

## THE ROWHOOK—FARLEY HEATH BRANCH OF STANE STREET.

BY

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ALL traces have been lost of many of the less important Roman roads in Great Britain. The ploughman, the builder, the agent of road authorities, and Nature's stealthy but effective covering processes, every year make it increasingly difficult to re-establish these ways. Typical of them is the road marked in the Ordnance Survey Map as "supposed line of Roman road," between the little hamlet of Rowhook on Stane Street near the Sussex and Surrey border and Farley Heath near Albury. It has fallen into general doubt; Codrington in his *Roman Roads in Britain* (p. 53) says it is not known on what evidence it rests, and this is the usual attitude. The *Victoria History of Surrey*, it is true, is a little more hopeful: "It is a still faintly traced Roman road which came from somewhere on the Sussex coast and went north-westward up the hills near Ewhurst towards Guildford and Merrow Downs, and probably onward towards Staines" (Vol. I., p. 332). A few are content confidently to accept it with little or no knowledge of the evidence. At present not more than thirty yards of its nine miles is used as a road, and nowhere would one not definitely hunting for it suspect its presence.

Before this road is altogether discredited and finally demolished by plough, pick, and spade, or covered deeper in the soil, I hope definitely to establish it; first, by a brief survey of past evidence, and second, by a record of spade evidence in 1923.

First, as to what already stands recorded. The original object name books of the Ordnance Survey Office supply, under date 1870, evidence given by Messrs. J. P. Harrison,

J. W. Barlow, George Worsfold, Captain Mostyn, and Messrs. Clids and Nash, being residents in Cranleigh, Ewhurst, Slinfold, and Rudgwick parishes. They say in effect that a minor Roman road branches off Stane Street at Rowhook in a north-westerly direction, connecting the station at Roman Gate (*i.e.*, Alfoldean, near Slinfold) with that on Farley Heath. Their evidence consists of considerable quantities of pebbles and sea gravel—material certainly used by the Romans in the construction of Stane Street—strewn over the ploughed fields immediately north of Stringersland, near Rowhook. (Three of these fields have now for some time been pasture, and this fact makes corroboration very difficult.) A few pieces of Roman pottery were found in tracing the line on Hillhouse Farm. Passing to the east of Old House Farm, the road was traceable to Horseblock Hollow (*i.e.*, Winterfold House) at the base of the sandhills north-west of Ewhurst. From this point to the summit of the hill they could not find the flints used, but in this, as in similar cases, a causeway was almost certainly made. They give its course as up Jelley's Hollow, above which, on the crest of the hill, the double vallum and ditches were still intact for a considerable distance into the parish of Albury. (This last stretch, owing to the growth of heather and trees, had apparently gone clean out of knowledge; but the recent cutting down of trees combined with the conviction that it must be there, made it no difficult matter to trace it out again.) This is the gist of their evidence and surmises. It is reasonable to suppose that the line on the Ordnance Map was drawn by aligning the stretches indicated in this evidence, and by producing the line conjecturally in each direction towards Farley Heath and Rowhook. The Roman occupation of the station on Farley Heath is incontestable. The evidence of coins, beads, rings, fibulæ, tiles, pottery, etc., was brought together by Martin Tupper in *Farley Heath* (Andrews, Guildford, 1850). See also Manning and Bray's *Surrey* (Vol. II., 1809), and the *Victoria History of Surrey*.

In 1874 J. P. Harrison wrote on the road in *Surrey Archaeological Collections* (Vol. VI., pp. 1-10). In his map he makes it point a little west of the Farley Heath station and of St. Martha's, but slightly east of Guildford. Its continuation east of Guildford and so to Staines, as conjectured by Malden, is

quite hypothetical. The Farley Heath settlement, which existed in Celtic times before the Romans occupied it, would almost certainly have had its own communication with Guildford (perhaps via Shalford). Besides, to head for Staines the road would have to change its direction by at least 30 degrees from some point east of Guildford. What the Romans had to do was, probably, to make a hard straight substitute for a poor and devious forest track from Rowhook, where it had been crossed by Stane Street at the end of the first or beginning of the second century,<sup>1</sup> to the existing Farley Heath settlement; thence to Guildford they would be content to follow the road already taking the most practicable line. Apart from this, they would almost certainly have wanted to connect Farley Heath with the route along the south slope of the chalk North Downs by a direct way; and also, sooner or later, with their great east-west system at some point between Staines and Silchester. Mr. O. G. S. Crawford (to whom I am indebted for suggestions) conjectures a line Waltham St. Lawrence (an important Roman settlement)—Henley—Dorchester. But this article is confined to the stretch Rowhook—Farley Heath. Harrison started from a tradition that in Somersbury Wood, south of Ewhurst and about  $1\frac{1}{2}$  miles south of Garbridge on the Cranleigh-Ewhurst road, there was an old road. On testing this he found stone scattered about on the supposed line—"bleached flints, coast pebbles (mostly at the Sussex end), and hard material from the hills." Now these were precisely the kinds of metal, apart from slabs of local sandstone, which I had found remaining from Stane Street at Slinfold and just north-east of Rowhook. The "hard material from the hills" I have definitely identified as chert; it is called "flint" by the folk on the Surrey hills, and a tertiary flint it is. "Its course," says Harrison, "from field to field in the parish of Ewhurst has, I believe, been accurately laid down by simply connecting the places, seldom far apart, where flints and hill stones have been discovered beneath the surface, by straight lines." He found these stones generally about a foot beneath the surface, and the greatest width about twenty feet. Stane Street was, to my mind, beyond a doubt constructed from the

<sup>1</sup> This is a safe inference from the pottery and coins found by me at Alfoldean, Sussex, in October, 1922 and April, 1923.

Chichester end, at any rate as far as Rowhook. As the road advanced, the pebbles from Selsey, Pagham, etc., the flints from the South Downs, and the chert from the Hythe beds of the Lower Greensand at Fittleworth and Petworth were brought along it. But if the construction of the Rowhook—Farley track was, as seems probable, subsequent to the completion of Stane Street as far as Dorking, flints and chert could have been brought from that neighbourhood to the Rowhook junction with less trouble than from Bignor and Petworth. I believe this was done. From Rowhook north-west I find pebbles comparatively few, though a few are enough to prove the beginning from the south. At any rate, the Farley track was almost certainly made from south-east to north-west to about as far as Furzen Lane or a little farther. At Hillhouse Farm, however, and up the hill north-west of Ewhurst there seems to be a natural outcrop of chert in quantity quite sufficient for the road here to have been made up entirely of local material. Anyone who knows the deep hopeless yellow clay of the country between Rowhook and Hillhouse will know how convincing is the argument from stones. In this soggy district everyone cries out for stone, and the only local product is the almost useless soft iron sandstone<sup>1</sup> found mixed up in thin slabs and fragments with the clay. If you find a bed, however shallow, of chert and flint and pebbles, you realise it has been put there at great trouble and expense. The absence to-day of much stone substratum in the road is easily explained. First, where fields have been ploughed, the first process was to remove as much as possible of the road foundation. Chert is scattered about such fields sometimes for 50 or 100 yards each side of the line; yet, in spite of this, thin layers can still be found about a foot down, just on the top of the clay and sandstone which the plough carefully avoids (a 6 to 8 inch furrow is deep for these parts). Second, in Somersbury Wood there was, apparently in Elizabethan times—when the road had probably been in desuetude for some two centuries—a glass works, at a spot called in the Tithe Apportionment Book “glass-house field.” For the purposes of glass manufacture all the available flints were almost certainly collected for two or three miles of the road in either direction, though

<sup>1</sup> In Sussex called “shravey.”

enough still remain to show the original make-up of the road. The chert, though a fine hard serviceable stone, has been less despoiled. Then, even if a sand bed had been originally used, it would probably have perished utterly in the hungriest of clay. And further, this was only a secondary road, not intended for the passage of heavy wheeled traffic, but chiefly as a patrol road or pack-horse track through wooded and hilly country. Its original composition was probably this: clay bed; on top of this small and thinnish sandstone slabs; on this four or five inches of chert; then a layer of flint and pebbles. The whole was bound together with a sufficiency of soil. Towards the hills first the pebbles and then the flint peters out. The width was not more than 20 feet, and there was a camber of 7 or 8 inches. Across the Weald I have found no trace of side trenches. One would not expect as solid a structure as Stane Street, which at Alfoldean was thus composed: clay, sand, big thick sandstone slabs, chert, flint, and pebbles and soil. When the road reaches the sandhills at Wethersell Hill, from here to Farley, the heath itself being stone and gravel, hill stone by itself is no longer a clear index of the line. We have, however, two separate stretches of made road consisting of agger and trenches, and between these the lie of the land afford only one really practicable route. It leaves the straight and curves round to the west up Jelley's Hollow.

Apart from spade evidence, we have to consider probabilities and mentions in recorded history. Desiring to get from Rowhook to Guildford, the Romans would surely not long have submitted to the long journey via Dorking and the "Pilgrims' Way," any more than they tolerated the Antonine Iter of ninety-eight miles from Chichester to London via Winchester, Silchester, and Staines, when they could reduce the route to fifty-eight via Pulborough and Dorking. So they made the much shorter, if more lightly constructed, road along one side of the triangle. The more difficult Wealden part was, after all, comparatively short, six miles only separating Rowhook from the south slope of the sandhills. (As well as Mr. Harrison, Captain Le Poer Trench, Ordnance Survey officer in the early nineteenth century, satisfied himself, as the result of the work of his sappers, of the former existence of this road.)

From history we may with tolerable certainty infer the

existence of this route in 851, when the Danes advanced down Stane Street via Dorking to try conclusions with Ethelwulf. The Saxon king, uncertain whether the Danes would proceed from Dorking south along Stane Street or west along "Pilgrim's Way," prepared for either chance, and posted himself along the Rowhook (Roman Woods) ridge so that he could checkmate the enemy by marching either along Stane Street towards Dorking, or from Rowhook *via* Farley to St. Martha's. As it fell out, the armies met on the southern slopes of Leith Hill, just north of Ockley.<sup>1</sup> In two other cases<sup>2</sup> the road seems to have been in reasonable repair. In 1199, on John's return from Normandy, his wine reached Waverley Abbey from Pagham via Stane Street, Rowhook, and Shalford; and in 1215 he was at Guildford and Knepp Castle on the same day, the route probably being via Farley, Rowhook, and the vanished south-eastern road from Rowhook, which is thought to have run straight by Knepp, Ashurst Church, and King's Barn to the west end of Bramber Bridge. From about 1350 to 1750, one may suppose, these main and secondary roads were allowed to fall into disrepair. Stane Street was lost between Ockley and Slinfold, and the whole of the Rowhook—Farley road which was dependent on it naturally vanished also. This stretch of Stane Street has now been restored in parts, but not a yard of the other.

To come now, after much but necessary preparation, to the spade evidence of 1923. At a remove of fifty years it corroborates Le Poer Trench, Harrison, and the other witnesses quoted above. My work does not controvert their testimony, but rather restates their case half a century later and establishes it on better evidence. I have spent much time examining the line given on the Ordnance Map starting from the Rowhook end, and it appears to be absolutely demonstrable for about five miles. I began by walking over different sections and getting familiar with the line, starting from the garden of the Chequers Inn at Rowhook, for a distance of  $7\frac{1}{2}$  miles north-west, through ploughed fields, spinneys, fields now pasture which have been arable, undisturbed pasture, copses, and woods.

<sup>1</sup> If Stevenson in his *Asser's Life of Alfred* is right in rejecting this site, this argument must be discounted.

<sup>2</sup> These historical arguments I have condensed from Mr. Malden in *Victoria History of Surrey*, Vol. I.



(a) CHEQUERS INN, ROWHOOK, THE CARFAX WHERE  
TWO ROMAN ROADS CROSSED

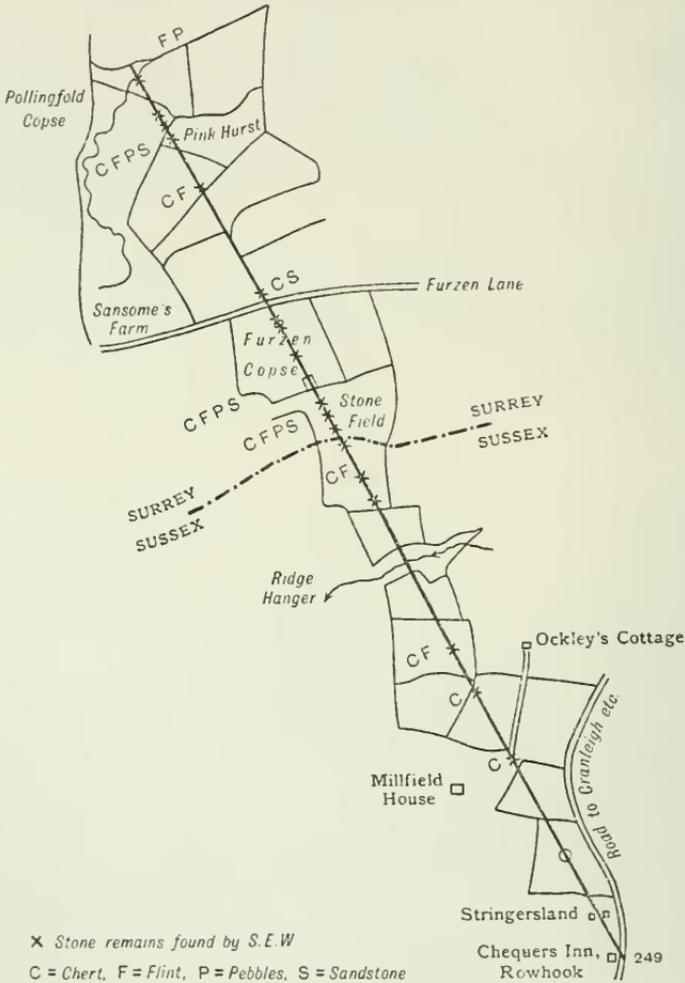


(b) THE ROAD IN FURZEN COPSE

I searched always for chert and flint and pebbles. My attention having been called to a grass field, formerly arable, called "Stonefield" at Bury St. Austen's near Rudgwick, I naturally began on this. On the ploughed field south of this I had noticed much chert and big flints scattered about, especially on the line indicated on the map, so got to work in Stonefield with a probing-rod, pick, and spade. Digging a trench across the line at the south end of the field, and then a second 30 feet farther north, I found in both cases at a foot down a consistent thin layer of chert mixed with a fair number of patinated and other flints. This layer extended laterally 7 to 8 feet. Chert was found scattered to right and left of the line. What I found was evidently the metal which remained after the dispersal of the bed; it lay just under the ploughed spit and on top of the clay and iron sandstone. Satisfied by the probing-rod of the continuance of stone right across this field, I next tried Furzen Copse to the north. Here there are bushes and trees, and the ground generally appears to have been very little disturbed. Just inside the copse is a cart track (east-west) for the removal of wood and charcoal, along which the top soil has been worn thin. In this I found a convincing bed of chert and flint only 4 inches down. Its thickness was 4 inches, and width 17 to 18 feet, and on either side the track were no stones. North of this the rod and spade found the bed continuing of the same width, but a few inches farther down. With the permission of Mr. Lee Steere of Ockley on March 6 and 7, I had a length of 9 yards of the road laid bare by three men, and this I have shown to Dr. Eliot Curwen and his son, and Mr. A. Hadrian Allcroft of the Sussex Archæological Society, and to Miss O. M. Heath and Mr. Reginald Smith of the Surrey Archæological Society, who all accepted this stretch as proven. There remains a depth of about 9 inches of metal—chert, ironstone, and a fair amount of flint (black and brown). The camber of the road still shows: it is 6 to 7 inches lower at the sides than in the centre, and accordingly the soil is shallow over the crown of the road and deeper at the sides, where during the digging the water readily collected. There is no metal whatever in the soil east or west of the line. The width of the road here is 17 to 18 feet. Through the rest of the copse we found it wherever we looked for it. For instance, of two openings made

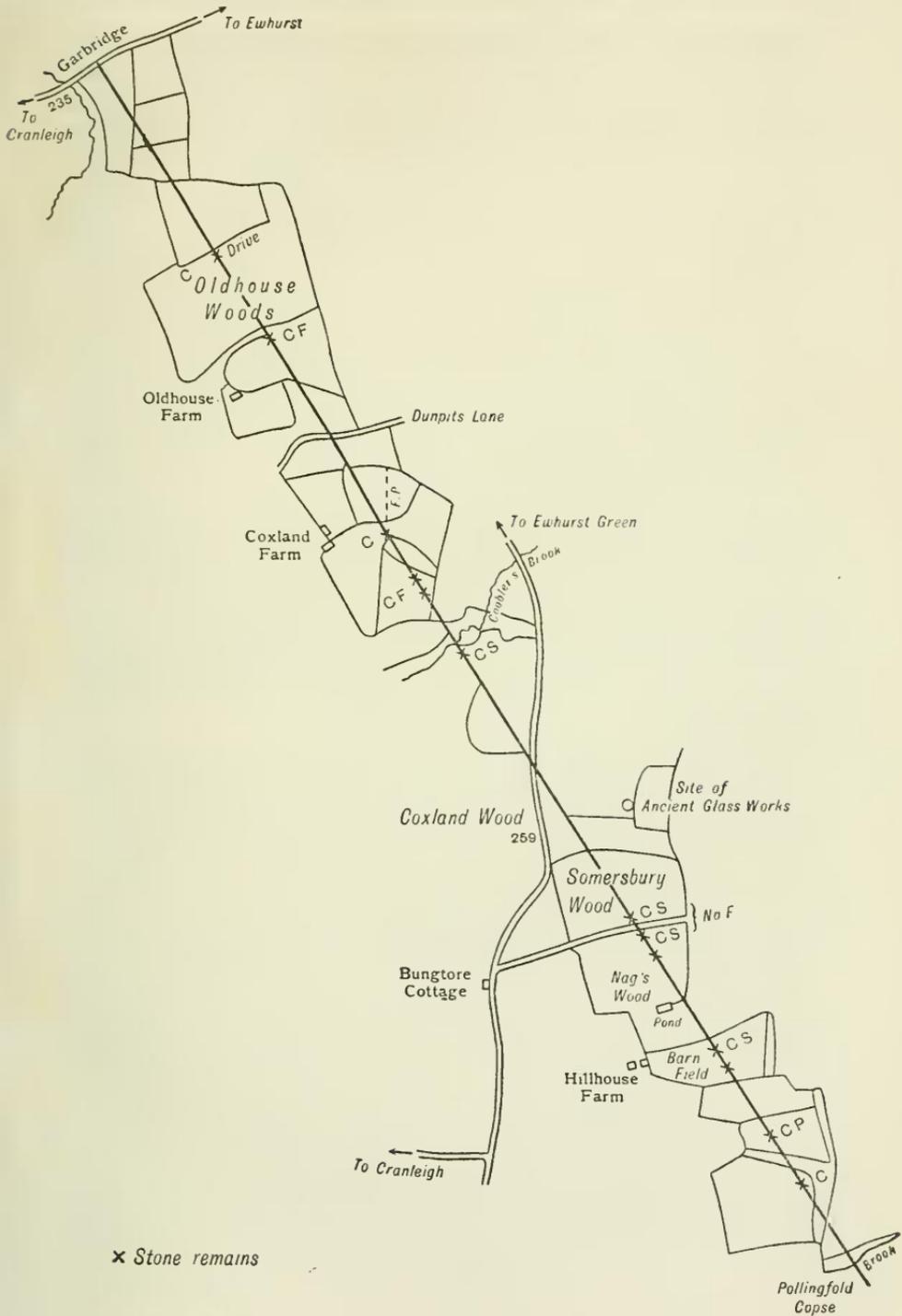
at the north end of the copse, both gave 6 inches of metal and a width of 13 feet.

North of Furzen Lane in Mr. Remnant's pasture field (which has been arable) there is enough metal to show the line,



MAP I.—CHEQUERS TO POLLINGFOLD COPSE.

though it is shallow. Farther north, where the line crosses the north-west angle of Pinkhurst Copse, the metal is very solid, about 6 inches thick, and only a few inches down: at the bottom big hard sandstones, and over these chert, flints, and rounded pebbles. Across the south-east angle of the next field, which



MAP 2.—POLLINGFOLD COPSE TO GARBRIDGE.

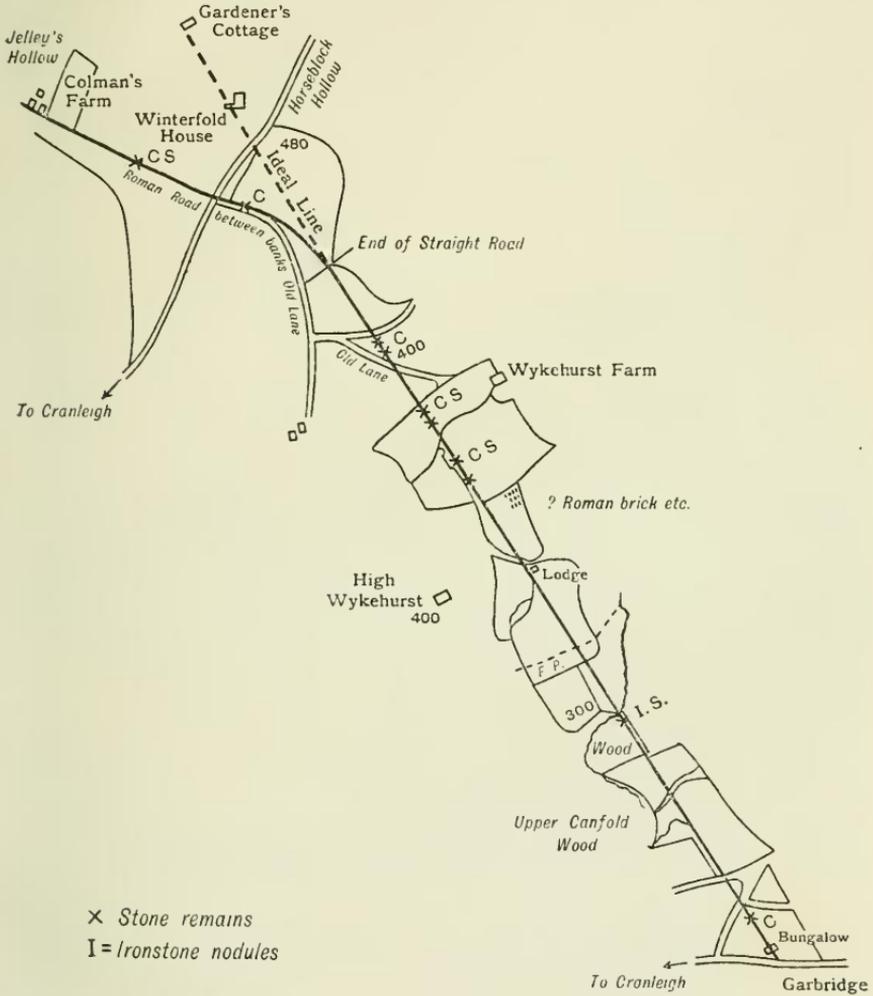
is arable, there is, plain for any eye to see, a great mass of stone—flint, chert, and pebbles. We traced the road into the copse north of the brook, where the metal was plentiful. Over the mile thus investigated, the woods and copses—where there has been least disturbance—are *the* places for finding the metal, in convincing quantities and very near the surface. It is some comfort to reflect that for the curious there it is likely to remain indefinitely, because, excellent as the stone is, it will now hardly pay farmers to dig it out.

At other places farther north I have found clear traces. One of these is in Somersbury<sup>1</sup> Wood, south of the ancient glass-works site, just north of the drive running east-west from Bungtore Cottage, where there were fine pieces of chert about 6 inches below the surface, the layer having a depth of about 6 inches and a width of about 7 feet. Two more are outside, one north and the other south-west of a small wood situated south-east of Coxland Farm. Another is in the middle of the south side of Oldhouse Wood, and another in the middle of the wood just south of an east-west drive. From Rowhook to the Cranleigh-Ewhurst road at Garbridge—a distance of  $4\frac{1}{2}$  miles—I found the metal, predominantly chert, at eighteen different places, in three only of which is it visible (in ploughed fields) on the surface.

North of Garbridge, however, the traces, by metal or otherwise, are few. Facing the Cranleigh road a new bungalow (the westernmost) is built over the Roman road: and behind it a chicken-house (the eastern one) is built astride the hollow of the road where it runs up a slope, and where stone was found. North from here the line is along the hedge south-east of Upper Canfold Wood, across a marshy field, and exactly along the line of a ditch. Up the slope northward the road is hollowed out just inside the wood, not outside, as marked in the Ordnance Map (6-inch). At the top of the slope I found a good quantity of stone only 4 inches down and about 1 foot deep, and under it yellow sand; but the metal was hard black ironstone nodules and sandstone slabs native to the soil. Hence the road had to negotiate a deep ghyll, almost certainly by zigzags mounded up, though higher up on the north slope the line seemed again to be marked by a hollow. In this woodland traces are difficult

<sup>1</sup> See Map 2, p. 57.

to find. Across a very wet pasture field it runs to the lodge of High Wykehurst. North of the lodge and in the north-east corner of the grass field, acting on a suggestion of the farmer at Wykehurst who used to plough it, I looked for red brick,



MAP 3.—GARBRIDGE TO COLMAN'S FARM.

and found it in plenty under the grass. Its character seems to denote a former Roman building just off the road. From the lodge to the end of the straight line marked on the map, a distance of 1,025 yards, I found nothing convincing. In the

ploughed field south of Wykehurst Farm along the west hedge there is plenty of stone, chert, and sandstone, along the line; but the whole field is stony and chert is naturally plentiful. My informant, who has ploughed here for eighteen years past, says he has noticed nothing special on the line. However, in the field along the top of which runs the footpath to Wykehurst, and across its corner, a special mass of stone stands out convincingly, and this is the last good evidence I can produce from metal on the aligned part of the road. Coming down the gully north-west of Wykehurst, the line given on the map runs through the spinney, between two big ivy-grown trees. Over the ploughed field north I could find nothing distinctive except a few flints; there is, of course, plenty of local hill stone. At the top, where a path goes into the spinney, is the end of the straight.

In order to leave no room for error, I have carefully examined the ground where the continued alignment should be—*i.e.*, through the terrace of Winterfold House, by Mr. Turvey's cottage, just east of the Bench Mark on the top of the hill (722 feet), a little east of Winterfold Cottage, diagonally across Helmet Copse, straight through the buildings of Mayor House Farm, diagonally through Mayor House Holt, and across Farley Heath to the centre of the north vallum of the Camp. Some of this investigation was painful business, through small trees and undergrowth, through 6-foot high bracken with a tangle of blackberry bushes lurking underneath; but I was determined to stick at nothing which might hinder me from walking over the exact line. I feel convinced that no road was ever or would ever have been made that way. Among other difficulties are these: (1) the gradient to the top is too heavy, and there was no sign of a road when Winterfold was laid out; (2) the line would cross Ride Lane diagonally, where it is about 30 feet deep, and I feel sure that the lane was pre-Roman; (3) the contours generally are quite unsuitable, especially those on each side of Mayor House Farm; (4) in Mayor House Holt and across Farley Heath there was no vestige at all. Only across Helmet Copse<sup>1</sup> did there seem to be a likely hollow, but this short isolated stretch seems meaningless by itself. These negative results, however, are valuable. If the route from Winterfold Heath is not via Ride Lane, it must be west of it.

<sup>1</sup> The name seems to suggest a "find," of which there is no record.



*Photo.* R. Turvey

SECTION OF ROAD AT WINTERFOLD

I have searched between Pit House and Mayor House and have so far failed to find it.

I will now follow the supposed line from this point<sup>1</sup> to the top of Jelley's Hollow, and say what I can for or against it. In the first place, it now bears away to the left of the<sup>2</sup> ideal line to Farley station, and apparently never joins it again. But there is excellent reason for this in the nature of the hill to be surmounted. It curves west across the angle of the next field (grass) to the north-west corner where there is a gap in the hedge. At this point it falls into an old road which runs west to cross the Cranleigh-Winterfold road. This piece of old road is derelict—swampy and overgrown—running between two banks; but the whole has been enclosed between two exterior higher banks; thus:



FIG. 1.—DIAGRAM OF ROAD AND BANKS E. OF WINTERFOLD ROAD.

In the middle of the roadway the metal—chert, etc.—is about 3 inches down, and towards the sides 4 or 5 inches. It is true that this track continues south, independently of the line of the road, to High Canfold, with a branch towards Wykehurst; but it seems probable that this lane was at some time led off from the then existing Roman road, though local talk, not unnaturally, identifies it with the Roman road, in spite of its winding character. At any rate, the east-west stretch just mentioned seems to stand or fall with the 400 yards or so west of the Winterfold road, being of the same character—viz., a road between two banks. At about 400 feet altitude this 400 yards runs quite clearly through the woodland, along a sort of platform on the hillside, between two banks about 18 feet apart. Across the agger and ditches of this, in the presence of Dr. Walker and other friends from Cranleigh, I had a trench dug 3 feet wide and 3 feet deep, but found little stone except on the north side, where some of the metal was in position a foot down; it is obvious that the road has been used as a quarry, and that only sporadic leavings are now to be found. The agger measured 17 feet across. I then examined a section which had been cut for a ditch in 1912. From this

<sup>1</sup> *i.e.*, the end of the straight.

<sup>2</sup> See Map 3, p. 59.

at that time were removed biggish slabs of local stone, which are now to be seen in the path leading to the gate of the wild garden of Winterfold. In the sides of this section the stone is still lying a foot down. Digging the west side of the north end we found a good bed of chert and sandstones 9 inches thick. The quantity of metal got out in ten minutes easily explains why the road has been despoiled. The road next crosses the Winterfold drive and the angle of a grass field—where it is marked by a slight but perceptible hollow—and then runs as a hollow parallel with and north of the raised causeway (probably fairly recent) to Colman's Farm. Rounding the corner of the buildings to the north it is now lost in the farm gardens, and proceeds up Jelley's Hollow. There has been much discussion about the route from Colman's Farm, and I have considered carefully three alternatives: one up the centre of the grass, a second along the outside of the wood, west of the Hollow, where now is a cinder path, and a third inside the wood a little farther to the west. By far the most probable is the middle route. It runs close up to a high bank on the line of the present path. The bank itself shows artificial cutting. Before Lord Alverstone's time this track was a hollow between banks, liable to become a water-course; but he had the hollow gradually filled up and the eastern bank levelled. Just before you enter the gate to the deep sandy lane, the grassy bank on the right gives clear indication of what the track used to be. The deep cutting in the sand is certainly artificial, and has probably been deepened by rain and narrowed in the course of centuries by the falling in of the soft sides. It is significant that Colman's Cottage in the hollow has a perennial spring of water in a country where water is hard to find. The last 200 yards before the top is reached is steep going even for pack-horses. The top here is a west-east ridge of about 20 yards in width, and makes a comparatively low col. This route is beyond doubt the best over the hill in this region; it curves up a hollow, makes the top at about 30 feet below the 700 contour on either side, and rises from the Winterfold road 270 feet in about 1,500 yards, whereas by the ideal straight line it would have to rise 240 feet in about 1,000 yards—a gradient too steep even for Roman engineers. On the whole, though the Jelley's Hollow route for the road is not *per se*



*Photo. R. Turvey*

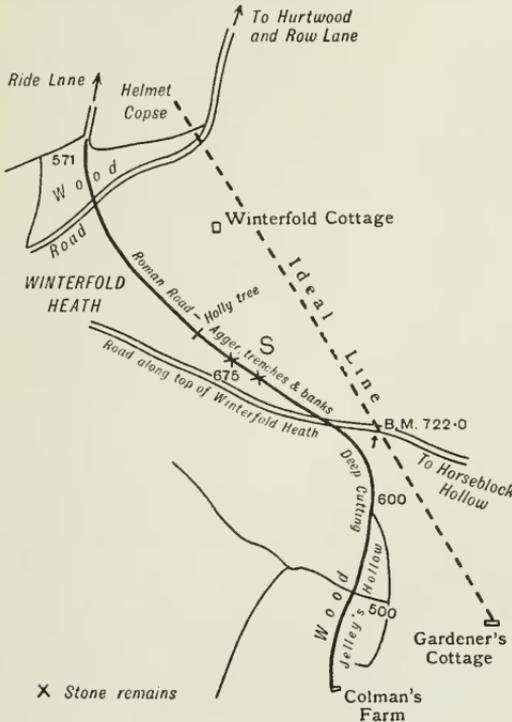
(b) ENTRANCE TO DEEP SANDY LANE



(a) THE FILLED-IN HOLLOW

definitely demonstrable, it is highly probable. It has a stretch of road of definitely Roman character continuing it at either end.

At the top the road does not go straight over the ridge and down the opposite hollow, but you will find it again by striking west along the hard road for about ninety paces, to a point where there is a Scotch fir on either side of the road. Here leave the hard road on your left, and straight in front (*i.e.*,



MAP 4.—COLMAN'S FARM TO HELMET COPSE.

north-west) is the agger of the road covered with heather and tree-stumps, with a fosse and bank on either side. For about 100 yards the road system is hard to recognize because it has been carved about by stone-diggers. A few paces from the start, do not be misled by a ditch carving to the right along by eight Scotch firs. Here the road points a little west of St. Martha's. A little farther on, on the right, there has been some quarrying. Still pointing north-west, the road runs

down the slope, but apparently stops short when it comes at right angles to a path, on the farther (north-west) side of which is a female holly-tree with broken top, right in the line. With the assistance of Miss Heath, of Albury, and others, on May 26, 1923, I had a section dug across this stretch at a point 132 feet south along the road from the holly-tree. This gave a measurement across from the outside extremities of the ditches of 33 feet. The outside mounds were made of local stone, probably taken out of the trenches, which were simply sand. The metal of the agger we found 18 inches down in the centre, and 8 inches at the sides. The agger was made thus: a bed of yellowish sand was slightly arched, and on this was laid a single layer of biggish rounded local sandstones. The soil on the top of this—now blackened by use and by vegetation—was probably originally of the same depth as it is now, 8 inches deep at the sides deepening to 18 inches in the middle. This gives a camber of 10 inches from sides to centre. While the road was in use, and for some time after, the tendency would have been for the soil to wash down into the trenches; but when vegetation began to grow, accretion of soil would begin again, and so early loss would be made good. The width of the central agger stone layer is 16 feet.

North of the holly-tree I had hitherto failed to find any convincing continuation of this road, and though I had stumbled on Ride Lane, I had rejected it because it misses the Farley Camp on the east by a little more than a quarter of a mile. But two considerations induced me to reconsider this. The first is, that the Ride Lane track, like the rest of it over the hills north, and south down by Jelley's Hollow, is probably a very ancient British way; it has worn down into the soil in many places 30 feet. Incidentally, it is very straight and well graded. It probably existed before the Celtic settlement was made on Farley Heath, and when the settlement was made it was placed on a high site as near as possible to the pre-existing track. Second, there seems to be no good alternative route. Consequently, my party made another attempt to find the connection between the road at the holly-tree and the top of Ride Lane—and found it. From the holly-tree proceeding north the road must have made a slight bend east; but there is no trace of it for about



SECTION OF THE ROAD ON WINTERFOLD HEATH

*Photo.* K. Turvey

30 yards. It was probably dug away when the present grass track was first made. At the end of 30 yards, striking off slightly up the slope at an acute angle from the path, the left (or west) ditch is plain, and also the agger, but the east ditch has been lost in the slope down to the path. It proceeds (in a direction a little west of St. Martha's) quite close (on the west) to a tall birch. Little birches are here and there growing in the centre of the agger. Shortly after it runs just east of a quarry hole, then west of a pile of quarried stones, though about here it is not well marked. The path, however, on the

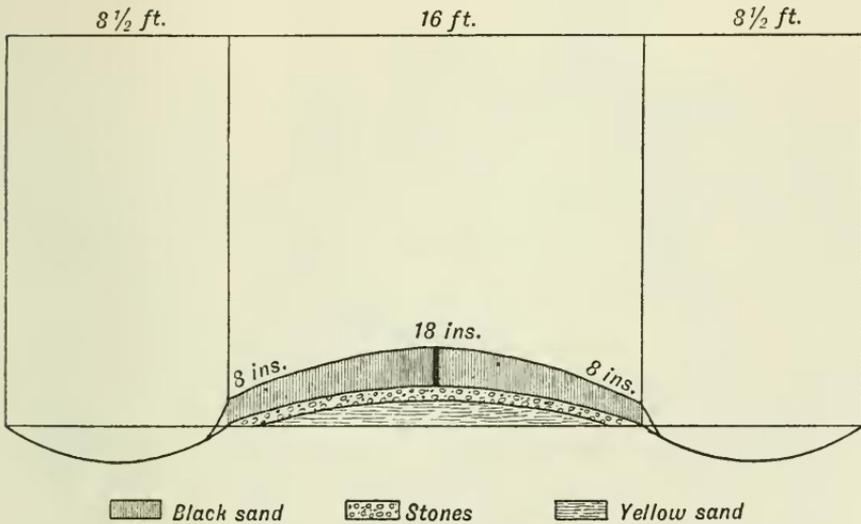
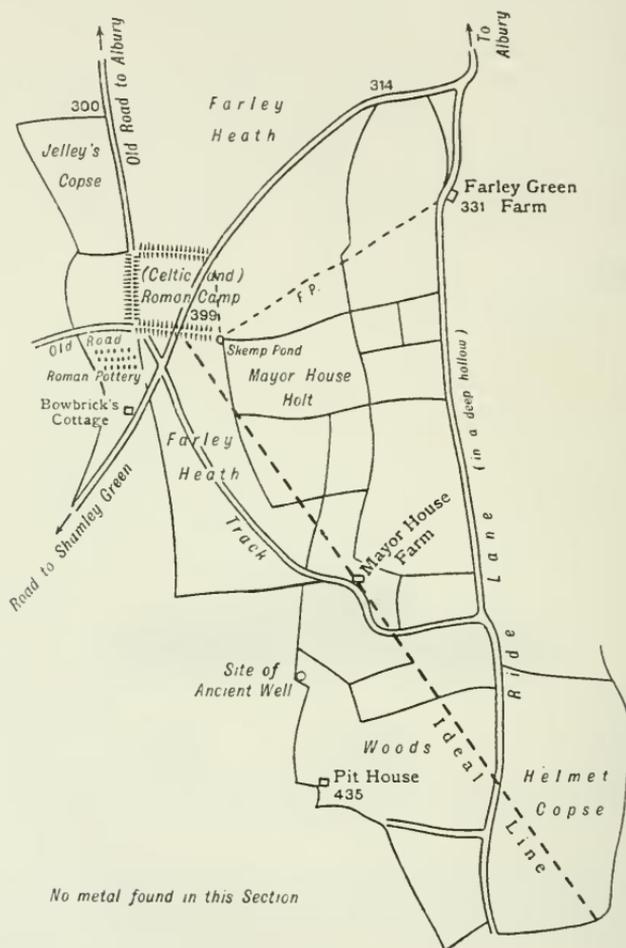


FIG. 2.—DIAGRAM OF ROAD (WINTERFOLD HEATH).

west preserves the line of the west ditch. Presently it becomes well marked again—ditches and central agger (of course, all overgrown with heather); and then comes another slight bend to the east, near where a fir-tree stands in the middle of the road, so as to point straight for St. Martha's. The beginning of this bend is about 50 yards south of the Farley Green-Hurtwood road. Again there are little birches on the agger, which, approaching the road, gradually sinks; down the slope the road becomes a hollow, and thereafter retains that character. Crossing the road (here at an altitude of 600 feet) the line is marked by a road drain and by a big fir-tree; the road here bears a little west of north (in fact, right on the magnetic north),

and in a few more yards enters the well-marked hollow of Ride Lane.<sup>1</sup>

This is not the place to describe Farley Heath and its



MAP 5.—HELMET COPSE TO FARLEY HEATH AND RIDE LANE.

station, but as road-hunting has often taken me on to the ground, I have had to keep my eyes open for all kinds of

<sup>1</sup> I ought in fairness to admit that Mr. Shaw Mellor, of Winterfold, who has spent much time on the study of this road, rejects Ride Lane as a part of the route. Of a better line he says: "The presence of so much local stone all over the surface, the numerous tracks of all ages, and the large numbers of old and new surface quarries, raise difficulties for this portion that seem insurmountable"

evidence. I have paced out the three existing embankments south, west, and north, and found all three about 540 feet long. I believe that in connection with the Camp are at least four roads of Roman design running across the heath, but not one of these enters at the centre of any one of the four sides; they apparently approach the corners. The Heath is full of interesting problems. Not the least so is where the inhabitants found water. There is a well at a cottage just opposite Jelley's Copse: and there is a tradition that the hollow to the east of the Heath was once a water-course.

#### SUMMARY.

Taken, then, in conjunction with the somewhat vague evidence of 1870, and with Mr. Harrison's article of 1874, I hope I may fairly claim that my investigations of 1923 give the following definite results. Of the Roman secondary road, Rowhook—Farley, there are three stretches of varying degrees of credibility.

I. I regard as certain, in spite of unproven breaks, the stretch Rowhook to Wykehurst Farm.

II. The second I think in part established and in part uncertain, though the whole is highly probable—*i.e.*, from Wykehurst Farm *via* Jelley's Hollow to the top of Ride Lane on Winterfold Heath in the parish of Albury. Here there are two stretches of certain Roman road; but there are gaps which, though they would cause little misgiving in the middle of a straight system, are disconcerting where the main object is to get over the difficult sandy hills by an obvious deviation.

III. The third stretch is, at present, wholly doubtful—*i.e.*, from Winterfold Heath (north end of north slope) to Farley Heath Camp, roughly  $1\frac{1}{2}$  miles. If the route was not Ride Lane, it is still to be traced, but certainly must be presumed—probably on a line between Pit House and Mayor House.