

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

By G. B. GRUNDY

PART II*

ROAD 23

One of the more important branches of Road 1

This ridgeway leaves Road 1 $\frac{1}{4}$ m. E. of Moots Copse (OM1) near Higher Anstey in Hilton parish and runs due S. along line of modern road to (3 f.). Then due S. along track to 1 m. 1 f. Then SSE. along a road over Combe Hill (OM1) to (1 m. 7 f.) crossroads on that hill. Then SSE. along track and parish By. to (2 m. 1 f.) where a tumulus 1 f. E. of the road. Then SSE. along track and parish By. to (2 m. $6\frac{1}{2}$ f.) Gallows Corner (OM1). At this part the road is called *Hrycgweg*, 'Ridgeway,' in the Cheselbourne charter B.775, K.392. Also that charter as well as the charter K.730 mentions a barrow called *Ruhbeorh*, 'rough barrow,' which stood at Gallows Corner. It is not marked on the modern map. Then SSE. along a track to (3 m. 3 f.) a point close to a copse marked but not named in OM1, but called in OM6 West Copse.

From this point southward no modern tracks represent the line of the old ridgeway, but there can be no doubt that it went down to Tolpuddle on the Piddle river, which would make its total length 6 m. 5 f. Its line after the modern track gives out would be between the tumuli in the middle of Milbourne Wood (OM1) and between those S. of that wood.

ROAD 23A

The Hilton Ridgeway

Short and unimportant. Branches off from Road 1 on Bulbarrow Hill (OM1). Runs SSE. along a track to (3 f.) where a tumulus (OM1) about 50 yds. E. of the track. Then SSE. to (1 m. $1\frac{1}{2}$ f.) where it gives out as

* Part I, with map, was printed in this *Journal*, xciv (1937), 257 ff.

far as modern tracks are concerned at a point 5 f. NE. of the church at Hilton. Tumulus (OM1) about 300 yds. NE. of this point. No reason to suppose that it ever extended much farther. It was probably no more than a convenient local route to the upland pastures.

ROAD 23B

The Stoke Wake Ridgeway

The course of this ridgeway is now marked by a stretch of main road. But its original use can have been little more than a line of communication between the great ridgeway and the camp called Rawlsbury Camp (OM1) above the village of Stoke Wake. Here it came probably to an end. It branches off from Road 1 a long furlong SSW. of the tumulus (OM1) on Bulbarrow Hill (OM1). Runs N. and later NW. along a main road to (3 f.) where the tumulus known as Bulbarrow (OM1) stands by the road. Then W. by N. to (6 f.) the N. edge of Rawlsbury Camp (OM1).

ROAD 24

Of the importance of this ridgeway it is not possible to speak with any certainty. Up to a certain point its line is marked by modern roads or tracks, and then all surviving signs of it give out completely. But what is noteworthy about it is that it starts along one of the main watersheds of the county, that between the basins of the Stour and the Frome; yet from Milton Abbas, near which its modern traces give out, to Christchurch in Hampshire, where it would have, if continued, crossed the Avon there is no track and no parish By. along its line save accidentally for a few yards. It is most unusual for a watershed such as this to show no evidence of its use as a track in prehistoric times; but the fact remains that there is no evidence of its use. For whatever can be said of the rest of its course see Road 42.

It is true that for a good many miles before reaching Christchurch it passes through a region where there can have been little if any cultivation or population;

and therefore local use would not have maintained its line. It may be that even in former days the ridgeway never covered more than a fraction of its potential course along the watershed. At any rate its prolongation beyond its present limits cannot be assumed.

It branches off from Road 1 on Woolland Hill (OM1) in the S. of Woolland parish and runs first E. and then SE. on a main road to (1 m. 1 f.) where there is a tumulus (OM1) about 300 yds. E. of the road. Then SE. on main road and parish By. to (1 m. 6 f.) where there is a tumulus (OM1) about 300 yds. E. of the road and earthworks (OM1) close to it. Then SE, main road, and parish By. to (2 m. 1 f.) where there are earthworks (OM1) about 300 yds. E. and two tumuli (OM1) about 500 yds. E. of the road. Then SE. by main road and parish By. to (2 m. 4 f.) where there is a field called Kit Barrow. The barrow has apparently vanished. Then S. by E. and later ESE. over Hoggen Down near Milton Abbas village to (4 m. 1 f.) the point where further trace of it is lost.

ROAD 25

Ridgeway of the Stour and Iwerne watershed

This branches off from Road 1 on Sutton Hill (OM1). It runs W. and W. by S. to Sutton Waldron village on a modern road (1 m. 2 f.) This part of it is called *Hrycgweg*, 'ridgeway,' in the charter of Fontmell Magna, B.691, K.361. The question as to whether it extended beyond this point is perhaps an open one because, save for a short distance, the line of the ridge is not marked by existing tracks. But the probabilities of the case are in favour of its having passed clean down to the end of the watershed. There are the remains of two Roman villas on what would have been its course, and, presumably, they would have had some easily available line of communication with some through road. There are two camps, one of which is said to be Roman, on the watershed and the shape of the latter does suggest that part of it, the smaller enclosure, may have been of Roman origin. Here, again, probability is in favour of these camps having

had an easily usable line of communication with some main highway.

From Sutton Waldron its course along the ridge would have been first S. by W., no track, to (2 m. 5 f.) the site of the Roman villa which stands S. of the park at Iwerne Minster. In this part of its course it would pass through that park, and the tendency of owners of parks has always been to discourage the use of tracks through them, which would almost certainly lead to the disuse not only of the track in the park but also N. and S. of it, and disuse would lead to disappearance. A few yards SW. of the Roman villa (OM1) a track survives along the line. It runs WSW. to (3 m. 3 f.), which brings it due N. of the camp on Hambledon Hill (OM1). From this point the ridgeway went probably SSE. along a line now marked by the W. By. of Iwerne Courtney: passed along the rampart of the camp, no track, on the E. slope of Hambledon Hill (OM1) (4 m. 5 f.). Thence it must have gone S. through the Roman camp (OM1) on Hod Hill (OM1), and probably through this to the site of the Roman villa (OM1) S. of that camp. In dry weather, when the Stour was low and the lands in its neighbourhood conveniently passable travellers coming up the great ridgeway (Road 1) from the W. may have made their way from Shillingston Hill (OM1) across a ford at Hanford and so reached that part of Road 1 which is E. of the Stour by way of this ridgeway, thus cutting off a great detour via Blandford.

Total length, 5 m. 5½ f.

ROAD 26

BRANCH RIDGEWAY

The Dorset ridgeways, like ridgeways elsewhere, are remarkable for the number of remains of antiquity in their neighbourhood; but, even among them, this road is remarkable in this respect.

It branches off from the great ridgeway, Road 1, on Gare Hill (OM1) in the NW. angle of Up Cerne parish. Runs SSE. along track and parish By. to (4 fur.), where another track branches off from it at a

very acute angle. This track, also a ridgeway, runs about due S. for 1 m. 1 f. to a British Settlement (OM1). Almost at the same point a ridgeway, now a main road, branches off SE. to a British village (7 fur.), just W. of Up Cerne village.

The main ridgeway runs S. by E. along track and parish By. to (1 m. 1 f.) where there is a dyke about 100 yds. W. of the track. It continues SSE. on a track and parish By. to (2 m.) where there is a British Settlement (OM1) immediately W. of the track and a very extensive dyke immediately E. of it. This dyke abuts on a camp 6 f. E. of the road. Then almost due S. along track to (2 m. 6 f.) where a tumulus stands (OM1) on Cowdown Hill (OM1) 3 f. W. of the road. Then S. by E. along track and parish By. to (3 m. 1 f.) where a British Settlement (OM1) lies $\frac{1}{2}$ m. E. of the road. Then S. by E. along track and parish By. to (3 m. 5 f.) where a British Settlement lies $\frac{3}{4}$ m. W. of the road. Probably there was a minor ridgeway branching off from this road 26 on Cowdown Hill (OM1) and going down the ridge through the settlement and then S. down the line of the W. By. of Godmanstone parish. But, save for the parish By. above mentioned, its traces have vanished. Then S. by E. along a track and parish By. to (4 m. 1 f.) where there is a tumulus $4\frac{3}{4}$ f. W. of the track. Then S. by W. along track over Crete Hill (OM1) to (5 m. 2 f.) where two tumuli, one 2 f. W. and the other 200 yds. E. of the road. Then S. by E. along a track to (5 m. 3 fur.) where a dyke crosses the road and a tumulus (OM1) stands on its edge. Then S. by E. along a track to (5 m. $5\frac{1}{2}$ f.) where it passes through a British Settlement (OM1) in which are two tumuli W. of the road. Then S. along track to (6 m.) where a tumulus (OM1) stands 1 f. W. of the road. Then S. by E. along a track to (6 m. 6 f.) where it joins the Roman road (Road 40) at the W. end of the village of Stratton.

ROAD 27

Ridgeway in Childe Okeford

Quite unimportant but interesting as illustrating what may be called the parochial ridgeway of which

there are hundreds of examples in parishes all over the country.

The lane which runs from Gold Hill (OM1) in Childe Okeford in a NE. direction for $5\frac{1}{2}$ f. is called Ridgeway Lane in OM6. It extended evidently into Iwerne parish, for, by the side of the lane in that parish which runs SSW. from Strouds Farm (OM1) are two fields called Great and Little Ridgeway.

ROAD 28

The Ridgeway of the Iwerne-Tarrant Watershed

This is one of the most remarkable ridgeways in the country, yet it was not, as far as can be seen, one of the great through highways of the region. The number of remains of antiquity on its course suggest that it passed through a region which in prehistoric times, and perhaps in the Celtic and Roman periods in this country, was, relative to the time, thickly populated. Nearly the whole of the line of the old road survives in the form of modern roads or tracks.

At its beginning its course is uncertain because no modern track along its line survives at the present day. But this may be accounted for by the fact that it must have passed through what is now Iwerne Park. Ridgeway 25 does the same; and its track through the park has also disappeared as far as modern roads or rights of way are concerned.¹ The suppression of old rights of way in the formation of such parks has been by no means uncommon in this country. But whether traces are apparent or not, it may be regarded as fairly certain that this present ridgeway branched off from Road 25 in the W. part of Iwerne Park (OM1) and then went E. across it on such a line as would take it N. of the highest point of the Iwerne river which, judging from the map, is in Iwerne Minster village. As far as can be seen it must have branched off from Road 25 at a point about W. of Iwerne Minster House and then have run E., no track, as near as may be

¹ At the same time it is very probable that some local archaeologist who knows what to look for in

the way of traces of old tracks might find the line of one or both of these roads still apparent in the park.

over the site of that house ; and then, still E., along the N. edge of Iwerne Minster village, to meet the main road running E. from the village at a slight bend on it about a furlong beyond the village.

So this part of its itinerary is, put briefly : E., no track, for $6\frac{1}{2}$ f. After that along the road just mentioned, i.e. E. to (1 m. 6 f.) where at Hill Farm (OM1) it crosses the great ridgeway, Road 1. Then ESE. along track through Lime Pit Copse (OM6) (2 m. 3 f.). Then S. by E. by a track (2 m. 7 f.). For nearly $3\frac{1}{2}$ f. of this particular part of its course it passes along the E. ditch of a very remarkable and large area of roughly rectangular shape enclosed on every side by a continuous line of ditch, and containing about 13 acres. It is not a camp of the ordinary type for it lies on the side of a hill, its eastern edge being about 120 ft. above its western rampart, and the latter following the bottom of a valley. The whole area is covered by Harbin's Wood (OM1).

Then S. by E. along a track passing all along the W. edge of Pimperne Wood (OM1) and later 1 f. E. of Newfield Farm (OM1) to (4 m. 5 f.) where a dyke (OM1) crosses its line. Its neighbourhood at this point is thickly covered with remains of antiquity. Measured from where the dyke crosses the track they are : two tumuli (OM1) about 80 yds. NNE. ; Pimperne Barrow (OM1) about 350 yds. ENE. ; tumuli (OM1) about 400 yds. NE. ; a British Settlement (OM1) 3 f. NE. ; a tumulus about 380 yds. E.

Then SE. by a track to (4 m. $6\frac{1}{2}$ f.) where it crosses the road from Pimperne to Tarrant Hinton. Then S. by E. by a track to (5 m.) where another dyke (OM1) crosses it. Then S. by E. along track to (5 m. $\frac{1}{2}$ f.) where the main ridgeway makes a bend, but its line is continued by a short branch ridgeway which runs for about 3 f. to another British Settlement (OM1).

Then SSW. to (5 m. 4 f.) where another dyke (OM1) crosses it. Then SSW. along a track to (5 m. 6 f.) where is a tumulus (OM1) about 15 yds. W. of the road. Then S. by W. along track to (5 m. $7\frac{1}{2}$ f.) where is another tumulus about 70 yds. W. of the road. The field in Long Blandford parish between these two last

mentioned tumuli is called Liversell Barrows, evidently their name at the present day. Then S. by W. along a track to (6 m. 1 f.) where there are three tumuli (OMI) practically on the road and two others (OMI) about $3\frac{1}{2}$ f. SE. of this point. Then S. by W. along track to (6 m. 5 f.) where a tumulus (OMI) is on the track. Then first S. by W. and later SSE. along track to (7 m. 1 f.) where tumuli (OMI) are close beside the track. Then SSE. by a track to (7 m. 2 f.) where a short ridgeway 1 m. 6 f. long goes off due W. to Blandford. Then SSE. by track to (7 m. 4 f.) where it arrives in the middle of various remains of antiquity : a tumulus 90 yds. SW. ; tumulus 100 yds. SE., another about 270 yds. NE. ; a dyke called in OM. a British trackway, which it possibly is, meeting the road at this point ; a camp called Buzbury Rings 1 f. S. All of these are marked in OMI. Then as is probable the ridgeway is represented by the British trackway above mentioned which runs SW. by S. along track to the Stour at the village of Charlton Marshall, passing a tumulus about 90 yds. E. of the track on the way.

Total length of ridgeway 9 m. $1\frac{1}{2}$ f.

ROAD 29

An unimportant Branch Ridgeway

Branches off from Road 1, 1 f. N. of Hatt's Barn (OMI) in Ashmore parish. Runs W. by S. along a track and parish By. to (5 f.) where a tumulus (OMI) stands 1 f. NE. of this point. Then WNW., no track, but along a parish By. to (1 m. $\frac{1}{2}$ f.) where a tumulus (OMI) about 40 yds. S. of its line. Then NW. by W., no track, but along parish By., to (1 m. $5\frac{1}{2}$ f.) where a dyke crosses the line. Then W., no track, but along parish By., to (2 m.) Melbury Hill (OMI) where there is what is apparently an ancient circular enclosure called Melbury Beacon (OMI). Here all signs of its further course, if any, give out.

ROAD 30

Ridgeway of the Winterbourne-Stour Watershed

Branches off from the great ridgeway, Road 1, about $1\frac{1}{2}$ f. ESE. of the SW. corner of Broadley

Plantation (OM1) in Bryanston parish. Runs S. along a track and parish By. along the W. side of the wood called The Plantation (OM1) in Blandford St. Mary to (1 m.) where a dyke (OM1) impinges on it. Then S. along a track and parish By. to (1 m. 1 f.). Then S. by W. along a track to (1 m. $4\frac{1}{2}$ f.). This last stretch runs parallel to the parish By. about 100 yds. W. of it, and it is possible that that By. and not the modern track represents the old line of the ridgeway in this part. Then S. by E. along track and parish By. to 1 m. 7 f. Then S. by E. by track to (2 m. $1\frac{1}{2}$ f.) where a tumulus (OM1) is about 100 yds. E. of the road. Then SSE. to (2 m. 4 f.) where it impinges on Combe Ditch at a point about 1 f. SW. of Charisworth (OM1). It is possible that the parish By., which runs just W. of the modern track in these last two stretches of the road, represents the original line of the ridgeway. It is also remarkable that for a long distance beyond the point which the road has now reached the Combe Ditch is on the old line of the road.¹ Then SSE. along the line of Combe Ditch to (2 m. $7\frac{1}{2}$ f.) where there is a tumulus (OM1) about 1 f. W. of the road. Then E. by S. along the ditch and a track to (3 m. 1 f.) where is a tumulus (OM1) about 60 yds. N. of the track and tumuli about 500 yds. S. of it. Then E. by S. bending round gradually till running S. by E. along a track and following the Combe Ditch for 7 f. and passing along the S. edge of Little Cole Wood on the W. side of Great Cole Wood (OM1) and on S. to the village of Winterbourne Zelstone, where it gives out.

Total length, 5 m. 7 f.

ROAD 31

This leaves Road 1 on Ashmore Down (OM1) about 1 m. N. of Ashmore village. This point was a great

¹ It might be well for some local archaeologist to examine carefully the nature of this ditch. Such an examination might possibly explain why its course is along the line of the road. The fact that parish boundaries coincide so often with ridgeways shows that the latter were conspicuous landmarks in Saxon times. But

ditches like Combe Ditch and the Grim's Ditches, etc., of other parts of south England seem to be land boundaries of the pre-Saxon age; and it looks as if at that period also the ridgeway might be taken as a boundary. The possibility is a natural one.

road centre in former days for important ridgeways branch off from it in four directions.

The ridgeway runs S. on modern road (1 f.) Then S., modern road and Co. By. (3 f.). Then along modern road (7 f.) which brings it within about 100 yds. of the N. edge of Ashmore village, where it meets a road of a later age in all probability. Then E. along track (1 m. 1½ f.). Then SE., modern road (2 m. 4 f.), where it crosses the Co. By. having passed for 1¼ m. through the Wiltshire parish of Tollard Royal. Then SE., modern road, to (3 m. 4½ f.) about 1 f. S. of Tollard Farnham (OM1). Then S., later SSE., modern road, passing Museum (OM1) near Farnham village to (5 m. 4 f.) where it crosses a road, probably of the Saxon age, the Blandford Salisbury road, on the N. end of Thickthorn Down (OM1). At this point on the road are three tumuli (OM1) all within 100 yds. of the road. The last 5 f. of this stretch of road is a parish By.

Then SE., modern road, and parish By. to (5 m. 7½ f.) where a dyke (OM1) crosses the road and there is a tumulus (OM1) a few yards further on. Then SE., modern road and parish By., to (6 m. 1 f.) where there are tumuli (OM1) about 90 yds. E. of the road. Then SE., modern road and parish By., to (6 m. 7 f.) where there is a tumulus about 100 yds. E. of the road, and the village of Gussage St. Michael is also 3 f. to the E. at this point. Then SE., modern road and parish By., to (7 m. 6 f.) where it crosses the Roman road known as the Ackling Dyke (OM1). Then SE., modern road and parish By., to (8 m. 6 f.). Then SE., modern road, to (9 m. 2 f.) where the line of the ridgeway gives out about 400 yds. from the River Allen. Beyond this river, if it crossed it, it would enter the New Forest region, and for reasons already given, its traces might become lost. They certainly do not survive. The lie of the watersheds E. of the Allen river renders it probable that it never crossed that stream, i.e. was merely a local ridgeway of more than the usual length giving access to the great ridgeway of Road 1.

ROAD 32

This road is of the same type as Road 31, a branch

ridgeway of a great main line of ridgeway descending into a river valley, and coming to an end, as far as can be seen, at the river. As in the case of Road 31 no traces of it in the region of the New Forest beyond the Allen River are apparent.

It branches off from the great Wiltshire ridgeway (Road 73 of Wilts),¹ which follows the watershed between the Wiltshire Ebbles and the two Allen rivers of E. Dorset at a point about 1 m. SSE. of the Wiltshire village of Berwick St. John.

Runs E., modern road, to (5 f.) Bridmore Farm (OM1). Shortly after this it enters the wooded region of Cranborne Chase, the kind of region where traces of old tracks are likely to disappear. But in this instance a straight ride cut through the woodland must represent very closely the line of the old track. Then SSE., along track, to (1 m.) where it enters the woodland. Then SSE. along track through the woodland to (1 m. 7 f.) where it reaches the Co. By. and there are two tumuli about 400 yds. E. by S. of the track. Then SSE. along track, still through the wood to (2 m. 6 f.) a point about 300 yds. E. of Deanend (OM1). Here it probably diverged from the track to a line E. of it in order to get round the head of a valley into which the modern track descends, i.e. the course would be generally SSE, no track, to (3 m. 3 f.) a point about 500 yds. ESE. of Woodcutts Farm (OM1). Then SSE. along track, past Chapel Down Farm (OM1) to (4 m. 6 f.) where a dyke crosses it and there is a tumulus on the track. This dyke is the *Seuen Diche* of the Handley charter, B.970, K.447.² Then SE. along a track to (5 m.) where a tumulus (OM1) is within 100 yds. E. of the road. From this point there run up NE. two parallel trackways (*sic*) within 100 yds. of one another which are called British trackways in OM6. Their claim to be trackways seems doubtful. Then still SE., along track, to (5 m. 3½ f.) a point where there are three tumuli (OM1) close to the road,

¹ *Arch. Journ.* xxv (second series), p. 113.

² The name *Seuen* is also applied to the Roman road ¾ m. E. at this

point which is called *Seuenestrete* in the Damerham (Hants) charter B.817. The element *Seuene* is of uncertain origin. It may be a female name *Sevenna*.

two W. and one E. of it. Then still SE. and later E. to (5 m. 6 f.) a point where a tumulus (OMI) is about 80 yds. N. of the track. Then E. along a track to (5 m. 7 fur.) where the ridgeway crosses the Roman road (Ackling Dyke (OMI)). Then SE. along a track to (6 m. $5\frac{1}{2}$ f.). Then S. by W. along a track to (7 m. $1\frac{1}{2}$ f.).

Here the ridgeway gives out. Like Road 31 it is never more than a branch ridgeway leading from the great Wilts ridgeway (see above) to the lowland S. of it.

ROAD 33

BRANCH RIDGEWAY

This road is similar in origin and character to Roads 31 and 32. It branches off from the great Wiltshire ridgeway (Wilts road 73. See above) at a point 1 m. 3 f. SSW. of the village of Bower Chalke. Runs SSW. along a modern road to (1 m. 1 f.) the Co. By. Then S. by E. modern road, and parish By. to (1 m. $5\frac{1}{2}$ f.). Then SSE., partly along farm road, partly no track, but along a parish By., to (2 m. 5 f.) Wor Barrow (OMI) and two other tumuli all actually on its line. Then S., no track, but along a parish By., to (3 m. 3 f.) a tumulus on its actual line called *Berendes Beorh* in the Saxon charter of Handley, B.970, K. 447. Then SE. along a track to (3 m. 4 f.) where it crosses the Roman road (Ackling Dyke). Also various tumuli (OMI) about $2\frac{1}{2}$ f. E. of the road. Then still S.E. along a track to (3 m. $5\frac{1}{2}$ f.) where a tumulus (OMI) stands about 100 yds. NE. of the road. Then ESE. to (3 m. $6\frac{1}{2}$ f.) where it crosses a reputed British trackway (OMI). Then SE. along a track to (3 m. $7\frac{1}{2}$ f.) where there is a tumulus on the line of the track (OMI). Then still SE. along track to (5 m. $2\frac{1}{2}$ f.) where a tumulus (OMI) about 50 yds. E. of the track and three other tumuli (OMI) further E. of it. Then still SE. along track to (6 m. 1 f.) Creech Hill Farm (OMI), the name of which implies that there was formerly a barrow thereabouts.¹ Then SE. by E., no

¹ *Ciric* or *cruc*, Saxon forms of a Celtic term meaning 'barrow.' Various local names in Dorset originate in this term.

track, but partly along the SW. By. of Cranborne, till (6 m. 7 f.) it meets the Cranborne-Wimborne road about $\frac{1}{2}$ m. SW. of Cranborne village. Then turns SSW. along the road to (7 m. 2 f.) a tumulus (OMI) about 300 yds. W. of the road. Then SSW. and later WSW. along the same road to (8 m. $3\frac{1}{2}$ f.) the extreme S. point of St. Giles' Park (OMI). Then SSW. along footpath to (9 m. 1 f.) Knowle Hill (OMI). Then SSE., modern road, for $1\frac{1}{2}$ f. (9 m. $2\frac{1}{2}$ f.). Then again SSW., modern road, and later track, to (10 m. $0\frac{1}{2}$ f.) a field in Horton parish called Barrow Field to the NW. of Horton village. Then for a short distance runs SSE. by a track and then S. first by a footpath and later by a minor road, to Chalbury village (11 m. $1\frac{1}{2}$ f.). Then S. along modern road and later a minor road for about $\frac{3}{4}$ m. where its ridgeway character ceases.

Total length, 12 m.

ROAD 34

Local Ridgeway in Pentridge

This is a local ridgeway running over Pentridge Hill to meet Road 33. It begins on the Cranborne stream at the extreme S. end of Pentridge Hill (OMI) where there are tumuli and earthworks (OMI) close to the stream $1\frac{3}{4}$ m. S. of Pentridge village. Thence it ran NNE. up the hill along the S. By. of Pentridge up to where ($5\frac{1}{2}$ f.) there is a tumulus about 1 f. W. of the line. Then N. by E. up the present By. to the camp at Penbury Knoll (OMI) (1 m. 2 f.). Then NE. along the parish By. and apparently a track to (1 m. 6 fur.) where there is a tumulus about 150 yds. NW. of the line. The ENE. to Blagdon Hill (OMI) where it abuts on an angle of the great dyke called Bokerly Ditch (OMI) and where also a British trackway (OMI) comes down to it from the NW. and there are various tumuli between 100 and 200 yds. N. of the line.

ROAD 35

Ridgeway of East Dorset

At its N. end this ridgeway is connected with Road 34; but, though that is the case they seem to

be two separate roads. This present road passes through the forest region of the eastern belt of the county, and such of its line as survives in modern roads or tracks is so fragmentary that it is possible that the fragments do not represent a through route, but are merely formed of local ridgeways such as are common in parishes throughout England.

But its northern part is certainly one of the various branch ridgeways which the great southern ridgeway of Wilts¹ throws off southwards into Dorset. For some miles after leaving the Wilts road its course is easily traceable along modern tracks. But when it enters the E. part of the county the traces of it are, as has been said, very fragmentary. Where the ridgeway went to at its S. end it is not possible to say. The last traceable part of it is not far from the Avon and is pointing towards that river.

ITINERARY

It leaves the Wilts ridgeway (Road 73) at Cow Down Hill (OM1) in the parish of Bower Chalke (Wilts) and runs SE. along modern road to (1 f.) the Co. By. between Wilts and Dorset. Then ESE., modern road, and along Co. By. to (4 f.) crossroads at Kitts Grave (OM6)² where the boundaries of Wilts, Hants, and Dorset meet. Then SSE. along a track to (5½ f.) where it crossed a dyke (OM1). Then SSE. along a track to (1 m. 1 f.) where it crosses the Roman road about 5 f. NE. of East Woodyates village. Then SSE. along a track to (1 m. 4½ f.) where it crossed Bokerly Ditch (OM1). Then S. by E. along track to (2 m. 1 f.) where a tumulus (OM1) and earthworks (OM1) are about 100 yds. E. of its line. Then SSE. along track to (2 m. 4½ f.) a point about 1 f. W. of Whitey, NE. of Pentridge village. Then bends in a general direction E. along a track to meet the Pentridge ridgeway (Road 34) on Blagdon Hill (OM1). Here it also impinges on Bokerly Ditch (3 m. 3 f.); tumuli close to the line N. and NW. of this point (OM1).

¹ Wilts. road 73. See *Arch. Journ.* xxv, 9 (second series), p. 115.

² In the Saxon charter of Broad

Chalke (B.917.K.436) it is called *Chetoles Beorh*, 'Cotel's Barrow.'

From this point onwards the course is not determinable precisely at various points of it, though the fact that it is a ridgeway makes its line approximately traceable.

Runs S. by E. down Bokerly Ditch till the traces of the ditch give out at the N. end of Martin Wood (4 m. $1\frac{1}{2}$ f.). Then along the Co. By. through Martin Wood (OMI) till (4 m. 5 f.) it meets a modern road coming from the NNE. From this point its course for some distance is quite doubtful; but it is probable that it continued along the Co. By. in the S. end of the wood S. by E. for 2 fur. (4 m. $3\frac{1}{2}$ f.) and then went, no track, to (4 m. $5\frac{1}{2}$ f.) to the line of the modern road at Boveridge House (OMI) in Cranborne parish. Then S., modern road, to the road from South Damerham to Cranborne (5 m. $0\frac{1}{2}$ f.). Then S., no track, but a field boundary, to another road (5 m. $2\frac{1}{2}$ f.). Then by modern road, first S. by E., and then ESE., to (6 m. $1\frac{1}{2}$ f.) Rushmore Farm (OMI). Then ESE. by a line of footpath and later E. by a road to (6 m. 7 f.) Cripplestyle in Alderholt parish. Then probably, no track, to King Barrow (7 m. $0\frac{1}{2}$ f.). Then from King Barrow ESE., no track, to (7 m. 2 f.) a track running S. Then S. by W. along the track to Telegraph Plantation (OMI). After that the track becomes marked by tumuli characteristic of ridgeways. Then S. by W. along a track to where is a tumulus (OMI) on the line of the track (8 m.). Then S. by W., track, to another tumulus on the line of the old way (8 m. 2 f.). Then S. by W., along track, to where a tumulus (OMI) a few yards E. of the line (8 m. $5\frac{1}{2}$ f.). After this its course becomes quite untraceable.

ROAD 36

Reputed Roman Road from Badbury to Donhead (Wilts)

The question as to the existence of a road of Roman origin between these two places is a very difficult one. Codrington¹ describes its course as follows: Badbury to Hemsworth Down (about 2 m. NNE.: to the E. of Tarrant Monkton and Tarrant Hinton (i.e. still NNE.): through the grounds of Eastbury park (OMI), i.e. still

¹ *Roman Roads in Britain.*

NNE., the park being E. of Tarrant Gunville : over Main Down (where the agger is visible) and the high ground N. of Ashmore : descends into the vale of Wardour (Wilts).

It would join the Roman road from Old Sarum to the west at the last point to which it is traceable near Pertwood.¹

Such is the evidence adduced by Codrington.

Speaking generally there does not seem to be any demonstrable reason for the making of a road along this line. Again the absolute disappearance from the modern map of any road, track, or right of way over the greater part of the line it is alleged to have taken is unusual in the case of the old Roman roads. There is no trace whatever of its line from Badbury Rings to the neighbourhood of Tarrant Hinton a distance of $5\frac{1}{2}$ miles. But on the south border of Tarrant Hinton parish about 3 f. ESE. of the village starts a line of modern road which extends in a dead straight line for several miles. From the point above mentioned it runs N. by W. along what is no more than a track to the N. By. of Tarrant Hinton parish (1 m. 3 f.) in Eastbury Park (OM1). Just S. of the park the track disappears for about 1 f., but reappears again after the line of the road enters the park, and at that part an agger, a raised piece of road such as was customary in Roman road making, survives (OM6, 15, NW.). Then, still in the park, there is no trace of the line of road for $\frac{1}{4}$ m. ; but, still in the park, a modern track begins again along the line at a point $\frac{1}{4}$ m. E.N.E. of Eastbury House. From here the line runs along the track up to a modern road which crosses its line 1 f. SE. of Bussy Stool Farm (OM1). Then NNW., no track, till it cuts into a projecting corner of Bussy Stool Wood (OM1). During the whole of its passage of this wood the track is said to be apparent by reason of a reported survival of the agger. Also while passing through the wood it leaves a camp (OM1) 1 f. E. of its line. At the point where it leaves the wood on its passage N. the straight line of modern road has run 3 m. $5\frac{1}{2}$ f.

¹ *Proc. of Dorset Nat. Hist. and Antiq. Field Club*, ix, p. 147.

Then along a track to where it crosses a ditch (OM1) (4 m. $1\frac{1}{2}$ f.). Then NNW. along a track to the Co. By. which passes through Wiltshire Copse (OM1) (4 m. 3 f.). Then to (4 m. $5\frac{1}{2}$ f.) a tumulus beside the road. Then to a point 3 f. ENE. of the crossroads in Ashmore village. Here the straight piece of road ends. The total length of the piece is $4\frac{3}{4}$ m.¹

From here to Donhead, which is almost exactly 4 m., there is indeed a minor road ; but its very course shows that it is not on the line of a Roman road.

It cannot be stated positively that this is a Roman road. On the other hand, if it be assumed that it is not so, then the $4\frac{3}{4}$ m. of straight modern road or track is unaccountable. Long straight stretches of road in England are either surviving lines of Roman road or are roads made in quite modern times—at earliest in the eighteenth century. This piece of road is certainly not due to any modern road making. Therefore it is all but a certain assumption that it goes back to Roman times. A Roman road along this line would certainly not be of first-rate importance, and cannot conceivably have been of much use in post-Roman days. Also a Roman road of minor importance was not constructed in so elaborate and lasting a form as one of the great Roman roads.² It is difficult to see of what importance this road could have been in Saxon times for the communications from N. to S. and vice versa on the Wilts-Dorset border were amply provided for by various ridgeways.

ROAD 37

The Roman Road from Badbury Rings to Old Sarum

It would be superfluous to give a detailed account of this road. It has been described by many writers, and owing to the fact that the greater part of it is repre-

¹ Codrington says of this road generally that it preserves a straight course for 11 m. If he means its course on the modern map then the statement is incomprehensible.

² E.g. a section of the Akeman Street made by me in Blenheim Park near Woodstock showed an elaborate

method of construction, whereas sections I made of the Ryknield Street on the Cotswolds above Broadway (Worcs) and of the Roman road, the High Street, which runs from Penrith over the hills to Ambleside, showed a method of structure far less elaborate.

sented at the present day by modern roads and tracks, it is easy to follow it on the one-inch ordnance map. From Badbury Rings, $3\frac{1}{2}$ m. NW. of Wimborne Minster, its direction throughout is NNE. For 3 m. 7 f. it is represented by a modern road as far as a point about $\frac{1}{2}$ m. WNW. of More Crichel village. Then for 1 m. $3\frac{1}{2}$ f. it is represented only partly by modern tracks up to a point 3 fur. W. of Gussage All Saints (5 m. $2\frac{1}{2}$ f.). Then for exactly 6 m. it is represented by a line of modern road up to the top of a hill 3 f. NNE. of East Woodyates (OM1). As is often the case with Roman roads when reaching a hill summit which is a horizon for the regions at either side of it, it bends further E. through an angle of 16 degrees to correct its alignment on Old Sarum. In this part the road is called *Seuene Strete*¹ in the South Damerham charter, B.817. Its course through S. Wilts to Old Sarum is marked almost throughout by modern roads or tracks.

ROAD 38

Reputed Roman Road from Dorchester to Exeter

The Ordnance Map of Roman Britain represents this road as one of possible, though not certain, Roman origin running first E. and then slightly N. of E. to join the Foss Way about 16 m. from Exeter. There are various patches of road between Dorchester and Exeter to which the ordinary ordnance maps give the name Roman road. Some of them are obviously not so; others, like part of the present road, might make something like a plausible claim to Roman origin.

In point of fact it is fairly certain that there was no through road of Roman construction between the two places, and that the through communication between the two consisted either of a ridgeway throughout, or, as an alternative, a ridgeway which led up to the Foss Way and then by the Foss Way to Exeter.

That this ridgeway had been romanised for several

¹ *Seuene* is of uncertain meaning. I have translated it by 'Sevenna' in dealing with the charter, because two Roman roads in Britain *Icenhilde Straet* and *Buggilde Straet* (Ryknield

Street) have female names attached to them,—possibly the names of deities who were the guardians of the roads to which their names were attached.

miles W. of Dorchester is practically certain ; and the very obvious romanisation of this part of the ridgeway has given rise to the idea that it was part of a regular Roman road.

Its itinerary is remarkable.

In Dorchester itself it branches off from the Roman road going to Ilchester in the W. part of the town close to the Barracks and runs first WSW. and then due W. along a modern road which is a ridgeway but has certainly been straightened, and, if so, metalled, in other words has been romanised, to (1 m. $4\frac{1}{2}$ f.) where a road which becomes later a track goes off S. (This branch road or track is called in the map a Roman road, and undoubtedly had been romanised, as would be suggested by the remains of Roman occupation found in the recent excavations at Maiden Castle (OM1) to which the branch road leads. This branch road was originally a ridgeway.)

The main ridgeway for some distance beyond this point had been romanised for many miles further on W. It forms a very remarkable example of a romanised road—perhaps the most remarkable example in England. It goes first due W. for about 1 m. in a straight line to (2 m. $1\frac{1}{2}$ f.) the S. end of a long plantation (OM1) running N. from the road. At that point there are eleven tumuli all near to, and three of them all but on the line of the road. Then still due W. in a straight line along the modern road to a point due N. of Rew (OM1) where it turns WNW. to (2 m. $6\frac{1}{2}$ f.) More tumuli to the S. of the road at this point. Then WNW. along modern road, straight and romanised, to (7 m. $6\frac{1}{2}$ f.) a tumulus (OM1) about 100 yds. S. of the road. Then W. on modern road, still romanised, for $3\frac{1}{2}$ f. (8 m. 2 f.). This part of the road is called *via regia*, 'king's highway,' in a perambulation of Pourstock Forest made in 1299. Then WNW. along modern road straight for $3\frac{1}{2}$ f., i.e. romanised, leaving a cromlech (OM1) 150 yds. N. of the road. About this point a branch ridgeway runs off S. Though there is no evidence of the ridgeway having been romanised beyond this point it is pretty certain that the metalling was carried on to Eggardon camp.

Then NW. along modern road to (9 m. 4 f.) the top of Eggardon Hill (OM1) with a tumulus actually on the road (OM1) called *Wreche Bergwe*, 'strangers barrow' (?) in the perambulation of Pourstock Forest of 1299.

This hill must have been one of the greatest centres of population in the county in pre-Roman times. There is a great camp on its summit (OM1) with nine tumuli on various sides of it, and no less than five ridgeways branch off from the top of the hill. Thus far the road has all the characteristics of a Roman road except direction; and the absence of this characteristic makes it impossible to regard it as Roman. It is true that every Roman road, whenever it reached the summit of a ridge, which was a horizon for its course on either side, had to be turned through an angle to rectify the general alignment of the road, because the instruments used by Roman surveyors did not permit of sights being taken over very long distances. But the turns on this Dorset road are not at horizon points, and are too frequent and too large in angle for a regular Roman road.

It is not difficult to guess why the part of the ridgeway as far as the camp on Eggardon Hill was romanised. It connected the important centre at Dorchester with what was probably, relative to the time, an important centre of population at the camp on Eggardon Hill. The strategic position of this camp at so important a road centre may have been a contributory cause of the policy of romanising this part of the ridgeway. In the perambulation of Pourstock Forest already referred to the camp is called 'the Castle of *Egredon*.'

It is now necessary to look back a little way along the road already traversed. Reference has been made to the ridgeway which branches off S. from this road at the cromlech. That point where the two roads separate is really where two great branches, a north and a south, of this ridgeway part, the one taking a line to reach the Foss Way and so Exeter, the other taking a line which runs more or less along the west part of the Dorset coast and reaches the Foss Way much nearer Exeter.

THE NORTH BRANCH

(For the Southern Branch see Road 39, p. 195.)

It has been traced as far as the camp on Eggardon Hill. Of the five ridgeways which radiate from that place it would follow the one which goes due N.

Starting from the crossroads a short $\frac{1}{4}$ m. E. of the camp, it goes N. along a modern road to (9 m. 6 fur.) a tumulus (OM1) on the road. Then N. to (10 m. 0 $\frac{1}{2}$ f.) another tumulus (OM1) on the road. Then slightly E. of N. along modern road to (10 m. 5 $\frac{1}{2}$ f.) a lane going off WNW. to Barrow Land Farm (OM1). Then WNW. along a lane and bridle road to the summit of a hill $\frac{1}{2}$ m. WNW. of the farm (11 m. 2 $\frac{1}{2}$ f.). After this for some distance its line followed probably the W. By. of Toller Porcorum parish past a tumulus and over a short tunnel on the Bridport railway, meeting about 400 yds. NE. of Grays Farm (OM1) a road coming up from the S. (12 m. 1 f.). Then NW. up that road till it meets a road coming up from Toller Porcorum village, which road is ridgeway 9.A.

From this point as a route to Exeter it follows roads already described, and therefore its further course in Dorset may be stated briefly.

It would pass up Road 9A to meet Road 4 at the tumulus on Beaminster Down. Then pass NNE. for 1 m. up ridgeway 4 to meet the great ridgeway, Road 1, which it would follow to the county By. in Mosterton parish. That great ridgeway is continued in Devon, where it passes about 1 m. SW. of Crewkerne and then along the line of the modern Crewkerne-Chard road meeting the Foss Way somewhere near Chard. It would then pass along the Foss Way to Exeter.

ROAD 38A

Local Ridgeway in Asherswell

This is one of those short ridgeways which in the Celtic and pre-Celtic periods, and perhaps even in Roman times, led from some camp, so called, in this case the camp on Eggardon Hill, in Asherswell parish, to cultivated land in some neighbouring river valley.

From the road meeting just E. of the camp it ran SSW., modern road, to ($4\frac{1}{2}$ f.) where there is a tumulus on the road. Then SW. along modern road to where is the site of a British village about 300 yds. S. of the road. Then WSW., modern road, for about $\frac{1}{4}$ m. (1 m. 1 f.) where its ridgeway character gives out.

ROAD 38B

Local Ridgeway mainly in Wynford Eagle

This is of the same type as the previous road, i.e. it is a line of road into a river valley. From the road meeting E. of Eggardon Camp (OM1) it runs off NE., modern road, to (1 m. 1 f.) where it divides into two branches of which one goes N. along a modern road and lane as far as Ferndown Barn (OM6, 30, SW.) 5 f. due S. of Toller Porcorum village (1 m. $6\frac{1}{2}$ f.), and the other goes NE. along a track to the hamlet of Toller Fratrum (2 m. 5 f.), having a tumulus close to its course just $\frac{1}{2}$ m. S. of the village.

ROAD 38C

A Ridgeway Cross Road

Begins at the village of Kingston Russell, and runs N., modern road, to ($7\frac{1}{2}$ f.) where it crosses Road 38 5 f. WSW. of Compton Valence village. Then N., modern road, to (1 m. 6 f.) where a branch road runs off E. (This road runs E. for 7 f. along a track and the N. By. of Compton Valence parish.) Then E., by track for $1\frac{1}{2}$ f. (1 m. $0\frac{1}{2}$ f.). Then E. by a track and the N. By. of Frampton parish for $1\frac{1}{2}$ f. (1 m. 2 f.). Then E. and ENE. into the Frome valley at Frampton village. Going back to the original road—close to the road in this last stretch are two tumuli (OM1). Then N. by West Cruxton to Chammen's Hill (OM1) by modern road to the River Hooke at Tollerford, $\frac{1}{4}$ m. W. of Maiden Newton. Crossed the river to join Road 5.

ROAD 39

The Great Southern Ridgeway

There can be little doubt that this ridgeway was

used in early times as a through route from E. to W. through the county. That would entail the passage by fords of the lower courses of the rivers which enter the sea between Poole harbour and the Devonshire By. In this respect it resembles the great southern ridgeway of Sussex. But when the water of the rivers was too high for fording there were alternative routes further inland by which wayfarers might by a detour attain that destination which they would ordinarily have attained by the use of the ridgeway.

ITINERARY

Its extant traces begin at certain tumuli on Ballard Down (OMI) at the NE. corner of the parish of Swanage. Runs due W. along a track and parish By. to (6 f.) certain tumuli (OMI) at the W. end of the down. Then E., no track, but along parish By., for 2 f. (1 m.). Then E., no track, to certain tumuli called the Giant's Grave and Giant's Trenches on Gadlingston Hill (OMI) (1 m. 3 f.). Then W., no track, along the N. By. of Langton Maltravers parish (1 m. 6 f.). Then W. along a track following the ridge of Kingswood Down (OMI) to where tumulus (OMI) on the side of the road. (2 m. $3\frac{1}{2}$ f.). At this point in its course it is called *richt weie*, 'straight way,' in the Corfe charter B.910, K.435. Then W. by a track along the ridge of Brenscombe Hill (OMI) to where the track gives out (3 m. $7\frac{1}{2}$ f.). Then W., no track, to a tumulus on Challow Hill (OMI) (4 m. $3\frac{1}{2}$ f.). Then W., no track, across the stream at Corfe Castle to a tumulus (OMI) on Knowle Hill (OMI) (5 m.). Then W., no track, to the N. By. of Church Knowle parish (5 m. 3 f.). Then along the N. By. of Church Knowle, passing several tumuli and some earthworks (OMI) to (5 m. 7 f.). Then E. along the ridge of Knowle Hill (OMI), no track, to (6 m. 2 f.) some earthworks on its line. Then W. by S., still along the ridge, no track, to more earthworks on the line (6 m. $3\frac{1}{2}$ f.). Then W. by S. along a track to earthworks 100 yds. S. of the track (6 m. $4\frac{1}{2}$ f.). Then along a track and the ridge of Ridgeway Hill (OMI) to (6 m. $7\frac{1}{2}$ f.). Then by a track

along the N. By. of Church Knowle (7 m. $0\frac{1}{2}$ f.). Then W. and later W. by S. along track along the ridge of the Purbeck Hills till it reaches the bottom of the E. slope of Whiteway Hill (OM1) at Langford Shard Gate (9 m. 3 f.). Here the ridgeway of the Purbeck Hills continues straight on WSW. (see road 39c). But the main ridgeway goes off at an acute angle along a modern road along the N. slope of Whiteway Hill and the S. edge of East Lulworth village, past Barngate Farm (OM1) to where there is a tumulus 1 f. N. of the track (13 m.). Then W., modern road, via Daggers Gate (OM1), to (14 m. 2 f.) where a tumulus a few yards S. of the road. Then still W. by modern road to (14 m. 5 f.) where tumulus just S. of road. Then by modern road to (15 m. $0\frac{1}{2}$ f.) where two tumuli, one called Wardstone Barrow (OM1) about 300 yds. N. of the road. Then W., modern road, to (15 m. 5 f.) where there is a tumulus 300 yds. N. of the road. Then W., modern road, to (15 m. 7 f.) where tumuli (OM1) close S. of road. Then WNW., modern road, to (16 m. 1 f.) where tumulus (OM1) 100 yds. S. of road. Then WNW. modern road, to (16 m. 3 f.) where tumulus 100 yds. W. of road. Then NW., modern road, to (16 m. $7\frac{1}{2}$ f.) a road meeting $\frac{1}{4}$ m. N. of Holsworth House (OM1). Here the main ridgeway turns sharply N. by E. (From this point a branch ridgeway runs first NW. and then W. by N. to some tumuli about $\frac{1}{2}$ m. SE. of Upton (OM1).) Main ridgeway runs N., modern road, past Holsworth to (18 m. $2\frac{1}{2}$ f.) crossroads close to which is a tumulus. (Here a branch ridgeway, Road 39E, runs off E.). Then generally W. along track to (18 m. 5 f.) a tumulus just N. of the road. Then W. by a track to (18 m. $7\frac{1}{2}$ f.) a tumulus S. of the road. Then W. along track to (19 m. 5 f.) where is an ancient trackway and stone circle by the line. Then WNW., no track, to a point $\frac{1}{2}$ m. WSW. of Poxwell village (20 m. $2\frac{1}{2}$ f.). Then first NW. and later W. along track and the N. parish By. of Osmington to (21 m. $7\frac{1}{2}$ f.) a tumulus close to the track on East Hill (OM6) 5 f. NNE. of Sutton Poyntz village (OM1). Then WNW along track to Northdown Barn (OM6) $5\frac{1}{2}$ f. almost due N. of Sutton Poyntz (OM1) (23 m. 2 f. (Here

a very short but important branch ridgeway runs off WSW. and then S. along a track for 1 m. to the camp at Chalbury (OM1.)¹ Then WNW. and later W. by N., modern road, to the SW. angle of Came Wood (OM1) (24 m. 5 f.). There are a dyke and at least six tumuli close to the road in this stretch of it. The W. by N., modern road, to (25 m. 5 f.) the ridgeway crosses the road from Dorchester to Weymouth, the line of the Roman road between these places. Then WNW., modern road, to (26 m. 3 f.) where it crosses the road from Upwey to Winterbourne St. Martin. Numerous tumuli on both sides of this stretch of road. Then W., modern road, to (27 m. 7½ f.) with numerous tumuli on both sides of the road. This part of the road is called *eald weg*, 'old way,' in the Saxon charter of Portisham (K.747). Then WSW. and later W. to (28 m. 1½ f.) where several tumuli beside the road. Then NW., modern road and parish By., along the ridge of Bronkham Hill (OM1) to (29 m. 2¼ f.) a road meeting on the E. slope of Black Down (OM1). (Here a branch ridgeway, Road 39E goes off ENE.). Two tumuli on this stretch of road, and another near the road meeting. Then WSW., modern road and parish By., over the ridge of Black Down to (29 m. 6½ f.) a road meeting on the actual summit of the down. Three tumuli close to this stretch of road. (Here a branch ridgeway goes off SE.)

The next few miles of the road are remarkable for the unusual number of tumuli, earthworks, etc., either touching the road or close to it.

Then NW., modern road, to (30 m. 5 f.) a bend in the road 3 f. NE. of Little Bredy Farm (OM1). Two earthworks and four tumuli close to this stretch of road. Then NNE., modern road, to (31 m.) where a track, a branch ridgeway, goes off ENE. (This branch ridgeway still survives as a track running for

¹ It is very remarkable how throughout the S. of England camps which are not on main lines of ridgeway are connected with those main lines by branch ridgeways. I have not so far in working out the details of the ancient highways of Worcester-

shire, Gloucestershire, Oxfordshire, Berkshire, Hampshire, Wiltshire, and Dorset come across an instance of a camp which is cut off from a great ridgeway, or in some cases from a Roman road, by an intervening stream.

1 m. 1 f. towards Winterbourne Abbas. Close to it are about six tumuli, an earthwork, and also a cromlech about 300 yds. W. of it. It does not seem to have been more than a local parish track of Winterbourne.) On this stretch of the main ridgeway is one tumulus beside the road. Then NW., and later WNW., modern road, and later track, to (32 m. $7\frac{1}{2}$ f.) the summit of Martin's Down (OM1), N. of Long Bredy village. Beside or near this stretch of road are twelve tumuli, not to say anything of six tumuli, a dyke, and a monolith close to it on the summit of Martin's Down. Then W. by N., modern road, to (34 m.) where a road running S. to Litton Cheney branches off from it, and another ridgeway runs N. Earthwork and two tumuli on this stretch of road. The first of these branches is merely a local ridgeway called The White Way to (5 f.) Litton Cheney and no further. But the latter is of more importance as it is concerned with the question as to the route by which travellers who had come so far along the great southern ridgeway would proceed did they wish to go to Devonshire and Exeter. From the hitherto line of Road 39 it runs first NNE., then NNW. along by a modern road for 1 m. $4\frac{1}{2}$ f. where it meets the line of Road 38. It has been shown in dealing with that road that it was linked up with roads going up to the Foss Way and so to Exeter. This is the northern branch of the ridgeway.

THE SOUTHERN BRANCH

(See also Road 38)

The southern branch leaves the northern one at the summit of Black Down (OM1) a long mile N. by E. of Portisham village and runs WSW. along a modern road and parish By., the line being noticeable straight to (31 m. 1 f.) the NE. slope of White Hill (OM1) in Little Bredy parish. In this part of its course it is called *straet* in the Saxon charter of Portisham (K.741) showing that it had been romanised in this part. Several barrows, including Broom Barrow, are close to it. This barrow, the name of which survives as a field name in Little Bredy parish, was on the NE. foot of

White Hill. In the Portisham charter (see above) it is called *Mot Beorh*, showing that it was the place where the moot of the Hundred used to meet. (At this point Road 39G runs off NW.) Then first S. by W. along a track, and later W. by S. along a footpath and later a road, across the summit of White Hill (OM1) to a point due S. of Abbotsbury Castle, a camp (OM1) about 100 yds. N. of the track. (33 m. $2\frac{1}{2}$ f.) On or close to this stretch of road are thirteen tumuli. Then WNW. by modern road over Limekiln Hill to Swyre village (35 m. $2\frac{1}{2}$ f.). Six tumuli on or near this stretch of road. Then W. by N. by a modern road over Beacon Knap (OM1) to where a footpath branches off to the left, 1 f. N. of Bush Barrow (OM1) (37 m. $3\frac{1}{2}$ f.).

With regard to the next mile of its course two questions arise—as to where it crossed the Bride river at Burton Radstock, and as to whether it crossed the River Brit at Bridport or at its mouth. It is practically certain that its course was along the high land above the coast cliffs.

Then W. along a footpath for about $\frac{1}{4}$ m. and later, no track, to cross the River Bride somewhere near its mouth (38 m. $3\frac{1}{2}$ f.). The crossing of the river was probably where a footpath crosses it, though on the S. side of the stream the ridgeway did not take the line of the modern path. Beyond the stream it did, running nearly NW. along it to the top of Werneth Hill (OM6, 45, NW.), and then W. by N. along the footpath to the W. By. to a crossing of the River Brit right at the mouth of that river (39 m. $6\frac{1}{2}$ f.). After crossing the Brit it must have run for a furlong along what is now called the Esplanade. Then NNW. and later W. by N., and still later NE. along a bridle road to meet the Bridport-Lyme Regis ridgeway (Road 10A) at a point $1\frac{1}{2}$ f. NNW. of Watton (OM1) (41 m. $0\frac{1}{2}$ f.). Along that ridgeway it went to Lyme Regis (50 m. $5\frac{1}{2}$ f.).

The detailed course of this ridgeway in Devon must be given in detail when dealing with the roads of that county, but may be given in outline here.

From Lyme Regis a very marked ridgeway went W., crossing the Axe at Colyford. This road is called *herepath* 'highway,' in the Uplyme charter B.728,

K.372. Colyford is $1\frac{1}{2}$ m. S. of Colyton (5 m. 5 f.). Then W. to a point 2 m. NNW. of Branscombe (97 m. 7 f.). Then NNW. to a point 3 m. E. of Ottery St. Mary (11 m. 6 f.). Then W. over the river Ottery at Ottery St. Mary, and on W. to join the Foss Way (17 m. 2 f.). Then along the Foss Way to Exeter (25 m. 6 f.).

The total length of the ridgeway by this route would be 76 m. $3\frac{1}{2}$ f.

ROAD 39A

Summerway of Road 39¹

This summerway begins as a ridgeway at Studland village and runs WSW. along a line of modern road for (1 m. 2 f.). It then loses its ridgeway character and becomes a summerway of ridgeway 39, i.e. a way to which in dry seasons the user of the ridgeway might resort instead of climbing the ridge to the higher road. Runs slightly N. of W. along modern road past Kingswood Farm (OM1) to Brenscombe Farm (OM1) (3 m. 5 f.). Then generally W., along a winding modern road to (4 m. 6 f.) where it crosses the stream at a point just N. of Corfe Castle. Then WNW. up the modern road for $1\frac{1}{2}$ f. (4 m. $7\frac{1}{2}$ f.). Then W. along a track and the side of a long, narrow plantation (Hill Copse, OM6, 56, NW.) and later, no track, by a continuation of the same copse along the foot of the hill, the copse having been evidently planted on the old line of the track and then by track under the hill to a point $2\frac{1}{2}$ f. SW. of East Creech, where there is a tumulus 200 yds. N. of the track.

Total length, 7 m. 1 f.

ROAD 39B

Considerable Branch Ridgeway

Begins as a ridgeway on the W. edge of Langton Maltravers village. Runs W. along the main road past Purbeck Stone Quarry (OM1) and right across Worth Maltravers parish to (1 m. 4 f.) its W. By. Here it is called *herepath*, 'highway,' in the Saxon charter of

¹ For the meaning of 'Summerway' see Introduction, vol. xciv, Pt. 2, p. 260.

Purbeck (B.868, K.418) of A.D. 948. Then W. by N., modern road, to (2 m. 1 f.) the bend in the modern highway about 3 f. SE. of Kingston (OM1). (It is probable that its former existence W. of this point would not have been recognisable at the present day were it not for a reference to it in a Saxon charter.)

Then it must have passed along the S. edge of Kingston hamlet for 5 f., no track (2 m. 6 f.), to where its old line is taken up by a track which runs first W. and then WSW. to the W. By. of Corfe Castle parish, which it meets at a point about $\frac{1}{4}$ m. S. by E. of Orchard Hill Farm (OM1) (3 m. $3\frac{1}{2}$ f.). Here it is called *richte herepath*, 'straight highway,' in the Saxon charter of Purbeck (B.868, K.418). Then generally W. along a winding track across the S. end of Church Knowle parish to (4 m. 1 f.) a point on the W. By. of Church Knowle, SE. of Smedmore Hill (OM1). Then NW. up the By. and along a track for $2\frac{1}{2}$ f. (4 m. $3\frac{1}{2}$ f.). Then still up the By., no track, over Smedmore Hill (OM1). Thence, no track, along the same parish By. to the N. end of Kimmeridge parish, $5\frac{1}{2}$ f. SSE. of Steeple village (5 m. $0\frac{1}{2}$ f.). Then E. by track for 1 m. (6 m. $0\frac{1}{2}$ f.). Here, as far as modern roads or tracks are concerned, its traces give out ; but originally, no doubt, it continued along the ridge to the cliffs at the northernmost point of Brandy Bay (O1M).

ROAD 39C

W. part of the Purbeck Hills Ridgeway

The great southern ridgeway (Road 39) runs from E. to W. along the ridge of the Purbeck Hills, but leaves that ridge at the E. end of Whiteway Hill. This present ridgeway continues along the Purbeck Hills from that point. Runs WSW. along a track to a camp on the coast at King's Hill (1 m. $1\frac{1}{2}$ f.). Here there has been coast erosion within the historic period, for half of the camp has been destroyed by the advance of the sea. So also has the line of the ridgeway for an interval of 1 m. (2 m. $1\frac{1}{2}$ f.). But on the other side of the bay formed by the erosion the line reappears again at the E. end of Bindon Hill in West Lulworth parish

and runs along the ridge of that hill in the form of a footpath which runs close to the line of a dyke (OM1) (3 m. $5\frac{1}{2}$ f.).

ROAD 39D

Unimportant Branch Ridgeway

Branches off from Road 39 at Burngate Farm (OM1) in West Lulworth. Runs first N. to the W. side of the village of Coombe Keynes and then NNE. towards the valley of the River Frome (2 m. 2 f.).

ROAD 39E

Branch Ridgeway

Branches off from the great South ridgeway, Road 39, about $\frac{1}{2}$ m. N. of Holworth (OM1) in Overmoigne parish. Runs E., modern road, and track (6 f.) to Lord's Barrow on the road. Then E., modern road, to a tumulus (OM1) on the road (1 m. $2\frac{1}{2}$ f.). Then E., modern road to (1 m. $4\frac{1}{2}$ f.) tumuli called Five Marps close S. of the road. Then E. and later NE. along track to (2 m. 2 f.) a point $\frac{1}{4}$ m. W. of Winfrith Newburgh, where it gives out.

ROAD 39F

Branch ridgeway of Road 39

Branches off from the main ridgeway on the E. slope of Black Down (OM1) on the N. By. of Portisham parish. Runs ENE., modern road, to (1 m. 6 f.) Winterbourne Martin, where it apparently ceases. Two tumuli actually on the road.

ROAD 39G

Local Ridgeway chiefly in Long Bredy parish

Leaves Road 39, the south branch, at the *Mot Beorh* (see p. 200) and runs NNW., bridle road, to (2 m. 1 f.) where its ridgeway character gives out. Close to its line are six tumuli, a stone circle, a pit dwelling, and an earthwork.

ROAD 39H

This was probably a cross or connecting ridgeway between the N. and S. branches of Road 39. Leaves Road 39, south branch, about 1 f. SE. of the camp called Abbotsbury Castle. Runs N., modern road, to the River Bride at a point about $\frac{1}{2}$ m. S. of Litton Cheney village (2 m. $2\frac{1}{2}$ f.). It is almost certain that it crossed the Bride and joined up with the short piece of ridgeway which runs down S. to Litton Cheney from the N. branch of Road 39. It would form a short cut between the two branches of the great ridgeway when the River Bride was low and the land on either side of it dry.

ROAD 40

The Roman Road from Dorchester to Ilchester

This road has been described by writers on the Roman roads of Britain. But there are certain interesting and important features of it which they have not noticed. It is in a sense unique among Roman roads in this country. Goes from Dorchester WNW. by a modern road to Bradford Peverell (2 m. 3 f.). Must have crossed the Frome there to get to Stratton. No track between the two places. Traces of the road have probably vanished in the wet land near the river (3 m.). Then WNW. by modern road for 1 m. (4 m.). Then NNW., modern road, crossing an ancient dyke and passing Hog Cliff Hill to Break Hart Hill (6 m. 7 f.). (Here a short ridgeway runs down from it WSW. to Maiden Newton¹ (1 m. $2\frac{1}{2}$ f.).) Then NNW. along modern road for 5 f. (7 m. 4 f.). (Here another short ridgeway runs SW. to Maiden Newton (1 m. 5 f.).) Then NNW. for $3\frac{1}{2}$ f. (7 m. $7\frac{1}{2}$ f.) to where a short but remarkable ridgeway (Road 40) crosses it.² Then N. by W. along modern road absolutely straight for 1 m. 3 f. (9 m. $2\frac{1}{2}$ f.). Then first NW. and later NNW. by modern road to Horchester (OM1) (10 m. $2\frac{1}{2}$ f.) in the N. part of Frome St. Quintin

¹ Four ridgeways meet at Maiden Newton. Hence its size as compared with neighbouring village communities.

² See important note later with regard to the general nature of this part of this remarkable road.

parish. The name implies that there must have been some sort of stone enclosure visible here at the time the name was given to the place. Then N. by W. over the short tunnel on the Weymouth railway along a piece of road, the line of which is too wavy for it to be supposed that it adheres strictly to the line of the Roman road, leaving the village of Melbury Osmond $\frac{1}{2}$ m. to the W., and on to Princes Place (OMI) (13 m. $7\frac{1}{2}$ f.).

At this point it is time to call attention to the peculiar character of a long stretch of the road up to this place. From Stratton to this point, a distance of 10 m., the Roman road has been running along an old ridgeway. That is why the short ridgeways from Maiden Newton run up to it, and the ridgeway 40A runs up to it and no further, for they must have been making for a road which like themselves was prehistoric, i.e. a ridgeway on the line traversed later by the Roman road. Half a mile N. of Princes Gate the Roman road ceased to follow the line of a ridge.

Looking back it may be said that the part of the road S. of the Frome as far as the crossing near Stratton is of Roman construction *ab initio*; then from Stratton to this point N. of Princes Gate it is a road of Roman metalling and straightening laid on a ridgeway; and then for the rest of its passage to Ilchester it is again a Roman road *ab initio*. There are other examples of the incorporation of ridgeways or parts of ridgeways in Roman roads. The Roman road from Speen near Newbury to Cirencester is on a ridgeway in the earlier part of its course, the ridgeway between the Lambourne and the Kennet. The Roman road from Mildenhall near Marlborough to Winchester is also for a space on the line of an old ridgeway, especially where it diverges from its straight line for several miles to follow the piece of ridgeway known as the Chute Causeway. The Roman road in Westmorland from Penrith to Ambleside, which is called High Street, follows the old line of a ridgeway between those two places.

To return to the itinerary.

From Princes Place the road runs NNW. on a line of modern road which must be almost on the surface

of the old Roman way till it crosses (14 m. $4\frac{1}{2}$ f.) the Co. By. at a stream about $\frac{1}{2}$ m. E. of Closworth village. Then the line continues along the modern road NNW. for 1 m. 1 f. (15 m. $5\frac{1}{2}$ f.). After that, as far as the modern road is concerned, there is a gap of $3\frac{1}{2}$ f. (16 m. 1 f.) marked apparently by a line of modern fieldpath as far as Darvole (OM1) in East Coker parish (Som.). Then, as is common with Roman roads when they reach the top of a hill, the Roman road bends to the right through an angle.¹ and runs due N. for 2 f. (16 m. 3 f.) to a point $\frac{1}{2}$ m. S. of Barwick, where it made another bend.² Then NW. along modern road till it meets the Yeovil-Crewkerne road (17 m. $4\frac{1}{2}$ f.). Then comes a gap of 1 m. $0\frac{1}{2}$ f. where the line is not represented by any modern road or track (18 m. 5 f.). But the old road must have passed on the E. edge of Preston Plucknett village. Then along a minor road for 7 f. and along a major road for 2 m. 1 f. into Ilchester.

Total length of road, 21 m. 5 f.

ROAD 40A

A remarkable Ridgeway

This is really two ridgeways, both short, but archaeologically important, which cross the Roman road from Dorchester to Ilchester (Road 40), 1 m. 3 f. ENE. of Cattistock village.

One goes off W. from this point to reach (1 m. $0\frac{1}{2}$ f.) the camp called The Castle (OM1) on a hill 3 f. N. of Cattistock village. In the camp is a tumulus.

The other goes off SE. along a track to ($5\frac{1}{2}$ f.) extensive remains of a British settlement on Loscombe Hill (OM1).

¹ Roman surveying instruments did not permit of absolute alignment over long distances, especially when a hill or ridge formed a horizon to the person taking the sights.

² When, as here, a Roman road takes two bends within a short distance of one another, it means that two sets of surveyors working from opposite directions, came into touch with one another, and finding

their lines out of alignment, linked them up by a short stretch of road not in direct line with either of the two lines. But plenty of instances show that one set of surveyors often found when they came to the top of a hill or ridge that the line they had been taking was a little out and had to be corrected by divergence through an angle, sometimes very small, but necessary.

ROAD 41

The Roman Road from Badbury Rings to Dorchester

The most extraordinary feature of this road is the complete disappearance of a considerable part of its line. For quite a long distance it does not survive in the form either of roads, lanes, footpaths, or even lines of hedges, and this although it was no mere Roman byway but part of a main Roman road from Old Sarum to Dorchester.

The camp at Badbury Rings (OM1) is $3\frac{1}{2}$ m. NW. of Wimborne. The Roman road went off from it WSW. along the line of a modern road which runs from it to Shapwick on the River Stour (1 m. 7 f.) which it crossed. From this point for several miles all traces whatever of it have vanished. But its track would pass on in a straight line over the country W. of Shapwick. Unfortunately this is so featureless that it is difficult to give much detail of the course which it must have taken. This trackless interval extends from the Stour at Shapwick to Rushes Barn (OM1) about $\frac{3}{4}$ m. NNW. of the village of Winterbourne Zelston. This part of its course passed about 5 f. N. of Mapperton in Almer parish; and it is probably the *Elthene Stret* of the Mapperton charter (B.781, K.394)¹

This modern gap in its course is 3 m. 5 f. long (5 m. 4 f.).

From a point W. of the barn (see above) its line is marked by a bridle road as far as Winterbourne Kingston village (7 m. 1 f.). Beyond the village a lane running WSW. to Bere Down (OM1) is partly on, partly close to, its line, and a short piece of its agger is apparent. Just S. of the summit of Bere Down it crosses the line of the great South-east ridgeway of the county. Then again its line vanishes for 2 m., not marked in any way whatever save by a short stretch of the line of its agger, until it comes within about $\frac{1}{4}$ m. of a stream which comes down from Milborne Stileham (9 m. 1 f.). From there its course to the village of Tolpuddle is marked by a dead straight piece

¹ I say 'probably' because the landmarks of the charter are not all determinable.

of bridle road and further remains of its agger. After that there is another large gap as far as modern traces of it are concerned. All that can be done by the modern investigator is to draw a straight line from Tolpuddle, where it must have crossed the Puddle River to the next point where traces of its line are distinguishable, viz. just W. of Ilsington Wood (OM1) in Puddletown parish. This straight line would pass through Park Farm, $\frac{1}{2}$ m. ESE. of Athelhampton, and would cross the Puddletown-Tincleton road just half-way between those two places, and so would arrive at a point where the agger of the road is visible 3 m. from Tolpuddle (12 m. 1 f.). This point is on Castle Hill (OM1) in the narrow space between the Affpuddle-Warmwell road and the W. end of Ilsington Wood (OM1). From that point the traces of the agger extend to the W. end of Thorncombe Wood (OM6, 40, SE. and 41 SW.), the large wood 1 m. NE. of Stinsford village, i.e. for 1 m. 4 f. (13 m. 5 f.).

In the stretches of agger there is a short but very marked double bend about 150 yds. N. of Rambarrows (OM1) in the SW. part of Puddletown parish. It is on a hill and exemplifies what has been said in relation to the Roman road from Dorchester to Ilchester (Road 40) and might be found on every Roman road in the country, viz. that Roman surveying instruments were not of a nature that made it possible for their users to lay down a straight line for a longer distance than from horizon to horizon; and thus it became necessary to correct alignment at the tops of hills or ridges which formed horizons.

Then comes another gap where no traces of the line survive, viz. from the last point WSW. to just inside the E. edge of Kingston Park (OM1) where it meets a modern road (14 m. 1 f.). Then this road through Stinsford to Dorchester is on its line. It crossed the Frome just before reaching Dorchester.

Total length, 15 m. 6 f.

ROAD 42

Ridgeway in SE. Dorset

If this ridgeway ever did exist as a through line of

road then Road 24 was a part of it, and it extended from the great central ridgeway (Road 1) right down to a crossing of the Avon at Christchurch. Its use as a through road must have passed away at an early period. Whether it was ever in use as a whole even in Celtic, i.e. pre-Roman, times is doubtful. In the western half of it there are hardly any modern pieces of road or track which correspond to what must have been its line. Thus there is the temptation to conclude that it was never used as a track in this western region. Yet the watershed between the Stour and the Piddle along which it would be passing is not an unimportant one. It would be difficult to find in England any similar watershed along which a ridgeway never ran. In the E. part of it where it is following the watershed between the Stour and the small streams which runs into Poole harbour or into the sea on the coast at Bournemouth, more traces of it survive. The disappearance of large portions of its line in this part may be accounted for by the fact that it passes for many miles over uncultivated heaths which must have been very thinly inhabited till Bournemouth sprang into an, economically speaking, artificial existence less than a century ago, and obliterated such remnants as there were of it by the making of new streets.

Generally speaking there was not in this eastern region of it sufficient population to maintain its existence, or the existence of large parts of it by local use.

Still the description of its line, though not called for in the same way as the descriptions of the lines of other through ridgeways in the county, ought perhaps to be given in a brief form.

ITINERARY

It joins up with the S. end of the branch ridgeway (Road 24) about $1\frac{1}{2}$ f. E. of Milton Abbas. Runs S. by a lane for 5 f. Then S., no track, to (1 m. 2 f.). Then E., no track, to the SW. edge of Winterbourne Whitchurch village (2 m. 3 f.). Then S. and later

SSE., no track, along the N. By. of Bere Regis parish to the top of Bere Down (OMI) and a Roman road, where there are six tumuli and a British settlement (OMI) in the neighbourhood of its line (4 m. 2 f.). Then E., no track, till it reaches the Dorchester-Wimborne road (6 m.). Then S. by E. to (6 m. 3 f.) the summit of Bloxworth Down (OMI). Then E. by S. and later E. to a point a short furlong N. of West Morden (OMI), and then E. by N., no track, to a hill just SW. of West Park Farm (OMI) in Lytchett Maltravers parish (9 m. 3 f.). Then SSE. through a wood to crossroads on the NE. edge of Old Park (OMI) (10 m.). Then generally E. along a winding modern road by a zigzag through Lytchett Maltravers village, till it meets the road from Blandford to Poole at Barrow Hill (OMI) (11 m. 7 f.). Then SE. down that road to where the Lytchett Minster-Wimborne road crosses it (12 m. 6 f.). Then NE., no track, passing up about $1\frac{1}{2}$ f. W. of Corfe Lodge (OMI) to where it meets the Roman road on the S. slope of Corfe Hill (OMI) (14 m. 5 f.). Then E. along a track to the road from Dorchester to Poole (15 m.). Then ESE., no track, probably over the railway junction $\frac{1}{4}$ m. N. of Broadstone station to (15 m. 4 f.) a track over Cranford Heath. Then SSE. along that track to a tumulus (OMI) in the middle of the heath (16 m. 3 f.). Then E. by S. to where the track crosses the Ringwood-Poole road, passing on the way close to a tumulus (17 m. 4 f.). Then SSE. by a modern road over the Co. By. to Alma Road at the S. end of Winton. A tumulus just S. of this stretch of road. This line of modern road which the old track has been following for some miles past is a very modern straightened edition of the line of the ridgeway. The next two miles of the road is through Boscombe. All that can be said of it is that it must have passed N. of the head of Boscombe Chine. It passed probably through the W. end of the public gardens at Boscombe and then ran E. near the top of the cliff for a mile to the coast-guard station (OMI) and then have turned N. by E. to the Ford (OMI) over the Avon at Wick (OMI) by Christchurch.

The total length of the road is 25 miles.

(The line of route sketched here, though it must be approximately correct, cannot pretend to that accuracy which is attainable with regard to most of the ridgeways in the county.)

ROAD 43

The Wimborne-Christchurch Ridgeway

Except at the Christchurch end of it the greater part of the old road has survived in the form of modern roads or tracks.

Starts from Dorchester. Crosses the Stour and runs ENE. along a modern road (1 f.), and then N., bending NE. along a modern road which winds to the edge of a large wood (6½ f.). Then ENE. through the middle of the wood along modern road to (1 m. 0½ f.) where there are tumuli 1 f. N. of the road. Then E. along a modern road through the wood to (2 m. 0½ f.) where a tumulus close to the road. Then E. by S. passing two tumuli on the actual line of the road to where the road crosses the railway (2 m. 6½ f.). Then SE. along modern road to the road which comes up from Hampreston Tumulus, 1½ f. W. (3 m. 3 f.). Then E. along track for (3 m. 6 f.). Then SSE. along track to where it crosses the Poole-Ringwood road (4 m. 2 f.). Then SSE., no track, to Dudsbury (OM1), passing four tumuli which are near the road. At Dudsbury is a large camp 100 yds. S. of the road (5 m. 1 f.). Then E. along modern road to the Co. By. (6 m. 1½ f.). Then E. by S., modern road to Hurn village, where it must have crossed the Moors River (8 m. 2 f.). Then SSE. first by a track through woods and then later modern road to Christchurch (11 m. 2 f.).

Total length, 11 m. 2 f.

ROAD 44

Supposed Roman Road along the west part of the coast of the County

A purely conjectural road. A few pieces of road along the supposed line are marked as 'Roman Roads' in the Ordnance map. They have no claim to be so. The road is, as far as can be seen, imaginary.

LOCAL ROADS IN PARISHES

In the parishes of England the topography of which has not been modified by modern building on a large scale or by modern road-making the majority of the roads, tracks, and footpaths go back at least to the Saxon, and in many cases to the pre-Saxon age. Therefore, when evidence is drawn from the Saxon charters which shows that such and such a road existed in a parish in Saxon times, it is by no means to be assumed that the other roads in that parish are of later date than the road or path which the charter happens to mention.

ROAD 45

Local Path in Corfe Castle and Worth Maltravers

The footpath which passes up Combe Bottom, which is the valley on the W. By. of the parish of Worth Maltravers, and runs on ENE. through that parish to meet the ridgeway (Road 39B) at Gallows Gore Cottages, about 3 f. W. of Purbeck Quarries (OM1), is called *Struthgeardes Path* in the Saxon charter of Purbeck (B.868, K.418) of the reputed date A.D. 948, and *Strutherdes Weg*, 'Strutherd's Way,' in the Corfe charter (B.910, K.435) of the reputed date A.D. 955.

ROAD 46

Local Road in Worth Maltravers and Corfe Castle

In the N. part of the parish of Worth Maltravers the Saxon charter of Purbeck mentions a *weilate*, 'crossroads,' (AS. *weg-gelaet*) which was where the modern Swanage-Corfe Castle road is crossed by a road running N. and S. by Westwood Farm (OM1). This shows that both these roads are on trackways going back at least to Saxon times.

ROAD 47

Local Road is Portisham

The lane on the S. By. of the parish now called Foul Moor Lane is the *Clæi(an) Lane*, 'Clay Lane,' of the Saxon charter of Portisham, K.741.

ROAD 48

Local Road in Cheselbourne

A lane coming from Dewlish village running W. by N. turns for a short distance down the southernmost part of the E. By. of Cheselbourne. In the Saxon charter of Cheselbourne (K.730) it is called the *Hippepath*. (? Meaning.)

ROAD 49

Local Road in Cheselbourne

The modern road which runs first NW. from Cheselbourne village and then W., going eventually to Piddletrenthide is called *Herepath*, 'Highway,' in the Cheselbourne charter, B.525, K.302.

ROAD 50

Local Way in Cheselbourne

Road 49, last mentioned, is crossed 3 f. E. of the W. By. of Cheselbourne by a road coming down the valley from Lyscombe Farm (OM1). This is called *Sticel(en) Lane*, 'Uphill Lane,' in the Cheselbourne charter K.730. Cf. the modern name 'sticklepath,' meaning a path up hill.

ROAD 51

Local Track in Cheselbourne

From Road 22A which runs down the E. By. of Cheselbourne at the point where the boundaries of Buckland Newton, Piddletrenthide, and Cheselbourne meet 3 f. WNW. of Lyscombe Farm (OM1) there runs off a track or footpath to that farm. That this is an old track is shown by a reference to a *weilete*, 'cross-roads,' at the point where the track meets the old branch ridgeway. (See Plush charter, B.564, K.319.)

ROAD 52

Local Way in Cheselbourne

The road running from Bingham's Melcombe to Dewlish S. through the E. part of Cheselbourne parish

is called *Eald Path*, 'old footway,' in the Cheselbourne charter K.730.

ROADS 53 AND 54

Two Local Roads in Piddletrenthide parish

A road running NNE. from Piddletrenthide village meets on the N. By. of the parish a road which runs up NNW. from Doles Ash Farm (OM1) and beyond. Their meeting place is called *weilete*, 'crossroads,' in the Plush charter B.564, K.319. This shows their antiquity.

ROAD 55

Local Road in Piddletrenthide

On a lane called Tallon's Lane (OM6, 31, NE.), which runs from the S. end of Piddletrenthide village in an ENE. direction to Doles Ash Farm (OM1) and beyond, four field-names 'Ridgeway' are found close to the road. It was one of those local ridgeways which are quite common features amongst local parish roads throughout England. Those who went from the village to work on their lands preferred a dry ridge top, if it led in the right direction, to a miry lowland track.

ROAD 56

Local Ridgeway in Chalbury

The track running NNE. past Chalbury Farm (OM1) is the *Stigla Path*, 'path of the stiles,' of the Didlington charter B.818, K.412.

ROAD 57

Local Road in Chalbury

The road running along the NE. By. of Chalbury parish from Chalbury Farm (OM1) to Chalbury Common (OM1) seems to be the *Boddingc Weg*, 'Boddings' Way,' of the Didlington charter B.958, K.454.

ROAD 58

Road in Wootton Glanville

The road running through the NE. part of the parish of Wootton Glanville from NW. to SE. and passing about 1 m. NE. of the village, is called *Herepath*, 'highway,' in the Buckland Newton charter B.768, K.389.

ROAD 59

Local Road in Buckland Newton

The road running over the E. By. of Buckland Newton parish from Brookhampton Green (OM1) to Mappowder is called *Riht Wey*, 'straight track,' in the Buckland charter B.768, K.389.

ROAD 60

Local Ridgeway in Radipole and Langton Herring

Its first traces in Radipole are about $1\frac{1}{2}$ f. N. of Buckland Rippers (OM1). Runs slightly N. of W. along a track to (2 m. 3 f.) Rodden Ridge (OM1), NNW. of the village of Langton Herring.

ROAD 61

Ridgeway of the Piddle-Frome Watershed

The fact that this way leads down to Wareham suggests that it was in early times a route of considerable importance, as affording access to the safest port in the county for such sea traffic as was carried on. But, probably in comparatively recent times, when its line as a through road passed out of use, various sections of it, especially in the thinly populated regions through which it passed were deserted by wayfarers and its line in such parts, being no longer employed, vanished. Yet, despite these gaps in it on the modern map, it is not difficult to trace its course. Towards the Wareham end of it there are various long straight stretches which might suggest a road of Roman origin; but they are on heath lands where the road maker of modern times would not be hampered in his choice of

line by cultivated lands, and so could adopt a straight line for a newly made road.

The ridgeway starts at Wareham and runs at first a little S. of W. along a modern road to (1 m. 1 f.) Worgret (OM1). It then turns WNW., modern road, and in the next 5 f. there are earthworks and numerous tumuli on both sides of the road (1 m. 6 f.). Then WNW., modern road, over Farm Heath to (2 m. 5 f.) where a modern road from Binnegar joins it from the S. S. of the road in this part is an old dyke (OM1) called Battery Bank and N. of it various tumuli. Then still WNW., modern road, to (3 m. 3 f.) where there are three tumuli near the road. Then NW., modern road, to (4 m. 2 f.) where are two tumuli beside the road on the NE. side of the large wood called Great Plantation (OM1). Then WNW. over Bere Heath (OM1) to (6 m. 4 f.) where are three tumuli, one called Round Barrow (OM1) near the road. Then W., modern road, to (7 m. 4 f.) where a tumulus S. of the road and close to it. Then WNW. to Affpuddle Heath (OM1) where are several tumuli within a furlong of the road (8 m. 2 f.). Then W. and later WNW., modern road, over Southover Heath (OM1) to (9 m. 7 f.), there being numerous tumuli on both sides of the road on this stretch of it. Then NE., modern road, to (10 m. 1 f.) where so far as modern roads or tracks are concerned, the ridgeway gives out for the time being. This point is just about $\frac{1}{2}$ m. ESE. of South Admiston. The gap in its course as far as modern tracks are concerned can be filled in by following the lie of the ground.

From the last point it must have run W. about 100 yds. S. of South Admiston (OM1) for $1\frac{3}{4}$ m. to (11 m. 7 f.) to the E. foot of Green Hill (OM1) where its course begins to be marked by a line of footpath. In this part of its course it must have crossed the Roman road from Dorchester to Badbury Rings a short distance W. of South Admiston (OM1). Then along the footpath just mentioned W. and then N. by W. over Green Hill along what is obviously an old track in Yellowham Wood (OM1) now covered by trees to the road still called Ridgeway (OM1) (13 m.

1 f.). Then W. along the Ridgeway to (14 m. 2 f.) where a tumulus just N. of the road. Then still W. along the Ridgeway to (14 m. 6 f.) where two tumuli close to the road. Then NW. along a winding modern road to (15 m. 7 f.) where two tumuli near the road. Then NW., modern road, to (16 m. 6½ f.) where it joins the ridgeway, Road 20, which links it up with the great ridgeway, Road 1. Thus travellers coming along that ridgeway from the W. could reach the port of Wareham along the line of this Road 61.

ROAD 62

Local Ridgeway in Upwey parish

Quite unimportant. The surviving traces of it begin on Friar Waddon Hill at a point 7 f. W. by N. of the crossroads in Upwey village and extend W. along a track along the hill for 1 m. 1 f., passing two tumuli on the very side of the road. It is probable that at its E. end it led originally to a passage of the river at Upwey village.

ROAD 63

Road in Gussage St. Michael, etc.

On the NW. border of the parish of Gussage St. Michael in the NE. part of the county is Week Street Down (OM1), over which runs from SW. to N. the Blandford-Salisbury road. This is called *Wic Herepath*,¹ 'highway of the dairy farm,' in the Tarrant charter B.708, K.366. The old name survives evidently in that of the down.

ROAD 64

Road in Tarrant Hinton

The road running along part of the NW. By. of Tarrant Hinton, which passes to the S. edge of

¹ The combination of *Wic* with *Herepath* is not uncommon in the Saxon charters. The literal meaning of the compound is that given above. The explanation may be,—I do not say 'is,'—that the term *Herepath* was used by the Saxons of any track longer than the ways which led from

the village centre to the ploughlands of the community—the *mearcwegs* or *maerwegs* so common in the charters. As the *wics* were more often than not at some distance from the village centre the track leading to the *wic* might be sometimes called a *herepath*.

Eastbury Park (OM1) is called *herepath*, 'highway,' in the Tarrant charter B.708, K.366.

ROAD 65

Road in Okeford Fitzpaine (3 m. SE. of Sturminster Newton)

The road from Ibberton to Okeford Fitzpaine is called *Whyte Way* at a point due E. of Belchallwell in a perambulation of Blackmore Forest of the year 1155.

ROAD 66

Local Road in Thornford (3½ m. SW. of Sherborne)

The lane which runs partly along the NE. By. of Thornford in a NNW. direction down to Darkhole Farm (OM1) is called *Eastemest Holweg*, 'easternmost hollow way,' in the Saxon charter of Thornford B.894.

ROAD 67

Road in Sutton Bingham and Halstock (5 m. S. of Yeovil)

The road running from Halstock N. to Sutton Mingham is called *Eald Herepath*, 'old highway,' in the Halstock charter (Hearne's Collect. iii, p. 447).

ROAD 68

Local Way in Sutton Waldron

The E. By. of Sutton Waldron runs down a valley at the bottom of which runs a track. This is the *Sledweie* of the charter B.691, K.361. Whether this name represents the AS. *Sled-weg*, i.e. a way on which the old wooden sledges still found in hilly districts were used, or *Slaed-weg*, 'the way in the wooded valley' cannot be said.

ROAD 69

Local Way in East Orchard

The road on the W. By. of East Orchard which runs S. from the stream which crosses the parish and

is called Fishey Lane (OM6, 8, SW.), is the *Hig Weg*, 'Hay Way,' of the E. Orchard charter B.1115, K.501.¹

ROAD 70

Another Local Road in East Orchard

The same road 69 runs N. to cross the N. By. of E. Orchard. At that point it is called *Hegen Path*, 'path of the hedge?' in B.1115, K.501.

ROAD 71

A third Road in East Orchard

The road which comes down by Binnegar to the N. By. of E. Orchard and then runs E. along that By. is the *Eald Herepath*, 'old highway,' of the same charter B.1115, K.501.

ROAD 72

Road in Compton Abbas, etc.

The road in Compton Abbas which runs from N. to S. through the parish about $\frac{3}{4}$ m. W. of the village is the *Hereweg*, 'Highway,' of the charter of Compton, B.970, K.447.

LENGTH OF ANCIENT HIGHWAY REPRESENTED BY MODERN ROADS OR TRACKS

(RW. = Ridgeway. RR. = Roman Road. S. = Summerway.)										
No. of Road.		Length.		Modern Roads.				Percentage.		
		M.	F.		M.	F.				
1.	RW.	..	..	47	1	..	38	6	..	83
2.	RW.	..	..	2	1	..	2	1	..	100
3.	RW.	..	..	0	7	..	0	7	..	100
4.	RW.	..	..	17	5	..	16	6	..	95
5.	RW.	..	..	8	0	..	8	0	..	100
6.	RW.	..	..	4	1	..	4	1	..	100
7.	RW.	..	..	2	3	..	2	3	..	100
8.	RW.	..	..	2	6	..	2	6	..	100
9.	RW.	..	..	9	6	..	1	4	..	85
9A.	RW.	..	..	2	7	..	2	7	..	100
10.	RW.	..	..	5	2	..	5	2	..	100
10A.	RW.	..	..	7	4	..	6	5	..	88

¹ *Hig Weg* is a name which occurs several times in the charters as the name of a parish road which led from

the 'mead,' the hay land of the community, to the village.

No. of Road.				Length.		Modern Roads.				Percentage
				M.	F.	M.		F.		
11.	RW.	..	..	3	1	..	2	3	..	76
12.	RW.	..	..	3	3	..	1	3	..	40
13.	RW.	..	..	3	3	..	3	3	..	100
13A.	RW.	..	..	2	7	..	2	7	..	100
13B.	..	..	..	1	7	..	1	7	..	100
14.	RW.	..	..	2	0	..	2	0	..	100
15.	RW.	..	..	1	5	..	1	5	..	100
16.	RW.	..	..	2	2	..	2	2	..	100
17.	RW.	..	..	11	4	..	Mainly in Devon.			
18.	RW.	14	0	..					11	5	..	83
18A.	RW.	..	..	1	7	..	1	7	..	100
19.	RW.	..	..	1	2	..	1	2	..	100
20.	RW.	..	..	8	7	..	8	7	..	100
20A.	RW.	..	..	1	3	..	1	3	..	100
20B.	RW.	..	..	1	6	..	1	6	..	100
20C.	RW.	..	..	5	4	..	3	7	..	70
21.	RW.	..	..	2	3	..	1	4	..	63
22.	RW.	..	..	3	0	..	3	0	..	100
22A.	RW.	..	..	1	4	..	1	4	..	100
22B.	RW.	..	..	1	6	..	1	6	..	100
23.	RW.	..	..	6	5	..	3	3	..	51
23A.	RW.	..	..	1	1	..	1	1	..	100
24.	RW.	..	..	4	1	..	4	1	..	100
25.	RW.	..	..	5	5	..	2	0	..	36
26.	RW.	..	..	6	6	..	6	6	..	100
27.	RW.	..	..	1	3	..	1	3	..	100
28.	RW.	..	..	9	1	..	8	3	..	90
29.	RW.	..	..	2	0	..	0	6	..	37
30.	RW.	..	..	5	7	..	5	7	..	100
31.	RW.	..	..	9	2	..	9	2	..	100
32.	RW.	..	..	7	1	..	6	4	..	91
33.	RW.	..	..	12	0	..	11	4	..	96
35.	RW.	..	..	8	5	..	5	7	..	66
36.	RR.	..	..	14	5	..	4	6	..	33
37.	RR.	..	..	11	2	..	10	2	..	91
38.	RW.	..	..	12	1	..	11	3	..	94
38A.	RW.	..	..	1	1	..	1	1	..	100
38B.	RW.	..	..	1	6	..	1	6	..	100
38C.	RW.	..	..	4	6	..	4	2	..	100
39.	RW.	..	..	44	7	..	39	4	..	86
										in Dorset.
39A.	S.	..	..	7	1	..	6	4	..	91
39B.	RW.	..	..	6	0	..	5	0	..	83
39C.	RW.	..	..	3	6	..	3	6	..	100
39D.	RW.	..	..	2	2	..	2	2	..	100
39E.	RW.	..	..	2	2	..	2	2	..	100
39F.	RW.	..	..	1	6	..	1	6	..	100
39G.	RW.	..	..	2	1	..	2	1	..	100
39H.	RW.	..	..	2	2	..	2	2	..	100
40.	RR.	..	..	21	5	..	20	0	..	90
40A.	RW.	..	..	1	6	..	1	6	..	100
41.	RR.	..	..	15	6	..	5	3	..	34
42.	RW.	..	..	25	0	..	13	5	..	55
43.	RW.	..	..	11	2	..	10	3	..	92
61.	RW.	..	..	16	6	..	15	0	..	90

The total length of the above roads in the county is 458 m. 5 fur., of which 380 m. 6 fur., or 86 per cent., are represented by modern roads.

For 63 m. 7 fur. they form parish boundaries.

The local roads of parishes—roads mentioned in the charters—are not reckoned here. All of them are represented by modern roads or tracks.

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