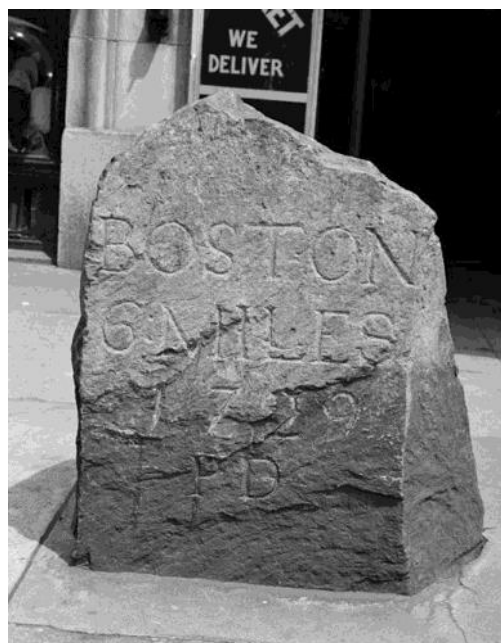


Figure 4: Milestone 6 in Boston, Massachusetts was carved in 1729 (carver unknown) and commissioned by Paul Dudley. Historic American Buildings Survey collection, courtesy of the Library of Congress.

‘Boston I.G. 1776,’ was designed to mark the distance from that point to Boston,—eight miles. The lettering was done by Lemuel Gulliver. He placed upon it the initials of his father, John Gulliver, who put the stone in position. The I and J were then used indiscriminately.”⁶ (Figure 5)

[8 miles]
Boston 1776
IG



Figure 5: Milestone 8 in Milton, Massachusetts was carved in 1776 by Lemuel Gulliver. Photo: the author

Lemuel Gulliver was a neighbor of Jonathan Swift, the author of *Gulliver's Travels* from who it is thought he got his idea for the famous book. Albert Teele, author of *The History of Milton, Mass. 1640-1887*, explains:

GULLIVER'S TRAVELS.

It is said that Dean Swift received the suggestion of his "*Gulliver's Travels*" from one of this family. Capt. Lemuel Gulliver, who, according to James M. Robbins, once lived at Algerine Corner, returned to Ireland in 1723, and described the country and its productions and resources to his neighbor, Jonathan Swift, in the most extravagant and high-wrought colors; in which line of description he was favored with especial gifts. The frogs, he declared, reached up to his knees, and had musical voices like the twang of a guitar, and the mosquitoes had bills as large as darning-needles ; from these and similar exaggerated stories, the fertile mind of the great writer conceived and wrought out the famous "*Gulliver's Travels*", which appeared in 1726, exhibiting a singular "union of misanthropy, satire, irony, ingenuity, and humor." There is a letter of Pope to Swift, dated 23d March, 1727-8 [Bishop Warburton's Ed. 1766, Vol. 9, 70], as follows: —

I send you a very odd thing, a paper printed in Boston in N.E. wherein you'll find a real person, a member of their Parliament of the name of Jonathan Gulliver. The accident is very singular that the two names should be united.

Our Jonathan Gulliver represented the town of Milton at the General Court in 1727, and received his name in 1659, before either of the wits was born; although Pope facetiously adds that perchance he was an Ana-Baptist, — not christened till of full age.”⁷

Painted Letters & Numbers

Surviving milestones with their carved letters are often hard to read especially for a traveler on horseback or in a carriage who was further away from the stones than someone walking by. Are we as historians missing something? In Quincy, Massachusetts which is south of Boston, the authors located a blank upright rectangular slab where a milestone had been reported. There were no carved letters how could this be? A photograph of the milestone answered our perplexing question. This particular stone was never carved; it had its data painted on it which was repainted when necessary. The stone dated to 1832 is later than most of the milestones in the area.

In Canton, Massachusetts a local man has taken upon himself to paint the numbers and letters on the milestones in that town. Little did he know milestones were originally painted to make them visible and easy to read. Milestone 13 (Figure 6) is a good example.

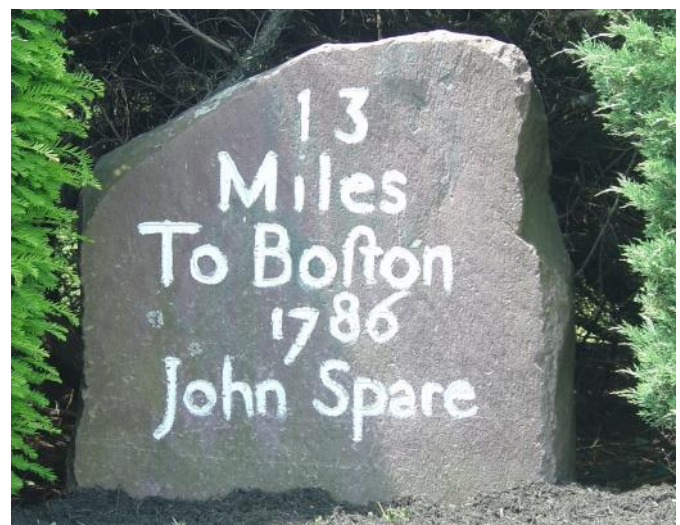


Figure 6: Milestone 13 in Canton, Massachusetts was commissioned by John Spare. Note the use of an ‘f’ for the letter ‘s’ in Boston. Photo: the author

Post Roads in Massachusetts

The colony had a northern post road and three southern roads. The northern post road was the Great Eastern Road already discussed under the early milestones. It ran from Boston northward along a semi-coastal route where the early towns were located up to Portsmouth, New Hampshire. The southern post road ran from Boston south to New York and were known as Upper, Middle and Lower. The roads names reflect each road's location within the colony (state). The Upper Post Road left Boston and went west across the middle of the state approximately two-thirds of the length to the Connecticut River (running north to south) and the town of Springfield. At the river it turned south and followed the river into Connecticut and eventually into New York. The Middle and Lower Post Roads left Boston as a combined single road. A few miles south of Boston they split off into two separate roads. The Middle Post Road headed southwest across northeastern Connecticut dropping southward where it went from east to west across the middle of the state out to the Connecticut River at Hartford. The Lower Post Road heads south through Rhode Island out to the coast where it turns west and hugs Connecticut's coastline out to the Connecticut River at New Haven. All three of Massachusetts' post roads merged together as one post road in New Haven and continued in to New York along the coast.

Middle Road – Dedham to Hartford

In 1732, *The Vade Mecum for America or Companion for Traders and Travellers* contains a section titled, "The Principal Roads, with their several *Stages* and *Distances*." Stages referred to taverns and towns along the route, not stage coaches. It listed a road "From Boston, Southwestward thro' *Windham* to Hartford." This is the earliest listing found so far for what has become known as the Middle Post Road. It has an interesting list of towns: Boston, Roxbury, Dedham, Medfield, Medway, Bellingham, Mendon, Uxbridge, Killinsley, *Connecticu[t]*, Pomfret, Canada, Windham, Lebanon, Colchester, Hebron, Bolton, and Hartford.

The Ames almanac for the year 1760 was advertised in the *Boston Gazette* on November 28, 1759. It listed, "The upper, the middle, and Post Road to New-Haven". How is this to be interpreted? Does the inclusion of the "upper" and "middle" along with the "Post Road to New-Haven" imply all three were post roads? The almanacs and other sources varied in their descriptions of roads, sometimes a post road had the term "Post" included and other times it did not. In the 1763 edition of the Ames Almanac no road included the term "post". Ames had listings for: The Upper Road to *New York* From *Boston*; Middle Road to *Hartford*, *Middletown*, and *New Haven*; Road to *Norwich* & *New London* From *Boston* (not one of the post roads); *The Post goes from Attleboro*, Providence, Patuxet, Greenwich, No. Kingston, and Tower Hill. The latter is a listing of the towns in Rhode Island on the Lower Post Road which again was not listed by that name yet it was a post road. Ames did not have a listing for a "Lower Road" post or otherwise.

The 1776 *Remembrancer* listed the *Middle Road to Hartford and New Haven* and had an almost identical list of towns to the Ames 1763 almanac's Middle Road following the same route. The listing from the *Remembrancer*: Dedham, Medfield, Medway, Holliston, Mendon, Uxbridge, Douglas, Parker, Thompson, Pomfret, Ashford, Mansfield, Coventry, E. Hartford, Hartford, Weathersfield, Gr. Swamp, Kensington, Meriden, Wallingsford, North Haven and New Haven.⁸

The Middle Road like the Lower Post Road started in Dedham where the two roads took separate routes. In the town of Milford which is not listed on the 1776 source there is a milestone with 34 miles to Boston. Milford is between Holliston and Mendon placing it on the Middle Road. The town likely did not have a tavern at that time and therefore did not get listed. Only towns with taverns were listed. Another problematic occurrence was the authors of the publications relied on tavern owners to contact them creating a hit or miss situation hence some towns and taverns likely missed getting listed.

The Middle Road was by far the shortest route between Boston and Hartford at 151 miles long but it was not the best road. It had condition problems that exceeded some of the towns along the route's ability to come up with the needed funds to repair it. On August 23, 1799 in the newspaper *Massachusetts Mercury* a petition by the towns was published. The towns petitioned the Commonwealth of Massachusetts for the "establishment of a Turnpike Road from the line of Connecticut to the 32 milestone from Boston, being the distance through the towns of Douglas, Uxbridge, Mendon, and Bellingham." In this listing of towns, Bellingham is listed as a town on the Middle Post Road. It had a milestone with 32 miles to Boston. Bellingham was also listed in the 1732 source. Bellingham is south of Milford.

It appears the Middle Post Road may have had two short lengths of diverging routes. From Dedham to Medway there was a single route. At Medway the two routes diverted, the earlier route went southwest to Bellingham and the later route went northwest to Holliston and Milford. Holliston was listed under the Middle Road in 1763 Ames Almanack. The two routes reconnected in Mendon where they became one route again out to the Connecticut border.

The Middle and Lower Post Roads had numerous milestones from Boston down to the split after which they became sporadic. In comparison, a parallel southbound route out of Boston that was never listed as a post road went through the towns of Canton, Easton and Norton to Taunton where it turned west to Providence, Rhode Island had numerous milestones. This was a non-post road. The designation “post road” in America though mail was carried over these roads had nothing to do with the erection of milestones. Milestones were most prevalent on high traffic routes of commerce.

Upper Post Road & the Benjamin Franklin Milestone Story

Benjamin Franklin is famous for identifying “lightning” as electricity with his key tied to a kite string experiment. As a well known person, he was appointed as one of two Deputy Postmaster Generals. The deputy postmaster general determined the specific routes on which the post riders traveled. He also instituted a new system whereby mileage was used as the basis for postal fees.

Alice Morse Earle, a writer of popular history books, wrote authoritatively in *Home Life in Colonial Days* (1898) that Benjamin Franklin traveled the post roads from Philadelphia, Pennsylvania to Boston, Massachusetts with a cyclometer attached to his chaise. He marked each mile and a crew following behind erecting milestones. Although she did not originate the story (that honor goes to an anonymous reporter with the *Bridgeport Standard* newspaper in 1866) she made it popular.

Earle never gave a date when this event took place. Local historical societies along the route of the Upper Post Road have taken upon themselves to offer two different and conflicting dates: 1763 and 1767. In 1763 Franklin did make a trip to Boston from Philadelphia but records indicate the trip did not travel along the Upper Post Road.

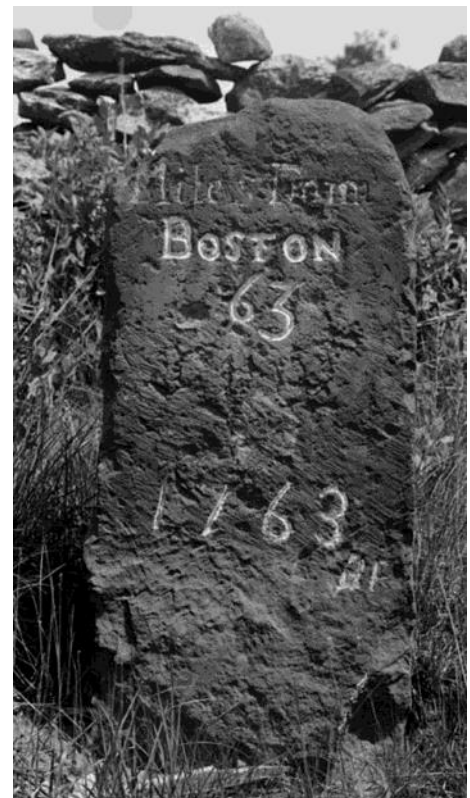


Figure 7: Milestone 63 in East Brookfield, Massachusetts was carved in 1763. The initials BR are likely those of the carver. Historic American Buildings Survey collection, courtesy of the Library of Congress.



Figure 8: Milestone 57 in Spencer, Massachusetts with historic sign erected by the local historical society that perpetuates the Benjamin Franklin milestone myth. Photo: the author

The date alternatively may have come from Milestone 63 in East Brookfield upon which was carved “1763 BR” on the bottom. BR being the carver’s initials. (Figure 7) The 1767 date comes from an order by the Massachusetts Council for towns to place milestones along the post roads. The 1767 order made no mention of the milestones allegedly erected by Franklin. More importantly it gave the responsibility for erecting the milestones to individual towns along the routes. A fact confirmed by the milestones themselves.

The middle section of the Upper Post Road has or had full sets of milestones through seven consecutive towns from Worcester to Warren and possibly included Palmer. These milestones had one factor in common all were carved on brown sandstone. Recording each milestone’s data showed an interesting pattern. Within each town the arrangement of information was the same but slightly different from its neighboring town. This held for all the towns.

In Spencer the wording on milestone 57 reads “57 MILES FROM BOSTON”. (Figure 8) In the town of East Brookfield at mile 62 the milestone is worded “MILES FROM BOSTON 62”. On the Spencer stones the mileage is above the wording and on the East Brookfield stones the mileage is below the wording. Although minor it shows a distinct difference in the preference of each town. (If Benjamin Franklin had been responsible for all the milestones along the post road, the arrangement of information would have been consistent from town to town.)

Another town on the Upper Post Road, Sudbury, never had any milestones. At a later unknown date that town erected granite guideposts with painted lettering at every road intersecting with the post road.

The Benjamin Franklin milestone story is compelling which is likely why it remains so popular today despite the fact it is a myth. The milestones themselves tell a very different story. They show the milestones along this section of the Upper Post Road were erected by individual towns as sets.

Crossroad Towns

Towns in this category have intersecting roads from outlying towns that connect to major hubs of commerce. Northwest of Boston is the town of Groton situated at a crossroads. It had four major roads: (1) north to Nashua, New Hampshire (a town on the large navigable Merrimack River), (2) southwest to Worcester, (3) northeast to Lowell a major Massachusetts town on the Merrimack River, and (4) southeast to Boston. The town had two sets of milestones. A set of two had their information enclosed inside a lined circle. These are undated and do not contain initials of who commissioned them. The other set had three. Two had the date 1787 and one had the initials OP for General Oliver Prescott. Carved in bas relief style (slightly raised) was a hand with a pointing finger. This motif was common on the early 1800s guideposts. Of the three, one milestone stands out. The stone's upper section has a wide protrusion with the information. The edge was carved with a decorative shape seen on furniture. The hand has a sleeve cuff with lines representing a ruffle. The mileage "36 Miles" is to the new Charles River Bridge built in 1786 a year before the milestone dated 1787. (Figure 9) This is the most elite milestone the author has encountered. The wide protrusion section of the stone points in the same direction as the finger. This was a piece of art as well as a road sign. It showcased Oliver Prescott's wealth and social status. The milestone also veered away from the meeting house as the central point and instead used a bridge that shortened the route into Boston's meeting house.



Figure 9: Milestone 36 in Groton, Massachusetts was commissioned by Oliver Prescott. Photo: the author

In southeastern New Hampshire the town of Chester was another crossroads town. Crossroad towns played important roles regarding commerce. Chester was a small inland country town with little industry, no court house, or other important institutions. Yet, it had as many as ten milestones. Its importance as denoted by the milestones, came from being located along a major thoroughfare in the 1790's and early 1800's. According to Benjamin Chase, author of *History of Old Chester* (1869), "A very large share of the country trade was at Newburyport, and a large portion of it passed through Chester, which was a great thoroughfare from the upper part of the State [New Hampshire] to Newburyport, Haverhill, and to a considerable extent to Boston. The road through Chester woods was bad,—few people living on it to repair it, and the town had nearly every year to appropriate money to repair it, over and above the highway tax." (p.212) The 1802 petition to establish the Chester Turnpike offers more details, "the road leading from sd [Concord] Bridge to said [Chester] meeting house is much used in traveling, and in the transportation of Country produce carried from the westerly part of this state [New Hampshire] and from the state of Vermont to market ... When Persons belonging to Vermont or the upper Part of this state arrive at Chester, they have generally an opportunity of knowing what place will afford the best market for the articles they have to Dispose of, and they can from sd Place, without any material inconvenience, go to Exeter, Portsmouth, Haverhill, Newbury Port, Salem or Boston. This advantage over any other Road has heretofore induced People to travel through Chester on their way to the seaport towns, notwithstanding the extreme badness of the Roads." (pp.213-214)

The town happened to be the central point where goods passed to the north and the south, thus a great deal of up-to-date information was available on a regular basis. For rural travelers heading south whose information was outdated it was extremely important. Chester was the information hub with roads radiating out to all the seaports. In turn, that allowed the travelers to choose the best designation to get the best prices for their goods.

The crossroads town had several roads converge on or radiated out from its center. The towns on the milestones reveal the travel/trade routes to the various parts of New England: Exeter, New Hampshire; Haverhill, Massachusetts; Candia, New Hampshire; Pembroke, New Hampshire.

Exeter, New Hampshire was a river town that was also connected via a road system to the coastal town of Portsmouth. Haverhill, Massachusetts was an inland river town on the Merrimack River that was connected via a road system with Newburyport's harbor at the mouth of the river. Pembroke, New Hampshire was on the upper reaches of the Merrimack River across from Concord, New Hampshire, the state capital.

The milestones associated with this town had the most unusual abbreviations encountered: "Ch M" "MTOCMH" "CMH" "MTOCAMH" Among the stones with these abbreviations was one with the words spelled out "1.m To Chefter Meeting House 17.m to Pembrook". Using this milestone as a template it was possible to decipher the initials used on the other stones. Example: M= Miles, TO= To, C=Chester, M=Meeting H= House. To distinguish between Candia and Chester each starting with the letter "C" they needed an extra letter: MTOCAMH" M=Miles, TO=To, CA=Candia, M=Meeting, H=House. Most of these milestones have the date 1790. It would seem after one was erected other people followed suit. The readers may try their hand at deciphering the milestone shown in figure 10.



Figure 10: Milestone 6 in Auburn, New Hampshire. Photo: the author

6
MTOCMH
4
MTOCAMH
1790

Guideposts

The early 1790s ushers in an end to the milestone era with a transition to guideposts that supplanted them.

A clerical gentleman traveling through New Hampshire, inquired of a lad the way to such place. The lad replied, the *parson* just before him, (pointing to a guide post,) would inform him. "And why do you call that a *parson*," says the clergyman. "Because," replied the lad, "it directs us in a road which it *never* travels itself."

Moral and Political Telegraphe Sept. 23, 1795

for improved and additional directional information like a pointer and the destination of the road. Some include mileage as well. Guideposts were mandated in Massachusetts in 1794 by "AN ACT MAKING PROVISION FOR THE ERECTING GUIDE POSTS UPON PUBLICK ROADS." The legislature required, "that on or before the first day of September next erect & keep in repair Guide posts upon all public roads ... *Approved February 28, 1795.*" Guideposts were initially wood or stone signs. In the late 1800's and early 1900's cast metal signs came into usage. (Figure 11)

Guideposts represented a new era in travel when roads had become numerous and travel more frequent. There was a need

As stated earlier the town of Sudbury, Massachusetts never erected milestones on their section of the

Upper Post Road. What they did was erect granite guideposts at every road junction. The wide tall granite guideposts have plug and feather quarry marks showing the stone was quarried post 1820 when the method came into commercial use. The granite posts had information painted on not carved. A hand pointer accompanied the towns. Whereas the old wooden guideposts long ago disappeared the stone guideposts survived. The town names and hand pointers are repainted as needed.



Figure 11: 1900s cast metal guidepost sign compared to modern highway signs. They are at the same intersection in Sudbury, Massachusetts. Photo: the author

In general the wooden guideposts were replaced by metal guideposts of which a few survive. In the center of Sudbury antique meets modern.

Turnpikes

In Massachusetts the turnpike era begins in 1796. The height of the era is between 1803 and 1814. During that time ninety six turnpikes were built. In 1826, another six turnpikes were built. A few more were built up to 1868. “In all, one hundred and eighteen acts of incorporation were passed, with one authorizing a New Hampshire company to build in Massachusetts. Ten of these, however, were in the district which afterwards became the State of Maine.”¹⁰

This was the turnpike era of the 1800’s. Turnpikes were a way for the state to have good roads built at the expense of private investors. It took the burden off the towns and state. Of these turnpikes, some were short others were long. Four turnpikes had milestones of which three can be confirmed as having complete sets.

Newburyport Turnpike

The Newburyport Turnpike was chartered in 1802 and completed in 1806. It started at the head of State Street in Newburyport, Massachusetts and originally was suppose to go to the Chelsea Bridge. Later it was changed and went to the Malden Bridge. The turnpike was to be built “as nearly in a straight line as practicable,” and “in a course south twenty-four degrees west, as nearly as possible.”¹¹ The turnpike went through the towns of Newbury, Rowley, Ipswich, Topsfield, Danvers, Lynnfield, Lynn, and Malden. (At the time both Saugus and Lynnfield were parts of Lynn.)

In 1913, the Honorable Nathan Hawkes presented a paper titled “Milestone Memorials Along Newburyport Turnpike.” In it he explored the history of the turnpike as well as locating a number of the milestones on its southern end. Hawkes found an interesting observation in the milestone entry in the diary of W. Bentley, D.D. who traveled the road just three years after the turnpike opened, “The N.P. [Newburyport] Turnpike is the first [of] any such in this quarter with regularly marked milestones showing the distance both ways. We have a few, but not in regular series before the war, but not so conspicuously placed in the road as not to escape observation.”¹² Bentley’s comment that the roads prior to the Revolutionary War did not have regular sets of milestones confirms that milestones were only sporadically erected. Another interesting detail is the fact that Bentley was impressed by the fact the road was well marked and that it provided the mileage to both Newburyport and Boston on the same stone. On the southern end the milestones were marked with Boston on top and Newburyport on the bottom. On the northern section the milestones were marked with Newburyport on top and Boston on the bottom. In each case, only the top line contains the letter “M” for mileage.

B 5 • M

NP • 5M

NP 27

B 27

As of 1913, Hawkes had relocated seven milestones on the southern section of the turnpike: B5 / NP27, B6 / NP 26, B7 / NP25, B8 / NP24, B9 / NP23, B10 / NP22, and B11 / NP21. As of 2011 the authors had relocated five on the northern section: NP5 / B27, NP6 / B26, NP7 / B25, NP 8 / B24, (NP -9, 10, 11 are missing or hidden from sight) NP12 / B20. There is a gap of nine miles in between where milestones were not relocated. It was somewhere along these nine miles that the format was switched from having Boston listed first on the milestone to having Newburyport listed first.

B.F. Newhall wrote in the *Lynn Reporter* (1863), “Substantial, hammered stone posts, for milestones, were put upon the *west side of the whole distance*, that the traveler might note his progress or try the speed of his horse.”¹³ Besides measuring the speed of one’s horse, travelers could also attend one of a number of horse races held along the turnpike. The *History of Essex County, Massachusetts* (1878) states, “The village of South Lynnfield had its origin about 1800, when the peculiarly bold and unsuccessful enterprise of the Newburyport Turnpike was carried forward through the very centre of Essex County. Perhaps the vicinity of the beautiful lake decided the location, as favorable to boating, bathing, and the like; but the agreeable evenness of the small plain over which the road here passes was certainly a strong reason in the case. A large hotel was built, with its rear grounds commanding the water; and, in the immediate neighborhood, the road for some half mile or so was widened to a sufficient breadth for a trotting-ground.” (p.263) This is the only historical source that mentions the widening of the turnpike to accommodate the races.



Figure 12: Milestone 1 in Medford, Massachusetts. It was located on the Andover & Medford Turnpike which was completed in 1807. Note the small lightly incised ‘1 M’ carved below the larger ‘1 M’ at the top of the milestone. Historic American Buildings Survey collection, courtesy of the Library of Congress.

An 1808 newspaper article states the races were run on the turf. The horse races, advertised as the *Lynnfield Races* began in 1806 the same year the turnpike officially opened. Therefore it appears the turnpike corporation set up a race track whether it was on the road or on the turf to attract sporting events.

These horse races were formal affairs. The jockeys were required to wear formal racing attire. One advertisement stated “The riders must be neatly dressed, with a silk jacket, jockey cap, pantaloons, and half boots or they will not be permitted to ride.”¹⁴ Most of races were three day events with races each day. White tents were erected, food and drink served, and other forms of entertainment provided like “bye races.”¹⁵ This brought much business in for the hotel.

For the July 4th, 1821 races, the hotel hosted a white horse named Matchless from Norfolk, Virginia. Matchless must have had quite a reputation. The horse’s owner was willing to race any challengers. The race was designed to bring in a large number of people at the hotel on this American holiday.

Worcester Turnpike

In 1810 another major toll road was built the Worcester Turnpike. It went forty miles from the Boston Line inland to the Worcester Line. Worcester was a major inland crossroads city with routes northward to New Hampshire, west to the Connecticut River Valley and western Massachusetts, and south to Connecticut. This turnpike corporation lined it with tall slate milestones. Its starting point in Brookline, Massachusetts was marked by a grand arch with the road’s name, date and number of miles. Their milestones were carved with “To Boston Line 21 Ms To Worcester Line 16½ Ms 1810.”

Turnpike milestones had one thing in common; they were matching sets. One milestone looked the same as the next milestone. In their time they presented impressive road signage.

End of the Milestone Era

Circa 1800 guideposts began replacing milestones. These guideposts were the forerunner of modern road signage. They like the turnpike milestones were standardized and erected by town officials. The era of local people erecting road signage (i.e. milestones) became a thing of the past.

Back in 1707 when Judge Samuel Sewall erected the first two milestones in Boston they were a modern concept. The idea caught on and became a means for upper class men of wealth and social status to make a public offering that ensured their names would live on. Though they too exhibit standardized data they were individualized in how that data was arranged and how it was expressed (spelled out or abbreviated). Some added art work like this example in Dorchester:

Boston
7M

1788

The lower class also erected a few milestones. In Easton the “T 13 M B 23 M 1773 I G” milestone is crudely carved with flat topped M’s. The carver had the ability to carve rounded letters as the B in Boston is normal and G in his initials is correct. It may be the carver lacked formal knowledge of how the uppercase M was formed. The individual lacked carving skills but it did not deter him from creating a milestone. It is these oddities that make the milestones commissioned and/or carved by local people interesting studies. Each tells a story.

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THE QUEEN ELEANOR CROSSES

Helen Crabtree

Wayside crosses are commonplace even today; the Society's Repository spreadsheet lists over 1750, most likely only a fraction of those that existed in the Middle Ages, as waymarkers or for other purposes. The idea of a waymarker used as an honorific as well as a milestone dates from the Roman occupation. Nevertheless the 12 Eleanor Crosses were unique in England as a combined commemoration of a road travelled, a well-loved queen and a tragic event. They were also, perhaps uniquely in England, unusually elaborate and costly. Eleanor's husband King Edward I got the idea of erecting crosses from seeing similar constructions in France after he and Eleanor accompanied the body of his uncle King Louis IX from Marseilles to Paris in 1271. He sold Eleanor's land and jewellery to pay for the crosses, which were all different. It is thought that they were painted red and gold originally. Louis IX was widely loved and revered throughout medieval Europe, the only French monarch to become a saint, so an obvious candidate for exceptional commemoration. But what motivated Edward to do the same for his wife?

Eleanor was born in Spain in 1241, the daughter of King Ferdinand III of Castile and Joan, Countess of Ponthieu. She was named after her great-grandmother, Eleanor of England who was the sixth child of Henry II and Eleanor of Aquitaine. Eleanor was betrothed to Edward, who later became King Edward I, when she was 10 and he was 15! After they were married, the future Queen of England returned to her family and Edward continued his studies. They lived as man and wife a few years later and what began as an arranged marriage turned into love. Eleanor was well loved by her adopted subjects and the couple became deeply devoted to each other. They had 16 children, 12 girls and 4 boys, 3 of the boys died young and the other, who was their 14th child, became Edward II.

In 1290 Edward was on his way to battle in Scotland with Eleanor at his side, but further despatches convinced him that he must go faster and so Eleanor was left behind. His departure coincided with the onset of her illness; she travelled slowly northwards on her way to Lincoln, but by the time she reached Grantham her condition had worsened. She was on her way to the Shrine of St. Hugh in Lincoln Cathedral to pray for her recovery when her health deteriorated rapidly and she was taken to the Manor House at Harby, the home of the Lord of the Manor, Richard de Weston. On hearing the news that she was critically ill, Edward turned back and was at her bedside to hear her final requests. She died on 28th November aged 49; they had been married for 36 years. A moat and undulations in the field to the west of All Saint's church are all that are left of this historic site.

Eleanor's body was taken to St. Catherine's Priory in Lincoln, her viscera were entombed in the Cathedral and her body was embalmed before Edward processed with her body the 150 miles to London, making 12 overnight stops. She was buried on December 17th in Westminster Abbey.

Edward was grief stricken at her death and later he ordered that each stopping place should be marked with a cross in memory of his dear Queen. The crosses were at Lincoln, Grantham, Stamford, Geddington, Hardington, Stony Stratford, Woburn, Dunstable, St. Albans, Waltham, Cheapside and Charing. This was not the shortest route but was most likely determined as much by the state of the roads, the winter weather, and religious geography as by distance.

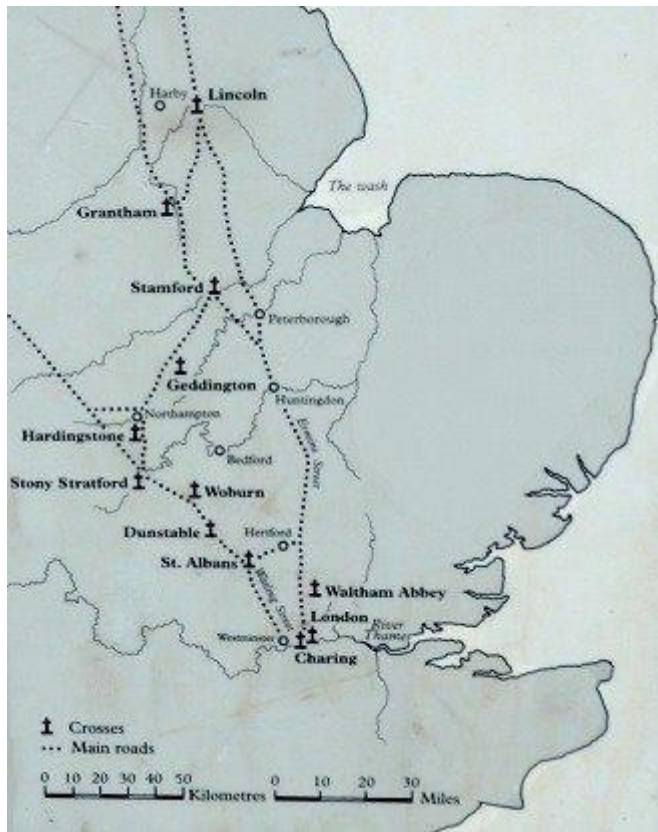


Figure 1: Location of Eleanor Crosses

Civil War; no part is known to survive, but it is possible that the substantial steps of the standing Market Cross comprise stones that originally belonged to the cross. A modern relief stone plaque to Eleanor was installed at the Guildhall in 2015. This deliberate demolition was one of five crosses that were victims of iconoclasm (which also included Eleanor's tomb in Lincoln cathedral). A hundred years earlier Puritan religious extremists had destroyed countless works of art as Catholic idolatry. Three generations later their descendants were protesting as much against autocratic monarchy as against Catholicism.

Day 3: Grantham to Stamford, about 25 miles

Eleanor's cortège continued down Ermine Street and stopped overnight at Stamford on December 5th and 6th. There is conflicting evidence about its precise location, but it is now believed that it stood just outside the town on the Great North Road, emphasising that the crosses were indeed waymarkers. The cross was in decay by the early 17th century, and in 1621 the town council ordered some restoration work, although it is unclear whether this was carried out. Captain Richard Symonds of the Royalist army, who visited Stamford briefly on his way from Newark to Huntingdon on Saturday August 22nd 1645, wrote the following in his diary: "In the hill before ye come into the towne stands a lofty large cross, built by Edward I in memory of Eleanor."

It had probably been destroyed by 1659, and certainly by the early 18th century. In 1745, William Stukeley attempted to excavate the remains of the cross, and succeeded in finding its hexagonal base and recovering several fragments of the superstructure. A single, small fragment from among Stukeley's finds, a carved Purbeck marble rose, was rediscovered in about 1976 and identified as part of the cross in 1993. Following the closure of Stamford Museum in 2011, this fragment is now displayed in the 'Discover Stamford' collection at the town's library. It was used as the inspiration for the roses carved into the new sculpture which was erected in Stamford in 2009 in commemoration of Eleanor.

Eleanor's open coffin was drawn by horse and cart, Edward accompanied on foot as a mark of respect.

Day 1: Harby to Lincoln, about 10 miles

Harby is about six miles from Lincoln as the crow flies but no direct route exists today, and the route taken between the two is uncertain.

Eleanor's body rested on the first night of the journey at The Priory of Saint Catherine Without. The cross was built between 1291 and 1293 by Richard of Stow at a cost of over £120 (about £90,000) today) with sculptures by William of Ireland. It stood at Swine Green, St Catherine's, an area just outside the city but had disappeared by the early 18th century. The only surviving piece is the lower half of one of the statues, rediscovered in the 19th century and now in the grounds of Lincoln Castle.

Day 2 Lincoln to Grantham, about 30 miles

The route taken on the first full day of travelling is uncertain, but probably the cortège travelled firstly along the Fosse Way and then Ermine Street, or Great North Road. Allowing for occasional pauses, thirty miles at walking pace must have taken at least ten hours. Eleanor's bier spent the night of 4th December at Grantham. The cross stood at the upper end of the High Street but was pulled down during the

After passing through Grantham and Stamford, the onset of winter weather determined that a circuitous route was chosen. It was early December and heavy rain meant that the Nene and the Ouse could not be crossed on the more direct Ermine Street. Avoiding the low-lying land on the Fenland edge, the cortège instead headed further west along higher ground towards Watling Street, another surviving major Roman road.

Day 4: Stamford to Geddington, about 20 miles

The cross at Geddington, four miles north of Kettering in Northamptonshire, was erected between 1291 and 1293 opposite St Mary Magdalene Church, where the cortège rested on the night of 7th December next to the Royal Hunting Lodge. It is an outstanding example of late 13th century stone carving built with local limestone and is nearly 42 feet tall. It was built in three tiers. Below the tapering pinnacle at the top are three canopied niches, each containing a stone figure of Eleanor. Beneath these figures are six shields, two on each face, bearing the arms of England, Ponthieu, and Castile & Leon. She was Countess of Ponthieu in her own right from 1279. Originally, the pinnacle was crowned by a cross. This is the most perfectly preserved example of the remaining crosses. Perhaps its relative isolation protected it from the Puritan vandals. On the anniversary of Queen Eleanor's death, a mass is still said annually for her in the village.



Figure 2: Eleanor Cross at Stamford



Figure 3: Eleanor Cross at Geddington

Day 5: Geddington to Hardingstone, Northampton, about 25 miles

Eleanor's coffin rested in the Cluniac nunnery on the outskirts of Northampton on 8th December. The King stayed nearby at Northampton Castle. The cross was built between 1291 and 1294 in the grounds of De La Pre Abbey at a cost of over £100.

The cross minus the top section is still standing, close to Delapre Abbey, on the side of the A508 leading out of Northampton, and just north of the junction with the A45. Restoration work was carried out in 2019. It too was lucky to escape destruction.

Day 6: Hardingstone to Stony Stratford, about 15 miles

The next few stages were shorter; perhaps the horse and the walkers were beginning to tire. The cortège stopped at Stony Stratford on the night of 9th December. The cross stood at the lower end of the town towards the River Ouse on Watling Street (now the High Street), although its exact location is unknown. Similar in design to the Geddington cross, it was demolished in about 1643 and is commemorated by a brass plaque on the wall of 157 High Street. In Queen Eleanor Street, there is a beautiful memorial flower garden with apple and pear trees in a semi-circle behind.



Figure 4: Eleanor Cross at Hardingtonstone

Eleanor's Cross Shopping Precinct in High Street North contains a modern statue of Eleanor, erected in 1985.

Day 9: Dunstable to St Albans, about 15 miles

The funeral procession continued down Watling Street to St Albans and on December 12th stopped there overnight. The cross was erected at the south end of the Market Place, and for many years stood in front of the 15th century Clock Tower in the High Street.

It was still there in 1596 but damaged during the Civil War and was eventually demolished in 1701. A late 19th century ceramic plaque on the Clock Tower commemorates the site.

Day 10: St Albans to Waltham (now Waltham Cross), about 20 miles

The next day for some reason the cortège turned almost due east from Watling Street crossing Ermine Street to what is now the A6 to Cambridge. A possible reason for this second detour is that either the king expected, or his London subjects wanted, to pay their respects to their beloved queen. Watling Street, however, led straight to Westminster, whereas the Cambridge road led to the city of London. At all events, the following night the cortège stopped in the parish of Cheshunt, probably at Waltham Abbey, though the cross, which is still standing, is about a mile west of the abbey. It has been restored on several occasions, in 1832–34, 1950–53, and 1989–90.

The original statues of Eleanor, which were extremely weathered, were replaced by replicas during the 1950's restoration. The originals were kept for some years in Cheshunt Public Library; but they were removed, possibly in the 1980s, and are now held by the Victoria & Albert Museum.



Figure 5: Eleanor Cross at Waltham

Day 7: Stony Stratford to Woburn, about 15 miles

At the end of the next stage, Eleanor's cortège deviated a few miles off Watling Street and stayed at Woburn on 10th December, almost certainly at the Abbey, one of the richest monasteries in England at that time - now a Safari Park. Work on the cross started in 1292 and was completed in the spring of 1293. No part of the cross survives, its precise location, and its fate, are unknown. The sole reminder is Eleanor Close, an unremarkable cul-de-sac off the road to Bedford on the edge of the Woburn Abbey estate. It seems a pity that the village and the Dukes of Bedford, who took over the abbey's extensive grounds, have not like other places erected some kind of memorial to Eleanor to remind the thousands of visitors to the safari park of a once-loved queen.

Day 8: Woburn to Dunstable, about 10 miles

The cortège returned to Watling Street for an even shorter stage to Dunstable Priory church where Eleanor's corpse rested on the night of 11th December while the canons prayed in an overnight vigil. The cross is thought to have been located in the middle of the town, probably in the Market Place, and was reported by William Camden as still standing in 1586. It was demolished in 1643 by troops under the Earl of Essex. No part survives, although some of the foundations are reported to have been discovered during roadworks at the beginning of the 20th century. The

Day 11: Waltham to Westcheap (now Cheapside), about 15 miles

Eleanor's cortège reached the City of London on 14th December and a site for the cross was selected in Westcheap (now Cheapside). Under a licence granted by Henry VI in 1441, the cross was extensively restored in 1484–86. It was subsequently re-gilded several times in the 16th century on the occasion of coronations and royal visits to the City. However, the chronicler Walter of Guisborough refers to this and Charing Cross as being fashioned of 'marble'; it is likely that it was similar to the Hardingstone and Waltham Cross but even more ornate and boasting some Purbeck marble facings. It was demolished on 2nd May 1643. Two Purbeck marble fragments of the original cross, displaying shields bearing the royal arms of England and of Castile and León, were recovered in 1838 during reconstruction of the sewer in Cheapside. They are now in the Museum of London.

Day 12: Westcheap to Charing Cross,

The last leg of the journey must have been more like a procession, but still through countryside along what is now the Strand. At the end of the 13th century, the City and Westminster were quite separate places; Charing was originally a small village between the two. Eleanor's bier spent the final night of its journey, 16th December, in the Royal Mews at Charing, Westminster, a few hundred yards north of Westminster Abbey. The area subsequently became known as Charing Cross. The cross here was the most expensive of the twelve, built of Purbeck marble and cost over £700. It stood outside the Royal Mews, at the top of what is now Whitehall, and on the south side of what is now Trafalgar Square. It was ordered to be taken down by Parliament in 1643 and was eventually demolished in 1647. A new cross was erected in 1865 outside Charing Cross railway station.

The 17th century Puritans may have wanted to obliterate Eleanor from history, but subsequent generations have sought to restore her memory. In addition to the plaque and replicas already mentioned, a 100-metre-long mural by David Gentleman on the platform walls of Charing Cross underground station, commissioned by London Transport in 1978, depicts in the form of wood engravings the story of the building of the medieval cross by stonemasons and sculptors.

The Victorians were so impressed by the devotion to Eleanor by Edward that some wealthy men erected replica crosses. Ilam Cross in Staffordshire, erected by benefactor Jesse Watts Russell in 1841 in memory of his wife Mary, was described as one of the finest Gothic revival monuments in the country. However, by the 1990s, the angels were crumbling, carvings worn down and the finely carved stone top section and its gilt cross had been lost, blown off in a storm in the 1960s. Phil Mottram, a cinematographer from London campaigned for its restoration. He was evacuated to the area as a boy during the war and was captivated by the Staffordshire village. He found that nobody owned the monument, set up the Ilam Cross Trust and eventually purchased it for £1 in 2009.

A replica Eleanor Cross was erected in Sledmere, in the East Riding of Yorkshire, in 1896–98. It was a copy of the Hardingstone cross and was commissioned by the Sykes family of Sledmere as a village cross. In 1840 the Hardingstone Cross had been restored; this had inspired part of George Gilbert Scott's design for the Albert Memorial in Hyde park. A more romantic explanation may have been Sir Tatton's admiration for a Queen renowned for her loyalty to her husband whom Eleanor had joined in the crusades of 1270–72. His own wife Jessica had converted to Roman Catholicism despite the baronet's Anglican chivalry.



Figure 6: Eleanor Cross at Charing Cross



Figure 7: Eleanor Cross in Sledmere

Engraved monumental brasses were added after the First World War, converting the cross into a war memorial. It was designated a Grade II listed building in September 1966 but upgraded to Grade I in March 2016.

Eleanor is also commemorated by Queen Eleanor schools in Waltham Cross, Harby and Northampton, a Queen Eleanor college in Stamford and a Queen Eleanor public house at Hardingstone.

After over 700 years it is amazing to think that the romantic gesture Edward made in memory of his beloved wife would see three of the original crosses still standing.

He was known to have said “Living I loved her tenderly and I shall never cease to love her dead.”

NORWICH DATUM POINTS

Carol Haines

On 26th June 1909 the following piece appeared in the *Eastern Evening News*:

MILE POSTS OUT OF NORWICH

With reference to the correspondence in our columns on the distance of milestones from the city, we have been supplied with the following information from an authoritative source:-

The first mile post on Newmarket Road is 1560 yards from the Guildhall; that is 200 yards short of a mile.

The first mile post on Earlham Road is 20 yards short of a mile from St Giles's Gates.

The first mile post on Dereham Road is one mile from St Benedict's Gates.

The first mile post on Drayton Road is one mile from St Augustine's Gates.

The first mile post on Aylsham Road is one mile from St Augustine's Gates.

The first mile post on North Walsham Road is one mile from Magdalen Gates.

The first mile post on Sprowston Road is one mile from Magdalen Gates.

The first mile post on Thorpe Road is 1400 yards from Foundry Bridge. The 1760 yards from that mile post is about 50 yards west of the junction of Cathedral Street with Prince of Wales Road.

The first mile post on Bracondale (Kirby Road) is one mile from Ber Street Gates.

The first mile post on Hall Road is about 170 yards short of a mile from Ber Street Gates, and is situated about a mile and a half from the Guildhall.

On Ipswich Road there is no post at the first mile; the second post is about 160 yards short of two miles from the Guildhall.

In all cases the distance between the first and second mile posts is correct, except on Hall Road, where it is about 70 yards in excess of a mile.

Norwich city gates – map labelling

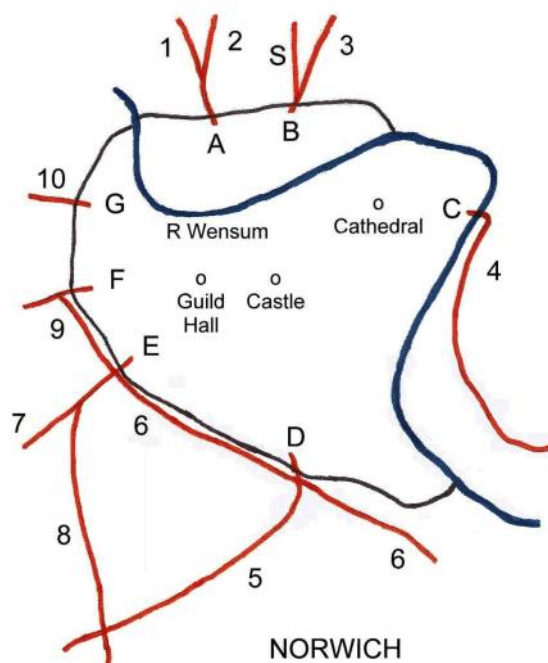
City walls (black line) with gates from which turnpikes commenced:

St Augustine's (A); Magdalen (B); Bishopgate (C); Beer Street or Ber Street (D); St Stephen's (E);

St Giles' (F); St Benedict's (G).

Turnpike roads (red lines, numbered clockwise), with starting gate:

1. Norwich-Fakenham [Drayton Road] (A)
 2. Norwich-Cromer [Aylsham Road] (A)
 3. Norwich-North Walsham (B)
 4. Norwich-Gt Yarmouth [Thorpe Road] (C)
 5. Norwich-New Buckenham [Hall Road] (D)
 6. Norwich to Block Hill (E) then along walls to (D)
 7. Norwich-Thetford [Newmarket Road] (just south of E)
 8. Norwich-Scole [Ipswich Road] (from junction with 7)
 9. Norwich-Watton [Earlham Road] (E then along the walls to F)
 10. Norwich, Swaffham & Mattishall [Dereham Road] (G)
- S Sprowston Road (B) was not a turnpike but had milestones



So far, the earlier correspondence has not been found, and it is not known who the “authoritative source” was who made the measurements. The ten turnpikes radiating from Norwich usually started at a city gate. Within the walls the city corporation was responsible for the roads. Most of the city gates were taken down at the end of the 18th century to widen the roads, after most of the turnpikes were created. There are, however, explanations for most of the places where the stone is not a mile from a gate.

The Thetford turnpike Act of 1766 (7 George III, c.76) states that the road goes from Town Close (on Newmarket Road), which is about 1500 yards south-west of St Stephen’s Gate. The trust minutes in 1838 note that the road from London had been shortened, and the surveyor was ordered to move the stones on the Thetford road measured from the last stone on the Newmarket turnpike. It does not record by how much they were moved, but presumably the new datum was the Thetford 1/Newmarket 18 stone just south of the county boundary (by Milestone Plantation).

The Earlham Road was the start of the Norwich to Watton turnpike (10 George III, c. 77) and the original Act said it started from St Stephen’s Gate. This was later altered to St Giles’s Gate, the next one clockwise round the walls, which could account for a shorter distance. Thorpe Road, part of the Norwich to Yarmouth turnpike (9 George III, c. 68), commenced at Bishopgate Bridge in 1768 (the first Foundry Bridge was not opened until 1811). The first milestone marked on early OS maps is the correct distance from Bishopgate Bridge. On early OS maps the milestone on Hall Road [Norwich to New Buckenham turnpike (12 George III, c. 95)] is at the correct distance. The only puzzle is the Ipswich road. No terminus is given in the Acts, but it could have been where the road branched off from the Thetford road about 400 yards south of St Stephen’s Gate. No minutes of this turnpike survive. Only one 1-mile stone survives today, on the Dereham road.

ROADS LEADING FROM THE BOROUGH OF TRURO

Ian Thompson



Figure 1: The Medieval High Cross and Truro Cathedral

Truro gained its first charter in 1154. The tidal River Truro brought sea-going ships a long way inland from the huge Fal estuary to the south to the flat piece of land between the River Allen and the River Kenwyn where they joined to meet the River Truro. Roads from the north, east and west met at the junction of the three rivers. This was an obvious site for a trading settlement. Truro grew in importance through the trade in tin. It was a stannary town, where tin was brought to be assayed for quality before it could be sold. Fords were later replaced by bridges to take trade east and west. East Bridge over the River Allen in Old Bridge Street is named in the 13th century. West Bridge over the River Kenwyn is first mentioned in 1434.

The first turnpike Act in Cornwall in 1754 (27 George II, c. 21) was to improve ‘several roads leading from the Borough of Truro’. Six roads were to be ‘turnpiked’:

The northern post road from Launceston as far as Mitchell.

The central post road as far as Grampond.

The road to Falmouth via Calenick Smelting House as far as Penryn.

The south west road over Bissoe Bridge would link with the south coast post road to Land’s End.

The road through Chacewater to Redruth carried industrial traffic from the mines in the west.

The road to Short Lane’s End gathered in the industrial traffic from the north coast mines around St Agnes.

The Act required milestones to be set up, and milestones still remain on all the roads radiating from Truro, with a distinctive style. They are all rectangular granite blocks with a rounded top carrying the inscription – ‘FROM TRURO so many MILES’.

This raises the question, where, exactly, was Truro? Were distances measured from the appropriate bridge or from High Cross in what is now the cathedral square or from some other point? Using the measuring device built into the National Library of Scotland’s digital copy of the Ordnance Survey 25-inch map for 1907, it seems that distances to the first milestone on each of the roads from Truro were measured from a point in Boscowen Street where a fountain is marked on the 1907 map. This spot is in front of the Coinage Hall, a Victorian building which replaced the original building where from the 14th century tin was tested for purity.



Figure 2: A Truro Turnpike Trust Milestone at SW719439 A3047 St Day



Figure 3: Coinage Hall, Boscowen Street, Truro

The St Austell and Lostwithiel Turnpike Trust (1 George III, c. 27) was established in 1760. Distances were to be measured and milestones set up. The zero point for distances was not St Austell or Lostwithiel, but Truro. The new trust’s milestones picked up the distance from the last Truro Trust milestone at Grampond, marking the distance to St Austell as an odd half mile and continuing to record the distance to Truro as far as its last milestone, 5 miles east of Lostwithiel and 27 miles from Truro.

The Truro Trust built a new road with a new design of triangular milestone with cast iron plates in 1830. The plates were to carry the distance to London, as well as to Truro, Falmouth and Bodmin. Unfortunately, in 1835 the Bodmin Trust improved its turnpike road by adding long sweeping curves to reduce the gradient, increasing the distance to Truro by one-and-a-quarter miles. The Truro trust milestones continued to give the old, wrong distance to Bodmin until 1890, when the ‘London’ plates were re-cast by the new Cornwall County Council.



Figure 4: St Austell & Lostwithiel Trust milestone measures from Truro, so St Austell is 'four and a bit miles'. SW952489 A390 Grampound



Figure 5: St Austell & Lostwithiel Trust milestone still measures distance from Truro twenty-seven miles away. SX162635 A390 Broadoak



Figure 6: Twelve new milestones for the 'London Road'. Note the different style of letters on the two plates. SW904567 B3275 St Enoder

WOODEN MILEPOSTS: HELP NEEDED

Richard Oliver

There has been reference both in the Milestone Society *Newsletter* and in *Milestones & Waymarkers* to the use of wooden mileposts. This was usually a first stage in the provision of milemarkers, and as the rotting of wood is only a matter of time, almost all of these were replaced by more durable milestones or cast-iron mileposts. The wooden milemarkers replaced in 1826 along the Sparrows Herne Trust road from Bushey Heath to Aylesbury seem to have been late survivors (see Peter Gulland's article in *Newsletter* number 27, pp 33-35), and the Newtown, Montgomeryshire, example reused as building timber and described in *Milestones & Waymarkers* volume 5 (2012, pp 30-34) is very rare indeed.

As part of an investigation of the showing of detail and possible pitfalls on historic mapping, I would be interested to learn what other wooden mileposts are known to have survived after about 1790. Could anyone able to help please contact me at flookcarto@gmail.com?

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THE CORFU MILESTONE PROJECT

Dimitris Klagkos

Corfu is a well-known tourist resort. What is not so well known is Corfu's history and its historic connection with the UK.

Corfu was one of the few places in Greece that never fell under the Ottoman rule. Instead, it became part of the Venetian Republic, and for four centuries it was the 'Door of Venice', protecting Venice and the rest of Europe from the ever-expanding Ottoman Empire. The Venetian rule left its mark on the architecture, language, food and almost every aspect of Corfiot life.

Corfu's location and fortifications made the island a prized possession. After the fall of the Venetian Republic, France, Russia and the Ottoman Empire all tried to hold the island with various levels of success. After the Battle of Waterloo, along with the rest of the Ionian Islands, Corfu became a protectorate of the United Kingdom. British rule lasted for about 50 years and, even though it was significantly shorter than the Venetian rule, it left a lasting legacy on the island.

The islands were ruled by a High Commissioner, some of whom were popular, others not. One that left a lasting legacy was Sir Frederic Adam. He succeeded the despised Sir Thomas Maitland and was the complete opposite. In addition to marrying a local

woman, he also expanded the budget for public infrastructure. He built an aqueduct (and there is a statue of him because of that - see figure 1) and he created the first road system on the islands. Under the construction of this road system the local milestones were also installed, at least that is what most of evidence shows.

There is some dispute about who exactly constructed the milestones: Sir Adam, some other High Commissioner, or even someone later when the islands united with the Kingdom of Greece, but most of the evidence indicates that they were built under British rule. No official documents have been discovered (yet), but local 'collective memory' points to the British.

In many villages, the locals refer to the milestones as the 'Μίλι' = 'The Mile' in Greek. As the mile is a British measurement not used in Greece, this supports the 'British theory'. However, the actual distances measured are not in miles but in kilometres! Most of the milestones seem to be in their original place, so having been moved to adjust to kilometres instead of miles seems unlikely and it seems most likely that despite being called milestones they were a kilometre apart from the start.

Measuring in kilometres might appear to weaken the 'British Theory', but it is more or less the only element against it. These kinds of milestones have been found solely on the Ionian Islands, the only part of Greece under British rule. It makes sense that along with the roads a milestone system was built, especially since it resembles the British milestones. The existence of two other benchmark stones of similar shape and construction of clear British origin, also support the theory.

There has been only one inscription found on the milestones (in no. 0), and that has been in Greek, but closer examination suggests that it is a later addition.

The Corfu Milestone Project was modeled after the Milestone Society in Britain, though it is not an official nor registered organization but more of a loose collection of volunteers on the internet. All finds and information are published on the website: [milestone.crossbow.gr](https://www.milestone.crossbow.gr) and the Facebook group The Corfu Milestone Project (<https://www.facebook.com/groups/the.corfu.milestone.project/>).



Figure 1: Sir Frederic Adam statue in Corfu Town. Image from Wikipedia, Thanasis Christadoulou

The people of Corfu are disappointed by the way the local Archaeological Society (the official government body) handles matters regarding historic finds on the island and have created a number of groups that have ‘adopted’ different historic buildings or structures in order to help preserve them and provide information to the public. That is how the Corfu Milestone Project was born. After a discussion in a larger Facebook group about the ‘milestone 0’, the idea was born to create a website that records and illustrates all milestones on the island. It was created by Dimitris Klagkos and soon information started pouring in. There were more milestones than most people ever imagined! So far 53 have already been discovered in Corfu, one in Paxos and one Kefalonia. There are also six more points of interest and 10 missing stones that we know of.

At the same time, we turned to the Milestone Society for assistance. The information provided by the Society was valuable in providing information about the preservation and restoration of the milestones as well as about their history.

After the first milestones were recorded on the website map, a Facebook group was created. That provided a new wave of information and milestone finds, a pleasant surprise for everyone involved. People started actively looking for milestones; they provided photos and new locations, even for places outside Corfu, like the island of Paxos and Kefalonia that had their own network of milestones.

At the same time, older villagers shared their memories and provided information about missing or destroyed milestones. These were added to the database as well.

Milestones have gone missing for various reasons. Some were destroyed; others were lost, misplaced or destroyed when the old roads were expanded and paved. Some were even stolen and ended up in gardens and villas.

The aims of the Corfu Milestone Project are to record as many milestones as possible, both existing and missing ones, provide as much information as possible, help clean and conserve the existing milestones and in the future replace all the missing ones. Further plans include a proper coding system and a physical sign on each milestone with its code and a grid reference code to the milestone’s entry in the website for further information. There are also plans to improve the website further and find ways to make the Project known to the wider public.

We have had some initial success in conservation with the Facebook group. Local communities or individuals have started restoring or cleaning their local milestones. Others have actively searched for ‘missing’ ones and have managed to dig them out and restore them. Villages that have been taking care of their local milestones for years now are proudly stepping forward to show the results.

Not every restoration effort has been perfect, but the Project is trying to help by providing information and suggestions for improvement.

We are lucky to still have ‘point 0’ from where all distances are measured. It is located in the heart of the Old Town near the Old Fortress. It helps measure the distance to all other milestones and identify which ones have been moved, or even locate other ones. It has also provided a few puzzles, such as milestones that seem to be in their original places but have numbers that do not correspond to the actual distance in kilometres or miles.

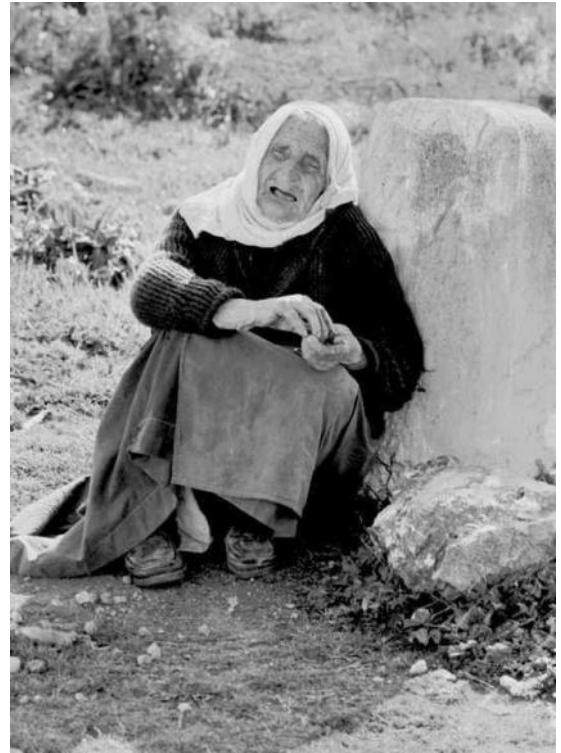


Figure 2: An old photo with a villager resting against a milestone with the number 44; the milestone is now missing. Photo: Spyros Gangadis



Figures 3a and 3b: Milestone with number 27 (a) just unearthed and (b) 30 x 48 cm above ground. Photo: Kostas Veronikis



Figures 4a and 4b: Milestone 16 being transferred to its original place and then cleaned. The marks on the stone are from using it to sharpen knives and scissors.
 Photos: Spiros Cardacaris and Theofilos Tzikas

The height of the milestones is around 50cm (with another 50% underground), but in general there are variations in their size. The stones also come in two different shapes. Rectangular like the one with no. ‘0’ or tombstone-like.

All the milestones are made of stone, mostly of the same stone that has been used for the public buildings of Corfu at the time. The British brought craftsmen from Malta along with Maltese sandstone (locally called Toufos) to build the high Commissioner’s Palace and other public buildings. The fact that some milestones were made from the same ‘British’ stone, reinforces their origin.

Some milestones, especially ones further from Corfu Town, are made from other, locally found stone. All milestones have just a number carved into them. Most of the numbers are elegantly carved, but there are others that seem to be rough.

A small number of stones feature numbers with decimals that were placed at the ‘end’ of roads. The roads do not end there anymore; they continue further, but these stones are a reminder of how limited the road network was at the time. We were troubled at first about the decimals, but we ruled out elevation. Then we found out from locals that it used to be the end of the road. The villages are all located at the furthest points from Town, near the sea. We double-checked the distances; they were really close to the ones displayed on the stones, almost down to metres.



Figure 5: The central milestone in Corfu Town, from where all distances are measured.

Initially it was believed that the milestones were positioned near villages, or near the village centre. Now that more have been found, it is clear that they must have been placed every kilometre along the road.



Figure 6: Milestone 38, 960 End of road in village Peroulades. Photo: Aris Avlonitis

Quite a project for that time on the island! Since it is known which roads were built in recent decades (roads near the expanding town, coastal roads to resorts, newer roads connecting new communities etc) and clear records exist of the old villages and communities (there were no coastal villages for defence purposes), it is easier to limit the search area for new milestones. The milestones reveal the main road network of the time, which passed through villages that are now almost abandoned but were then lively and important communities.

Most of the milestones are positioned on the north and central part of the island; there are almost none on the southern part. For a long time we thought that they more or less stop at the village of Chlomos (an old and still large village). Even though there are important communities further south, we have not been able to locate any other milestones. Quite recently though, a half-buried milestone was discovered in the village of Korakades (a historic but now deserted village) several kilometres to the south!

Two boundary markers have been discovered. At least one of them pre-dates the milestones. These two boundary markers are most likely of Venetian origin. One of them features an inscription in Italian. They mark the boundaries of local baronies. There are also two survey markers that survive. One of them with the marking B.O. (for the Board of Ordnance) and the Broad

Arrow or Benchmark, and another one, located in the little island of Vido, with the marking W.D. for War Department.

At this time there are 68 registered points of interest regarding milestones on the island. These are separated into those milestones that are ‘confirmed’, ‘damaged’, ‘not corresponding distance’, ‘missing’, ‘not confirmed’ and other ‘point of interest’, and some submissions remain to be catalogued.

Initially it was expected that ten or twenty milestones would be found, but the people of Corfu have really loved this project and keep searching for new ones!



Figure 7: The first (restored) of the four milestones near the village of Chlomos. Similar to milestone 16, the hole on the top was made by sharpening knives and scissors



Figures 8a and 8b: Surviving survey markers with (a) the marking B.O. (Photo: Dimitris Klagkos) and (b) the marking W.D. (Photo: Kostas Veronikis)

MILESTONES IN THE NEWS

Carol Haines

As a resource for research into road history, a great deal of information can be gleaned from old newspapers, and a subscription to the British Newspaper Archive (www.britishnewspaperarchive.co.uk) is well worthwhile. This can be particularly valuable if no documents survive of a particular turnpike road, as notices of trustees' meetings, tollgate lettings and sometimes details of work to be undertaken were often advertised in the local press. A previous article (*Milestones & Waymarkers* Vol.7 (2014)) gave examples of milestones mentioned in reports of robberies, accidents, hunt meeting venues, races, and locators of property for auction or part of an enclosure boundary, showing what an important feature they were of nineteenth-century life. The present account details some of the more unusual entries that have been found.

Milestone installations

It is often impossible to find definite evidence of when milestones were put up, but occasionally something can be found in the local press.

The trustees of the Carmarthenshire/Three Common Turnpike inserted a notice in the *Hereford Journal* on 12 November 1800 requesting contractors for erecting milestones and direction posts on their roads, while the *Saint James's Chronicle* (28 February 1804) reported that the milestones which had lately been erected on the Commercial Road showed that the West-India Docks were exactly three miles from the Royal Exchange.

According to the *Yorkshire Gazette* on 9 December 1820 and the *Leeds Intelligencer* two days later, the road from York to Tadcaster had been recently re-measured, and the milestones removed. "Opposite to the first house, as you enter Tadcaster, stands a stone inscribed, "Ouse Bridge, York, 9 miles." Presumably the other milestones were replaced reflecting the new measurements.

Some articles in Scottish newspapers give a useful indication of when milestones were installed. A new six-mile section of the road from North Queensferry to Kinross was opened in August 1813 to replace a former route with steep hills. The *Caledonian Mercury* (16 September 1813) reported that the first vehicle to use the road was the Edinburgh to Perth mail coach, with colours flying, followed by the trustees en route to a celebration dinner. Handsome milestones had been erected along the road.

The twenty-sixth report of the Commissioners of the Highland Roads and Bridges in the *Inverness Courier* on 6 May 1840, besides noting that there had been severe flooding in many areas and damage to bridges, also reported that: “Milestones have been erected on the West Loggan road, the Tongue road, and the other roads in the Strathspey and Badenoch.” Early OS maps mark milestones on the road going south from Tongue (now the A836) with distances to Tongue Pier and Altnahara. Figure 1 may be one of these milestones located near Loch Craggie and, according to Milestone Society records, once reading “Lairg 34, Tongue 3”.



Figure 1: HI_LGTG35, Tongue (Geograph, Milestone Society)

The Orkney Herald on 12 April 1871 gave an account of a meeting of the Orkney Road Trustees. Part of the Surveyor’s report states that: “The milestones authorised by the Trustees to be placed along the roads, were supplied by the contractor, in terms of his

offer, and they have been set up along the constructed lines of road. The cost of these milestones, 93 in number, including cartage, amounts to the total sum of £31, which is little more than the estimate.” A separate table in the report gives the total mileage of roads as 100.

However, some milestones could cause problems. A bet of £100 was laid on a Glasgow mare that she could go over seventeen miles an hour along a road through Dumbarton and Partick. On account of having to negotiate a drawbridge, 62 minutes was allowed, but the mare completed the distance in 63 minutes, with many people losing money on their bets. The *Caledonian Mercury* of 18 August 1840 then queried the result, reporting that: “Since the above was written, we have ascertained that doubts have arisen as to the distance really travelled by the mare ... by a recent alteration on the road, on account of which the milestones have not been altered, the distance has been lengthened by a quarter of a mile” meaning that the horse had achieved the distance in the time allowed.

Vandalism

“Among all the mischief practised by evil disposed persons, none deserves more general reprobation and punishment than the defacers of mile-stones and direction-posts, which have been wisely placed on our public-roads for the information of strangers” writes an angry correspondent to the *Bury & Norwich Post* on 12 September 1804. “Surely these despicable witlings cannot recollect the Scriptural anathema of ‘Cursed is he that leadeth the *blind* out of their way’.” The writer suggests that Magistrates should offer a reward for the punishment of such offenders. Several areas in Cheshire took matters into their own hands and set up associations to offer rewards to anyone who could give information leading to the prosecution of offenders for various misdemeanours, including defacing milestones. According to a notice in the *Chester Courant* on 20 August 1805 a ten-guinea reward would be given to anyone who led to the conviction of a person guilty of highway robbery, five guineas for stealing a horse, and two guineas for defacing milestones or destroying bridges. This notice had 25 signatories in the Tarvin area. The same newspaper carried a similar notice on 19 September 1809 from residents in the Ashton and Kelsall area, also offering a two-guinea reward for milestone defacers.

A rather bizarre incident was reported in the *Oxford University & City Herald* on 11 June 1808 of a man in the neighbourhood of Midhurst who took away a milestone and told the magistrate that he was intending to make it into a “hog-trough”. He was committed to Petworth Bridewell “to take some rest before he set about so arduous a task”. An anecdote of another removal appeared in at least five papers at the end of September 1811, including *St James’s Chronicle* and the *Lancaster Gazette*. Five French officers broke their parole at Jedburgh. They were not allowed to go beyond a certain milestone, but one of them “wishing to extend his perambulations, ... took the stone in his arms, and carried it a considerable distance!”

The officers were retaken and sent to Berwick gaol. A more serious incident was reported in several newspapers including the *Manchester Mercury* and the *Kentish Weekly* in late October/early November 1817: “As the Exeter Mail-coach was on its way to London on Monday morning, between Smallbury green turnpike and the turning off from the road to Richmond, it passed over a large stone, the greater part of a broken mile-stone, which had been placed on the road by some villain.” The coachman, guard and an outside passenger were thrown off, though not seriously hurt. Another stone had been placed in the road about 30 yards further on, but the horses continued their journey without the inside passengers being aware of what had happened. The coach was eventually stopped at Brentford.

A letter to the *Norfolk Chronicle* on 5 May 1817 begins with a very theatrical depiction of milestones: “Surely it will be considered a very lamentable thing, that a certain description of the quiet and peaceable inhabitants of the country, stationed by *authority* on the King’s highway, kindly to inform the ‘weary way-worn traveller’ how far he has to proceed on his journey, and patiently enduring the scorching heats of summer, and amid the bleakest storms of winter, ‘with every tempest howling round their heads,’ still remaining firm in their duty, incapable as they are of making any resistance to the hand of violence when uplifted against them, that they should be cowardly and villainously attacked by desperadoes, armed with hammers and chissels [sic], to disfigure and mutilate their placid features, and all for the base and pitiful gratification of illegally gaining what by laudable industry a few hours honest labour would be equal to.”

The correspondent goes on to state that milestones on the Norwich to New Buckenham road had recently been stripped of their cast iron plates. There are many Norfolk milestones that have indentations which look as though something was once attached. Figure 2 shows a milestone on the New Buckenham road which seems to have had a metal plate attached near the top. No records of this turnpike trust have survived. In August and September 1820 many newspapers (including the *Cumberland Pacquet*, the *Sussex Advertiser*, and the *Bristol Mercury*) reported an Act of Parliament, passed on the 15 July 1820 (1G.4.c.56) authorizing a summary punishment in certain cases of persons wilfully or maliciously damaging or committing trespasses on public or private property. The first clause enacts “that if any person or persons shall wilfully or maliciously do or commit any damage, injury, or spoil, to or upon any building, fence, hedge, gate, stile, guide-post, milestone, tree, wood, underwood, orchard ... and shall thereof be convicted within four calendar months, before a Justice of the peace, shall forfeit and pay to the party aggrieved such sum of money, *not exceeding five pounds* as shall appear to such Justice as a reasonable compensation ... In default of payment in either case, with costs offenders to be committed to the common Gaol or House of Correction, for any time not exceeding *three months*, if not sooner paid.”

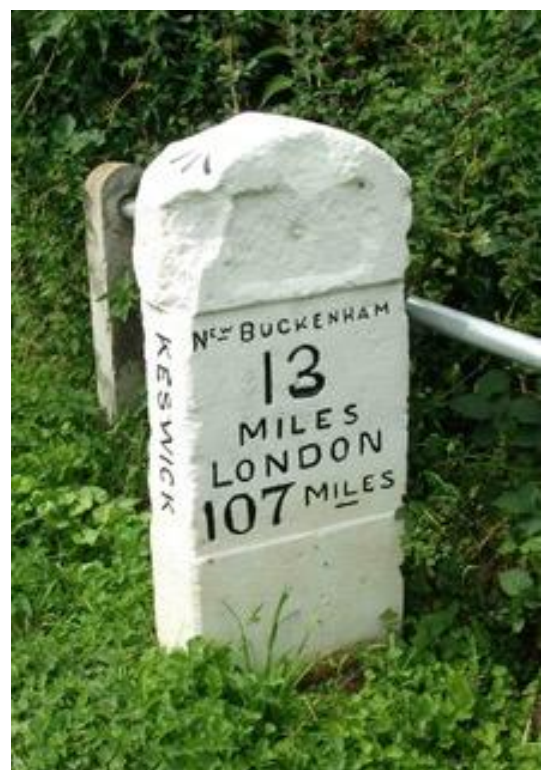


Figure 2: NO_NNB02, Keswick. Photo: Carol Haines

On 21 August 1852 the *Norfolk Chronicle* reported that two labourers had each been fined 2 shillings with 6 shillings costs at Wymondham Petty Sessions for defacing a milestone on the Norwich to Thetford turnpike. The 1820 law obviously didn’t deter everyone.

Monumental milestones

“An Eloquent Milestone” - this was the heading of a report in *The Worcestershire Herald* on 28 October 1871 describing the erection of a “somewhat novel milestone”, which is now on the A3400 in Tredington parish between Shipston and Stratford-upon-Avon. A full description of the stone is given in the article, including its inscriptions, some of them in Latin. That on the south side reads:

6 Miles To Shakespeare’s town, whose name
Is known throughout the earth;
To Shipston 4, whose lesser fame
Boasts no such poet’s birth.

On the northern face is:

Crux mea lux
After Darkness, LIGHT
From light hope flows,
And peace in Death,
In Christ a sure repose.



Figure 3: WA_SFOX06, Tredington
(geograph, Milestone Society)

On the east and west sides are carved the coats of arms of the Bishop of Worcester, and of Mr E. P. Shirley of Ettington Park who designed and paid for the monument. The reporter adds that “a seat for wayfarers would have been a welcome addition. This stone, though really within the boundaries of Warwickshire, is in the centre of a slice of Worcestershire, which there strangely intrudes into the county boundary”. The milestone (WA_SFOX06) is now Grade II listed (Figure 3).

A “curious anecdote” reported in the *Bristol Mirror* on 1 April 1809 concerned an obelisk that had been erected by the citizens of Glasgow to the memory of Lord Nelson. Sir John Carr was asked for a suitable inscription and suggested “GLASGOW to NELSON.” This did not meet with approval and a magistrate proposed giving the monument a double purpose as a milestone by amending it to “GLASGOW to NELSON XII Miles”. This idea was also rejected. Was this story true or could the date of the report be significant? The obelisk, built in 1806, was designed by David Hamilton and was the first civic monument to Nelson.

Of Cabs and Cars

In the autumn of 1871 many newspapers, from the *Royal Cornwall Gazette* and the *Fife Herald* to the *Belfast Evening News* and the *Devizes & Wiltshire Gazette*, contained a short report that it was “proposed to fix milestones and half milestones in the streets of London radiating from a given centre”. The *London Daily Chronicle & Clerkenwell News* on 23 September stated they would be put up by the Board of Works and would do away “with all contention between ‘cabby’ and his fare, and in time make cab-riding pleasant and easy”. However, the *South London Chronicle* was very sceptical about the idea, and presumably the scheme never went ahead.

London was not the only place exercised about cab fares. A correspondent to *The Huddersfield Chronicle* on 2 December 1871 complained that the Borough Surveyor had stated that the milestones leading out of the town were not correct. The writer thought it “the duty of our Town Council to have them righted so as to avoid a great amount of unpleasantness with cabmen. ... I also think the Corporation is as much bound, in principle, to see that we get 1760 yards to the mile, as that we get 36 inches to the yard, for which purpose they keep an inspector.”

By the beginning of the twentieth century the motor car was taking over the roads. A UK speed limit of 10 miles per hour had been introduced in 1861, and it rose to 14 mph in 1896. The police were keen to prosecute speeding motorists, and a report in both the *Norfolk News* and the *Norwich Mercury* on 20 June 1903 described how this was carried out. Mr Hubert Egerton, a motor engineer, appeared before Norwich magistrates charged with speeding in Taverham. Two police constables had measured a half-mile length of road from the fifth milestone on the Fakenham road to Beech Avenue, using a 45-yard long piece of string. After synchronising their watches, one constable then hid behind bushes by the milestone, the other went to Beech Avenue and as there was no tall vegetation he lay down flat to conceal himself. As Mr Egerton’s car passed the milestone, apparently in a cloud of dust, the constable there ran up the road signalling to his colleague. They later heard Mr Egerton’s car returning and stopped him and told him he had covered the half mile in a minute and a half. Mr Egerton, in defence, said the road had been re-measured with a chain and was found to be more than half a mile, the constables’ watches did not match, and it was impossible for the constable at Beech Avenue to be hidden, and for him to have seen his colleague by the milestone (Figure 4)¹. Nevertheless, the magistrates decided the law had been broken but said “it was hardly within human nature that a man who was on a level road with a motor, and where all seemed free from danger, not to let the car go at a greater speed than he ought. But the magistrates did not make the law; they only had to administer it as it was given them.” Mr Egerton was fined just £1. A calculation shows he had been travelling at about 20 mph.

After 1903 the speed limit was raised to 20 mph and abolished completely in 1930. The Automobile Association was founded in 1905 as a club to inform subscribers of police speed traps².

Here and There

Hick's Hall

A long article in the *London Daily Chronicle & Clerkenwell News* on 2 November 1871 gives a history of the building known as Hick's Hall which once stood on an island in the middle of St John Street in Clerkenwell in London. It was built in 1612 as a courthouse for Middlesex. Most of this history can be found today on Wikipedia including that it was paid for by a wealthy fabric merchant, Sir Baptist Hicks, and was demolished in 1782. Although Wikipedia mentions that it was the datum point for measuring mileages on the Great North Road, the newspaper article adds the information that there was an inscription on a public house which read: "Opposite this place Hick's Hall formerly stood. 1 mile, 1 furlong, and 13 yards from the Standard, in Cornhill; 4 furlongs 205 yards from Holborn-bars, down Holborn, up Snowhill, Cow-lane, and through Smithfield" (Figure 5).

For night-time travellers, objects encountered beside the road could stretch the imagination. A writer in the *Chester Courant* (26 September 1809) describes walking home from the country on a summer evening and seeing formless shapes in the twilight. He imagines they are apparitions, but they were in fact common objects. "With all my incredulity, I have been more than once alarmed by mile-stones, posts, & branches, especially when the moon has cast upon the objects the most fantastic and uncommon lights. All the ordinary laws of optics are then destroyed."

Poems were often printed in newspapers. They were usually long and rambling and of dubious merit. One entitled Dicky Gossip and his friend Samuel appeared in the *Morning Chronicle* on 25 August 1813 recounting the tale of a very inebriated young man, staggering home on a foggy evening with a severe attack of hiccups who thinks he sees his friend Samuel beside the road.



Figure 5: Hicks Hall c. 1750 (Wikipedia)

His eyes encounter'd, just on the road side,
Placed there to tell the miles – a stately stone. ...
"If yonder is not stood my old friend Sam;
"Do, Samuel, let me lean upon thy shoulder. ...
"I want to sleep, don't let me be molested".
Then squatting down against the mile-stone, rested;
Knowing his dear friend Samuel firm and true.

There was praise for our milestones in the *Dublin Evening Post* (24 August 1809). "Every person that has travelled through England has seen and must have acknowledged, the utility, convenience, and comfort of mile-stones and finger-posts ... We have no such things in Ireland ... The late act for amending the Irish Road Act, directs the erection of mile-stones or finger-posts; on the mile-stone, the distance from Dublin, if the road leads direct or from; and the number of miles the same is distant from such town, on each side thereof; the finger-posts to be erected at all public cross-roads, on each side the miles distant from town to village; these to be erected by trustees of roads".

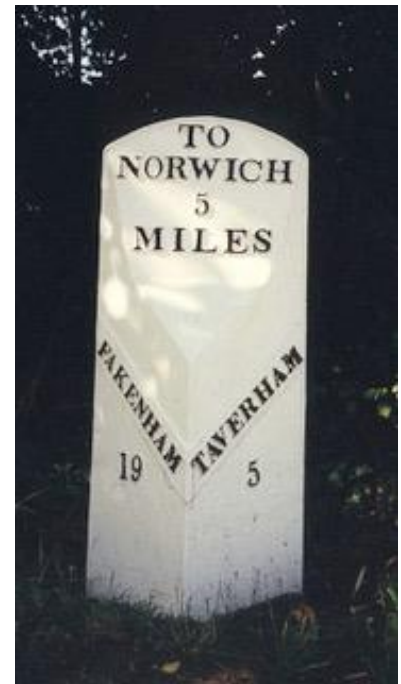


Figure 4: NO_NF05, Taverham. Photo: Carol Haines

The occasional mention of stones in other countries can be found. An article entitled Clarke's Travels in the *St James's Chronicle* on 11 March 1819 recounts travels in Scandinavia. The roads in Sweden were described as "superexcellent", far better than English turnpikes. "Even the mile-stones were worthy of notice; they were elegantly formed, of cast iron, raised upon square pedestals of large stones; monuments of the taste and magnificence of Gustavus the Third; the initial letter of whose name, simply introduced in relief, and in a gilded character, appeared upon all of them." Among the overseas reports in the *Salisbury & Winchester Journal* on 9 May 1814 it states: "A gentleman just arrived from Paris states, that workmen are busily employed on the roads in France, in chisseling [sic] out the eagles from the mile-stones and substituting the *fleur de lis*."



Figure 6: Hogarth, Chairing the Member (Wikipedia)

Voting in parliamentary elections usually took place in a major city meaning that voters had to travel there to cast their votes. Candidates would usually pay for their supporters' travel and accommodation. The narrow victory of Edmond Wodehouse in the Norwich election of 1817 was reported in the *Oxford University and City Herald* and the *London Courier & Evening Gazette* at the end of May 1817. A few days later "a large body of the friends of Mr. Wodehouse assembled, by appointment, at the first mile-stone on the Dereham Road, for the purpose of meeting their newly-elected Member, with whom an immense cavalcade of horsemen, and a still larger number of persons on foot, with flags flying, and other demonstrations of triumph, proceeded to the Shire Hall, from whence, about noon, Mr Wodehouse, in full court dress, was carried in an elegantly decorated chair round the Castle-hill to the Market-place, amidst the loudest possible acclamations, bells ringing and firing ..."

This ceremony was humorously depicted by William Hogarth (with a milestone included – Figure 6)³. Wodehouse had provided horses for travel for his supporters and beds at 50 Norwich inns⁴. His expenses came to £5,408 11s 4d, over £400,000 today. The milestone (NO_NSM01) was replaced by the turnpike trust in 1868.

A petition to the House of Commons, reported in the *Leicester Chronicle* of 18 May 1822, pleaded for more equitable taxation, and an end to corruption and high salaries for government officials to level up the income of the poor. Sir R Phillips wrote that the impoverished needed more work as "a man's acquisitions are in proportion to his labours". One of his suggestions was for commissioners of roads to build four-roomed cottages on the site of every milestone, for the residence of labourers on the roads. Each cottage should have at least a rood of garden. This was not a new idea as a similar project had been proposed in the *Belfast Commercial Chronicle* of 14 September 1807. Milestones should be substituted by cottages and they should be "given to poor people rent-free, stipulating necessary labour on the road, adequate thereto, to be performed by the occupiers. The cottages to have inscribed on them the number of miles, and indices, pointing each way, specifying the names of the adjacent towns, in addition to the finger-posts. These Cottages might be made further useful as places of resort in case of accidents on the road." A curt sequel to this project appeared in the *Oracle & Daily Advertiser* on 6 April 1808: "The idea of placing cottages instead of milestones is abandoned. In case it had been carried into effect, the mile-stones would of course have been pensioned off."

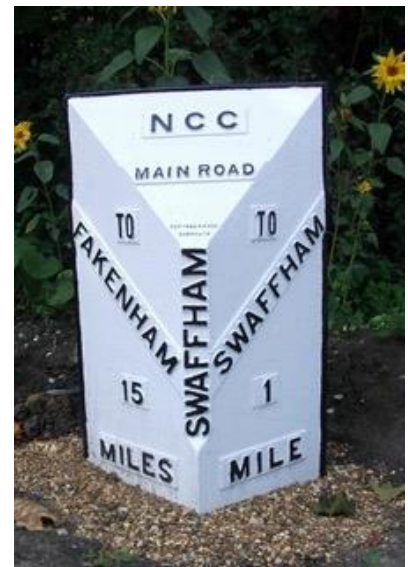


Figure 7: NO_FS15, Swaffham. Photo: Carol Haines

Conclusion

The enormous number of newspapers published in the nineteenth century is striking, and because of their local distribution more trivial details tended to be reported. There were thousands of references to milestones in the 1800s, showing that these ubiquitous items of street furniture were useful for a large variety of purposes. Even in the first decade of the twentieth century Norfolk County Council was spending money on their maintenance. The county surveyor's report in 1902 showed that about £800 was spent "upon improvements, such as fencing, milestones, direction posts, road gullies, drainage, and other special works" (*Norfolk News* 12 July 1902). See Figure 7 for an example of an NCC post.

This is just a small sample of results from the BNA, and with time and patience there is doubtless much more to be found.

Notes

1. Confusingly, the milestones on the Norwich to Fakenham turnpike, opened in 1823, repeated the Norwich mileage under the parish name.
2. Keir, David & Morgan, Bryan: *Golden Milestone. 50 Years of the AA* (1955).
3. Hogarth, William: *An Election (1754-55): IV. Charing the Member* (Sir John Soane's Museum, London).
4. Meeres, Frank: *A History of Norwich* (1998).

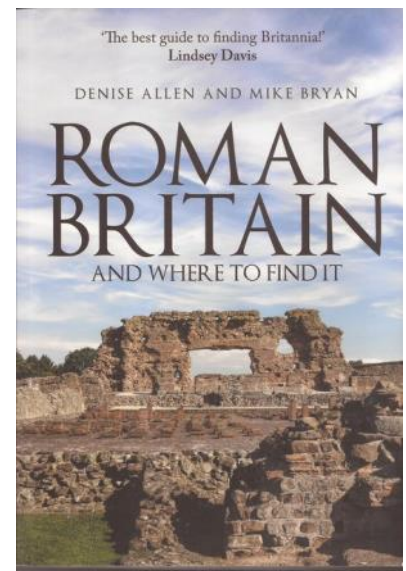
BOOK REVIEW: ROMAN BRITAIN AND WHERE TO FIND IT

Dr Lionel Scott

Denise Allen and Mike Bryan: **Roman Britain and where to find it** (256 pp, paperback, Amberley Publishing, 2000, £19.99; also available for Kindle). ISBN 978-144569014-8

There are two reasons to include a review of this first-rate book in a Milestone Society journal. One is that Roman Britain is likely to be of interest to many members of the Society. The other is that it includes Roman milestones. It is a commonplace that what the Romans left is still with us. Many towns and villages originated as Roman settlements, often with streets following the Roman alignment. In much of England, and parts of Wales and southern Scotland, you are no more than 20 miles from a Roman road. Specialist books abound, e.g. Salway's *History of Roman Britain* and Rivet and Smith's *Place Names of Roman Britain*; what is nice about this book is how much it tells you about Roman Britain in a comparatively short compass.

It is based on autopsy, the authors having visited all the places and museums mentioned. Dr Allen is an archaeologist; Mike Bryan, apart from studying archaeology, was CEO of branches of Penguin Books. Thus both substance and presentation are authoritative and clear. 'This book tells you where to find all the bits of Roman Britain where there is still something to see' (Introduction, p 11), but it does more than what it says on the tin. The index has about 415 entries; the actual sites described in detail number some 250. It divides the country into nine areas. Each has its own map and begins with a couple of pages giving the Roman history of the area, enough for the general reader to learn all one needs to know. There follow a couple of pages of general information, noting (for example) larger places in the area that originate as Roman towns, and museums which have useful but not large Roman collections. It then describes what it promises in the Introduction: a town, a fort, an amphitheatre, a villa, a museum; in the latter case noting particularly interesting artefacts such as jewellery or a mosaic. At the end of the book there is a glossary, brief biographies of the Britons and Romans who have been noted, and a Timeline, listing the principal events from Caesar's abortive invasions in 55 and 54 BC to the final withdrawal of military and administrative personnel in 409-410 AD. It is copiously illustrated. In a nutshell, whether you are at home or away, this book tells you exactly where to go for Roman remains, including postcodes and, where necessary, the means of access.



Picking a few sites at random, there are the city walls at Canterbury, 7½ pages covering London, the fort and salt town at Northwich, Cheshire, the Yorkshire Museum in York, and the remains of forts and watch towers on Gask Ridge, Perthshire. Various milestones are noted: those in Cornwall; those from the Fosse Way in the Jewry Wall Museum in Leicester; the one from Castleford now in the Leeds Museum; those in Temple Sowerby and Middelton, Cumbria; and one in the Tullie House Museum, Carlisle. A curious omission is the stone by the museum at Chesterholm (Vindolanda), although in fairness the inscription is now illegible.

The book is well up-to-date; for example, it notes the bronze discharge certificate for a sailor found in Lanchester in 2016; equally, it has to say that the road across Wheeldale Moor in North Yorkshire can no longer be considered to be Roman.

Various tombstones are noted, such as that of the Thracian cavalryman in the Colchester Castle Museum, and the young Spaniard in the Brecknock Museum, Brecon, and burials such as the lady from Spain or Italy in the London Museum; but it must not be forgotten that the population over whom the Romans ruled were Celts. Their civilisation is regularly described as elusive, because we have little more than their grave goods and the Romanised names of their deities, at least in Britain. The former enable us to write at length about their art, and their skill in metalworking, both in iron and precious metal, but much remains obscure. It is therefore good that this book includes details such as the traces of Celtic towns underlying the Roman, e.g. at Silchester and Colchester, and that under the villa at North Leigh, Oxon; the Celtic owners of villas, e.g. in Wales, and the tombstone of a Celtic girl in the museum at the Roman site of Arbeia, South Shields.

Another agreeable feature is the breadth of what is included. Where a site also has interesting Anglo-Saxon features, or a museum has an interesting non-Roman artefact, it is noted; and the whole book is written in a lively style and with a sense of humour. One error was detected: Leeds is in West and not North Yorkshire, though no doubt some of its inhabitants wish otherwise. But this is of no consequence in a book that is otherwise comprehensive, well presented, and in every way strongly recommended.

Dr Scott recently published *Pytheas of Massalia: texts, translation, commentary* (Routledge). Pytheas' book, about his pioneering voyage from Marseille into the Atlantic, c 330 BC, is lost, but can be largely reconstructed from later references. Among other things, he discovered Britain, then unknown in the Mediterranean world, and wrote about Thule, most probably a settlement in Norway around the arctic circle, and ice floes further north.

BOOK REVIEW: MILESTONES OF ARABIA—DISCOVERING THE ANCIENT MILESTONES FROM MADINAH TO MAKKAH

Ian Thompson

Milestones of Arabia – Discovering the Ancient Milestones from Madinah to Makkah

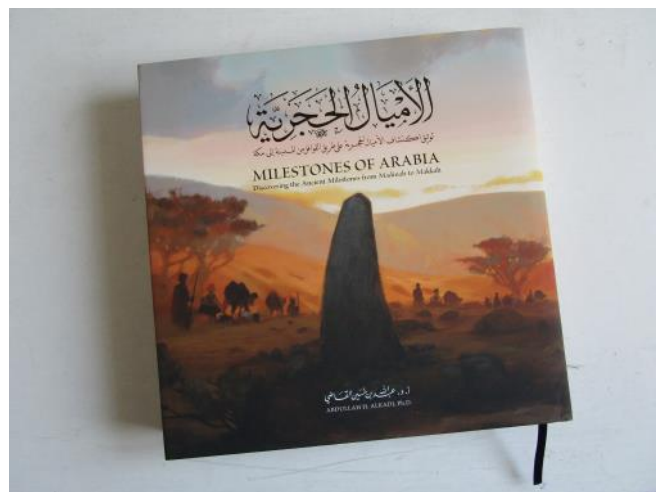
By Abdullah H. Alkadi, PhD, published by Orient East, 2021

This is a large format 25cm x 25cm hardback book of 335 pages with high quality illustrations that would grace any coffee table. Yet it is a serious document of 15 years of research and fieldwork to find and record 55 ancient milestones on the caravan route between Madinah and Makkah in the mountains and deserts of Saudi Arabia.

The book is written from back to front with text in Arabic and English. The writing is elegant, at times poetic, with frequent quotations from the Qur'an and other sources.

Dr Alkadi tells how the identification of a large, worked stone as a milestone, during field research of the Hijrah Route of the Prophet Muhammad, led him to return time and again to discover other similar stones, set at regular intervals along the caravan route which stretches for almost 260 miles between Makkah and Madinah, part of a longer ancient route from Yemen in southern Arabia to Damascus and the Mediterranean coast.

Dr Alkadi acknowledges the legacy of the Romans who gave us the word mile from their measurement of a thousand paces (*mille pacem*), yet the Romans erected no milestones in this part of Arabia. The early Moslem rulers erected milestones on postal routes and pilgrimage routes from the 7th century AD carrying distances, destinations and dedications, yet these were very different to the monolithic stones he had found.



Distances were shown in Arabic ‘mils’ (pronounced ‘meals’) and Dr Alkadi argues that the mil, the Roman mille pacem and the English statute mile are perhaps all based on measurements of the human anatomy. Handspans, foot lengths, paces are concepts of measurement in all civilisations.

Fieldwork was carried out systematically, with locations verified by global positioning systems and google earth mapping. Dimensions of each stone were recorded, with geological data, related archaeological finds and any inscriptions. As more milestones were discovered, it became easier to predict the location of the next stone, although identifying a fallen milestone in a landscape of stones was rarely easy.

Milestones were usually widest at the base. On average they were 173cm tall, 60cm wide and 40cm deep. From a distance they could resemble a figure in the landscape, an idea explored by Dr Alkadi. The distance between stones proved remarkably consistent, enabling a value for the Arabic mil to be calculated. This value could prove especially useful when linking ancient texts to evidence from archaeological sites throughout the Arab world.

The bulk of the book is a record of each milestone, beautifully photographed in a huge landscape devoid of buildings, fields or modern roads. A question remains about the age of the milestones. The style of Arabic used in inscriptions suggests a date before 850AD. However, the inscriptions may be more modern than the stones themselves. In discussion with Dr Alkadi, he suggested that these milestones may be over a thousand years older than the Hijrah of the Prophet Muhammad. His next task is to prove this.

AUSTRALIAN MILESTONES

Ian Thompson

Our correspondent David Thomas from Glenmore Park, New South Wales has been out exploring again as lockdown restrictions have been relaxed a little (January 2022). On a trip to Inverell in the far north of the state, he found four more of the standard triangular concrete milestones and two interesting wooden mileposts in a pioneer village museum. These came from the main east to west route, Highway 38, known as the Gwydir Highway. The Gwydir Highway was named and made a State Highway in 1928, so this was probably when the concrete mileposts were set up, but the wooden mileposts could be much older.

The Ozroads website says:

“The road that would later become the Gwydir Highway was first constructed and improved in 1867 at the request of the Commissioner and Engineer for Roads in New South Wales. The following year the road was opened to full traffic and a steam ferry was established across the Clarence River between South Grafton and Grafton, completing the link. Further construction continued over the next ten years to bring the road up to standard and bridges were opened across the Orara River (1874), the Nymboida River (1875) and the Mann River (1877).”



Figure 1: Milepost from the Gwydir Highway between Glen Innes and Grafton



Figure 2: Milepost from the Gwydir Highway probably 14 miles from Moree

HOW WELL HAVE YOU REMEMBERED WHAT YOU HAVE READ?

Try this short quiz. Some questions should be fairly easy, others a good deal more challenging. Anything over half marks without re-reading would be impressive (the quizmaster didn't manage it!).

NAMES

1. By what name is Kwun-tai-loo better known?
2. What is the appropriate name of the dwelling whose owner had two (alleged) milestones on his property?
3. What does MTOCMH stand for?

PLACES

4. Where might you find a milestone under water?
5. Where, exactly, was Truro?
6. What village links the 13th and 19th centuries, the Albert Memorial and World War I?
7. Where was a turnpike road widened to accommodate trotting races?
8. In which parish would you find 'an Eloquent Milestone'?
9. Where did Queen Eleanor fall mortally ill?

DISTANCES

10. How far is it from Glasgow to Nelson (according to the Scots)?
11. Where are milestones not a mile apart?
12. How far did milestone BU_BUBR03 move?

CONNECTIONS

13. What is the connection between a milestone near Tytam Took and King's Cross Station?
14. What is the connection between a milestone mould and the Holy Trinity?
15. Who did not connect electricity to milestones?
16. What is the connection between milestones and Gulliver's Travels?

PEOPLE

17. Why does a parson resemble a milestone?
18. Which Dukes seem to have ignored a Queen?
19. Who celebrated election as an MP at a milestone, and who painted a picture of the occasion?

MISCELLANEOUS

20. Why is there a milestone in the middle of a roadless recreation area?
21. Why might butchers or dressmakers visit milestones?
22. Into what unlikely agricultural equipment was a milestone to be repurposed in 1811?
23. What unlikely object was used to make a plumb line for setting up a milestone?
24. Who or what is Gwulo?

Answers can be found on page 62

LOOKING AHEAD TO 2023



Planned articles for M&W volume 15 (2023) so far include:

- Milestones in Cape Colony, South Africa
- Mumbai milestone project
- A Conservation Officer's view
- The Road to Crowle
- The Alaska Highway

Other articles under consideration include:

- Milestones in the deserts of Arabia
- A new role for a Scottish tollhouse

EDITORIAL AFTERWORD

Some who have reached this point in the magazine may have concluded that there was too much 'colonial' and too little 'home'. The explanation for this balance is straightforward and the solution simple. The editors can only publish what they receive. Not a single unsolicited contribution on a UK topic was received this year. Those members approached with suggestions or requests responded nobly to provide most of the 'home' section. If readers wish to have more home-grown articles, some of them will need to write as well as read in order to achieve a more even balance. The editors are ready and willing to assist in the production of articles but, as the saying goes, cannot make bricks without straw. Notes for contributors follow. Please swap a paint brush for a keyboard for a while and share recent research or restoration of milestones or other waymarkers with others.

You will have noticed some new features in this issue. We would greatly appreciate your views about their inclusion. M&W exists to meet the needs and interests of the Society's members, and its contents should reflect that, so whether you like the new features or feel that they are inappropriate please let us know, using the email address to be found in the Notes for Authors.

MILESTONES & WAYMARKERS OR NEWSLETTER?

Although there is no hard and fast rule about what kind of article goes into each periodical, potential contributors may find the guidelines below helpful.

The *Newsletter* primarily caters for short articles with a few illustrations, reports on recent developments and events such as Society meetings, completion of a waymarker restoration, newly discovered milestones etc. It also includes reviews of recently published books, news about Society members, including obituaries.

Milestone & Waymarkers is mainly intended for longer articles with more extensive illustrations, reports on major restoration projects, historical research findings, and review articles on publications devoted to a common theme.

Both publications are suitable for contributions that define 'waymarkers' broadly, to include 'road furniture' such as boundary stones, tollhouses and canal (but not railway) milestones, also for contributions by non-members and on waymarkers beyond Britain.

If still in doubt, send a contribution to either of the editors: newsletter@milestonesociety.com or dt@milestonesociety.com. They will decide between them where the contribution is best placed.

Further guidance for *Milestone & Waymarkers* appears in the 'Notes for Authors' below.

Quiz answers: 1. Victoria, British capital in Hong Kong; 2. The Coach House; 3. Miles to Candia Meeting House; 4. Ty Tam reservoir in Hong Kong; 5. Coinage Hall, Boscowen Street; 6. Sledmere, East Riding of Yorkshire; 7. Newburyport, Massachusetts; 8. Tredington near Stratford upon Avon; 9. The Manor House, Harby, Lincolnshire; 10. Twelve; 11. Corfu; 12. A little over 3 miles; 13. 9½, milestone and Hogwarts Express platform; 14. Three in one; 15. Benjamin Franklin; 16. Leonard Gulliver, a neighbour of Jonathan Swift; 17. It directs us on a road which it never travels itself; 18. Bedford; 19. Edmund Wodehouse, William Hogarth; 20. Former central road in Hong Kong abandoned; 21. To sharpen their knives or scissors; 22. A hog trough; 23. A whip; 24. A Hong Kong website and chat room

THE MILESTONE SOCIETY

AIM

To identify, record, research, conserve and interpret for public benefit the milestones and other waymarkers of the British Isles.

OBJECTIVES

- To publicise and promote public awareness of milestones and other waymarkers and the need for identification, recording, research and conservation, for the general benefit and education of the community at large
- To enhance public awareness and enjoyment of milestones and other waymarkers and to inform and inspire the community at large of their distinctive contribution to both the local scene and to the historic landscape in general
- To represent the historical significance and national importance of milestones and waymarkers in appropriate forums and through relevant national organisations
- To organise and co-ordinate relevant practical projects at both national and regional/local levels, thereby enhancing public access
- To protect, preserve and restore milestones and other waymarkers through the planning process, representing their significance to appropriate authorities locally and nationally
- To manage the Society's affairs in ways which maintain effective administration and appropriate activity, including the establishment of regional groupings through which to delegate and devolve the Society's business.

NOTES FOR AUTHORS

Milestones & Waymarkers (M&W) records the work of the Society, its members and others with shared interests. It complements the Society's Newsletter.

Submissions of material are welcomed and should be sent in digital form to the commissioning editor, Derek Turner, derek.turner@milestonesociety.co.uk, together with the author's contact details. Contributions in non-digital form are acceptable by special arrangement. All contributions are accepted on the understanding that the editor reserves the right to modify the material to make it consistent with the general content and style of the publication.

Content and style:

The content should be clearly related to the title of the publication and to one or more aims of the Society: to identify, record, conserve and interpret for the public benefit milestones and waymarkers. Interpretation can be taken to include explanation of how other highway heritage organisations and wayside furniture help to explain the nature and the history of milestones and waymarkers. Although the terms of the Society's aims restrict its practical activities to the British Isles, contributions about milestones and waymarkers elsewhere in the world are very welcome.

M&W contains two kinds of articles: those primarily describing the results of research into waymaker history, and those mainly describing significant recent conservation projects. The former tend to be longer and more formal in style, the latter shorter and less formal. Both are equally welcome.

No maximum or minimum length is laid down. Shorter articles with limited coverage may be considered for inclusion in the Newsletter rather than M&W. Wherever relevant, photographs should be included; also maps, diagrams and tables to supplement and illustrate the text.

The Milestone Society does not have a published and required house style. The editor will adjust the text to be

consistent with current practice. Authors should, however, consult this or recent issues of the publication and follow the layout and conventions used for references and identifying waymarkers.

English rather than American spelling should be used.

Technical and copyright guidance:

Most readers will have a general interest in the subject but will not usually be specialists. Please avoid using the first person ('I'). Abbreviations should be given in full the first time they are used. Ordnance Survey map references should be given where relevant, using the format SU 123456, or where greater precision is vital SU 1237 4568. The author should obtain any necessary copyright permission. OS maps are subject to copyright within the normal copyright period for any document – 50 years. Old OS maps, like other old documents, are outside this copyright law, e.g. reproduction of maps dating from the 1920s or earlier will not incur a royalty because of their age, though the source should be acknowledged as a courtesy. In addition, use is also encouraged of the reference numbering system used for the Society's database and its on-line Repository (see www.msocrepository.co.uk). Where possible both references should be made together, in brackets, after the first reference of a stone or marker, e.g. (SO 740 359, ref no EX_BSGC30). This works well as part of image captions.

Illustrations should be sent electronically in the following formats: png, tiff, gif, bmp, jpg. Images must be submitted separately from the text and **must** be at least 300 dots per inch to ensure satisfactory reproduction. Each illustration should be accompanied by a number and a caption, and the number should be included in the text where that illustration is referred to. Due acknowledgement to original photographer(s) should be included.

Assistance and support is available on request from the Editorial Panel.



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