

THE ANCIENT HIGHWAYS OF DORSET, SOMERSET, AND SOUTH-WEST ENGLAND

By G. B. GRUNDY

PART I

INTRODUCTORY NOTE

Tracks.—In the text this term is applied to open roads for wheeled vehicles, i.e. roads or tracks over downlands. It is not always possible to say from the map whether they are at the present day metalled roads or grass tracks.

Maps.—The sketch map accompanying this article does not profess to give all the names mentioned in the text. It is inserted as an aid to the reader in the identification on the ordnance map of the roads mentioned in the paper.

As far as ordnance maps are concerned two sheets of Bartholomew's reduced ordnance map ($\frac{1}{2}$ in. to 1 mile) give nearly all the names mentioned in the text to which the letters (OMI) are attached.

These sheets are :—(1) Dorset ; (2) Hampshire and the Isle of Wight. In the one-inch ordnance series the sheets which cover the region concerned are (in the Popular Edition) :—

129, 130, 131, 139, 140, 141.

Any local archaeologist would render great service to the investigation of the old road system if he would examine those gaps in the lines of roads which are indicated in the text, especially, for instance, in the line of the Roman road from Dorchester to Badbury Rings. An experienced eye might recognise on the spot the traces of parts of the lines of ridgeways which do not appear on the modern map.

Previous articles on the ancient highways have been published in this *Journal*, viz :—

Ancient Road System of England : vol. lxxiv (1917).

Berkshire : vol. lxxv (1918).

Hampshire : vol. lxxv.

Wiltshire : vol. lxxv.

Middle Severn Basin (Worcestershire, Gloucestershire), vol. xci (1934).

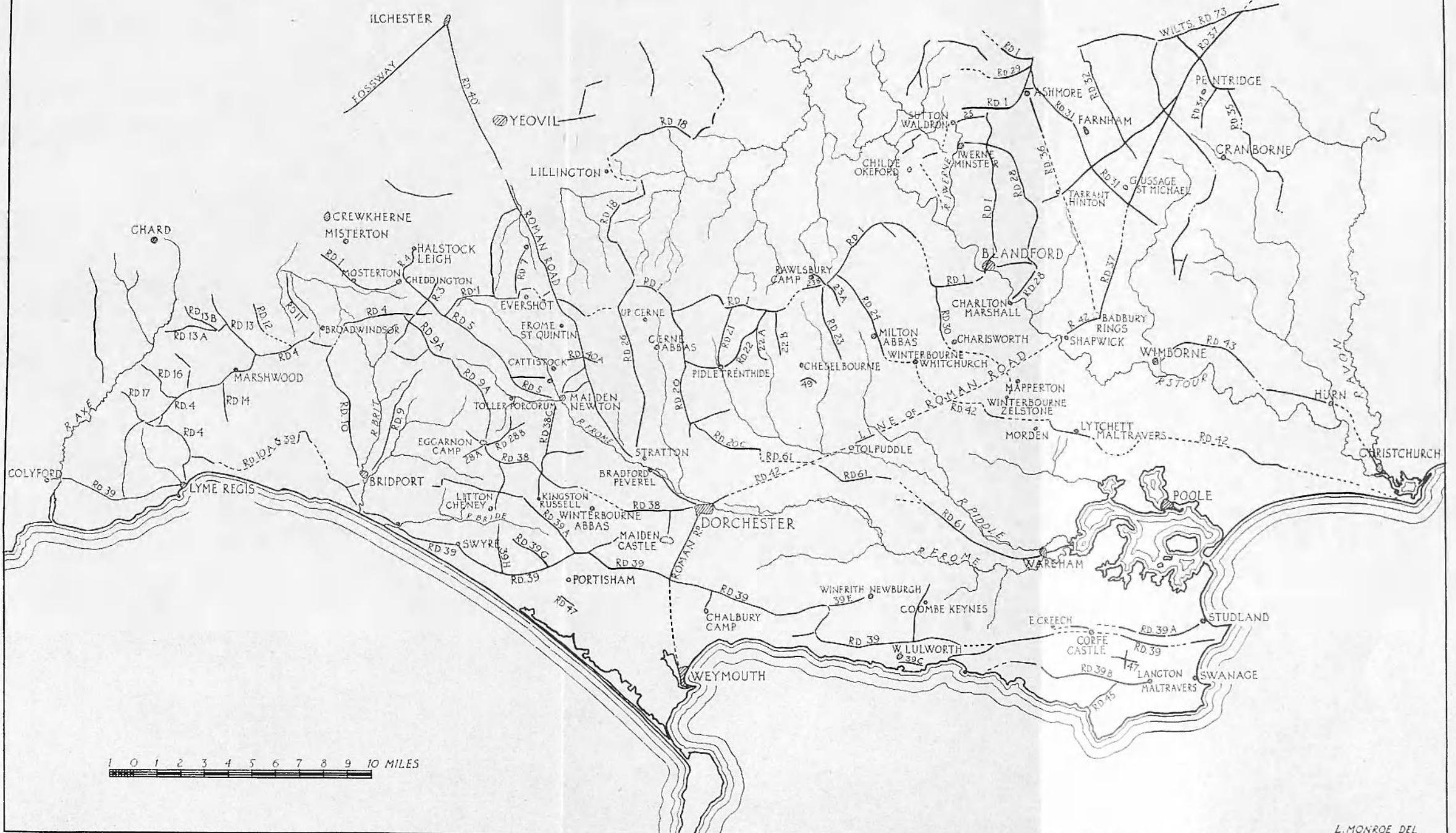
It may be well to recapitulate briefly what has been said in previous papers about the main types of road-way in this country, and to add a few considerations which have been suggested by further work on the subject.

RIDGEWAYS

Ridgeways follow watersheds both major and minor. Those which follow the great watersheds were the earliest through-roads of this country. But also many of the purely local roads of parishes follow watersheds, because during the greater part of the English year the neighbourhood of streams was marsh or deep mire such as would impede the passage of travellers on foot or on horseback or even be impassable for them. Thousands of miles of them remain in use as roads, lanes, or footpaths at the present day. They are prehistoric in origin. Apart from navigable rivers they were the trade highways of the country till the end of the seventeenth century. In the eighteenth century the new made roads and canals took away some of the traffic which had passed along them ; but up to the time of the making of railways they remained the lines followed by certain forms of traffic, namely that carried on by means of packhorses, and that concerned with the transfer of cattle over long distances.

But there were points in their courses where they arrived at places where rivers of some size had cut through the ridge they were following ; and as, owing to the river having cut through a ridge of presumably harder material than the ground on either side of it, the bottom of the river would be firmer than in other parts and the depth less, and so there would probably be a suitable ford. At such fords centres of population larger than the communities in their neighbourhood tended to spring up owing, no doubt, to the natural tendency of men on a journey to use a point where a track is interrupted as a temporary halting place, apart from the necessity of waiting at a ford when a river was in flood. Owing to this the ancient ridgeways have affected the topography of this country up to the present day, and that in no limited sense. Half the towns in the south of England are situated where ancient ridgeways of more or less importance crossed rivers. Oxford stands where a great ridgeway coming from the north, from the still greater ridgeway of the

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Cotswolds, crossed the Thames to link up with the important ridgeway of the Thames-Ock watershed.

At Banbury a great ridgeway crossed the Cherwell. At Marlborough more than one crossed the Kennett. At Winchester a great east and west ridgeway crossed the Itchen, and at Guildford one crossed the Wey.

From Salisbury ridgeways crossing the Avon radiate in every direction. Bath is where the great Cotswold ridgeway crossed the Avon. One might go on citing town after town in counties all over England which must have been, relative to the times and to their surroundings, places of importance ere ever history began, simply because they stood on the halting places on these national highways. Furthermore, that *raison d'être* of their origin continued to be effective till modern times.

Neither mediaeval England nor even the states of mediaeval Europe were rich enough to afford the very great expense of making through-roads on a large scale. The Romans had been the only scientific road makers of the past ; but, save for a great western road to Spain made by Pompeius in 77 B.C. and the Egnatian Way to the Near East, nothing in the way of road making had been carried out in the provinces until the Roman army was converted by Augustus into a standing army, and the legions were kept busy and out of mischief in time of peace by employment in road making. Later, when the empire became richer, the expense of making roads was borne by the government aided by local contributions from provincial communities interested in the local development of the system.

Up to the beginning of the eighteenth or even that of the nineteenth century, the ridgeways of England were no mere antiquarian survival but important lines of traffic.

All over England their neighbourhood is remarkable for the number of camps, so called, and barrows, which are either on or near their courses. The 'camps' are mostly centres of population of the Celtic Age planted on those lines of communication by which alone the

Iberian subject population of the time could combine for insurrection against Celtic rule.¹

The practice of burying the bodies of those who had held high rank among their contemporaries near the great highways was common in the early world of Europe ; and the numerous barrows by the ridgeways are examples of the practice. In Dorset this practice of burying near the ridgeways is marked, but not so marked as in many other countries.²

SUMMER WAYS

The Summer Way was a type of road for travel in lieu of the ridgeways when the headwaters of streams and the land in their neighbourhood were dry. They may be long stretches of road running along the slope or the bottom of a ridge along which a ridgeway took its course, or some comparatively short stretch of track cutting off some marked angle or bend in a ridgeway. The great summer ways which are now traceable are almost all on the chalk formation, because it was on that formation that the upper parts of streams tended to run dry in the dry season of the year.

ROMAN ROADS

Little more than mention of these will be made here, because they have been dealt with by many authors of works on Roman Britain.³

ROMANISED ROADS

In the Saxon charters a Roman road whenever it is mentioned is nearly always called *straet*, which means undoubtedly a 'made' or metalled road. The 'making' would attract the notice of people whose

¹ It has been shown by French census statistics that the present population of France, except in Normandy and Burgundy where there were large Teutonic settlements, is derived from a black-haired people in the main ; and the Celts, whatever they were, were not black-haired. The black-haired race in Gaul must have been Iberian in the west and north, and Ligurian in the south-east.

The Celts were in Gaul a ruling military minority ; and it is practically certain that they were so in Britain.

² Cf. the account of the Great Cotswold ridgeway in *Ancient Highways of the Middle Severn Basin*, or of the ridgeways of Hants, Wilts and Berks.

³ The most comprehensive work on the subject is Codrington's *Roman Roads of Britain* : S.P.C.K., 1903.

native roads were mere tracks. But the Saxons applied the same term every now and then to pieces of ridgeways or of saltways. It seems fairly certain that while Britain was a Roman province the process of making had been applied to parts of these important lines of communication, probably in places where they were bad, and in some cases evidently in order to cut off a corner. The Ickniel Way is a romanised, not a Roman road. At the present day its line shows where it was, and where it was not, 'made.'

SALT WAYS

The trade in salt was so important that the ways used by the salt carriers (salters) were called after the use to which they were put. They do not present any type of road. The carriers used ridgeways or Roman roads when they led in the right direction, but had often to resort to the unmade lowland tracks. Those recorded in the Saxon charters radiate for the most part from Droitwich. The Cheshire salt district must have had its system of communication also; but it does not fall within the area covered by the extant Saxon charters. That the district was important in the production of salt is shown by the records of Domesday Book. There were furthermore the salt pans of the estuaries and sandy shores of the coast of which Domesday gives also plenty of evidence and to which modern maps contribute by the record of such names as Saltway, Saltford, Saltersford. (The coasts of Norfolk and Lincolnshire were, on the evidence of Domesday, busy centres of the trade.)

As has been said, parts of some of these ways were 'made' during the Roman period.

THE SAXON 'HEREPATH' OR THROUGH-ROAD

As an army was the most notable body of men who had in early times to travel long distances, the Saxons called roads affording through communication *herepaths*, 'army ways.'

As used in the charters the term may be applied to any type of through-road such as a ridgeway or

Roman road, though in the vast majority of cases such roads are called by their typical names. But it is evidently the case that in Saxon times, and possibly before them, a type of through-road formed by the linking up of the local roads of neighbouring communities did spring into existence. They can only have been used as through-roads in dry weather, and even then must have been terribly rough owing to the extent to which they would be cut up by horse or even foot traffic in the wet season. Armies on the march did not use them except under unavoidable circumstances.

THE SAXON 'WEG,' WAY OR TRACK

Weg was a generic term for any kind of road ; but in the charters it is used almost exclusively for the local roads of village communities (parishes), generally in the form of *maerweg*, 'boundary way,' which is a way running along the boundary or broad balk of a group of strips of ploughland. Anyone looking at the map of a parish the roads of which have not been modified in quite recent years may notice roads which run for some distance in a straight line and then turn at right-angles. Those are the *maerwegs* of Saxon times, and they sometimes are called 'meres' on maps attached to tithe awards. A parish road which takes a winding course is one which originated in a track across the uncultivated land of the parish, the *leah* of Saxon times.

THE ANCIENT HIGHWAYS OF DORSET

ROAD I

The Great Ridgeway from W. to E.

This is a continuation of the great ridgeway of the Blackdown Hills. Towards its E. end it links up with the great Wiltshire ridgeways (Wilts. rd., Road 73), and through them with the great ridgeways further E., the whole forming a continuous line of communication from SW. England to the Straits of Dover. As far as the through communication of Devon and Cornwall is concerned it must have been the ordinary line of

communication with the south-eastern counties. The fact that throughout its length it is all but continuously represented by modern made roads or other forms of rights of way shows that it maintained its character as a through highway until quite recent times.

In Dorset it follows first the watershed between the Parret and the Axe, and later that between the Stour and the Frome.

ITINERARY¹

Crossed the Co. By. on NW. By. of Mosterton parish at the S. end of Knowle Hill (OMr). Here called Mosterton Down Lane. Goes SE. near to the N. end of Mosterton village (6 fur.).² Then must have passed the NE. edge of the village in a SE. direction (no track : 1 m. 1 fur.), to meet the road coming E. from Mosterton. Then in a general E. direction partly on the line, partly to the N. of the line, of that main road to the S. edge of Cheddington village to meet beyond the village a road coming from the NE. (see Road 2) (3 m.). Thence by main road SE. (3 m. 4 fur.) to where a barrow, which has now disappeared, called *Hornes Beorh*, 'Horn's Barrow,' in the Corscombe charter K.1322 stood on it. Thence SE. by main road to where Roads 3 and 4 branched off from it (4 m. 2 f.). Continued SE. by main road to where, S. of Urless Farm (OMr) in Corscombe, a road, which is an alternative line of Road 4, branches off W. (4 m. 4 f.). Continues SE. for $\frac{1}{4}$ m. by main road to a point where a lane in Corscombe called Catsley Lane runs N. from it (4 m. 6 f.). This lane is on the line of the main ridgeway. [But the road which runs on SE. is also a ridgeway (Road 6) running down to a crossing of the Frome at Maiden Newton.] Passes in a general direction N. by E. up Catsley Lane to New House (OM6) which is 3 f. N. of Catsley Farm (OMr) in Corscombe (5 m. 5 f.). Turns E. by N. along a farm road for $1\frac{1}{2}$ f. (5 m. 6 f.).

¹ For the convenience of readers all references will be so far as possible to sites marked on the one-inch ordnance map. Only when these give out will references be made to the six-inch ordnance series.

² The total length of the road up to the end of each section will be in each case given in brackets.

Runs NE. up a lane for $\frac{1}{4}$ m. (6 m. 2 f.). Thence E. by S. and later E. along a bridle road for 1 m. to Hemlock (OM1) in W. Chelborough (7 m. 2 f.). Continues E. by a main road for 1 m. 1 $\frac{1}{2}$ f. to a point $\frac{1}{4}$ m. short of Evershot village where two roads (7 and 8) join it from the N. and S. (8 m. 3 f.). (Here the ridgeway made a curve N. to get round the head of the valley in which Evershot village stands. The watershed is very narrow and rather complicated at this point, which must have made the old way very twisty and angular, so that certain stretches of it have passed completely out of use. But the marked nature of the watershed makes it possible to trace its course with certainty.)

Continues E. along a modern road for $\frac{1}{4}$ m. to where on the W. edge of Evershot village a lane runs off N. (8 m. 5 f.). Runs N. up the lane and later along a footpath for $\frac{1}{2}$ m. (9 m. 1 f.). It must then have turned E. and later SE., no track, along what is now the S. edge of the woods in Melbury Park (OM1) to meet the line of the main road running E. from Evershot village about $\frac{1}{2}$ m. E. by N. of Evershot church (9 m. 6 f.). Then on E. by S. along the main road for $\frac{1}{4}$ m. (10 m.). Thence NE. by a lane as far as the reputed Roman road (Road 9) (10 m. 4 f.). Then SSE. down that road as far as Holywell Farm (OM1) (10 m. 7 f.). Thence ESE. for 1 $\frac{1}{2}$ m. to the top of Batcombe Hill (OM1). It is a parish By. in this part (12 m. 3 f.). Then first ESE. and then E. along a modern road to where on Gore Hill (OM1) a tumulus stands beside the road at Cross and Hand (OM1). Parish By. in this part (13 m. 4 f.). Then NE. as a parish By. by a main road to an ancient dyke (14 m.). Then first NE. and then E. along a track for most of the way via High Stoy (OM1) to Dogbury Gate (OM1) (14 m. 6 f.). (At High Stoy it leaves the Parret watershed, and what must have been an important ridgeway (Road 18), branches off from there.) It is in this part called 'the great road to *Doggebury*' in the perambulation of Blackmore Forest made in A.D. 1155. Thence ESE. to the summit of Dogbury Hill (OM1) (15 m. 1 f.).

That there was a camp on this hill called *Doccene*

Burh is shown by the Buckland charter B.768, K.389. The ridgeway must have passed through it. Thence SE. to a tumulus (OM1) on Minterne Hill (OM1) and an ancient dyke (OM6) just NW. of the tumulus. The modern line here is a track (15 m. 7 f.). Here Roads 19 and 20 branch off from it.

From this point for some distance the line of the old track is somewhat complicated.

It goes 3 f. along a modern track for 3 f. (16 m. 2 f.). Then ESE., not on any track, for another 3 f. (16 m. 5 f.), then E. along a lane to where at a point $5\frac{1}{2}$ f. WSW. of Henley (OM1) a road now called Ford Down Lane goes off ENE. (17 m.). The strict line of the ridgeway went ENE. up Ford Down Lane to a point on the W. side of Knoll (OM1) about $\frac{1}{4}$ m. NE. of Henley. In this part it is represented by a modern main road (18 m.). Thence ESE. along the S. slope of Knoll along a footpath (18 m. 3 f.). Thence by a winding lane in a general direction S. by E. for about 2 f. (18 m. 5 f.). Thence SSE., no track, to the road which runs E. over the comb of Church Hill (18 m. 7 f.).

(Going back to the point where the ridgeway first meets Ford Down Lane (see above), it is evident that an alternative track cutting the arc of the great bend which goes N. of Henley (OM1) ran over the head of the combe in which Henley stands. It followed what is now the S. By. of the parish which was probably determined originally by it. Instead of going ENE. up Ford Down Lane it went E. by a line of modern road till it met the road running S. from Henley. This part of it is called the *Southerne Wiston Wey* in the Buckland charter (V. above). Thence it went, still E., along the S. By. of Buckland parish to a lane called Crowthorne Lane which runs SE. from Henley. In this part there is no modern track. Then E. by S. along this lane to where it meets the other line of the ridgeway after passing within 100 yards of a tumulus (OM1).)

After the junction of the alternative lines of the ridgeway it went E. along a modern line of road following the ridge of Church Hill (OM1) to the 'site of a British village' (OM1) (19 m. 2f.). Then E. by

N. along a track to a small camp (OMI) (19 m. 4 f.), Thence in a general direction E. by S. along a track and lane to Folly (OMI) (20 m. 2 f.). Thence ESE. by a lane (20 m. 4 f.). Thence ESE. to the S. side of Nettlecombe Tout. No modern track (20 m. 6 f.). Here two old roads branch off S. (Roads 21 and 21A.). Thence NNE. up the E. rampart of the camp on Nettlecombe Tout (OMI). No modern track. The camp is mentioned as a *burh* in the Plush charter B.564, K.319 (21 m.). Thence along a track ESE. to Dorsetshire Gap (OMI), 2 f. (21 m. 2 f.). Thence E. by a track for $1\frac{1}{2}$ f. to a tumulus about 100 yds. S. of the line (21 m. 4 f.). Thence by a modern road first ENE. and later NNE. to the SW. angle of Breach Wood (OMI) (22 m. 1 f.). Thence, no track, through Breach Wood ENE. to a footpath. Here the track is called 'Great Road' in a perambulation of Blackmore Forest of A.D. 1155 (22 m. 4 f.). Then ENE. along a line of footpath and bridle road, leaving Pleck or Little Ansty (OMI) about $\frac{1}{4}$ m. to the S., to a road which comes up from the S. from Ansty Cross (OMI) (23 m. 5 f.). Then N. by E. up the aforementioned modern road along parish By. to where a tumulus on Bulbarrow Hill (OMI) stands 100 yds. NW. of the line (24 m. 1 f.) (Roads 22 and 23 branch off at this point). Then NE. along the same modern road and parish By. to a point on Woolland Hill (OMI) at the NW. corner of Delcombe Wood (OMI) (24 m. 4 f.) (Road 24 branches off here). Then NNE. along a modern road and parish By. along the comb of Woolland Hill (OMI) to where a tumulus stands close to the road (25 m. 4 f.). Then NNE. along modern road and parish By. to a point on the road 3 f. due E. of Ibberton village (25 m. 7 f.). Then NE., part of the way along a parish By. to where a tumulus stands on the track (26 m. 2 f.). Then NE. along a track and parish By. to where a 'British village' stands about 1 f. E. of the line (26 m. 5 f.). Then NE., bending later E., along a track and parish By. to the summit of Okeford Hill (OMI) (27 m. 3 f.). (Here a local ridgeway branches off SE.) Then E. along a track to a 'British settlement' (OMI) on the edge of which stands a tumulus (28 m. 3 f.).

It is practically certain that the majority of the users of this great ridgeway would be making for the S. end of that line of ridgeway which runs up from Blandford via Shaftesbury to link up with a ridgeway of first-class importance in Wiltshire (Wilts. Road 73). It will be seen from the map that from this point the ridgeway which is now being followed would have to make a sharp bend S. to meet the S. end of the ridgeway coming from Shaftesbury. It is evident that the two ridgeways were linked up by a ford over the Stour at Blandford which, like many other towns, owed its local importance as a centre of population to the fact that this great line of ridgeway crossed the river at that point. Thus the run of the great watersheds on either side of this part of the Stour involved a great detour S. at this part of the general line of ridgeway, a detour which travellers along the Dorset part of the ridgeway who wanted to get into Wiltshire, or vice versa, would try to avoid when the Stour was low enough and the lands in its neighbourhood dry enough for them to resort to some ford above Blandford, and so cut across the deep bend of the angle of the ridgeway line. It is no more than a guess, but it is possible that this short cut passed the Stour at Hunford and the Iwerne at Steepleton Iwerne; and the fact that the lane which leads from the latter place to the ridgeway between Blandford and Shaftesbury is called Smuggler's Lane (OM1) shows that this line of passage was used by carriers of illegitimate goods in comparatively modern times.

But it is certain that neither smugglers nor pack-horse traders would take their animals over the low lands near the Stour in any but dry seasons. At other times they would take the line by Blandford. Doubtless, too, when made roads sprang into being two centuries ago, and the wet lands near the river could be traversed on them, the detour by Blandford became less used; and that would account for the fact that between the point which the itinerary has reached in the traverse of the main ridgeway, and the passage of the Stour at Blandford, various stretches of it do not survive in any modern form. Yet a good deal of it remains.

Goes SSE., no track, to the SW. corner of Hillcombe Copse (OM1) in the S. part of Shillingstone parish (29 m.). Then SE. along a track to a point about 3 f. E. of Shepherd's Corner Farm (OM1) (29 m. 4 f.). Then first SE. and later S., no track, to the NW. angle of Broadley Wood (OM1) in Bryanstone parish (30 m. 6 f.). Then SSE. along a main road along the line of an old dyke and parish By. to a bend in the road near the SW. angle of Broadley Wood (OM1) (31 m. 3 f.). Here Road 30 branches off S. Then E. along the straight road called the Fair Mile (OM6) to the bridge at Blandford (33 m. 5 f.).

The Part of the Ridgeway E. of the Stour

This part of the ridgeway has been already described in the account of the ancient highways of Wiltshire published in the *Archaeological Journal*.¹ There its itinerary is taken from N. to S. Taken from S. to N. the itinerary in Dorset is as follows:—

From the bridge at Blandford runs NNE. along a main road to Damory Court Farm (OM1) (34 m. 4 f.). Then due N. along main road to where a camp (OM1) stands on the road (35 m. 7 f.). Then due N. along main road to where a tumulus (OM1) stands about 400 yds. W. of the road (37 m. 2 f.). Then N. by modern road to where earthworks (OM1) are about 1 f. W. of the road (38 m. 2 f.). Then N. by modern road to where there is a tumulus (OM1) near Bareden Down (OM1) about 400 yds. E. of the road (39 m. 2 f.). Then N. by modern road to where a branch ridgeway from Sutton Waldron called *Hricg Weg*, in the charter B.970, K.447, joins it from the W. (40 m. 1 f.). Here in the Iwerne charter B.970, K.447, the main ridgeway is called *Gren Wai*, 'green way.' Then N. by main road to a place where a road formerly called the Hollow Way, the *Hole Weie* of the charter B.691, K.361, crosses it (40 m. 4 f.). Then N. by modern road to where a dyke (OM1) crosses it (41 m.). Then N. by modern road to where a tumulus (OM1) stands 100 yds. E. of the road (41 m.).

¹ Wilts. Rd. 70.

4 f.). Then N. by modern road where another road, also called formerly Hollow Way, the *Hole Weg* of charter B.970, K.447, meets it from the W. (41 m. 6 f.).

Here the ridgeway makes a great bend to get round the head of a valley more than 300 ft. deep in the E. part of Melbury Abbas parish. It turns ENE. along what is a continuation of the Hollow Way.

Then ENE. along a modern road and parish By. to where an entrenchment crosses the road (42 m. 5 f.). Here Road 29 bends off W. Then ENE. along a modern road and parish By. to a tumulus on the road (OM6), and some more entrenchments near by (OM1) (44 m.). Here a great Wiltshire ridgeway (Road 73 of Wilts.) goes off E. Here also the ridgeway makes a sharp turn at the head of the valley above mentioned.

From here for some miles the Co. By. between Wilts. and Dorset follows the old line of the ridgeway. Then WNW. by a track and the Co. By. to where a tumulus (OM6) stands about 150 yds. N. of the road (44 m. 3 f.). There are also various tumuli on the down S. of the road (OM1). Then WNW. by a track and Co. By. to a point where a tumulus stands 1 f. N. of the road, and two tumuli WSW. of it at distances of about 500 and 700 yds. respectively (44 m. 7 f.). Then WNW. to where there is a tumulus (OM1) 1 f. S. of the road (45 m. 2 f.). Then WNW. for 1 f. to where the modern track gives out (45 m. 3 f.). Then NW., no track, but along the Co. By. to where that By. meets the modern main road from Shaftesbury to Salisbury about 1 m. E. of Shaftesbury (46 m. 5 f.). Then NW., N., and later NW. along the Co. By. to where that By. reaches the line of the main road running N. from Shaftesbury about 1 m. N. of that place. From this point a short branch ridgeway ran S. down the main road to Shaftesbury (47 m. 1 f.).

It has been said already that this great ridgeway links up with Roads 50 and 70 of the Wilts. series, a ridgeway which can be traced right through southern England from the Bristol Channel to the Straits of Dover. That it is which makes this ridgeway of Dorset so important, for it was part of the most ancient line of through communication between SE. England and the

counties of Devon and Cornwall. The other western branch of this great route went along the line of the Mendip Hills in N. Somerset. This Dorset branch went W. along the line of the Blackdown Hills in S. Somerset, and so on to Devon and Cornwall. As a line of communication between the extreme SE. and the extreme SW. of England it was the sole through route.¹

This ridgeway survives on the modern map in the following forms:—

(a)	Roads	..	..	..	25 m. 5 f.
(b)	Tracks	..	..	..	7 m. 6 f.
(c)	Footpaths	..	..	..	1 m. 2 f.
(d)	Lanes	..	..	..	3 m. 1 f.
(e)	Bridle Roads	..	..	..	1 m. 6 f.

For 8 m. 3 f. of its length it is not on any track.

I.e. About 83 per cent. of it survives at the present day.

ROAD 1A

The Seaborough Ridgeway

This is a quite unimportant branch of Road 1 which leaves the line of it just over the Somerset border at Shave Hill (OM1) about 1 m. N. of Seaborough and runs S. for a mile over Seaborough Hill, and then past Seaborough village to the River Axe where its ceases.

ROAD 2

Branches off from Road 1 3 f. E. of Cheddington village. It is a short local ridgeway running first NW. on main road for 2½ f., then N. along main road for 3 f. Then still along main road by a twisting course in a general direction NE. to Higher Halstock Leigh (OM1) where its ridgeway character and demonstrable antiquity ceases. Total length, 2 m. 1½ f.

¹Those who would like to trace its course from Dorset to Kent will find it in vol. xxv of the new series of the *Arch. Journ.* It is made up of the following roads: Wilts. rd. 70, p. 111; rd. 50, p. 99; which were part of the two lines of

communication, one going to S. Kent (v. p. 104), and another going to NE. Kent. For the former see Wilts. rd. 57 (p. 106); rd. 78 (p. 115); Hants rd. 31 (p. 157). For the latter see Wilts. rd. 35 (p. 90); rd. 28 (p. 87); Hants rd. 40 (p. 146).

ROAD 3

Branches off from Road 1 at a point $\frac{1}{4}$ m. N. of Hill Farm (OM1) in Corscombe and runs N. by E., adhering strictly to the comb of a ridge to the W. end of Corscombe village (7 f.). Was probably never more than a parish road, but important as giving the village communication with the main ridgeway. Total length, 7 f.

ROAD 4

Branches off from Road 1 at two places: at a point $\frac{1}{4}$ m. due N. of Hill Farm (OM1) in Corscombe; secondly at a point $\frac{1}{4}$ m. S. of Urless Farm (OM1) in Corscombe. This is a branch ridgeway of considerable length and importance running down eventually to Lyme Regis. At its commencement its strict line as a ridgeway started from the first of the two points above mentioned and ran SW. for 7 f. to where the branch from the second point met it. (At about the third furlong Road 9 branches off SW., and about the fourth furlong a tumulus stands 1 f. NW. of the road, and about the fifth furlong Road 9 (A) branches off from it.) The branch from the second point ran along a line of main road due W. for 1 m. 1 f. to meet the first branch. It forms the S. By. of the parish of Corscombe throughout nearly the whole of this part of it. It is plain that travellers coming up from the E. cut the corner between the two ridgeways 1 and 4 by passing, at any rate in dry weather, over the head of the valley S. of Hill Farm (OM1). This piece of road is mentioned in both the Corscombe charters. In K.1309 it is called *herepath*, 'highway'; in K.1322 it is called *Stanig Weg* 'stony way.' A tumulus stands about 100 yds. N. of it about $\frac{1}{4}$ m. before it meets the other branch.

From the above point of meeting it goes almost due W. by a modern road to the summit of Horn Hill (OM1) in Broadwindsor parish (2 m. 1 $\frac{1}{2}$ f.). It continues W. by S. along a modern road to Broadwindsor for $\frac{3}{4}$ m. and then turns down due S. over Clandon Hill (OM1) to Stoke Knapp (OM1), along a ridge on which

not even a track survives (3 m. $6\frac{1}{2}$ f.). (At this point Road 10 branches off from it.) Then generally W., later bending SW. along a modern road to a point where there is a camp little more than 100 yds. NW. of the road (5 m. $5\frac{1}{2}$ f.) (OM1). (At this point Road 12 branches off from it. At the crossroads 1 f. N. of Swillet's Farm (OM1) Road 11 branches off N. from it.) Then in a winding course along a modern road in a general W. direction to Birdswood Gate (OM1) in Bettiscombe parish (7 m. $2\frac{1}{2}$ f.). (Here Road 13 branches off.) Then S. to Marshalsea (OM1) by a modern road (7 m. $7\frac{1}{2}$ f.). Then first SW. and then W. by S. by a main road past Marshwood to the Co. By. (8 m. $5\frac{1}{2}$ f.). Then SW. by a main road, and later S. through the middle of a camp known as Lambert's Castle to its S. rampart (9 m. $3\frac{1}{2}$ f.). Tumulus a few yards E. of the road. At the camp Road 14 branches off S. Thence WSW. by main road to a point $\frac{1}{4}$ m. beyond Woodcote in Hawkchurch parish, Devon (11 m. $3\frac{1}{2}$ f.) (Road 15 branches off N.). Thence WSW. by a main road for $4\frac{1}{2}$ f. when it again meets the Co. By. (12 m.) (Road 16 branches off W.). Thence SW. by a main road forming the Co. By. the whole way to the crossroads on the E. side of Raymond's Hill (13 m. 6 f.) (Road 17 branches off W. by N.). Then bends sharply to the SE., still forming the Co. By., along a main road to Penn in the parish of Wootton Fitzpaine (15 m. 3 f.). (The fact that the Co. By. follows it closely shows the former importance of the road.) Thence in a general direction S. to Lyme Regis (17 m. 5 f.).

Total length of road (17 m. 5 f.) of which 15 m. 7 f. are still represented by main roads.

ROAD 5

This ridgeway is an example, of which there are others in the country, of a minor track used with a view to cutting off corners between two great through-roads, in this case the great ridgeway (Road 1), and the Roman road from Ilchester to Dorchester.

It branches off from Road 1 at a point $\frac{1}{4}$ m. S. by

W. of Urless Farm (OM1), in Corscombe, and first runs SE. on a modern road past Toller Down Gate (OM1) and Kingscombe crossroads (OM1) to where (3 m. 3 f.) there is a tumulus 100 yds. E. of the road. Here it is called Cromlech Crock Lane (OM6). Thence SSE. on a modern road to (4 m.) where there are tumuli 3 f. E. of the road. Then SSE. by a modern road to (4 m. 1 f.) where a short branch ridgeway now called Higher Drove (OM6) goes off due E. to Chilfrome. (It may have crossed the river there to go to join the Roman road; but traces of its line E. of the Frome do not survive.) Then ESE. by a modern road to (5 m. 5 f.) where there are a tumulus 1 f. N. of the road and an entrenchment which abuts on the road. Then E. by S. by modern road to (6 m. 4 f.) Maiden Newton where it crossed the Frome. From there two ridgeways led up to the Roman road: a northern one running NE. on a main road over Norden Hill (OM1) to meet the Roman road (8 m. 2 f.); a southern one running ENE. by a main road to (7 m. 5 f.) where there is a British Settlement 1 f. W. of the road. Then ENE. (8 m.) where it meets the Roman road. This latter branch was called Drift Road (OM6). The name and that of Higher Drove mentioned above record the fact that these ridgeways were used by cattle drovers right up to the time when railways were constructed. This road is marked on the OM. as a supposed Roman road. A Roman road it does not appear to be. But, as it does not come within any area of land defined in the charters, it is impossible to say whether it is a Roman road or not. The ridge along which it passes is so straight that the straightness of the road may be due to natural causes.

ROAD 6

A Local Ridgeway in East Chelborough and Halstock

Leaves Road 1 at Grexy Cross (OM1) in the S. part of E. Chelborough parish. Goes N. to (6 f.) where earthworks (OM1) 100 yds. E. of it. Then N. along line of modern road through E. Chelborough village to (2 m. 4 f.) where at a point $\frac{1}{4}$ m. almost due W. of

Liberty Farm (OM1) in Halstock there is a field called Stanchester abutting on the W. side of the road. This indicates that a stone enclosure, possibly the ruins of a Roman villa, was at one time apparent on this site.¹ Then runs N. by E. by a modern road to the Roman road just beyond Closeworth village (4 m. 1 f.). Probably a line which those coming up the great ridgeway from the W. would take as a short cut to the Roman road.

ROAD 7

Quite unimportant Ridgeway mainly in Evershot parish

Leaves Road 1 $\frac{1}{4}$ m. W. of Evershot village and runs N. along a main road for 4 f. Then, still N., along a track through Melbury Park (OM1) to the edge of the park (2 m.). Then ENE. along High Ford Lane (OM6), a main road, to where Melbury Osmond now stands (2 m. 3 f.). Merely a local line of communication between the great ridgeway and the lowlands N. of it.

ROAD 8

An unimportant local Ridgeway chiefly in the east part of Rampisham parish

Branches off from Road 1 $\frac{1}{4}$ m. W. of Evershot village. Runs first ESE. and later SSE. practically along a main road the whole way into the valley of the Frome near Cattistock where it gives out (2 m. 6 f.). It was probably never more than a short line of communication between the great ridgeway and the river valley.

ROAD 9

The Beaminster-Bridport Ridgeway

This quite important ridgeway did not start at Beaminster but branched off from the ridgeway, Road 4, at the tunnel (OM1) on the E. side of Horn Hill (OM1) in Broadwindsor parish. Went SSE. on a

¹The Saxons called the remains of a Roman villa *stan-ceastel* which ought to produce some name like

Stancastle. But in later field names 'chester' often implies such a site.

main road along the line of the Crewkerne-Beaminster road to a crossing of the Brit at Beaminster (1 m. 4 f.).¹

Another branch of this part of this road left Road 4 at Beaminster Down (OM1) and went SSW. along a main road over White Sheet Hill (OM1) down to Beaminster (1 m. 7 f.). Then first ESE. and later ENE. along the line of the Beaminster-Toller Porcorum road to (3 m. 7 f.) where it met a minor ridgeway from the NW. coming down from Road 4. Then E. by S. along a modern road to (4 m. 1½ f.) a point on Dimstone Hill (OM1) in Mapperton parish. Then with a sharp bend, back SW. along a track and parish By. over Dimstone Hill (OM1) for 5 f. Then SW., no track, but along a parish By., to (5 m.) a point ¼ m. NE. of Mapperton church. Then W. by S. and later WSW. and later S. by W. by main road along the N. edge of Mapperton village, past Mapperton Farm (OM1) to the W. slope of Hincknoll Hill (OM1) in Netherbury parish (6 m. 7 f.). Thence S. by W. along main road to (8 m. 7 f.) a point ½ m. WNW. of the church at Bradpole. Tumulus 2½ f. E. of the road at this point. Then SSE., no track, over Walton Hill (OM1) to the N. end of Bridport (9 m. 6 f.).

ROAD 9A

The Toller Porcorum Ridgeway

Branches off from Road 4 about 1 f. W. of the tumulus on Beaminster Down (OM1). Runs SE. by S. and later SE. by a main road (2 m.) to Hackthorn Hill (OM1), where Road 9, coming from the WSW., meets it. Then E. by S. on main road to (2 m. 2½ f.) where Road 9, which has followed the same line for more than 1 m., turns away sharply SW. Then E. by S. and later SE. over Warren Hill (OM1), past Mount Pleasant (OM1) (where Road 9B branches off SW.), and Clift (OM1) to (5 m. 1 f.) where it leaves the main road. Then E. by S. along a footpath to Toller Porcorum village (5 m. 4 f.) where it gives out.

² One of the numerous examples of a place which, owing to its being at a point where a ridgeway crosses a river, is large relatively to the places in its neighbourhood.

ROAD 9B

The North Pourton Ridgeway (local)

Branches off from Road 9A at Mount Pleasant. Runs W., then SW., then W. to (1 m.) a point $\frac{1}{4}$ m. due E. of the church at N. Pourton. Then W. by S. along a track between N. and S. Pourton villages for 3 f. Then first WSW., and later SW., and later still S. by W. by a road to Loscombe Cross (OM1) where its ridgeway character gives out. It can never have been of more than local importance. Total length, 2 m. 7 f.

ROAD 10

This is one of the more important branch ridgeways. It branches off from Road 4 at Stoke Knap (OM1). Its course is easy to follow and does not call for detailed description. It is on a main road the whole way. Its course is somewhat winding, but its general direction always S. From Stoke Knap via Bucks Head (OM1), Yardely (OM1), Farleigh Cross (OM1), and Dottery (OM1), to Bridport. Total length, 5 $\frac{1}{2}$ m.

ROAD 10A

A possible Bridport-Charmouth Ridgeway

That such a ridgeway existed is almost certain; but, owing to the peculiarly irregular course of the watershed between those two places it is doubtful whether it was ever much used as a through line of communication between them. The two streams which enter the sea between the Brit and the Char are small; and it may be taken as fairly certain that travellers from Bridport to Charmouth took in dry weather a more or less direct line between the two places. The survival of the old ridgeway in the form of modern tracks is probably more due to the use of parts of it for quite local communication than to the use of it as a through line of way. Still it is remarkable that, save

for a short space near Morecombelake (OM1) there are modern roads or tracks all along the line.

Probably it left Bridport at the S. end of the town where St. Mary's church (OM6) now stands. Then ran WSW. along a footpath for 1 f. to a point where it crossed the River Simene. Then WSW. along a track to (7 f.) where it reached the line of a road. Then W. and W. by N., running S. to Eype Mouth (OM1), along this road to (1 m. 5 f.) where there are certain earthworks and a tumulus 1 f. W. of the road. Then in a general direction WNW. along the same road to (1 m. 7 f.) where it crossed the Charmouth road. This point is at the SE. foot of Quarry Hill, and travellers probably evaded the sharp ascent to its summit—over which, as a fact, a track does pass—by taking one of two tracks which pass N. on its E. and W. sides. The eastern of those two tracks is represented by a lane, the western by a footpath. Then N. by the eastern track—by the lane, which was probably the more popular—passing along the E. slope of Quarry Hill (OM1) and running NNW. over Henwood Hill (OM1) to the S. slope of Denhay Hill (OM1) to (3 m. 6 f.) where it bends to W. by N. along a track over Coppet Hill (OM1) to its W. side (4 m. 2½ f.). Then turned very sharply due S. along a track and parish By. Then S., no track, but a parish By. Then SW., no track, to (5 m. 1½ f.) a lane running E. from Ryall (OM1). Then W., not along the lane but along a track just S. of it to the N. slope of Hardown Hill (OM1) (5 m. 4½ f.). Then SSW. by track over the hill to (6 m.) the middle of Morcombelake village (OM1). Then WSW. and later W. by main road along the road which runs over Chardown Hill (OM1) and Stonebarrow Hill (OM1), to the bridge over the Char at Newland's Farm (OM1) by Charmouth (7 m. 4 f.). From this point it runs along the main street of Charmouth and then generally W. by S. along the Lyme Regis road to where it makes a right-angled turn S. (9 m. 0½ f.). It then runs S. along the road into Lyme Regis (9 m. 5 f.). (See also Road 4.) This road is part of the south branch of the Great South Ridgeway (Road 39).

ROAD IOB

Local Ridgeway in Bothenhampton

Quite unimportant. Runs in a general direction from WNW. to SE. over the comb of North Hill (OM1) from a point near the Brit river about 3 f. SW. of Bothenhampton village to a point about $\frac{1}{4}$ m. W. of Graston House (OM1). Main road or track the whole way.

ROAD II

Local Ridgeway

Branches off from Road 4, 1 f. N. of Swillets Farm (OM1), in Stoke Abbot parish. Runs ENE. along a main road to a very narrow watershed ($3\frac{1}{2}$ f.). After that went due N., no track, but partly along a parish By. to a bend in a road $2\frac{1}{2}$ f. ENE. of the church at Burstock (6 f.). (But probably in dry weather the lane which passes N. just W. of Hursey (OM1) was the course taken by travellers.) Then by a lane called Blind Lane to the crossways 1 f. N. of Knowle Cross (OM1). Then N. by W. to Axe Farm (OM1). Here the ridgeway as such gives out (2 m.).

It is a branch ridgeway affording communication between the main ridgeway and the valley of the Axe. Total length, 3 m. $1\frac{1}{2}$ f.

ROAD I2

A local Ridgeway of some length

Branches off from Road 4 at the camp in Pilsdon parish and runs NW. through the camp along the summit of Pilsdon Pen (OM1), no track, to meet a main road at Cole's Cross (OM1) (1 m. $3\frac{1}{2}$ f.). (But probably a lane called Specket Lane (OM6) on the N. slope of Pilsdon Pen was an alternative track more used, at any rate in dry weather, than the line over the hill.) Then from Cole's Cross N. by a footpath to the summit of Blackdown Hill (OM1) $\frac{1}{4}$ m. SE. of Stony Knaps (OM1). Then N. to the crossroads 1 f. E. of Stony Knaps (OM1), no track. Then NNE.

along a main road to Horn Ash (OMI) and on to Oathill (OMI) where it ceased to be a ridgeway. This is one of the numerous branch ridgeways in the county which afforded lines of communication between the valleys and the main ridgeways.

Total length, 3 m. $3\frac{1}{2}$ f., of which 3 m. $1\frac{1}{2}$ f. are modern main roads.

ROAD 13

Local Ridgeway mainly in Thorncombe

Branches off from Road 4 at Birdsmoor Gate (OMI) in Bettiscombe parish. It is, like Roads 11 and 12, a branch ridgeway to the Axe valley. Near Birdsmoor Gate the most used line of it probably left the true watershed a long $\frac{1}{4}$ m. S. of that place and went along the line of the footpath over Payne's Down (OMI) forming for about 1 f. the Co. By., and meeting the line of the main road which runs NW. from Birdsmoor Gate about $\frac{1}{4}$ m. NW. of the Gate. Probably the main road from the Gate to this point was the dry weather alternative of the route over the hill. Follows the footpath for 3 f. From here the main road running NNW. as far as the E. side of the park of Forde Abbey is on the line of the ridgeway.

Total length, 3 m. $3\frac{1}{2}$ f., all of which is footpath or main road.

ROAD 13A

Local Ridgeway

At Thorncombe Thorn on Road 13, the crossroads $\frac{1}{4}$ m. SW. of Thorncombe village, a branch ridgeway runs off W. into the valley of the Axe. It goes through Holditch (OMI) and ends up at Broom (OMI) on the river.

Total length, 2 m. 7 f. Modern main road the whole way.

ROAD 13B

Local Ridgeway

This is a branch of Road 13A which leaves it about 100 yds. W. of School House Farm (OMI) in

Thorncombe parish and goes past Herridge Farm (OMI) to Westford Farm (OMI) which is close to the River Axe.

Total length 1 m. 7 f.

ROAD 14

Local Ridgeway in Wootton Fitzpaine

Leaves Road 4 at Lambert's Castle (OMI) in Hawkchurch (Devon), and runs down S. on main road to another camp, Coneys Castle (OMI) (7 f.). Goes right through the last mentioned camp and continues due S. by a main road. Then, still S., along a footpath. Then still S. along main road or lane into Wootton Fitzpaine.

Total length 2 m., of which 1 m. 5 f. modern roads, and 3 f. footpath.

ROAD 15

Local Ridgeway in Hawkchurch, Devon

Short: quite local and unimportant. Leaves Road 4 in a direction N. by E. $\frac{1}{4}$ m. W. of Woodcote in Hawkchurch parish, Devon. Runs into the valley of the Blackwater with a short branch into Hawkchurch village.

Total length 1 m. $5\frac{1}{2}$ f. Along modern roads the whole way.

ROAD 16

Local Ridgeway

Unimportant local ridgeway running into the valley of the Axe. Leaves Road 4 at the crossroads on the Co. By. about $\frac{1}{4}$ m. NW. of Pound Farm in Wootton Fitzpaine parish and runs W. on a main road to Stammery (OMI). Then N. by W. up a farm road. Then N. by W. for 6 f. on a main road. Then NW. on a main road for $2\frac{1}{2}$ f. to a point near the Axe at Weycroft (OMI).

Total length, 2 m. $2\frac{1}{2}$ f., of which 2 m. on main road and $2\frac{1}{2}$ f. on a farm road.

ROAD 17

An important Ridgeway partly in E. Devon and Somerset

This is a ridgeway of considerable length and importance which runs down to Axminster where it crosses the Axe. Axminster's relative size and importance in this region is due originally to this passage of an important ridgeway across the river. The part of it E. of the Axe is marked on the ordnance map as a Roman road, and will have to be discussed as such. But the whole road had better be described in its character as a ridgeway. It branches off from Road 4 at the crossroads at Greenway Head (OM6) 3 f. WSW. of the church at Monkton Wyld in Wootton Fitzpaine parish. Then runs E. along the main road to Axminster. Whether it went straight to the Axe at Axminster where the northern bridge at Axminster now stands, or whether, as is perhaps more probable, it followed the line of the modern road to Honiton and then went N. up the comb of the ridge, is uncertain. If the former was the case, then it continued from Axminster N. along the line of a main road to meet the road on the ridge about $\frac{1}{4}$ m. E. of Westwater Farm (OM1). If the latter was the case, then it followed a main road, the Honiton road, WSW. for 7 f. and then turned N. up the main road up the ridge to meet the other possible alternative route. From this point it follows the watershed between the Warty and the Axe. Its course to the Somerset By. is marked by tracks or roads the whole way; but without the Devonshire sheets of OM6 it cannot be said where it followed a road, a footpath, or a track. Its course is nevertheless well marked.

From the point last indicated it runs in an almost straight line N. for 5 m. 3 f. to the Co. By. of Somerset, passing on the way (at $2\frac{1}{4}$ m.) along the W. flank of the great Camp called Membury Castle (OM1). It passes the Somerset By. about 4 f. E. of Dearham's Farm (OM1) in Wambrook parish which was till recent times in Dorset.

Then goes N. by main road (1 m. 7 f.) to a point

about $\frac{1}{2}$ m. S. of Whitestanton village. Then ENE. by main road to join at a point about 5 f. ESE. of the above village the western extension through Somerset of the main ridgeway Road 1.

It seems probable that this ridgeway was used mainly as a line of communication between the main ridgeway and the port at Lyme Regis via the present ridgeway and the southern end of the ridgeway Road 4.

Total length 11 m. 4 f. On modern main roads most of the way. The rest of its line survives in the form of tracks. It now remains to consider the first part of it between Road 4 and Axminster which is marked on the ordnance map as a Roman road. Codrington (*Roman Roads in Britain*) only mentions this piece of road briefly (p. 318, *ad init.*), as a part of a Roman road from Dorchester to Exeter. Of that road as a whole it will be necessary to speak in detail in relation to the important ridgeway of the S. part of the country. But this may be said now—that neither this road nor that ridgeway are Roman roads. They are romanised roads, that is to say pre-Roman trackways which the Romans or Romano-British improved by partial metalling and straightening. No Roman road properly so called ever took the wavy line of the pieces of road at present in question. The only case of a marked divergence of a genuine Roman road is near Hurstbourne Tarrant in Hampshire where the Roman road from Winchester to the station near Marlborough bends along a piece of ridgeway for a short distance to avoid a gradient of peculiar steepness. But along the piece of road from Axmouth to Road 4 there is no gradient steeper or as steep as gradients which Roman roads in other parts of Britain ascend and descend without divergence from the straight line.

The distinction between the Roman and the romanised road is not merely academic. In the first place it is probable that the latter received their partial metalling and straightening after the conquest of the various regions of the island was complete, and it is possible, though not of course certain, that what was done to them was done from commercial not

military motives, just as some of the Roman roads of the province of Gaul were constructed when it had developed commercially under Roman rule, that is to say after it had been under Roman rule for a century and a half. In Gaul, a far richer province than Britain, these commercial roads were made on Roman lines, i.e. metalled throughout and straight. In Britain a cheaper form of highway was evolved by patching the ridgeways, and, in the west midlands, the Saltways. It is possible that romanised roads may survive in France at the present day. But it has not occurred to anyone to recognise that type of road and consequently no one has thought of looking for examples of it.¹

ROAD 18

The Ridgeway of the East Watershed of the River Parrett

That this was originally a through-road is shown by the mileage of the modern rights of way, in many cases made roads now existent along its line. The choice of parts of it to form parish boundaries is also evidence of its antiquity. It was natural that those who laid down these bounds originally should choose well-known and much-used tracks as limits of the land they were defining. In the present instance, however, this ridgeway, though passing along one of the main watersheds in the country, became probably in post-Conquest times less used than in the previous Saxon period, because in its northern course it passed through the forest of Selwood. The severity of the forest laws, laws which it may be safely conjectured were often put into operation against individuals on grounds no stronger than suspicion, rendered these forest areas dangerous for residence or even for passage. A charter of N. Wiltshire, for instance, shows that in the Saxon period there was in the Forest of Braydon a population which was much reduced in later times. The old Saxon local names fell into disuse and were partly forgotten. The tradition that William I, when he

¹ I myself should be very surprised if some of the ridgeways of modern France, were they examined, did not show traces of Roman work.

formed the New Forest, expelled a large population is certainly much exaggerated and probably false; but it may have originated from a later thinning of the population of the forest region by the departure of people who found life under the forest laws unbearable.

That there was a ridgeway all along this line in Saxon and pre-Saxon times may be safely assumed, for such natural through routes were not likely to be ignored by people who had not other forms of them. Any decline in its use must have taken place in Norman and Angevin times. That would account for the fact that at the present day there are gaps in its line where it is not represented by any form of right of way.

ITINERARY

Branched off from Road 1 about $\frac{1}{4}$ m. SW. of the summit of High Stoy (OM1) in Minterne Magna parish and went NNW. along a lane and parish By. to a road-meeting $\frac{1}{4}$ m. WNW. of Hartley Farm (OM1) (6 f.). Here it ceased to be a parish By. Then NNW. along line of main road past Three Gates (OM1) to Totnell Corner (OM1) (2 m. 2 f.). Then NNE. along main road to crossroads a short $\frac{1}{4}$ m. S. of Stockbridge Oak (OM1) (3 m. 5 f.). Then ENE. by a lane to where it meets the main road from Sherborne to Dorchester 1 f. N. of Burton Hill Wood (OM1) (4 m. 6 f.). Then N. by W. along the last mentioned road for 4 f. (5 m. 2 f.). This road is here called Street Lane (OM6). Then almost due W., no track, to a point on the W. By. of Leweston parish, $1\frac{1}{2}$ f. WSW. of the house at Leweston Park (OM1) (6 m. 3 f.). Then N. by road along the W. By. of Leweston Park to the road along the S. edge of Honeycombe Wood (OM1) (7 m. 5 f.). Here the watershed is very narrow. Then NE. along the last mentioned road to the point where this road crosses the Sherborne-Dorchester road (8 m. $2\frac{1}{2}$ f.). The parish By. follows in a general sense this part of the ridgeway, and it may represent the old course of the ridgeway. Thence the old line of the ridgeway is represented for some distance by what can be no more than a green track which follows

the N. By. of North Wootton parish along the S. edge of the large woods which stand at the SW. corner of Sherborne Park (OM1). This lane goes NNE. and then E. and later bends ENE. The lane, after running 1 m. $2\frac{1}{2}$ f., gives out, but the line of the ridgeway continues along the N. By. of the parish of Haydon which is also the S. By. of Sherborne Park, as far as the crossroads on the N. edge of the village of Haydon (10 m. $2\frac{1}{2}$ f.). After this the line of the watershed and of the ridgeway is very complicated for some distance.

Then SE. along the lane called Huish Lane (OM6) until this lane makes a sharp bend (10 m. $5\frac{1}{2}$ f.). Then SE., no track, till it meets a road and the S. By. of Haydon parish about 300 yds. N. of Ashcombe Farm (OM1) in Caundle Marsh parish (10 m. $7\frac{1}{2}$ f.). Thence due E., no track, to meet a road at the N. end of Holt Hill (OM1) about $\frac{1}{4}$ m. SW. of Rue Farm (OM1) (11 m. $4\frac{1}{2}$ f.). Thence NNE. up the parish By. of Stourton Caundle till it reaches a road at a point not far E. of Rue Farm (OM1). No track (11 m. $7\frac{1}{2}$ f.). Then E. along the road for $3\frac{1}{2}$ f. (12 m. 3 f.). From this point its line is generally N. by E. quite close to, and perhaps on, the W. By. of Stourton Caundle and part of the W. By. of Stalbridge. Goes up this By. as far as Frith Farm (OM1) in Stalbridge. There runs a continuous right of way, first track, then road, then footpath, which may mark the line of the old road. It left the parish By. about 300 yds. SW. of Firth Farm (OM1). From the farm a footpath running to Copse House Farm (OM1) may possibly be the old line of the ridgeway. Here the ridgeway enters Somerset.

Total length, 14 m.

ROAD 18A

Local Ridgeway

This road is in Stourton Caundle and Bishop's Caundle. It leaves Road 18 at a point $\frac{1}{4}$ m. S. by W. of Rue Farm (OM1) in Purse Caundle and runs S.

along modern roads the whole way. Passes just W. of Bishop's Caundle village. Maintains a ridgeway character for 1 m. 7 f.

ROAD 19

Short Ridgeway in Buckland Newton

This ridgeway is quite unimportant; but a reference in the Buckland charter shows that it was developed in Saxon times as a through-road going N.

Leaves Road 1 at a point 6 f. due S. of Cosmore (OM1) in Buckland Newton parish and runs along line of main road in a general direction N. past Cosmore to a point on the N. By. of Buckland $\frac{1}{4}$ m. SW. of Tiley (OM1). Here it is called *herepath*, 'highway,' in the Buckland charter B.768, K.389. That implies that in Saxon times it had been continued N., though its ridgeway character comes to an end at the Buckland By. It may have become a through-road to Sherborne; but in the absence of further evidence that cannot be more than a conjecture.

Total length of the ridgeway part of it, 1 m. 2 f.

ROAD 20

A Ridgeway of some extent and importance

This branches off from the great ridgeway, Road 1, at two points in two branches. The first is one which travellers coming from the W. along the great ridgeway would use; the second would be taken by those coming from the E., supposing in both cases they wished to go down S.

ITINERARY

Branch 1 leaves Road 1 in Buckland Newton parish at a point 5 f. NE. of Minterne Parva (OM1) and runs along line of road due S. for 4 f. Here it is met by branch 2 which must have left the line of Road 1 at a point on the modern road S. of Bladeley Hill (OM1) and run SW. down a line of footpath to meet the other branch.

Its course runs in a line almost due S. to Dorchester where it meets the Roman road.

From the meeting of the branches it runs S. by E. along a modern road for $1\frac{1}{2}$ f. to where, at Giant's Head Inn, a footpath, itself a ridgeway, goes off W. to a British Settlement 5 f. off.

Continues along modern road, and at 2 m. 1 f. a tumulus $\frac{1}{4}$ m. E. of the road and earthworks near the tumulus (OM1). The road here is called *herepath*, 'highway,' in the Up Piddle charter B.1186, K.522. Thence, still along road to 2 m. 6 f., running S., where a branch ridgeway (Road 20A) goes off E. Then still along the modern road to 3 m. 5 f., where tumulus (OM1) $\frac{1}{4}$ m. E. of the road, then still S. on road to 4 m., where earthworks (OM1) $\frac{1}{4}$ m. E. of the road. Then S. by E. along road and over East Hill (OM1) (5 m. 1 f.) to Forston Higher Farm (OM1), where earthworks 7 f. E. of the road connected with the road by a short branch ridgeway. Then S. by E. along same road to (5 m. 3 f.) where a branch ridgeway, 20B, goes off SE. Then S. by E. on same road to (5 m. 4 f.), where several tumuli (OM1) about 3 f. W. of the road. Then S., same road, to (7 m. 3 f.), where an earthwork (OM1) 400 yds. W. of the road. Then in general S. direction, same road, to (8 m. 7 f.) the bridge over the Frome at Dorchester.

Total length of road, 8 m. 7 f., all of which represented by modern road.

This line of ridgeway is continued to Wareham by Road 61 (*q.v.*).

ROAD 20A

Local Ridgeway in Piddletrenthide

Branches off from Road 20 in general direction ESE. Runs to Piddletrenthide village, where there must have been a ford over the Piddle linking it with ridgeways 21 and 22. There is a tumulus close to the road about 1 f. after it leaves Road 20.

Total length, 1 m. 3 f.

ROAD 20B

Local Ridgeway in Piddletrenthide

Branches off SE. from Road 20 at a point a long $\frac{1}{4}$ m. S. of Forston Higher Farm (OM1) in Piddlehinton parish. Runs SE. along a track and the parish By. over Charlton Higher Down (OM1) for 6 f. (Here Road 20C branches off.) Then E., no track, to 7 f., where a tumulus is on its line. Then E., no track, to 1 m. 1 f., where a British Settlement (OM1) 1 f. S. of its line. Then E. by a track over Little Piddle Hill (OM1) to 1 m. $1\frac{1}{2}$ f., where tumuli 100 yds. S. of the track (OM1). Then E. by N. along track over Little Piddle Hill to 1 m. 6 f., where it ends.

ROAD 20C

Minor Ridgeway

Branches off from Road 20B at a point $3\frac{1}{2}$ f. due E. of the British Settlement (OM1) which is on Little Piddle Hill (OM1) in Piddlehinton parish. Runs ESE. along track and a parish By. to 2 f. where a tumulus 100 yds. N. of the track. Then still ESE. along track and parish By. for 3 f. and then the track gives out. Then probably went ESE. along the line of the S. By. of Piddlehinton parish, no track, for 6 f. Then probably S. along the W. By. of Puddletown, no track. Then ESE., no track, but probably along the S. By. of Puddletown. Here there are six barrows near the road. Then E. by a modern road along the S. By. of Puddletown to where there is a tumulus 80 yds. N. of the road.

This part of the road is called Ridgeway in OM1. Then E. along road to where a tumulus called Robin's Barrow (OM1) stands 1 f. N. of the road. Then E. by the road to where the line of ridgeway gives out.

It is there pointing to Puddletown village where there was probably a crossing of the Piddle.

ROAD 21

Not very important Ridgeway, in Piddletrenthide

Leaves the great ridgeway, Road 1, about 3 f. W. of the British Village (OM1) in the N. part of Alton Pancras parish. Goes first SE. and then S. along a track, tumulus W. of the road, for 5 f. Then S. by W. along a track and parish By. to (7 f.) where a tumulus (OM1) about 300 yds. W. of the road. Then S. by W. along a track to 1 m. $3\frac{1}{2}$ f. After that the track diverges from what must have been its line. The ridgeway went probably S., no track, along the comb of the ridge to (1 m. $7\frac{1}{2}$ f.) where is tumulus (OM1) which must have stood on the way. Then S. by E., no track, to the site of Piddletrenthide village.

Total length, 2 m. 3 f.

ROAD 22

Branch Ridgeway communicating with Road 20A

Branches off from the great Road 1 about $1\frac{1}{4}$ m. E. of Folly (OM1) in Buckland Newton. Runs SSW. to ($2\frac{1}{2}$ f.) where a dyke (OM1) crosses the track. Then SSW. along a track and parish By. to (3 f.), where a tumulus is on the track. Then SSW. along track and parish By. to where Road 22A branches off ($4\frac{1}{2}$ f.). Then SSW. along track to (7 f.) where a dyke (OM1) crosses the way. Then WSW. and later SW. along track to (1 m. $2\frac{1}{2}$ f.), where a tumulus 100 yds. W. of the track and Pit Dwellings 300 and 500 yds. W. and 200 yds. E. of the way. Then S., bending later SW. and W. along track to the site of Piddletrenthide on the opposite side of the Piddle to where Road 20A meets that stream.

Total length, 3 m.

ROAD 22A

Short stretch of Ridgeway

Branches off from Road 22 near Lyscombe Hill (OM1) in Melcombe Horsey parish. Tumuli at the

point of junction called *Windberghs*, 'Wind Barrows' in the Plush charter B.564, K.319. Goes S. along track and parish By. to ($\frac{1}{2}$ f.) where there is a tumulus on the way. Then S. along track and parish By. to (5 f.) where there was a *weilete*, 'road meeting,' mentioned in the Plush charter. (See above.) The crossroad was probably on the line of the track coming up from Lyscombe Farm (OM1). Also this part of the way is called *herepath*, 'highway,' in the same Plush charter. Then S. by E. along a track and parish By. to (1 m. 1 f.) where a barrow, now vanished, called *Hwischbergh*, 'Hide Barrow,' stood as recorded in the Cheselbourne charter K.730. Another Cheselbourne charter B.525, K.300 records that the road from Cheselbourne which crosses it from E. to W. at this point was a *herepath*, 'highway.' Then S. by E. along track and parish By. to (about 1 m. 4 f.) where, as far as modern tracks are concerned, all signs of its further course as a ridgeway give out.

ROAD 22B

Minor Ridgeway

Branches off from the main ridgeway, Road 1, at the S. end of the camp on Nettlecombe Tout (OM1) in Melcombe Horsey parish. Runs SE. along a track to (3 f.) where a dyke (OM1) crosses the track. Then SSE. along track to ($4\frac{1}{2}$ f.) where another dyke (OM1) crosses the track. Then SSE. along a track to ($7\frac{1}{2}$ f.) where it passes through the site of a British village (OM1), and a tumulus (OM1) stands a few yards E. of the track. Then S. by E. along a track to 1 m. 6 f. Here its course so far as modern road or tracks are concerned practically gives out ; but it may be assumed that it continued to the end of the ridge along a line of field boundaries which follow the comb of the ridge southwards for several miles, right down to the Piddle Druce Farm (OM1). Three tumuli stand at intervals right on this lane.