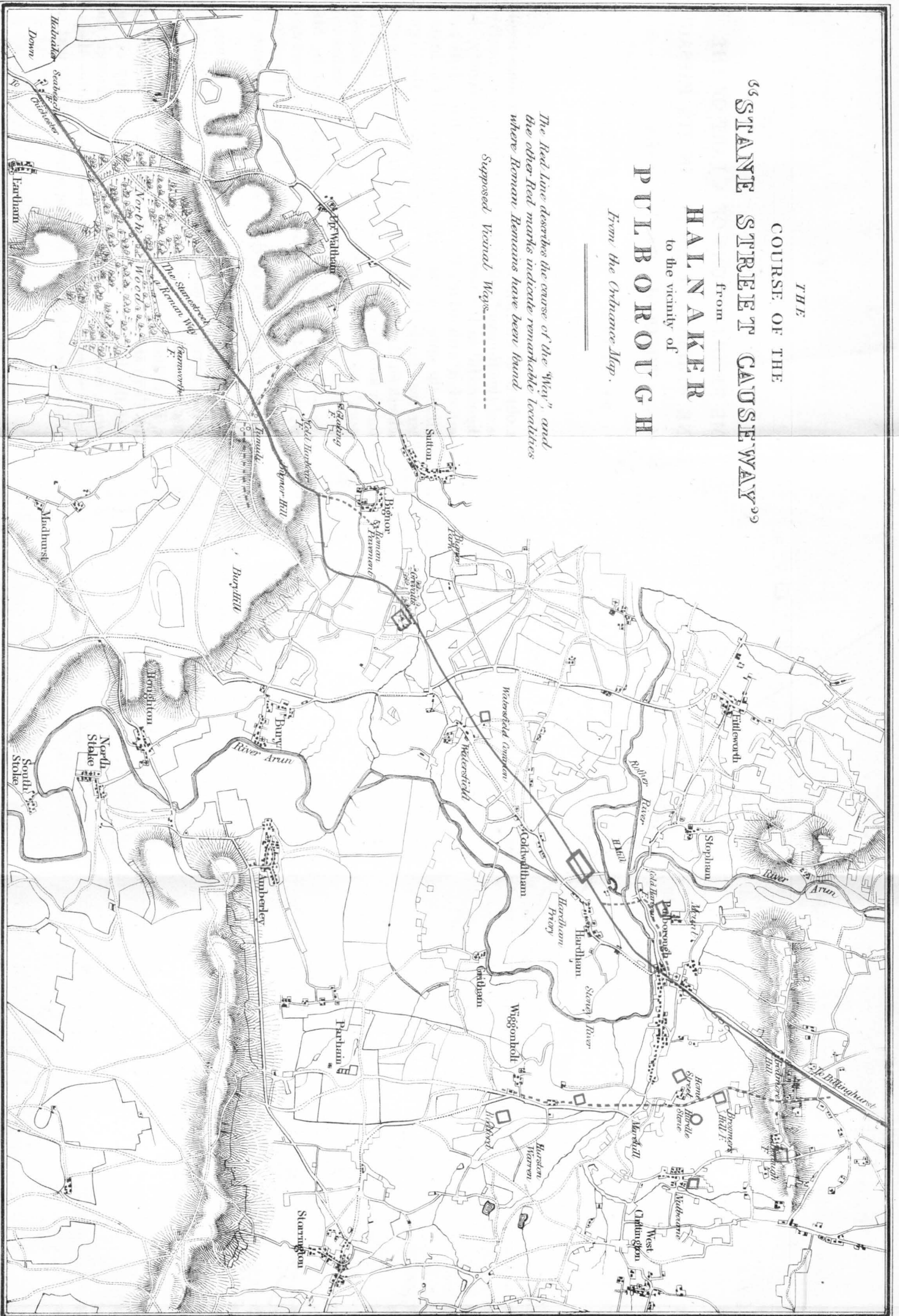


THE
 COURSE OF THE
 "STANE STREET CAUSEWAY"
 From
 HALNAKER
 to the vicinity of
 PULBOROUGH
 From the Ordnance Map.

The Red line describes the course of the "Way", and
 the other Red marks indicate remarkable localities
 where Roman Remains have been found
 Supposed Vicinal Ways-----



SOME RECOLLECTIONS OF A PART OF THE
“STANE STREET CAUSEWAY” IN ITS PASSAGE
THROUGH WEST SUSSEX.

BY PETER J. MARTIN, ESQ., F.G.S.

THE object of this paper is to put on record some recollections of this Roman Road, and of the country in its vicinity, from Bignor Hill to the northern confines of the county, the only part of it with which the writer is familiar. It is well known that the same *via* was continued on through Chichester, or rather the Broyle, the great military station of the Regni, to Bracklesham Bay, or the port of Itchenor; and a research to restore a knowledge of its exact course through the Manwode south of Chichester, would not be without interest. Materials for such a research are not wanting: the author has in his possession coins of the Lower Empire, found by Mr. Cartwright (one of the historians of Sussex), forty years ago, when he was rector of Earnly; and Mr. Dixon, of Worthing, has published discoveries of the same sort, in the vicinity of Selsea or Bracklesham.

Before entering on the immediate object of this paper, it may be well to recapitulate what has been said by Dallaway, the latest authority on the Roman antiquities of this part of Sussex, in relation to the subject in question:—

“But there are two great military ways, the undoubted works of the Romans, which are unnoticed in any of the *Itineraries*, and which penetrate in a right line through the forest of Anderida: the one from Regnum to Novio Magus (near Woodcote, in Surrey), and the other from the port or

city of Anderida to Holwood Hill, and through Bromley to London. It is probably owing to there having been no intervening station of consequence established in the Weald, that these lines of road have never been exactly specified, and that they are now known only by remains detached from each other, but to be with certainty connected in the course of accurate investigation."¹

Dallaway is often rather obscure, and a hasty reader of this passage might suppose that the lines here described might have some connection with each other. But, in fact, they are distinct and far apart: the one intersecting the eastern, the other the westernmost part of the *Silva Anderida*. By as much as is known, the "way" in question here was direct and simple; and although doubtless intersected, between the coast and the proper "Weald," by the vicinal ways which led along the coast, and from post to post, east and west, along the line of the Chalk Downs, it cut directly, and without interruption, through the forest country, with nothing habitable in much of its course, from the verge of the sand country at Pulborough to Ockley or Dorking, but such *hospitia* or *mansiones* as will by-and-bye be spoken of. And it is probable that it may be owing to such absence of notable strong places, military stations, or *castramenta*, as said by Dallaway, that the otherwise remarkable and direct road from Regnum to Londinium did not enter into the *Itinerary* of Antoninus.

Dallaway, who had doubtless consulted Camden, Stukely, Gale, and other best authorities, goes on to say:—

"The first, or Western Stane Street, commences at the east gate of the city of Chichester, and takes a northern direction to West Hamptonet, through Strettington, to Sea Beach and Bury Farms, about a mile from Halnaker. It then pursues a direct course over the fields, where the traces are now obliterated by the plough, through the North Wood, winding afterwards under Glating Beacon² (probably a Roman earthwork), and opposite Coldharbour Farm, down Bignor Hill."

These names are to be found in the Ordnance Map; and in all probability the line of Roman way was exactly that now occupied by the turnpike road from Maudlin to Halnaker. In

¹ *Preliminary History of the Rape of Chichester*, p. xvii.

² There is no such earthwork on the hill above Glating. (P. J. M.)

a note, the historian explains that Strettington and Seabeach have reference to the gravel supposed to be transported there for making the Roman road. In this he was mistaken: the locality in question is full of natural shingle-beds, most probably of two, if not more, distinct geological epochs. The same mistake is made about a shingle-bed at Slinfold, hereafter to be mentioned. The writer of this notice has not been able to satisfy himself that sea-gravel was ever made use of in the construction of the road in question. It would be unreasonable to suppose that so practical a people as the Romans, or their pupils the British artificers of that era, would not avail themselves of the nearest "hardware" procurable, to finish the surface of their roads. The chalk districts afforded flint; the sandy, their own iron and sand stones; and in the depth of the Weald, the flat coarse paving-stone dug from the clay of the vicinity, would serve this purpose: all in consonance with the Saxon name of "Stane Street," afterwards imposed on this important "way."

Leaving the present turnpike-road, as above mentioned, at Halnaker, the Roman way may be found, in some places, forming the boundary of fields or properties, and is distinctly traced in a more or less perfect state all through the North Woods, as mentioned by Mr. Dallaway, and marked in the Ordnance Map. These woods are locally called "The Gumber," and adjoin the Gumworth Farm, not improbably the Coomb-wood and Coomb-worth?

The exact point at which the Roman way leaves the Halnaker road, or crosses it, to enter the wood-country, has not been ascertained; and it has always appeared probable to the writer that a strict examination of the flat country between Chichester and Halnaker, and attention to its traditions, would prove that the military way took its course from the Broyle, farther north than the turnpike road, and nearer to Goodwood. However this may be, there is sufficient reason for believing that, as far as the Seabeach Farm, the "way" never rose much above the level of the champaign country, and did not assume the remarkable triple arrangement, to be more distinctly observed at the top of the Downs, above Bignor. Within these woods tumuli are to be found, in the vicinity of the "way," some of which having been concealed and protected by the

Beeches, are likely to be yet in a virgin and undisturbed state. Before leaving this part of the object of research, and in the absence of more accurate information on the many interesting indications of Romano-British occupation in the line of country connected with the "way" south of Halnaker and Eartham, and toward Arundel, it may not be uninteresting to notice the sepulchral deposits brought to light at Avisford and Westergate. The writer had the good fortune to see the sarcophagus figured in Dallaway's *History*, with all its contents, a few days after the discovery. Everything was then fresh, and in excellent order. The sandals were unbroken, and the leather so little decayed, as to admit of their being handled. The cyst,¹ now so much mutilated, had a coffer-like lid, being counter-sunk, like the lid of a common band-box, to the depth of two or three inches.

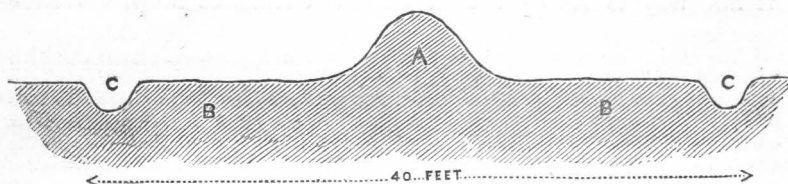
The excellent preservation of the sandals and vessels within was probably mainly owing to the form of this covering, so well adapted to exclude water. But the most remarkable feature in the interior of the chest itself, was the four brackets in the four angles, on each of which stood a lamp of very rude construction. One could not but be struck with the conviction, that these lamps had been left burning when the coffer-lid was finally closed; as though (if it were not indeed a part of the religious ceremony) the piety of the survivors made them averse to leaving the urn and its sacred contents in utter darkness. The stone of this remarkable sarcophagus, as may still be verified, was brought from the escarpment of the sandstone overlooking the Weald, most probably from Pulborough (where quarries, worked by the Romans, are still in existence), as will again be observed, when treating of the last-mentioned place, necessitating a land carriage of twelve miles by our "Stane Street," supposing this military way was used for ordinary traffic, which may be doubted. It is more than probable that the Avisford sarcophagus was buried in the immediate vicinity of the eastern or coast line of way leading to Arundel, knowing as we do that the Romans were addicted to placing their sepulchres by the roadside. From some observations made a few years ago, the writer thinks it probable that interesting disclosures of the like kind might be effected by

¹ In the Chichester Museum.

the side of the "Stane Street," in the North Woods, as before alluded to.

Emerging from the entanglements of the woods, and arriving at the top of the Downs, the "way" is to be found apparently almost as perfect as when turned out of the hands of the workmen. The turf has sufficed to preserve it from the wear of wind and weather; and the outlines or profile of the work serve, most probably, as a type of all similar constructions under similar circumstances. Mr. Hawkins, of Bignor Park, has been so obliging as to furnish the writer with the draft of a section of it, as it appears on the crest of Bignor Hill. The "way" measures here about forty feet from side

SECTION AT BIGNOR HILL.



- A Central Mound.
- B Stoned Road each side.
- C Shallow Ditches, of uncertain width.

to side, bounded on each side by shallow ditches. Within these ditches there are three distinct platforms, the central one rising into a sharp vallum, on which it does not appear possible that more than two or three men could march abreast.¹ This crest or vallum rises about ten feet above the surface of the surrounding country, the lateral platforms not so much as half the height. The materials to form these elevations seem to have been taken from the shallow *fossæ* above mentioned, and in an irregular way from the surrounding plain. This arrangement ceases at the top of the Down, and the whole is bevelled off northward, and the greater part of the escarpment is passed over by a formed road of little or no elevation. But the triple elevation with central vallum is resumed near the bottom of the hill, as the "way" takes off eastward toward West Burton, is continued for about half a mile through a

¹ Perhaps, with accoutrements, two only.

coppice, and then ceases again at the bottom of the hill as it enters the ploughed grounds.¹

For what follows regarding the exact line of the "way," in its passage from Bignor Hill, through the West Burton grounds, and into the adjoining parish of Coldwaltham, the writer is entirely indebted to the researches of Mr. Hawkins, of Bignor Park. His long residence on the spot, and possession of some part of the ground through which it passes, have made him perfectly familiar with its details. About one-third of the way down the declivity of the Downs, the "way" divides into two, or rather the main "way" sends off a branch bearing north-westerly, and pointing directly to the "Roman Pavement" (the well-known mosaics of the villa at Bignor). This vicinal way is faintly drawn on the Ordnance Map. Where

¹ The mechanism of this part of the "Stane Street" has been more minutely dwelt on, because it involves a curious consideration as to the original purpose of the central ridge. The author has always been satisfied with speculating on its utility for marking strongly the line of march when snow was on the ground, in fogs, or for protection from the weather to the troops in marching order on the platforms on each side. Mr. Hawkins inclines to the opinion that this elevated ridge gave opportunity to a line of scouts, marching in single file, for a wider field of observation on either side. This conclusion is much strengthened by observing, that this arrangement obtains only through the country, which, at the time the road was made, in all probability was overgrown with brushwood, in which an ambush might lurk unseen, but for this elevated line of observation. It was the writer's purpose, if his health permitted, to consult some authorities on the practice of the Roman engineers, and their rules of guidance in these matters, but he has been disappointed by ill health, and must leave the research to abler hands.

It is worthy of remark, and it strengthens the hypothesis of Mr. Hawkins, that in being carried through the champaign country, which intervenes between Chichester and Halnaker (a country, it may be presumed, that was corn-growing and well cultivated before the Roman invasion), the "way" could not have had the elevation it has in crossing the Down country, or it could not have been so entirely ob-

literated, as it has been. Some elevation would have been observed, either of the turnpike road—which we suppose to have been its line of progress—or in the fields on either side. So soon as it enters the woods which occupy the southern slopes of the Downs, it assumes the remarkable shape, of which we see the farther development in perfect preservation at the top of Bignor Hill.

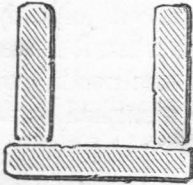
On leaving the wood at the foot of Bignor Hill (as in great part of the descent of that hill), this arrangement seems to have been abandoned, and through the more champaign country of West Burton, Watersfield, and Hardham, a moderate elevation and moderately thick distribution of stone and gravel, constituted the body of the "way," assimilating, as might be expected, to the modern turnpike road.

To a person viewing the ground in its present aspect, it would appear certainly that the high central ridge was not required for the purpose of a good "look-out," and a wide enough field of observation. But it is to be remembered that there were then no sheep-walks, or, if any, they were not so extensive as they now are; and the presumption is in favour of the existence of brushwood from the bottom to the top and very verge of the Downs. It is not likely that any forest trees would be allowed to grow there, firewood being the great requirement of the country at that time, when oak timber for building purposes was easy of access.—See Section of the "Stane Street Causeway," at the top of Bignor Hill.

the turf of the Down ceases, it disappears, but a public foot-path follows the line till it merges in the public road towards the villa, and is lost in it.

The main line, or original *via*, takes off, as before said, eastward, and sinks down in the ploughed fields about half-way between Bignor and West Burton. Here, just when it leaves the declivity of the Downs, it turns suddenly due north, and has been traced by Mr. Hawkins through the ploughed fields to a copse called the "Grevatts," on the northern slope of the *plateau* of the malm-rock, on which Bignor and West Burton stand. The test by which Mr. Hawkins is able to trace the exact line of the Roman road, through ploughed fields, and in places where it would hardly be observable otherwise, is a curious and interesting one. The flint gravel used for making it here, has a reddish tint, and could only have been obtained from the ferruginous sand and gravel beds in the adjoining parishes of Coates and Coldwaltham; the flint of the exact locality and of the adjoining Downs being all chalky, white on the surface, and black within. The descent of Bignor Hill was remarkably well chosen: the slope is the easiest the country affords, and the escarpment is here prolonged and made more easy by a spur of the Downs, affording a gentle descent toward West Burton. The sudden deflection northward, as before mentioned, on quitting this *talus* of the Downs toward the cover called the "Grevatts," Mr. Hawkins conjectures, with very good reason, was made to attain the point of easiest descent of the declivity north of Bignor, and the narrowest part of the swamp at the bottom; which swamp is everywhere interposed between the high grounds of Bignor and of Coldwaltham. In the coppice called the "Grevatts," the *via* appears in great force in the shape of a slightly elevated causeway, which may be traced for some distance by the test of the coloured gravel. Here, in draining his land a few years ago, Mr. Hawkins discovered, in a springy part of the slope, a wooden trunk or culvert, obviously put down to drain that part of the road, when it was originally made, and to form a conduit of pure water. Mr. Hawkins has lately dug it up, and has favoured the writer with this description of it. The cover is lost, or rotted away, and does not appear to have been secured by nails; the planks of the sides measure sixteen feet

in length, eleven inches in width, and four in thickness, and they were set eight inches apart. The under side on which these planks rested was less perfect, and remains imbedded in



the blue clay, the subsoil of the place. The plank of the sides is like bog-oak, a state of preservation which it owes to the boggy nature of the soil, common to the line of the escarpment, of which the Grevatts form a part.¹ As the coppice is still in a state of nature, and there are no signs of habitations

or of any more modern human agency near at hand, there can be no question that this culvert was a piece of Roman carpentry. By the annexed drawing it will be seen that it passed transversely under the road, collecting the water on the upper side, and discharging it upon a rude kind of platform on the lower. It is thus described by Mr. Hawkins, to whom the writer is indebted for the illustration:—"The lower end was supported by a foundation of flint-boulders, some of them of very large size, large pieces of sandstone, some of them neatly squared, and chalk. The water as it issued from the culvert fell upon a platform or floor of irregular shape, compounded of chalk, flint, and gravel, rammed hard. It 'tails off' in an irregular form as it runs down the hill. It has much the appearance of a washing place. That it was also used as a drinking place is proved by our finding the lower portion of a small vase on the edge of the floor or platform. There were no other fragments on the spot, but it seems to have been left in the broken state in which it was found." Rudely shaped tools, hammers, mallets, and one of a spear-head shape, to be used as a trowel or a wedge, broken tiles and drain-pipes, were also discovered here. This curious relic tells its own story. There was hard by a pottery, to be presently spoken of, and perhaps some manufactory beside; and, although a stream ran through the bottom of the valley, the water in the summer time must there have been swampy, and partially stagnant, and seldom fit for domestic use. Here, to a natural spring was added a conduit, a drinking and a

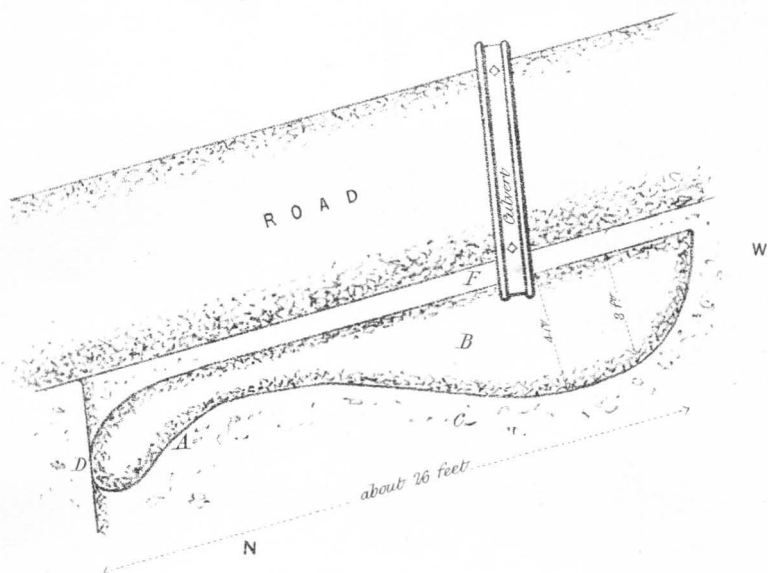
¹ More properly it is that semi-carbonized state we observe in canoes and other nautical vessels found in swamps in

various parts of the kingdom, and in the oak-trees imbedded in the silt of the levels of this county.

PLAN

S

E



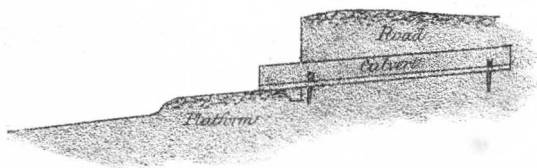
The Platform B is about 4 inches higher than the Floor C. How far C extends, has not been ascertained. Both follow the natural slope of the Ground, which falls from South to North. The Platform B and the floor C are cut through and destroyed at D by a modern drain. At F the Vase was found

BROKEN VASE

FOUND AT THE MOUTH OF THE CONDUIT



NORTH



SOUTH

SECTION AT CULVERT

washing place. The absence of masonry shows that the whole was not a station of much importance, and that the inhabitants were lodged in wooden erections; the whole perhaps a private establishment. The culvert was sixteen feet in length; the road under which it passed seems to have been about twelve feet wide. The distance from the site of the brickyard or pottery may be roughly estimated at three or four hundred yards. The measurements here specified are not strictly accurate, but approximate to the truth.

Leaving these primeval woods, the "way" now issues into some pasture lands, with an obvious swell of the surface, proceeds north-easterly towards a millstream, on both sides of which Mr. Hawkins's drainers brought to light much broken pottery and hewn stone, as of buildings. Broken and excavated ground, and other signs of a Roman pottery and brickfield, are also visible. Here, and all through the clay country hereabout, the same test of the presence of red gravel marks the exact line of progress. Since the foregoing was written, a closer examination of the ground, under the guidance of his tenants, who pointed out spots in the ploughed lands of diminished fertility, has enabled Mr. Hawkins to conclude that all this part of the line was "stoned," from the gravel-pits in Coldwaltham and Coates, a distance of two miles, up to the foot of the Downs, so as to warrant the inference that the work of roadmaking was carried on from Hardham toward Chichester, rather than from Chichester northward; or, rather, it seems that the preliminary survey of the Roman engineers had made them acquainted with the gravel-beds of the sand country, and of the greater facility of procuring the necessary "hardware" from that quarter than from the flint-beds, which are occasionally found on the Downs. In connection with this part of the subject, Mr. Hawkins also comes to this sound conclusion, that if the high central mound or vallum which is seen in the woodlands of the Downs, had been continued on in the low grounds, there would have been a wider dispersion of the gravel over the arable plain, and the lines of demarcation would not have been so well defined; another negative proof also, if any were required, that in this line of country the "old Roman road" was the type of the modern turnpike.

With regard to Bignor itself, it is not to be expected that

the writer should have much to say in correction of what is already in print; but to those persons who take interest in the social habits, the architecture of the Romans in Britain, and their commercial resources, it may be worth knowing, that besides the great profusion of brick, which they may be supposed to manufacture near at hand, they used at Bignor the limestone rock (locally called *malm*) dug on the spot, for their walls, some of the Pulborough sandstone, very probably for quoinage, and, for their columniation, the Bath or Oxford oolite. The shafts and capitals dug up there, are not of such close texture as Portland or Caen stone. The grain is coarse, and decidedly oolitic, and more like the Oxford freestone than any other. Mr. Hill, the curator of the Museum, has shown that the "Chichester marble" at Goodwood (described first by Herne) is not Sussex but Purbeck marble; and there is much reason to suppose that this was brought coastwise, and the above-mentioned freestone also. There is an additional reason for supposing that the Dorsetshire coast was open to these people for economical purposes. When the baths at Bignor were first explored, a small apartment between the cold bath and the room now containing the tessellated pavement with the Medusa's head, was found, paved with tiles about four inches square, alternately black and white, chequered like a chessboard. The white tile was of burnt ware, or at least of the same material as the white tesserae common to the building; but the black proved to be a natural production, a bituminous shale, containing fossil impressions, and burning like cannel-coal, with a strong smell of burning animal matter. This was conjectured to be the slaty shale of the Dorsetshire coast, and called in geological language *Kimmeridge clay*. This conjecture has been confirmed by a reference to Sir C. Lyell, and it is only reasonable to infer that it was brought up with the above-mentioned freestone. If the transport was made coastwise, it would most probably be by the port of Chichester, for in its natural and unimproved state it is not likely that the mouth of the Arun would admit vessels of tonnage sufficient for the carriage of such ponderous and bulky materials.¹

¹ Although a preference is here given to the Bath or Oxford oolite, it cannot be denied that the difficulties of a long land carriage render it much more probable

that Portland furnished the quarries from whence the freestone was taken. The slaty beds of the "Kimmeridge clay" are, moreover, found underlying the Portland stone;

To return to the course of the "way." Crossing the mill-stream between West Burton and the New Woods (see Ordnance Map in the vicinity of Bignor Park), at what may be called the Pottery Field, the "way" may now still be traced, by the same test of coloured flint gravel, in a north-easterly direction to the back of the windmill on Watersfield Hill. From thence also, by faint traces of the same kind, across the newly inclosed fields, and through a remarkable gap in the sandhill, into the corn-fields behind Cold Waltham Church.

In the vicinity of Watersfield a "find" of coins was made, about forty years ago, by a labourer in digging gravel. The exact spot could not be ascertained, because in this instance, as in many others, the imperfect and conflicting laws of "treasure trove" made workmen shy of disclosing the exact scene of their good fortune. These coins were three or four hundred in number, mostly third brass, of Claudius Gothicus, the Tetrici senior and junior, and Gallienus; some of the latter have good figures of animals in their reverses. Amongst them are also found a Salonina and a Quintillus. From a field at Waltham the writer obtained a solitary Antoninus Pius, with a Britannia for reverse. It has been figured by Pinkerton, who speaks of it as the most frequent of the Britannias.

The criterion of red-flint is here lost, so that for the short distance from thence to the camp at Hardham, reliance must be had in the traditions of the farmers, who point (as at Bignor and West Burton) to lines of aridity and comparative barrenness, and speak of the practice of drawing materials from "the old Roman road" for the repair of their modern parish roads.

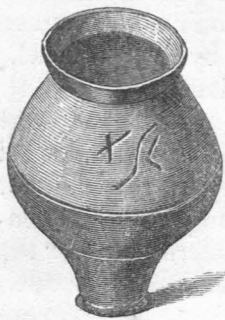
It now enters the camp at Hardham, in which, although much has been said of it, there is but little to engage the interest or regale the imagination of the antiquary. It is one of three earthworks which seem to have entered into the ori-

but Bridport, or any other accessible part of the Dorsetshire coast, would furnish the Roman builders with both these materials, and the land carriage from the vicinity of Bath, or from the freestone quarries in the intermediate districts, would be no great matter. In regard also to the Kimmeridge clay-slate used at Bignor, antiquaries will observe in it the same material as the roundles, which have

been called "coal money." In all probability these roundles are not of an earlier date than the Roman era. They are the chuck or waste pieces from the turning-lathe. See *Archæological Journal*, vol. i. p. 347; *Transactions of Cambridge Antiquarian Society*, vol. i.; *Proceedings of the Society of Antiquaries of London*, vol. iv. p. 169.

ginal plan of the Roman engineers, at equal distances between Bignor and Ockley,—*hospitia, mansiones, or castra-æstiva*,—resting-places for travellers, or more properly, if it was maintained as a military way only, temporary barracks for soldiers on the march.

The greater part of this earthwork is still entire, owing its preservation apparently to its being maintained as pasture from the time of its being in the priory grounds down to the present era. It measures 360 feet along the crest of the vallum, and contains an area of about an acre and a half. It was never supposed to contain any masonry; and the railway cutting, which has lately been carried through it, has verified the supposition, although there are broken tiles and other evidence of human occupancy. The "way" entered through the west wall, where the railway now does, and passed through the camp. Before the railway cutting was made, it was pretty well known that the ground had been disturbed and rifled of any valuable contents it might have ever had. Much broken



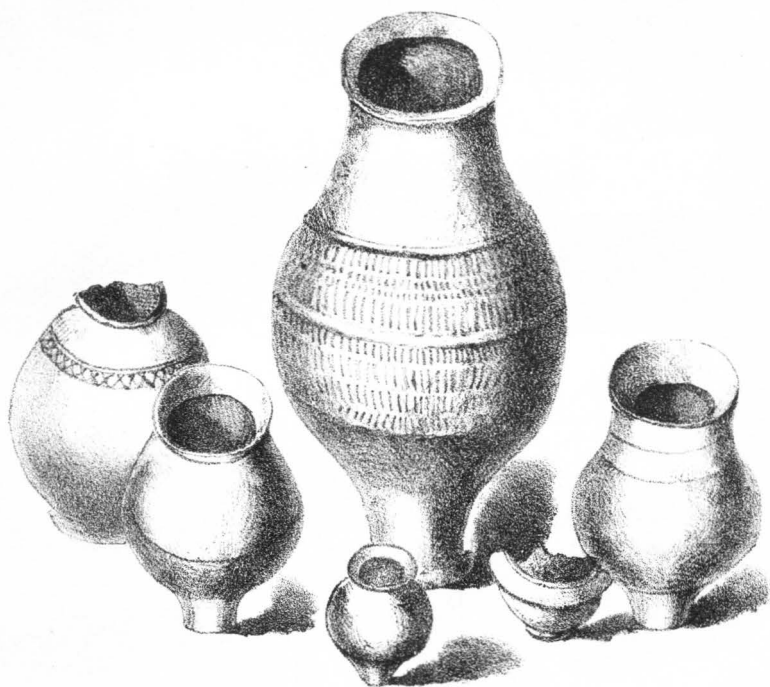
pottery has been found, and some cinerary urns, of which the figure in the margin may serve as the type. These vessels were filled with black earth, containing ashes, but they appeared all to have been taken up, deprived of their original contents, and then thrown in again.¹ Along with these the writer has obtained a brass fibula, which appears to have been gilt, a flint arrow-head or two, and three coins (third brass) of the

third or fourth century. On quitting the ground, it may be observed, that viewed as an earthwork of an early age, the Hardham camp looks weak and small, partaking little of the vigorous aspect of the strong places of the Romans, and of their immediate predecessors.

Within bowshot of the camp, and a hundred yards north of the line of the "way" as it issued from it, in digging the foundation of the mill-house, some pottery was discovered thirty

¹ That so many of these have been turned up entire, may be accounted for from the natural repugnance of the first

discoverers to make use of pots which had been the recipients of human remains.



SEPULCHRAL VESSELS FOUND AT HARDHAM IN 1859.

The large Vessel is the ordinary red ware, the rest are black and of coarser texture

years ago, and is now in the possession of the miller, Mr. Sharp. It has the character of the before-mentioned, but contained bones, and appeared not to have been rifled of its contents. The whole country here being a bed of gravel, it is impossible to determine exactly what direction the "way" took, and whether it forded the Arun at Coldharbour at the confluence of the Rother, or in the line of the modern causeway and Pulborough Bridge. The former is the narrowest part of the swamp; farther east it is extremely wide. If the ford were at Coldharbour, the "way" must have made a great sweep eastward to fall again into the direct line toward Billingshurst. A consular coin, in the possession of the writer, was ploughed up at Coldharbour some years ago, which tends to strengthen the connection always allowed to exist between Roman roads and the name of Coldharbour.¹

The swamp through which the Arun runs is narrower at this place, and it is better fording-ground than the line of the present causeway and Pulborough Bridge. The strongest presumption in favour of the latter and more direct line, is, that in putting down an arch to the south end of Pulborough Bridge, some thirty years ago, an old gravelled causeway was uncovered, leading down to the water as if for fording, and that too not in the exact line of a wooden bridge which was the precursor of the present one of stone, and therefore of earlier date than that ancient bridge.

It may not be in print, but some archæologists, amongst whom we may reckon Douglas, the author of the *Nenia Britannica*, and Cartwright the historian of Sussex, have been of opinion, and it is a tradition in the country, that another *via* took off eastward from Hardham, and forded the river at a place called "Stoney River," to Wiggonholt, and afterwards was carried on toward Steyning, or perhaps to the camps at Chanctonbury and Cisbury.² A silver *denarius* of Antoninus Pius was found in digging a hole for a gatepost near Stoney River. This Wiggonholt is the adjoining parish east of Pul-

¹ The Coldharbours of this vicinity mark the location of bends of the way, favouring the derivation of the word from *coluber*, the snake-like flexure of roads, which had always most tendency otherwise to run in straight lines.

² The farmers at Hardham do not trace

out any indications of such a vicinal way; and it is probable that the Houghton ford, and the subordinate line of road along the crest of the Downs to Chanctonbury and Cisbury, have been confounded with the tradition of Stoney River.

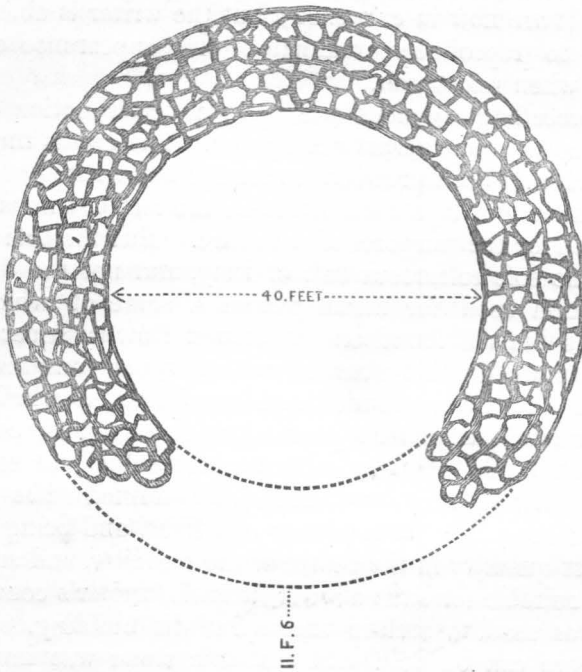
borough, and has been found rich in Roman remains. Some specimens of pottery found there are now at Parham House, and others are in the possession of the former rector, the Rev. E. Turner; some have also been in the possession of the writer. A coin of Commodus, also in his possession, second brass, was ploughed up there, and human bones with the signs of cremation, have been discovered here and there in the parish. But the most remarkable sign of Romano-British occupancy at Wiggonholt, was the discovery, four years ago, of a hoard of coins of third brass, at Redford.¹

Redford is a small property close to Wiggonholt, though in the parish of Storrington. The cottage there is supplied with water from a spring in the garden. The reservoir of this spring was being cleared out in the autumn of 1855, when in the bank, and a short distance from the surface of the ground, a mass of small coins was discovered, loosely adherent with their own rust, and ranged in the manner of rouleaux, as if they had been packed in a box which was rotted away. They were found to be 1800 in number, all of third brass, and some of them in good preservation. They were sent to the British Museum for inspection and to be catalogued, and a few were retained to enrich the cabinet of that institution. They were remarkable more for the variety of their mint marks than for their rarity. The prevailing obverses were Claudius Gothicus, Tetricus senior, Tetricus junior, Gallienus, Constans, Crispus, Constantius, Constantinus I. and Constantinus II., Licinus, and a few of Flavia Helena and Flavia Maxima Fausta: all of the third and fourth centuries of the Christian era. This was obviously a *cache*, most probably made in haste and in a time of danger, and the place was chosen because of the natural and indestructible landmark of the spring. Several loose coins of the same mintage have, some years ago, been brought to the writer from the ploughed fields of that vicinity.

To return toward the Roman way at Pulborough, we pass by a farm called Homestreet or Holmstreet in the map; and, if this is taken as a central point, it will be found surrounded by signs of a remarkable township, or assembly of Roman

¹ Some account of this "find" has been given by Mr. Figg, Vol. VIII., p. 277.

buildings. The most notable of these was a circular building, a short account of which is given in Cartwright's *Rape of Arundel*, p. 357. The writer assisted Mr. Cartwright in his discovery. The locality was marked by a slight elevation in a field by the roadside called Huddlestone, or Hurdlestone.



Supposed Mausoleum at Holmstreet, Pulborough, as it appeared when the soil was removed.

In his book, Mr. Cartwright has called the building a mausoleum, and many circumstances conspired to confirm the supposition. The enormous thickness of the walls, eleven feet six inches, compared with the area of forty feet, makes it appear unfit for a theatre. The copious use of tiles, and the grouted mortar, determine it to be Roman. Its being placed by the vicinal way from Wiggonholt to another Roman station at Borough (to be presently described), and its detachment from other buildings, are also circumstances strongly favouring the supposition of its being a sepulchral monument; if so, as said by an experienced traveller at the time the remains were

exposed, "there are few to equal it in Europe, out of Italy." The gap on the south side, as described by Mr. Cartwright, showed it had been used as a stone quarry, and walls are still to be found near at hand exhibiting the Roman tiles and tufous stone found there. It is not known that any of the original plans and drawings of this monument made by Mr. Cartwright are now in existence; but the writer is able, from memory, to reproduce proximately the appearance of the masonry when uncovered.

The preceding woodcut will give a better notion of its importance than any verbal description. The gap is that part of it which had been grubbed up for the materials.

Mr. Cartwright lays some stress on the fact of tufous stone being used for the purposes of sepulture. But the tufa found here is the soft calcareous tufa of Italy, and not the durable volcanic tufa used for burial purposes, some of which the writer has himself found on the Sussex Downs, squared for use, and most probably turned out of some tumulus hard by. The tufous stone found in this building, of which specimens are in the writer's possession, is a modern *calc-tuff* with vegetable impressions, a freshwater stone like some of the travertines of Italy, and the recently formed tufas in the vicinity of Pæstum. It is porous and light, and being found in greatest quantity in the centre of the building, and squared to forms suitable for such a work, it is the writer's conviction that it was used to arch-in the roof of the building. At all events there can be no doubt that this stone was imported from Italy.

About a furlong west of these remains, on an eminence overlooking Holmstreet Farmhouse, a waste¹ was grubbed up a few years ago, and the foundations of Roman habitations were discovered, of which a perfect exploration was not made, but sufficient evidences were obtained to show that there were there buildings of some importance. Following the before-mentioned vicinal way northward about a furlong, at the top of Broomer's Hill we arrive at the spot where four Roman pigs of lead were discovered just under the surface. This discovery was made after the publication of Cartwright's *History*.

¹ A natural underwood or "scrub."

A detailed account of these pigs will be found in the *Gentleman's Magazine* for 1824-25, and some speculations on the meaning of the inscription, or, rather, stamps on them, by J. T., who dates from "Greys." This communication to the *Gentleman's Magazine* has been copied into Horsfield and Baxter's *Sussex*. The author reads the inscription, ICLTRPVTBREXARG—*Tiberius Claudius Tribunitiæ Potestatis Britanniaæ Rex*,—and gives reasons for such reading.

A short half mile north of Broomer's, where the lead was found, is Borough Farm. Here, and on the crest of the escarpment overlooking for many miles the line of the Stane Street Causeway, and the then thick oak woods of the Sylva Anderida, very extensive buildings have been traced out, of which the dimensions, roughly estimated, are given by Cartwright. At the time Mr. Cartwright wrote this account of his exploration, no signs of tessellated pavement had been discovered; but since that time, in the north-west corner of the buildings, considerable fragments of pavement and coloured stucco have been turned up. There are no signs of circumvallation, but the site for a station was singularly well chosen—on a salient angle of the hills ranging east and west, with two copious and perennial springs within a few hundred yards. Near at hand, too, is a stone quarry of very ancient date, from whence it is said the stone of Pulborough Church, built early in the sixteenth century, was taken, and from whence, there is little reason to doubt, twelve centuries earlier, the Romans drew materials for Bignor, and for the sarcophagi found at Avisford and elsewhere.

Again, about a quarter of a mile east from the mausoleum at Hurdlestone, and a mile from Wiggonholt, some fragments of Roman building were discovered at Nutbourne, but no great research was made there.

Returning to Pulborough and the close vicinity of the "Stane Street," we find that, in digging foundations about the village, fragments of Roman tile have been occasionally turned out. Both here also, and at Billingshurst, coins have occasionally been taken of the labourers by the grocers, for halfpence.¹

The remarkable eminence called the "Mount," mentioned

¹ They range from Vespasian and Commodus to Constantine.

by Dallaway, overlooks Coldharbour, and has a double line of circumvallation. But these appear to be of more modern date, and have the character of a Norman fortification—the inner and outer ditches of Keep and Barbican.

All the foregoing details, on the whole, prove that within the compass of about two miles from the camp at Hardham to Borough, and from thence by Nutbourne to Wiggonholt, there were many stone and mortar buildings; and there remain all around signs of early cultivation, and a very populous Romano-British country, of which Pulborough and the Stane Street Causeway were the centre; and in which, if the conjecture respecting the circular tower be correct, stood one of the most remarkable Roman sepulchral monuments in Britain.

Leaving the important sites of Hardham, Pulborough, and Wiggonholt, and the dry and fertile country just spoken of, the causeway now dipped into what was then the swampy and thickly wooded district of the western *Sylva Anderida*, and took the exact line indicated in the Ordnance Map, as the public road from the above-named places by Billingshurst to Slinfold. This line has been a stoned parish road for about a century, as far as within half a mile of the last-mentioned village; but from Park Street to Aldfoldean Bridge, the proper line of the causeway had fallen almost into a state of nature, till it was introduced into an act for making a turnpike road from Horsham to Guildford, and was restored under the auspices of Charles Duke of Norfolk, in or about the year 1809. This restoration brought into notice a Roman station at Aldfoldean Bridge, which gave its name to the "Roman Gate," on the forementioned Guildford road. In approaching this bridge over the Arun, which is here an inconsiderable stream, the roadmakers found they were passing through a bed of gravel. This gravel, Mr. Dallaway, who was then the rector of Slinfold, mistook for sea-gravel, and conjectured that it was imported thence by the Romans, for the construction of their road. It has been already said, that this is no other than a natural bed of drift, rare of its kind, and is an object of great curiosity in what may be called the topographical geology of the Weald.

The modern road here runs directly through the station,

the boundaries of which, although broken down by the plough, are still discernible. It seems to have been about the size of the fellow-camp at Hardham, and only differs from it in having afforded ample evidence of the existence of mortared walls, coloured stucco, and both roof and flue tiles of Roman manufacture. A few coins have been turned up, which are in the possession of the proprietor of the ground, Mr. Briggs, of Slinfold, and Mr. John Honeywood, of Horsham. They are of Vespasian and the early Constantines, and not in good preservation.

Mr. Dallaway has described the progress of the causeway, directly northward from Aldfoldean Bridge to Rowhook, on the borders of Sussex; some fragments are still to be seen in the woods of this part of the country, and it becomes a public road again within a mile of Ockley, as indicated in the map, by the name of "Stane Street Causeway." The distance from the *mansio* at Hardham to that at Slinfold, is little short of twelve miles; the writer has, therefore, made anxious inquiry after an intermediate station at Billingshurst. Mr. Honeywood is in possession of some tesserae, found at this place. In converting a pasture-field into a nursery-garden, some forty years ago, by the roadside near the Dissenters' Chapel, the proprietor came across some gravelly soil, and here these tesserae were found, but without any remains of masonry. This gravel was conjectured to belong to the "Old Roman Road," and the site is not an unlikely one for a station, there being a good spring, and a rivulet running through the inclosure. Mr. John Blagden, of Petworth, is in possession of two copper axes, of superior make, probably Romano-British, found near Billingshurst; and flint celts have also turned up in the same locality.

The speculation which connects this place and Billingsgate, in London, and the whole of the Stane Street Causeway with Belinus, the Romano-British worthy, may go for what it is worth.¹

In conclusion, the writer ventures to assert that the Stane Street Causeway, whatever might have been the general practice of the Romans, was reserved for military purposes only. In the Gumber country, over the ridge of the Downs, the

¹ See Horsfield's *Sussex*, on the authority of Budgen and Higden, vol. ii. p. 165.

surface of the crest of the road is as smooth and perfect as if it had just been turned out of hand; moreover, it is too narrow for the purposes of general traffic, and, being cast up so high, would soon have been cut down had it been permitted to be so used. In many parts of the Weald, this elevation has been preserved to this day; and through the lower part of Pulborough parish, in Billingshurst, by Fiveoaks, and in Slinfold, the present public road is still a "causeway." The writer is not sufficiently read in the military history of this wonderful people, to say that this segregation of their military ways to purely military purposes was the universal practice; but in this instance, and in consideration of the nature of the country it was made to traverse, the supposition is not unreasonable or extravagant.

Of the date to be assigned to the construction of the "Stane Street Causeway" we cannot speak with certainty; but there is good reason for believing that it was as early as any of the great *viæ* of the southern part of our island: as early, at least, as the establishment of the Romano-British kingdom of the Regni. The Villa at Bignor, we are told, is of the age of Titus, and it is most probable that when it was built the road was already in existence. The coins found at Pulborough, Billingshurst, and Slinfold, range from the first to the fourth century; and the mausoleum and other specimens of masonry about Pulborough must be of very early date—before the decline of the Roman arts in Britain. The expediency of opening a direct line of military-way from Chichester to London, must also be reckoned amongst the earliest promptings of the Roman settlers.
