

ART. X.—*Excavations on the line of the Roman Wall. Report of the Committee appointed April 20, 1886, laid before the Society at Kendal, September 8th, 1886.*

IN anticipation of the proposed pilgrimage along the line of the Roman Wall, projected by the Newcastle Society of Antiquaries in conjunction with this Society, and now a happily accomplished fact, your Council appointed a committee to make the necessary local arrangements and further empowered that committee to make excavations at such points on the Wall as they should think likely to yield valuable results. The work was entrusted to the following members, Mr. Isaac Cartmell, Mr. J. A. Cory, the Rev. T. Lees, F.S.A., and the Editor [Mr. R. S. Ferguson, F.S.A.]

The committee very shortly after their appointment got to work. In making the preparations for the pilgrimage it seemed to them, that in Cumberland where enclosures and cultivated lands render it impossible for a large party to follow closely the course either of the Wall or of the Vallum, it would be necessary to mark the Wall and Vallum and the roads and camps by coloured flags; it was therefore agreed to mark the Wall by red flags, the Vallum by olive,* the roads by white, and the camps by red and white. This was done; about 150 flags were placed in such situations as to be visible to the pilgrims, and the committee have to thank the Rev. A. Wright of Gilsland, and his two sons, the Rev. H. J. Bulkeley of Lanercost, Mr. T. Carlisle of Tarraby, Mr. McKie of Carlisle, (the city surveyor), Mr. Sibson of Carlisle, Mr. Mulcaster of Burgh, Mr. Mathew Hodgson of Dykesfield, the Rev. S. Medlicott of Bowness-on-Solway, and others for kind assistance in placing the

* This was an unfortunate choice, olive being almost indistinguishable against grass.

same

same. The committee also found it necessary to have some repairs done to a field road at Bleatarn, to enable the carriages to pass; by a misapprehension more was done than the committee intended, and the cost was considerably more than they anticipated.

With regard to suitable places for excavation, the committee considered it would be desirable to ascertain how the Wall crossed the various rivers in Cumberland, and if possible to find the piers of the bridges: the Poltross Burn at the entrance into Cumberland, the Irthing at Willowford, and the Eden at Carlisle seemed likely places to yield results. They thought also of tackling the great question of whether the Roman Wall went round or over Burgh Marsh; they however found that their hands were full, and this problem still awaits solution.

Permission was readily given by Mr. Howard to excavate at the Poltross Burn, and the Willowford, but on view of the latter place, it was seen that the damage to the grass crops &c., would be too great, and the intention to excavate there was abandoned until a more suitable season.

In the result excavations were made at the Poltross Burn, and at Carlisle; on these we proceed to report *seriatim*.

EXCAVATIONS AT THE POLTROSS BURN.

The Poltross Burn, separating Cumberland from Northumberland, runs, near to the railway station on the North Eastern Railway formerly known as Rosehill, but now as Gilsland, through a deep and narrow wooded ravine; the Roman Wall, Vallum, and military road, (the Stane or Carel gate) cross the ravine close to the station, and on the left or west bank of the Poltross is what has been regarded as a mile castle, known as the King's Stables; this was partly destroyed when the railway was made: a plan of the locality, drawn by Mr. Cory, is given with this report.

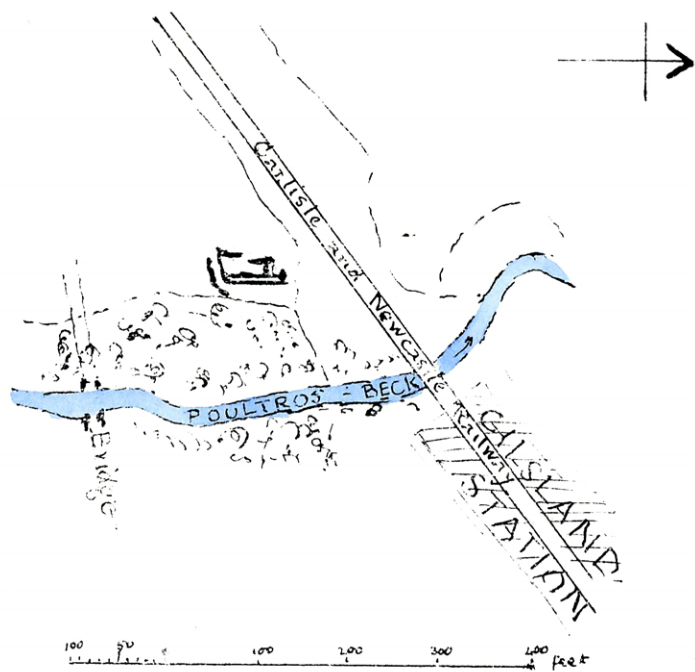
Operations

Operations were first commenced in the ravine on the western bank, where the vicar, Mr. Wright, had long ago pointed out to this society the existence of stone work. This turned out to be a regular faced wall of about three courses of ashlar work : at a distance of 12 feet 6 inches from it was about five courses of a similar wall. On examining the eastern bank, corresponding fragments of wall were found at a distance from each other of 14 feet, thus showing that the Roman road, known afterwards as the Stane or Carel Gate, had crossed the Poltross, by a deep cutting, revetted on each side by a regular stone wall ; on the east side this cutting ended on a platform of rock which was higher than the corresponding one on the western side, so that the bridge itself (a wooden one) must have been on a steep slope. Such a bridge, whose length would be some 70 feet, would require supports, other than merely at its two ends, and in the bed of the stream close to the west side is a large stone, not of the native rock, oval in section, and much water worn, which may have been the foundation of a pier ; and at the east side is what appears to be a pier artificially built. A sketch plan by Mr. Wright, which we give with this report, shews the exact positions.

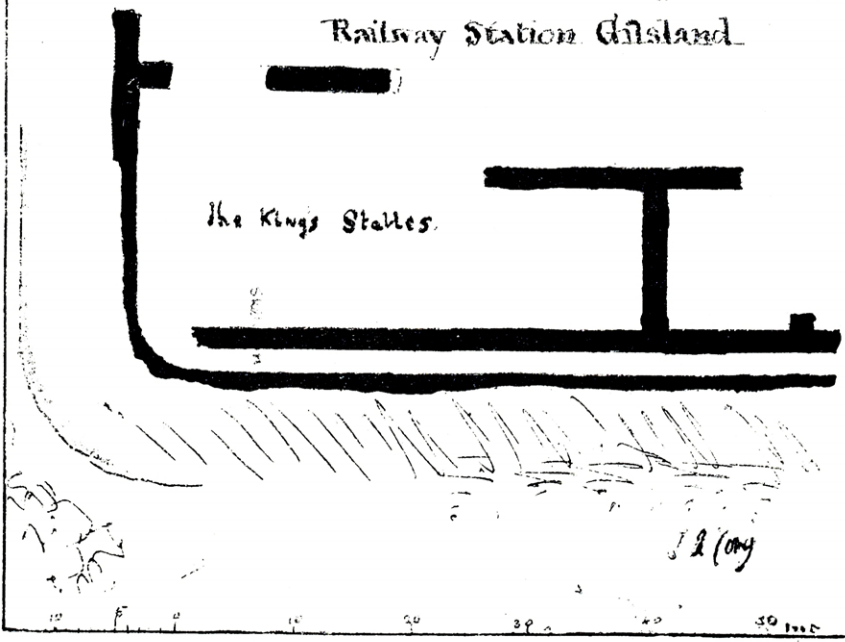
We were much tempted, and it would be interesting, to clear out these deep cuttings, but we did not consider that the leave given us by Mr. Howard would authorise such extensive works, and we feared also that the sides of the cuttings, when cleared out, would probably collapse at once, unless supported by strong timber struts.

We also present with this report a plan of the results of our excavations at the King's Stables ; the external wall is eleven feet thick, built in the usual Roman fashion of a concrete body with ashlar facings, of which the external one is much destroyed ; a passage or interval of about two feet intervened, and then came an inner wall two feet thick ; this would doubtless be a contrivance for making the building warmer than a single wall would have done ;
apparently

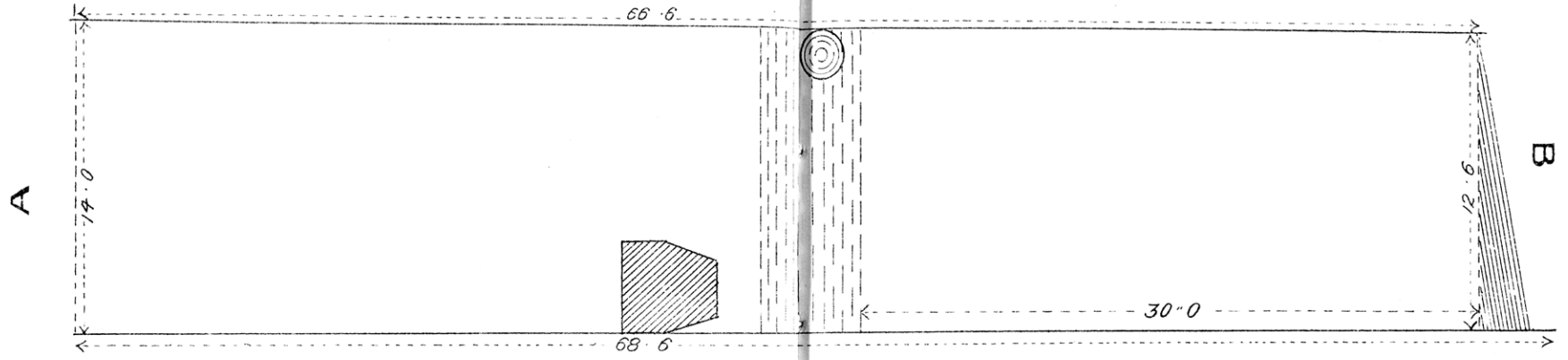
Plan showing the Site of the Bridge
 over the Poulton Beck near the ruins
 lately excavated



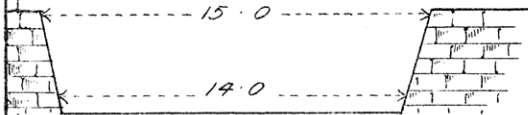
Plan of Roman Buildings near the
 Railway Station Galsland



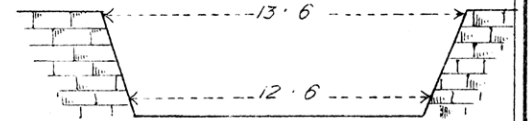
Staneigate Poltross Burn



EAST SECTION A



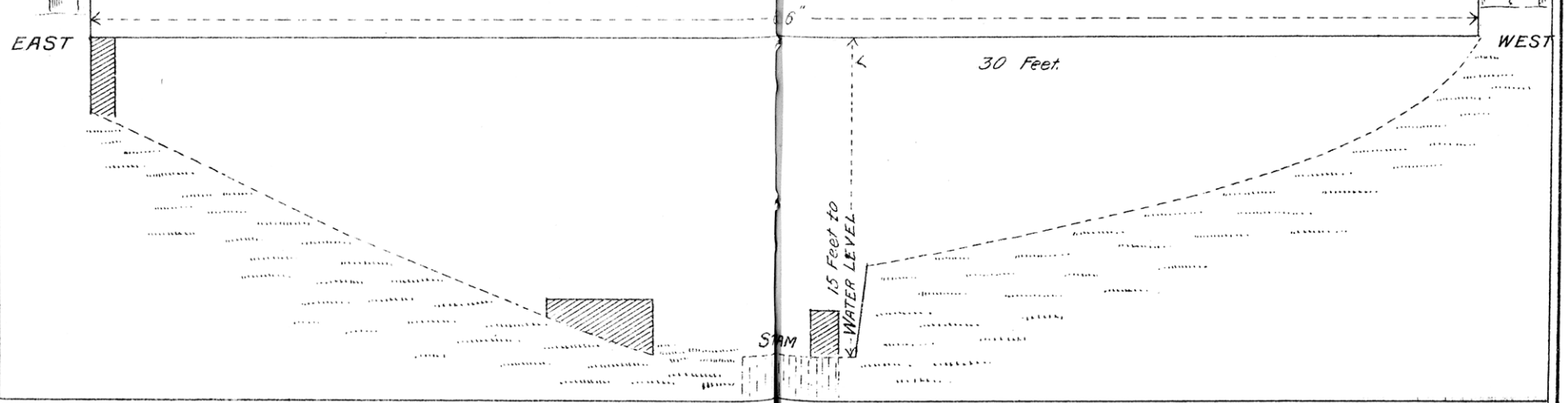
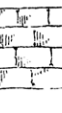
WEST SECTION B



EAST



WEST



apparently the interior had consisted of a number of small rooms, but the place had been so smashed about when the railway was made that a plan could not be got. The ancients of the vicinity, John o' Johnson, and John o' th' Crook, talked of a vault having then been found, and a pot full of grey dust; they also identified a skeleton found by us at the place marked in the plan, as that of a murdered Jew pedlar, whose uneasy ghost vexed the soul of Tib Mumps of Mumps Ha by insisting on walking so long as his body lay upon the moor, and so only desisted from that uncanny practice on its earthly tenement being lodged here, in front of Mumps Ha, under Tib's watchful eye.

One thing is clear, the King's Stables is something more than a mere mile castle; the crossing of the wall over the Irthing at Willowford, and over the Eden at Stanwix* were each protected by a fort perched on the high ground above, and the office of the King's Stables was to protect the crossing over the Poltross, not so much we imagine to prevent an enemy crossing the Poltross itself, as to prevent one from wading up the stream, and so penetrating the barrier of the Wall by getting under the bridge. One or two of us rather incline to believe that the passage under the bridges along the Wall was protected by stockade or portcullis, moveable in times of high floods. We could even venture to suggest that the machinery at Chollerford, whose use Mr. Sheriton Holmes has so well explained,† was to raise not the platform of the bridge, but a moveable stockade or portcullis. We can see no object to be effected by having a moveable platform in the bridge, no object in making a gap between one division of the Roman troops and another‡ but we do see a most important object to be

* Pennant cited *infra*.

† Proc. Soc. Ant. of Newcastle, vol. ii., p. 178.

‡ With these ideas in our minds it was interesting to note, while making the arrangements for the pilgrimage, that by the side of many modern bridges a rope of wire was suspended across the stream. On enquiry we found that this was for bushes to be suspended from, to prevent cattle passing under the bridge; notable this was so at the bridge over the King Water close to where the Roman wall crossed that stream. Other bridges were barred by a water heck.

attained

attained in making it impossible for an enemy to crawl under the bridge.

We must here express our sense of the kind assistance given us in these excavations by Mr. Wright and his two sons, and of the liberality of Miss Dobinson of Throp Farm, on which they are situate, in letting us dig as we pleased.

THE WILLOWFORD.

Although no excavations were made here, a word or two will not be out of place ; Mr. MacLauchlan, in his survey of the Roman wall, says :

Here (at Willowford farm house) it (the Wall) makes a considerable turn to the south, in the direction of the Mile Castle on the top of the cliff on the north of the Irthing ; but near the river, and in the low ground, the Wall is totally obliterated.

This is not quite correct, the Wall can be traced down from the Willowford farm house to the low ground ; there it terminates in a mound which caps it, exactly as the top of a capital letter T caps the stem, this mound is the first or land pier of the bridge : it is now a mass of confused masonry overgrown by large trees and brushwood. Mr. Henry Laidler, the tenant of the Willowford farm informs Mr. Wright that he can point out the remains of another pier between that and the river's southern bank. Search would probably reveal that the bridge had two or three openings : the remains of masonry clinging to the tall cliff that overhangs the Irthing on the north show that the river cannot have altered its course much to the north : we venture to think that in the Roman times, as now, the Irthing left on its southern bank one opening at least of the bridge dry except in time of flood, and that dry opening we are inclined to think the Romans closed with a stockade, moveable in time of flood. One thing we feel sure of : the Roman engineers would never have attempted to span the Irthing by a bridge of the summer width of that stream,
dry

dry openings the bridge must generally have had, and these the Romans must somehow or other have closed against their foes on the north.

A mile castle stands almost on the top of the cliff on the north side of the river Irthing.

EXCAVATIONS AT CARLISLE.

Before commencing excavations at Carlisle with a view to find the foundations of the Roman bridge, your committed consulted Mr. T. V. Holmes, F.G.S., on the geological conditions of the problems.

The following is Mr. Holmes' reply :

Though the broad alluvial flats bordering the Eden testify to very considerable change of channel between Wetheral Viaduct and the Solway, and I suppose the time when the " Sands " at Carlisle was an island is almost within the memory of the oldest inhabitant, I do not think the surroundings of the Roman station at Stanwix have changed much since Roman times. Between Rickerby Park and Hyssop Holme Well the alluvial flats on the north bank are but narrow, while between Hyssop Holme and Etterby, the alluvium is entirely to the south of the river, which there eats into Etterby Scaur, and deposits on the Willow Holme. The Eden has never been north of its present channel at Etterby Scaur, or of the well-marked bank bounding the alluvium between Hyssop Holme Well and the western entrance to Rickerby Park. The question remains : Is it likely that the Eden has eaten largely into this bank since Roman times? My impression is that the greater part of the alluvium of the cricket ground and the field west of it is old, and probably pre-Roman ; that its level is generally higher than that of the Saucerries opposite. But if I recollect rightly, there is a small alluvial area close to Hyssop Holme Well which is alluvium of more recent date, and consequently lower in level. At the present day we see that the influx of the Caldew deflects the current of the Eden towards the northern bank, a deposit being left on the southern.

Between Hyssop Holme Well and Etterby, I am inclined to think the Eden has been slowly and steadily cutting its way northward for centuries without any of those capricious shiftings of channel shown at and east of Carlisle. It is impossible to say at what rate it has been eating its way north, and—apart from positive evidence—where its channel was in Roman times. But my search for the bridge
would

would be in the first place along the Willow Holme line for the Roman Wall (6in. map) between Eden and Caldew, and then, if unsuccessful, west of the latter stream.

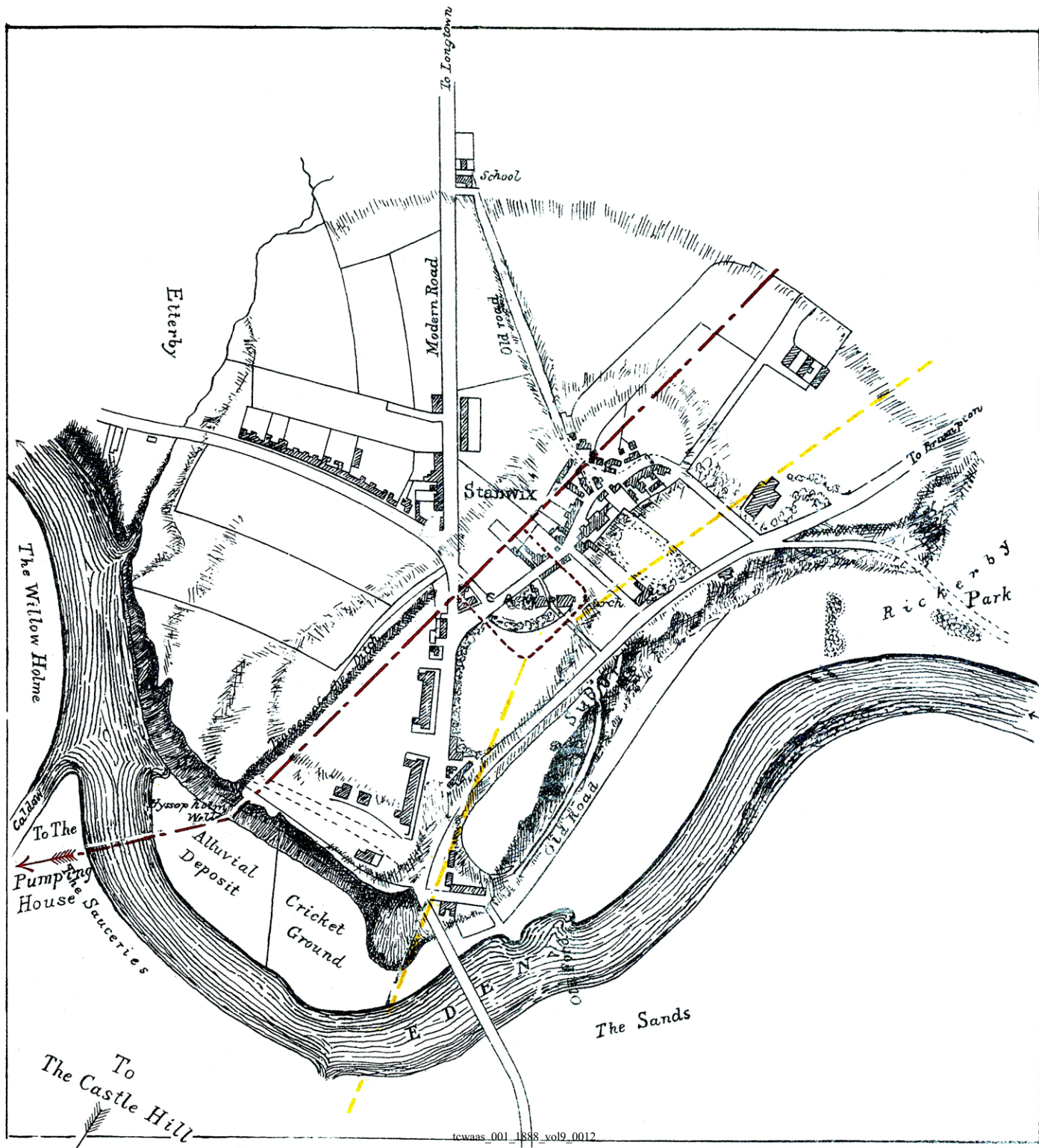
From the oldest maps that we can find, it would appear that the channel of the river Eden has not changed much near Hyssop Holme Well, since the time of Queen Elizabeth. We give with this report a plan adapted from Mr. MacLauchlin's Survey, showing the places mentioned by Mr. Holmes, with the exception of the Solway and Wetheral Viaduct, which may be found in any ordinary map; Wetheral Viaduct crosses the Eden, which there runs through a narrow gorge, about five miles above Carlisle. At Carlisle the distance across the alluvial flats from Hyssop Holme Well, where or whereabouts the Roman wall descends to those flats, to Parham Beck near the Manure Works,* where it rises again to the high ground is about four-fifths of a mile: to the Castle Hill at Windy Corner is under one-third of a mile.

Prior to 1854, it was a question in what manner the Roman Wall crossed these alluvial flats; "whether bending towards the castle, or taking a straight course across the flat ground to the engine house at Newton, (now known as the Manure Works) formerly used to supply the canal with water" see MacLaughlin's Survey, p. 75. The question was solved in that year by the foundations of the Wall being cut by the excavation for a sewer, at the point marked A in the† 25 inch ordnance map Cumb. sheet xxiii, 3, submitted with this report, thus proving that the Wall ran from the Hyssop Holme Well to the Pumping Engine House, or Manure Works.

Having laid down the geological and geographical conditions of the problem,—to find how and where the Roman Wall crossed the river Eden, let us consider the historical conditions.

* Formerly known as the Pumping Engine House.

† This is too large to be reproduced here, but copies are deposited with the Societies of Antiquaries of London and Newcastle, and with this Society.



In Gibson's edition of Camden's *Britannia* published in 1695, p. 833, is the following passage :

The Picts Wall that was afterwards built &c., is to be seen at Stanwicks, a small village a little beyond the Eden (over which there is a wooden bridge). It passed the river over against the Castle, where in the very channel the remains of it, namely great stones, appear to this day.

On turning to earlier editions of Camden we find in the edition of 1600, p. 704, the following :

Murus enim ille Pictus qui Severi vallo postea impositus erat, parum ultra Itunam siue *Eden* fl: qui jam ponte ligneo conjungitur, ad *Stanwick* viculum cernitur, et ipsum flumen e regione castris transiit, ubi in fl: alveo ipsius vestigia, saxa scilicet ingentia adhuc extant.

This passage does not appear in the earlier editions of 1586, 1587, and 1500; the library of the Society of Antiquaries of London contains no editions intermediate to 1590 and 1600, so that we have not been able to consult such editions, if they exist, but the edition of 1600 was published immediately after Camden's visit to the Roman Wall in 1599, in company with Sir Robert Cotton, (*Archæ. Aelia*. 2nd series vol. ix., p. 26), so that there can be no doubt that Camden saw the *saxa ingentia* in the channel of the river *e regione castris*. As the Wall can be traced from the east to the top of Hyssop Holme Bank, *e regione castris* must be there, or thereabouts.

Pennant, cited in Hutchinson's *Cumberland*, vol. ii., p. 579 n, writes of the Roman Wall;

From thence it passes behind Stanwix to Hyssopholm Bank, an eminence above the water (Eden) on which are the vestiges of some dykes, describing a small square, the site of a fort to defend the pass, for the wall reached the edge of the water and continued to the opposite side over *Soceres* meadow (*Hodie* The Saucerries) &c. Possibly this was a station for cavalry, for near Hyssop Bank is a stupendous number of horses' bones, exposed by the falling of the cliff.

This

This is interesting as recording, what is now obliterated by houses and gardens, the existence of a fort to guard the crossing of the river.* Hutchinson, whose history of Cumberland was published in 1794, says :

Severus' wall has formed the north rampart of the station and has stretched through the gardens of the village, some of them being fenced with stones obtained from it. The ditch is distinctly to be traced from the west end of the village to the river's bank : and the ridge which the Wall has left is pretty eminent in many places, and may be accurately traced to the very brink of the precipice above the river Eden : we discovered its apparent termination on the edge of a steep precipice not less than sixty perpendicular feet above the stream, and, at the bottom of the precipice, a few yards below Hyssop Holm Well, some of the remains are still to be seen and the fishermen have frequently pulled up large oak stakes from the bottom of the river, which entangled their nets. Tradition also says there was a wood bridge crossed the river near this place and rested upon the castle bank opposite. Hutchinson, vol. ii., p. 578.

Hutchinson does not say what the remains consisted of : † nothing is now to be seen. But in the river opposite to and extending below Hyssop Holm Well, is a considerable gravel bed, which many have supposed to have been caused by, or to have concealed the piers on which the Roman Wall crossed the river Eden. The wood bridge whereof Pennant records the tradition must not be confounded with the wooden bridge [*qui jam ponte ligneo conjungitur*] of Camden. That bridge or rather bridges of 1599, for there were two, over two separate channels, were near the site of the present fine stone bridge ; in 1600 an Act of Parliament was obtained to rebuild them, and they were replaced by

* Pennant suggests that this fort was held by cavalry ; at the crossing over the Poltross the legendary name of the "King's Stables" points to the same thing ; at Chesters (Cilurnum) which guards the bridge over the North Tyne, the garrison was of cavalry. We have some idea that a legend of horses hangs about the mile castle over Willowford.

† Hutchinson says nothing about *saxa ingentia* : perhaps the great flood of 1771 swept them away, if they remained so long. That flood swept away the foundations of the supposed bridge over the Tees at Piers Bridge, five miles above Darlington.

two narrow stone bridges, which were again replaced in 1812, by the present structure.

With the above *data*, we commenced our search for the remains mentioned by Camden, and by Hutchinson, and the course of the Wall over the alluvial flats of the Eden. We had, as certain *data*, the point A (*ante*, p. 168), where the foundations of the Wall were disclosed in 1854, and the point on Hyssop Holm Bank, where the Wall coming from the east was traceable to.

Between these two points MacLauchlin and the Ordnance Survey draw a straight line for the course of the Wall, their lines do not quite agree : the Ordnance Survey taking as its point on Hyssop Holm Bank, the north edge of the north ditch of the Wall, while MacLauchlin, more correctly, takes the Wall itself.

Our first proceeding was to cut trenches in the Saucerries in the angle between the Eden and the Caldew, as suggested by Mr. Holmes. Two were cut in *echelon*, one with the other, each about 30 feet long, well overlapping both MacLauchlin and the Ordnance Survey lines ; the alluvial soil was cut through until the water came in at a depth of about 6 feet 6 inches ; a depth of about 2 feet more was searched by iron bars ; not a sign of foundations, not a chip of stone was to be found, though the gravel below the alluvial deposit was reached. The Romans, as we afterwards proved, put their foundations on the top of this gravel.

We then resolved to try near the known point A, and selected a clay pit in the angle between the Caledonian and North British Railways, where tradition asserted the Wall to have been found when the latter railway was made. We found the foundations of the Wall at a depth of about eight feet from the surface of the ground, resting upon the gravel below the alluvial soil ; the stones of the Wall had been taken away down to the very foundation, but one or two bits of ashlar still in position enabled us to
get

get the width of the Wall as 7 feet 9 inches. The two places where we found it in the clay pit are marked B, and C, on the Ordnance Plan presented with this report : they are considerably to the south of MacLauchlin's and the Ordnance Survey line, something like 80 or 90 feet of the latter. Our next trial was on the east of the Caledonian Railway, where we found the Wall at the place marked D on the map. D was nearer to MacLauchlin's and the Ordnance Survey line than B or C, showing that the wall had made an angle towards the north, and at D it seemed to be pointing to a point on Hyssop Holm Bank, below where the Caldew now enters the Eden, and below where the Wall coming from the east is traceable to on the top of that bank. We marked the points A, C, and D, with three tall poles, painted white and bearing red flags, and adjourned our proceedings to the Stanwix side of the river ; we dug a trench on the footpath on the top of the bank, and the forced earth in it gave us a section of the north ditch ; we next started to dig in the "small alluvial area close to Hyssop Holm Well" (see Mr. Holme's letter *ante*, p. 167) ; we dug no less than three trenches of great depth (eleven feet in one place) and length, but found no trace whatever of the Wall ; a halfpenny of George II., and a few bits of broken stones were all we found. Frustrated here, we then returned to the Willowholm, and dug a trench about 25 yards in advance of D ; to our surprise although we ran the trench for 30 yards on either side of the prolongation of the line C D, we found nothing. We then returned to D, and dug along the line C D, towards the river, but in a very few feet all trace vanished.

We next employed a man to search the gravel bed in the river opposite Hyssop Holm Well : this he did with a crowbar, but nothing like foundations could be discovered, though some twenty squared stones were found of undoubted Roman work ; these were strewed promiscuously about the bed of the river, and might have rolled down
from

from the top of the cliff; they were of the ordinary size of the ashlar work of the Roman Wall, but too small, we should imagine, to have been used as foundations for the piers of the bridge.

One more trench we dug, on the top of the Hyssop Holm Bank, near the verge of the cliff, across the line of Wall itself: the Wall had here been so thoroughly spoiled of its stones as to have been turned into a deep ditch or cutting filled up by made soil: not a stone remained. This is curious, because at the back of the row of villas on the top of Hyssop Holm Bank, the foundations of the Wall were found at the depth of eight or ten feet, and large pieces of concrete were taken up and conveyed to neighbouring garden rockeries. It passes diagonally across the gardens of two of these villas, and is there recognisable by richer soil, the stones themselves having been all carried off.*

It is quite evident that where the Wall existed in the alluvial flats of the river Eden, it has been utilised as a quarry and plundered to its very foundations, for, no doubt, the building of the castle, cathedral, and walls of Carlisle: in the time that has since elapsed, some 800 years, the scant remains of its foundations have been buried seven or eight feet deep under a silent alluvial deposit, leaving no mark whatever on the surface.

We are rather inclined to think that the actual bridge itself may have extended from the point D, where we lost trace of the foundations, to the foot of Hyssop Holm Bank, about one third of a mile, giving a bridge of some 50 openings, if we take the opening of the bridge over the North Tyne as a scale. There is nothing improbable in this; the

* We were at first much puzzled in our enquiries at Stanwix from builders, gardeners, &c., as to site of the Wall and the north ditch, until we recognised the fact that the Wall is often so robbed of its stones as to have become a ditch or fosse, and then to have silted up; thus we, at first, occasionally imagined from the description that an informant was pointing out to us the north ditch, whereas it was the Wall itself.

vast floods that frequently cover the alluvial flats of the Eden would sweep away any solid wall across them ; the Romans must either have embanked the river in a narrow and deep channel by heavy earthworks, of which no evidence is now to be seen, or they must have had a bridge of some 50 openings. The engineers who took the Caledonian railway on an earthen embankment over these flats have made in that embankment no less than three bridges for the passage of flood waters, in addition to the one over the actual channel of the river.

Unless there was an angle in this long bridge or causeway with openings, it must have hit Hyssop Holm Bank lower down than the point where the wall is traced to from the east, and have run to that diagonally up the cliff, thus giving an easier ascent and descent than if it went straight up ; on this we refrain to speculate until we can discover more, but discovery is difficult with a veil of six or eight feet of alluvial soil over what we seek.

We have to express our thanks to Mr. J. G. Mounsey, the agent of the Duke of Devonshire for his kindness in giving us leave to excavate where and as we found necessary in the Duke's property ; to Mr. Bell, the Duke's tenant, for assistance and information ; to Mr. Maxwell, the tenant under the corporation, for permitting us to excavate as we pleased in his holding ; and to Mr. McKie, the city surveyor, for the most valuable practicable assistance, and the genuine interest he displayed in the search.

We recommend that the points A, B, or C, and D, and also the places* where the Wall and North Ditch are traced to on Hyssop Holm Bank, be marked by stone posts at the expense of the Society.

THE ROMAN STATION AT STANWIX.

A few words on this station may not be inappropriate ;

* Marked E and F, on the Ordnance plan presented with the report. At the time of going to press, October 2nd, 1886, the posts for this purpose are ready, and will be placed in a day or two. They have on them : "Roman Wall, site of, 1886."

we obtained from Mr. MacInnes, permission to dig in its suburbs, but time failed us. We refer readers to a plan of the camp from MacLauchlin's Survey, given with this report, *ante*, p. 168.

Messrs. Horsley and Warburton (cited in Hutchinson's Cumberland, vol. ii., p. 579), say of this station :

This situation will suit exactly well with those rules which the Romans observed in building these stations, for here is a plain area for the station, and a gentle descent towards the south, and towards the river for the out buildings, and by all accounts, and the usual evidences, it is upon the descent, and chiefly to the south-east, that the Roman buildings have stood. Abundance of stones have lately been dug up in this part; some, by the description given of them, resembled the stones of an aqueduct.

The Bishop of Cloyne says :

The site is a good one on a south bank sloping to the Eden. The church stands within the area of the station, and the descent to the river is covered with ancient ruins of houses that extend into the street of Carlisle itself, which I have before contended was a British town occupied by the Romans and used as a *vicus* or suburb to the garrison, Lysons' Cumb. cxxxix.

Most people now a days, if ever they think about these passages take the descent to the river, to be that best known to them, down the high road to Eden bridge. But that is not what Horsley and Warburton, and the Bishop of Cloyne meant. On the Newcastle road opposite to Stanwix churchyard is a gate into a field belonging to Mr. MacInnes, called, we believe, the King's Field or Chair? An old road can be seen in it, and this is the old Roman road from the south of the camp, and the outbuildings and suburbs were in this field. We have added it to the plan taken from MacLauchlin's Survey, and given with this report. It is singular that Mr. MacLauchlin has missed this road altogether, though he has got correctly the road going north from the camp, (see his Survey, p. 75), and the

the plan herewith. Both were in use until modern times; that to the south until the military road was made after the 1745; that to the north to a much later period, until the Glasgow road was made in this century.* In Matthias Reid's picture of Carlisle, *circa* 1720, in the Town Hall of Carlisle, this south road is shown, with travellers coming down it. One of your committee thinks the Roman bridge should be sought for where this road comes down to the Eden, a little east of the present Eden bridge. At this point most of us are disposed to think the Romans had, if not a bridge, of which there is no evidence, a *trajectus*, a paved ford, in addition to the bridge near Hyssop Holm Bank; an ancient ford exists to this day just a little to the eastward of the present Eden bridges. It is therefore quite possible that in addition to the bridge *e regione castris*, that is at Hyssop Holm Bank, there was a Roman ford, may have been a paved one, east of the present Eden bridges.

The eastern road from the camp at Stanwix is traceable in footpath and byeway for many a mile: the western one survives in the main street of Stanwix and in an occupation lane leading towards Hyssop Holm Bank.

MISCELLANEOUS.

To one or two miscellaneous points the committee wish to call attention. It has often been commented upon as curious that no mural camp exists between Castlesteads and Stanwix, a distance of eight miles. The reason is not difficult to give, though it has never yet been printed; the country, north of the Wall, between those two points was in Roman times an impenetrable morass, part of which now survives and is well known as Scaleby Moss.

At Hall Stones Bridge, just before entering Burgh-by-Sands, we were informed that a pavement existed, and

* The late Mr. Ferguson said he had seen the mail coaches use the south road, in that case it must have been in use until the present Eden bridges were built; they were commenced in 1812.

Mr.

Mr. Mulcaster of Burgh had it uncovered for our inspection; it turned out not to be Roman. Mr. Mulcaster informed us that in the marshy ground near this place (Speer-garth-holes, MacLauchlin's Survey, p. 81), the foundations of the Wall lie upon great beams of black oak, a fact which he had ascertained in some very deep draining.

The altar found at Birdoswald during the pilgrimage, is recorded *ante*, p. 143, as also is the remarkable fragment of a jar in possession of the Rev. E. H. Fitch, the vicar of Burgh, *ante*, p. 150. Engravings of these will appear on a later page.

In conclusion your committee have to regret that they have exceeded the sum they were authorised to expend, namely £50; this has been due to a misunderstanding about the road at Bleatarn, and to the cost of flagging out the Wall coming heavier than was expected. They throw themselves on the indulgence of the Society.
