NOTES OF AN EXCAVATION AT CILURNUM.

THE result of a recent excavation at the station of Cilurnum (the sixth per lineam Valli) has been to throw some further light on the history of the Roman fortifications in the North of England.

According to the theory of antiquarians, as enunciated and powerfully sustained by Dr. Bruce (p. 143, Roman Wall, 3rd edition), the station of Cilurnum was the work of Julius Agricola, in the reign of the Emperor Vespasian, or of his immediate successor Titus. It seems clear that, previous to the succession of Vespasian, the Roman rule in Britain did not extend Northward beyond the Humber. The country between the Humber and the Tyne was held by the Brigantes, a powerful British tribe. In the early part of the reign of Vespasian, his Legate Petilius Cerealis subdued the Brigantes, and took possession of a great part of their country. Agricola came to Britain in the character of Imperial Legate, A.D. 78; he spent that year in restoring tranquillity in the more southern parts of the island; the next year, A.D. 79, he advanced through the country of the Brigantes to the borders of Scotland; and, in the year following, A.D. 80, he marched without resistance through Scotland as far north as the River Tay. Agricola has left no record on marble or stone of his acts in Britain, but he is not to be classed amongst those whose fame perishes "carent quia vate sacro." The historian Tacitus saves him from that fate. According to that author, Agricola made use of the opportunity afforded him by the inactivity of the enemy, during the years 79 and 80, in securing the country he occupied by the erection of fortresses, on which constructions Tacitus passes an eulogium in the following terms—"Adnotabant periti, non alium ducem opportunitates locorum sapientius legisse; nullum ab Agricolâ positum castellum, aut vi hostium expugnatum, aut pactione ac fugâ desertum." The station of Cilurnum doubtless was one of the fortresses erected in the years 79 or 80, and was about 40 years afterwards connected with the great Wall by Hadrian, its builder, and thereupon became one of the stations per lineam Valli.

The wall of Hadrian approaches the station of Cilurnum at its eastern and western fronts, and strikes the wall of the station so as to leave

about 71 yards on the north, and 115 yards on the south; and the immediate object of the excavation lately completed was to investigate the point of junction of the wall of Hadrian with that of the station on its eastern front. After the removal of the soil and *debris* which had accumulated during the fourteen centuries which have elapsed since the Romans abandoned Britain, the wall of the station was found standing to the height of five courses of masonry, whilst the great Wall was standing to the height of four courses. The two structures are obviously distinct and separate works, and though they touch each other there is no intermixture of masonry.

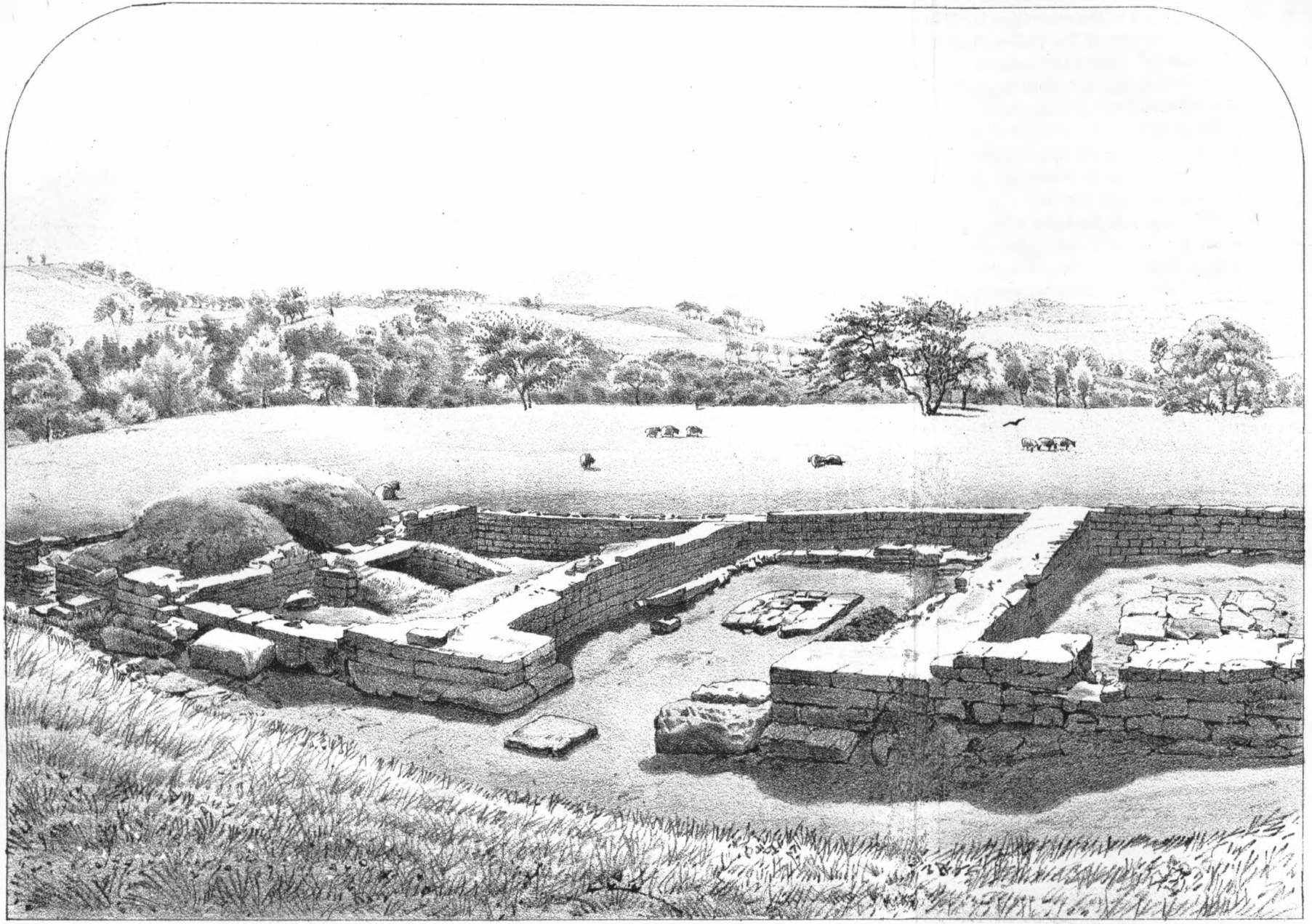
With respect to the gates of the station of Cilurnum, Mr. MacLauchlan —the able surveyor and acute observer selected for the Survey of the Roman Wall by our late noble patron, Algernon, Duke of Northumberland—makes the following observation:—"The gates in the north and south fronts appear to have been in the centre, and of the gates in the other fronts (the east and the west) those nearer to the south front are opposite to each other and about 57 yards from that front. We could see no trace of any other gates in these fronts (the east and the west) more northerly, and the Wall strikes these in such a manner that if the gates were placed conformably with the more southern ones, they would be *outside the Wall*; hence we are disposed to consider that there was only one gate in each front." (*Memoir by Henry MacLauchlan*, p. 27.)

If the station of Cilurnum and the wall of Hadrian had been contemporaneous in either design or execution, then the reasoning of Mr. MacLauchlan against the existence of any other gates in the east and west fronts of the station would have been conclusive, for they would been placed outside of the shelter of the great Wall.

The eastern gateway, the site of which (57 yards from the south front) was pointed out by Mr. MacLauchlan, was shortly afterwards excavated, and was found to be a single gateway, up to which was traced the road leading from the Roman bridge over the North Tyne.

The recent excavation having been continued for a short distance northward, along the face of the wall of the station (outside the wall of Hadrian), the excavator came upon the remains of a massive double gateway, thus disclosing, contrary to the expectation of Mr. MacLauchlan, "another gateway conformably to the more southern one, and consequently outside the Roman Wall."

The station of Cilurnum, therefore, like the station of Amboglanna, has six gates, each of those stations having two gates on the east and west fronts—one of them a single gate, and the other a double gate. The very clear and minute account of the excavation of the north-eastern gate of Amboglanna, by Mr. Henry Glasford Potter, in the year 1852,



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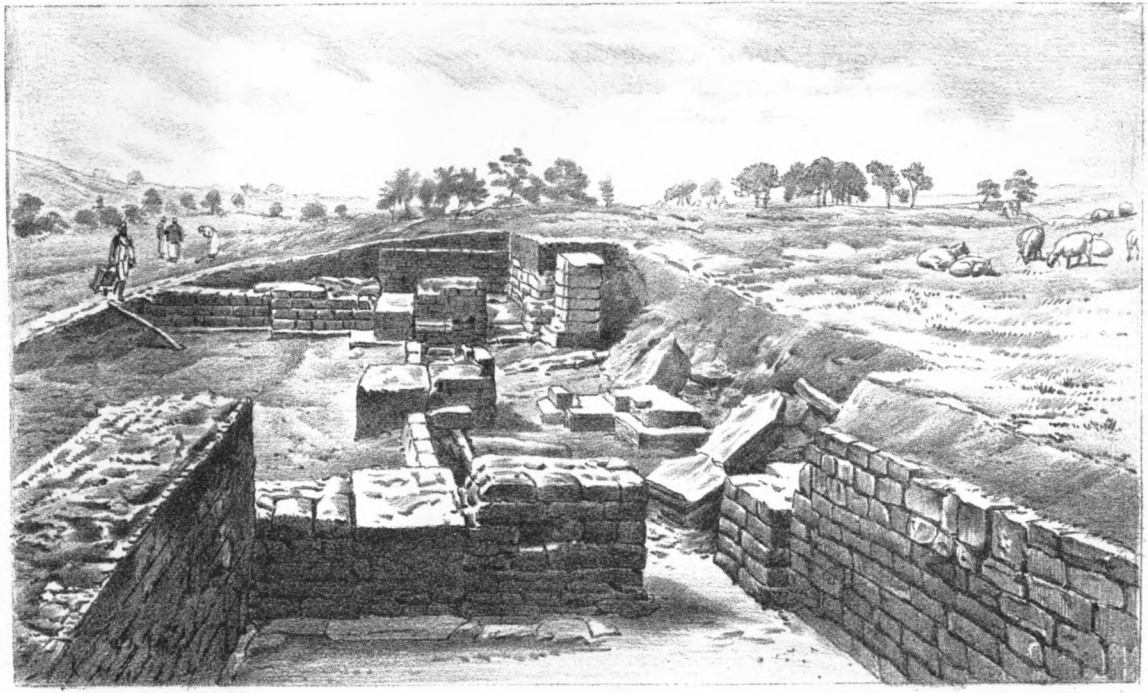
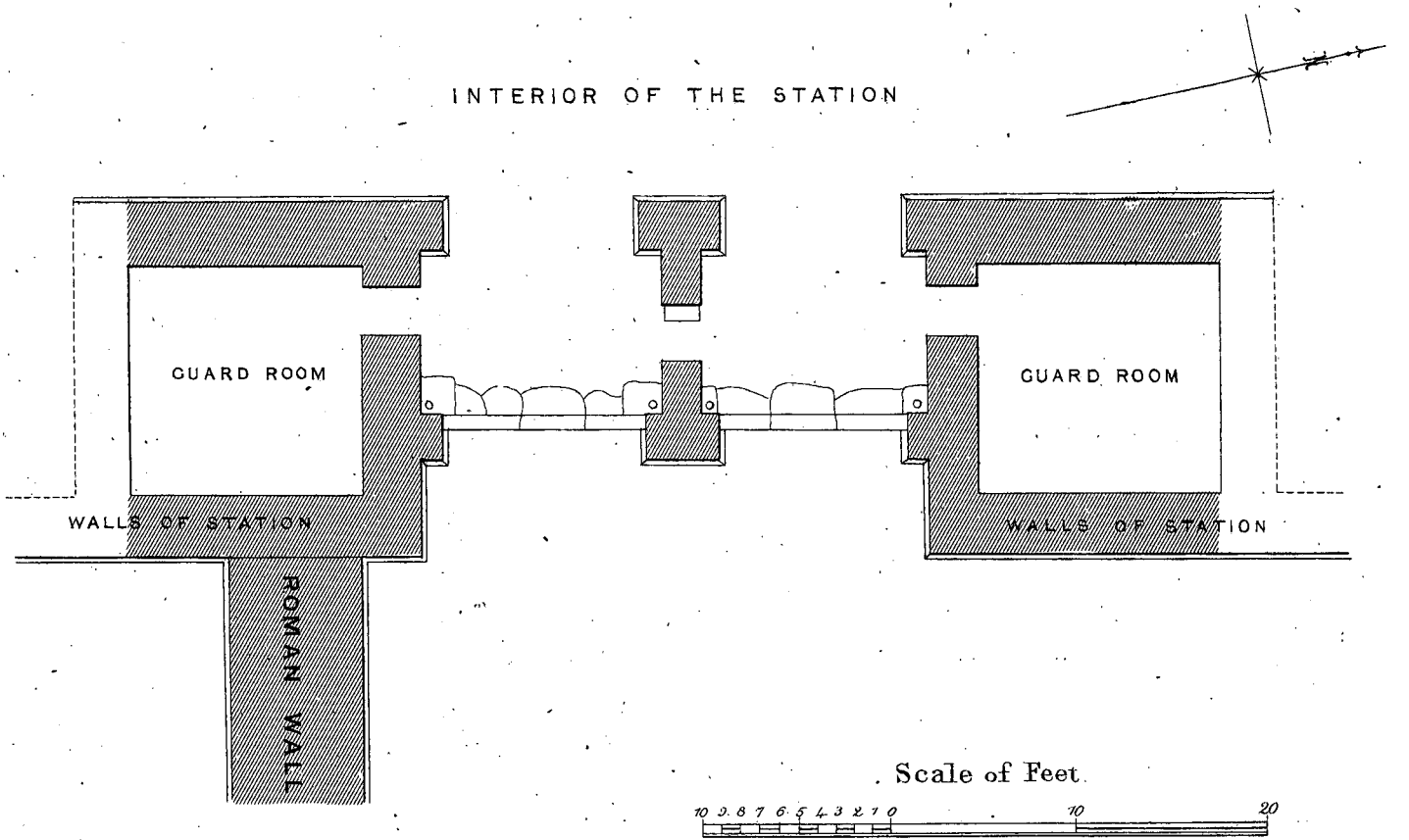
AT CILURNUM.



EAST GATE WAY_CILURNUM



EAST GATE WAY_CILURNUM.

published in the fourth volume of the "Archæologia Æliana," 4to, p. 141, supplies many points of resemblance between the two stations, both of which obviously existed before the Roman Wall.

Both these stations were placed on Roman roads, formed anterior to the Wall—the station of Cilurnum on the Roman road, to which, in modern times, has been given the name of the Stonegate, leading from Watling Street, to the Roman road, designated as the Maidenway, at the station of Magna, and hence continued in conjunction with the Maidenway to Amboglanna.

The ground plan of the site of the excavation, with a drawing of the remains of the buildings, from the skilled hand of Mr. Henry B. Richardson, will render any verbal description almost unnecessary.

It will be observed from the ground plan that the gateway is set back five feet from the wall of the station—that the opening in which it is placed is 28 feet 3 inches in width, and that the guardrooms on each side of the gateway measure 12 feet 9 inches by 12 feet, and are of larger dimensions than the guard rooms at the gateways of any of the stations on the Roman Wall that have yet been excavated. One of the pillars of the gateway was found standing at its full height. The wall of one of the the guardrooms stands to the height of eleven courses of masonry, and the station wall at the point to which the excavation has been continued is standing to the height of seven courses of masonry.

On the sill of the gateway were found pivot holes for the gates, but at an early period of Roman occupation the floor seems to have been raised rather more than a foot, probably for the purpose of clearing the top of a drain from the station which is carried through the gateway, and stones with pivot holes have been placed on the original stones. At a subsequent period, probably when the Wall of Hadrian was built, leaving this gateway outside and exposed to the enemy, the outside openings of the gateway have been built up with solid masonry, and the space behind them, as well as the floors of the guard rooms, filled with stones, mortar, and rubbish, and a new floor laid about four feet above the original floor.

One of the two openings of each of the four gateways of the station of Borcovicus has been built up, which has been assumed to have been done by the Romans, as their garrisons grew weaker, and their power waned. In the present case *both openings* have been substantially built up, and the presumption is that the Wall of Hadrian having interrupted the communication between this gateway and the Bridge of Cilurnum, it had become useless, the gate in the northern front of the station affording ample means of communication, whether hostile or otherwise, with the country of the Picts to the North. The coins which have been unearthed by these operations are altogether imperial coins, ranging from Domitian

(A.D. 83,) to Valentinian (A.D. 375). With a few exceptions in silver, the whole are of brass. One of the coins of Trajan is a fine specimen of the produce of the Roman mint—it is a large brass coin of the date of the 5th consulate of Trajan (A.D. 106) unworn by circulation, having for its reverse a figure of Victory placing a wreath of laurel on the head of the Emperor, who holds in his right hand a thunderbolt, and in his left a spear, with the legend—

SENATVS POPVLVS QVE ROMANVS OPTIMO PRINCIPI.

This coin was found on the floor of the earlier period (that of Agricola).

On the floor of the later period (that of Hadrian) was found a tablet inscribed to his immediate successor, Antoninus Pius. The stone has been broken, but enough remains to render the whole legible, with the exception of the number and style of the legion, which are supplied with sufficient certainty from other sources. The letters stand thus—

IMP . T[ITO . ÆL]
IO . HADR[. ANTONI]
NO . AVG . [PIO . PP .]
COS . LEG[. II AVG . P .]

which being extended read "Imperatori Tito Ælio Hadriano Antonino Augusto Pio Patri Patriæ Consuli Legio Secunda Augusta Posuit."

Antoninus Pius was consul for the first time in the year 120 of the Christian era, and became entitled to be styled "consul" or "consularis" after the expiration of his year of office. He succeeded to the imperial throne on the death of his patron Hadrian, which took place on the Ides of July (15th July), A.D. 138. Antoninus assumed the name of his predecessor Hadrian, placing it before his own, and was a second time consul in the year 139, when his title became Cos. II. (bis consul), so that the date of this inscription is with certainty ascertained to be in the latter part of the year 138, *after* Antoninus was Emperor and *before* he was a second time consul.

The tying together of I and O at the end of Ælio is noticed by Horsley as a remarkable contraction on an inscription to Antoninus Pius, found on the Antonine Wall, and deposited in the library of the University of Edinburgh (see Horsley's "Britannia Romana," p. 203, and No. 25 of "Inscriptions in Scotland,"), and the lettering and borders of this stone

very closely resemble those of the stones found on the Antonine Wall. The number and style of the legion is broken off the stone, but there is abundance of evidence that the Second Legion, styled "Augusta," was stationed on the Roman Wall in Northumberland during the reign of Hadrian, and in the early part of the reign of Antoninus Pius, and we find in the station of Condercum (Benwell) an altar dedicated to Jupiter Dolichenus by a centurion of the Second Legion for the preservation of the Emperor Antoninus Pius.

The stone before us commemorates no work, but is merely a complimentary tablet inscribed by the Second Legion to the Emperor Antoninus Pius on his accession.

There has, also, been dug up a small altar inscribed,

DIBUS VETERIBUS.

"Dibus" is used for the dative case plural of Deus, as Deabus is still more frequently used for the dative case plural of Dea. Three altars similar in size and inscription have been found at various periods on the Roman Wall, one at the station of Magna by Baron Clerk and Mr. Alexander Gordon in the beginning of the last century, and now in the Museum at Edinburgh, and two recently at the station Æsica, one of which is in the collection of our Society, and the other is at Chesters. These three altars are described in Dr. Bruce's *Roman Wall*, pp. 187 and 188, 3rd edition.

The Roman garrisons of Magna, Æsica, Borcovicus, and Cilurnum, are shown to have sacrificed to the British gods—Cocidius, Belatucader, and Vitiris, and to the Persian God Mithras, and the suggestion that the Roman soldier, weary of foreign novelties, resorted to the gods of his own country, and addressed them as his "ancient gods," may perhaps be accepted as an explanation of the object of these altars; and this suggestion seems to receive confirmation from a passage in Virgil, *Æneid* 8, 185—in which the worship of strange gods is depreciated as "Vana superstitio veterumque ignara deorum."

No similar inscriptions are met with in the works of Gruter, or Orellius.

The minor antiquities disclosed by these operations are of the character usually found on the sites of Roman occupation; they consist of large quantities of horns and bones of deer and cattle, oyster shells, fragments of glass both of vessels and windows, and quantities of pottery, chiefly Samian ware, adding to the number of potters' names found on the Roman Wall. Amongst them is a portion of a bowl of embossed Samian ware of unusual type; and on the rim of one vessel a Roman soldier has

asserted his right of property by incising the name of VARIUS. There have been found two seals separated from their settings—the one a cornelian stone, on which is a figure of Mercury, and the other of jasper, on which is the figure of a Roman soldier; and in the works of the early period was dug up mineral coal, showing that the Romans had discovered, at an early period of their occupation, that in Northumberland there was, beneath the surface, a material calculated to mollify its climate.

JOHN CLAYTON.

31*st December*, 1867.

MILITARY ROADS OF THE ROMANS AND INCAS.

THE design and structure of the Roman Wall from the Tyne to the Solway have long engaged the attention of antiquarians and historians. The noble volume, of which a third and very elaborate edition has recently been given to the public by the industry of our able Secretary, Dr. Collingwood Bruce, has left nothing further to be desired in explanation of this great military road and rampart. The general design of this work is thus briefly described by Dr. Bruce—

"This great fortification consists of three parts:

1. A Stone Wall, strengthened by a ditch on the north.
2. A Turf Wall or Vallum to the south of the Stone Wall.
3. Stations, Castles, Watch Towers, and Roads, for the accommodation of the soldiery and the transmission of military stores."

In the following paper I propose simply to offer to your attention the description given by Humboldt and others of the great military roads constructed in Peru by the powerful monarchs called Incas who ruled that empire for many centuries before the Spanish conquest.

I do not, indeed, profess to contribute any novel facts or original information regarding those mighty and magnificent works; but if, by collating some of the statements which have been made by travellers and historians of indisputable authority, I can point out evidences of design and structure of a parallel character with those of Asiatic and European origin, such analogies almost irresistibly lead the mind to those periods of remote antiquity when the human race formed one family, and derived their knowledge of the primitive arts of design and structure from the same sources of knowledge.

I now proceed to read the paper which has been drawn up by a skilful and industrious friend of mine, well known to many of my hearers.