

5 feet high and 17 inches wide, but the upper part of the stone, which had been rounded to form the wheel of the cross, has had the sides cut away so as to be continuous with the narrower basal portion.

The upper part formed a cross of the Maltese form, with the limbs, of equal size dilated at the ends, filled with irregular incised patterns, which, in the much worn state of the stone, I am unable to determine either from my rubbings or a photograph prepared by Lord Dunraven. The limbs of the cross were united by a plain raised band forming the whole into a circle, the spaces within the arms of the cross and the band being only slightly sunk and not pierced through the stone. Below the wheel-cross is a large panel filled in with an interlaced pattern of an irregular character, which I am also unable satisfactorily to make out. This stone does not bear any inscription.

## PLATE XX. FIG. 1.

## MOUNT GELLYONEN. STONE WITH PARTIAL FIGURE OF THE CRUCIFIXION.

After much trouble I found this stone, which measures  $2\frac{1}{2}$  feet high and  $1\frac{1}{4}$  foot wide, built into the wall of a dissenting chapel on Mount Gellyonen, not far from Llandewick near the Pontadawr Station of the Swansea Railway. It is very much rubbed, and the design is with difficulty to be determined. The centre however is plain, quadrangular, and surrounded on the sides and bottom by a border which appears to have been irregular at the sides but more regularly interlaced along the bottom. In the upper part is a human head and a cross slightly elevated, and a space probably intended for arms, whilst at the bottom below the border appear a pair of feet.

This stone is evidently a portion only of a wheel-cross, since we find in Gough's Camden (iii. p. 132) it is recorded that Mr. Lhwyd saw on Mount Mynydd Gelhi Onen in Lavo Gynelack parish a stone about 5 feet high with the top formed like a wheel and the base carved with a man's face and hands and with two feet near the bottom, similar to the cross at Langholm in Cumberland and several in Cornwall, as at St. Buriens.

In Gibson's Camden (ii. p. 24) apparently the same stone is mentioned as having stood in the midst of a small cairn or heap of stones, but then thrown down and broken in three or four pieces. It was 3 inches thick, 2 feet broad at the bottom, and about 5 feet high, with the top round like a wheel, whence to the basis it became gradually broader, and was carved on one side, the round head having 'a sort of flourishing cross like a garden knot,' below which were a man's face and hands on each side, and thence almost to the bottom neat fret-work, beneath which were two feet ill-proportioned.

## PLATE XX. FIGS. 2 &amp; 3.

## COURT ISAF. CROSS OF ST. THOMAS.

The cylindrical stone of which the upper half only is represented (the lower part being quite plain and cylindrical) now stands against the south side of the south wall of the yard of

the neat, newly-built farm-house about 200 yards from the Port Talbot Station, and was described and figured by myself in *Archæologia Cambrensis*, 1857, p. 57.

It is about 5 feet high, and has the upper end injured. It is gradually but slightly thickened to its base, and is marked with three crosses of the ordinary Latin form varying in size, two of them (seen in fig. 3) having the outlines formed of incised lines, whilst the third (now facing the east, seen at the right side of fig. 2) is entirely incised. The smaller outline cross (facing the west) is accompanied by the inscription to me, in minuscule Anglo-Saxon characters, evidently intended to commemorate the St. Thomas to whom the neighbouring but now long-destroyed 'Capell' S. Thomæ in terrâ quam W. Comes Glocestriæ dedit Willelmo filio Henrici inter aquas de Avene et Neth' in the charter of confirmation by Nicholas Bishop of Llandaff.

#### PLATE XXI.

##### PORT TALBOT TRAMWAY. CROSSED STONE.

This crossed stone, first published by myself in the *Archæologia Cambrensis* for 1857, p. 59, was mentioned in a letter, which I had previously received from the Rev. Henry H. Knight, as not easily accessible, from the water of the river Afan having been dammed up to make the float of the new harbour of Port Talbot. The cross, which was rounded at the top, contained a circle with six spokes or rays, and might have been a Carreg y nod, or direction to the ford to the opposite side of the river, where was the small chapel of St. Thomas. I found this stone standing on the south-east side of the road leading from the railway station to the docks, and not more than a hundred yards from the station. It stands at the edge of the east end of the dam of the river, but from the road having been raised it was almost buried, three or four inches only of the rounded top being visible above the surface. I had, therefore, to disentomb it—no easy task on one of the hottest days of July—to the depth of more than two feet, and succeeded in finding that the west side is ornamented with a wheel-cross of six spokes, the central boss and edges of the spokes being in relief. On the eastern side the stone is marked with a small cross in a circle, resting upon a straight stem, with two curved branches near the bottom, like an anchor, the whole giving the idea of a branch with two leaves and a flower. I did not reach down to the base of the cross, which may possibly bear an inscription like the wheel-cross at Margam.

#### PLATE XXII. FIG. 3.

##### KENFIG. THE CROSS AT THE NUNNERY FARM.

The Nunnery Farm (Eglwys Nunnyd) between Kenfig and Margam is within 200 yards north of the Pompeius stone. It was originally a Gothic building with narrow lancet windows, but it was entirely rebuilt about 1840, the only parts of the old building remaining being a small wall at the entrance of the yard; part of the pavement, formed of diamond-shaped tiles, each about a foot across; a small part of a carved stone<sup>1</sup> on the top of a wall in the yard; and

<sup>1</sup> This stone is about 18 inches square, having an interlaced border on each side, with a central compartment with a broader interlaced ribbon pattern, but so much defaced by ill-usage as to baffle my skill in making out the designs satisfactorily. I have therefore not figured it.