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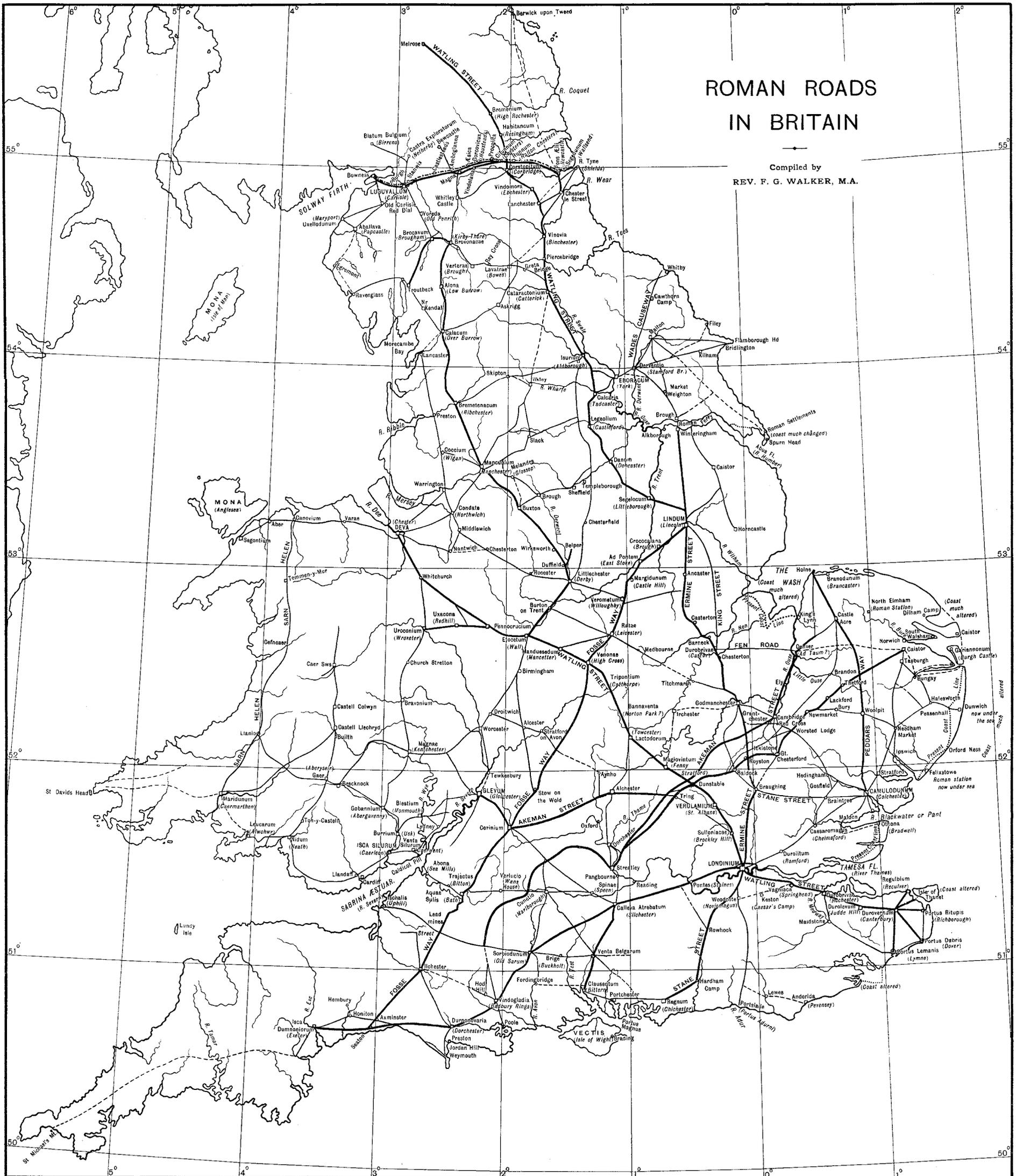
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ROMAN ROADS IN BRITAIN

Compiled by
REV. F. G. WALKER, M.A.



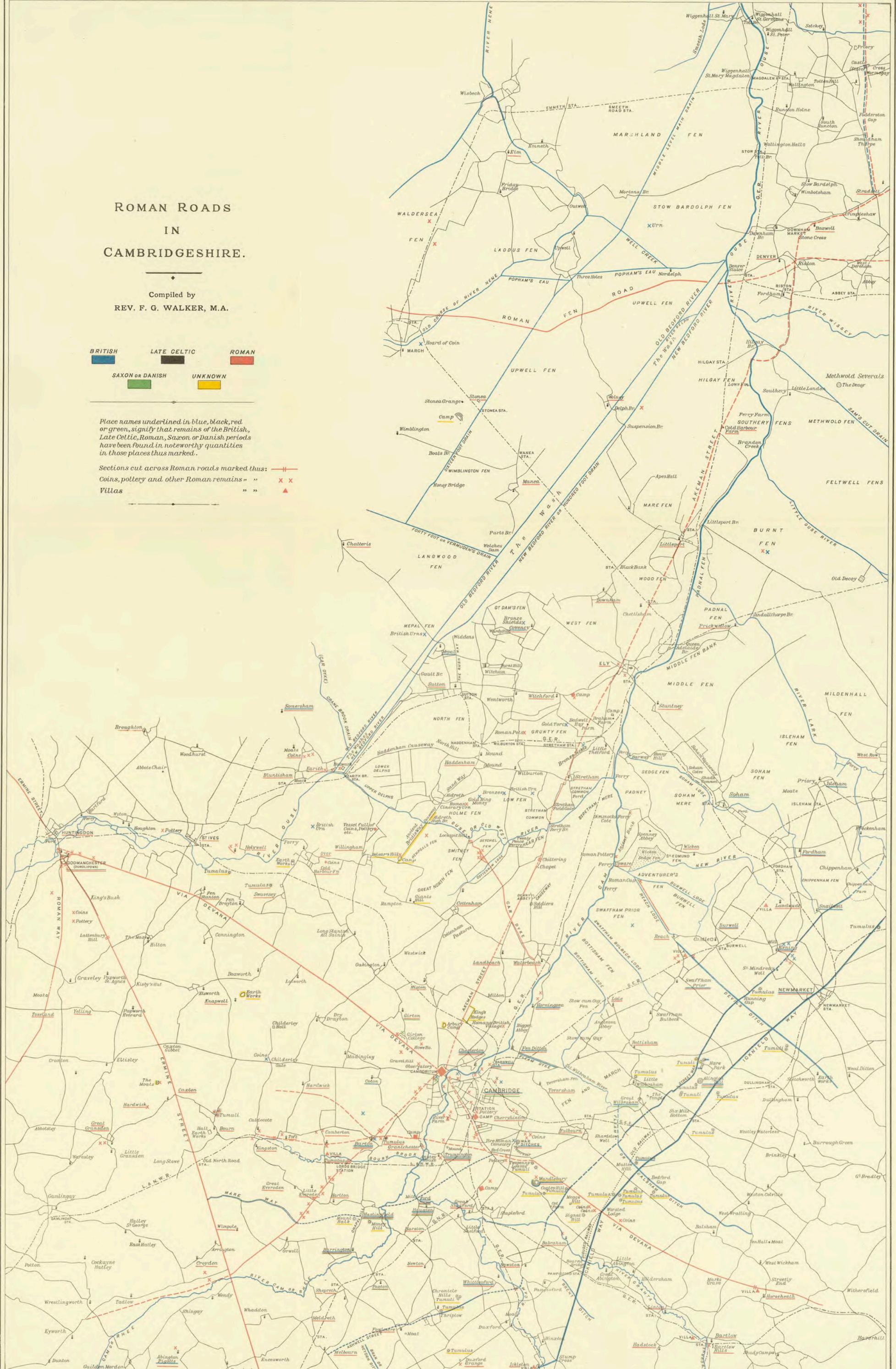
ROMAN ROADS IN CAMBRIDGESHIRE.

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— BRITISH	— LATE CELTIC	— ROMAN
— SAXON or DANISH	— UNKNOWN	

Place names underlined in blue, black, red or green, signify that remains of the British, Late Celtic, Roman, Saxon or Danish periods have been found in noteworthy quantities in those places thus marked.

Sections cut across Roman roads marked thus: —|—
 Coins, pottery and other Roman remains " " x x
 Villas " " ▲



Monday, 21 February, 1910.

The Rev. Dr STOKES, President, in the Chair.

The Rev. F. G. WALKER, M.A., read a paper, illustrated with maps and plans, on

ROMAN ROADS INTO CAMBRIDGE.

Before treating of the Roman Roads into Cambridge the best course will be to answer the questions which were asked at a recent meeting of the Society, and then to speak of the nature of Roman roads in general.

What was an ancient road?

Were there many real Roman roads in Britain distinguishable from later roads which have been called Roman?

It is most probable that all ancient roads were, at first, mere trackways or routes passing over a line of country sufficiently raised above marshland to provide a dry passage at all seasons, and wide enough to permit the users of them to take a fresh line for traffic as the ground formerly passed over became worn, but utterly unlike what we now-a-days understand by the word road. Trails they were, such as are still used in the Bush in Australia, or in the scantily populated parts of Western Canada and the United States. Just such a route, or trail, or trackway, on a small scale, was used by living men within five miles of this room over the then unenclosed fields between Comberton and the St Neots road. Many of us must have seen this kind of route in being. These trackways became narrowed in course of time, through the encroachments of cultivation and needs of increasing population, until they became something like a modern road.

That this description is true, as a rule, of pre-Roman roads, I think will be admitted, but the more an intelligent observer wanders about these islands, especially in those parts—the down-lands of Dorsetshire and Wiltshire for instance—where the turf has remained undisturbed for the last 2000 or 3000

years, the more he will be inclined to believe that even as far back as the Bronze Age men used routes that we could with some justice call roads.

We have documentary evidence of the existence of roads in Britain in pre-Roman times.

Diodorus Siculus¹ tells us that the Britons sent tin from

¹ Diodorus Siculus, v. 22. "Τῆς γὰρ Πρεττανικῆς κατὰ τὸ ἀκρωτήριον τὸ καλούμενον Βελέριον οἱ κατοικοῦντες φιλόξενοί τε διαφέροντες εἰσι καὶ διὰ τῆν τῶν ξένων ἐμπόρων ἐπιμειξίαν ἐξημερωμένοι τὰς ἀγωγὰς. οὗτοι τὸν κασίτερον κατασκευάζουσι φιλοτέχνως ἐραζόμενοι τὴν φέρουσαν αὐτὸν γῆν. αὕτη δὲ πετρώδης ὄσα διαφύας ἔχει γεώδεις, ἐν αἷς τὸν πόρον καταεραζόμενοι καὶ τήξαντες καθαίρουσι. ἀποτυπότες δ' εἰς ἀστραγάλων ῥυθμοὺς κομίζουσιν εἰς τινα νῆσον προκειμένην μὲν τῆς Πρεττανικῆς, ὀνομαζομένην δὲ Ἴκτιν. κατὰ γὰρ τὰς ἀμπώτεϊς ἀναξηρανομένου τοῦ μεταξὺ τόπου ταῖς ἀμάξαις εἰς ταύτην κομίζουσι διαψιλῆ τὸν κασίτερον. ἴδιον δὲ τι συμβαίνει περὶ τὰς πλησίον νήσους, τὰς μεταξὺ κειμένας τῆς τε Εὐρώπης καὶ τῆς Πρεττανικῆς· κατὰ μὲν γὰρ τὰς πλημυρίδας τοῦ μεταξὺ πόρου πληρομένου νῆσοι φαίνονται, κατὰ δὲ τὰς ἀμπώτεϊς ἀπορροῦσης τῆς θαλάττης καὶ πολλὸν τόπον ἀναξηρανούσης θεωροῦνται χερρόνησοι. ἐντεῦθεν δ' οἱ ἔμποροι παρὰ τῶν ἐγχωρίων ὠνοῦνται καὶ διακομίζουσιν εἰς τὴν Γαλατίαν· τὸ δὲ τελευταῖον περὶ διὰ τῆς Γαλατίας πορευθέντες ἡμέρας ὡς τριάκοντα κατάγουσιν ἐπὶ τῶν ἵππων τὰ φορτία πρὸς τὴν ἐκβολὴν τοῦ Ῥοδανοῦ ποταμοῦ."

v. 38. "πολὺς δὲ καὶ ἐκ τῆς Πρεττανικῆς νήσου διακομίζεται πρὸς τὴν κατ' ἀντικρὺ κειμένην Γαλατίαν, καὶ διὰ τῆς μεσογείου Κελτικῆς ἐφ' ἵππων ὑπὸ τῶν ἐμπόρων ἄγεται παρὰ τε τοὺς Μασσαλιώτας καὶ εἰς τὴν ὀνομαζομένην πόλιν Ναρβῶνα."

"The inhabitants of that promontory of Britain which is called Belerium are very hospitable to strangers and, by reason of their intercourse with foreign merchants, are more civilized in their mode of life. They prepare the tin, ingeniously working the ground which produces it. That is rocky and contains earth-like veins of ore, the produce of which they crush to pieces, and refine by smelting. They mould the metal into lumps shaped like knuckle-bones, carrying it to a certain island, lying close to Britain, called Ictis. During low tide, while the space between the mainland and the island is left dry, they convey abundance of tin to the island in waggons. There is one thing peculiar to these islands lying near the shore between Europe and Britain; for at flood tide the connecting passage-way is overflowed, and they appear like islands, but at the ebb, when the sea flows back, and the shore is dry for a long distance, they seem to be peninsulas. Hence the merchants convey over to Gaul the tin they buy from the natives, and finally, travelling overland across Gaul, during a journey of thirty days, with their loads on pack-horses, they bring it to the mouth of the river Rhone."

"Much tin is also conveyed from the island of Britain to the shore of Gaul opposite, and carried by the merchants through the heart of Celtica on horse-back to Marseilles and to the city called Narbonne."

Belerium (Cornwall) in waggons (*ταῖς ἀμάξαις*) to the island Ictis, where it was bought by merchants who took it to Gaul, conveying it on pack-horses (*ἐπὶ τῶν ἵππων τὰ φορτία*) to the mouth of the Rhone. Waggons presuppose some sort of road. We may legitimately conclude that if only horses and not waggons were used in Gaul, the British roads were better than the Gaulish ones. Julius Caesar¹, in describing his skirmishes with Cassivelaunus, speaks of the Britons rushing out in chariots from the woods *by all the roads and lanes* (*omnibus viis semitisque essedarios ex silvis emittebat*) to attack the scattered Roman cavalry engaged in plundering. Roads, lanes, waggons and chariots, were all in use.

There is no doubt, however, that, during the 400 years of the Roman occupation of this island, Britain was covered with a network of good roads, roads such as were unknown again in England until the period covered by the last 130 years.

The Roman rulers of Britain, then in the very height of their power and activity, did not change their habits on conquering this country, but did here, as they did in every other land that fell under their government—in far distant countries like Armenia and the confines of Persia, Algeria and North Africa, as well as in Spain, France, and their own home-land Italy—namely, made roads all over the land where they were settled. Whether in towns, or to country villas and farms, roads were made, to say nothing of those connecting the various military stations.

Not only were there roads all over the Empire, but the Romans possessed also maps showing these ways. Pliny² speaks of the large survey of the world constructed from the

¹ Caes. *B.G.* v. 19. "cum equitatus noster liberius praedandi vastandique causa se in agros effunderet, omnibus viis semitisque essedarios ex silvis emittebat et magno cum periculo nostrorum equitum cum his confligebat atque hoc metu latius vagari prohibebat."

"When our cavalry, in order to plunder and ravage more freely, scattered themselves over the fields, he used to send out charioteers from the woods by all the roads and lanes, and to the great danger of our horse, engage with them, and through fear of this stopped them from straying far afield."

² Pliny, *Hist. Nat.* iii. 17 (Teub. Edit.).

plans and descriptions of M. Agrippa, and set up by Augustus in the Portico (begun by his sister Octavia and finished by himself) near the Circus Flaminius. This Portico, which also contained a public library, statues and paintings, and where the Senate sometimes met, was destroyed by fire during the reign of Titus. Vegetius, who wrote during the reign of Valentinian II (375-392 A.D.), tells us that maps (*itineraria picta*) were used, by Roman officers not only in his own day but in earlier times¹.

A glance at this map will prove that means of communication by land were not neglected by the Romans in this country. The map shows only well-known main and secondary Roman roads, or main roads of older peoples which, by the articles found on and beside them, must have been used by the Romans, since they linked them up with their own newly-made roads.

It does not indicate any of the *agrariae* or village roads, which were often the pre-existing, winding, native trackways, Romanized, rather than of original Roman construction, or the *deviae* or by-roads, *viae privatae*, or private roads, such as existed everywhere else throughout the Roman dominions. We know that travelling by road over the whole Roman empire

¹ Vegetius, *Re Militari*, III. 6. (Teub. Edit.) "Primum itineraria omnium regionum in quibus bellum geritur, plenissime debet habere per-scripta, ita ut locorum intervalla non solum passuum numero sed etiam viarum qualitate perdiscat, compendia, deverticula, montes, flumina, ad fidem descripta consideret, usque eo, ut sollertiores duces itineraria provinciarum, in quibus necessitas gerebatur, non tantum adnota sed etiam picta habuisse firmentur, ut non solum consilio mentis verum aspectu oculorum viam profecturus eligeret."

"First he ought to have the most complete descriptions of the roads in all the localities where war is going on; so that he may thoroughly know the distances between places—not only the length of these roads but also their condition; that he may take into consideration the short cuts, the by-roads, the mountains and the rivers, all correctly noted down. In-somuch that the shrewder officers are asserted to have possessed road-plans of the provinces which they must needs govern, not only carefully noted but also painted, so that one about to travel might pick out his way not only by the judgement of his mind but also by the sight of his eyes."

was easy, swift, and secure, to a degree unknown to such countries, as were contained within its bounds, until towards the end of the eighteenth century.

Think for a moment of what travelling meant for English folk in the first year of Henry VIII—400 years ago exactly—and then think what the last 100 years, the time of England's greatest growth and prosperity, have done towards improving communications between one part of the country and another, and then remembering that the Roman power here lasted not 100, but during 400 years of its greatest civilization, can we imagine for a moment that the Roman roads in this country were a negligible quantity?

No one would suppose that all Roman roads in Britain were comparable with the oldest and most famous one, the Via Appia, built by Appius Claudius, B.C. 312, from Rome to Capua. This "queen of roads," as Statius¹ calls it, roused the wonder of Procopius, the Byzantine historian, in the sixth century². He says it is a sight not to be missed, for it was

¹ P. Papinius Statius, *Silvae*, II. 2. 12. "Flectere jam cupidum gressus, qua limite noto Appia longarum teritur Regina viarum."

² Procopius, *Bello Gothico*, I. 14. "ὁ δὲ δια τῆς Λατίνης ὁδοῦ ἀπήγε τὸ σπράτευμα, τὴν Ἀππίαν ὁδὸν ἀφεῖς ἐν ἀριστερᾷ, ἣν Ἀππίος ὁ Ῥωμαίων ὑπατος ἐννακοσίοις ἐνιαυτοῖς πρότερον ἐποίησέ τε καὶ ἐπώνυμον ἔσχευεν. ἔστι δὲ ἡ Ἀππία ὁδὸς ἡμερῶν πέντε εὐζώνῳ ἀνδρὶ ἐκ Ῥώμης γὰρ αὕτη ἐς Καπύην διήκει. εὖρος δὲ ἐστὶ τῆς ὁδοῦ ταύτης ὅσον ἀμάξας δύο ἀντίας ἰσάει ἀλλήλαις, καὶ ἔστιν ἀξιοθέατος πάντων μάλιστα. τὸν γὰρ λίθον ἅπαντα, μολίτην τε ὄντα καὶ φύσει σκληρὸν, ἐκ χώρας ἄλλης μακρὰν οὐσῆς τεμῶν Ἀππίος ἐνταῦθα ἐκόμισε. ταύτης γὰρ δὴ τῆς γῆς οὐδαμῆ πέφυκε. λείους δὲ τοὺς λίθους καὶ ὁμαλοὺς ἐργασάμενος, ἐγγωνίους τε τῇ ἐντομῇ πεποιημένους, ἐς ἀλλήλους ξυνέδησεν, ὅσπε χάλικα ἐντός ὅσπε τι ἄλλο ἐμβεβλημένους. οἱ δὲ ἀλλήλους οὕτω τε ἀσφαλῶς συνδέονται καὶ

"Eager now to wend my way where Appia, queen of far-stretching roads, leads along its well-known track."

"He led his army by the Latin Road, leaving on the left the Appian Way, which Appius, the Roman Consul, made 900 years before and to which his name is given. A man travelling without luggage must take five days to traverse the Appian Way. It stretches from Rome to Capua, and is of such width that two carriages abreast can pass each other easily. It is a sight well worth seeing. The stones forming its surface are by nature very hard and are such as are used for mill-stones; these [undoubtedly] Appius brought from some far-distant quarry since the neighbouring country produces none of such a kind. The stones are smooth, level and so accurately rectangular

broad enough for two carriages to pass abreast and was built of stone, the smooth sharp hewn blocks, fitting with exactness, without being held together with cement; and in spite of the traffic of centuries the surface remained unbroken when he saw it.

Even to this day some lengths of its pavement, made of polygonal-shaped pieces of basalt, are still as good as ever. Two of these paving stones are under the portico of the Fitzwilliam Museum. The Emperor Hadrian¹ reconstructed a mile of it at Beneventum at a cost of 100,000 sesterces—about £800.

Procopius clearly shows that this breadth was unusual. The Appian Way was, on the average, about 15 feet wide, but most roads were narrower.

That statement introduces a subject which needs elaborating, namely the narrowness of most of the Roman roads, when compared with our own streets.

I do not speak of those roads made under Greek auspices in the eastern part of the Empire. In Alexandria, the great central street which ran the whole length of the city and the great street which crossed this at right angles, running from the Sun Gate to the Moon Gate, were both 65 feet wide, whilst all the roads running parallel to this cross street were, at least, 22 feet wide. The streets in Antioch were equally broad².

μεμύκασιν, ὥστε οὐκ εἰσὶν ἡρμοσμένοι, ἀλλ' ἐμπεφύκασιν ἀλλήλοις, δόξαν τοῖς ὄρωσι παρέχονται· καὶ χρόνου τριβέντος συχνοῦ δὴ οὕτως ἀμάξαις τε πολλαῖς καὶ ζώοις ἅπασι διαβατοὶ γινόμενοι ἐς ἡμέραν ἐκάστην οὕτε τῆς ἀρμονίας παντάπασι διακέκρινται οὕτε τινὲς αὐτῶν διαφθαρήναι ἢ μεῖον γίνεσθαι ξυνέπεσεν, οὐ μὴν οὐδὲ τῆς ἀμαρυγῆς τι ἀποβαλέσθαι. τὰ μὲν οὖν τῆς Ἀππίας ὁδοῦ τοιαῦτά ἐστι.”

that they fit evenly together though no sort of cement was employed to bind them. Yet so firmly do they adhere to one another and so combine, that they seem to the observer not to be joined by workmanship but to have grown together. And although for so many centuries the road has borne daily the constant traffic of vehicles and animals of all kinds, yet no stone is out of its place or defective, nor is any one broken or chipped, nor is the original polished surface impaired. So much concerning the Appian Way.”

¹ C. I. L. 6072, 6075.

² Ludwig Friedländer, *Sittengeschichte Roms*, 6th edition, 1888, p. 149.

These measurements for Alexandria were proved during the excavations ordered by Napoleon III in 1867, and by those of 1898-9.

It is doubtful whether in Roman Europe there was a single road as wide as those in Alexandria and Antioch.

Even in Rome itself, the widest about which we can get any information were the fashionable streets, the Vicus Tuscus, measuring 13 feet 6 inches, and the Vicus Jugarius 16 feet 6 inches¹—the Via Appia averaging, as we have seen, 15 feet. In the case of the Sacra Via at Rome, along which the triumphal processions passed, the polygonal pavement of the early road measures but 12 feet in width². In Pompeii, a town built under Greek influence, the streets vary in width from 8 or 9 feet to about 22 feet. The street of Mercury, the widest, I believe, in the place, only measures 30 feet from wall to wall of the houses which line the road³.

The standard width of a Roman high-road outside Rome is 14 to 15 feet: the narrowest road is about 8 feet, and the maximum width, on a bridge, is 30 feet⁴.

The width of some of the Roman roads in Britain is now stated for the purpose of comparison. The Military Way, which runs along the southern side of the great Wall between the Tyne and the Solway, is 18 feet wide.

At Godmanchester, I found three roads—the Ermine Street in the town, the Via Devana on the eastern edge of the Roman town and the way leading to Sandy—all measuring 12 feet. Between Doncaster and Pontefract one measures 18 feet. Near Etocetum, the modern village of Wall, a mile or two south of Lichfield, where the Watling and Ryknield Streets meet, the road was, when I measured it some 25 years ago, about 15 feet.

On the Fosse Way, south of Bath, the width varies from 6 feet to 18 feet.

¹ Heinrich Jordan, *Topographie der Stadt Rom*, i. 2. 461.

² E. Burton Brown, *Recent Excavations in the Roman Forum*, p. 172, John Murray, 1904.

³ T. H. Dyer, *Pompeii*, p. 70, G. Bell & Sons, 1875.

⁴ T. Ashby, Reports of British School at Rome, *Classical Topography of the Campagna*, Vols. i. to iv. R. Burn, *Rome and the Campagna*, Intro., p. 53, note 2.

The road from Stainmore to Brougham, when examined about the middle of the eighteenth century, was found to be made of three courses of large square stones and 18 feet wide¹.

At Aldborough, Yorkshire, in 1712, the road was found to measure 10 feet across a paved stone causeway².

On the Stone Street at Abbeydore Railway Station, between Kenchester (Magna) and Abergavenny (Gobanium), the Roman road, uncovered in 1908 by Mr G. H. Jack, F.G.S., measured 12 feet 9 inches in width. The roadway was paved, of unworked local limestone laid, 9 inches thick, on the virgin soil, a hard red marl³.

In the important Roman towns in Britain the roads seem to have been wider than in the country. Near the Wall some of the main roads outside the towns were of greater width than in the Midlands and South of England.

In Corbridge the main road discovered measures 36 feet, but the road on top of this, remade later during the Roman occupation, measures 26 feet. The minor streets are 15 or 16 feet wide⁴.

At Silchester the width of the streets varies; the widest is 28½ feet including footpaths.

At Caerwent, the streets are found to be from 12, 14, to 20 feet wide⁵.

The width of the roads round Cambridge, as will be mentioned a little later, are about 12 to 18 feet.

Now to compare these Roman roads just mentioned with some of our well-known Cambridge streets.

The roadway is spoken of in each case.

St Andrew's Street, at Downing Street, is 30 feet wide, while opposite the Theatre it measures 36 or 37 feet, the width of the widest Roman town streets.

Trinity Street, opposite the entrance to Caius College, measures just over 16 feet across, easily comparable with the

¹ Gough's *Camden*, Vol. III. 403.

² *Ibid.*, Vol. III. 300.

³ *Archaeologia Cambrensis*, Jan. 1909, Vol. IX.

⁴ Soc. of Antiquaries, Lond., *Proceedings*, Vol. XXII. Pt. 1.

⁵ *Archaeologia*, Vol. LIX. Pt. 1, pp. 96, 101.

Via Appia which averages 15 feet. Emmanuel Street, at the St Andrew's Street end, is 18 feet across, the width of the Military Way on the Wall, and the wider country Roman roads in Britain.

Little St Mary's Lane, at the Museum end, measures 12 feet, the average width of a Roman road in the Midlands and the Southern parts of this country, while at the Trumpington Street end it is only 8 feet wide, the size of some of the main Roman roads and most of the by-roads.

It is to their narrowness, which rendered them so easily destroyable, that we owe the almost complete disappearance of the less important Roman roads in this country. Recall the number of villas, and sites of villas, already discovered in England. Each must have had, at least, a by-road by which it was approached, if not a private road leading to a by, or main, road. These lesser ways would hardly be more than 6, to 9 feet wide.

Remember again how the invaders, whom for convenience' sake we call Anglo-Saxons, destroyed every kind of Roman house¹, made fresh clearings for themselves in the woods and forests, and only after the lapse of some considerable time overcame their dread of Roman-built towns and houses, and went to live in them.

Such conduct would cause the total disappearance of all the smaller Roman roads leading to the villas and farms, and this would happen in comparatively few years.

When I made enquiries during 1909 about village mazes in England it was repeatedly and plainly proved that an object, well-known and well-marked for centuries, could disappear in 60 years not only from sight, but from the memories of almost all the villagers and educated people who had lived in such a locality all their lives.

Notice that I said "total disappearance of all the smaller Roman roads"; I said nothing about the destruction of them. In all the accounts of the excavations of Roman villas in England I do not remember reading anything about the finding of the roads which led to them. Probably they were never

¹ Baeda, *Eccl'es. Hist.* c. xv.

searched for, and so they still may lie there, but hidden. Though nothing was mentioned about such a road in the account of the discovery of the villa at Comberton in 1842, yet I can almost certainly point to the line of such a private road, and only wait till the test of the spade can be used to be positive about it.

Another point must be discussed shortly. How can we be positive that a road bearing the name Roman is really a Roman one?

There are several characteristics which help us to determine this.

Wherever a section can be made, we know by its structure whether a road is Roman or not.

By its straightness.

By the milestones (*milliaria*) found along its line. Fifty-five, at least, inscribed with the names of twenty-one Emperors, from Hadrian to Constantine II, have been discovered in England.

Sometimes by the junction of four roads, running perfectly straight towards the cardinal points: this would only occur, I think, on the sites of Roman colonial towns, which were laid out in this fashion by the *agrimensores*¹ or surveyors.

By forming a parish or county boundary; pre-Roman roads share in this characteristic. Experience causes me to lay great stress on this.

By finding funeral monuments near the course of a road; Roman burial places were almost always beside the roads leading out of a town or city.

Roman camps, stations, or sites of houses, lying close along the line of a road.

These can generally be identified by such names as:

Burgh: Burgh Castle near Yarmouth.

Richborough, Kent (*Rutupiae*).

Aldbrough, Yorkshire (*Isurium*).

Templebrough, a Roman camp, 1 mile S.W. of Rotherham, Yorkshire.

Thornbrough, a Roman camp on the Swale, $\frac{1}{4}$ mile west of Catterick, Yorkshire.

¹ Vegetius, *Re Militari*, II. 7.

Brough, Derbyshire, Roman station.

Brougham, Westmorland (*Broccavum*).

Chester, and its like, Cester, Caster, Caistor, are too well known to need examples.

Caldecote: Caldecote, 2 miles S.W. of Ashwell on the line of Ashwell Street (*coins and pottery*).

Caldecote, $1\frac{1}{2}$ miles N.W. of Biggleswade, on the line of the Akeman Street (*coins, pottery and bronze articles*).

Caldecote Manor, $1\frac{1}{2}$ miles S.W. of Croxton, on the Roman Way from Godmanchester to Sandy (*coins and pottery*).

Caldecote, 8 miles west of Cambridge (*pottery*).

Cold Harbour occurs chiefly in south and east of England, Windy Arbour in the north of this country.

Cold Harbour Farm, on Akeman Street, north of Littleport (*coins, pottery and bronze articles*).

Cold Harbour Farm, on Old Bullock Road, west of Sawtry, Hunts., close to Ermine Street (*coins and pottery*).

Cold Harbour, on Ermine Street, 2 miles east of Grantham.

Cold Harbour Farm, just north of Ashwell, near the Ashwell Street (*pottery*).

Cold Harbour Farm, on Roman Way, from Godmanchester to Sandy, $3\frac{1}{2}$ miles N.E. of Sandy (*coins and pottery*).

Cold Harbour, $\frac{1}{2}$ mile from the Watling Street, in Northfleet parish, S.W. of Gravesend (*coins, pottery and other articles*).

Hardwick: Monks Hardwick, a house 2 miles N.W. of St Neots, Hunts., near Roman road to Sandy (*coins and pottery*).

Hardwick, an old site $1\frac{1}{4}$ miles S.W. of Caxton, near Ermine Street (*shears, coins, nails, keys and pottery*).

Hardwick, 6 miles west of Cambridge, Roman Way led to it from Barton (*coins and pottery*).

Street, in its various forms:

Streetway, Stratford, Stoney Stratford, Stone Street, Stane Street, Stanegate.

Of these, Chester and Street, and probably Burgh, as signs of Roman work, are admitted by all antiquaries.

Of Cold Harbour, Caldecote and Hardwick¹, which some think doubtful, I may say that I have never been at places with those names, without either personally finding traces of Roman occupation (as mentioned against these names above), or being shown coins and other Roman relics found by trustworthy people on those sites.

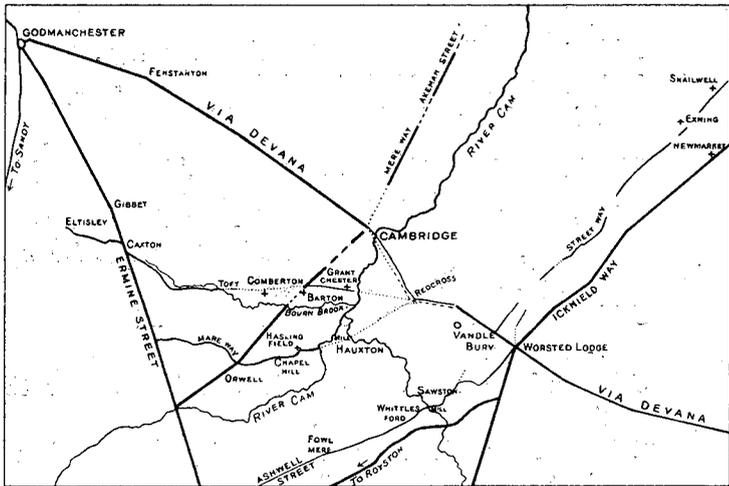


Fig. 1.

We come now to the immediate subject of this paper.

That Cambridge was an important centre of population and traffic in very early times—certainly during the period of the Roman occupation of Britain—seems well established, for a glance at the map is sufficient to prove this.

¹ All the Hardwicks in England I know of lie within a very short distance of a known Roman road. This word *wick* raises an interesting point. We know that all places along the British coast-line bearing the name *wick* derive that name from the Norse word meaning *bay, inlet*; we know, too, that all inland places named *wick* were so called by the Anglo-Saxons from the Latin *vicus*, a village. Are all the inland *wicks* on Roman sites?

It is the meeting place of four Roman roads, and in its near neighbourhood, three miles south-east of the town, on the nearest spot where the conditions of the ground permitted such a thing, is another meeting place of four roads; while, four miles further south-east, at Worsted Lodge, is the junction of four, or, perhaps, six more roads.

Professor Babington, in his *Ancient Cambridgeshire*¹, says that six roads met at this spot, but I cannot incline to his belief, for he ignores the passage-way across the eastern branch of the Cam below Whittlesford Bridge.

One road from Worsted Lodge went direct to Chesterford, Braughing and London. The two larger stations, at Castle End, Cambridge, and Chesterford, together with the three lesser posts, at the corner of the Cherryhinton Road, Cambridge by the Great Eastern Railway sidings, at Grantchester, and at Shelford, seem to have been placed by the Romans to guard the valley of the Cam, and also the great Icknield Way crossing it, which was the chief means of communication with the Iceni who occupied mainly what we now call Norfolk and Suffolk and East Cambridgeshire.

When England was divided up into parishes during the seventh century², a division that was a long and gradual process, the natural boundaries already existing were utilised—rivers, roads then in use, and ancient dykes.

Thus it comes to pass that parish boundaries run along almost the whole length of the Cam and its tributaries (the one seeming great exception being at the Backs of the Colleges in Cambridge, but even there the line of the older stream is the boundary between various town parishes³), and also along almost the whole length of the four main Roman roads which met at Cambridge. Within the precincts of towns this generalisation does not always apply. It can easily be understood how

¹ C. C. Babington, *Ancient Cambridgeshire*, Camb. Antiq. Soc. Octavo Public., Vol. xx.

² Archbishop Theodore, 669 A.D., was the reputed founder of the parochial system, but many parishes existed before that date, and were based on the boundaries of manors, townships or groups of townships, which, in all probability, themselves followed the lines of older land divisions of Roman times.

³ A. Gray, *C. A. S. Proc.*, Vol. ix. pp. 74-7.

in towns other considerations than that of following the line of a river or an ancient road would come into force, when marking the bounds of a parish¹.

Let us now follow out the line of the four roads meeting at Cambridge.

The Akeman Street.

This name has been given, at least as far back as Saxon times, to the Roman road, leading out of Cambridge in a north-easterly direction.

Parish boundaries mark the line of this road almost continuously from Castle Hill to the West River where Stretham parish begins. There are two breaks: the first is the mile and a half through the parish of Chesterton from Castle Hill to King's Hedges:

The former road between these points is clearly marked on the old (1836) 1-inch edition of the Ordnance Survey Map, and is well remembered by people still living.

The lane, called the Mere Way, continues the line of the Roman road to the point where it turns at right angles into Landbeach village, that is for a distance of two and a half miles. The road from this spot to Goose Hall, where the Car-Dyke crosses the Akeman Street, was plain as a ridge during the first quarter of the nineteenth century, and is still traceable by the rises in the hedges, and, as will be mentioned in another case, the ridge, during the winter months on cleared land, can itself be discerned by means of the shadows cast by the early morning or late afternoon sunlight.

The parish boundary ceases for the second time, from the N.W. corner of Milton parish to Goose Hall, but this is one of those exceptions which helps to prove the rule, for the boundary turns aside at Goose Hall in order to follow a landmark as old as the Roman road—namely the line of the Car-Dyke.

From Goose Hall to Chittering Chapel—two miles—the modern road is identical with the Roman road. The former now takes a slight bend to the right. At a distance of half a mile they rejoin and coincide until the West River is reached,

¹ F. W. Maitland, *Township and Borough*, p. 116.

the parish boundary having continued from Goose Hall to the West River—three and a quarter miles. The half-mile deviation at Chittering left the Roman road to continue in a straight line across some land in the occupation of our member, Mr Arthur Bull. He has shown me the line of it, and told me that a few years ago he noticed a row of his fruit trees looking sickly, and on digging down to learn the cause, found the hard substance of the Roman road beneath. A few days before this paper was read he kindly took the trouble to dig across it. The road was found to be a gravel one about 15 feet wide, with ditches on either side. For the three-quarters of a mile north from where the road approaches the West River the way is lost. This is accounted for by the encroachment of the water over the fenland during the Saxon period. Had the road been good at this point, and over Grunty Fen to the north of it, William the Conqueror would certainly have taken this, the direct, way to get to Ely when attacking Hereward, instead of going round by Aldreth. We know this road had disappeared in mediæval times owing to the flooded fenlands, because there is evidence to prove that at that period the way to Ely from Cambridge was by Aldreth High Bridge¹.

At the sharp bend in the road about half a mile north of the 61st milestone, at a spot called Stretham Field Gate on the old (1836) 1-inch Survey Map, the ridge of the road becomes distinctly visible on the right of the present road, and is plain until well into the village of Stretham, where it crosses the short piece of road which runs east and west at the entrance to the village. It continued in a straight line just to the west of the church, hit the present road a little further north, and coincides with it to the bend a quarter of a mile beyond the 63rd milestone. Thence it ran in a straight line across the eastern end of Grunty Fen, still traceable by the rises in the hedges and a well-defined ridge on both sides of the Fen, though all trace of it above ground is lost for about half a mile in the centre, the bogland having accumulated above it. On the northern edge of Grunty Fen the ridge becomes clear again

¹ See Mr Arthur Gray's paper, "The Ford and Bridge of Cambridge," p. 132, *supra*.

and follows a grass lane past Bedwell Hay Farm for about half a mile. This lane has been known to the present and former inhabitants of this farm during the last 120 years as "the Roman road." Changes in cultivation during the past 60 years have destroyed or changed the course of it for nearly another mile, though the old way was remembered by people living but a few years ago, and finally it joined the present high road into Ely at the 66th milestone.

The road after continuing in a direct line through Ely and Littleport went on, for four miles, to Cold Harbour Farm, where, according to Bishop Bennet, it was to be seen in 1808; a parish boundary continues the line up to the Ouse at the Old Ferry on Ten Mile Bank, a little above the present iron bridge. From Cambridge to this spot the road runs in an almost direct line. The river was crossed near where the parish boundary turning east between Southery and Hilgay takes up the line. Old inhabitants in this neighbourhood are quite familiar with the tradition of a Roman road on the east side of the Ouse running towards Modney Court. This road then probably ran north through Hilgay, Stow Bardolph, South and North Runcton, where several pieces of Roman pottery and urns were found a few years ago, and Hardwick.

At Denver this road joined the Roman Way (the Fen Road) from Caistor and Peterborough, which; we may feel certain continued eastwards to the Roman settlement at Caistor, south of Norwich.

Consider for a moment the present state of our knowledge of Romano-British Norfolk. Two Roman roads only are without doubt known in the county—one going south from Caistor (by Norwich) through Tasburgh and Stratton across the Waveney, between Diss and Hoxne, into Suffolk—the other, the Peddar Way, from Holne (north-east of Hunstanton) to Colchester. The two stations at Brancaster and Burgh Castle, near Yarmouth, and the sites of at least seven villas in distant parts of the county have no certainly known roads leading to them.

It is unthinkable that two roads, proved to be Roman, should stop short at or near Denver (even though, by the way, it is in

this neighbourhood we shall some day probably find the station *Ad Taum* mentioned in the *Tabula Peutingeriana*¹), and not continue to such important places as Brancaster and Caistor. To Brancaster, in addition to the way indicated above through the Runctons and Hardwick, a very probable route lies from near Denver, through Crumplesham, Fincham, across the Devil's Dyke (which runs northwards from the Little Ouse less than two miles west of Brandon) south of Narborough, across Swaffham Heath to Castle Acre on the Peddar Way. A Roman villa has been discovered at Great Dunham, a mile or two east of Castle Acre.

To Caistor the route from Denver would run near Cold Hams Farm, a little to the north of West Dereham, through Oxborough (a Caldecote lies slightly to the north at this point), Saham, Ovington, Hethersett to Caistor.

At each of these places just named Roman articles have been found, while at Ovington there is the site of a Roman villa.

The Akeman Street, South-west of Cambridge.

Professor Babington² has given the evidence for the direction of the earlier part of this road, which is the continuance of the one just described. It can even now be traced across the fields to Barton where it joins the Roman road still forming the highway to the Old North Road or Ermine Street.

This road passed out from Roman Cambridge about the middle of its western side, ran through the grounds of Professor Macalister's house, "Torrisdale," in Lady Margaret Road, went over the Madingley Road, across the corner of the house called "St John's Croft"—the ridge can be seen in the hedge at the back of the garden—across Sidney Sussex College cricket field to the Grange Road. The ridge is very distinct passing over the Grange Road by the house called "Coleby." It then went across the old cycling track, where a rise in the hedge on the further side marks its line, and then over the Adams Road—the ridge can be seen half-way down the garden fence of the house

¹ A. C. Yorke, "Antonini Iter V, et IX," *C. A. S. Proceedings*, Vol. x. pp. 45 to 52.

² *Ancient Cambridgeshire*, p. 20.

named "Laharde"—and crossing the corner of that garden into the grass field west of where the Sylvester and Herschel Roads join. Here the ridge of the old road is very plain, pointing to Castle Hill one way and to Barton in the other direction¹.

After going through St John's farmyard a slight ridge is visible over the fields toward the south-west, crossing the University Rifle Range a little to the east of the Butts.

Two years ago the older labourers at St John's Farm, in reply to my questioning, at once pointed out the "Roman Road" as they called it, saying they always knew when they ploughed over it by the hardness of the ground. From near the Butts, by following the rises in the successive hedges and the occasional appearance of the ridge (these fields have been subject to agricultural operations for many years), it can be tracked to a spot a little to the north-west of Barton Farm, the one just beyond the new cricket ground of Queens' College. This line goes near, but avoids, Binn Brook. All across the fields from St John's Farm to the last mentioned spot I have picked up bits of Roman pots and fragments of bronze.

For the next half mile no trace can be seen. Babington says the road joined the present Barton Road, on the Cambridge side of Barton Farm, near Stone Bridge, continuing along it to the third milestone from Cambridge. This is hardly correct. Crossing the private road leading to Dumpling Farm (the next farm to the north, off the present Barton Road) the line of this Roman road can be seen again quite distinctly, by means of the shadows cast by the early morning or setting sun, up to the by-road to Coton. The ridge is well defined as it crosses that road at a point some 60 yards or so north from the junction of the Barton Road with the Grantchester-Coton Road. Again by means of the sunset light and the rises in the hedges it can be seen (pointing in a straight line all the way from Dumpling Farm), right up to the field near Barton called Bull's Close, where the ridge is quite evident. In October, 1908, I was enabled by the kindness of the owner, the late Mr Sanders

¹ Called the *Barton Way* in mediaeval times. F. W. Maitland, *Township and Borough*, p. 122.

Holben and his tenant, Mr White, of Barton, to cut a section across it.

The ridge above ground is much wider than the actual road under the surface. This has been caused by the continuous ploughing of the upper soil which has spread out the earth formerly forming the banks on each side of the way.

The roadway is 12 feet wide; the side ditches 4 feet 6 inches wide and 3 feet deep. In the ditches I found pieces of Nieder-mendig lava millstone, with fragments of Roman pottery and glass, and scattered along the sides of the ridge upon the surface I have, at different times, found many fragments of undoubted Roman pottery.

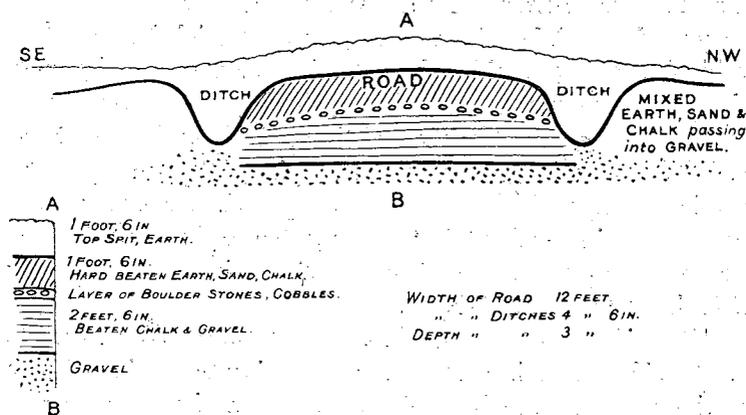


Fig. 2.

The material used in forming the road is the local material, just what lay to hand, as is almost universally noticed in the construction of a Roman road in Britain, especially in the case of the roads of lesser importance. In this instance sand, chalk, and gravel, with a layer of boulder stones, all to be found within a few yards of the ridge, are the constituent parts.

There was originally a hard stony surface on the road, made of boulder and flint stones, as I learned from Mr Holben and others, who remembered this surface being removed subsequent to the Enclosure Act of 1840, in order to form part of the material of what still goes by the name of the New Road, which

was until then a driftway. This is the road which turns westward just beyond the third milestone from Cambridge, passes the moats which I excavated for the Society in the winter of 1907-8, and joins another road at the horse-pond in the village.

The Romans were a practical people, and were not bound by any hard and fast rule in making their roads. They used local material mostly, and where suitable stone was easily obtainable, paved their roads; in some places the pavement still exists, as in Cumberland. The paving was in position, Stukely (1687-1765) tells us in his time, just north of Huntingdon on the Ermine Street and on the Fosse Way in Somerset, to mention only a few instances. In other places they used gravel, boulder stones, or any material that could be utilised, and that would make a durable surface. I believe also that they made pioneer roads in exactly the same way as settlers in the backwoods of Canada and the United States have done, and do, namely, by felling trees and laying them parallel to one another to form what we call a corduroy road. Such roads have been found in Scotland, in "Mosses," five or six feet below the peat, in such places as permit us to believe with almost certainty that the Romans made them¹.

The width of the roads, and the height of the embankments at the sides of their roads, varied according to the importance of the way and the local circumstances, as has been before mentioned.

After leaving Bull's Close the road we are now considering followed the little lane pointing to Barton Church, which it passed at the west end².

Just beyond the church a grass road, called fifty years ago the "Roman road" (people still living at Barton remember it well, as did Mr Holben who died October 1908; they also remembered the boulder stone surface, which was under the grass, being dug up to form the New Road mentioned above), ran to near Lord's Bridge, passing the tumulus I excavated for the Society in August 1907, and in which I was fortunate

¹ Robert Stuart, *Caledonia Romana*, p. 266.

² For Roman occupation of Barton see pp. 169, 170.

enough to find a Roman stone coffin containing the skeleton of a young lady. It here joined the present high road—the old Roman road—which goes over Orwell Hill to meet the Ermine Street a little south of Arrington¹. I have found fragments of Roman pottery and millstones with bits of bronze along the whole length of this road.

As late as 1821 (R. Baker's Map of Cambs.), the ridge of this road continued, on the west side of the Ermine Street, in the same straight line as above described, to Tadlow, that is a little south of the present road, passing to the south of the village of Wrestlingworth. It formed the parish boundary for a mile and a half until it reached the road between Sutton End and Runtun. Then an existing field path takes up the line to Biggleswade, whence, for three miles, it forms the northern boundary of the parish of Old Warden. Beyond this I have no personal knowledge of it, until it reaches some miles east of Bicester, whence it is clear to Cirencester.

The Via Devana.

The Via Devana (so called by Dr Mason, Woodwardian Professor, 1734–1762), which crosses the county and town from N.W. to S.E., is a parish boundary the whole distance from Fenstanton at the western side of the county to beyond Horseheath on the S.E. edge. It is a stretch of over 25 miles, with only two short breaks, one where the parish of Girton extends both sides of the road for less than two miles, and the other in Cambridge from the Castle Hill to the County School on the Hills Road. Why Girton thus intervenes there is no apparent reason, nor one that as yet can be discovered. The second break in the line is accounted for by the usual conflicting areas of town parishes. This Via Devana is still visible from Horseheath almost up to Haverhill; along each side of the road at Horseheath so many fragments of different kinds of pottery, coins, and other objects of Roman occupation

¹ Babington, *Ancient Cambridgeshire*, p. 21.

can be picked up, that it seems certain a Roman villa was situated here¹.

Just west of Haverhill, near where the road crosses the railway to Colchester, Roman spear-heads and urns were found in 1757-8.

In the years 1800-1 the continuation of this road was distinctly traceable a little to the south of the modern road which follows a somewhat zigzag course.

In a direction south-east from Haverhill the road passed through the village of Sturmer² (Stourmere) within a quarter of a mile of a square Roman camp at Watsoe Bridge, to the south-east of the village, the ramparts of which were being levelled in 1800, and near which many Roman remains were then found³.

Continuing in a south-easterly direction it passed north of the village of Birdbrook⁴ where were tumuli (here the embankment of the road was then quite marked), and south of that of Ridgewell, where a Roman villa was discovered at the end of the eighteenth century. The road ran on to Yeldham, and in the year 1800, a short distance on the south of that village, in the parish of Toppesfield, some fine Roman objects, in bronze and pottery, were found⁵.

¹ Since the reading of this paper I have been able, by the courtesy of our member, Miss Parsons of Horseheath, to dig across this road at Horseheath (June, 1910), with the following results:

At the bottom of the road was found a layer of rammed chalk, clay and gravel; above this a layer of large flints and boulder-clay stones; for 1 foot, 6 inches over these stones was packed earth with small flints and stones; then, on top, was another layer of large flints and boulder stones. The roadway was about 12 feet wide: the ditch on the eastern side had been destroyed in making a modern ditch and hedge, while in the ditch on the western side, which was three feet deep and four feet wide, were found three third brass coins too much rusted for deciphering, the rim and neck of a large grain jar, bones of ox and sheep, fragments of glass, sherds of fifteen different kinds of pottery, bases of Samian (Gaulish) ware, oyster shells and 12 iron nails.

² *Archaeologia*, Vol. xiv. 61. Also in 6-in. Ord. Map, 1880.

³ *Archaeologia*, Vol. xiv. 73.

⁴ See also R. Gough, *Sepulchral Monuments of Gt. Britain*, 1796. In this work is given the account of all the antiquities discovered in this neighbourhood by Thos. Walford, F.S.A., who lived at Birdbrook.

⁵ *Archaeologia*, Vol. xiv. 24.

From Yeldham it followed practically the line of the modern road through Pool Street and between Castle and Sible Hedingham. Then it seems to have divided, one road passing south-west through Swan Street, to meet, at Gosfield, the Roman road coming from Chelmsford, and Braintree; the other continuing through Halstead, Colne and Ford Street to Lexden and Colchester.

On the west side of the county I have travelled along it, or made out its course, from the county boundary near Fenstanton to Leicester. From Fenstanton its line follows that of the modern road to the beginning of Godmanchester, where, just at the western entrance to Church Farm (at this point the modern road which more or less maintains the line of a branch Roman road to the Roman town, bends to the west), the ridge of the road can be seen crossing a grass field, and, passing to the north-east of the town, joins the Ermine Street near the ford at the north of Godmanchester¹.

Going through Huntingdon it turns westward at, or near, Alconbury—the roads have been much disturbed and altered in this village—through the parish of Buckworth, forms the southern boundary of Hamerton parish, and goes on to Titchmarsh. The next seven miles are indistinct, but at Brigstock it takes up the direct line from where it was last seen, and goes straight on through Stannion, Cottingham, and Medbourne up to Leicester.

Concerning the part of this road from Cambridge to Godmanchester we need not say much, it follows almost exactly the line of the Old Roman Road². At five places near and in Godmanchester³, when drains or culverts were being repaired,

¹ *C. A. S. Proceedings*, No. LIV, 1909, pp. 280-1.

² For the line of this part of the "Via Devana," and the antiquities found along its course, see Babington, *Ancient Cambridgeshire*, pp. 35-42.

³ (a) Ermine Street, at Lattenbury Hill, three miles south of Godmanchester.

(b) Via Devana, at Emmanuel Knoll, one mile east of Godmanchester.

(c) In Godmanchester, on the south side of the triangular grass plot, at the northern end of Erming Street.

(d) In Godmanchester, in Church Lane (continuation of Erming Street).

(e) In Godmanchester, in Silver Street, Roman road to Sandy.

I have seen sections of this and other Roman roads. The most noticeable feature of these sections is a coarse concrete, composed of cobble stones and flints two to four inches in diameter embedded in cement, so hard that workmen could scarcely penetrate with their picks, and were compelled to use crow-bars in order to break it up. The section here given (Fig. 3), which illustrates all these sections in every respect, was made across the branch road into Godmanchester mentioned above (note (c) *loc. cit.*).

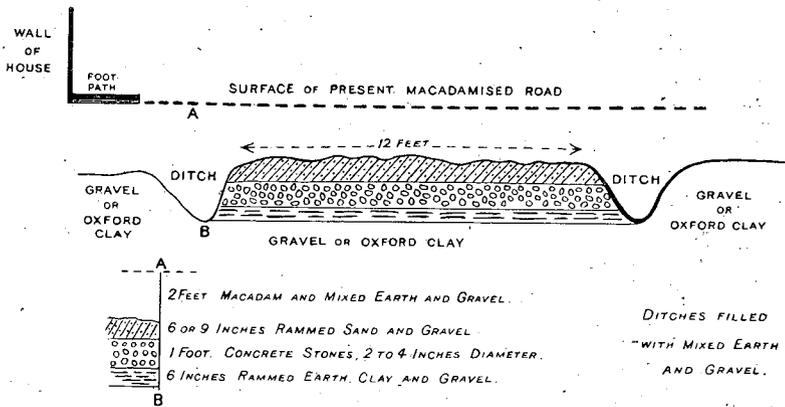


Fig. 3.

In the Portico of the Fitzwilliam Museum, at the north end, are what appear to be two Roman milestones with an inscription to the Emperor Constantine II (317-337), the son of Constantine the Great. They were found in 1842 close to this road, about three miles from Cambridge, in Girton parish.

It is possible, as Professor T. McKenny Hughes is inclined to think, that this road on the Gog-Magog Hills, S.E. of Cambridge, was constructed over part of its course—that is, from the top of Worts' Causeway for a short distance towards Worsted Lodge—on the top of what looks like one of the ancient dykes, such as the Fleam or Devil's Dyke, but that it was so for the whole length of the 20 miles from the "Twopenny Loaves" tumuli (mentioned below) through Haverhill to Great Yeldham I cannot believe; for the high ridge, as it now appears beside the Golf Links, continued in former

times at intervals along its whole distance¹. We must not forget that a ridge, five to eight feet in height, was a very common feature of a Roman road in this country as well as in Gaul and Italy². This can still be seen in England in several instances well known to the writer of this paper; the Fosse Way near Bath; the Watling Street, north of Watford; the road near Wood Yates in Cranborne Chase on the N.W. borders of Dorsetshire³.

Camden, who wrote 300 years ago, after quoting Galen (see Appendix) remarks: "But these roads having been in some places cut through by the country people for gravel are scarce visible, but in others, running over inaccessible ground or through pastures are distinguishable by their high ridge."

The destruction of Roman roads in this country which Camden and other antiquaries noticed, has been going on ever since. This destruction of old roads began very early, for in A.D. 1286 "the commonalty of Cambridge were charged with having ploughed up the King's Way between the town of Cambridge and Hinton Marsh." *Vide* Cooper, *Annals*, Vol. i., 61.

The damage was notoriously done about 100-130 years ago, when turnpike roads were often made over the line of then existing ridged Roman roads, and much injury is now wrought wherever a Roman road crosses arable land by the constant ploughing down of its upper surface. I am led to believe that this bit of raised road on the Gog-Magog Hills is simply a surviving piece of the old ridged Roman Way.

For the convenience of possible readers of this paper the classical references to this kind of road are given in an appendix.

The $4\frac{1}{2}$ miles of this road which run from the top of Worts' Causeway to Castle End needs more careful consideration.

Let us start where the grass road now ends at the top of Worts' Causeway, by the side of, and on, the Golf Links at the twelfth green, just where the remains of the two tumuli named the "Twopenny Loaves" are situated.

¹ See notes 1, 2 and 3 on p. 162, *supra*.

² N. Bergier, *Histoire des Grands Chemins de l'Empire Romain*, 1622; also, T. Ashby, *Classical Topography of the Campagna*, Reports of the British School at Rome, Vols. i-iv.

³ T. Codrington, *Roman Roads in Britain*, *S. P. C. K.*, pp. 10-15.

Down the hill beside the course of Worts' Causeway there is a long belt of trees, in a southerly direction from the road, on the west side of this the ridge of a road emerges and is plainly visible up to, and just beyond the spot known as Red Cross.

In the fields between this belt of trees and Red Cross I have frequently picked up fragments of Roman pottery and Niedermendig lava and bits of bronze along the line of this ridge.

On the west side of the Hills Road, as old maps clearly show, it divides into two ways, one going directly west towards Trumpington and Grantchester, which will be mentioned later, the other turning to the north-west still distinctly standing out along the higher ground, marked also by the rises in the hedges. Its ridge¹ is well-marked through the Perse School playing-fields to the east of Trinity Farm. It crosses the Luard Road, into the grounds of Homerton College and on to the railway. The construction of the line, especially the digging of the large gravel pit fronting the Clarendon Road by the London and North Western Railway, destroyed all further traces of it. The road, according to R. G. Baker's map of 1812, seems to have crossed Brooklands Avenue and the Botanic Gardens joining the modern road somewhere about Hyde Park Corner and went over the river by the Causeway², which ran from near St Clement's Church to the ford a little to the east of the present Great Bridge, and so into the grounds of Magdalene College.

It is to be noticed that this line is on slightly higher ground than the modern Hills Road along its whole course from Red Cross to Homerton College.

A section of this road could be seen last year in the Perse School playing-fields, a wide trench having recently been dug across the ridge at the spot marked by cross-lines on the map of Roman Cambridgeshire. Here the road is about 12—51 feet wide: what remains is as follows:

Nine inches of chalk, 2 feet 3 inches of gravelly earth, and

¹ The ridge is now unfortunately being levelled, March 1910.

² C. C. Babington, *Ancient Cambridgeshire*, p. 8.

then chalk again, all beaten hard: the upper surface of the road has been removed, as in so many other cases in East Anglia, at some long past time for other purposes.

When this trench was being made, I begged the diggers to look carefully for Roman remains, especially where the ditch at the side of the road would be found. In a length of some four yards of this ditch there were discovered a number of pieces of Roman pottery and several pieces of Roman tile—I found a good deal of this myself—a silver coin of Severus, and a broken fibula, together with bones and teeth of pig and sheep. These are now in the Perse School Museum.

This road, one may point out, runs close to the Roman earthwork, one rampart of which can be seen in the grass field at the back of the Cattle Market which abuts on the Railway sidings at the beginning of the Cherryhinton Road. When these sidings were made some years ago, the ditch and rampart of this earthwork were cut into, and various Roman articles were dug up.

One ought, at this point, to answer a question that is often put—Why was the road deflected at the “Twopenny Loaves” tumuli, instead of coming straight on to Cambridge?

The answer is easy; marshland, which was always flooded in winter, stood in the way. This marshland extended from the bit of road still known as Worts' Causeway, right across to, and beyond, the modern Cherryhinton Road.

Anyone coming to Cambridge along the Hills Road can notice how the modern road, from Red Cross to the next cross-road leading from Trumpington to Cherryhinton (generally known as the Long Road), is raised above the level of the fields on either side, while at a distance of 100 yards or so to the west is the ridge of the older road, safe from floods and marsh, on the higher ground.

One must suppose that the older road, which has just been described, had been destroyed, or rendered useless, during the lapse of centuries by the abstraction of its upper surface, for William Worts, the son of William Worts, an Esquire Bedell, dying in 1709, left money, among other purposes, for “the making of a Calcey or causeway from Emmanuel College to

Hogmagog, alias Gogmagog Hills¹." In *Cantabrigia Depicta*, 1763², under the heading "Roads," it is stated that "William Worts, Esquire, caused a causeway to be cast up to Gogmagog Hills, 4 miles east of Cambridge, whither gentlemen ride out clean in the depths of winter."

About £55 per annum is still paid by the University to the Borough and County Council authorities for the up-keep of this length of road.

Minor Roads.

Two minor roads must now be described. One a Roman road, a branch of the Via Devana, to use the convenient name given it by Dr Mason; the other, I believe, a route of an age before the Roman occupation of Britain.

Red Cross to Toft.

The road leading from Red Cross to Grantchester, says Professor Babington³, up to the year 1882, could be traced to Grantchester. Bishop Bennet, who died in 1820, also gives evidence of its former existence⁴. The 1836 edition of the 1-inch Ordnance Map marks the line of it.

To those who have accustomed themselves to tracking out ancient ways, slight but sufficient signs of this road are still clear. After leaving Red Cross, except for one slight rise in a hedge, it is now lost as it crosses what was formerly Shelford Fen. A faint trace of it can still be seen on the east side of the Trumpington Road. It crossed that road a little to the north of the village, and can be followed up to the grounds of Trumpington House. It is again lost until the west side of the river is reached, but there, as plain as ever, is the hollow-way, mentioned by Babington; this continues along the north side of the remains of a small Roman camp up to the junction of the roads leading to Cambridge and Coton. It follows the

¹ J. W. Clark, *University Endowments*.

² On the plan of Cambridge in this book no houses are marked in St Andrew's Street beyond where the Theatre now stands.

³ *Ancient Cambridgeshire*, pp. 43-46.

⁴ Lyson's *Cambridgeshire*, 1808, p. 45.

line of the Coton road for a short distance until that turns north-west. Here the old way is maintained by the bridle-path, formerly known as Deadman's Way, which emerges at Barton on the main road close to the third milestone from Cambridge and by the side of the levelled Roman tumulus which I excavated during January 1909¹.

The camp at Grantchester is behind the village school, the school-house garden being on its southern side. In that garden, on the day on which this paper was read, thanks to heavy rains and the moles which disclosed them, I found four fragments of Roman pottery and two coins—third brasses of Gallienus and Tetricus. A third brass of Constantine I picked up, together with much pottery in the garden of the "Orchard" at Grantchester, in 1907.

From near this spot two ways diverged until the early part of the nineteenth century—that fatal time from the antiquary's, as well as from the social point of view, for modern legislation is only undoing, by means of allotments and small holdings, what was done by the Enclosure Acts, 1800–1840, or thereabouts.

One way, the Hardwick Way—this was its name from Grantchester to Hardwick—led across what was known as Barton Field and Comberton Field to the Port Way, which still exists as a road into Hardwick. About 1756 a labourer, named John Leat, found a paved way of pebbles laid in gravel edged with brickwork, the bricks being about the same thickness, but wider and longer than a common brick. This paved way was 3 feet below the surface of the field^{2, 3}.

The other road led from the tumulus at the end of the bridle-path from Grantchester through Barton village along what was till about 1850 a driftway, now the modern road. There are ample records of the Roman occupation of Barton. In addition to those mentioned by Babington, as found at Trumpington and Grantchester, it will be well to give in their order, as we come to them, a list of those discovered at

¹ *C. A. S. Proceedings*, No. Lv., Report, p. 53, 1909.

² Essex's MS. Note Book. Brit. Mus. Add. MSS. 6768, p. 243.

³ Ord. Surv. Map, 1-inch edition, 1836.

various times along the line of this road between Barton and Bourn.

The tumulus, just mentioned above, excavated in 1909. Less than a quarter of a mile west of this are the "Moats," excavated during the winter of 1907-8¹.

About 150 yards to the west of the "Moats," in the rick-yard of University Farm, many Roman urns and coins and skeletons (these were reburied in the churchyard) were dug up about 1870 by the then tenant of that farm. The urns and coins were retained by him, to meet the usual fate of such articles when not in the safe-keeping of a museum—gradual loss and destruction. At his death the few remains were purchased by the late Mr Sanders Holben of Barton, and are now in the possession of his brother at Grantchester. In September, 1909, another good specimen of a Roman urn was dug up in this rickyard and is now in the possession of Mr R. Warwick, the present tenant of University Farm. A few yards further west from the spot where these remains were discovered, the Roman Akeman Street, described above, p. 159, crossed the one we are considering. This (Red Cross to Bourn) road left Barton a little to the south of the present road to Comberton, going across the fields direct to Comberton Church; it is marked on the 2-inch Ordnance Survey Map, 1810. This part of it, from Barton to Comberton, known formerly in part as Broom's Lane, is well remembered by people living in both those villages; it was obliterated by the enclosure proceedings during the years 1840-50. A quarter of a mile south of it, directly below Comberton Church, and about 150 yards east of Fox's Bridge², a Roman villa was discovered in 1842³. I have found many Roman coins and pots in different parts of the village.

A pathway, the continuation of this road we are tracing, still exists along the line of the pre-enclosure road, from near

¹ *C. A. S. Proceedings*, Vol. XII., No. LI. p. 296.

² In 1636 this was known as Fox-hole Bridge. See fly-leaf at end of Comberton Register.

³ *Camb. Chron.* March 5, 1842. For original plan of villa see C. A. S. Portfolios of Drawings, Library of Archaeological Museum.

Comberton Church, passing a destroyed tumulus marked on old Ordnance maps and even now noticeable, and runs into the short piece of the old road, still in use, leading to Toft Church. In 1851, in Priory Field, Toft, seven skeletons were found together with "Roman pottery, a portion of a lamp and paterae¹." From Toft Church a footpath and the present road continue the line to Kingston Stones, between Kingston and Caldecote, and the modern road takes it on through Bourn to the Ermine Street at Caxton. At Bourn in 1813, on Bourn Hall estate, were found two Roman urns and part of a quern formed of pudding-stone². During August, 1909, I excavated for the Society three moated tumuli at Bourn, and proved conclusively they were of Roman construction. The great peculiarity of one of them is, that it is a large tumulus raised over a smaller one, both being Roman. These tumuli are a bare mile from the Ermine Street.

From various considerations I have come to the conclusion that this was a road before the Roman occupation, but was remade during the Roman period as a vicinal way as far as Comberton, and, perhaps, as far as Toft and Caldecote. From Caldecote the windings of the way are evidence that the Romans, though they must have made use of it, certainly did not remake it as they did so many of the pre-existing routes.

There is one consideration which ought to be put forward here.

In tracing out the course of *Iter V* in his paper, read before the Society in November 1903, the Rev. A. C. Yorke³ makes the road go from the camp at Wandlebury to Arbury and thence by Belsar's Hill to Godmanchester (Durolipons), an impossible route, I think, for there was no Roman road from Arbury to Godmanchester—the lie of the land between Belsar's Hill and Godmanchester forbidding it. But if we take the line from Wandlebury down the road, which I have traced above, to Red Cross, Grantchester and Barton, and turning

¹ *Camb. Chron.*, Dec. 27, 1851.

² *Archæologia*, xviii, p. 435.

³ *C. A. S. Proceedings*, Vol. xl, No. xlv, pp. 31, 32.

back there along the Akeman Street (as above) to Cambridge, and taking the present Huntingdon Road, the Via Devana, to Godmanchester, we get the exact mileage required, and travel along Roman roads the whole time, and since the object of these itinera seems to have been the visiting of Roman camps and stations, the one at Grantchester would have been included by following this route. Thus:

Wandlebury through Godmanchester to Barton	6 miles
Barton to Castle End	3 miles
Castle End to Godmanchester (Durolipons)	14 miles
	<hr/> 23 miles

Whereas the mileage required is xxv. m.p. = 22·87 miles.

The Mare Way.

The other minor road is a very interesting one though not, I believe, a Roman one.

It is the winding road leading from the Ermine Street, a little to the north of Wimpole Park and about 300 yards south of stone which marks the eighth mile from Royston, and continuing to Red Cross on the Hills Road.

To the west of the Ermine Street there are one or two old and winding grass roads which may have formed part of this route.

The Mare Way, as it is called, starting from the milestone mentioned above, forms almost without break the boundary of Wimpole and Orwell parishes to Fox Hill on the Akeman Street before mentioned. It continues as the north boundary of Barrington parish almost up to Chapel Hill, south of the village of Haslingfield. Then it probably passed not far from the tumuli, marked on old maps as "Mount Balk" close to Chapel Bush, and "Money Hill," and so, having kept, from Ermine Street, on the chalk ridge 220 to 250 feet above sea-level, it sank down to the river near Burnt Mill Bridges, on the Rhee, as the 1836 edition of the 1-inch Ordnance Map names the spot.

This is evidently the line of an old road, for here is another instance of what Mr Arthur Gray mentions in his paper on

“The Ford and Bridge of Cambridge.” The river Rhee was the division line between Mercia and East Anglia. At this spot, Burnt Mill Bridges, the parish boundary of Haslingfield crosses the river into what would naturally be Harston parish. This is the only place where that branch of the river is not a continuous parish boundary. There appears to be an exception in Barrington parish, but that is because its western boundary follows a tributary stream.

An old road, now represented by a footpath, continued the line up to Hauxton Mill. Here again we find the same phenomenon as before, the parish boundary forming a loop across the river at the present bridge, where was the ford in times before bridges. It not only forms a loop in order to enclose the ground round the ford, but runs in a straight line as the northern boundary of Great Shelford parish up to Red Cross, where it met the road coming over the Gog-Magog Hills, which, as we have seen, was a Roman road, and may have been on the line of an older way.

That this just described route was a road long anterior to the Roman age in Britain seems certain both from the line of country it follows, and from the objects found along its course. Two years ago Mr Leonard Wills, of King's College, dug out a fine bronze sword, on the line I have indicated, about a quarter of a mile north-east of Hauxton Mill. Anyone, by a little careful searching, can find pottery and fragments of bronze within half a mile of Hauxton Mill in either direction.

To quote from a paper read before the Society in 1889 by Professor T. McKenny Hughes in which he speaks of Hauxton Bridge and Mill:

“This locality is one of exceptional archaeological interest, as there seems to be here evidence of the overlap of Roman over British, Saxon over Roman, and perhaps of Danish over Saxon¹.”

This route with very slight exceptions is a parish boundary for over 10 miles—from the Great North Road or Ermine Street to Red Cross.

¹ *C. A. S. Proceedings*, Vol. XII. pp. 24–28; Vol. X. p. 496. *C. A. S. Report* XLVIII. p. cxxxvi.

The object of this paper has been to prove that the roads meeting at Castle Hill, Cambridge, which have been hitherto called Roman, are really of Roman origin. The straightness of their course and the abundant Roman remains found along their route made this probable, but now a section has been cut across each of them, what before was only probable is now certain. To the fact that many Roman remains have been found on Castle Hill¹, in itself a strategic position, we can now add this, that four Roman roads met there, and, consequently, what has been but a pious opinion is now most probable, namely, that the meeting place of these four roads was the site of a Roman station.

That this will be also proved by excavation on that meeting place I do not doubt. We can but hope the talked of investigation of the earthen rampart in the grounds of Magdalene College will in the near future be carried into effect, and settle once for all this much disputed point.

APPENDIX.

CLASSICAL REFERENCES TO RAISED ROMAN ROADS.

- Virgil (ob. B.C. 19), *Aen.* v. 273.
 "viae deprensus in aggere serpens." "A snake caught unawares upon a road."
 viae aggere = via aggesta. A raised road or embankment.
- Tacitus (ob. A.D. 118), *Hist.* II. 24.
 "aggerem viae tres praetoriae cohortes obtinuerunt." "Three Praetorian cohorts occupied the raised causeway."
- On the Via Domitiana*
 P. Papinius Statius (fl. A.D. 82),
Silvae, Bk IV. 3. 44.
 "Hic primus labor inchoare sulcos
 et rescindere limites et alto
 egestu penitus cavare terras;
 mox haustas aliter replere fossas
- "The first task is this, to mark out the trenches and to open up the track, and with deep digging thoroughly to excavate the earth

¹ Babington, *Ancient Cambridgeshire*, pp. 3-7.

et summo gremium parare dorso,
ne nutent sola, ne maligna sedes
et pressis dubium cubile saxis;
tunc umbonibus hinc et hinc
coactis
et crebris iter alligare gomphis."

Galen (A.D. 130-201), *Method. Med.* Vol. x. 633. Kuhn's edition. Lipsiae, 1825.

"ἀμέλει ταῦτ' ἐχούσας ἀπάσας τὰς ἐπὶ τῆς Ἰταλίας οδοῦς ὁ Τραϊανὸς ἐκέλευος ἐπληρωθῶσατο, τὰ μὲν ὑγρὰ καὶ πηλώδη μέρη λίθοις στρωννύς, ἢ ὑψηλοῖς ἐξαιρῶν χώμασιν, ἐκκαθαίρων δὲ τὰ τε ἀκανθώδη καὶ τραχέα καὶ γεφύρας ἐπιβάλλων τοῖς δυσπόροις τῶν ποταμῶν. ἔνθα δ' ἐπιμήκης οὐ προσηκόντως ὁδὸς ἦν, ἐνταῦθα σύντομον ἐτίραν τεμνόμενος· ὥσπερ καὶ εἰ δι' ὕψος λόφου χαλεπή, διὰ τῶν εὐπορωτέρων χωρίων ἐκτρέπων· καὶ εἰ θηριώδης ἢ ἔρημος, ἐξιστάμενος μὲν ἐκείνης, ἐφιστάμενος δὲ εἰς τὰς λεωφόρους, ἐπανορθούμενος δὲ καὶ τὰς τραχείας."

Ammianus Marcellinus (fl. c. A.D. 380), Bk XIX. 8.

"diu laborata moles illa nostro-
rum, velut terrae quodam tremore
quassata procubuit, et tanquam
itinerario aggere vel superposito
ponte complanatum spatium, quod
inter murum congestamque forin-
secus struem hiabat, patefecit hos-
tibus transitum, nullis obicibus
impeditum."

between; next, with other material, to refill the dug-out space and prepare a foundation for the high ridge lest the soil should sag, or the base subside and afford an unstable bed for the deep-set blocks; then to line the road on either side with well-set edge-stones and many a kerb-stone."

Galen, after making a comparison between the care of the human body and the care of roads, mentions, by way of illustrating his point, what had happened just at the time he wrote:

"So when the roads were thus (*i.e.* neglected) in Italy, Trajan repaired them, raising such as were wet and deep in mud, with layers of stones and high banks, clearing those that were overgrown with thorns and uneven, and building bridges over rivers which were too deep for fords; where the way seemed longer than was necessary, cutting a shorter one; wheresoever it was too steep, through crossing a hill, diverting it along an easier slope, and if it was infested by wild beasts or deserted, changing its course to more frequented parts, besides levelling all rough places."

"The structure raised by our men, having been repeatedly shaken at length fell, as if by an earthquake, and the space, which gaped between the wall and the mound piled up outside, being made level as if a raised causeway (*lit.* travelling bank), or a bridge had been constructed over it, opened a passage way, no longer blocked by any obstacles, to the enemy."

Ammianus Marcellinus, Bk XXI.

10.

“Ubi lux excaudit tertia, morarum impatiens, percursis aggeribus publicis, Succos, nemine auso resistere, praesidiis occupavit.”

“When the third day dawned, unable to endure further delay, he proceeded by the public roads and seized upon and garrisoned Succus, no one daring to resist.”

Sidonius Apollinarius (fl. A.D. 482), *Ep.* III. 12. Teubner edition.

“Viator...tellurem tereres in-aggeratam.”

“Traveller...thou mightst tread the heaped-up earth.”

Sidonius Apollinarius, *Carmen* XXIV. Teubner edition.

“Antiquus tibi nec teratur agger, Cujus per spatium satis vetustis Nomen Caesareum viret (?nitet) columnis.”

“Nor shouldst thou tread the old raised causeway which at right distances displays the name of Caesar on mile-posts erected long ago.”

Claudius Rutilius Numatianus (fl. A.D. 410), *Itin.* 39.

Aurelius agger = via Aurelia.

Monday, 28 February, 1910.

The Rev. Dr STOKES, President, in the Chair.

H. A. GRUEBER, Esq., F.S.A., Keeper of Coins and Medals, British Museum, read a paper, illustrated with lantern views, on

THE COINAGE OF ANTONY, LEPIDUS AND OCTAVIUS,
B.C. 43—31.

Monday, 7 March, 1910.

Mr R. BOWES, Treasurer, in the Chair.

Miss M. E. DURHAM made a communication on
OLD CUSTOMS IN HIGH ALBANIA.

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