

ART. XIX.—*Maryport and the Tenth Iter, with further notes on Roman Antiquities.* By J. B. BAILEY.

*Communicated at Lancaster, August, 31st, 1922.*

OF the fifteen itineraries which compose the British section of the *Itinerarium Antonini Augusti*, fourteen are certainly based on the sea at one end, if not both. The only one about which there is any doubt is the Tenth. Attempts to indentify the places named in this Iter ought therefore not only to accept as approximately correct the distances given in the original, but also to assume that the Iter probably rests on the sea.

Past attempts to interpret the Tenth Iter\* have commonly neglected one or both of these principles. Camden, who made it end on the Northumberland coast, Horsley, who took it by way of Whitley Castle to Lanchester, Dr. Hooppell, who terminated it at South Shields, and Chancellor Ferguson, who placed its terminal point at Old Carlisle, all violated one or other, or both. Professor Haverfield, though with some hesitation, placed Clanoventa at Ravenglass. His identification is as follows:—From Manchester (Mancunium) 17 miles (Iter, 17) to Wigan (Coccium). Thence 20 (Iter, 20) to Ribchester (Bremetonacum). Thence 27 (Iter, 27) to Overborough (Galacum). Thence 13 (Iter, 19) to Kendal (Alone). Thence 12 (Iter, 12) to Ambleside (Galava). Thence 20 (Iter, 18) to Ravenglass (Clanoventa).

Roman roads, as a rule, were straighter than modern roads, and since the Roman mile is very slightly less than the English (1680 yds. or 21 English=22 Roman seems to

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\* The Tenth Iter runs:—Clanoventa 18 miles to Galava, 12 to Alone, 19 to Galacum, 27 to Bremetonacum, 20 to Coccium, 17 to Mancunium, 18 to Condate, 10 to Mediolanum.

be the general value of the Roman mile in Britain) we may roughly reckon that the Roman and English miles are equivalent, but that the distance between two towns by a modern road would be greater than that by a Roman road. With regard to the above identification it will be seen that after Overborough (Galacum) his next stage seriously fails to reproduce the Iter distance; and this may lead us to ask, with all deference to so great an authority, whether Ravenglass is a satisfactory terminal station.

When Agricola advanced into Westmorland, it is probable that he built a fortified road from Kendal to Ambleside, Hardknot and Ravenglass. This road would be of little use to Agricola after he had advanced further north, and we might infer that it would soon be disused, as has been stated by Mr. R. G. Collingwood, who has shown that the fort at Ambleside was held for a short time only, and Hardknot was abandoned in or before the time of Hadrian. Ambleside was rebuilt in the second century, but not Hardknot, from which it would appear that the road to Ravenglass was useless, and therefore never formed part of any Iter.\* We need not suppose that Ravenglass would be finally closed, for it is clear that it may have proved of some value, though only for a very circumscribed area. Thus, its name could not very well be Clanoventa.

An alternative suggestion is here offered. From Overborough (Galacum) it is 21 computed Roman miles (Iter, 19) to Ambleside (Alone). Thence 14 miles (Iter, 12) to Keswick (Galava); thence 18 miles (Iter, 18) to Maryport (Clanoventa). The present writer accepts the now usually admitted identifications of Mancunium, Coccium and Bremetonacum, though the evidence of inscriptions

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\* Though Hardknot was never rebuilt, the same is not true of Ravenglass. Samian pottery dating not earlier than the middle of the second century has been found there. It is therefore certain that the Ambleside-Ravenglass road was in use when the *Itinerarium* was drawn up.—Ed.

on which the equation Bremetonacum=Ribchester partly rests, is, in his opinion, much less valuable than is generally believed. It is then hardly possible to place Galacum anywhere except at Overborough, and hence 21 Roman miles bring us to Ambleside, which must therefore be Alone.

This Alone is not necessarily identical with the Alione of the *Notitia*,\* and it may be observed that the same applies to the identification, which the writer believes to be erroneous, of the Iter name Bremetonacum, with the *Notitia* name Brementenracum, the former being Ribchester, and the latter, in the writer's opinion, Papcastle.

But the road cannot have ended at Ambleside; the Romans wished to be able to concentrate troops in Cumberland in order to repel attacks on the western end of the Wall, and for this purpose a direct line from Chester to the Cumberland coast was essential. We have traced this road in the Tenth Iter (which connects at Wigan with Chester) to Ambleside, and whether its remains beyond Ambleside have been recognised or not, its existence is morally certain.

The next station is Galava, at 14 miles. The coach road to Keswick is some 16 miles, but we may suppose that the Roman line went from Wythburn direct by Harrop Tarn, Watendlath and Ashness,† which would make the distance correct.

At Keswick no Roman site has been identified, but all this part of the country was exceedingly open to attack, and we know that the Romans thought it necessary to fortify Cumberland more elaborately than any other part of Britain. Even when such forts have not been discovered they may be inferred from the intersection of

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\* The Ravenna Cosmography shows that the place name Alone, or some name like it, was very common in Britain.—Ed.

† There is an ancient drift road along this line, which dates back at least to the thirteenth century (Furness Coucher ii. 575, edit. Brownbill)—Ed.

roads, and it appears that at least five ancient roads converge upon Keswick from different directions, some of which at least conform to Roman methods of laying out. That from Penrith and Threlkeld passes in a straight line over the hill on which the Stone Circle stands, and descends in the shape of a narrow cart-road into the main road at Brigham, crosses the Greta near Calvert Bridge, passes east of the railway station, and so on to the railway bridge, where it now makes a sharp curve to the right, but once, no doubt, continued straight forward along a slightly elevated ridge to rejoin the high road near Dancing Gate, thence proceeding to Castle Inn, and so towards Caermote and Old Carlisle.

The road from Ambleside and Watendlath most likely ran past Crosthwaite Church and joined the other road almost opposite Ormathwaite and Appleshwaite, and here we may place the supposed fort, in spite of the absence of any visible traces. Perhaps changes in the course of the river have obliterated it.

From Keswick to Maryport the modern road-distance is 21 miles, whereas the Roman mileage is 18. But the Roman road would save by crossing Whinlatter and again, beyond Papcastle, by a short cut omitting Dearham. This brings the distance down to the required length. We may therefore conclude that Keswick is Galava, and Maryport, Clanoventa.

At the Commercial Inn, Dearham, the road divides. One branch runs direct to the Maryport fort, the other, which has only been discovered during the past year, runs to Ellenborough, thence following Ellenborough Old Road and part of Sandy Lonning, and coming to an end at the point where the coastal road running south from Maryport crosses the river Ellen. At the same time it really forms no part of that road. This road is not metalled in the ordinary Roman style, but has two surfaces; the upper is paved with paving stones, and is separated by six inches of

sand from the lower, on which a Roman coin was found, and which is paved with granite cobbles, large and small, as is also the other branch running from the Commercial Inn to the Maryport fort. The coast road was paved with ordinary paving stones, as also was the road to Carlisle at least as far as Crosscanonby (these *Transactions*, N.S. iii, p. 250).

Camden saw Roman remains at the mouth of the Ellen (Hutchinson, *Cumberland*, vol. ii. p. 269\*) and these seem now to have been rediscovered. Some months ago the foundations of a massive wall were found in Ellenborough Place, Glasson, 80 yards west of the point at which the Roman road crossed the river. This wall ran southwards for 80 yards, and was then joined by a similar wall at right angles, also about 80 yards long. This second wall was found in Gilmour Street, behind Ellenborough Place. One wall had also evidently been prolonged for some 250 yards on the opposite or right bank of the river as far as the western foot of Mote Hill. These walls seem to have enclosed a large space within which lay a pavement seen by the writer in 1886, near the Ropery, Ellenborough Place, some 10 feet below the surface.

The evidence of inscriptions shows that M. Maenius Agrippa, officer in command of Hadrian's British fleet, was for a time stationed at Maryport. We may doubtless infer that the fleet also lay there, and that Maryport was the chief naval station on this coast during the building of the Wall. The walls lately discovered are therefore apparently connected with the docks used by Hadrian's

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\* Camden's words (ed. 1600, pp. 693-4) are:—"Hinc [from Workington] murum ad defendendum littus quatuor plus minus mill. pass. commodis locis ductum fuisse credunt nonnulli, à Stilicone . . . Adeo enim continuæ sunt parietinæ ad *Eleni* ostium." In Philemon Holland's translation (p. 769), "From hence some thinke there was a wall made to defend the shore in convenient places, for foure miles, or thereabout, by *Stilico* . . . There are also as yet, such continued ruins and broken walls to be seen as farre as to *Elne Mouth*."

fleet. But the fact that a special branch road led from these docks to the Papcastle road is significant. It cannot have been required merely to give easy access to a single small fort like that at Papcastle, and it therefore indicates the existence of heavier traffic such as can only be explained by assuming, as we have assumed, a station at Keswick and a through road to Ambleside and Chester.

The road mentioned above leaving the Maryport-Papcastle road, near Dearham, and traversing the main road from Dearham to Ellenborough, and ending at the river crossing is not the only road lately discovered at Maryport. The road running south from the fort has been generally assumed to leave by the S.W. gate, but in 1922 it was ascertained that no road ran from the fort directly from this gate. The road in question was however found beneath Camp Road. A long row of kerbstones and several patches of cobble paving were found for a distance of about 120 yards N.E. from the end of North St., and at the end of Criffel Avenue a fine section of very hard metal 18 inches thick was laid bare. The direction of the road suggests that it issues from the S. E. gate of the fort, and at once turns S.W., but this is not definitely established. It proceeded down the hill to the river, which it crossed, after passing just east of Mote Hill, by a bridge or ford; but probably, to judge by the height of the banks, the former. A line of four wooden posts, aligned up and down stream, was recently seen by the writer in the bed of the river, at this point. They are about 15 inches square, and appear to represent the trestle of an old, perhaps a Roman bridge. South of the river-crossing it was seen to be paved with cobbles and about five yards wide, at a point 100 yards west of the railway crossing, and 30 yards east of the place in the Ropery, Ellenborough Place, where in 1886 the writer saw a pavement which, at the time, he mistook for this road, but which can now be explained as part of the wharf mentioned above. The

road is now some 14 feet below the surface, but this is owing to the fact that when the Elizabeth Dock was being built in 1854-5, the M. and C. Railway Co. placed several feet of soil for railway extensions to the Dock, not only here but also along what is now Jubilee Terrace.

We may here consider another ancient road. Some years ago Professor Haverfield and others dug in the small square enclosure on the left bank of the river Ellen opposite Netherhall, and found a road leading from the N.E. corner, and traces of occupation dating apparently from the 14th century. In February, 1923, a paved road was found in the allotments N.E. of the bridge and about 20 yards from the railway. This road pointed to the above enclosure, and linked it up with the place where the Roman road was found in the Ellenborough Old Road.

#### PUDDING PIE HILL.

It will probably be necessary to say a few words with regard to this mound, as it has now finally disappeared. We have no intention of detailing its previous exploration in 1742 and 1763, which may be found in Hutchinson's *History of Cumberland*, vol. ii, but we shall confine our remarks to our own discoveries during the building of the houses on the Campus Martius in 1921-2.

In Aug. 1921, a road eight feet wide, being part of what is now Criffel Avenue, was cut through it and proved that the whole mound was purely a huge heap of boulder clay. The mound was finally cleared away in April 1922. While putting in the gas installation a course of cobbles set in clay was found extending some 18 feet at a depth of two feet a little to the S. W. of where the mound had been. That it was not part of a road was soon discovered; but subsequently it appeared that it had been the foundation of some structure intended to screen the summit of the mound against the wind. Proofs were obtained that this cobble foundation extended further to the N.E., in fact

that the mound had been artificially extended to a length of some 35 to 40 yards with a base of about 12 yards and used for spectacular observations.

#### INSCRIPTIONS AT MARYPORT.

The inscriptions on Altars No. 10 and No. 54 as given in the Catalogue (these *Transactions* N.S. xv) are not quite correct. There can be no doubt that they were dedicated by the same person, but it is admittedly difficult to say who this was. The correct readings as now decided are:—

No. 10.

VIRTVTI  
AVGVSTAE  
(HISP)ANA  
QVINTI FILIA  
HERMIONAE  
VSLLM

To the Virtue of the  
Emperor, by Hispana,  
the daughter of Quintus  
and Hermione, in  
discharge of a vow.

No. 54.

I O M

.....  
(HI)SPAN A Q F  
HERMIONE

To Jupiter, best and  
greatest . . . . . by  
Hispana, daughter of  
Quintus and  
Hermione.

The above readings have been admitted by many amongst whom was Dr. Hicks, late Bishop of Lincoln. A few weeks before his lamented death, Professor Haverfield visited Maryport along with Professor Rostovtseff of Petrograd. The latter entirely agreed with the above reading, as eventually also did Prof. Haverfield, so that the matter may now be considered as closed.

#### A BIRDOSWALD ALTAR NOW AT ROKEBY.

In 1899 I made a communication with regard to some "lost and re-found Roman altars from Birdoswald, but now at Rokeby." Since then I have again been able to examine Altar, *Lap.* 355, under somewhat favourable



circumstances. The original inscription with the present reading is as follows:—

<i>Original reading</i>	<i>Present reading</i>
I. O. M	O M
COH I AEL	CO
DAC C P	DAC C
STAT LON	STAT . ON
GINVS TR B	GIN.S TR B

The final letters were quite distinct and were formed so:

**TR B**

Thus this altar may now be looked upon as really one from Birdoswald.

*Lap.* 352 is really missing, as I was given to understand that it had been unfortunately destroyed.

#### THE ROMAN ROAD FROM MARYPORT TO PAPCASTLE.

As much inconvenience has been caused by a pillar in Netherhall Park which is said to mark the site of the Roman road, it may be necessary to explain matters. The road itself leaves the fort by the S.E. gateway and thence proceeds to Netherhall Park which it enters almost opposite the end of Bank End road. In Oct. 1921 by use of a sounding rod we had no difficulty in locating the exact position of the road, which, when it came to the fence on the opposite side of the Park, was 32 yards from the gateway leading to Ellengrove, instead of 22 yards as shown by J. F. B. Dykes, Esq. We then found indications that the road had crossed the river, clearly by a bridge, some 40 yards below the present bridge. The pillar is to be removed at the earliest opportunity.

We ought to add that this road was opened in 1880 for the Annual Meeting of the C. and W. Literary and Scientific Association. Unfortunately in one respect, the workman cut right through the road and at a depth of three feet he came upon what may have been a sea bed. That this part of the district had at one time been under

water is corroborated by the finding of a fine water-worn (pot hole) stone quite close to the Hall.

#### REMAINS OF ANNEXE OR EARLY CAMP.

A continuous mound, 8-9 feet wide, runs along the edge of the cliffs for 500 yards in close proximity to the fort, extending almost parallel to its N.W. side and stretching beyond it for the width of two fields to the northward. It is eight yards from the boundary of the Camp Field, and this distance increases to 20 yards at the northern end of the mound, where it diverges a little from the straight line. To seaward of this mound is a ditch.

Such a mound at first sight would seem to be the remains of an old hedge; but during the latter part of 1922 holes were dug in it for the erection of three telephone-poles, which revealed no trace of a hedge, but showed that the mound is filled with rough stones. Further, at each end the mound curves round in the usual manner of Roman defensive works and thus by its form suggests one side of a large fortified enclosure. One of the rounded corners is still visible at its north end, and here the first 20 yards of a south-eastward pointing mound indicates the north-east side of the same enclosure. Beyond the first 20 yards, this mound coincides with the line of a modern fence, and has been partly destroyed when the fence was made, but is traceable for 200 or 300 yards. At the S. end of the former mound, the rounded corner is not now visible, but it lay where the battery now is, and could be plainly seen before that was made. Here the mound, after turning, pointed in the direction of the S.W. vallum of the fort. The fourth or S.E. side of the enclosure is traceable in a mound running along the hedge east of the "Temple," and the E. corner, rounded like the others, can also be traced close by.\*

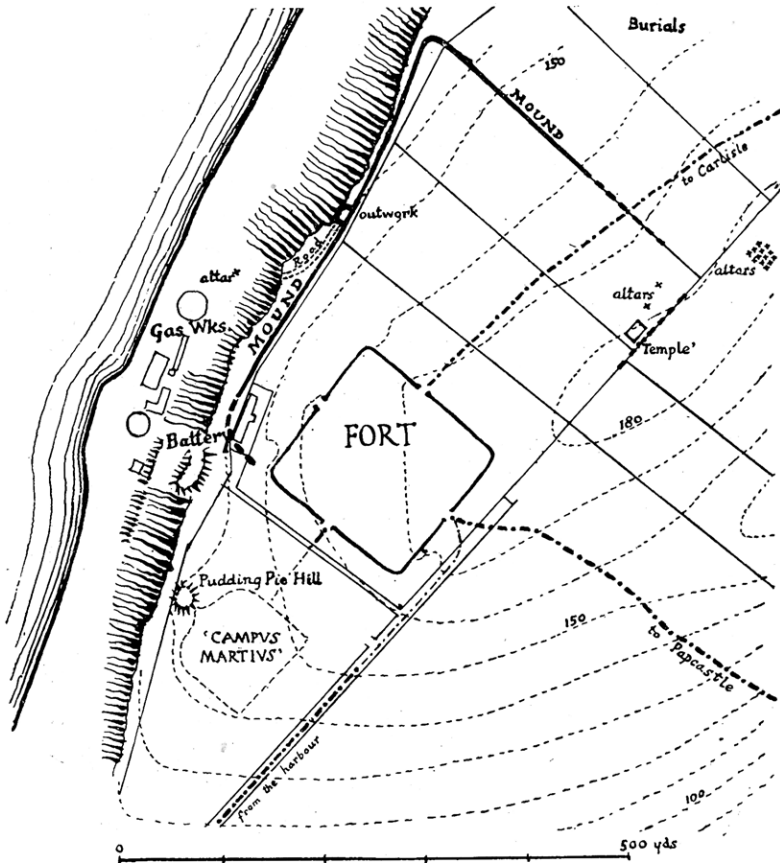
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\* This corner was discovered after the plan (p. 153) had been completed and is therefore not marked on it.

These facts suggest that we have the remains of a large fortified enclosure of Roman date, in the S. corner of which the fort was situated. Such an enclosure may have been one of two things. Either it was the boundary of the town which we know to have lain, roughly speaking, north and north-east of the fort, and was therefore in the nature of an annexe, or else it was a marching camp dating from a time earlier than that of Hadrian (in whose reign the visible fort was presumably constructed) and therefore perhaps referable to the campaigns of Agricola. On the latter hypothesis, the marching camp was 500 yards long and on average 300 yards wide, giving an area of nearly 30 acres. According to Hyginus, 30 acres would accommodate roughly 30,000 men. On the former hypothesis, we have a fort with an exceptionally large annexe north of it, containing a town nearly half the size of Corbridge.

We cannot as yet choose between these hypotheses with certainty. The general appearance and plan of the mound is in favour of the theory of a camp; but against this is the following point. At the northern corner of the Camp Field, the cliffs are broken by a wide U-shaped depression giving easy access from the shore to their summit. Here are the remains of something like an outwork projecting from the outer face of the mound, 25 yards long by 16 broad, having its N.W. angle rounded off. Within it there seems to be a well, and a sunk road runs S.W. from it for 65 yards parallel to and seaward of the mound. This road is protected by two smaller mounds on the edge of the cliff, and leads to the head of a footpath which ascended the cliff, but was almost entirely obliterated by the building of the Gas Works in 1866, and by quarrying operations for the Senhouse Dock in 1881-1884. Close to this point were found the altar no. 54 in the Netherhall collection (see above, p. 149), a small house-

hold altar bearing a figure, and other remains. This outwork, if such it is, fits more easily into the theory of a permanent annexe than of a temporary camp.



MARYPORT; THE ROMAN FORT AND SURROUNDINGS.