



**Gloucestershire Society for Industrial Archaeology**

# **Cotswold Canals Restoration**

**Phase 1b. Saul Junction to The Ocean, Stonehouse**

**Project S12**

## **Public Houses Along or Near to the Stroudwater and Thames & Severn Canals**

April 2007 Issue 1

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The Gloucestershire Pubs website ([www.gloucestershirepubs.co.uk](http://www.gloucestershirepubs.co.uk)) provides histories of all known pubs in the County and includes details of the landlords where these are available. Geoff Sandles, the creator of the website, has kindly agreed that the information on the pubs in the vicinity of the Stroudwater and Thames and Severn canals can be printed out and included in this resource pack for research on the Canal. Also included here is a fictitious account by Geoff Sandles of a boat trip along the Stroudwater Canal in which most of the pubs were visited!

Users should note that the Gloucestershire Pubs website is updated continuously and they should refer to it directly for the latest information.

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## **Pubs Along or Near to the Stroudwater and Thames & Severn Canals**

The Gloucestershire Pubs website [www.gloucestershirepubs.co.uk](http://www.gloucestershirepubs.co.uk) is a particularly useful site for information on pubs, breweries and all related matters in the county. It was created by Geoff Sandles who has kindly given permission for the information shown on this page to be extracted from it (April 2007). Needless to say, if you have a special interest in one of the pubs listed here, it is advisable to [visit the website](#) in case further information is available.

At present the entire length of the Stroudwater Canal and the Thames & Severn Canal up to the western end of the Sapperton Tunnel is covered here.

The pubs are listed by parish following the line of the canals eastwards from Framilode which lies at the western end of the Stroudwater Canal.

### **FREATHERNE WITH SAUL**

#### **FRAMILODE**

##### **Bell Inn**

The Bell Inn was the only pub in Gloucestershire to be tied to Cordwell & Bigg's Hamwell Leaze Brewery in Cashes Green, Stroud..

Map Reference:

Rateable Value in 1891: £9.10s.0d.

Type of licence in 1891: Beerhouse

Owner in 1891: Miss F. M. Purnell, Stancombe Park (free from brewery tie)

Rateable Value in 1903: £10.10s.0d.

Type of licence in 1903: Beerhouse

Owner in 1903: Cordwell & Bigg, Hamwell Leaze Brewery, Cashes Green, Stroud

Closing time in 1903: 10pm

Present status:

Landlords:

1. 1891 Eliza Banks
2. 1903 Harry Rudge

##### **Ship Inn, Upper Framilode GL2 7LH**

The Ship Inn is located on the banks of the Stroudwater canal and must have been a popular watering hole for bargees and canal workers just over one hundred years ago.

Map Reference:

Rateable Value in 1891: £13.10s.0d.

Type of licence in 1891: Beerhouse

Owner in 1891: Stroud Brewery

Rateable Value in 1903: £13.10s.0d.

Type of licence in 1903: Beerhouse

Owner in 1903: Stroud Brewery

Closing time in 1903: 10pm

Present status: Still trading

Telephone:

Heritage:

Landlords:

1. 1856 G. Williams
2. 1891, 1903 Frederick Poyner
3. 1910 Harry Rudge
4. 1939 Gilbert Geo. Stafford

## **SAUL**

### **Junction Inn, GL2 7JZ**

The Junction Inn was on the banks of the Framilode canal near the junction with the Gloucester - Sharpness canal and the Stroudwater navigation. It was previously called the Drum and Monkey. The Junction Inn closed in 1968. It is now a private residence called Junction House.

Map Reference: SO 754095

Rateable Value in 1891: £18.0s.0d.

Type of licence in 1891: Beerhouse

Owner in 1891: Stroud Brewery

Rateable Value in 1903: £18.0s.0d.

Type of licence in 1903: Beerhouse

Owner in 1903: Stroud Brewery

Closing time in 1903: 10pm

Present status: Private residence – Junction House GL2 7JZ

Landlords:

1. 1891 Harriett Clarke
2. 1903 Walter James Davis Clarke
3. 1939 Frederick W. Long
4. 1968 Charles Oakley Lawrence

## **WHITMINSTER**

### **No name**

Wheatenhurst is a hamlet between Whitminster and Saul. It is probable that the off beerhouse supplied Godsell's beer to bargees on the nearby Stroudwater canal.

Map Reference: SO 762090 (approx)

Rateable Value in 1891:

Type of licence in 1891: Beerhouse (off sales only)

Owner in 1891: Mrs Cook (free from brewery tie)

Rateable Value in 1903:

Type of licence in 1903: Beerhouse (off sales only)

Owner in 1903: Godsell & Sons, Salmon Springs Brewery, Stroud

Closing time in 1903:

Present status:

Landlords:

1. 1891 John Kinnell Long
2. 1903 E. J. Blackburn

## **Fromebridge Mill, GL2 7PD**

The mill at Fromebridge was mentioned in the Domesday book. Work started converting the old mill into a pub in the autumn of 1998. The contractors restored the mill, which became redundant in 1990, to its original state spending one and a half million pounds in the process. The fast flowing River Frome powered the old mill where corn was ground for centuries. The Fromebridge Mill opened in April 1999. It is now owned by Old English Inns.

Landlords:

1. 1999 Rick Briggs
2. 2000 James Divall (manager)

## **STONEHOUSE**

### **New Inn, Newtown**

The New Inn was situated on the Stroudwater canal tow path at Newtown.

Map Reference:

Rateable Value in 1891: £12.15s.0d.

Owner in 1891: F. Close of Epney. (free from brewery tie)

Type of licence in 1891: Beerhouse

Rateable Value in 1903: £12.15s.0d.

Owner in 1903: Godsell & Sons, Salmon Springs Brewery, Stroud

Type of licence in 1903: Beerhouse

Closing time in 1903: 10pm

Landlords:

1. 1891,1903 Charles Smith
2. 1939 Benjamin Alfred Duxbury

### **Ship Inn, The Wharf**

The Citizen newspaper reported on Wednesday February 26th 1997: 'Pub's last orders... The landlady of a Stonehouse pub due to be demolished to make way for the town's bypass is inviting customers for one last knees-up. The Ship Inn closes its doors for the very last time tomorrow evening. Local band Strats will be playing the Ship's swansong with a 'last orders' performance tomorrow. Landlady Debbie Townsend said the pub is also open today as usual.' After closure the Ship Inn lay derelict for well over two years. Work finally started on the road improvements on Monday June 7th 1999. By that time the Ship had become badly vandalised and the Stonehouse public had been deprived of a pub needlessly for 2 years. One hundred years previously the Ship Inn took most of its trade from the Stroudwater Navigation which then ran in front of the pub..

Map Reference: SO 805048

Rateable Value in 1891: £17.0s.0d.

Owner in 1891: Stroud Brewery

Type of licence in 1891: Beerhouse

Rateable Value in 1903: £16.10s.0d.

Owner in 1903: Stroud Brewery

Type of licence in 1903: Beerhouse

Closing time in 1903: 11pm

Landlords:

1. 1891 George Grimes
2. 1903 Alexander Scott
3. 1927,1939 Albert William Love
4. 1997 Debbie Townsend

## **RYEFORD**

### **Anchor Inn, GL10 2LA**

Ryford is a hamlet one mile to the east of Stonehouse. The Anchor Inn was located near the Stroudwater canal. The Anchor Inn closed down a long time ago (date unknown). The old pub is now a private residence called Tankard House.

Map Reference:

Rateable Value in 1891: £23.0s.0d.

Owner in 1891: Miss Lewis of Standcombe, Devon (leased to Godsell & Sons, Stroud)

Type of licence in 1891: Beerhouse

Rateable Value in 1903: £27.0s.0d.

Owner in 1903: Miss Lewis (leased to Godsell & Sons, Salmon Springs Brewery, Stroud)

Type of licence in 1903: Beerhouse

Closing time in 1903:

Present Use: Private House – Tankard House

Landlords:

1. 1891 Thomas W. Mastin
2. 1903 Arthur William Brunson

## **STROUD**

### **DUDBRIDGE**

#### **Bridge Inn**

The Bridge Inn was a Cotswold stone pub near the Stroudwater canal at Dudbridge. It was demolished in the late 1970's or early 1980's. It was one of the few pubs in the Stroud area to sell traditional beer in 1977. My well thumbed and treasured copy of the 1977 'Real Ale in Gloucestershire' booklet has a tick by the Bridge Inn indicating that I once drunk there. The beer was the ubiquitous Whitbread PA and it was served by handpump. I regret to say that I can recall little about the Bridge Inn except that it was quite basic in character. After it closed it lay derelict for a few years before it was demolished. It was on the right hand side of the road heading south from the Cainscross roundabout towards the Sainsbury's supermarket.

Map Reference: SO 835046

Owner in 1891: Stroud Brewery

Rateable value in 1891: £16.0s.0d.

Type of licence in 1891: Beerhouse

Owner in 1903: Stroud Brewery

Rateable value in 1903: £16.0s.0d.

Type of licence in 1903: Beerhouse

Closing time in 1903: 10pm

Present Status: Demolished

Landlords:

1. 1891 Joseph Smith
2. 1903 George Newcombe
3. 1907 Henry Gay
4. 1927 Joseph W. Simmonds
5. 1939 Alfred Blanch

## **Victoria Tap, Dudbridge Lock**

The Victoria Tap stood on the banks of the Stroudwater canal above Dudbridge Lock. The Victoria was brick built and very basic. A photograph shows an austere looking building with the wife of James Clark with her daughter Annie standing by the front door. There is a simple projecting wooden sign which reads 'Stroud Brewery Co's Entire' and the pub name is painted in black capital letters above the upper floor living quarters. Annie Clarke took the licence over and, presumably, was the last landlady when the pub closed. Annie was born in the house in 1893. In my regular feature for Gloucestershire CAMRA's 'Tippler' newssheet I describe pubs as they might have been in the year 1903. For the Victoria Tap, recommended for its Stroud Brewery ales, I wrote: '...Tiny rooms. Frequented by canal bargees and workers from the nearby Stroud gasworks. Regular impromptu singing. Tap on the door if the pub appears closed.' The Victoria Tap has long been demolished.

Map Reference:

Owner in 1891: Stroud Brewery

Rateable value in 1891: £12.10s.0d.

Type of licence in 1891: Beerhouse

Owner in 1903: Stroud Brewery

Rateable value in 1903: £15.0s.0d.

Type of licence in 1903: Beerhouse

Closing time in 1903: 11pm

Present Status: Demolished

Landlords:

1. 1891,1903 James Clarke
2. 1939 Annie Clarke (Miss)

## **WALLBRIDGE**

### **Anchor Inn, Anchor Terrace, Bath Road**

The pub was a red-bricked terraced building near pedestrian crossing on the north side of Bath Road. It has now closed. It traded as the Linton Inn when the last pints were pulled some five years ago or so.

Map reference:

Owner in 1891: Mrs Leech (leased Charles Smith - Brimscombe Brewery?)

Rateable value in 1891: £19.10s.0d.

Type of licence in 1891: Alehouse

Owner in 1903: Mrs Leech (leased Godsell & Sons, Salmon Springs Brewery, Stroud)

Rateable value in 1903: £19.10s.0d.

Type of licence in 1903: Alehouse

Closing time in 1903: 10pm

Present status:

Heritage: West Country Ales ceramic plaque still in situ

Phone:

Landlords:

1. 1856 W. P. Leech
2. 1891,1903 James Webb.

3. 1906 William Keen
4. 1919,1927 Henry Seaborne

### **Bell Hotel, Wallbridge, GL5 3JS**

Unusually shaped building which once stood opposite the Stroud Brewery, overlooked by the Great Western Railway and was adjacent to the L. M. S. Wallbridge Station and Goods Yard. This was one of the nearest pubs to the brewery. It is still trading as the Bell Hotel today but it is now overlooked by the H.Q. of the Stroud and Swindon Building Society instead of the Stroud Brewery.

Map reference:

Owner in 1891: Stroud Brewery

Rateable value in 1891: £52.0s.0d.

Type of licence in 1891: Alehouse

Owner in 1903: Stroud Brewery

Rateable value in 1903: £49.0s.0d.

Type of licence in 1903: Alehouse

Closing time in 1903:

Present status: Still trading

Heritage:

Phone:

Landlords:

1. 1856 B. Pearce
2. 1885 George Grimes
3. 1891 George Kane
4. 1902 Christopher Stockwell
5. 1903 Walter Mancel Bedford
6. 1906 Alfred Laundry
7. 1919,1927 Joseph Henry Elliott
8. 1998-present day Luciano Magalotti

### **Clothiers Arms, 1 Bath Road, GL5 3JJ [www.clothiersarms.co.uk](http://www.clothiersarms.co.uk)**

The 'Stroud Brewery Courier' described the Clothiers Arms in September 1952: '...within a very few yards of the pub is the factory of cloth makers whose products go all over the world and includes royalty among its customers. In days gone by when a turn pike house stood opposite the Clothiers Arms, it became a house known to many travellers of the past century. Almost back to those days when the horse was the main mode of travel and business hours extended from dawn until the last customer was satisfied, goes the active memory of the present licensee, Mrs Ellen Bennett. In 50 years close and active association with the trade, all of which have been spent in the Clothiers Arms, Mrs Bennett has seen many changes; dating back to July 1902 when she first entered the business with her late husband. In those days a shop was included in the premises and sweets and beer were sold over the same counter. But there have been many changes since then - enlarged bar, a spacious smoke room and additional private premises. To mark the occasion of Mrs Bennett's 50 years at the 'Clothiers', her regular customers planned a celebration. There was an iced cake, with 50 candles to be blown out, telegrams of congratulation to be read, health to be drunk and a very happy evening was spent.' Sadly, the 'Stroud Brewery Courier' reported in December 1952, just three months later: 'Our sympathy is extended to the family of Mrs Ellen Bennett, late of the

Clothiers Arms, Stroud. Her passing so soon after her 50 years Jubilee celebrations was indeed sad.'

The Clothiers Arms displayed a superb metal Stroud Brewery Ales sign on the side of the building in recent years but on refurbishment a couple of years ago the old sign was removed. It is now in a private collection (not mine, unfortunately!). I also recall that in the 1970's there was a Stroud Brewery etched window in situ but, alas, this has also disappeared. Luciano Magalotti, the present landlord, also runs the Bell Hotel at Wallbridge.

Map reference:

Owner in 1891: Stroud Brewery

Rateable value in 1891: £12.15s.0d.

Type of licence in 1891: Beerhouse

Owner in 1903: Stroud Brewery

Rateable value in 1903: £12.15s.0d.

Type of licence in 1903: Beerhouse

Closing time in 1903: 10pm

Present status:

Heritage:

Phone:

Landlords:

1. 1891 William Jenkins
2. 1903 William Bennett
3. 1902-1952 Ellen Bennett (Mrs)
4. 1983-present day. Luciano Magalotti

### **Hope Inn, Cainscross Road**

9 Cainscross Road in 1939 directory. The Hope Inn was demolished for the construction of the roundabout at Wallbridge. The small pub was referred to as the Hope and Anchor in 1891.

Map reference: S0 848051

Owner in 1891: Stroud Brewery

Rateable value in 1891: £11.5s.0d.

Type of licence in 1891: Beerhouse

Owner in 1903: Stroud Brewery

Rateable value in 1903: £11.5s.0d.

Type of licence in 1903: Beerhouse

Closing time in 1903: 11pm

Present status: Demolished

Landlords:

1. 1891 John Luker
2. 1903 William Henry Luker
3. 1928,1939 Daniel J. Dean
4. James Dean

### **Kings Arms, Wallbridge**

7, Wallbridge in 1939 Kelly's Directory. This fine twin gabled Cotswold stone building was demolished some years ago to make way for the extension to T. Butt & Sons premises.

Map reference:

Owner in 1891: Stroud Brewery

Rateable value in 1891: £17.0s.0d.

Type of licence in 1891: Beerhouse

Owner in 1903: Stroud Brewery  
Rateable value in 1903: £17.0s.0d.  
Type of licence in 1903: Beerhouse  
Closing time in 1903:  
Present status: Demolished  
Landlords:

1. 1891 Richard Pritchard
2. 1903 Albert Edward Smith
3. 1939 William Higgins
4. Harry Minett (managed the Kings Arms in post war years before moving to the Rose Inn)
5. James Dean

### **Lower George Inn, Wallbridge**

The Lower George was owned by E. Playne & Co (of Minchinhampton) in 1891 and Godsell & Sons in 1903. No other details at present.

Map reference:

Owner in 1891: E. Playne, Forwood Brewery, Minchinhampton

Rateable value in 1891: £13.10s.0d.

Type of licence in 1891: Beerhouse

Owner in 1903: Godsell & Sons, Salmon Springs Brewery, Stroud

Rateable value in 1903: £13.10s.0d.

Type of licence in 1903: Beerhouse

Closing time in 1903: 11pm

Present status:

Landlords:

1. 1891 Jane Davis
2. 1903 Thomas Shean

### **Ship Inn, Wallbridge**

The Ship Inn was situated alongside the River Frome 'at the corner of the Wallbridge basin nearest the road.' In the 1891 sessions it is listed under the parish of Painswick and in 1903 under the parish of Uplands. The Ship Inn closed on March 9th 1915 presumably because its licence had been refused as "the house had been ill conducted".

Map reference:

Owner in 1891: Stroudwater Navigation Company (leased Stroud Brewery)

Rateable value in 1891: £20.0s.0d.

Type of licence in 1891: Alehouse

Owner in 1903: Stroudwater Navigation Company (leased Smith & Sons, Brimscombe Brewery)

Rateable value in 1903: £20.0s.0d.

Type of licence in 1903: Alehouse

Closing time in 1903: 11pm

Present status:

Landlords:

1. 1856 W. Knee (Ship Inn, parish of Painswick)
2. 1885 Thomas Brown
3. 1891 Thomas Jos. Lucas
4. 1902,1903,1906 John Lee

## **BOWBRIDGE**

### **Canal Tavern Bowbridge**

The pub was owned by the Stroud Brewery Company despite being in the shadow of Alan Neame's Eagle Brewery. The Stroud petty sessions recommended closure of the Canal Tavern in March 1926 as they observed that there were 'three other houses within 655 yards'. In May 1890 a macabre event took place at the Canal Tavern. The corpse of a young child was retrieved from the canal at Bowbridge by a Frederick Meecham and then taken to the Canal Tavern. Meecham, who had been drinking, then proceeded to remove the trousers of the young corpse. When the landlord, Albert Spillard, protested Meecham became violent and physically assaulted him. In the subsequent court case Frederick Meecham was fined 2/6 for being drunk and disorderly and 11/- for the assault on Mr. Spillard. No reference was made to the untimely death of the poor infant. Albert Spillard had moved to the British Oak by 1902, a few yards away. According to the 1903 petty sessional divisional records the Canal Tavern, in the parish of Rodborough, closed at 10 p.m. whilst the British Oak, in Stroud town parish, closed at 11 p.m. I wonder if the landlords of the Canal Tavern were ever summoned for serving alcohol outside permitted hours? They would be entirely justified in believing that the licensing laws were unfair.

Map reference:

Owner in 1891: Stroud Brewery

Rateable value in 1891: £12.15s.0d.

Type of licence in 1891: Beerhouse

Owner in 1903: Stroud Brewery

Rateable value in 1903: £12.15s.0d.

Type of licence in 1903: Beerhouse

Closing time in 1903:

Present status:

Landlords:

1. 1890 Albert Spillard
2. 1891 Joshua Wilkins
3. 1903 George Bowns

## **THRUPP**

### **BRIMSCOMBE**

#### **Port Inn, London Road GL5 2QF**

The Port Inn once served bargees and canal workers from the bustling Thames & Severn Canal inland port at Brimscombe. Nothing remains of the once extensive canal wharfs today.

Map Reference:

Rateable Value 1891: £12.10s.0d.

Type of licence in 1891: Beerhouse

Owner in 1891: Godsell & Sons, Salmon Springs, Stroud

Rateable Value 1903: £20.10s.0d.

Type of licence in 1903: Beerhouse

Owner in 1903: Godsell & Sons, Salmon Springs, Stroud

Closing time in 1903:

Present Use: Private house – Port House

Landlords:

1. 1891 James Smith
2. 1903 James Hook (also employed as a hoop and valve maker. Later at the Ship Inn, Brimscombe)
3. 1939 Herbert Hy. Worsfold

### **Ship Inn, Brimscombe Corner GL5 2QN**

The Ship Inn was built c. 1750 and was part of the Thames & Severn canal complex. A central porch has been added and window frames have been replaced with UPVC double glazing but the Ship Inn still has a traditional looking exterior.

Map Reference:

Rateable Value 1891: £11.5s.0d.

Type of licence in 1891: Alehouse

Owner in 1891: Stroud Brewery

Rateable Value 1903: £11.5s.0d.

Type of licence in 1903: Alehouse

Owner in 1903: Stroud Brewery

Closing time in 1903: 10 pm

Present Use: Still trading

Telephone: 01453 884388

Landlords:

1. 1830 Samuel Butler
2. 1856 W. Robins
3. 1885 Henry Philpotts
4. 1891 Matthew H. Philpotts
5. 1902,1906 Robert John Larkin
6. 1908 James Hook
7. 1919,1927 Harry Lusty
8. 1939 Gilbert Perkins
9. 1996,2003 David Collins and Christine Windsor

## **CHALFORD**

### **Bell Inn, Canalside**

An old photograph shows the Bell Inn to be facing the Thames & Severn canal. A lock on the canal was named after the pub, Bell Lock. The Bell Inn had the lettering 'The Bell Inn. Wines & Spirits. Ales & Stout' written on the front wall.. The pub was acquired by the Stroud Brewery in 1913 when the Tetbury Brewery was taken over. A later photograph taken from the rear of the building shows a fine enamel Stroud Brewery Ales pictorial advertisement. The pub boasted an assembly room which was in frequent use. It was used for chartists meetings in the 1830's when the local cloth industry collapsed in the 1830's. It was demolished many years ago.

Map Reference:

Owner in 1891: Messrs. Cook, Tetbury Brewery

Rateable value in 1891: £8.0s.0d.

Type of licence in 1891: Alehouse

Owner in 1903: Messrs. Cook, Tetbury Brewery

Rateable value in 1903: £8.0s.0d.

Type of licence in 1903: Alehouse

Closing time in 1903:

Present Status: Demolished

Landlords:

1. 1856 A. Whiting
2. 1885,1891,1903,1906 James Davies
3. 1919,1927 George Brown

### **Clothiers Arms (Valley Inn) GL6 8DX**

Now a private residence but the property is still called the Valley Inn. The name was changed from the Clothiers Arms on February 11th 1916. The Valley Inn was refurbished and reopened on August 7th 1964 but had closed permanently by 1969.

Map Reference:

Owner in 1891: Goodlake, Cirencester (free from brewery tie)

Rateable value in 1891: £15.5s.0d.

Type of licence in 1891: Alehouse

Owner in 1903: Smith & Sons, Brimscombe Brewery

Rateable value in 1903: £15.5s.0d.

Type of licence in 1903:

Closing time in 1903: 10pm

Present Status: Private residence – still called Valley Inn

Landlords:

1. 1856 Joseph Chapman
2. 1885 Thomas Bendall
3. 1891 John William Verinder
4. 1902,1903 William Lewis
5. 1939 John Hy. Whiting

### **Companys Arms GL6 8NS**

The three gabled Cotswold stone building, of architectural interest, was converted into an inn in the early 19th century by Thomas Cox, a clothier who sold cloth to the East India Company. Its name does not refer to the Stroud Brewery Company who later owned the inn. The Companys Arms was only a stones throw from the Thames & Severn canal near the Chalford roundhouse. A photograph in the Stroud News and Journal on 3rd July 1964 shows Mr Don Furley and Mr Derek Iles taking down the pub sign at the Company's Arms. The article describes how "last drinks were served by Mr and Mrs F. Dancey who had kept the house for the past 28 years after coming to this area from Chippenham. Mr Dancey who is now 75 and feels that it is now time to retire, is sure that the inns closure is a great mistake as it was so handy for nearby factory workers, especially those on the day shifts with only half an hour lunch breaks. The inn was originally a mill house for the Bliss Mills, being part of the estate of Corpus Christi College, Oxford, and was named after the East India Company whose powers were vested by the British Crown after the Indian Mutiny of 1858. It was the centre of the Chalford feast - now long extinct - but in the 1870's was a tremendous event. There were roundabouts and other amusements in the yard of the inn and there were stalls stretching for a considerable distance. The last feasts, held about 1936-1939, were staged in Walkers Meadow. The Companys Arms nearest rival was the Carpenters Arms but at one time it was one of three public houses within a stones throw of each other". Since closure the premises has reverted to its original name - Chalford Place. There was a scheme put forward in 1979 to reopen the Companys Arms but, presumably, the application was refused by Stroud District Council. The opportunity to reopen this classic pub was regrettably lost. Chalford Place is now owned by

Damien Hirst, a famous contemporary artist and sculptor.

Map Reference:

Owner in 1891: Stroud Brewery

Rateable value in 1891: £14.7s.6d.

Type of licence in 1891: Alehouse

Owner in 1903: Stroud Brewery

Rateable value in 1903: £14.7s.6d.

Type of licence in 1903: Alehouse

Closing time in 1903:

Present Status: Private residence – Chalford Place

Landlords:

1. 1856 J. Knight
2. 1885,1891 Henry William Matthews
3. 1902,1903,1906,1927 George Cook (George Augustus Cook in 1903)
4. 1939 Frederick Simpkins Dancey

### **New Red Lion, High Street GL6 8DJ**

The New Red Lion Inn is still trading. It is situated a few yards away from the old Thames & Severn canal. When the canal was open the Nailsworth Ales available at the New Red Lion and the Tetbury Ales at the nearby Bell Inn must have been irresistible to the bargees - especially after negotiating the Sapperton tunnel and the flight of locks down to Chalford. In 1901 John William Townsend offered 'accommodation for commercial gentlemen tourists and cyclists. Livery stables'.

Map Reference: SO 898025

Owner in 1891: Clissold & Son, Nailsworth Brewery

Rateable value in 1891: £14.7s.6d.

Type of licence in 1891: Alehouse

Owner in 1903: Nailsworth Brewery

Rateable value in 1903: £14.7s.6d.

Type of licence in 1903: Alehouse

Closing time in 1903:

Present Status: Still trading

Heritage: 'New Red Lion' painted in large capital letters across front of building

Phone:

Landlords:

1. 1856 R. Taylor (listed as R. Tayloe)
2. 1885 George Eddles (Red Lion Inn, Chalford)
3. 1891 John George Workman
4. 1901,1902 John William Townsend
5. 1903 Florence Jane Burwin
6. 1906 James Innell Packer
7. 1919,1927 Henry John Gunter
8. 1939 Malina Gunter (Mrs)

## **FRAMPTON MANSELL**

### **Oak Inn, Canalside**

An isolated Cotswold stone beerhouse on the banks of the Thames and

Severn canal. It was popular with bargees and canal workers... an ideal place to stop after negotiating the flight of locks up from Brimscombe port. An old photograph of the pub shows a simple building with the sign above the door showing that Samuel Elliott was the landlord. Painted lettering on the side of the pub reads 'Oak Inn. Stroud Brewery Co's Celebrated Ales & Stout'. When the canal traffic ceased the Oak Inn was referred to the Compensation Authority for closure and Stroud Brewery offered no objection to its closure in February 1919. The building was demolished.

Map Reference: SO 924029 (approx)

Owner in 1891: Charles Driver (free from brewery tie)

Rateable value in 1891: £10.0s.0d.

Type of licence in 1891: Beerhouse

Owner in 1903: Charles Driver (free from brewery tie)

Rateable value in 1903: £10.0s.0d.

Type of licence in 1903: Beerhouse

Closing time in 1903: 10pm

Present Status: Demolished

Landlords:

1. 1891 William Peart
2. 1903 Charles Peart
3. Samuel Elliott

## **SAPPERTON**

### **DANEWAY**

#### **Bricklayers Arms (Daneway Inn) GL7 6LN**

For many years the Bricklayers Arms has been known as the Daneway Inn. It is located in a superb isolated position near the western portal of the old Sapperton canal tunnel. In fact it was originally built for the navvies working on the Thames & Severn canal. The building has changed very little over the years. An old photograph shows a horse and cart tethered to the wall of the pub patiently awaiting for its master to return from his liquid refreshment. A painted sign on the gabled end of the building reads 'The Bricklayers Arms. Cirencester Brewery Co., Ales & Stout. Wines & Spirits.' There is a magnificent dutch carved fireplace in lounge bar. The Daneway and the Tunnel House Inn were owned by the bookmaker Jack Burrows sometime after 1939 and he was still at the Daneway just before he died c.1983. The Daneway Inn was acquired by Mr. Burrows secretary after his death - his wife and only son had died before him. The Daneway Inn was bought by Wadworth of Devizes on April 2nd 1997 but has enjoyed a long association with the Devizes brewery for at least 20 years prior to that date. I can remember making the effort to cycle to the Daneway on several occasions in the 1970's to sample the excellent Wadworth 6X which was then served straight from the wooden barrel.

Map Reference:

Owner in 1891:

Rateable Value in 1891: £6.10s.0d.

Type of licence in 1891: Alehouse

Owner in 1903: Cripps & Co., Cirencester Brewery

Rateable Value in 1903: £6.10s.0d.

Type of licence in 1903: Alehouse

Closing time in 1903: 10pm

Present status: Still trading

Heritage:

Phone:

Landlords:

1. 1856 E. Restall
2. 1885 George Hill
3. 1891 William Whiting. Alehouse
4. 1903 Annie Whiting
5. 1906 Ann Whiting (Mrs)
6. 1919,1927 Arthur Pearman
7. 1939 M. Pearman (Mrs)
8. c.1940-c.1983 Jack Burrows
9. 1999 Richard Goodfellow

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***Stroudwater Insobriety ..... a casual journey along the Stroudwater canal in quest of the local beers on offer in the simple canal-side pubs.***

### **Stroudwater Insobriety**

The bustling motorist of today approaching junction 13 of the M5 at Stroudwater at speeds of nearly one and a half miles per minute will probably be oblivious to the fact that the road intersection takes its name from the erstwhile Stroudwater canal which was once an important trade route in the area.

The Stroudwater canal linked the River Severn at Framilode through the Frome valley to Wallbridge, Stroud. It was constructed in four years from 1775 to 1779 and was used primarily to transport coal to the woollen mills and ancillary industries of the Stroud valleys. The canal was some eight miles in length and twelve locks were necessary to bring the waterway from the River Severn plain up to the town of Stroud. The Stroudwater canal was a viable concern and enjoyed a period of relative prosperity for nearly one hundred years.

At the beginning of the twentieth century trade on the Stroudwater navigation had already been affected by the competition of the railways. The building of the Midland Railway branch line from Stonehouse to Nailsworth diverted a substantial amount of coal traffic from the canal. The Stroudwater canal was also unable to secure much revenue from through traffic on the ill-fated adjoining Thames & Severn and, consequently, the canal began to deteriorate slowly into a gradual state of dereliction culminating in complete abandonment by 1954.

In the early Edwardian era the pace of life was considerably slower than it is today. The period represents an idyll of tranquillity before the ravages of World War One. Life on the canals epitomizes this golden image of paradise in a bygone age, although the reality was probably less attractive. Nevertheless it is tempting to visualize the working of the Stroudwater navigation in perpetual summer sunshine.

Photographs of the early 1900s of the Stroudwater canal illustrate regular workings of barges called "Rose", "Stanley", "Alert", "Bounty" and "Nellie" conveying coal to the woollen mills and to the Stroud gas works at Dudbridge. These barges

often returned empty to Saul junction before crossing the River Severn at high tide to Lydney docks to replenish with Forest of Dean coal. At the end of the working day it was customary for the bargees to visit some canal-side hostelries on their return journey, perhaps inadvertently missing the River Severn high tide. At this time there was probably a general feeling of resignation and bitterness towards the Midland Railway company for poaching the lucrative coal trade from the canal which must have been reflected in the increased consumption of alcohol by the canal workers.

In 1903 the canal traveller on the Stroudwater had a superb choice of superlative local ales and stouts to sample in the lower Frome valley. There were local breweries in Nailsworth, Brimscombe, Cainscross, Salmon Springs and Stroud itself. Other beers were available from breweries based in Tetbury and Dursley. True Gloucestershire cider also proved to be a distraction to the possible rendezvous with the Severn tides.

Through our imagination it is possible to take an intoxicating journey with a Stroudwater bargee on his return journey from the gas works at Dudbridge back towards the Severn. At the commencement of the trip it was customary for the bargees to stock up with beer or cider for the "dry sections" of the journey. From the Stroud gas works at Dudbridge it was only a short walk to the Cainscross brewery at the foot of Pagan Hill. This brewery traded as 'Carpenter & Co.' and was predominantly a free trade concern, owing no pubs of its own. Carpenter's ales and stouts were highly regarded and could be attained in "casks of all sizes, screw stopper bottles and jars conveniently fitted with stopper and tap". Beer could also be obtained from another small brewery dedicated to the home trade in nearby Cashes Green. The Hamwell Leaze brewery traded under the family name of Cordwell & Sons.

Replenished with a copious supply of Carpenter's oatmeal stout and Cordwell's pale ale, we return to the Stroud gas works at Dudbridge where we find our barge for the journey tied to its moorings. The high midday sun shimmers in the still waters of the canal but the summer air is defiled by the obnoxious stench from the gas works. Our bargee for the trip, Captain Stephen Chandler, welcomes us on board and he gladly receives the two stone jars of beer.

Our barge 'Nellie' is of comparative new construction and is powered by steam. It is the envy of some of the Stroudwater bargees who still work on the traditional, but well loved, horse drawn boats. A derisory remark from one of Captain Chandler's colleagues draws our attention to the fact that 'Nellie' has not raised sufficient steam to move away from its moorings. This misdemeanour fortuitously enables us to walk a few yards along the tow path to the Upper Dudbridge or Foundry Lock

where we find the Victoria Inn. The landlord, James Clarke, welcomes us and we quench our thirst on foaming pints of the local Stroud brewery ales.

Retracing our steps we board the 'Nellie', which has now a full head of steam, and begin our journey. We negotiate the Dudbridge Locks acknowledging Mr Clark enthusiastically as we pass the Victoria. 'Nellie' belches out black smoke from her funnel as we make our noisy but studious approach to Ebley Mill. Immediately after the Mill we pass under Oil Mill Bridge and Captain Chandler shuts off steam and we slow down to a halt at Ebley Wharf. Jumping onto the canal bank and securing 'Nellie' with the painter Stephen beckons us ashore. We have only travelled half a mile from Dudbridge locks.

The Bell Inn is a basic beer house at Ebley Wharf. We have stopped here to sample the Nailsworth brewery ales and stouts served by the landlord William Brunsdon. The bitter ale is described as being "simply delicious, full of life, well flavoured with hops and for brightness and condition quite up to the standard of the London and Burton ales".

Back on 'Nellie' Captain Stephen Chandler reflects with a little unease that since he has been working the new steam powered narrow boats he has missed the peace and tranquillity of the canal. "Too bloody noisy", he retorts angrily, "haven't seen a kingfisher for weeks!" He does concede, however, that despite the constant chugging and wheezing of the engine and the oppressive heat it sometimes generates he is able to go about his business considerably easier now with the benefit of steam power.

The double locks at Ryeford are of substantial construction and take a considerable time to negotiate. As we slowly sink deeper into the brick entombment with our steam shut off we hear the echo of an up goods train laboriously heading towards Stroud but in the depths of the lock we are unable to determine whether the train is on the Great Western main line to our right or the Midland Railway branch line to our left.

As the lower lock gates slowly open our Captain carefully takes "Nellie" out into the Ryeford section of the cut. We pass the horse drawn barge "Rose" awaiting passage up the lock laden with coal for the gas works. The Stroudwater bargees amiably exchange incoherent banter with each other. We are bemused by their empathy.

Captain Chandler shuts off steam at Ryeford Bridge and moors "Nellie" at Ryeford Wharf. The Anchor Inn adjacent to the bridge is a comfortable pub leased by the Stroud brewers, Godsell & Sons. The brewery is located just outside the town of Stroud on the Painswick Road at Salmon Springs. Godsell's

Ales are “brewed expressly

to meet the meet the demands of the family trade, the finest malt and choicest hops being used in the production, and for character, brilliancy and keeping qualities they cannot be surpassed”. Arthur William Brunson at the Anchor Inn usually stocks a good selection of Godsells cask ales including A1 Strong Ale and AB Pale Ale.

As we return to the barge Captain Stephen Chandler asks a mischievous question: “What’s the sign say on the Pearly Gates in heaven?” We look at him perplexed. He grins and replies “God sells ales”. When he observes our lack of response he bursts out into a loud raucous laugh and then nearly chokes on his tobacco

By coincidence we approach the skew bridge carrying the Nailsworth branch railway over the canal to the sounds of an approaching pick up goods train. We reach the bridge at the precise time that the Midland Railway locomotive passes overhead. Captain Chandler embarrasses us by gesticulating in an negative and unfriendly manner

to the engine driver who reciprocates by sounding a long and discourteous blast from his engine whistle and then we find ourselves enveloped temporarily in a blanket of asphyxiating Midland Railway smoke. It is obvious from this exchange that the Stroudwater barges have little time for the men of the “Iron road”.

As we make our way towards Stonehouse Captain Stephen Chandler uses his clay pipe to point half-heartedly at a large chimney to our right below Doverow Hill. He then dutifully informs us that the chimney is part of the Stonehouse Brick Company. As he explains about the importance of this company he manoeuvres “Nellie” to a slow and graceful halt alongside the Ship Inn. There are no moorings available here so he secures the barge by hammering a large stake into the grass by the towpath. A water vole is disturbed by the banging and scurries into the undergrowth. The Stroud beers consumed at the Ship Inn are extremely delectable but we are persuaded by our Captain that our stay here must be kept to a minimum as “Nellie” is obstructing the passage of other boats on the canal.

We find a more suitable place for “Nellie” about three quarters of a mile down stream at a place where the canal widens considerably to form a man made lake. This is known as the “Ocean”. We notice, with a little apprehension, that the canal at this point is overlooked by Captain Chandler’s detested Midland Railway. We disembark and follow the course of this railway towards Stonehouse. Our attempts to converse in an

amiable dialogue with Captain Chandler are thwarted by his occasional vituperation directed towards his obsession with the railways. The irony of the situation is exacerbated when we enter the Cross Hands Inn which adjoins the Midland Railway Station.

Captain Chandler has directed us to an outlet of the Brimscombe Brewery. The landlord of the Cross Hands, John Henry Cook, painstakingly draws pints of exquisite Smith & Sons Brimscombe beer direct from wooden casks. We receive the beers with eager anticipation and the delicate balance of malt and hops send our taste buds wild with excitement. We deliberate on the fact that within Stonehouse there are eight further pubs to explore. Of these the Globe Inn, Nags Head and Royal Oak are Godsells outlets; the Crown and Anchor, Haywardsfield Inn and Royal Arms serve beers from the Stroud Brewery, and the Spa Inn in Oldens Lane is another beerhouse belonging to the favoured Brimscombe Brewery. We are persuaded by the Captains unquestioned expertise in local knowledge to walk under the Great Western Railway to the Brewers Arms in the Gloucester Road where we can sample Thomas William Elvy's beers from the Dursley Steam Brewery.

By comparison to the other ales and stouts we have consumed, Elvy's Dursley beers are a great disappointment. They lack the clarity and condition of the Stroud Valley beers. The landlord of the Brewers Arms, John Peglar, ruefully admits that he has been unhappy with the standard of beers from Dursley recently and that his regular beer drinkers had opted to drink beer elsewhere. He had also heard through the grapevine that Elvy's were in dire financial trouble and were very likely to cease brewing altogether in the near future. We drink the flat and mediocre beer silently without complaint resigned to the fact that the Dursley Brewery would soon be lost forever.

Our appetites are cavernous by the time we have walked back to "Nellie". Whilst our trusty Captain takes the barge back onto the canal, under the railway bridge, and onto the embankment leading to Bonds Mill we take the opportunity to cook up a substantial fried evening meal of sausages, black pudding and bacon on the coal burning stove in the cramped cabin. This is served up with fresh farmhouse bread and dripping.

We speak hardly a word to each other as we diligently make our progress towards Nassfield Lock at Newtown. The pleasurable aromatic qualities of the sausages and bacon combine with occasional odoriferous emissions from "Nellie's" boiler to create a smell unique to the steam workings on the inland waterways. Captain Chandler somehow manages to eat his meal with one hand on the brightly painted tiller and his

clay pipe clasped firmly in the other.

Just before Nassfield Lock Captain Chandler attempts to shut of steam but a sudden surge in power causes “Nellie” to violently slam into the canal bank. We wince in embarrassment as he blasphemes over his apparent inability to manoeuvre his barge in one of the most straightforward nautical tasks imaginable. We are relieved to discover that there are no obvious signs of damage to the barge.

Stepping onto the tow path we walk back to the New Inn which located near the Roving Bridge at Newtown. The landlord, Charles Smith, is pleased to serve us with his well kept Godsells ales and stouts. Captain Chandler meanwhile, apparently fully recovered from his abysmal display of seamanship, is delighted to find some of his canal accomplices enjoying themselves in the bar of the New Inn. He is relieved to find that they are so preoccupied with playing their concertinas and fiddles that they had failed to witness his unorthodox method of berthing “Nellie” to her moorings.

Our stay at the New Inn is somewhat protracted by the joviality of the occasion and the excellence of the Godsell’s beers. When we eventually leave the premises we are surprised to see that the sun has already begun to sink low in the sky to the west. Captain Chandler, despite being in an advanced state of inebriation, manages to instil a degree of urgency and authority to the situation and we are soon on our way again.

Our original itinerary has to be revised at this stage. We had planned to borrow some bicycles from Mr. Smith at the New Inn and to visit the Kings Head Inn at Alkerton, just beyond Eastington. We had hoped to sample some beers from Nathaniel & Walter Cooks’ Tetbury Brewery but time was at a premium and, as Captain Chandler had correctly observed, “we were too damned tiddly to go messing about on blinkin’ ‘bikes!”

We chug wearily westward shielding our eyes from the dazzle of the low evening sun. The Stroudwater Canal at this point is covered with a green blanket of duckweed which is disturbed by the studious passage of “Nellie”. The negotiation of Nassfield Lock, Pike Lock and Court Orchard Locks are treated in a surprisingly clear headed and melancholy manner. As we wait for the water in the Court Orchard Lock to descend to the lower reaches we become resigned to the fact that the last stages of the journey will be in darkness. The lanterns on the boat, therefore, are duly prepared and lit.

As the sun sets over the hills of the Forest of Dean we are relieved to find ourselves approaching the penultimate lock on the Stroudwater at Westfield Bridge. For nearly an hour we had

been travelling on the canal without having a tippie. The Captain, obviously happy to have the Locks behind him, reaches for the stone jars of beer collected earlier in the day. As the screw top is twisted off the jar of Carpenter's Oatmeal Stout there is the reassuring sound of the beer's natural gas being released with a short fizz. As we make our steady progress through Westfield Lock we drink the beer from brightly painted, but tea-stained, tin mugs.

As the light deteriorates and the colours of the countryside coalesce into a uniform greyness we witness the erratic flight of Pipistrelle bats swirling overhead in the twilight. As the night air cools down we put on our warmer clothing. The lamps on "Nellie" are now burning brightly and cast shimmery strands of light over the water and onto the canal bank.

Within a short time we arrive at the Bristol Road Lock. It is now even darker and the manual workings of the lock mechanisms under the influence of too much drink prove to be an arduous task. Indeed, the last section of the Stroudwater Canal towards the junction with the Gloucester and Berkeley prove to be positively laborious and, for a short while, we appear to be travelling with ever diminishing speed. It is with great delight that we find ourselves rounding the last curve of the canal at Wheatenhurst and approaching our destination at Saul Junction.

We are greeted with the welcoming sight of trows, barges and other canal boats moored alongside the towpath at the junction. Some narrow boats radiate homely beams of light and the faint whispers of smoke emerging from their chimneys suggest warm and cosy interiors. The occasional muffled sound of laughter is heard resonating across the canal.

Captain Chandler, despite having difficulty in maintaining a vertical orientation, has, against all odds, managed to secure "Nellie" to a vacant mooring post with considerable ease. We congratulate him on his navigational skills and disembark from our adopted barge for the last time. Throughout our journey it has been quite clear that there is insufficient sleeping space in the confines of "Nellie" for all of us. We have to find suitable accommodation for the night.

The ever knowledgeable Stephen Chandler suggests that we walk to the other side of the Gloucester and Berkeley Canal where we might be lucky enough to find spare beds at the Junction Inn on the Framilode section of the Stroudwater. There is a degree of urgency in reaching this establishment as closing time here is at 10 p.m. We walk briskly along the tow path but have to resort to running for the last few yards. The landlord and landlady at the Junction Inn, Harriett and Walter Clarke, are able to confirm that a room is available for the night

and are happy to serve us with half a pint each of Stroud Brewery's Entire Stout.

Cautiously, and with extreme difficulty, we take the lighted candlestick from its fitting and retreat upstairs. As we lie down completely exhausted and, indeed, completely inebriated, we immediately fall asleep.

Captain Chandler, meanwhile, staggers back alone from the Junction Inn to his faithful "Nellie". In the complete darkness of an August night he is happily oblivious to the danger he might face by falling into the canal. He clumsily trips over the ropes securing his barge to the canal bank but, fortuitously, avoids injury. As he enters the cabin in a most ungainly fashion he finds the heat inside oppressive due to the proximity of the steam boiler. He leaves the door open, sits in his chair and nods off to sleep. At daybreak he faces the challenge of a full working day on the canal but this time without our mischievous company to distract him from going about his work in a soberly manner.

 **more information about the Stroudwater Canal and the Triames and Severn Canal see the Cotswold Canals Trust website at: <http://www.cotswoldcanals.com>** 