

ART. XVII.—*Report of the Cumberland Excavation Committee*, 1897. By F. HAVERFIELD, M.A., F.S.A.*

Communicated at Penrith, September 23, 1897.

THE excavations which were carried on during last August under the auspices of the Cumberland and Westmorland Antiquarian and Archæological Society had two principal objects, to trace the Vallum at Birdoswald and Gilsland, and to trace the Turf Wall at Birdoswald: one or two of the roads near the Wall were also examined. The results obtained are once more of real importance, and quite equal in value the results obtained in 1895 and 1896, of which, indeed, they are the direct continuations. It may be convenient to summarize them here.

1. In 1896 we found that the Vallum at Birdoswald deviated from its normal straight line to pass round the south face of the fort. This year we traced the Vallum further and found that on the other side of the fort it swept back again into its normal line. This completes the proof that the deviation of the Vallum was due to the presence of a fort on the spot. Similar evidence was obtained at Carrawburgh, Halton, and Rudchester, in Northumberland: at each, the Vallum seems to diverge to avoid the site of a fort. We have thus confirmed and extended the results obtained in 1896, and obtained valuable testimony to the age of the earth-work.

2. The Turf Wall was traced in 1895 and 1896 from Appletree to within eighty yards of the west side of the fort at Birdoswald. This year we found that it passed through the middle of the fort and continued its course

* For the Reports of 1894-6, see these *Transactions*, xiii. 453, xiv. 185, 413.

eastwards.

eastwards. It was, therefore, an earlier line of defence, prior to the existing stone fort of Birdoswald and the Stone Wall. This discovery, which is as startling and as important as our last year's discoveries respecting the Vallum, introduces a wholly new element into the Mural problem. The exact significance of this new element has not yet been determined, as we have hitherto failed to find the Turf Wall at any point on the Wall except the two miles near Appletree and Birdoswald. But its importance is obvious.

3. Search was made for Roman roads near Gilsland and north of Carlisle. At Gilsland the Mural road was discovered near the Rectory. Between Gilsland and Greenhead the existence of a road south of the Vallum was definitely ascertained, but its age and course were not fixed. North of Carlisle a possible line for the road from Luguwallium to Birrens fort was noted, but without excavation.

As before, the excavations were very greatly aided by the kindness of landowners and of farmers, who granted all necessary permissions with readiness. The Society is especially indebted to the Earl of Carlisle, both for leave to excavate on his estates and for a supply of skilled labour, and to Mr. Oswald Norman for leave to excavate at Birdoswald. The Committee which initiated the work consisted, as before, of Chancellor Ferguson, the President of the Society, and Mr. T. H. Hodgson. All the digging was done under supervision, and the sections were, for the most part, surveyed and drawn by Mr. and Mrs. Hodgson, for whose skilful and unwearied aid the Society is, for the fourth time, greatly indebted. A statement of expenditure will be found at the end of the Report.

In 1898 it is proposed, if all is well, to complete some work at Gilsland and Birdoswald, to search for the Vallum (uncertain for nearly two miles) at Castlesteads, to test the "camp" at Hawkhirst between Brampton and Old
Brampton

Brampton Church, and to attack some of the problems of the Wall west of Carlisle. For the second and third of these tasks we have already been able, by the kindness of Lord Carlisle and Mr. F. P. Johnson, of Castlesteads, to make some sort of preparation: the plan of campaign against the Wall between Carlisle and Bowness is still under consideration.

I.—THE VALLUM.

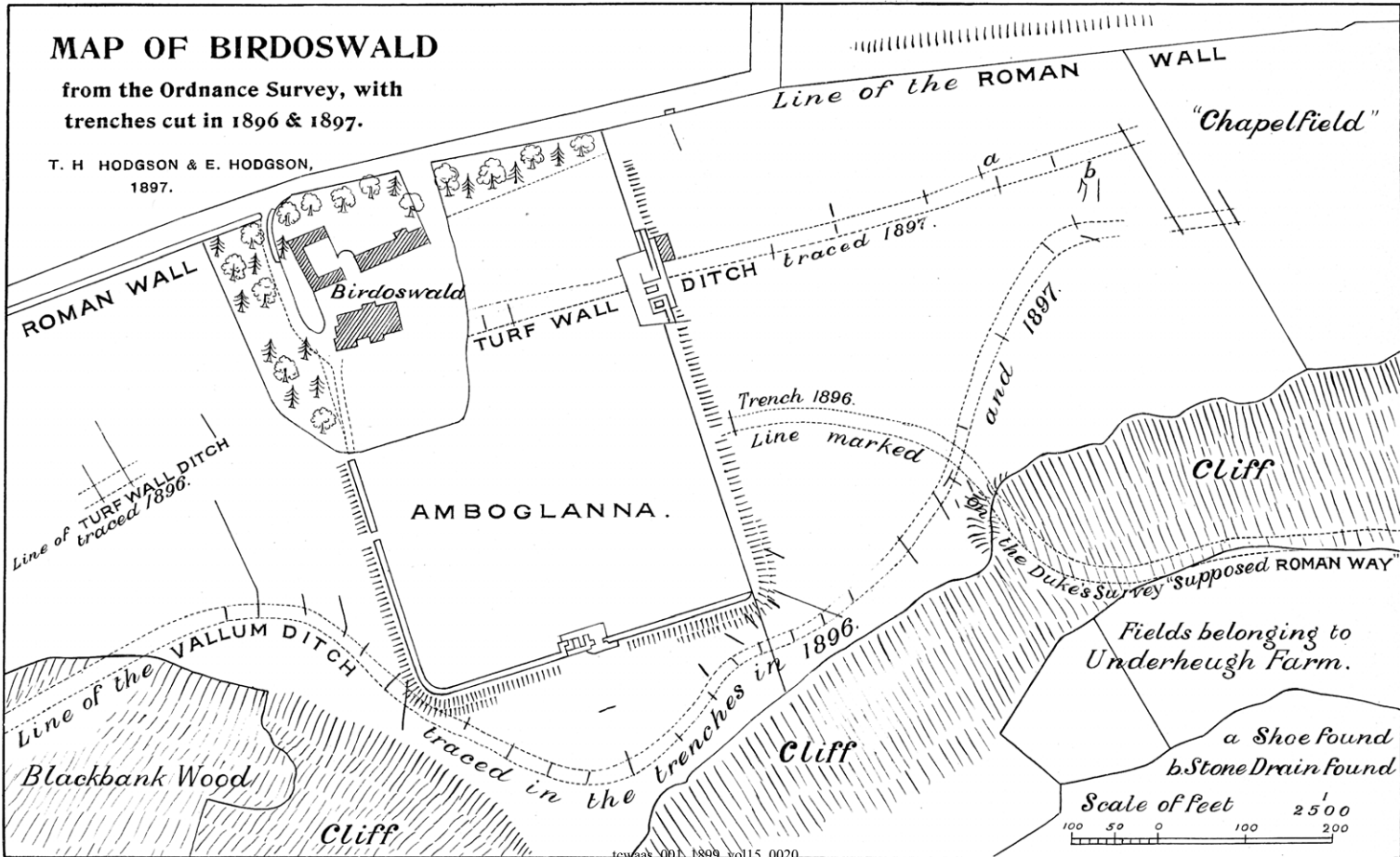
The idea underlying our examination of the Vallum was, roughly, as follows: Some of the forts on the Wall, notably Birdoswald and Carrawburgh, lie directly in the path of the Vallum, being so placed that a prolongation of the existing Vallum would cross their ramparts. This does not actually occur, because the mounds and ditch of the Vallum in every case vanish in the vicinity of the forts. We therefore proposed to discover by digging whether the Vallum once actually crossed the sites of the forts and was filled in at their construction or whether it avoided them. In 1896 we excavated at Birdoswald and Carrawburgh; this year we continued the work at these two forts and commenced tentatively at two others, Halton and Rudchester. The work at the last three named forts was done in alliance with the Newcastle antiquaries, Dr. Hodgkin and Mr. C. J. Bates, and was entirely paid for by subscriptions collected in Oxford, but it may be conveniently described here, though it is not part of the Cumberland Committee's work.

(i) At Birdoswald we commenced where we stopped in 1896, near the south-east corner of the fort. Here we found the Vallum ditch where we left it last year, with an interval of 56 feet between it and the outer edge of the ditch of the fort at the point where the two ditches are apparently nearest. It pursues its course east by north-east

MAP OF BIRDOSWALD

from the Ordnance Survey, with
trenches cut in 1896 & 1897.

T. H. HODGSON & E. HODGSON,
1897.



east as marked on the plan (Plate I.*) and finally, when about 200 feet from the Wall, turns east to resume its normal line parallel to the Wall. This takes place within the field immediately east of the fort: the next field to that, which is the only other field between the fort and the cliff of the Irthing and which is called Chapelfield, was inaccessible to us this year, owing to a corn crop. Enough, however, has now been found to make certain that the Vallum, both east and west of the fort, occupies its normal course parallel to the Wall and that it swerves aside to avoid the area occupied by the fort. The excavations at Birdoswald were superintended by Mr. R. P. L. Booker M.A., F.S.A., Mr. R. C. Bosanquet M.A., Mr. Hodgson, and myself.

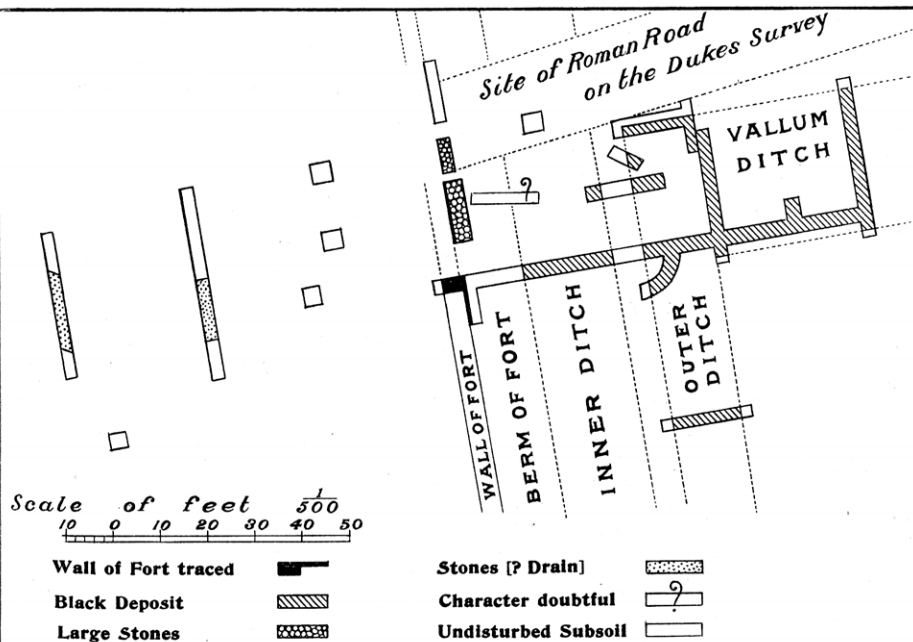
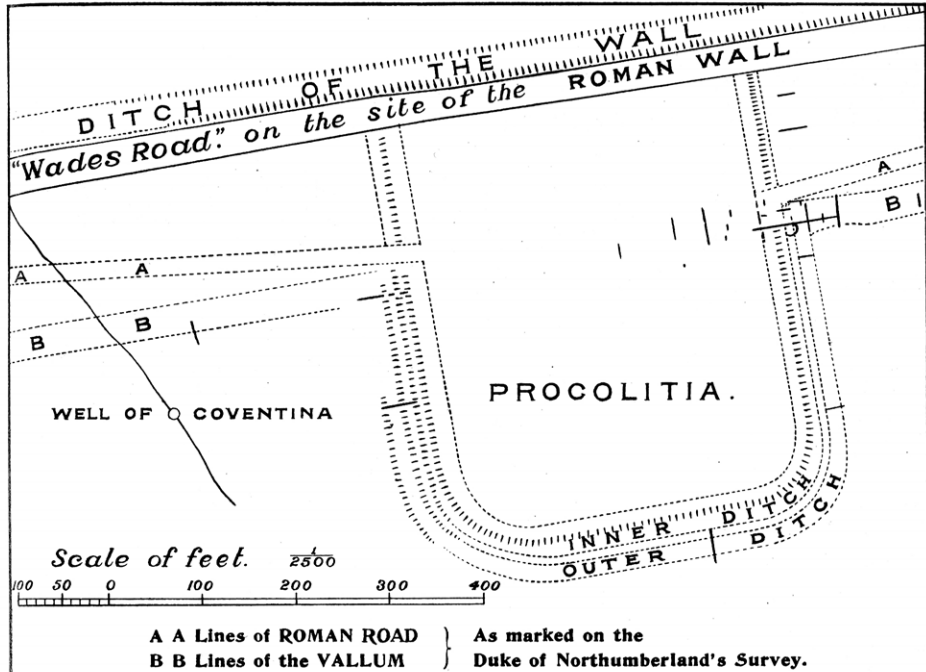
(ii) It may be convenient here to describe in paragraphs (ii), (iii), and (iv), the results obtained by Vallum diggings at the three Northumbrian forts mentioned above. At Carrawburgh in 1896 I had found that the Vallum comes up to the east wall of the fort but that about 40 feet from the face of that wall it stops. Instead, a second ditch, running parallel to the fort wall and to an inner fort ditch, starts from the end of the Vallum so as to make with it a more or less right-angled elbow, and thence runs, apparently, right round the fort. This result had been regarded with some scepticism by Northumbrian antiquaries, and excavations were made this year to test its accuracy. On the east side of the fort, as Plate II shews, the trenches of 1897 gave precisely the same evidence as those of 1896; in addition, trenches dug inside the fort made it additionally certain that no Vallum ditch ran straight across the area of the fort. Trenches were also dug out-

*I may here correct a small inaccuracy in Plate I. of the Report for 1896 (*Transactions* xiv, 413-433.) This plate contained, by inadvertence, a statement that the line of the Wall had been traced in 1896 east of the fort. It was not traced at all, and the statement has been omitted from the corresponding Plate I. of the present report.

side

side the west rampart of the fort across the line which the Vallum would take if it pursued its normal straightness. The ground has been largely disturbed by *debris*, but the familiar sign of the Vallum ditch, the "black matter" noted so often before, was noted at 250 and at 70 feet from the west rampart. Closer to the rampart the *debris* was so heavy that excavation was difficult, but the conclusion which seemed to us most probable was that the Vallum ditch stopped at about 40 feet from the fort and (as on the east side) was continued by a ditch running outside the fort parallel to an inner ditch. It was at anyrate certain that the Vallum ditch did not run into this inner ditch, the outer edge of which was made of undisturbed clay. No further evidence was forthcoming to shew whether the outer ditch which seems, by running round the fort, to join the two ends of the normal Vallum ditch, is to be considered the Vallum ditch, turned for once to a useful purpose, or an outer ditch to the fort. It is, however, quite certain that on the eastern side at anyrate, this outer ditch begins where the Vallum ditch ends: the two form an **L** not a **T**.

One curious feature noticed on the east side of the fort may be mentioned here, though unconnected with the Vallum. A trench was dug along the face of the east wall of the fort in order to see whether there were signs of disturbed earth at the point where a prolongation of the normal Vallum line would strike this wall. The wall here survives only in its lowest courses, which shew the usual bevelled footing. Below these there was a large and deep layer of large rough stones, the interstices wholly empty of earth. The width of this layer is about 35 feet from north to south and possibly as much from east to west: its thickness is more than six feet, but digging down into it was dangerous, and had to be abandoned before we reached its bottom. The trenches dug north, south, east, and west of this strange deposit shew undisturbed



MAP OF CARRAWBURGH

with enlarged Plan of trenches near the East Gateway,
cut in 1896 and 1897.

From Survey by F. HAVERFIELD and T. H. HODGSON.

E. HODGSON, 1897.

turbed earth ; the deposit is, therefore, not connected with any ditch such as the Vallum ditch might have been. More probably it is the filling of some hollow which existed here before the Roman built his fort wall, and which had to be filled up with solid material when that wall was constructed.

The excavations at Carrawburgh were superintended by Mr. Bates ; Mr. G. B. Grundy M.A., the explorer of *Plataea* and *Pylos* ; and the present writer. The ground was surveyed by Mr. Hodgson and myself.

(iii) By the permission of Sir Edward Blackett, some tentative examination was made of the field immediately west of the fort at Halton (*Hunnum*) : the results, though inconclusive, deserve a brief record. The outer face of the west wall of the fort was found to be 14 feet west of the modern wall dividing the field from the grass "parks" which now occupy the area of the fort. The south-west corner of the fort was rounded in the usual manner, the curve passing under the modern wall at about 260 feet from the south side of the modern highroad, which is here on the top of the Wall. Without the fort wall are berm and ditch, together 60 feet wide, but wholly exceptional hardness of soil and want of time prevented a thorough examination of them. To find the Vallum a row of trenches, with intervals of 10 to 15 feet, was extended along and beyond the west side of the fort at 80 feet from it, and occasional trenches were dug on each side of this row, the whole covering the ground from 100 feet from the road, that is, the Wall, to 390 feet from it. No traces of the Vallum were found. The earthwork is, however, visible about a quarter of a mile westwards, and is there about 230 feet south of the Wall. It appears, therefore, that, in order to pass the fort, it must make a considerable deflection southwards. This deflection would differ in extent and character from the deflections at Birdoswald and at Carrawburgh.

Traces

Traces of what appeared to be the Mural road, 20 feet wide, were noticed at a point 80 feet from the fort wall, and 150 feet south from the great Wall.

The excavations at Halton were supervised by myself and Mr. R. C. Bosanquet.

(iv) By the kindness of Mr. C. H. James, tentative examination was made of the field lying east of Rudchester* (Vindobala). About half-a-mile east of Rudchester the Vallum ditch is visible at about 150 feet south of the Wall, but its course in the vicinity and west of the fort is lost. There is, however, in the field immediately east of the house and fort, a "slack," which diverges from the Wall as it gets nearer the fort. This "slack," which seems not to have been noticed before, was pointed out to us by Mr. James, and two trenches dug across the centre of it, one, 73 feet from the other, and both near the fort. Both yielded the familiar black matter, and that nearest the fort was largely filled in with stones, a feature noticed elsewhere in the filling of the Vallum ditch near a fort. There can be no reasonable doubt, therefore, that this "slack" represents the Vallum. It is noticeable that the divergence of this "slack" from the Wall is greater than is required merely to clear the area of the fort. Here, as at Halton, the Vallum must have passed considerably south of the fort. The statements of Bruce and MacLauchlan that the Vallum came up flush with the southern rampart are most certainly incorrect.

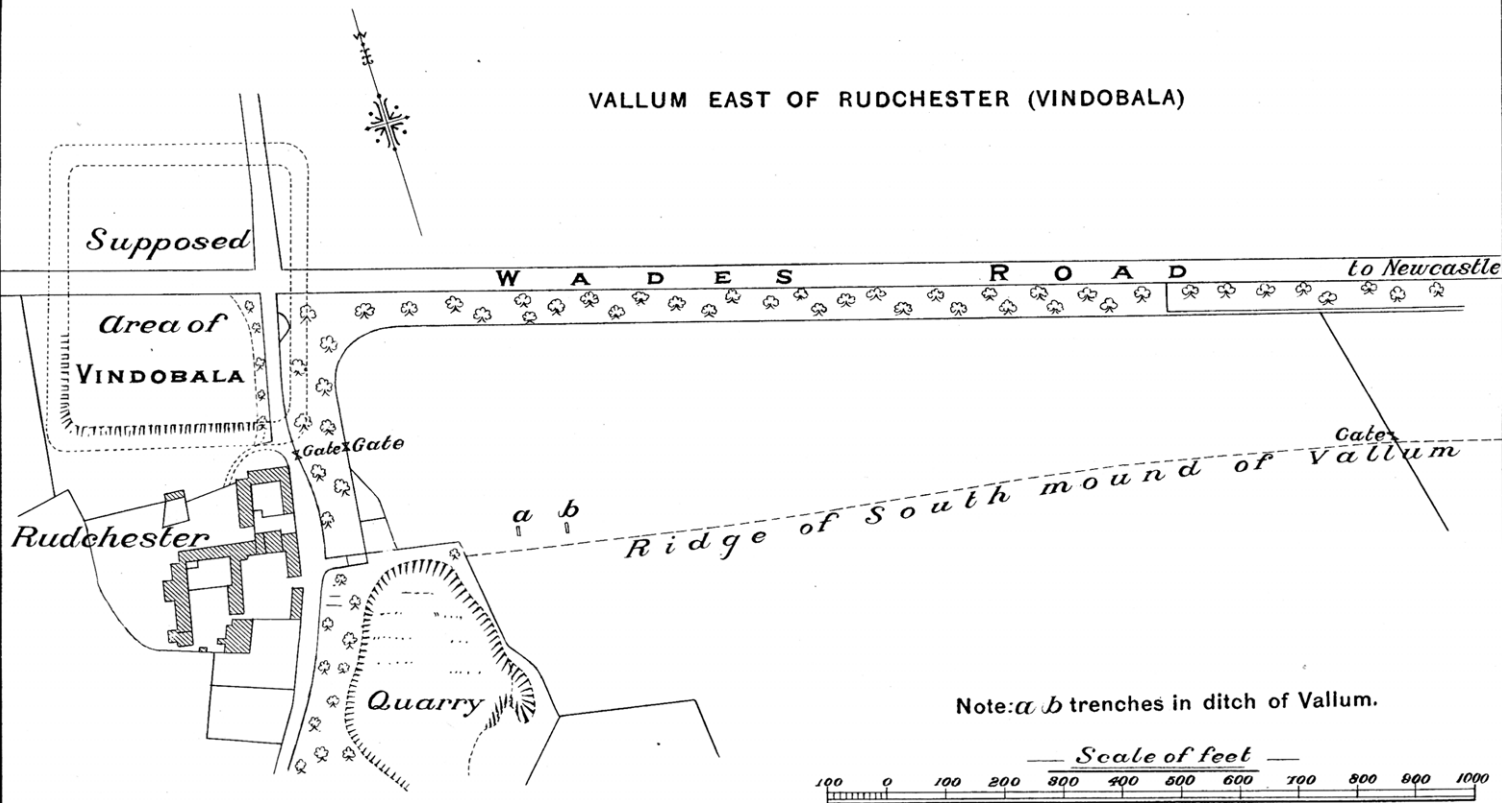
The digging at Rudchester was supervised by myself. The position of the Vallum can be seen on Plate III,† for

* Rudchester is now the accepted spelling, though Rutchester is occasionally used: the old forms quoted by Hodgson (Rucestre, &c.) contain neither *d* nor *t*. The etymology is quite uncertain. If the first syllable had been originally *routh* or *roth*, it might (Prof. Napier tells me) have been connected with the Scandinavian form of the word 'red,' but the early spellings disprove this theory. High Rochester in Redesdale seems equally unconnected with any 'Red Chester.' See p. 189 note.

† In this Plate the area of the fort is marked as 'supposed' because its northern limit is disputed. The south face of the fort was undoubtedly where it is shewn.

help

VALLUM EAST OF RUDCHESTER (VINDOBALA)



help in constructing which I am indebted to Mr. James.

We have now four cases, two fully and two partially explored, where the Vallum diverges to avoid the site of a fort. The methods of divergence seem to differ in each case, and, except at Carrawburgh, they are rough methods, avoiding rather the position of the forts than the forts themselves.

(v) Examination was also made of the Vallum on the banks of the Poltross burn at Gilsland. Here the portions of the Vallum visible east and west suggest that it crossed the burn at a point where some retaining walls of rough Roman masonry were discovered in 1886 by an earlier Cumberland Excavation Committee: these retaining walls were then taken to be retaining walls for the sides of the Stane or Caryl gate road, here (as it was thought) crossing the gorge of the Poltross.* But the gradients of the cuttings are very steep for a roadway, and as the visible portions of the Vallum east and west of the spot were found to point directly to the cuttings, we trenched the ground just above them. On each bank we found the disturbed matter which constitutes the filling of the Vallum ditch, though, owing to the slope, no peat or similar growth had accumulated to form a deposit of "black matter." It appears, therefore, that the Vallum crossed the Poltross here and the retaining walls formed the supports for the sides of its ditch at the bottoms of the two slopes. This is, I believe, the only instance where traces survive of the engineering of the Vallum at a difficult water crossing.

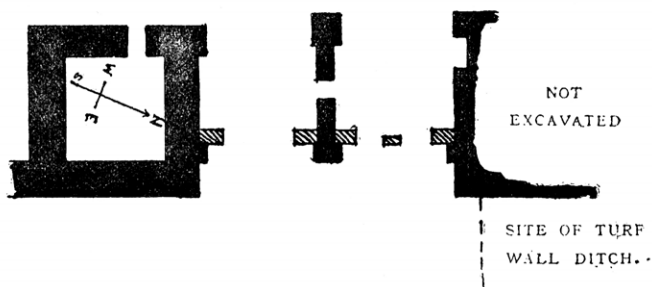
More traces of the stone core of the Vallum near Gilsland Vicarage were also found (see p. 185).

Mr. H. R. Pyatt M.A., Mr. Booker, Mr. Hodgson and myself supervised these excavations.

*See these *Transactions*, Vol. IX, p. 162. The plans of the masonry there given make it far more regular than it really is.

II.—THE TURF WALL.

The ditch of the Turf Wall on the west side of the fort was found in 1895 and 1896 to follow such a line as, if prolonged, would impinge on to a road on the north side of the north-west gateway. Unfortunately this gateway is destroyed and the whole north-west corner of the fort is occupied by the house, garden, and a small plantation. Excavating, however, in the north-east of the fort and in the field immediately east of it—the same field in which the Vallum was traced this year—we detected the ditch of the Turf Wall following a course exactly corresponding to that which it takes on the west side of the fort (Plate I.) Masses of *débris* and want of space hindered work inside the fort, but the familiar “black matter” occurred in two trenches, and the south slope of the ditch was cut in one of these. The same south slope was found to lie under



PLAN OF N.E. GATE, BIRDOSWALD, AT THE
LEVEL OF THE PIVOT HOLES.

the north-guard chamber of the north-eastern gateway: inrush of water and the presence of farm-buildings prevented us from digging deep enough to ascertain what provision had been made for the foundations of the guard chamber. Across the field a series of trenches revealed the ditch following a direct eastern course: its width, from
lip

lip to lip, is about 25 feet.* We were unable to follow it into Chapelfield, owing to the presence of corn. Its course, however, was sufficiently determined to shew that, if continued, it would join the line of the Stone Wall just on the edge of the cliff above the Irthing. Indeed, it would join it at a point where the Wall makes such a bend that the Turf Wall and the piece of the Stone Wall east of the bend form a straight line, while the piece west of the bend deflects northwards.† We appear to have the converse of what we had at Appletree. There the Turf Wall and the piece of the Stone Wall west of its junction with the Turf Wall form a straight line, while the continuation of the Stone Wall eastwards deflects to the north. We may, therefore, compare the Stone and Turf Walls to the wood and string of a bow, the Turf Wall being the chord of the arc.

The remarkable fact, of course, is that the ditch of the Turf Wall traverses the area of the fort, and thus vindicates its claim to mark a frontier older than either Stone Wall or Stone Fort. So long as the Turf Wall was only known to exist for certain west of the fort, it could hardly be held to be an earlier frontier line. Now that it has been found to pass through the area of the fort and continue eastwards, the question of an earlier frontier

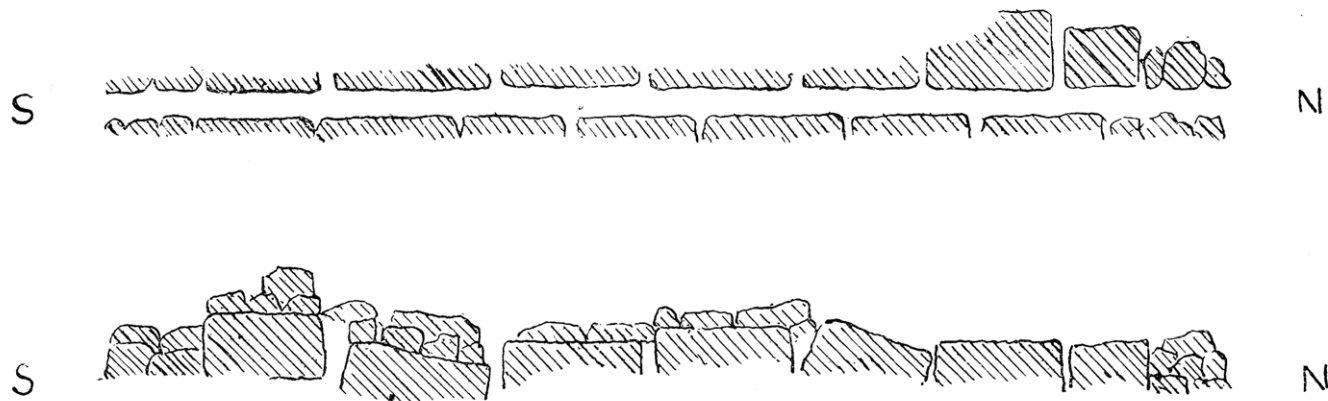
* One of our trenches cut down through the mounds outside the east gate which have been called by Dr. Bruce "extensive and strong marks of suburban dwellings," and by others the relics of King Oswald's Burh. We had occasion to tap these mounds elsewhere and the farm people told us of a hole dug by a builder in search of squared stones: in every case the result was *débris* with no traces of foundations or building material. A part of the mounds, on which two ash trees grow, may be old and might perhaps cover the site of a building: there are buildings at Aesica as near to the fort walls. But the larger part seems to be mere *débris* shifted (for instance) from the fort when Mr. Henry Oswald rebuilt the house and Mr. Potter explored the east gate forty-five years ago (*Arch. Aeliana*, Old Series, Vol. IV.). Certainly there are no visible traces of "extensive" buildings or of a Saxon burh.

† Maclauchlan (*Survey*, p. 54) though wholly ignorant that the Turf Wall existed at all, observes that close to the Irthing cliff the Wall, in its westward course, "bends eight degrees to the northward: had this bend not been made the straight line would nearly have struck the north gate-post in the most northerly entrance in the east front of the fort,"—that is, the very point where we found traces of the Turf Wall.

becomes

becomes inevitable. It is quite conceivable that (somewhat as Mr. Bates suggested three years ago) a Turf Wall frontier existed from sea to sea before the Stone Wall was built, and that at Birdoswald the line was thrust slightly northward to obtain room for a fort between the Stone Wall and the cliff: this seems the most likely reason, but others are fairly possible. It is further possible (though we had this summer no chance of enquiring) that a smaller earthen fort stood on the site of Amboglanna and similar forts elsewhere, and that the Vallum was built when the Turf Wall and (hypothetical) earthen forts were built. This theory would explain to some extent the line of the Vallum close to the forts, and in particular the strange manner in which it grazes the south-west corner of Birdoswald. The difficulty in the way of this view is that no other trace of a Turf Wall can be at present discovered along the whole frontier line. Large parts of the line were carefully inspected by us this summer and nothing could be detected in the least like the remains visible on the surface at Appletree. Two points which are mentioned by Maclauchlan as shewing an extra ditch, at Halton Shields (*Survey*, p. 20,) and at Busy Gap (p. 37), were especially examined, but neither seemed even worth excavation. A third point is at Moneyholes, where a ditch is said to have been visible south of the Wall when the Ordnance Survey was first made. But if any Turf Wall ditch existed there, it would have been discovered in 1894 when a trench was dug from the Wall to the Vallum.* It would, therefore, be rash at present to dogmatise on the Turf Wall, except in so far as to say that it can be no longer called, as it was by Dr. Bruce, an additional defence in a weak spot, or, as by Maclauchlan, as a first essay for the line of the Stone Wall (*Survey*, p. 57). Whatever it is, it is more than either of these things.

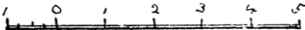
* Report for 1894. These *Transactions*, xiii. 466.



Stone Drain (?) at Birdoswald

(marked b on the map, Plate I.)

Plan, and western Elevation.

Scale of Feet 

E. Hodgson, 1897

The excavations for the Turf Wall at Birdoswald were supervised by Mr. Booker, Mr. Hodgson, and myself.

III.—SMALLER FINDS.

In the course of tracing the Turf Wall ditch east of Birdoswald two discoveries were made which may be noted here. First, near the east side of the field, a drain or channel was found, constructed of two parallel rows of large squared stones fitted roughly together and resting on undisturbed clay (see Plate IV) : the length of the channel is 19 feet, its general width $6\frac{1}{2}$ inches, its general depth 15 inches. The large squared stones are Roman, and can hardly have been put in position by anyone since the Roman occupation : the whole may then be regarded as a Roman drain. Its use is not yet ascertained : its construction and its position shew that it is not merely part of a drain to carry water away, nor could we find any adjacent building to require a drain. On the other hand, the rampart of the Turf Wall must have stood very nearly over this drain, while the Mural road from the east gate of the fort may have passed over the same line : the drain is, therefore, perhaps a rough but solid watercourse under either the Turf Wall or the road.

The second discovery was that of a Roman leather shoe, dug up at a depth of four feet in the filling of the Turf Wall ditch : it is represented in Plate V, at half-size. Roman shoes and sandals have been discovered both in England and still more commonly abroad, for instance, at the Saalburg fort on the German Limes. The Birdoswald specimen is made of one piece of leather, without any special sole : there is one vertical seam (as in modern shoes) behind the heel, and the toe is cut (as often in Roman shoes) into strips, each of which ends in an eyehole for the lace. The fastening over the foot is provided by two holes on each side which resemble button or link-holes

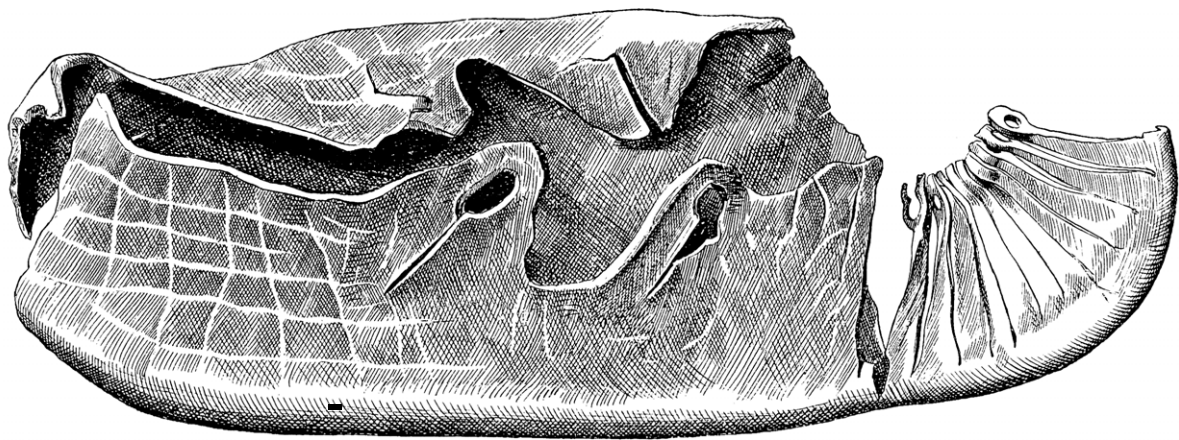
link-holes far more than lace-holes. The "sole," which is one thickness of leather, has been worn through, and the shoe was obviously thrown away because useless, like most of the Roman shoes found at the Saalburg and elsewhere. A very similar Roman shoe was found in the last century at Netherby, a Roman fort not far north of the Wall. Another is figured by Gordon in his 'Itinerarium Septentrionale' (p. 99, Plate XL) as 'found near' the Wall of Hadrian. In its general characteristics we may class it with that very large type of shoes worn to this day in many parts of Europe, which consist of one piece of leather placed under the foot and tied over it, more or less elaborately, by a lace. Such are the shoes of the Carpathian hill-men, in which I have walked; the Scotch "rivelins" and "pampoosties" are described as being very similar, and the peasants of Italy, Roumania, and Bulgaria are said to wear foot-gear of the same character. The Roman name for this kind of shoe seems to have been *carbatina*.*

Several other small objects were found in trenching the field east of the fort,—tiles, window glass, fragments of pottery. None were of the least individual importance, but their occurrence suggests that here, rather than on the west side of the fort, was the humble 'civil settlement' which existed outside all such forts alike in Britain and in Germany. If this is so, further search in Chapel-field may perhaps reveal a 'Bath' such as has been found outside Aesica, Cilurnum, and numerous other forts.

IV.—ROMAN ROADS.

The following contributions were made to our knowledge of the Roman roads along and near the Wall:

* For the Saalburg specimens of Roman boots see Jacobi *Das Römerkastell Saalburg* (Homburg, 1897,) pp. 493-500 and Plate lxxx, in which latter Fig. 7 is especially like our find. The whole subject of ancient boots has been elaborately treated by several German writers.



ROMAN SHOE: BIRDOSWALD, 1897.

PLATE V.

(1) At Birdoswald it was shewn that the road supposed by Maclauchlan and others to issue from the south-east gate and to wind down the cliff towards Underheugh farm does not exist. It is possible that a roadway issued from this gate, though the indications of one found there in 1896 were not very clear, but the suggested descent along the cliff is pretty certainly a landslip only, while the trenches made in search of the Vallum shewed no traces of a road. More probably the Mural road issued from the north-east gate and ran parallel to the Wall, in which case its course near the fort is buried under mounds of *débris*.

(2) Near Gilsland Vicarage the actual line of the Mural road close to the Wall was found in the spring of the year, in the course of draining operations in the field between the Vicarage garden and the railway. It was inspected by Mr. Hodgson, whose Notes are printed below (p. 190) : see Plate VI. The "main drain," which ran obliquely across the line of the Wall and Vallum, cut a well-made road of river gravel, with rather ill-defined kerbstones : in width this road was probably not less than 20 feet, in position it corresponded to the doubtful traces of the Mural road found in the Vicarage field in 1894, and it may be taken as most probably that road. This makes it fairly certain that at and near Gilsland Vicarage the Mural road was in its normal position. Close behind, that is, south of this road, were two ridges of rough angular blocks of the glacial rubble common in the district, doubtless the stone cores of the Vallum, found in 1894, in close proximity. It appears further that the supposed road across the school playground* seems, as Mr. Hodgson has pointed out to me, more likely to be a rough paving sub-structure for the Vallum than a road. Thus we have now evidence that the stone cores of the Vallum extended right across the soft ground which the Vallum here crosses.

* Noted in 1896 Report, p. 423, where in lines 2-3, 'north-east to south-west' is a misprint for 'north-west to south-east.'

(3) At

(3) At the crossing of the Poltross and east of it our search was less fruitful. No trace could be found of the Mural road near the burn: the railway embankment unfortunately interferes to prevent its course being traced continuously from the known piece near the Vicarage. Further east, at Chapelhouse farm, some trenches were dug by Mr. Bosanquet, Mr. Grundy, and myself, at a likely spot pointed out to us by the farmer, Mr. Crow, for whose assistance we may here render our best thanks. But the spot appeared to be the site of a milecastle mentioned by Horsley (*Brit. Rom.* p. 152) and Maclauchlan (p. 51), and no trace of a Mural road could be found. Instead, we were able, by the kindness of the farmers of Foultown and Chapelhouse, to trace the course of a road which ran for more than half a mile parallel to, but south of the Vallum, and distant from it about 100 yards. Surface indications of this road can be seen on Wallend Common and in the fields south of Chapelhouse and Foultown, as marked on the Ordnance maps and noted by Maclauchlan: near Greenhead eastwards and Gilsland westwards these indications wholly cease, and the lines laid down on the maps are (to say the least) conjectural. We uncovered some small parts of the road and found, as a drainer had found before us, that it consisted of river gravel some 16 to 18 feet wide, with kerbs which, as we found them, were ill-defined, though the drainer told us he had uncovered a perfect row. Further search is required to determine if this road is Roman and what its course is. Maclauchlan and others considered it the Stanegate and Maidenway united, but of this there is at present no evidence.

(4) Search without excavation was also made by Mr. Grundy and myself for the Roman road from the fort at Stanwix to the forts at Netherby and Birrens, and a possible route was noted. This route lies slightly east of the routes hitherto suggested. The Roman road, we suppose, left Stanwix by Scotland street, and followed at first the modern
modern

modern Longtown road which runs very straight till near Goslingsike. At Goslingsike it bends slightly westward and by a gentle curve passes Kingstown and reaches Blackford. The Roman road (we think) did not take this course but ran due north along a straight line still marked by a parish boundary and most of the way by green lane or hedge, past Newfieldhead and Harker Grange into Blackford. From Blackford the high road continues its original straight line to Westlinton and Parcelstown Bridge, and the Roman road we conceive ran on the same line. If this hypothesis be accepted we have for the Roman road from Stanwix to Westlinton a natural and perfectly straight course. I may add that the antiquity of the line between Goslingsike and Blackford is in any case considerable. It is a parish boundary; for some distance it is or was a roadway, now disused and partly overgrown by trees and hedges, and it seems to mark an earlier road than the modern Longtown road. The date of the latter I have not been able to ascertain: the maps of Smith in the "Gentleman's Magazine" for 1746 (p. 234), of Warburton (1752), and Donald (1770), shew it as it is at present.

The road from Westlinton north is more obscure: probably the roads to Birrens and to Netherby divided about here. Of the latter no trace can be found. For the former it may be allowable to suggest that it crossed the Esk at an old ford near Rosetrees, ran thence by Blackbank cottage and wood and Redbrae to Gretna, and then coincided with the piece of straight road which now runs from Gretna in the direction of Birrens. The line near Blackbank wood is, as we satisfied ourselves, that of a disused road, still traceable in the wood, and it has been several times called a Roman road, as, for instance, on the Ordnance Survey (six-inch, No. xvi.)

The routes here suggested are favoured by geography. The road from Stanwix to Westlinton just escapes both
the

the Rockliffe* and Houghton mosses, while that from Westlinton to Gretna passes neatly between Solway moss and the marshes of the Esk and Solway. The eighteenth century route from Carlisle into Scotland by 'Willie of the Boats,' is I think, out of question as a possible Roman road. It may have coincided to a certain extent with the Roman road (if it was Roman) near Blackbank, but I have failed to get from anyone an intelligible account of its exact approach to the ford from the north.

(5) Probable traces of the Mural road were also noticed on the west side of Hunnum : see p. 178 above.

EXPENDITURE 1897.

	£	s.	d.
Labour at Birdoswald and Gilsland ...	11	2	0
Compensation 	2	10 0
Miscellaneous 	0	5 0
	<u>£13</u>	<u>17</u>	<u>0</u>

This expenditure was defrayed principally by the Cumberland and Westmorland Antiquarian and Archæological Society. The cost of the excavations in Northumberland were defrayed, as in 1896, entirely from Oxford subscriptions and a grant of £10 from the Society of Antiquaries, London. A part of the illustrations in this report—three plates and some smaller cuts—have also been paid for by Oxford subscriptions.

* See opposite page.

NOTE BY A. S. NAPIER,

[Fellow of Merton, Prof. of English Language and Literature in the University of Oxford], on a collection of the earliest spellings of Rockcliffe, made by Chancellor Ferguson.

To judge from the earliest spellings of Rockcliffe, I think it must mean *red cliff*. The *Routh* or *Roth* (so I interpret Roch) point to the Old Norse *raudr*—red, which in English would assume the form *routh* or *roth*.

Rudchester (p. 178 n.) on the other hand, and *Rochester* in Redesdale, have, I think, nothing to do with "red." The first element may be some personal name.

Routhclive in 1204	In <i>Pedes Finium</i> , cited by Archdeacon Prescott in his edition of "The Chartulary of Wetherhal," p. 69, n.
Roc*hclyve 1230-1240	In a charter in the "Chartulary of Holm Cultram," cited <i>ante</i> . p. 56.
Routhclyf 1302	Mandate from Bishop Halton.
Rowclyffe 1589	Survey of Manors in Cumberland.
Rowclyffe Rokeclyffe Rowclyffe Rockclyffe Rocklyffe 1589	All in one and the same document, another survey in the same year.
Rothcliff Rockcliff Routcliff Rowcliff 1610	In John Denton's "History of Cumberland," written about 1610.
Rowcliffe Rockcliffe 1685	Both in a lease by Duke of Norfolk to Sir John Lowther.
Rocliffe 1685	In the release of same date as the lease.
Rockcliff 1691	Rental of Barony of Burgh.
Rocliffe 1703	Bishop Nicolson in his Visitation.
Rockcliffe 1744	Lowther lease to Mayor and Corporation of Carlisle.
Rackcliffe 1763	Bill in Chancery.
Rowcliffe	Depositions same suit.
Rockliff	Is the heading in Huchinson's "History of Cumberland," but he quotes from authorities using other forms.
Rockcliffe 1805	Articles of Agreement for division of the Common.

* Probably the *c* has been misread.—A.S.N.

NOTE BY T. H. HODGSON.

In the spring of 1897 extensive drainage was carried out in the field between Gilsland Vicarage and the railway west of the Poltross burn. The main drain was cut through the whole of the Roman works, exposing a good section, and, by the kindness of the Rev. A. Wright, Mrs. Hodgson and myself had the opportunity of visiting it and making careful notes and measurements.

The main drain crosses the Wall at a distance of 244 feet from the railway fence, making an angle of about 59° with the Wall. At 50 feet from the Wall a well-made road of river gravel was found; it appeared to have been made with the usual stone kerbs, but they were rather roughly made and not very well defined. This extended for 30 feet, but the drain cut the road obliquely, and its actual width is about 20 to 22 feet. It corresponds in position with the traces found in the Vicarage field in 1894, which were then thought to represent the Mural road, and there can now be no doubt that this view was correct. Thirty-eight feet further on, or 118 feet from the Wall, a ridge of rough angular blocks of the glacial rubble common in the district was met with. This, undoubtedly, is the stone core of the north mound of the Vallum, and is precisely similar to that found in the Vicarage field in 1894, this extended for 17 feet, and at a distance from it of 32 feet, 167 feet from the Wall, a second ridge of similar glacial rubble was found, evidently the core of the south mound of the Vallum. The drain was not deep enough to shew the form of the fosse, and indeed it would probably be hardly distinguishable in the soft peaty matter which fills the bottom of the valley, but the peat where the fosse should be was decidedly darker in colour than elsewhere. Lastly, at 42 feet from these stones, and 232 feet from the Wall, another road was cut through, at this point carefully paved with large flat irregularly shaped blocks of the glacial rubble. This road was traced elsewhere in the field, as shewn on the Plan (Plate VI), and at other places was made of river gravel, probably the pavement was adopted to carry it over the soft ground. It may be the Stanegate, but does not appear to be certainly of Roman construction, and it is possible that it may be the old field road to Throp, abandoned for the present road when the railway was made. It passes through the school ground and under the school, turning nearly parallel to the road leading to Over Denton, and ultimately being lost under the modern road.

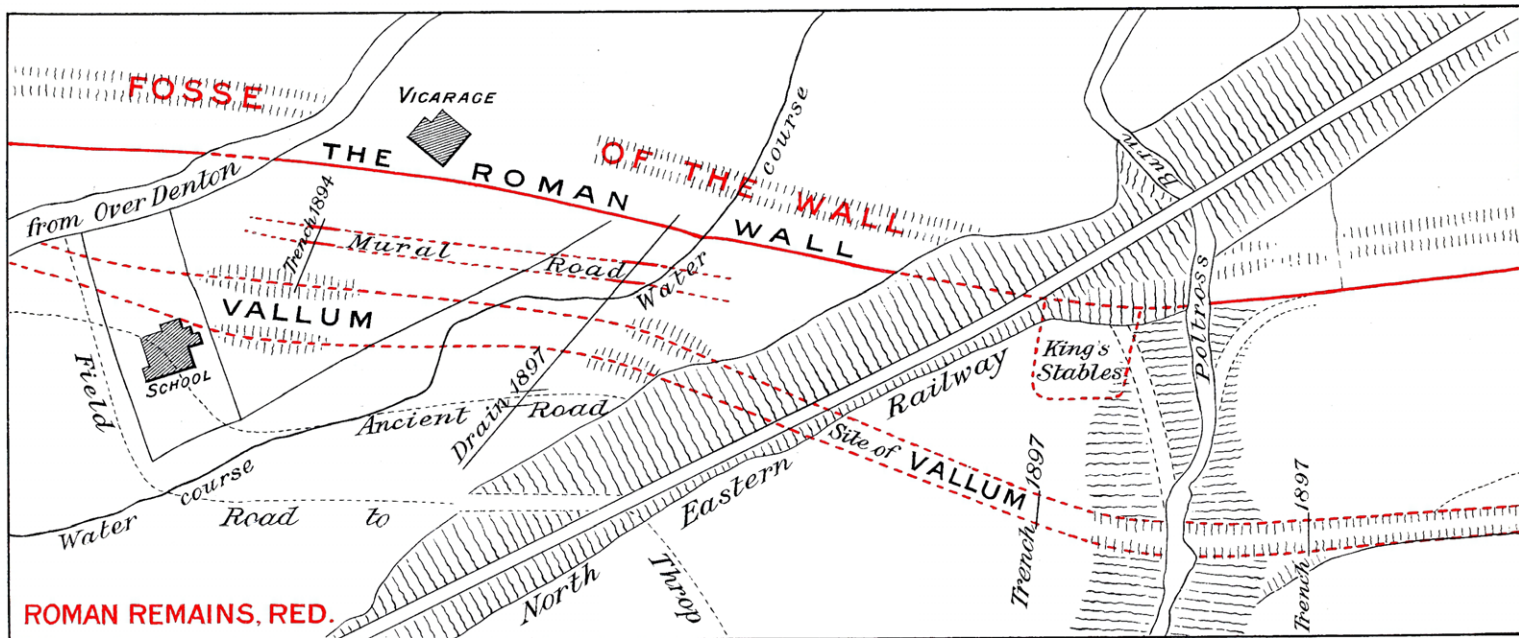


PLATE VI

Excavations near the Railway Station, Gilsland.

T. H. Hodgson, 1897.

