

ART. XXI.—*Further notes on Roman roads at Maryport and on the Netherhall Collection.* By J. B. BAILEY.

THE present paper is a continuation and in parts a correction of 'Maryport and the Tenth Iter,' etc., in these *Trans.* N.S. xxii, and the Netherhall Catalogue published *ibid.* N.S. xv. The former paper is hereinafter referred to as MTI. The annexe or early camp (MTI, 151-153, with plan) was at first, when found, thought to be the work of Agricola; but this view was shown to be premature by excavations undertaken in Easter week, 1924, when Mr. R. G. Collingwood trenched through the mounds composing it and found beneath them traces of a Roman building and pottery probably of the third century (now at Netherhall).

The coastal road running south from the fort (MTI, 147) has been further studied. Mr. Wilson and the writer have traced it with the help of a sounding-rod towards the Old Iron Furnace, but much of it has here been carried away by the river. We then traced it through the allotment gardens to Furnace Road, where was found an uninscribed arsite slab now at Netherhall. Here we lost the trace of it, but found that several men remembered cutting through it in several streets when laying down the town sewers, but could not say where. Beside this road, where it passes the east side of the 'Campus Martius,' a heavy cement foundation 18 inches thick has been found, which might from its appearance have been the base of a statue or column.

The road to Papcastle by Dearham (MTI, 150) has been traced from the point reached on the plan in these *Trans.* N.S. xv, p. 135, to the S.E. gate of the fort, by Sergeant

O'Connell, R.E., Mr. Wilson and the writer. Near Borriskill, the road has been uncovered in draining, by Mr. Spark; it proved to be 13 feet broad and was paved with boulders large and small.

It now appears that a second road ran from Maryport to Dearham, passing through Netherton. In 1886 Mr. T. Carey saw a paved road exposed by digging for sewers in Ellenborough Old Road, Netherton, near the Council Infant School. In 1902 a similar road was cut behind Coronation Street, in laying a drain for the Cottage Hospital. Both were 2 feet 6 inches down and nearly 15 feet wide. The latter was splendidly paved with granite boulders, and covered with 6 inches of sand above which was another road paved with cobbles. On the lower paving a Roman coin was found. In 1922 the road was again cut in Ellenborough Old Road near the Reading Room; it had, shortly before this, been found at the westend of the church. Later it was found again in the high road near Brooklands; and Mr. Fearson, an allotment-holder, tells us that it runs from a point 20 yards west of the occupation-road into the fields beyond, heading direct for the high road at Brooklands. He also opened the ground and showed us the road itself. We then traced it across Ellenborough Green to the road which goes down to the village, where it clearly joined the old road near the School, sweeping round in a bold curve. The only section that remained to be traced was that leading from Coronation Street, which was clearly connected, partly by way of Sandy Lonnin, with that already described. Enquiring of men who had been engaged in sewerage, we found that one of these had cut it between Jubilee Terrace and the railway at a depth of 6-8 feet. It is thus evident that this road was aiming for the river, not the fort: and this suggests that it dates from before the building of the fort, and was the result of an attempt to find a satisfactory seaport on the Cumberland coast.

In 1882 the writer suggested that Agricola in 79 took his main force through the Lune Valley and sent a contingent through the Lake District to keep in touch with the sea. This was the occasion of the first Roman works at Ambleside and Hardknot, in connexion with the road to Ravenglass; after this, the same force doubtless advanced to Keswick and Papcastle, and thence would probably make contact again with the sea. This would bring it to the mouth of the Ellen by the line of the road described in the previous paragraph. The port was deep enough and well sheltered, and close to the borders of Caledonia; its landward communications north-eastward were very good, and therefore it was admirably adapted to serve Agricola's forts in that region with supplies. Is there any archaeological evidence for a Roman harbour on the Ellen, as distinct from the fortified station on the hill above?

There is. Camden mentions the ruins of Roman walls from Workington to 'Elne mouth' (see passage quoted in footnote, MTI, 146), and I have shown that walls, which I suggest are the enclosure of the Roman port, are still to be seen at Glasson, and enclose a paved area (MTI, 146). Since writing that passage I have collected much confirmatory evidence from one of the chief workmen employed in sewerage this area in 1886. He saw a splendid cobble pavement, 2 feet 6 inches to 3 feet below the surface, extending the whole length of Gilmour St. (120 yards) and for 80 yards in Roper St., as well as within 5 or 6 yards of Mandle St. Recently a similar pavement was found near the west end of Ellenborough Place. Now Maryport was only founded in 1748, and this area was not built upon till 1870; therefore the pavements found here must certainly be ancient. Thus we have a paved area about 125 yards each way, or about 3 acres, or possibly larger if the piece of pavement (marked on the plan) east of Roper Street is part of it and not merely a road. This area to judge by the foundations visible on the river-bank, may

have been enclosed by walls on three sides and may have thus formed a fortified port. The wall on the other side of the river (*ibid.*), seems to be the fourth wall of the fort; and at its north-western end is something that has the appearance of a gateway. If this is so, the road from Dearham ends at this gate, and the whole enclosure would appear to be a fort, superseded by the later fort on the hill, which was pretty certainly built in the reign of Hadrian; this makes the earlier fort pre-Hadrianic, i.e., in all probability Agricolaan.*

The road going northwards from the fort was traced in 1880 for 420 yards from the fort. In 1922 we traced it for another 430 yards in a straight line, after which it reappeared 180 yards farther on by means of a line of kerbstones 28 yards long, in perfect alignment with the section previously traced. A hundred and fifty yards beyond these, a heavy rainfall in 1923 showed 10-12 yards of similar kerbstones beneath the surface of the modern road; the metal had been worn away, but a bed of rammed earth and broken tiles beneath it was laid bare. The road then passes into the field on the east side at a turn in the modern road, where its breadth is 12-13 feet. Thereafter the general direction of the road is fairly clear, though we failed to discover its exact line. For many years a somewhat extensive cobble pavement has been visible at the edge of the common land beyond the cemetery, 8-10 yards from the high road and somewhat nearer to the corner of the wall forming the N.E. boundary of the common. In 1923 it was almost entirely destroyed in digging for sand, and it was then found to be part of a paved road running towards Allonby, where it has also been noticed; at Beckfoot it has again been seen, in 1880, extending 420 yards on each side of the Roman fort. We

* The probability of a first-century occupation at Maryport is strengthened by the coins of Vespasian there and at Papcastle, and fragments of first-century pottery at Beckfoot.

are inclined to attribute this road to Agricola's western division. In any case its line was followed by the modern coastal road before the Netherhall and Bank End roads came into use. When the fort on Maryport hill was built in Hadrian's reign, it was necessary to link up the fort with this road, and the new branch joined the older road close to the present Golf Club pavilion. This hypothesis is supported by the fact that there are no traces of any road in the sand pits along the edge of the common.

The road to Carlisle branches from the foregoing road about 160 yards beyond the point where it crosses the hedge of the fourth field (counting the 'Camp field' as the first). Sergeant O'Connell and the writer traced it towards Carlisle from a point about 55 yards beyond this junction, crossing Bank End Lane 75 yards south of the small plantation and so to the section of it described by the writer in these *Trans.* N.S., iv. The description there given must be corrected in one detail: at field 391 the Roman road does not leave the modern cart-road but follows its curve. In field 394 is a very good section of the road, 10 yards long and 12 feet broad, slightly cambered and flanked by ditches 4 feet wide.

In connexion with the controversy as to whether the ridge on which Maryport stands has ever been an island, it may be recorded that a drain across Netherhall Park (crossing the Far Fitz from the Well field, W. of the high road at the junction of the Crosby and Allonby roads, for 300 yards to the river) encountered the following strata. From surface to 9 inches, soil; 3 feet of fine alluvial drift; a bed of gravel 9-12 inches thick near the river, decreasing to 2-3 inches near the road; then yellowish-red boulder-clay.

NOTES TO THE NETHERHALL CATALOGUE.

(a) *Portico collection.*

10. Read: VIRTVTI | AVGVSTAE | [HI]SPANA etc.

11. Hu. 76, plate 4.
 15. Read: Hu. 20, plate 3. Found about 1720.
 18a. The slab on which 18 stands is 12 by 12 inches and has three steps.
 22. A votive pillar.
 32a. No. 32 stands on a three-stepped slab, 26 by 24 inches.
 45. The mark is not a bench-mark.
 48. For o.s. ix, 435 read o.s. ix, 427.
 50. Altar and both heads found in 1880.
 52. Line 4: *HISPANA* * *QF*.
 55a. The base measures 30 inches by 30 inches by 9 inches, and has a two-inch sinking in the top.
 58. Is ornamented on all sides. 12 by 10½ by 9½ inches.
 Hu. 34, plate, 3.
 60. Uninscribed ansate slab, 18 by 14 inches, found near Furnace Lane, 1923.
 (b). *Garden collection*. Nos. 26, 49, 55, 73, 83, 84 were found in 1870; nos. 4, 6, 7, 8, 13, 14, 16, 24, 57, 64, 66, 79, 80, 81, 82 in 1880. No. 2 is Hutchinson's no. 47 pl. 5; 3 is 49, pl. 5; 25 is 97, pl. 4; 27 is 50, pl. 5; 29 is 33, pl. 3; 56 is 58, pl. 4; 62 is 65, pl. 4; 63 is 57, pl. 4; 67 is 64, pl. 4; 69 is 17, pl. 3.
 42. Minerva.
 80. Rearranged in 1924: see 89-119 below.
 81. Missing.
 82. Base of a second serpent stone, 17 by 12½ inches.
 82a. Base of altar with one moulding at top, 20 by 12½ inches. Found 1880.
 83. Pedestal 18½ by 11½ inches.
 84. Pedestal 23½ by 11 inches.
 89. Base and part of die of altar, 11 by 9 inches. Found 1870.
 90. Part of face of altar. Above a double moulding is a square object on the right; below is a six-spoked circle 5 inches diam. 12 by 9 inches. Hu. 94 pl. 4.
 91. Part of face of altar: 4 mouldings, one a cable. 14 by 7 inches. Hu. 59 pl. 4.
 92. Part of capital of no. 41 in the portico? (was found with it in 1870). 7 by 8 inches.
 93. Pine-cone 6 inches high on base 9 by 9 inches. 1870.
 94. Part of die and capital of a large altar (? no. 49 in garden). Bolster 8 inches long, 4 inches diam., with rosette, 4 mouldings, one cable. 10 by 8 inches. 1870.
 95. Part of Bolster from an altar, 3½ inches diam. 1870.

96. Focus? of large altar. Diam. 11 inches. Hu. 54, pl. 5.
97. Part of slab with fine floriated scroll. 8 by 7 inches. 1880.
98. Part of left side and base of altar; 4 steps. $12\frac{1}{2}$ by 8 inches.
99. Part of altar or pedestal. 13 by 10 inches. 1870.
100. Part of slab with device resembling fleur de lys. 9 by 4 inches.
101. Pivot-stone from gate; the hole 2 inches deep. 1880.
102. Stone with two pivot holes (3 inches diam.), from N.E. gate of fort. 30 inches long. 1921.
103. Base and die of altar 20 by 8 inches. Hu. 42 pl. 5. Re-discovered 1917.
104. Rough tombstone, 34 by 16 inches, found 1923 near Barney Gill: PVRCIO VIXXIT ANNOS LXI.
105. Design from a slab, $3\frac{1}{2}$ inches wide. In centre a $2\frac{1}{2}$ inches square.
106. Design from slab, 5 by 3 inches, with three sets of double lines.
107. Part of capital, face, and l. side of altar. $3\frac{1}{2}$ by $3\frac{1}{2}$ inches. On one side a $1\frac{1}{2}$ inch circle. Hu. 60 pl. 4.
108. Part of slab with 4 semicircles on diagonal; straight lines proceed from extreme points and circumference of circles. 10 inches. 1870.
109. Tassel ornament. Hu. 61, pl. 4.
110. Part of slab: double semicircular curve within rectangle. $9\frac{1}{2}$ by 4 inches.
111. Part of base of altar, 4 by 3 inches. 1880.
112. Part of slab, millstone grit; two sets of lines equidistant, one straight, the other slightly curved. 7 by 6 inches. 1880.
113. Part of front and side of altar, 18 by 8 inches. Bolster $2\frac{1}{2}$ inches. 1880.
114. Part of spiral column like N.C. 149, no. 60. 5 by 4 inches.
115. Part of slab or pedestal, 2 mouldings, 11 by 8 inches.
116. Base of small altar, 2 mouldings. 7 by 7 inches.
117. Part of slab, with abacus and roll. 8 by 6 inches.
118. Part of bolsters.
119. Slab from 'Temple.' 3 feet 10 inches by 2 feet 3 inches. 1880.

In the list of coins, read:—Vespasian, 4. Hadrian, 8. Ant. Pius, 9. Faustina, 1. Marcus Aurelius, 4. Constantine II, 3. Constantius II, 4. Omit Constantius.

The following inscribed stones, found here, have now been given away or lost:—

1. C.I.L. vii, 370 (L.S. 874), altar to the Genius Loci, Fortuna Redux, Roma Aeterna and Fatum Bonum. At Lowther Castle.
2. C.I.L., vii, 369 (L.S. 873). Altar to Belatucader. Lost.
3. C.I.L., vii, 385 (L.S. 851). Altar to Jupiter by L. Cammius Maximus. Lost.
4. C.I.L., vii, 377 (L.S. 863). Altar to Jupiter by Publius Cornelius. Lost.
5. C.I.L., vii, 371. (L.S. 860). Altar to Jupiter Augustus; now at Tullie House; plaster cast at Netherhall.
6. C.I.L., vii, 410 (L.S. 883). Tombstone of Luca. Lost.
7. C.I.L., vii, 407 (L.S. 881). Tombstone of Ingenuus. Lost.
8. C.I.L., vii, 409 (L.S. 882). Tombstone of Morus Rex. Lost.
9. C.I.L., vii, 412 (L.S. 884) Tombstone, names illegible. Lost.

The present number of inscribed and sculptured stones at Netherhall is 189; 24 others have been lost or given away, making 213 in all. Of these Camden records 10; Horsley adds 10 more, Hutchinson 53 more; 36 were found in 1870, 38 in 1880, 8 at other known dates, and 34 at unknown dates.
