

PROCEEDINGS

OF THE

Cambridge Antiquarian Society,

22 OCTOBER, 1894, TO 29 MAY, 1895,

WITH

Communications

MADE TO THE SOCIETY.

No. XXXVII.

BEING No. 1 OF THE NINTH VOLUME.

(THIRD VOLUME OF THE NEW SERIES.)



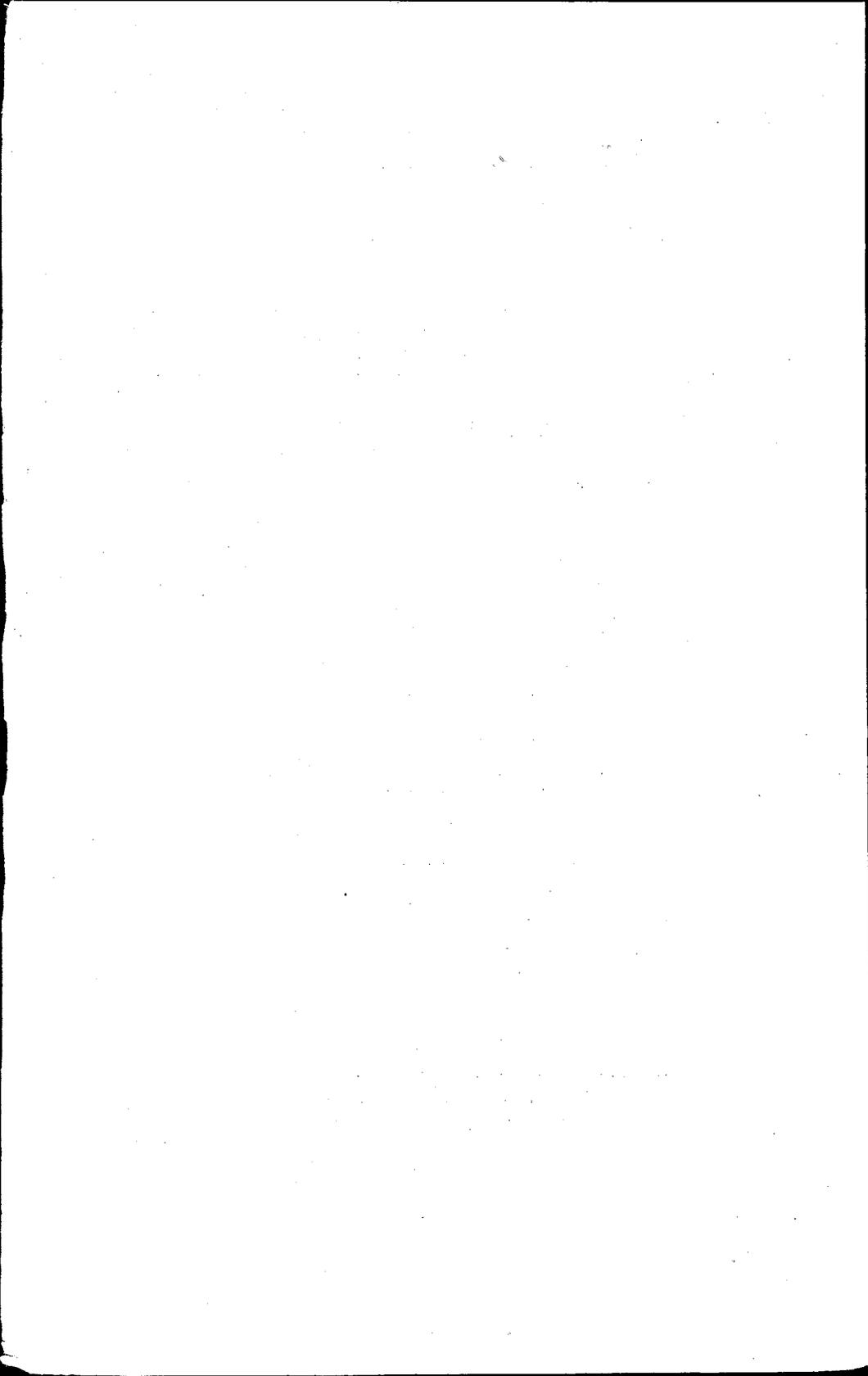
Cambridge:

DEIGHTON, BELL & CO.; MACMILLAN & BOWES.

LONDON: G. BELL AND SONS.

1896.

Price 7s. 6d.



College I do not know; a portion of them adjoining S. John's ditch was once a garden belonging to the Hospital.

Beyond the Wilderness the land north and west of the channel belonged to the Merton Hall estate. The successive owners of this land before it came into the possession of Merton College are rehearsed in the Hundred Rolls, but evidence is lacking to show that the property ever belonged to the Town.

In conclusion I may observe that in exceptional floods the river is apt to reassert its right to its long disused bed, and that residents at the Backs of the Colleges will long recollect the great torrent that in November, 1894, swept along the course of the ditch, which perhaps none of them suspected of having once been the legitimate channel of the river.

MONDAY, *May* 20, 1895.

W. M. FAWCETT, M.A., F.S.A., President, in the Chair.

The election of the following members was announced: Mr W. H. Downing, Earl's Court, Olton, Birmingham; James Bennett Peace, M.A., Emmanuel College; The Rev. Charles Harold Evelyn White, F.S.A., Rampton Rectory.

Mr E. M. BELOE, King's Lynn, made the following communication:

THE PADDERS' WAY AND ITS ATTENDANT ROADS.

I had the honour at a meeting of the Society on November 18, 1889, to trace the "Great Fen Road and its path to the Sea." I now treat of "The Padders' Way and its attendant Roads." With the Padders' Way is closely connected the system of roads attendant on it, and the forts raised on them for their defence and on the coast for its protection. These will form the subjects treated of in this paper.

The Head of the Way.

The sea cliff at Hunstanton is the headland where the coast of Norfolk bears eastward from the Wash. It forms the western promontory of a bay some two miles across, which has Gore Point for its eastern or rather northern extremity. At Gore Point the coast turns in earnest to the east and boldly faces the North Sea. Into this bay converge two great lines of inland communication. By the edge of the higher land runs the path to the sea of the Fen Road. Some two miles further along the bay near Gore Point at Holme runs the "Padders' Way," also protected by a ridge of land thrown out from the Chalk Hills, which form the boundary of the country.

THE COAST DEFENCES.

The whole of the coast line of the north-west of Norfolk was fortified, and there is a system in the line of fortresses, which defended the country through which these great lines of communication passed. These roads formed the means of access into the kingdom of the Iceni, and I wish to show how carefully this people guarded their shores.

As we come from the East the first of these coast defences is at Warham, and is known in the country as the "Danish Camp." It is a mile and a half inland, lying on a rising ground, formerly defended on one side by a lake-like morass. The other sides are guarded by double banks and ditches, with the entrance on the east. Due north of this camp, on a headland overlooking the sea, is a second work called "Warborough," which is translated the "Beacon Hill."

This word "War¹," which appears both in the name of the village, and of the outer work by the sea, is the equivalent of "guard." Similarly Warwick in Saxon times is Wearingwick—"Wearing" being Saxon for the Fortified Camp. Wareham in Dorset is named from its early British camp now defending the town within it, and Wargrave is the "guard dyke." In all these cases it seems reasonable to suppose that the defences

¹ See *The Danes in Lincolnshire*, Warden, p. 180.



"THE WAY,"
HOLME,
NORTHERN SIDE OF INNER CAMP.

were there when the Anglian settlement was made, and the new-comers named the places from the camps that they found.

The whole country by Warham is guarded by earthworks. Not half a mile eastward of a line between the camp and Warborough lies a great square intrenchment now in a plantation: and about a mile southward is the site of the Watch Tower overlooking all the surrounding country. In fact this district was evidently an important one. One fine tumulus still remains, and many others doubtless have succumbed to the plough.

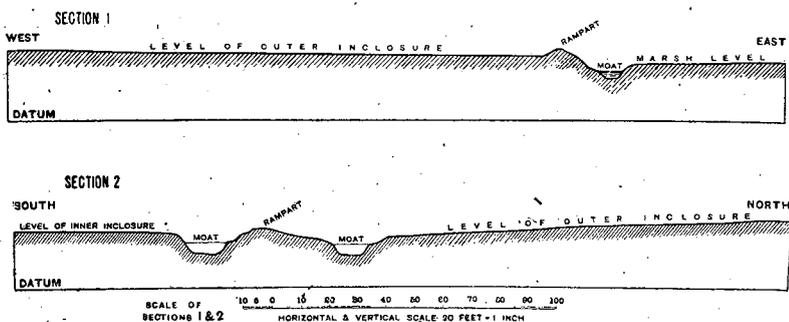
Five miles westward on the coast we come to Holkham. The church here is built on the ancient earthwork, and forms the centre of the settlement. Here again in the marsh, in a direct line north, by the sea, is a strong camp which skilfully makes use of the inequalities of the ground for its defence to the north and east, that is, on the side unprotected by the marsh.

Three miles westward again we come to the Fort at South Creake. It is six miles inland at the junction of two early roads leading to Syderstone and to Fakenham. Passing midway on the sea marsh the Roman camp at Brancaster; we arrive some six miles westward at Holme, where the Padders' Way comes to the sea, and we shall have presently to notice the completion of the line of fortifications at Rising.

We will now stop at this head of the way at Holme. The earthworks here are very marked in the marsh. In the front is the river which rises at Hunstanton and which passes to the sea at Thornham. The eastern side has a bank and dyke (see section No. 1, and also the Plate entitled "Holme"), but the south side has important defences dividing the outer from the inner work. Into this last the road actually entered.

The two guarded enclosures, for these are more of that character than camps, are divided by a bank with two broad moats on either side. This bank and dykes are so important that I have given a section, No. 2. They have hitherto quite escaped observation. They form one of the line of coast defences I have described.

It is my opinion that these defences from the sea were made before the Romans came to our shore. I will recall the description of Cæsar of this country as he found it. He says: "The maritime portion is inhabited by those who crossed over from the country of the Belgæ, for warfare and plunder (almost all of whom are called by the names of those States from which they sprang) and afterwards settled there and cultivated the lands." And he especially notices, in Book 2, Chapter 4, that Divitiacus held government of a great part of the country of the Suessiones as well as of Britain, so that his government appears to have been settled in the island when Cæsar came. It is suggested by Dr Guest (*Orig. Celtica*, Vol. II. p. 200) that the grand earthwork of the Wansdyke was made to defend this Belgic kingdom, if not by Divitiacus, by one of his earliest successors, and therefore was in existence before the Roman invasion.



Holme Earthworks.

Now, what Cæsar says of the southern part of England having been colonised by the Belgæ would equally apply to our northern kingdom. At the time of Cæsar strangers had been rushing in and were now settled on the coast. As the Wansdyke was made before Cæsar's time by the settlers in the south, so these earthworks were made by our earlier invaders, from whatever part they may have come, probably from the north of the Elbe. But here in Norfolk no Wansdyke was needed. Here the danger was from the sea against future invaders.

This need continued through the Roman times, for in the midst of these earlier fortifications the Romans made their camp at Brancaster¹ on the "Saxon shore"; that is on the shore exposed to the raids of the "Saxons," the common name of the stranger people. Another was at Garianonum (Burgh) on the east of the Iceni. It is clear then that the danger did not cease with the Roman occupation.

Nor was the South spared. The line of Roman camps made to defend the northern coast was continued at Richborough, Lymne, and Pevensey for southern defence. The Roman occupation no doubt for a time put a stop to the raids and settlements. But the account of Cæsar seems to show that invasion and settlement was going on before the Roman, just as it was at the time of Roman decay. If then I may venture an opinion contrary to that which is generally received, I suggest that it was at the time before Cæsar's landing, and in the period succeeding it, till stopped by the Romans themselves and the Roman camps, that an earlier breed of Northmen made and named the settlements. If so, it is to an earlier intrusion of the stranger into the country afterwards called "East Anglia" that we owe the northern nomenclature that prevails among us. The raids and conquests of the Northmen's army after 800, came too late to change the names of townships. The country had then long been conquered and governed by the Angles and its nomenclature fixed.

By some writers, however, all these earthworks, or nearly all, are identified with the comparatively modern "Burhs" mentioned in the *A. S. Chronicle*², and made for the most part by Aelfrida, the Lady of Mercia. Nothing can be more inconsistent. Those were made to defend a Saxon settlement always named. Here is no such settlement but a barren

¹ Bram is the edge or margin of sea and the land. Max Müller, *Science of Language*, 2nd series, p. 217. This is convertible to Bran, thus Bran-o-dunum (Brancaster) is the fort by the margin of the sea; the o being the connecting vowel inserted between the nouns, as is usual in Celtic compounds. Cf. All-obroges. This connecting vowel, rarely preserved in Northern Celtic, is treated of by Dr Guest, *Orig. Celt.* Vol. II. p. 356, 357.

² *Saxon Chronicle*, M. R. Series, II. pp. 67, 71.

wasted coast. Holme has its bronze implements, and Castleacre its British urns, and it is to the British period the road and the camps should be given.

The Padders' Way.

From the enclosures at Holme by this wild shore, once covered with primæval forest, starts the Padders' Way, on its lonely course into the south folk of the kingdom of the Iceni. The Way goes southward up the range of hills, which I have said form the coastline, and soon reaches the first settlement of the early Northmen at Ringstead, a name given by the strangers, from their old home in Denmark, the burial place of their kings¹. The village itself stands on the later Fen Road Path. The older road, the Padders' Way, avoids this and all settlements, and goes straight to its first fortress at Castleacre. On leaving Ringstead it asserts itself up the hill to Neats Ling, a green road with hedges, and is an object well marked in the landscape. It is lost for a time in the fields, but was perfect in 1797 when Milne made his map. It is found entire for a mile at the hamlet of Littleport in Sedgeford where the Docking road crosses it. At Littleport is the "magazine" built by Hamon le Strange of Hunstanton, one of a great royalist family, a very interesting building of the time of the Civil War. The name is associated with roads—Littleport in Cambridgeshire is on the point where the Akeman street dips into the fen, and Littleport in Lynn is at "High-gate" where the road from *Gayton* ends at *Gaywood*. The enclosures have erased the road here for some two miles, except beside a plantation where its side does duty for the fence bank till it reaches Fring Cross. This word Cross does not denote a way-side Cross, it is the name for the older Cross-ways². Similarly the crossing of the Fosse and Watling Street north of Rugby is High Cross, and where the Ermine Street is passed at Tottenham is Tottenham High Cross, and nearer,

¹ See *The Great Fen Road*, p. 129.

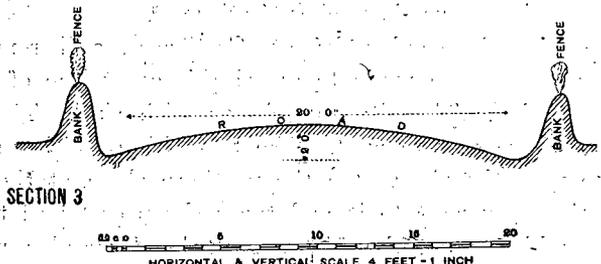
² See *Fen Road*, p. 125, for High Cross.



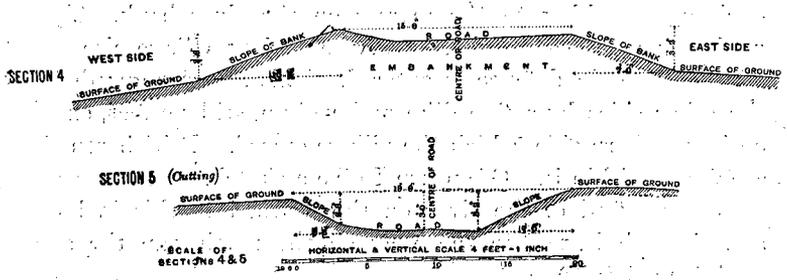
"THE WAY,"
ON LEAVING THE MINK,
ANMER.

on the Fen road west of Dersingham we have marked on a map of 1826 High Cross where a road passes it.

At Fring we catch a grand view of the Way as it goes over the chalk downs. I give a section of it (No. 3) here to show its form. I also give sections (Nos. 4 and 5) of the Fen Road Path at Appleton where it is taken through a cutting and on an embankment, to show the care and skill used in its construction. We have no example of this on the Padders' Way.



Section of Way at Fring Road.



Transverse sections of Street, Ford, Road, &c. at Appleton.

At Anmer, half way to Castleacre, we find the Way guarded by a strong earthwork¹ consisting of a circular mound and dike filled with water.

The country here abounds with the remains of settlers on the Way which this earthwork protected. The tumuli on

¹ This is liable to be missed—It is the centre of an osier car.

Anmer Minks, and Bircham Heath¹, named from villages some two miles on either side of the Way, are partly effaced, but that by the crossing of the Way with the Harpley Road stands clear and rises high against the sky. It is one of the finest on the road and is like that still left near on the Walton field². A plate marked Anmer is given showing the Way leaving the Mink.

Leaving these remains of its early inhabitants which are all grouped on the Way it continues its picturesque course still over the chalk downs, and passing some slight earthworks at Westacre High House it reaches Castleacre³.

The gigantic earthworks at Castleacre, still remaining nearly perfect, were made to guard this great line of inland communication. The site was chosen with skill. The river Nar runs here east to west. The two hills on either side of it come near the river. On the northern slope, at the point where the Way runs to it, and turns sharp eastward to pass the river higher up, the fort was made, a circular mound, stronger and of greater elevation to the north against the road, with deep dikes round it. On the south is a rectangular enclosure reaching to the morass on the river bank. These works form the eastern defence of the ancient village site from which the main defence is entered. This site was guarded on the other sides by a fine dike and vallum, still perfect, except on its northern side, which the village erased. British remains are found within it. Of an urn I give a sketch.

Over a ford of the river on the south, into this inclosure and through it, to join the Way on the north, ran the early road from Swaffham.

The road from the camp at Narborough, where great finds of the bronze period have been made, came here, south of the

¹ See *Ordnance Map* 10 for these.

² See *Fen Road*, p. 113.

³ The road from Massingham to Grimstone crosses the Padders' Way. To the east of this road on the heath are circular depressions showing the site of a pre-historic village, and in a gravel pit are found palæolithic stone celts and the lower part of the stag horn fashioned to a pick, as found at Grimes Graves.

river, to the Padders' Way, and within a mile on the road north of the river is the Saxon settlement marked by its extensive cemetery. And again the road eastward, from the British entrenchments at Mileham, passing by a small Wood, full of the earliest examples of pre-historic life, ran into the Padders' Way a few yards north of the fortress. All these met at Castleacre and were guarded by this first important station which protected the road after it left the sea.



Urn found at Castleacre.

It has not perhaps been sufficiently remarked that the people who made the early roads also made fortifications for their defence. I will give examples.

In the south of Shropshire the Salopian Watling Street can be traced for many miles, not only in its humble course, for it

runs some $\frac{1}{4}$ mile from the highway, but by the names of the places near it. There is Church Stretton and other variations of Stretton and Stretford¹, and perhaps of greater interest Yatton, the Way-town. As this road runs south and approaches more broken ground it has at Stretton on either side two very grand forts. That to the east is Caradóc, on the brow of the hill rising straight from the plain, and on its head is seen the circular trench of the camp and on the ridge the trenches which gash its outline². On the other side of the valley are the Bodbury rings, shewing clear on the Long Mynd mountains. These two works stand sentinels to guard the road as it approaches a country, which was probably more unsettled. On the same road, within two miles, is another camp. Another Watling Street, which runs from the Tees northward, is fortified on either side by many camps and earthworks which extend quite into Roman times. Of those on the Icknield Street we have to speak afterwards.

The clearest example of this fortifying of roads is nearer home and of great importance: the earthworks at Bungay were made to guard the ford over the Stone Street, the ancient way from the Venta Icenorum to the sea. Bungay³ is the Fort-Ford; Bun is the British for a raised mound, and equivalent almost to Dun. In East Anglia it is not uncommon, we have both Bunwell and Bunfield. Gay, of course, is Way⁴. The relative position of the earthworks to the ford makes this explanation of the name the more certain. The road turns sharp westward

¹ Stretford road is the local name of the Fen path between Appleton and Shernborne; an important piece, from which sections are taken. See *Fen Road Path*, p. 126.

² The tradition in the country is that it was the scene of the last stand of Caractacus.

³ It is extraordinary how writers of authority distort names—Bungay is attributed by Dr Isaac Taylor in *Words and Places* to be Bongué, a good ford, a purely French name for a British fort of early date.

⁴ I have discovered that this interchange of G — and W — in Norfolk names was referred to by Mr Gurdon in his essay on the Antiquity of the Castle of Norwich, written in the year 1728.

over the ford of the Waveney, and goes straight up the hill, and turns southward under the fort.

But to return to Castleacre, and its makers. Mr Harrod *Castles and Abbeys*, page 105, in his examination "of the south and west defences of the village area found a large quantity of pottery of undoubted Roman make—some of the flanges and necks of ollæ are still in my possession." This and Blomfield's *Notices of Coins of Vespasian and Constantine* proved to Mr Harrod that the west bank was of Roman construction. But the finding of a few inconsiderable bits of Roman pottery scarcely establishes this. Mr Bloom who was vicar for many years of the parish and a very careful observer, in his history of Castleacre puts the case with more reason; he says¹: "The simple fact of a few coins and other articles of Roman handicraft having occasionally though rarely been brought to light within the limits of the parish, whilst they indicate its proximity does not by any means authorize us to appropriate the precise place of Roman sojournment."

In my opinion, Castleacre is in its entirety British and early British, like the road which it protects. Roman camps were always made on a fixed plan. They were square or in later imperial times rectangular. They had their four gates, their *principia* and their other roadways. Every arm of the service had its proper and fixed place within the enclosure. And all this, whether the camp was a temporary work, made on the march, or fixed. To add an irregular piece to a British earthwork was contrary to their practice and impossible for their arrangement—on the contrary they formed encampments some 2 to 4 miles from the earlier British settlements, as at Brancaster near Holme, Caister near Venta Icenorum (Norwich) and Caistor by Yarmouth near Burgh. If there is a Roman encampment attached to guard the central portion of the Way it would be the Roman encampments of Ashill, on which so large a number of Roman urns were found, but this would seem rather to be a fortified settlement than a camp.

¹ Bloom's *Notices, Historical and Antiquarian, of the Castle and Priory of Castleacre*, p. 88.

I have said the "Way" on reaching Castleacre turns eastward at right angles in order to obtain a place more convenient for passage over the river. I have found this to be its ordinary habit; having overcome the difficulty it goes straight on its course again¹. Our Way clears the river at Newton some two miles above the earthworks of Castleacre and goes southwards for some hundred yards. It is then lost. Here and at Ringstead are the only two breaks. At Ringstead the course, though for a short time obliterated, can be supplied with certainty, but here there is some opening for doubt. I will try to mend the gap and give my reason for the manner of doing it. I will ask you to refer to the one-inch ordnance map², for in the map annexed to this paper I have feared to cause confusion by inserting additional names. You will see on the ordnance map the short line of the road which remains after the turn southward; produced, this line will meet the undoubted line of the Padders' Way, where it passes the G. E. R. I take that as a useful point. On this line are marked Little Palgrave, Great Palgrave, and Palgrave Hall. At Palgrave Hall is a suggestion of the Way itself. All these are in a straight course from Newton, where the road turns south. Now, I take it that this is the path of the Padders' Way now utterly obliterated, and I give a reason additional to the line being direct from point to point. Further down the undoubted track of the Way is a manor house, called Pety-gard—in Blomfield it is written Padegates, pathgate, clearly the manor of the "pathway." Similarly I would suggest that Palgrave is Pathgrave, and for the latter half of the word Palgrave, I would compare the name of the great fortification, the *Pfahlgraben*, between the Rhine and Danube, which divided Germany from the Roman Empire. There the first half of the word, *pfahl*, has a different derivation, from *palus* a stake: but the latter half, shews *grave* or

¹ This habit of early roads turning abruptly at right angles in face of difficulty to seek an easier passage was observed by Mr McLangham, "Memoir of the Northern Watling Street," p. 19, *Arch. Inst.* He mentions a remarkable instance of this in the fosse between Bath and Cirencester, where it is repeatedly done up the stream as in the Padders' Way.

² Map 182.

grave used as here, for an artificial cutting, whether for the purpose of fortification or as in Bygrave on the Icknield Way for a road.

Besides the evidences of this name we have the additional evidence of the pre-historic remains with which both Swaffham and Sporle abound. I have bronze instruments and stone arrow-heads found at Sporle, and one of the rarest stone celts from Swaffham was only last year acquired by the British Museum at the Bateman sale.

After passing the Railway the Road forms the "Procession¹ Lane" which has the manor of Padegates, mentioned above, on its eastern side. Leaving the village of North Pickenham, where it has to contend with a stream which here runs parallel to the Way, it turns sharp eastward, and, clearing the river by a ford, goes again on its southern course, this time doing duty for a main way called "Walsingham Way." Tradition gives to many Ways in Norfolk the fame of being Pilgrims' Ways, leading to Walsingham. There seems no reason here for this distinction, but it shows that the road in question was always important in the eyes of the people. A little further on its course is again embarrassed by a stream and marshy and hilly ground around the Church of Threxton. I have here made great effort, by scouring and examining the surroundings, to find any trace of a Way going to the north of the stream and there is not the slightest sign of one. The Way goes over the stream and turns immediately, as its custom is, east for a mile and a half, and then goes for its whole length southward.

This is the most important part of the road in all its course, as forming a centre of communication for the Kingdom of the Iceni, even greater than the meeting of the Ways at Castleacre. This importance is marked by the local names. The country is called the "Wayland," and the Hundred takes the name from it. Close by its course is Watton, the "Way-town," in the

¹ Corrupted into Sessions Lane. The road here divides Swaffham and Sporle and the procession beating the bounds between the two parishes went down this lane.

centre of the Way Land. And the map will show that the roads here come, as at Castleacre, from all sides¹. The first joins the Padders' Way at South Pickenham at the point where the road turns eastward over the ford. This is the great road running through the settlements of Hilborough and Ickburgh, names suggestive of early defences. Another road comes from Thetford, joining the Padders' Way at the turn which it takes at Little Cressingham through Threxton, and a third joins at a point south-east of the mound and dyke and the great earthworks of Buckenham. The whole of these junctions as it were make the district important in early days as a means of communication, and it must have been, like the heaths of Anmer and Bircham, thickly populated in pre-historic times. Just where the road turns off from it to the south-east at Little Cressingham, was found² close by the side of the road in the year 1849, the burial place of a chief with his armour and gold breast plate and dagger, all evidently Celtic. At Threxton nearer Watton, on the estate of Mr Thomas Barton adjoining the Padders' Way, has been found from time to time a large quantity of bronze and stone implements.

When "The Way" turns south from the Watton Road it goes six miles to Wretham, with the early tracks on it clearly defined, but with no sound of traffic. It still avoids villages, and many pleasant days I have passed in examining its path in the sandy heaths and pine woods, through which it silently runs, looking forward to the hospitality of Mr Tillet and his family at the "Eagle," at Stone Bridge, Wretham.

In this stretch it presents no noticeable point. The soil is barren land with deep depressions, which have in the past been filled with water. One of these gives its name to Merton, Mereton the home of the noble Earl from whom I have received much kindness in these researches. Wretham has been my base for the careful and ever doubtful examination of its course

¹ I have placed on the map by a brown colour the attendant roads that join the Way, and I have also coloured green the "Wayland" as it is now defined by the Hundred.

² For a full description of this find see *Norfolk Archaeology*, Vol. III. p. 1.



"THE WAY,"
ON THE HEATH,
WRETHAM.

to its end. Wretham on the Way has strong marks of its early inhabitants. In the meres to which I have referred have been found the Lake dwellings of our ancestors, and there are their works in bronze. And to these times may the making of our road be referred. For where the people were there would be the road, and, it is to be remarked, nowhere on the Road itself have Roman remains been found.

We will now take our survey from Wretham. The Road goes under the Railway Bridge with a slight turn eastward and then south-east over the heath, passing on its western side at some distance the settlement of Roudham.

There a road crosses it from Suffolk, travelling by Thetford and Wymondham to the earthworks of the Iceni at Norwich, and having, as the custom is, its forts at Thetford and Wymondham and near it the fine British earthworks at Buckenham. The Way then passes on to the river Thet in a clearly defined track, but there is some difficulty in ascertaining how it cleared the Rivers, the Thet and the Little Ouse. The country is too fenny for a ford and the banks lie too low and have no signs of a bridge. It must have been by planks and stakes, but of these there are no remains.

The path of the road from Wretham to this point, through an avenue of firs and over the wildest heath land, is perhaps its most picturesque part. (See plate entitled "On the Heath, Wretham.") Even to trace its line upon the map running straight through this barren country gives us a feeling of surprise and interest: and as one sits by its side and rests, one thinks of the path from the sea from which it has come, of its early travellers and their tribal government, their wars, their religion and their daily life, all past and with no record save by its material remains.

From the Thet to the Little Ouse, the track is hard to find, but fortunately the Ordnance Survey of this district was made as early as 1837¹, and this must be our guide. The Way is clearly shown on it over the hill from the river Thet to the Little Ouse. After passing this river into Suffolk it reappears

¹ North Norfolk was completed in 1824.

PADDERS WAY

MAP OF WAY
AND ITS
ATTENDANT ROADS
1895.

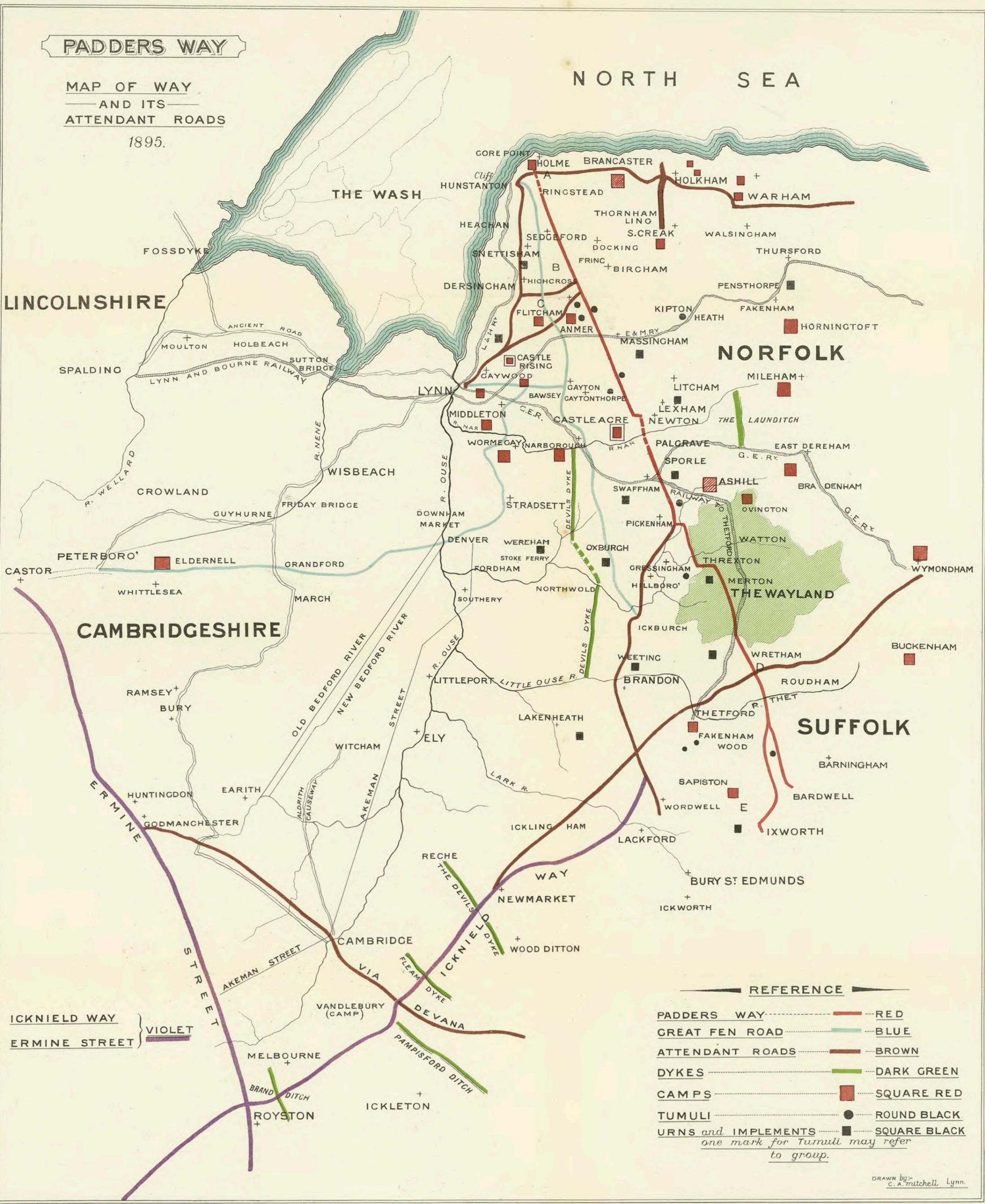
NORTH SEA

LINCOLNSHIRE

NORFOLK

CAMBRIDGESHIRE

SUFFOLK



- REFERENCE
- PADDERS WAY RED
 - GREAT FEN ROAD BLUE
 - ATTENDANT ROADS BROWN
 - DYKES DARK GREEN
 - CAMPS SQUARE RED
 - TUMULI ROUND BLACK
 - URNS and IMPLEMENTS SQUARE BLACK
- one mark for Tumuli may refer to group.*

through the rough low ground and ascends the hill to the junction, where a road leaves it, going by Fakenham Wood. Of this branch afterwards. The "Padders' Way" is marked from this point on the map of 1837 over the Heath for some four miles to where the Hornington and Barmingham road crosses it. But no vestige of it exists till it has nearly reached this crossing. There are two cottages there marked on the map of 1837, and the woman who lives in one of them is the daughter of the old tenant, and her father has often talked of the heath and the inclosure and remembered the Padders' Way running down the garden. It was the boundary of the Parish of Bardwell, and, in making the hedge down this boundary, a small portion of the side of the road was left as a bank, and the edge of it for some distance remains. The grandson, an intelligent lad, told us that, in ploughing, the soil some 15 feet from the hedge is found to be sandy, but the field is stiff land: this extends through several fields. Such indications are all that I have been able to gather of this part of its course. Southward of the cross-road the map indicates its course for a mile in the direction between Stanton and Bardwell, and there all record of it ends.

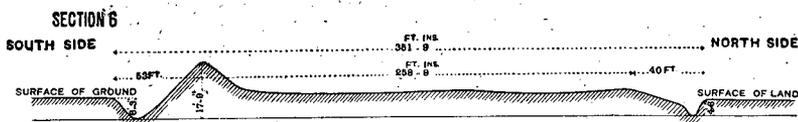
I said there was a branch which left it after the crossing of the Little Ouse by Fakenham Wood. This is a made road and for some time I took it to be the course of the Way. It runs with a slight break down to Bardwell and onwards south as an ordinary highway to Ixworth¹. Here the country was early settled, and to guard the road and its end, they made the large encampment at Fakenham close to the river and marked "Burnt Hall Plantation" on the Ordnance Map. See Section 6.

At the southern end of this road and also to the west of it at Lakenheath and Mildenhall the country is full of remains of the stone and bronze ages, many of which are in the collection of Sir J. Evans².

¹ The Watling Street is divided at Canterbury; one path to Richborough, another to Dover, and a third to Lymne.

² Joseph Warren of Ixworth, a travelling clockmaker, made a fine collection which passed into the hands of Sir John Evans. See the volumes on Stone and Bronze Implements and coins.

Such remains are not found in any abundance further south, which may perhaps show that the road ended in a rich and populous country.



Fakenham, Suffolk. Transverse section of Camp.

To this north-west division of the Kingdom of the Iceni the Ickniel Way came through Icklingham in a straight line north-eastward till it reached a point within six miles of the last traced point of the Padders' Way¹ (see map to this paper). The two roads come up here into the same country, and though their connection is not clearly traceable they probably formed communication the one with the other, the great War Path of the Iceni² with our own Way. If so the Padders' road may be the path to the sea of the Great Ickniel Way, as the other road, "the Street" before treated of, was the path to the sea of the Great Fen Road. This is only a suggestion, but the evidence of the map perhaps makes it almost certain.

Attendant Roads³.

These are but slightly less important than those I have described. They unite the great roads and complete the system of track ways of the Iceni; a reference to the map clearly shows

¹ In the Map of Suffolk the line of the Ickniel Way is continued by the boundary line of the Hundreds of Lackford and Blackborne straight to the Little Ouse south of Thetford. If this defines its later path it goes within six miles only of the Padders' Way. The ridge of hills which joins the two ways teems with British remains. To the east of the road are tumuli and to the west the Seven Hills (tumuli) are visible from the whole county.

² The name in Anglo Saxon charters is *Icenhilde Wey*. *Wey* is clear and *Hilde* is war battle—thus the war-path of the Iceni.

³ I consider the Fen Road Path was made after the system of the Padders' Way was formed. By the map it seems to cut its path northward and therefore to be later than, and independent of the older system. This part therefore does not treat directly of the Fen Road Path.

this. The Padders' Way is coloured red, the Fen Road blue, and the attendant roads are coloured brown.

The first in importance, for it is almost a chief road itself, is the one that joins the road from Gayton to Gaywood¹. It is the great coast road and goes from this junction northwards to Wootton (Woodton) through the forest which has its ancient remains in Reffley Wood, by the "Gap" still called Wootton Gap², made to allow the road to pass. It then passes northward over the heath till it gains a kind of promontory, on which the great fort was made to protect it at Rising. This grand earthwork overlooking the road is on the same plan as Castleacre but the moats cut in sand have a grander outline. Here have been found several bronze pahlstaves, marking the early origin of the settlement³, and not one Roman coin, urn, or remains of any kind. It was no doubt deserted when the early Celt was driven inland, and the few Roman remains at Castleacre merely point to a slight occupation by that people of the earlier works. I have already described these earthworks and the village defences⁴.

As at Castleacre, the fort is placed where the road turns. The road thence goes down the hill over the head of what was an arm of the Wash, now dry, and immediately on its gaining the high land on the opposite heath we find a Roman settlement, where urns of a beautiful blue clay were found in a gravel pit, which are now at Sandringham. The original British road is seen here a few yards to the east of the Turnpike Road and nearly parallel with it. This is lost in a mile or two but the road goes on its way as a highway. It branches eastward to the Padders' Way, crossing the Fen Road Path at Dersingham by the Ling. It passes Snettisham, which furnishes bronze weapons and ancient pottery⁵, and there again it branches off to the Padders' Way crossing, as it must need do, the Fen Road

¹ See *Great Fen Road*, p. 115.

² Fodderstone Gap near Shouldham is another instance of the name, the Cutting of the Wood for the Way, for it could not be a Gap through hills.

³ See *Norwich Volume of the Arch. Institute*, 1847, p. xxvi.

⁴ See *Castle Rising*, "The Barons, the Borough, the Franchise," by E. M. B.

⁵ Norwich Museum.

path at Sedgeford. This attendant way passes by no early settlement from Rising to its end at Heacham. There it bends to form its last link to the Fen Road Path and the Way at Ringstead. I have spent some pains on this coast road on account of its importance and the interest of the remains on it. It may be considered to begin again at Holme, where it starts from the head of the Padders' Way going under the camp at Brancaster to the earthworks at Warham.

Several other attendant ways have been indicated as we passed them in the paper. One passes through Massingham Heath, another through Anmer. At Castleacre there are the roads from Narboro, one on the north of the Nar having on it the Saxon settlement and cemetery, and the other south of the river, this last directly joining the two forts; another comes from Mileham. At Watton a whole group goes into the Wayland, and south is the road from Thetford to Wymondham. Further still southward the road by the fort at Fakenham.

This system seems to show one design made by a great people on their settlement in the country after their invasion and conquest.

The forts at Castleacre and Castle Rising being similar in plan and character on distant parts of the system seem to have been made by one dominant race, perhaps by the same that made the Icknield Way, and the grand dikes and gigantic earthworks¹ on it, perhaps also the same that surprised Cæsar by their war chariots, for war chariots required roads for their passage. Again there is a line of forts which fringed the coast on one scheme of inner and outer works by the shore, and all lying in line of communication with each other, from Rising to Warham.

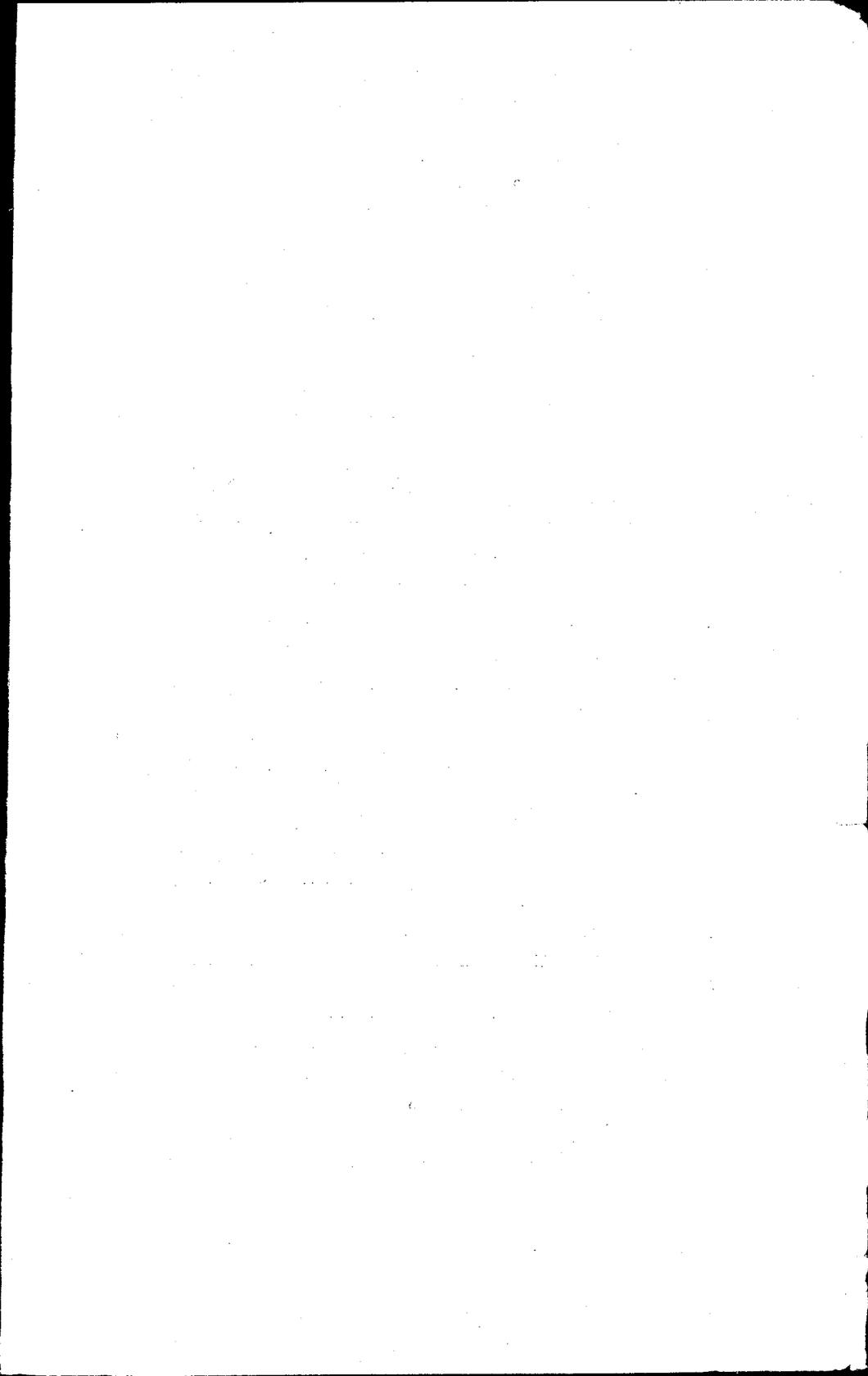
I have thus endeavoured in this paper to set out and show that these great Ways from the inland country to the sea with their attendant roads and guarded fortresses were the result of one well considered system, the work of one people and nearly of one time.

¹ Dr Guest. There were six gigantic earthworks in 80 miles. *Orig. Celt.*, Vol. II. pp. 240, 241.

Cambridge:

PRINTED BY J. AND C. F. CLAY,

AT THE UNIVERSITY PRESS.



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