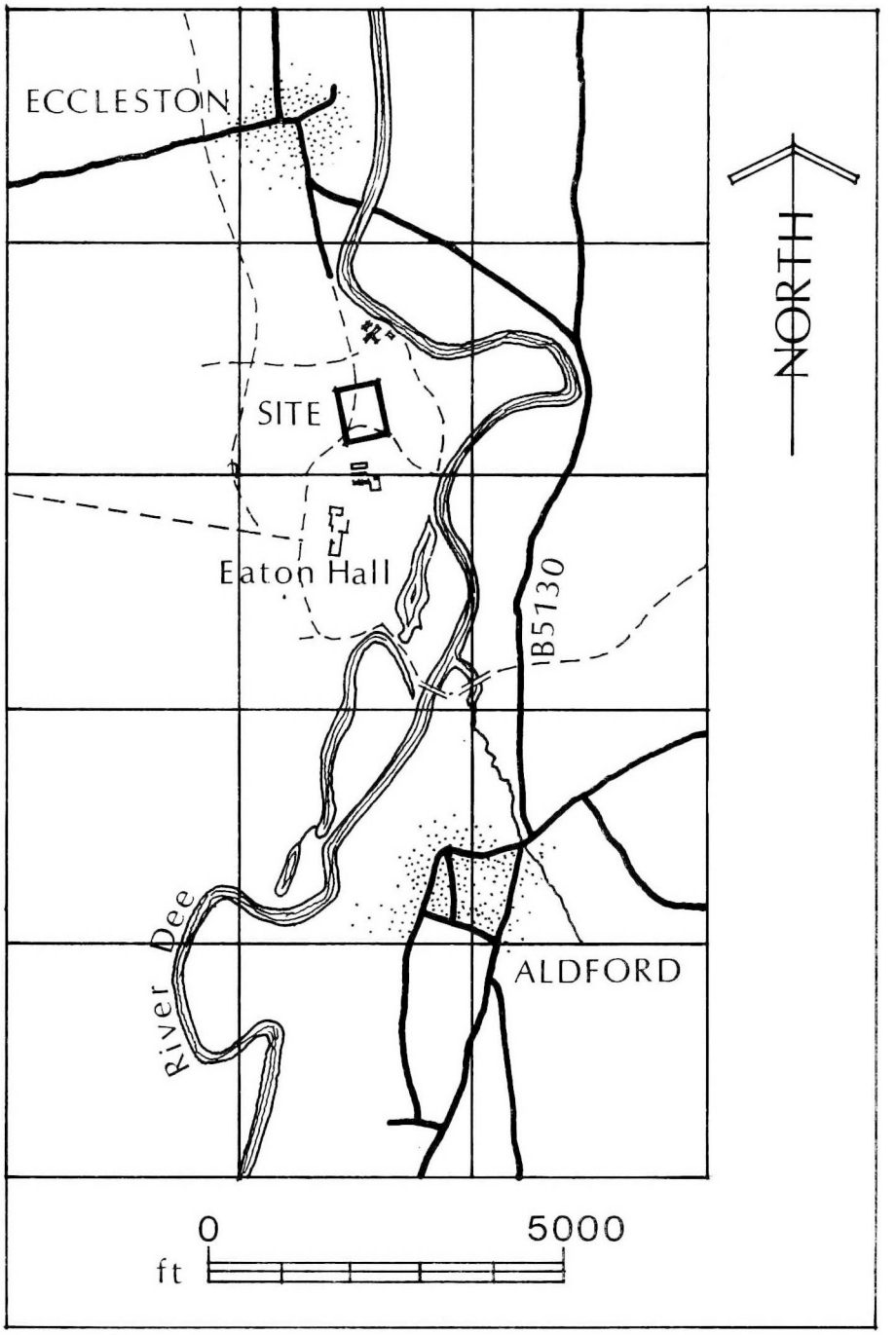

FIG. 1. Site location plan

Watling Street in the grounds of Eaton Hall: excavations north of Garden Lodge, 1970-1

By Margaret Buchanan, K. E. Jermy and D. F. Petch

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SUMMARY:

Two sections were cut through Watling Street in Eaton Park between Garden Lodge and Eaton Stud. Two distinct road surfaces were found in both, and the full width was defined in the northern section at 25 ft. Virtually the same alignment was readopted early in the nineteenth century for a drive lined with trees. A gulley sealed beneath the eastern side of the Roman road had preserved sufficient pollen grains for some conclusions to be drawn concerning the vegetation in the vicinity in the early Roman period.

Introduction:

The line of the Roman road running southwards from Chester to Whitchurch (*Mediolanum*) is well enough known in general terms, and the description given by W. T. Watkin[1] is still within certain tolerances acceptable today. From the point of view of detail, however, it is only the portion from the outskirts of Handbridge to Heronbridge that is well defined either through surviving surface indications or through excavation, whether by chance or design. This is well brought out by the brief discussion of this road by I. D. Margary[2] and the only recent examination of this important road has been undertaken by M. St.J. Way south of Aldford in 1960.[3]

Taking into account what was known of the alignment of the road as far as Heronbridge, and the reasonably clearly defined crossing at Aldford,[4] it was reasonable to assume that the road changed alignment at or near the central crossroads in Eccleston, and thenceforward ran on a converging course with the modern road to Eaton Hall. Fieldwork by Mr. J. Rigg of the Archaeology Division, Ordnance Survey, drew attention to what appeared to be a pronounced *agger* in a field lying immediately north of Eccleston Lodge (SJ/41356195), and this was the initial choice of site for an excavation to test the alignment of the road in this sector and, equally important, to examine its mode of construction away from settlements.

As it happened the field near Eccleston Lodge could not easily be released for an excavation, and very fortunately it proved possible to have access to the park of Eaton Hall. Examination of the ground suggested that the best opportunities for examining the Roman road would be presented in the area between Eaton Stud and Garden Lodge. Here the present drive diverged from an older and more direct drive approaching Garden Lodge, the earlier drive being

[1] W. T. Watkin, *Roman Cheshire*, 1886. 47–9.
[2] I. D. Margary, *Roman Roads in Britain*, vol. II, 1957, 30–1.
[3] *C.A.S.* 48, 1961. 15.
[4] W. T. Watkin *loc.cit.*; *C.A.S.* 48, 1961. 25.

marked by a somewhat depleted avenue of trees (see plate 1) some 50 feet wide. Firmly rooted local tradition had it that this drive lay on the line of the Roman road: there seemed to be no immediate reason to accept this assumption, and considerations of both alignment and topography suggested that the Roman road should be sought immediately west of the carriage-road where there was a strip of slightly raised ground suggestive of the remains of a road *agger*. To the west of this again there were clear traces of ridge and furrow, and in retrospect (the local tradition having been thoroughly vindicated) it is possible to suggest that the supposed *agger* is an old headland predating the laying out of the park.[5]

To all intents and purposes the stretch of drive or carriage-road in question was level in the north-south direction, and ran with the 50 ft. contour, being some 40 ft. higher than the river. A stone kerb on the east side of the road was still clearly visible in the turf, and is marked on the plan (fig. 2): a matching kerb on the western side was suspected, but proved to be nonexistent. As the kerb was shown in the event to relate not to the road but rather to a footpath alongside it, which is still marked on the large scale Ordnance Survey plans, the absence of a western kerb is not surprising.[6]

The Excavation: 'A' Trenches

A line of ten trenches was laid out at right angles to the kerb, and 340 ft. north of the Garden Lodge gateway. Each trench was 9 ft. by 4 ft. 6 ins., the interval between trenches being 3 ft. The trenches were so arranged within the grid that they could be extended into 9 ft. boxes. but this proved to be unnecessary. The numbering of the trenches ran from east to west. As will be seen from the plan the 'A' trenches extended for a distance of 117 ft. overall, and substantially overlapped the drive and the supposed line of the Roman road both to east and to west.

Trenches A7–A10

The four western trenches were dug to depths varying from slightly under a foot (A8) to 4 ft. 2 ins. in the eastern half of A7. The highest point of the feature initially interpreted as the *agger* lay between A7 and A8, and sufficient work was done to show that the Roman road was not in the position anticipated, although it should be added that it was not at first appreciated that the clean brown sand-clay fill immediately underlying the plough-soil was not necessarily natural. However, removal of the plough-soil in A9 and A10 revealed a spread of rather dirty brown soil containing fragments of brick and slate, presumably derived from the demolition of a building somewhere in the vicinity. This ran quite consistently through A10, where it was 4–6 ins. thick, and into A9 where

[5] A map of 1738 at Eaton Hall shows this part of the estate as fields. Two abutting a significantly straight hedge alignment in the vicinity of the recent excavations are named 'Pavement Hey', and a third is marked as 'Farther Pavement Hey'.

[6] A map of part of Littleton Township in 1737 shows a hamlet (Figdale) in the vicinity of Eaton Stud and Eccleston Lodge. This is less detailed than the 1738 estate map. Information from National Monuments Record Card SJ.46.SW.

PLATE I

Southern end of old drive looking towards Garden Lodge. Note the slight elevation of the ground to the right. The 'A' trenches were sited beyond the trees.

PLATE II

Trench A1–6: view looking west showing kerb, paved footpath and metalling of carriage road.

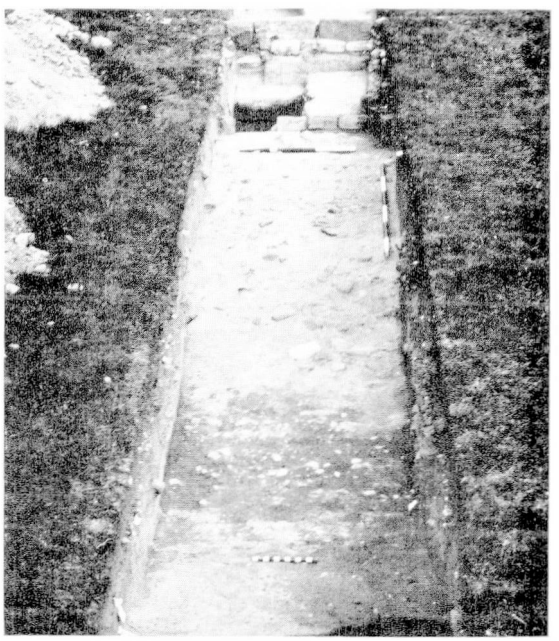

PLATE III

Trench A1–6: Roman road as first exposed, from the west. The foot scale in the foreground marks the west edge of the road, and the yard scale further back is where the surface was chopped away.

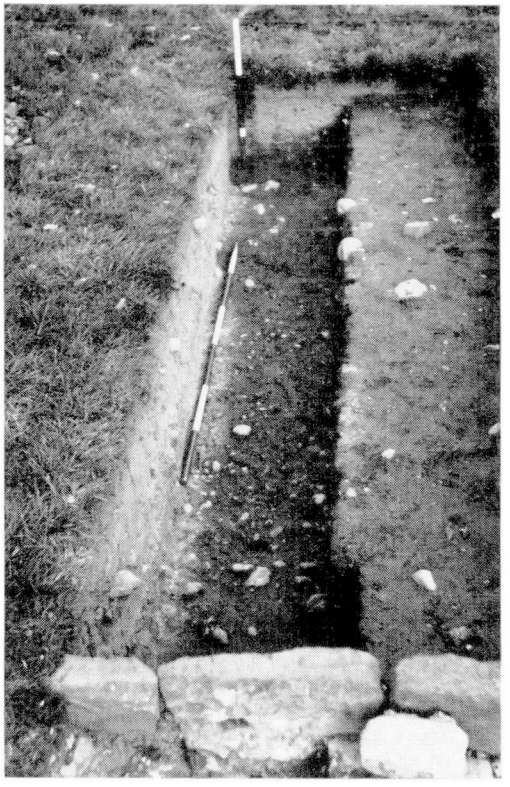

PLATE IV
Trench A1–6: surface of sand layer with gravel and cobbles east of kerb.

PLATE V
B2: the uppermost sparse surfacing from the west.

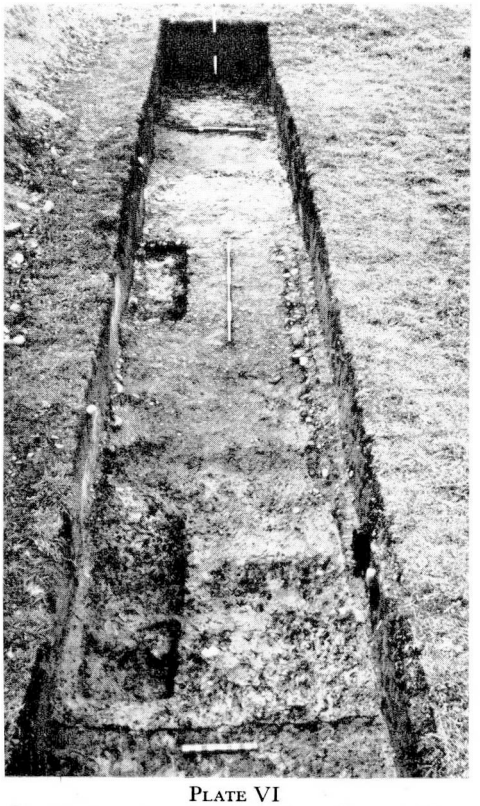

PLATE VI
B2: the lowest road surface from the east. The west edge is shown by the yard scale.

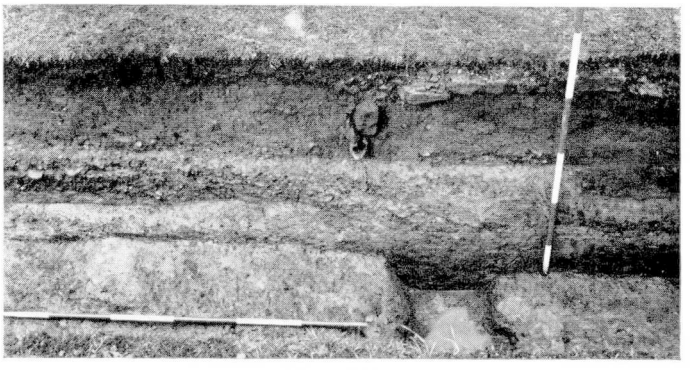

PLATE VII
B2: north face section showing gulley sealed by the Roman road, and turf spread.

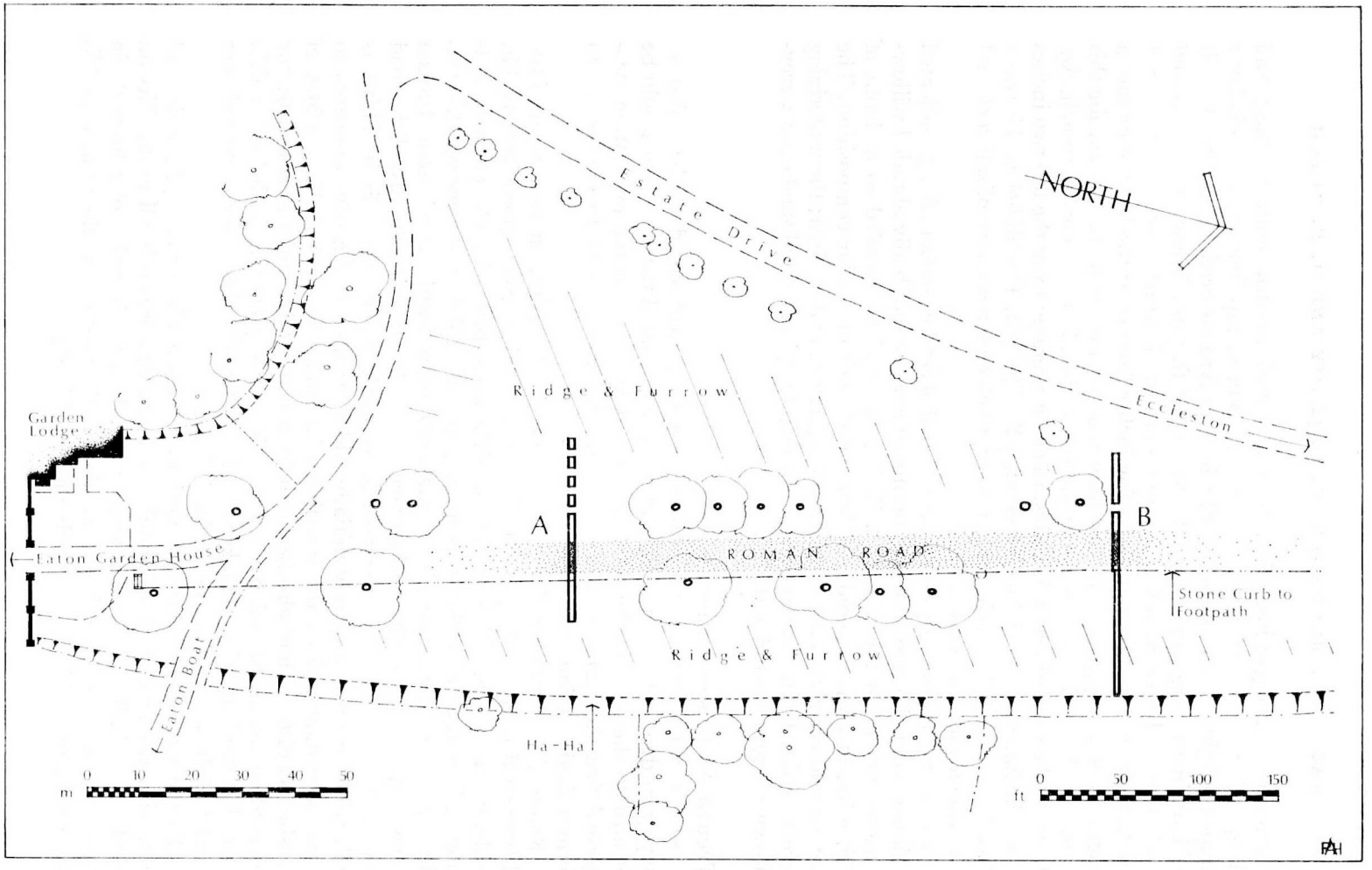

FIG. 2. Plan of excavations

it was on average 3–4 ins. thick. It produced eighteenth century pottery and glass, and an early eighteenth century clay pipe stamp (see fig. 4). This layer capped a light brown sand-clay fill which in A10 covered a small brick-built field drain running approximately NE–SW 1 ft. 3 ins. below present ground level. The sand-clay spread, apparently sterile and natural, not only enveloped the field drain but also produced a few inches from it, at the level of its top, a fragment of a clay pipe stem. No indication of a construction trench for this feature could be discerned in either plan or section. In the adjoining trench, A9, the sand-clay spread was 1 ft. 11 ins. thick on average; from the top two inches came the handle of an eighteenth century Buckley pot. The fill below this was a dark brown sand-clay which was 4–6 ins. thick over a mixture of soft rock and clay which was not excavated.

The deeper exploratory cut at the east end of A7 (see section, fig. 3) indicated a similar sand-clay spread which produced one sherd of badly abraded willow-pattern pottery in the top 3 ins. This layer, which extended to a depth of 1 ft. 3 ins. at most, covered a red-brown deposit of similar composition. The latter could certainly be accepted as being naturally deposited; the underlying levels consisted of a comparatively thin strip (4–5 ins.) of red sand over a grey-brown mixture of sand and clay.

Trench A1–6 (see section, fig. 3)

Since it was initially assumed that the Roman road would not be sealed by any great depth of overburden, and it was anticipated that the road would be located to the west of the disused drive, it was only as the excavation progressed that these trenches assumed a greater importance and were merged to form a single section 69 ft. long.

Removal of the turf and topsoil to a depth of 3–4 ins. on the crown of the drive revealed the sandstone metalling of the carriage road approximately 8 ft. wide, its eastern side lying 16 ft. west of the kerb (plate II). The packed sandstone of the road surfacing was from 3 to 6 ins. thick, and beneath this was dumped material consisting in the main of dirty soil with gravel, stone, broken brick, etc. which gave the road surface a little elevation. To the east of the road lay the footway for which the stone kerb provided the eastern limit. This was 4 ft. wide, but was probably initially wider, as the western edge appeared to have been damaged by the insertion of a land drain. An earlier surface, of crushed sandstone, had also been cut by a land drain, and was sealed by the succeeding brick-surfaced pavement which in its turn was sealed by a thin spread of crushed brick. The kerb itself was found to have been inserted over the fill of the trench for another land drain.

To the west of the carriage road there was a ditch some 7 ft. wide and 2 ft. 6 ins. deep which clearly predated the road; this was in all probability an old field ditch. This was filled and culverted by the insertion of a brick drain when the road was built. From the ditch to the west end of the trench the fills were consistent with those already described in A7.

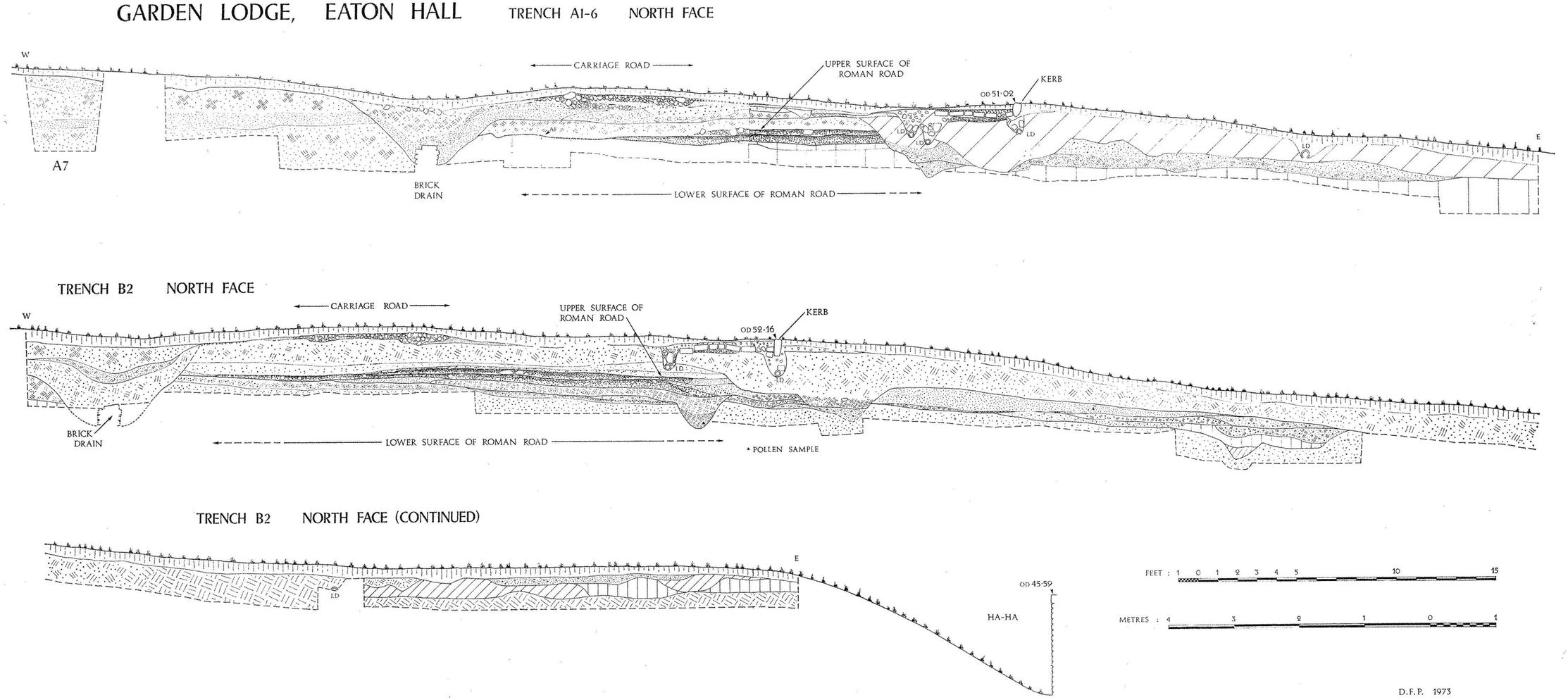

FIG. 3. Trenches A1–6 and B2: sections

The material from the make-up for the carriage-road was scrappy, and difficult to date with any precision. In general the impression was of a date in the first half of the nineteenth century. The slight amount of material from the initial fill of the ditch, which was contemporary with this make-up, was consistent with this date. The fill of a cut to the top of the culvert produced the base of a nineteenth century pot, a fragment of a clay pipe bowl, and a sherd of Roman eggshell ware. The area to the east of the Roman road produced very little, and the only significant piece to come from the trench east of the kerb was a late medieval flagon sherd which lay on the spread of grey sand with gravel and cobbles. Construction fills associated with the brick path produced two clay pipe stem fragments; the feature sealed by the path, which had removed the east side of the Roman road, yielded a sherd from an eighteenth century wine bottle.

The Roman road:

The growing realisation as work progressed that the Roman road might after all prove to be on a similar line to the carriage road suggested the possibility that the later road might lie directly over the earlier. This fear was not in the event justified, as the removal of the carriage-road metalling was followed by the excavation of a further foot of make-up contemporary with its construction before a consistent sterile grey-brown mixture of sand and clay was exposed. This layer, varying in thickness from 6 to 10 ins. was found to seal the Roman road which was therefore from 15 to 30 ins. below present ground level (plate III).

As excavated the road showed a clear and consistent edge on its east side: from this edge a surface consisting of compacted gravel with some larger cobbles in brown sand ran virtually level for some 8 ft. and then sloped gently downwards for a further 18 ins. onto a lower surface. At its maximum the upper road material was some 4 ins. thick, and over the portion exposed varied very little in thickness.

The lower surface consisted of rammed gravel in grey sand, and was up to 6 ins. thick. Once again the surface was remarkably consistent in level. It thinned out gradually westwards, and at a point about 14 ft. from the eastern edge there was a recognisable transition to a regular but comparatively very slight gravel surfacing which extended for a further 4 ft. 6 ins. before terminating at a quite distinct edge. In the north face of the trench the upper surface was found to be placed directly on the lower, but in the south face the two surfaces were separated by a thin spread of red sandy clay at the east side. The only find made in association with the Roman road was a small Roman gaming counter (fig. 4 and p.11) which was found immediately over the light gravel surface a foot from the western edge of the road (AF on section, fig. 3). One further point of interest was that the surface of the road had been laid directly on the underlying clay, which was a light yellow to grey colour over the greater part of the road, but a darker grey at the eastern side.

Determination of the eastern edge of the road proved to be unexpectedly difficult, initially because of excessively dry conditions which made identification of soil changes rather difficult, and subsequently because of consistent flooding in the latter part of the year. It seemed unlikely that the abrupt edge to both the upper and the lower surfaces rather less than 7 ft. from the modern kerb could represent the eastern edge of the Roman road, and the width indicated (at most 18 ft. 6 ins.) seemed rather less than the scanty evidence from other sections would suggest (see this volume of the *Journal*, p.32ff.). Excavation of the eastern half of the trench did not elucidate this point, although it became reasonably clear that the eastern side of the road had been damaged by the insertion of later ditches, the earlier of which contained some gravel in its fill. When the normal stratification resumed after a gap of some 6 ft. there was no sign of road surfacing nor would we expect there to be any in view of the road width in Trench B2. From this point to the east end of the trench there was a consistent spread of rather stiff medium brown clayey sand which overlay a spread of grey sand with some gravel and cobbles which interleaved with other layers of a mixed sandy or clayey consistency containing varying amounts of gravel or cobbles (plate IV). Initially only the northern half of the trench was excavated, and within the limited terms of reference this narrow cut provided it seemed possible that an earlier road was offset somewhat to the east of the later. Clearance of the full width of the trench at a later stage, and the evidence from Trench B2, combined to disprove this tentative theory conclusively.

The Excavation: 'B' trenches

A second line of trenches was excavated 335 ft. 7 ins. north of the 'A' trenches. Trench B1, 33 ft. long and 5 ft. wide, was laid out over the slightly raised bank thought to be the *agger*, and was therefore between the existing and old drives. The whole trench was reduced to a depth of about 5 ins. from which point only the southern half was excavated further. The stratification was consistent throughout the trench: beneath some 5 to 6 ins. of plough-soil there was a similar thickness of brown sandy clay overlying clay. Excavation to a greater depth for 2 ft. at the east end of the trench showed that some 19 ins. of clay overlay natural gravel.

Trench B2

This trench was separated by a baulk 4 ft. 6 ins. wide from Trench B1. Initially it was cut only as far as the kerb, but it was subsequently extended for a further 76 ft. 8 ins. of which the eastern 46 ft. 8 ins. was reduced to half the width of the remainder, thus taking the trench to the lip of the ha-ha.

Following removal of the carriage-road, here 8 ft. wide, and the underlying brown sand-clay fill, a grey to brown sandy level was located virtually throughout the trench save at the eastern and western ends where it had been removed by post-Roman disturbances. This equated to the similar sterile fill in A1–6,

and sealed the surface of the Roman road. Two successive surfaces were identifiable with certainty: over these there was a thin spread, at most no more than 3 ins thick, of brown sand with gravel (plate V). Despite the rather sparse gravelling the appearance presented was of a scanty resurfacing which had suffered from weathering, root action and the like. Below this lay a spread of rammed gravel in red-brown sand with some cobbles and pieces of sandstone, which was at greatest 4 ins. thick. The top was quite consistent in level and rose gently westwards to a point about 3 ft. from the western edge where it began to drop to run out onto the underlying surface. Towards the eastern side the surface thinned out to little more than an inch, and then thickened somewhat before coming to a quite definite edge. The width overall of the upper surface was approximately 16 ft. 6 ins.: since all the appearances were that the western part of the earlier surface continued in use following the resurfacing the effective width would have been 24 ft. 3 ins.

Over the greater part of its width this road immediately overlay a lower surface of rammed gravel with grey sand (plate VI). At the east side the lower surface subsided into a small gulley, and a spread of grey sand with iron stains intervened between the surfaces. The lower surface extended some 7 ft. 6 ins. further west than the upper, although as in A1–6 the metalling became sparser towards the western edge, where its thickness was not much more than an inch. In general, however, the metalling was 3–4 ins. thick, increasing to 6 ins. at its most substantial. The full width was less certainly determinable than in the case of the upper surface but appeared to be approximately 25 ft. or a little over. Neither road surface produced or sealed any dating material, nor did the shadowy third surface or the sand over it yield anything.

Beneath the lower road surface there was a consistent grey clay or turf spread 5–6 ins. thick containing flecks of charcoal. This subsided into a small gulley beneath the east side of the road, and extended for some 12 ft. to the west of it, for the greater part of that distance being very constant as to thickness (plate VII). The gulley, which crossed the trench virtually at right angles, was 2 ft. 6 ins. wide, and 1 ft. 6 ins. deep. Its lower fill consisted of up to 8 ins. of dark grey turfy material, and this was sampled for examination for pollen grains (see Appendix below, p.9).

Removal of the grey spread beneath the road revealed variously coloured sands containing a certain amount of gravel especially towards the top, where there were signs of compacting which was particularly noticeable in the vicinity of the gulley. This level, equivalent to the west edge of the gulley, produced a few flecks of charcoal: from this point downwards there was no reason to suppose that any of the fills, mainly consisting of red sand with patches of yellow and grey sand, were not completely natural in deposition.

As in Trench A1–6, much of the western end of B2 from immediately to the west of the Roman road had been removed by the insertion of a ditch in which was laid a brick-built drain. Once this had been identified the remaining portion was left unexcavated. Similarly, the area immediately east of the road seemed

also to have been affected by ditch digging which, as in A1-6, was not always easy to determine with accuracy. Beyond this point the stratification was of the simplest. A consistent spread of light brown sandy-clay lay beneath the topsoil save at the eastern end where it was replaced by spreads of stiff red or brown clay. A layer of grey-brown sandy fill was located beneath the second road surface, and this thinned out gradually eastwards to run out at rather over 27 ft. from the road edge. Below this were various sands and clays with pockets of gravel, capped by a spread of brown sandy clay with cobble and gravel inclusions which could have been derived from the earliest road. Over the eastern half of the trench the lowest fill was a light brown clay.

The amount of pottery recovered from B1 and B2 was very slight. Roman contexts produced nothing: the build-up for the carriage road, and the contemporaneous filling of the ditch, produced material of eighteenth and nineteenth century date.

DISCUSSION

The excavation showed conclusively that the line of Watling Street north of Garden Lodge was coincident with the disused carriage-road and its avenue of trees. It is difficult to see, however, that this can be more than a coincidence in view of the depth of overburden which covers the Roman road, and the lack of physical contact between the earlier and later roads. Certainly none of the surface features in the park today could be held to represent the Roman road in any way. The depth of overburden was a matter for some surprise, and whilst there may have been some landscaping connected with the laying out of the park, the survival of marked ridge and furrow immediately west of the road indicates that this cannot have been extensive at this particular spot. The slight bank running close to the west side of the carriage-road, which initially caught our attention, can now be dismissed with confidence as a headland for the ridge and furrow. In all likelihood this respected an existing road, since estate maps preserved at Eaton Hall[7] indicate that possibly in 1738, and clearly by 1798, the road from Eccleston ran past the site of the hamlet of Figdale (now Eaton Stud) and towards what is now Garden Lodge. By 1842 the layout of the drive had become as it is now, although there was no Garden Lodge: there is a rather feeble attempt to show the avenue on this map, but it is not easy to trace its origins.[8]

The two sections were in general agreement in showing two superimposed road surfaces, the lower consisting of rammed gravel with some grey sand, and the upper containing some cobbles and sandstone fragments as well as compacted gravel set in red or brown sand. Neither section produced, within the rather circumscribed terms of reference, clear indications of an *agger*, although

[7] I am grateful to Mr. G. K. Ridley for drawing these maps to my attention, and to Mr. A. R. Mitchell for making them available for further study.

[8] Three avenues of trees are shown on the 1737 map, but none can be equated with this.

both overlay a spread of either grey clay or turf thickening eastward. This could very well represent the artificial levelling of the base of the road on ground which was falling gently from west to east. The relationship of levels in A1–6 with those in A7–10 suggests that an *agger* never existed, and favours the conclusion that on the west side the Roman road would have been terraced slightly into the hill.

The full width of the Roman road was shown to be 25 ft., the width of the lower surface in B2. Assuming, as seems virtually certain, that the full width of the road continued to be used following the resurfacing, then the width at the later period was only marginally under 25 ft. It would appear that over 6 ft. of the east side of the road had been lost in A1–6. In neither trench could the Roman road be said to have been cambered, since there was only a slight fall on either of the sections exposed. Heavy rain in the autumn of 1970 showed the need for good drainage, on the west side of the road especially, but no signs of side ditches were identified in either section.

The gulley under the east edge of the road remains unexplained: it pre-dates the Roman road, and its final filling is associated with the construction of the road, so that the pollen grains from the turfy fill in the lower part of the gulley should reflect the local vegetation as it was in the closing phase of the Pre-Roman Iron Age, or the early Roman period. The sections in question produced no dating evidence, so that the precise date of road construction is uncertain, although all the probabilities would suggest the early Flavian period.[9] Either way, there can be little doubt that the considerable woodland clearance to which Dr. Tallis refers would have been predominantly effected during the pre-Roman period, though it is true that the large quantities of timber required for the construction of the legionary fortress would have made some slight impact on the tree cover in the immediate locality of Deva, particularly in the vicinity of roads. The general impression given by Dr. Tallis's report is that when the Romans arrived this particular part of Cheshire would not have differed so markedly in appearance from the predominantly pasture land which we know today, and it is interesting to note the very slight evidence for cultivation. It is surprising to find that the tree cover was so light at such an early date, particularly in view of the very slight evidence for any Iron Age occupation in the vicinity of Chester.

Appendix: Pollen grains in a sample of turf taken from the gulley in Trench B2, by Dr. John Tallis[10] (for the location of the sample see the section, fig. 3).

The state of preservation of the pollen grains was not good, and inevitably there were many grains that could not be identified because of this—this militates against the less distinguished types (i.e. grains with few distinguishing characters), so that in particular counts of grass pollen may be low. Identifica-

[9] This remains a difficult point, see p.33.

[10] Of the Department of Botany, University of Manchester.

tion of many pollen grains is possible only to a group of species or a group of genera—this is particularly true of pollen grains of many common herbaceous plants—so that the amount of information one can deduce about the flora is strictly limited. It is important to distinguish the type of information one can get from wind-dispersed pollen and insect-dispersed pollen; the former, distributed over wide areas, gives some idea of broad regional patterns of vegetation; the latter, dispersed over only small distances, gives strictly local information.

The Eaton Hall sample contains very little tree pollen, and implies considerable woodland clearance in the neighbourhood. There is little evidence of cultivation—one cereal pollen grain—and it is likely that the high weed pollen counts refer more to waste ground in the vicinity than to regional cultivated ground. The local pollen contribution is high and, of course, a certain amount of the grass pollen probably derives from local sources. Many of the local pollen types almost certainly derive from plants of waste ground (Liguliflorae, Tubuliflorae, Cruciferae, in particular); some are of grassland or hedgerow plants at the present day (*Centaurea nigra*, *Polygonum bistorta*, *Potentilla*, *Succisa*, *Trifolium*). The records of *Dianthus* and *Helianthemum* are interesting, but I am not sure what their significance is—the *Dianthus* pollen grain may derive from a weed-type species such as white campion, but *Helianthemum* is today predominantly a plant of chalk and limestone soils.

I. *Anemophilous (wind-pollinated):*

TREES			
Corylus (hazel)	6		
Alnus (alder)	2		
Fraxinus (ash)	2		
Quercus (oak)	2		
Betula (birch)	1		
		Total tree pollen	13
GENERAL HERBACEOUS			
Gramineae (grasses)	36		
Cyperaceae (sedges)	5		
CULTIVATED PLANTS			
Cerealia	1		
WEEDS			
Plantago lanceolata (ribwort plantain)		5	
Rumex (docks and sorrels)		2	
Urtica (stinging nettle)		1	
		Total herbaceous pollen	50
SPORES			
Pteridium (bracken)	2		
Filicales (other ferns)	5		

II. *Entomophilous (insect-pollinated)*

Liguliflorae (dandelion-type plants)	16
Cruciferae (wallflower family)	5
Tubuliflorae (daisy-type plants)	2
Centaurea nigra (knapweed)	1
Dianthus-type (pinks)	1
Helianthemum (rock-rose)	1
Polygonum bistorta (bistort)	1
Potentilla (tormentil-type)	1
Succisa pratensis (devil's-bit scabious)	1
Trifolium (clover)	1
Total local pollen	30

THE FINDS: (fig. 4)

1. A glass gaming counter of a type quite frequently encountered on Roman sites (for a recent discussion of these see D. M. Charlesworth in S.S. Frere *Verulamium Excavations I*). This example is in white glass, and has a completely flat base which is quite well polished. From immediately over the Roman road (see section, fig. 3), trench A1–6: SF. 10.

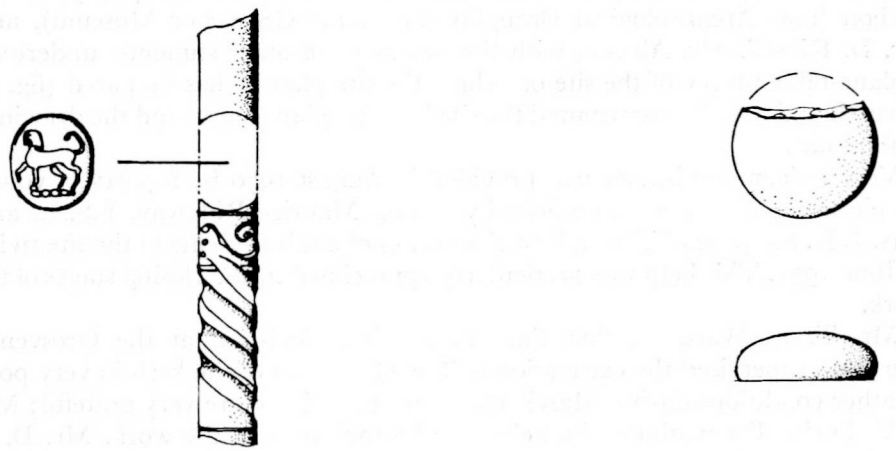

FIG. 4. The finds (actual size)

2. Part of the stem of a clay pipe. In addition to the spiral fluting there is a cartouche showing a dog(?) shown as if it were a crest on a signet ring. This appears to belong to the same series as the stamps on clay pipe stems from

an early eighteenth century pit in Trinity Street [11] which Graham Webster very plausibly suggested represent contemporary inn signs. In this case the inn represented would in all probability be the Talbot, Lower Bridge Street. Trench A10, demolition spread: SF. 12.

ACKNOWLEDGMENTS

The excavation here described was prompted by Her Grace the Duchess of Westimnster who suggested in 1969 that it would be interesting to examine the line of Roman road in the vicinity of Eaton Hall. Her Grace took a great interest in the progress of the work; it is a pleasure to acknowledge the encouragement she gave, and also to record at the same time the very helpful co-operation of the Eaton Estates Office (through Mr. A. R. Mitchell) in arranging the details of the work, providing transport for equipment and hutments, and filling in the excavations.

The investigation was begun as a training excavation jointly sponsored by the Department of Adult Education and Extra-Mural Studies (as it then was) of the University of Liverpool, and the Grosvenor Museum.[12] It is impossible to acknowledge individually the contribution made by each student on this course, but the authors most gratefully acknowledge the help given by all those who participated. Particular mention should be made, however, of the consistent support provided in the later part of 1970 by Mrs. Margaret Curtis (now Hon. Natural History Assistant, Grosvenor Museum), Mrs. Ruth Pumphrey, Mr. P. Alebon (now Archaeological Draughtsman at the Grosvenor Museum), and Mr. D. Kinsell. Mr. Alebon, with the assistance of other students, undertook a plane-table survey of the site on which the site plan he has prepared (fig. 2) is based, and has also contributed the site location plan (fig. 1) and the drawings of the finds.

Very welcome assistance was provided in August 1970 by a party of young people brought to the excavations by Canon Maurice Ridgway, F.S.A., and Mrs. J. R. Simpson of Tarvin brought parties of adult students to the site twice in June 1971. This help was particularly appreciated in the closing stages of the work.

Mr. T. E. Ward, at that time Excavations Assistant at the Grosvenor Museum, supervised the excavation of Trench B2 east of the kerb in very poor weather conditions during March 1971, and for this we are very grateful; Mr. J. V. Burke, Excavations Chargehand, also took part in the work. Mr. D. J. Robinson, Archaeological Assistant at the Grosvenor Museum, gave very welcome help during the autumn of 1970. Mrs. E. Brotherton-Ratcliffe also took part in the excavation, and assisted with the drawing of sections and levelling.

[11] *C.A.S.* 44, 1957. 19.

[12] A hut, tools, and surveying equipment acquired with a Carnegie United Kingdom Trust grant were very kindly lent by Chester Archaeological Society; the University of Liverpool also most readily made a hut and other equipment available.

Work commenced, following preliminary reconnaissance by the second and third authors, on 18th April 1970, and section drawing was completed on 16th June 1971.

The writing of this report has been largely the responsibility of the third author, who expresses his gratitude to his colleagues for their help both in the field and subsequently.