

ALFOLDEAN ROMAN STATION.

First Report, 1922

BY S. E. WINBOLT, M.A., Christ's Hospital.

THE Roman road, Stane Street, running north from Billingshurst to the Horsham-Guildford road, which it meets at right angles at Roman Gate, leaves Slinfold on the east. As a hard road it is lost between Roman Gate and a point about two miles south of Ockley; and this is perhaps quite natural, as the intervening country is very difficult by reason of ups and downs and deep depressions for streams. But its course is quite clear in the deep and broad gully, now overgrown, up the hill at the eastern end of Roman Wood, from Roman Gate to Rowhook, whence it can be picked up again in several places, first as a treed mound which for some two or three miles is an ancient parish boundary, and next in a lane. But my present concern is with the stretch of road between Park Street, Slinfold, and Roman Gate, a length of 1 mile 13 chains, which was made from a green lane into a hard road by Charles, Duke of Norfolk in 1809-10 in accordance with an act of 49 George III. (1809). At the lower part of this stretch, immediately south of the Arun Bridge, on both sides of the road can still be seen very clearly in certain states of the soil (which has for many years been arable land) the *vallum* and *fossa* of the Roman station used probably by Roman troops and civilians on the march between Chichester and London. There were probably four *mansiones* on this route, at Hardham (near Pulborough), Alfoldean, Dorking, and Merton, of which remains can be seen clearly only at the first two. This is the contention of Mr. Hilaire Belloc in *The Stane Street*, and I see no reason for



PLATE I. Surroundings of Alfoldean Roman Station.

dissent. A glance at the surroundings of the station shown in plate 1 will reveal the very interesting nature of the site. My impression is that the whole plateau through which the road runs for a distance of a little over half-a-mile was occupied as a settlement in Romano-British times. A *mansio*, measuring little short of 400 feet on each of its four sides, with permanent buildings in its area, was, to judge from similar cases elsewhere, almost certain gradually to attract in its neighbourhood *canabae* (or shops and houses of workpeople) and villas, more especially close to the road. Finds of Roman building material and pottery on both sides of the road from the point marked 103 on the map seem to point decisively to a general settlement of this plateau.

Let us note the conveniences of the site for such a purpose. First, the course of the Arun, here with banks steep enough—and in those days water deep enough—to make it a useful defence. It encloses nearly the whole of the area of the plateau, which it makes into a promontory, the open base of which on the south-west is about half-a-mile in length. But the absence of natural defence along that line is compensated for a little south by a narrow depression of marshy ground and a stream, along which runs the footpath from Slinfold and the road to Dedisham. From this on both sides of the road is a fairly sharp rise, mounting on the east to Mr. W. G. Fladgate's house, called "Hill," some 50 feet above its surroundings. Taken along the road from south-west to north-east, the elevations beginning at the marshy ground are 83, 97, 103, 92 (just above the camp), and 83 at the Arun bridge, where the rise begins again, the elevation at the Horsham-Guildford road being 89; north of this the hill rises rapidly to 200 and 287 just above (south of) the village of Rowhook. On all sides, except at "Hill," the ground slopes away down from the Roman road. This gentle hill or plateau, in relation to the ground immediately north-east and south-west is snugly placed. How snug the Roman

camp was on the lower (north) side of it is probably best appreciated by Mr. Fladgate, whose house at "Hill," though commanding fine views, knows in winter the severities of the winds from north-east by east, or from south-west. Dedisham Manor, situated at the extreme south-west of the promontory I have indicated, is equally protected from the weather; and defended by the Arun and deep moats on the other three sides.

[And here I would like to speculate, though at present conclusive evidence is not obtainable on the second point. And first, Dedisham, like so many medieval manors, rose, naturally enough, near the Roman road, and in its construction were used freely the building materials found on the site of the camp. Roman brick has been turned up in the gardens. Henry Tregoz was its owner in 1271, and as the name of Tregoz was among those of William I.'s followers, it is probable that he assigned the place to one of his warriors, who, with equal likelihood, found some settlement there on his arrival. Second: the position of "Hill," on an eminence descending very steeply to the Arun on the north-east, and sharply enough in all directions, would have been splendidly adapted for a Roman fort. The case is very analogous to that at Pulborough, where we have the road, a camp, and a fort (Park Mound) dominating both, and possibly also at Dorking, where Bury Hill was the fort. Here at Slinfold we have exactly the same combination. I am told that building material in parts of "Hill" go back to the eleventh century.]

So much for the general surroundings.

Now we come to the Mansio in particular. It is very surprising that, in spite of the work of the plough through many years, the outlines of *vallum* and *fossa* should to so great an extent still be quite clear. The western fosse is the most marked feature to-day. As one sees it, it is a big rounded depression, the lowest part about 5 feet below the top of the existing *vallum*; measured across the top it would give about 20 feet.

Its exceptional preservation is probably due to its having been used as a road, either by the Romans or since. Both the southern and the northern vallum and fosse are well marked at the western extremity, and then gradually "peter out" towards the road. The top of the vallum shows just a perceptible elevation above the interior. On the east of the road the north vallum and fosse no longer exist; I think it probable that its soil was used in making up the level of the modern road as it approaches the bridge. But on the south, though the vallum has been ploughed almost level with its surroundings, the line of the fosse is discernible in the nature of the soil and the very gentle slope upwards from it towards the north. The eastern vallum, however, for quite 200 feet, is perfectly plain, and the fosse is still represented by the field drainage which runs underneath and out diagonally into the ditch bounding the field on the east. Along this ditch the field has been artificially banked up as a protection against the Arun floods, which often cover the lower field to the east. It is difficult to get very accurate measurements. The best that could be obtained resulted thus: along the line of the west fosse, 396 feet; the west half of northern fosse, 191 feet; the west half of the southern fosse, 178 feet; the line of the south-east fosse, 200 feet; and on a line under what remains of the east vallum, 220 feet; the rest peters out. From these measurements I should infer that the camp was exactly square, measuring about 400 feet along each of its four fosses, and that the Roman road ran directly through the centre. The present road is in places a little west of the Roman road; the course of the latter is sometimes east of the hedge, where the ploughmen say that there is a strip so stony that they cannot "get down." But to this vexed question I will return.

Within the area of the station the soil is in places almost red with remains of Roman brick, tiles, and inch-square red tesserae. I had found there at different times plenty of fragments of grey and black ware, and of "Samian"; pieces of *opus signinum*

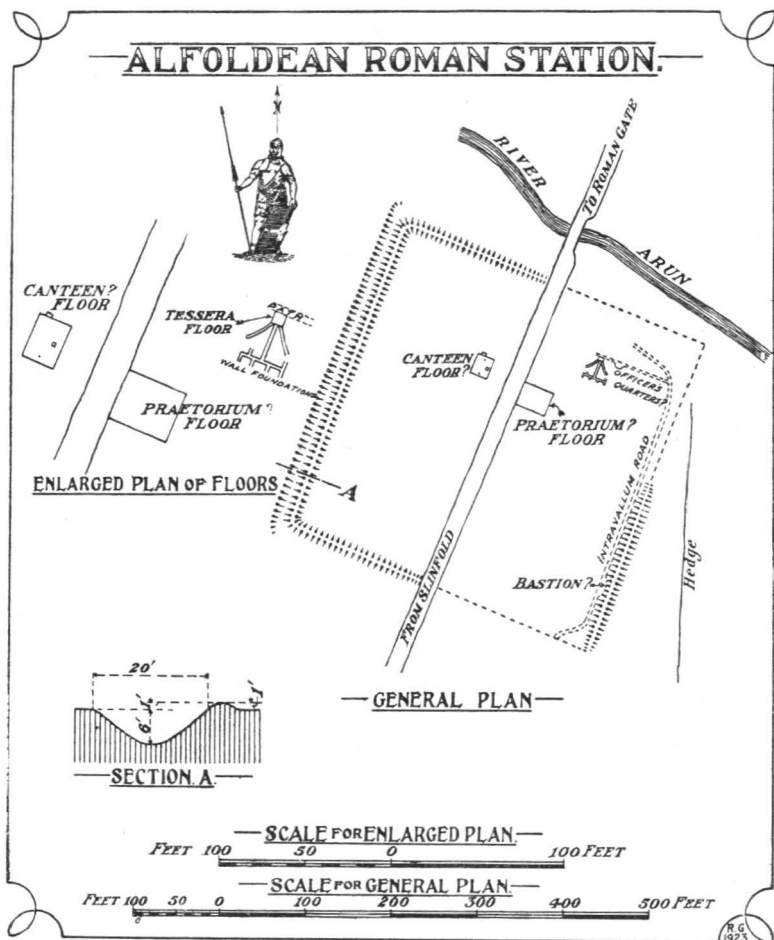


PLATE II. Roman Station and Buildings.

flooring; and one coin, a small bronze Tetricus. In the eastern half of the station about 1912, a plough having struck a hard foundation, some feet of a red-tessera path were laid bare. This was covered in again. Beyond this find, and the discovery of a few coins in the middle of the nineteenth century, nothing (so far as I can find) is recorded of this site. Apparently it has never been excavated. Indeed, before 1810 it lay quite apart from ordinary observation, though T. Warton (quoted by Dallaway, *History of Western Sussex*, 1819), wrote: "About five years ago (1775), on the edge of a lane in the parish of Slynfold . . . I saw several deep fissures made in the Stane Street. . . . The Dorsum, not intended for heavy carriages, consists of sea gravel and sea pebbles, abounding on the Sussex coast, about 3 feet deep and 7 yards long (i.e. wide). These minute materials must have been amassed with prodigious labour." P. J. Martin (*S.A. Collections*, XI., 1859) picks up the story for 1809-10, and writes: "The proper line of the causeway had fallen almost into a state of nature. . . . The restoration brought into notice a Roman station at Aldfoldean Bridge. . . . In approaching the bridge the roadmakers found they were passing through a bed of gravel. This is no other than a natural bed of drift, rare of its kind." Though no regular excavations were made at this time, in constructing the road through the camp area the workmen found some coins, wall plaster, tiles and bricks, and probably, as suggested above, removed the north-east part of the vallum to make up the road level on both sides of the bridge.¹

With these facts to go on, and with the kind permission and help of Mr. Fladgate, Mr. G. C. Barker of Rudgwick, and the trustees of the Duke of Norfolk, and the encouragement and monetary assistance of the S.A.S., I decided in late September (1922) to dig some trenches. After consultation with Mr. M. A. J. de Lavis Trafford, of Thakeham House, the best plan

¹ I have since, by talking to the oldest inhabitants, discovered that a Mr. Briggs, then owner of the land, did some sporadic digging about 1840.



PLATE III. INTRA-VALLUM ROAD, looking South, with bend down towards fosse; showing stones and bricks set edgewise.

seemed to be to make T trenches in three places. Two of these were in the area of the station, one east, the other west of the road; and one higher up on the plateau, east of the road.

In the first (south) trenches outside the camp nothing was found except a few pieces of "Samian" (one with barbotine foliage pattern on rim), of thin grey ware, of coarser pots, and one piece of "nipple" brick; but it was obvious that they had been ploughed in, having been left about on the surface from heaps of material taken off the camp area from time to time to clear the ground. I next tried, in the area of the camp, east of the road, at a point about midway between the north and south limits, where I expected to find an official building, probably the *praetorium*. A trench of 30 feet north-south) and 25 feet from the hedge found a solid floor 9 ins. down; it was a good foot thick, and composed of red tiles and bricks, lying upon shaped iron sandstone slabs, of thickness varying from $\frac{3}{8}$ in. to 2 ins. Underneath this floor we found in several places traces of decayed (or burnt) wood. On closer examination the floor seemed to be the casual débris of roofs and walls, which had fallen on some previous floor, whether of stone or clay. In and under the débris were pieces of several kinds of Roman pottery. Window glass was found. Trenches dug out east and west revealed the same consistent flooring, so that for an area of about 30 feet square we had the site of a building which had been roofed with red tiles and had had windows. Foundations of walls were not discovered.

I next probed for the east vallum and interior of the station by digging a series of holes across the line from the outside inwards. The vallum itself was of heavy yellow local clay, but inside was met plenty of red brick stuff. In working across the south-east corner we came, on the top of the vallum, on to a series of stones (strong local sandstone) laid edgewise, with big bricks and tiles laid edgewise between; and this system was about 5 feet wide. It was either a



PLATE IV. RED TESSERA FLOOR, looking South, with middle trench leading up to wall foundations; to right at back trenches of "prætorium" and road.

wall-footing, or more probably, an *intravallum* roadway or terrace for the soldiers. This was eventually traced all along the east vallum and well round the corner to the north-west. But the south-west bend was not so satisfactorily traced. It sloped down through the vallum as if to cross the fosse; but a trench dug to find it in a southerly direction at about 10 feet beyond the fosse produced no results. This corner remains at present an unsolved enigma. No sign of a gateway was found. A long trench dug from the south-east corner, in a direction which I thought might be the line of the vallum (but which apparently was some feet northward of it), to the modern road, produced no result except to make sure that the line of the Roman road was not at this point east of the present road, unless indeed every stone of the old metal was used to make up the modern road. The hardness of the soil and the presence of red rubble under the road bank seemed to show that the Roman and modern roads coincide at this point.

In probing for the interior of the station inside the line of the north vallum (at this point the vallum itself no longer exists), we unearthed a path running east and west, about 3 ft. wide, and with a distinct camber. It was laid on stones, over which was a good thickness of pink mortar; and on this again were rough pieces of brick and tile and coarse red tesserae, but all higgledy-piggledy; fragments of black pottery were found in this. This path was eventually found to continue east to the vallum road.

At the western end of this path, and immediately south, we next found, at about 8 ins. down, an undisturbed firm floor of ordinary inch-square red tesserae. Its western extremity was 60 feet east from the bank of the road. It was irregular in shape, and had evidently been partly destroyed; its width was 5 ft. 6 ins., and length 7 feet. It was laid in mortar, under which were stones. To the east of this we found pieces of window glass, and shortly after pieces of iron and oyster shells. In a little time we were in the midst

of a midden or rubbish pit, out of which some pieces of "Samian," a great deal of broken pottery (coarse grey stuff mostly), pieces of glass, oyster, mussel and scallop shells, nails, the jaw-bone of an ox, mutton bones, and the first coin, a well-preserved first bronze of Lucius Verus, were taken. It now seemed certain we were on the site of a dwelling-house, probably an officer's (or official's) quarters. An essay trench a little south produced the foundations of a wall made of stones and red bricks and tiles. These foundations were 28 feet long (east to west) and about 3ft. wide.

Nothing more could be found. With these rather indeterminate results achieved, I turned to Mr. Barker's field on the west side of the road, and, choosing a piece of ground, about 22 feet from the road hedge, and at a point about central between north and south, I at once came on a floor about 15ins. down, and, as good luck would have it, right on the centre of it. Eventually this was cleared to its apparent limits, for 26 feet north and south, and 20 feet east-west. This was again a *débris* floor of tiles, bricks, and stone, but no wall-footings could be found. On the suggestion of Mr. Bushe Fox, I began to search carefully under this foot depth of *débris* for a clay floor; and found it. The original floor was composed of local yellow clay rammed very tight and solid for a depth of 4 ins.; and to give it a surface red brick dust had evidently been scattered over it and trodden well in. At the northern end, just outside the limits of the floor, were about 3 feet of very black earth, in which was a mass of broken coarse pottery, coins, some pieces of *terra sigillata*, many pieces of thumb pots (coarse and fine), a great variety of glass (vessels and window glazing), nails, a knife, and all the kind of things usually found in rubbish heaps. At the north and south ends of the middle of this floor we found big blocks of stone, two deep at the south end and three deep at the north, giving the appearance of the foundation supports of pillars intended to carry a considerable weight. At the north end the lowest stone was a complete nether

hand-mill stone, 14 ins. in diameter, placed with the concave side down; and on it a big block of Petworth¹ marble (winkle stone). On the floor near the east side was a hearth, consisting of a big rectangular brick, carefully set round with other bricks, which sloped away from it. The hearth brick, which had been thoroughly burnt, fell to pieces when we tried to lift it. A small Samian cup and a grey ampulla were found entire. Altogether I formed the impression that this was the site of the inn or canteen. Other finds here were two big lumps of calcite, many pigs' teeth, one antler of a young deer cut off at the base, many mutton bones, a bronze pin, a piece of sheet lead, and two whetstones. I could discover no remains of wall foundations, though I had the floor trenched thoroughly, expecting to find the space divided into two or even three compartments.

To summarise the finds of structures. There were: on the west side of the road, the floor of the "canteen"; on the east, the floor of a "praetorium," and path, wall-foundations, and tessera floor of "officer's quarters"; and an intravallum road along the east mound. In the many other places I probed I could find no evidence of more building sites, and I conclude that a great part of the space, unfloored and unroofed, was used for the tents of soldiers or travellers. The space would accommodate not more than about four hundred soldiers, who in ordinary circumstances would not spend more than one night on the spot. I hardly expected to find so much. The ravaged site must have been open for many years, and all who would helped themselves to building materials. One day an enterprising farmer decided to level and till, and by spading down the valla covered the floors with about a foot of soil.

We now come to the question of the dates within which this station was probably occupied, and the probable date of the making of the road. Here the

¹ I believe it has hitherto been doubtful whether the Romans quarried this stone.

tendency in the past has been to press too hard the *argumentum ex silentio*: e.g. because the Antonine Itinerary (? 210 A.D.) does not mention Stane Street, therefore it did not exist. And the fact that the longer route from Chichester to London *via* Winchester and Staines was early in use, is taken as yet another argument against the early existence of Stane Street. But the silence of the Antonine Itinerary is not at all conclusive, as Mr. Belloc points out. It is a whimsical document, with many omissions, and may well be an account of journeys taken by Hadrian, recording individual experience, and not pretending to give a comprehensive scheme of roads then existing. It is inherently probable that as soon as the south began to be settled under Roman rule the advantage would be seen of reaching London from Chichester in fifty odd miles rather than in ninety-six. And if it is argued that the Romans had no use for Chichester and Portsmouth harbours till, say, the third century, the reply is, that though the main port of entry was Rutupiaë, it is highly improbable that 150 years after Julius Caesar's landings, with all the work of Claudius and Agricola in between, such a practical folk as the Romans would not have developed the harbours near Vectis, thoroughly conquered under Claudius. General historical probabilities in such a case weigh more than chance absence of mention. It is also difficult to suppose that the civilian subjects of king Cogidubnus—Bibroci or Regni, or by whatever name they went—had no fairly direct way across the Weald to the Thames and London, for all its supposed difficulties. To me it seems more probable than not that there was early in the first century a track of sorts on the line of Stane Street, and that the Romans at first used it, as they found it, as a military and general route. They may even have established halting stations on this route, and later, gradually turned it into a hard road, beginning at the southern end; and I cannot see that it is less probable that this should be done in the first century than in the fourth. The archæologists of the nineteenth

century assumed, without evidence, that Stane Street was not made until the time of Honorius and Arcadius, and that soon after the road was made the Romans abandoned Britain. Even Mr. Belloc, who, cautiously allowing wide limits, puts the construction between 100 and 400 A.D., conjectures very vaguely that "Stane Street belongs more probably to the later than the earlier part of those centuries of Roman rule." Almost with equal vagueness, P. J. Martin (*S.A.C.*, XI.) inclines to the opposite view. "There is good reason for believing that it was as early as any of the great *viae* of the south 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 cogency of the last sentence is not obvious; for it is very probable that there was a British road under the north escarpment of the South Downs, and close to this road this palatial residence, representing Roman rule, was built. The Duncton villa three miles away to the west presupposes the same road. If it was connected with the coast by a practicable track across the Downs by Halmaker, so much to the good. This being the state of conjecture to date, what evidence is offered by the finds at Alfoldean?

The archæological evidence is twofold, from pottery and from coins. First, the pottery. While other kinds of pottery, such as Castor and New Forest, or the various types of Romano-British, may not be decisive, and might point to any date after 250 A.D., the "Samian" science, as the result of the investigations of many experts, culminating in Déchelette, is now an exact science. I was lucky enough to find four "Samian" potters' marks: 1. Banuus, 2. Lutaeus, 3. Macrinus, and 4. . . (Cal)etus . . ., and 5. an unmarked piece of *terra sigillata*. In the interpretation of 1, 2 and 5 I had the expert help of Mr. M. A. de Lavis Trafford, of Coolham, who has handled, in excavations in France, "Samian" in exceptionally large quantities.

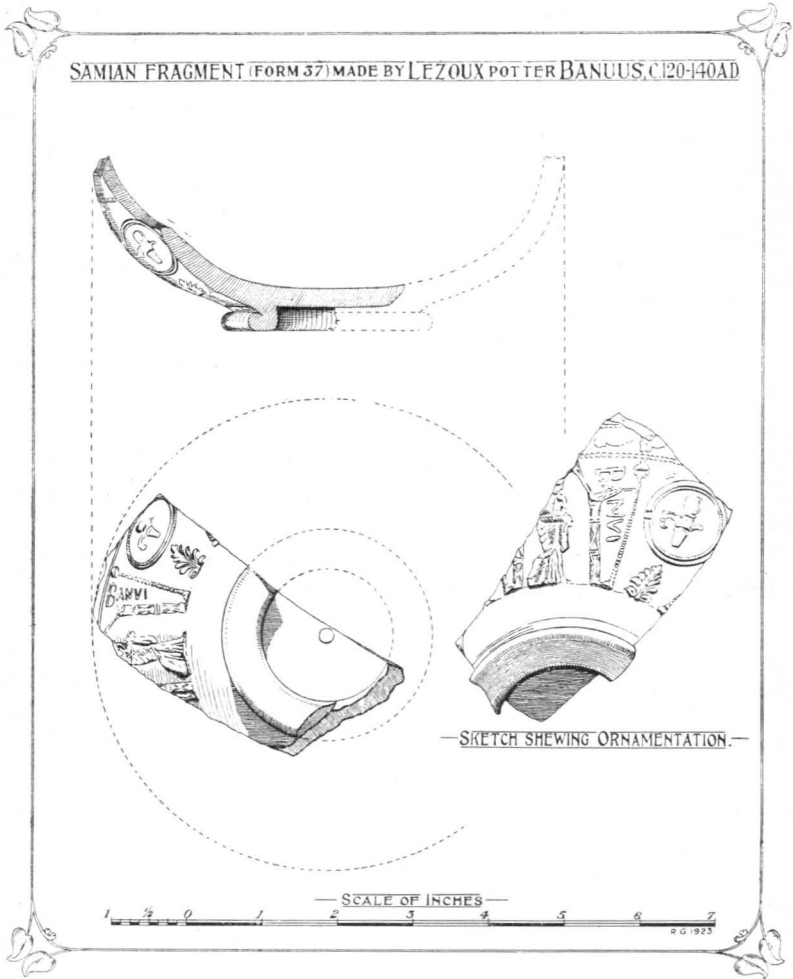
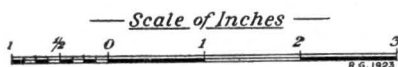


PLATE V. Fragment of Banuus, Form 37.

No. 1: Banuus, a Lezoux potter, worked between 117 and 161 A.D. The quality of the workmanship puts this piece probably between 120 and 140. I will assume the later date, and allow twenty years (a generous allowance) for the life of such a pot; and I get 160 A.D. as the date of the throwing away of this fragment of Alfoldean. No. 5: This piece, also from Lezoux, was made early in the third Lezoux period,



Lezoux fragment of 37 (No 5).

probably in the middle of the second century. Allowing it twenty years of life, it was thrown away 170 A.D. No. 2: Lutaeus was a Rheinzabern potter, 130–170 A.D. Give it a latish date, 160, and 20 years; so we get 180 as the date of throwing into the pit. Assuming, then, comparatively late dates, these three pieces were scrapped between 160 and 180; and any one of the three could quite well have been thrown away by 150 A.D. No. 3: (M)acrinus, fragment of base, M broken off. Déchelette gives Macrinus as a potter of La Graufesenque, of the first half of the second century. The Newstead report places him in the Antonine period. He may have worked also at Lezoux, and has been found at Rheinzabern, where there was a colony of potters from Lezoux, and at Wroxeter (see Bushe Fox, Wroxeter report for 1912, p. 55). This piece may have been deposited quite as early as any one of the other three. A “Samian” cup of form 33, and the base of this form stamped

(Cal)etus (above), fixes this date still further, as this form came into use before the end of the first and continued to the end of the second century. The cup with doubly curved side, La Graufesenque, form 27, of which I found a specimen section, was entirely superseded by about 150. Mr. Reginald Smith assigns five other pieces of "Samian" to the middle of the second century. One is a roulette-marked (interior) base of a big vessel, another a half of base of a mortarium, a third a piece of form 31, and a fourth of form 37. Finally, he assigns a piece of dark grey rough-cast ware with star-shaped bosses to the *first century*.

The Coins. The state of preservation of a coin is obviously an important factor for dating purposes. Coins found were all bronzes: 1 Vespasian, 69-79; 1 Trajan, 98-117 (? Hadrian); 1 Hadrian, 117-138; 1 Hadrian, 134-138; 2 Faustina I., 141*sq.*; 1 Lucius Verus, 161-169; 1 Constantine I., 320-324; 1 minimus of fourth century (based on a coin of Tetricus). The range of the 9 coins is 69 A.D. to an uncertain date early in the fourth century, five (? six) of them being struck between 117 and 169. The only one in really good preservation is that of Lucius Verus. Give it a medial date for striking, and 25 years before loss, and we arrive at 190. The other coins had suffered rough usage, probably by fire, but were not worn thin. [I am indebted to Mr. G. F. Hill and Mr. Mattingley of the British Museum, for the identification of coins.]

The coin evidence seems to show probable occupation of this station between say 100 and 350 A.D., and the coin and pottery evidence together seems to point to occupation certainly as early as 150 A.D. (this allows a good 70 years' wear for the Vespasian coin before it was deposited). If the station, probably also (though not of absolute necessity) Stane Street was in full use at least as early as the middle of the second century.

While I am writing, valuable evidence comes to hand from Merton in Surrey, another station on Stane

Street, in the shape of 9 coins (8 copper, and one silver denarius of Septimius Severus). The date range coincides remarkably with that of the Alfoldean coins. Six of the Merton coins were struck between 69 and 180 A.D., three, it is true, being probable identifications. They are 1 Vesparian (prob. 78), 1 ? Domitian (81-96), 1 Trajan (98-117), 1 ? Trajan, 1 Antoninus Pius (138-161), 1 ? Marcus Aurelius (161-180), 1 Septimius Severus (198), 1 Allectus, emperor in Britain (293-296), and 1 Crispus, eldest son of Constantius I. (c. 320-324). These were submitted to me by the finder, and identified at the British Museum. It would be safe to infer from these that the Merton Roman station was occupied at least between 100 and 350 A.D. This coincidence is remarkable, and a valuable datum for dating the occupation of the stations on Stane Street.

It has been suggested that the name of this station was Clavimo. James Puttock, writing in the *Gentleman's Magazine*, 1841, says that the anonymous Geographer of Ravenna (early 7th century) in his catalogue of stations on roads, gives for Stane Street, starting from London, Canca (? Ewell), Dolcindo (? Dorking), Clavimo (? Alfoldean), and Bolvelaunio (? Hardham). But this is pure assumption. The names given by Ravennas are arranged in no order. These stations *may* have been on Stane Street, but at present there is no evidence. "Clavimo" may be represented by the modern hamlet of Clemsfold, half-a-mile to the East of Alfoldean.

A few words on the relation of the present to the Roman road. The present road is too full of curves to represent consistently the Roman road, and the westerly swerve it adopts to cross the modern bridge is obviously out of the line. An alignment between the road in Roman Woods and the general course of the road on the camp plateau would bring the Roman road a little to the east of the bridge. For several reasons it is important to find the exact course of the Roman road; and for this purpose I had trenches dug, two in the camp area, one on each side, right up to the road

bank; and one about 100 yards south on the east side. But in no case could we find Roman road material. I draw the conclusion that, either, the present road coincides at these points with the Roman road, or that the metal mentioned by Warton (above) was removed from its line and put into the modern road a few feet to the west. A little south, nearer Park Street, the ploughmen report there is a good deal of it left on the east side of the present road, and this material—quite foreign to its surroundings—I have seen lying about plentifully enough in this and other places. The three main elements of it I have had identified (through the courtesy of Mr. Henry Dewey, of the Geological Survey, Jermyn Street) as chert, flint and sea pebbles. "The chert," he says, "occurs in the Hythe beds of the lower greensand formation, and could easily have been found, as you suggest, in the country between Petworth and Pulborough. The flint has been long exposed on the surface, and bears the *patina* characteristic of Eolithic implements. It was probably picked up by the Roman road-maker from the surface of the Downs, where similar flints occur locally in great quantities." I found a great many flints of various sizes in the area of the station. The chert, which also I found there, is a very compact heavy and hard stone, brown, with a well-marked glaze.

I found no signs of pre-Roman occupation; no Roman lamps, no military weapons, no hypocaust. This failure to find anything military (except, probably, one catapult ball) causes me to doubt whether the general assumption that this was a purely military road is not a false one. Of all the numerous tiles and bricks I have examined closely there is not one that shows any military marking; there was no sign of weapons or armour. My doubts increase when I remember that at the Hardham station (similar in size to this), examined by Boyd Dawkins in 1863, and since by Mr. Garraway Rice, when the Petworth line was being constructed, not a single military find was recorded. On what evidence the military character

of Stane Street is based I have been unable to discover. Miss M. V. Taylor, late secretary to Professor Haverfield, informs me that she knows of no "camps" found in south England apart from the Saxon shore forts; if the Alfoldean station was a "camp," it was probably occupied for a short time, and temporarily, in the early years of the Conquest. On the other hand (she suggests) there are many rectangular towns, villages, or posting stations, e.g. Irchester, Towcester in Northants, Caister by Norwich, and probably Leicester, Rochester, and Caerwent. Such intra-vallum roads as I found are found round the walls of towns. On the whole I am inclined to think, pending further evidence, that Roman soldiers may first have improved an old track, and even have made and occupied stations on Stane Street. [At Hardham, apparently, they made use of a previously existing Celtic settlement.] But by the end of the first century, when Londinium was already an important centre of commerce, and very few soliders would need to be marching between Chichester and London, Stane Street was in general use for purposes of commerce, and the stations on it were posting stations (perhaps mildly protected) where civilians and soldiers equally could get food and a bed.

FINDS.

Objects found may be classified thus:

Mineral. Ironstone ballista ball, diam. $2\frac{1}{2}$ ins. Lower mill-stone of hard greyish conglomerate, with socket-hole $\frac{1}{2}$ in. deep for iron swivel; depth of stone, 2 ins.; under side concave; grinding surface striated. Piece of whetstone, marked with letter M. Curved end of a hone. Two big lumps of calcite.² Coins as above. Bronze: double spring of fibula, $1\frac{3}{8}$ ins. long; pin, $1\frac{3}{4}$ ins. long, with round head; thin circular ornament, $\frac{1}{2}$ in. diameter, stamped, with a tab on one

² Dr. G. Friend suggests that the calcite is due to the presence of carbon, which, under clay, acted upon by the infiltration of water, set up crystallisation. Mr. Thomas May thinks calcite was used in the manufacture of pottery. Pottery may have been made at this station, but at present no traces of a kiln have been found.

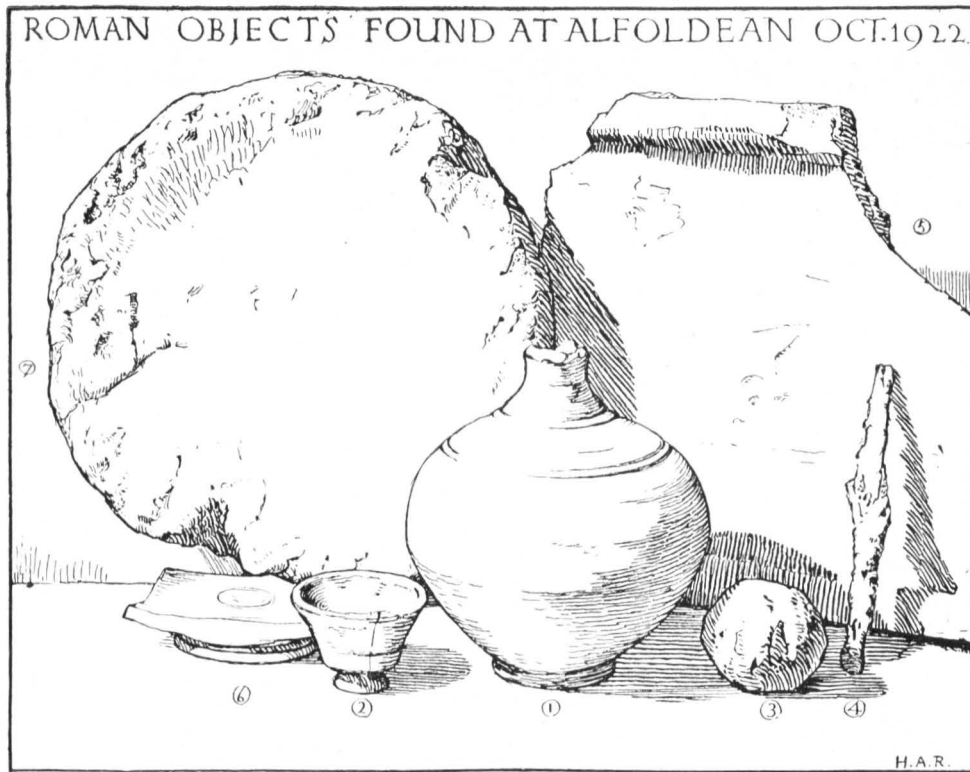


PLATE VI. (i) Grey ampulla, 10 in. high; (ii) "Samian" cup, form 33; (iii) Ironstone catapult ball, diameter $2\frac{1}{2}$ ins.; (iv) Iron knife, $7\frac{1}{2}$ ins. long; (v) Flanged roof tile, 14 by $12\frac{1}{2}$ ins. (vi) Base of Lutaecus bowl, form 37; (vii) Mill stone, 14 ins. across convex surface.

side (? part of fibula). Lead: a brace for holding some object together, painted buff, with 4 arms, $1\frac{1}{2}$ by $1\frac{1}{4}$ ins.; piece of rim of a vessel, $2\frac{1}{4}$ ins. long, 1 in. deep; piece of sheet lead, 6 by 4 ins., perforated in two places for square nails; triangular top piece of a leaden ornament. Iron: pot handle, meat hook, many flat-headed nails (one $5\frac{1}{2}$ ins. long); piece of (?) a bit (*frenum lupatum*), $6\frac{1}{2}$ ins. long; semi-circular piece, like heel of boot; several pieces with knobs of indeterminate shape; knife, $7\frac{1}{2}$ ins. long, blade 4 ins., haft $3\frac{1}{2}$ ins.

Animal. Small antler of young deer, $4\frac{1}{2}$ ins. long, cut off clean at base. Oyster, mussel, scallop shells. Many pigs' teeth. Ox jaw-bone with teeth, mutton bones.

*Pottery.*³ Samian: Potters' marks as above; the Lutaeus fragment measures 4 ins. across the circular base, and belonged to a big vessel, with walls over $\frac{1}{4}$ in. thick. Small cup-shaped vase, $2\frac{1}{4}$ ins. high, $3\frac{1}{2}$ ins. across top, $1\frac{3}{8}$ ins. across circular base; form 33. Big piece of circular base of mortarium, $3\frac{3}{8}$ ins. across circular base. Two small pieces with rivet holes. Piece with band of rosettes, $1\frac{1}{2}$ ins. above base, $3\frac{1}{4}$ ins. across circular base. Piece of rim with barbotine ivy leaf. Piece with ovolo band and tongue asymmetrical. Many pieces of unornamented vessels of various shapes; one with broad curved rim; rims of 2 paterae. Most of these are of good glaze and paste. New Forest: Several fragments of thumb pots. One piece of rim of big vessel of brownish glaze, with flat rim nearly black, 1 in. wide. This is third century ware. Castor ware, *en barbotine*. Many fragments of delicate and coarser thumb pots, some with blackish-grey glaze. This represents the latter half of the third century. Various: Rim of big buff amphora, 8 ins. across top, and of dark grey vessel of same size. Thin red ware of black glaze. Handle of light buff ware with part of ring through it. Buff ornament broken off from a jar, consisting of four curls and part of an ear.

³ This is an *ad interim* report. A more detailed report on the pottery will appear in the next volume of the *S.A.C.*

Cup-shaped top of a candle-stick (?), $2\frac{7}{8}$ ins. across top, broken off from a pedestal. Buff spout. Grey ware with horizontal incised lines. Ornamented part of rim of buff mortarium. Coarse dark grey unglazed ware with star-shaped bosses *in quincuncem* (first century). A complete grey ampulla, 10 ins. high.

Glass. Much light green and duller green window glass, clear on one side, dull the other, with bubbles and indentations, several pieces with rounded edge for frame; two pieces with acute-angled rim. Part of indented base of vessel, iridescent. Bright green glass handle, and boss of base. Piece of dark blue base of dish ornamented with rosettes inside rim. Base of vessel with part of side inclined outwards at 25 degrees, iridescent. Several large fragments of thin green flask shaped like the body of a chianti flask. White glass, fragments of delicate rimmed vessel, and base of vessel with two concentric circles.

Building Materials. Tesseræ; ordinary 1 in. red brick; $\frac{1}{2}$ in. limestone with black polished surface. Flanged roof tiles, with flanges socketed (one 14 by $12\frac{1}{4}$ in., $1\frac{1}{8}$ in. thick, and flange $1\frac{5}{8}$ ins.; marked with the foot of a bird, another marked with a dog's foot). Rammed yellow clay, 4 ins. deep, for flooring, with red surface (? red brick dust), "Nipple" bricks. Keyed wall-brick with pink mortar ($\frac{3}{4}$ in. thick) adhering.

[N.B.—Of further excavation of this site made in April, 1923, a full report will appear in the next volume of *S.A.C.*]