

Based upon the Ordnance Survey by permission.

A NEW ROMAN ROAD TO THE COAST.

II. THE ROAD FROM MARESFIELD TO LEWES

BY IVAN D. MARGARY, F.S.A.

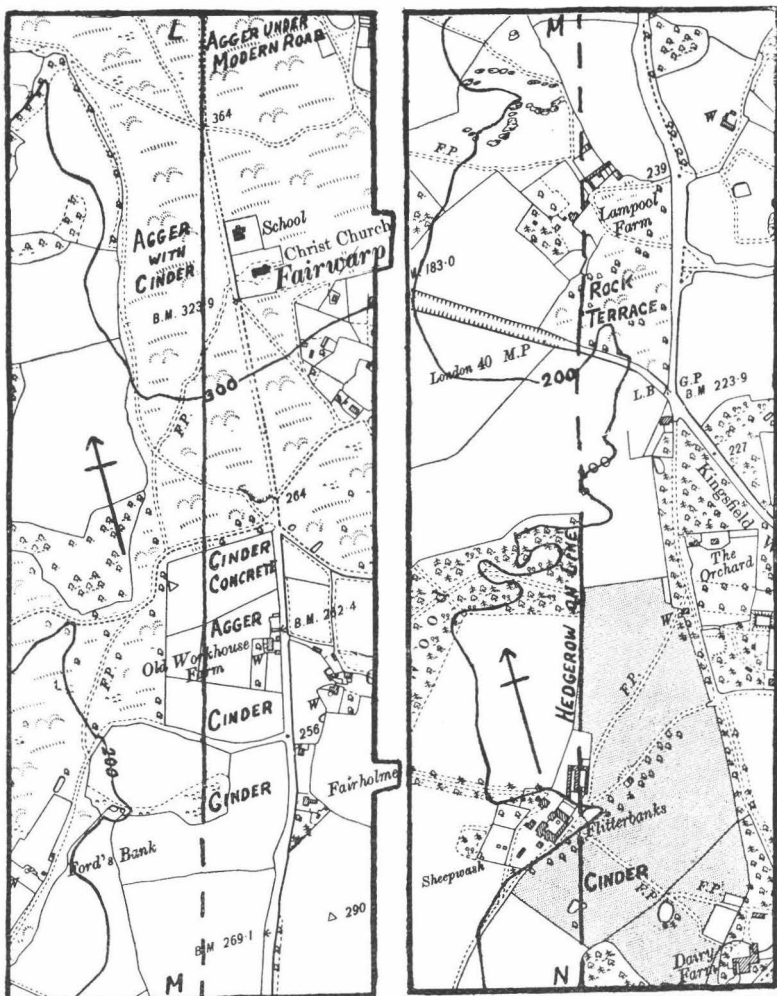
THE discovery of the continuation of the Roman road southward from Maresfield proved to be just a matter of following the alignment commenced at Camp Hill. At only one point were there any known traces of a road, this being in the park of Buckham Hill House where portions of an old road had been noticed some years ago when an ornamental pond was being made. This was examined and duly noted,¹ but as there was no known connection with any other roads at that time, it did not attract much attention. It now proves to be part of this main route and is almost exactly upon the major alignment.

I wish again to express my thanks to those owners and tenants who gave such ready permission for the examination to be made.

DETAILED SURVEY.

The course of the road as far as the southern border of Ashdown Forest at Fairwarp has already been described. It was shown that at Camp Hill on the southern crest of the main Forest Ridge a new alignment commenced which pointed to Malling Down, east of Lewes, and this is very closely followed for the whole distance. The distinct remains of the road in the fields of Old Workhouse Farm were mentioned previously, but it can now be added that traces of the scattered cinder have been found in the copse

¹ *S.N.Q.*, I., p. 77.



SCALE OF THE DETAILED MAPS: 6 IN. = 1 MILE.



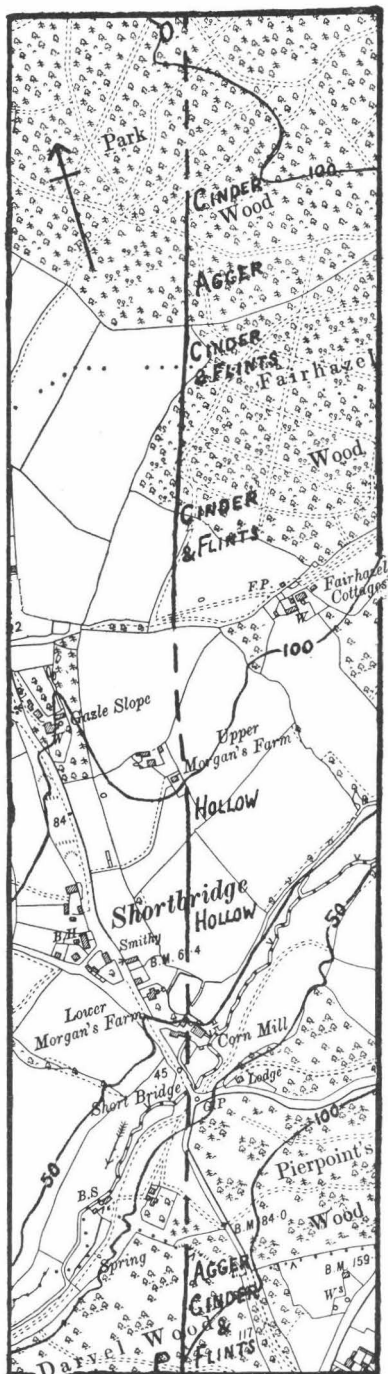
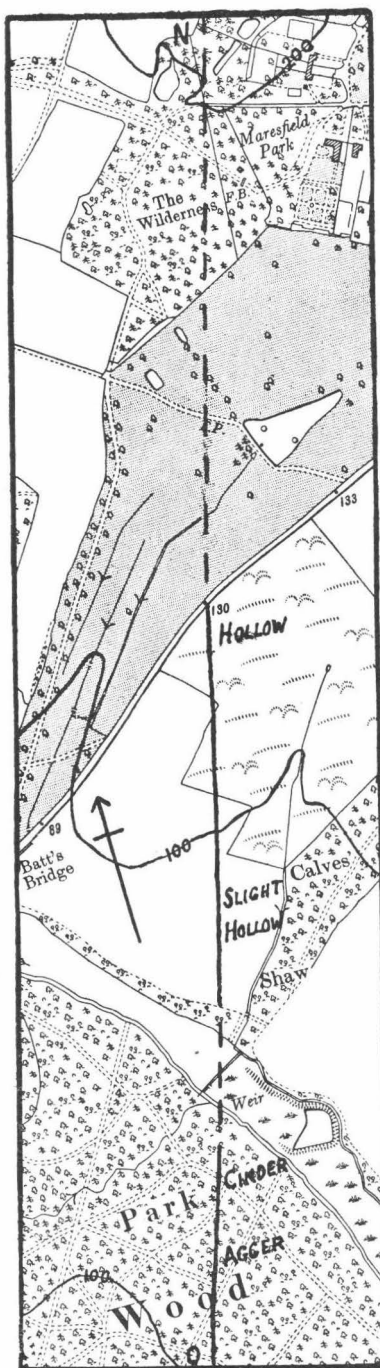
ROMAN ROAD PROVED ———

" " INFERRED - - -

Based upon the Ordnance Survey by permission.

just beyond. There is then no definite trace until Lampool Farm is reached. I am informed that this is a very old inhabited site, and the house stands almost upon the probable line of the road. A few yards from the house a terraced road 15 ft. wide, partly cut upon solid sand-rock, extends to the main Eastbourne road at a point 50 yds. east of Milestone 40. The north end of the terrace is now obstructed by pits; it is apparently ancient, with some very old oaks growing beside it, and being exactly upon the alignment there seems no doubt that it is part of the road. Gates upon each side of the Eastbourne road give access in each direction upon the alignment, but in the field to the south there is no trace. Beyond this again the line is taken up by a hedgerow for 330 yds. to the farm buildings at Flitterbanks which stand right upon it. As one approaches the farm there is some indication of a raised strip along the east side of the hedgerow, but apart from some natural sandstone there is no trace of metalling. At Flitterbanks the ground has clearly been disturbed and a steep scarp formed across the line of the road, but in the field immediately beyond cinder metalling is again found scattered under the turf and on the bank of a small pond there which is just on the alignment. Thence through the remnants of Maresfield Park little trace is to be expected as this area suffered greatly from war-time occupation and subsequent development.

Immediately the Maresfield-Piltdown road is crossed, however, a succession of visible traces remain. Just south of the high road the ground is covered with gorse and bushes, and through these there runs a very clear sunken strip about 20 ft. wide, exactly upon the alignment. The hollow cuts through the corner of an old hedgerow (see map), is traceable just beyond, and again very faintly in the lower part of the field where it approaches the stream. The hollow is clearly shown on air photographs, first as a clear strip through the bushes and then as a faint dark shadow in the lower field. The manner in which the sunken strip cuts



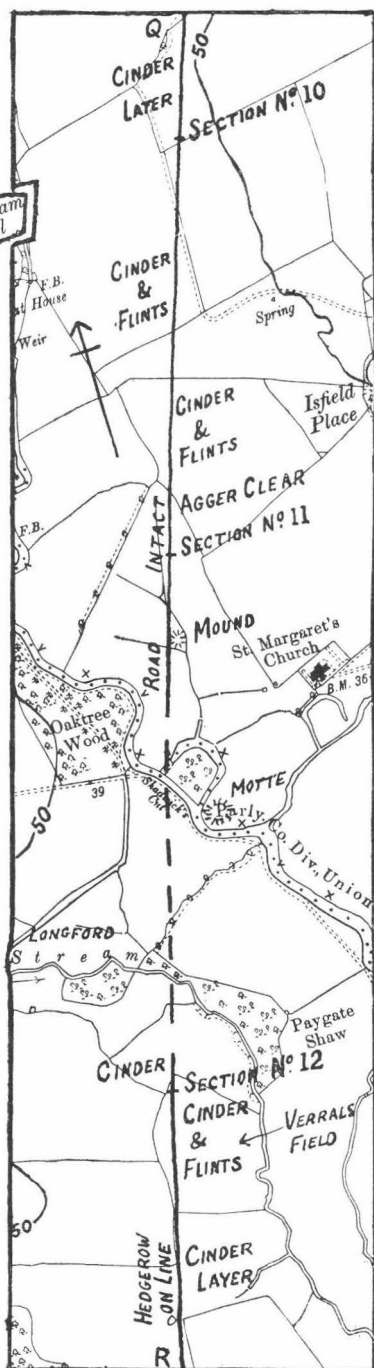
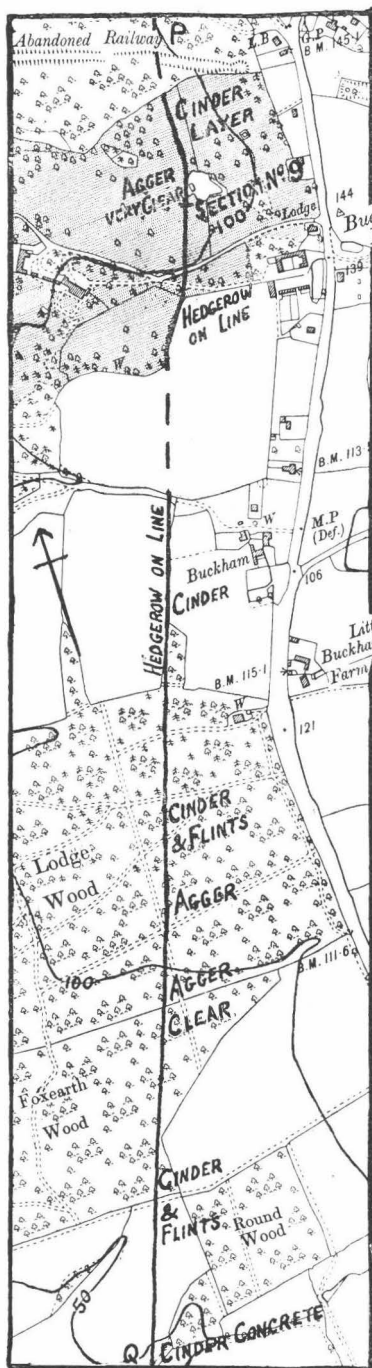
Based upon the Ordnance Survey by permission.

through the old hedgerow proves that it was not merely of war-time origin. Near the Maresfield road the bottom of the sunken strip is rocky, but no metalling could be seen along its course and the appearance of the hollow suggests that it had all been removed long ago.

The alignment crosses the valley bottom exactly at the point where a hammer-pond bay had been made, a fact possibly significant of the existence of a hard bottom (the causeway) there, as has been noted elsewhere along the route. Almost as soon as Park Wood is entered, traces of the cinder metalling reappear and a belt of scattered cinder is found for some distance along the line with distinct traces of a raised earthen agger at several points. The agger becomes plainer as the south edge of the wood is approached, though very little metalling seems left there. Scattered metalling is clearly traceable across the north-east corner of the next field and through the western edge of Fairhazel Wood, and here the use of small brown flints begins, these being found in about equal proportions with the cinder. The line can be followed thus to the lane leading to Fairhazel Cottages, but there is little trace thence to Upper Morgan's Farm. Immediately south of the farmhouse garden, however, there is a pronounced sunken strip cutting across the corner of the field and traceable onwards diagonally across the next field direct to Short Bridge, which is right on the line of the road. It is probable that the metalling has again been removed here, and there are traces of it in the farmyard.

It will be seen from the maps that the road is not absolutely straight here, the alignment being slightly distorted at several points. This would probably have been quite indistinguishable on the ground, as there are no well-marked ridges, such as were directly crossed north of Ashdown Forest, to give intermediate sighting points.

A distinct earthen agger can be followed through Darvel Wood with traces of the cinder and flint



Based upon the Ordnance Survey by permission.

metalling, which shows most plainly just where it crosses the cart track north of the unfinished railway cutting about 190 yds. west of the modern road.

The road then crosses the park of Buckham Hill House and makes a slight detour eastward, evidently with the deliberate intention of rounding the head of a small valley and so avoiding springy ground. The northern part of the curve was traced by sinking a series of small holes to the undisturbed road surface, the southern part is clearly indicated by an existing track alongside a very high lynchet bank. The linking portion between the curves is parallel with the main alignment and only about 100 ft. east of it. It passes the western edge of a small pond and is very well preserved, the agger being clearly visible as a cambered bank covered with turf of finer texture than the rather coarse grass surrounding it. A section cut through the road at this point showed it to be of fairly hard "iron concrete," made of cinder, brown flints and gravel, 15 ft. wide and 15 in. thick at the crown with very perfect camber. (See Fig. 1, Section No. 9.)

South of the park the main alignment is resumed and very accurately followed for a long distance. It is marked at first by a hedgerow, with abundant traces of the cinder metalling, about 170 yds. west of the modern road at Buckham. When observed, the field along the west side of the Roman road just north of Lodge Wood was being freshly ploughed, and it was very striking to note how the cinder lay most thickly in the furrows by the hedgerow and tailed off rapidly as the centre of the field was approached. The metalling (cinder and brown flints) is traceable all through Lodge Wood, most clearly perhaps where it crosses the third transverse ride, which makes a distinct rise as it crosses the agger. South of this the earthen agger gets more distinct though the metalling is very scarce, and where it enters Foxearth Wood it is quite a large cambered earthen bank. It is noticeable at several points along the wooded sections of this road that where the agger shows most prominently the

metalling has almost disappeared, while if the metalling is abundant, very little trace of an agger is to be seen. This may be due to more complete robbery of the metalling of a prominently raised roadway, or else to its greater exposure to damage by cultivation.

Traces of the metalling are to be found along the east side of Foxearth Wood especially in the southeast corner. The point at which the road emerges from the wood is marked by a very distinct layer of cinder and flints where a cart track crosses it. Scattered metalling is found across the next field, and the undisturbed road surface (very hard concrete) still remains in the shaw on the south side of the field (just on the border of the maps, marked Q). Remains of the undisturbed metalling were traceable during ploughing all across the next field upon the alignment. The plough cuts down to the surface of the "concrete" and is still gradually eroding it. Section No. 10 (see Fig. 1) was dug across the road in the southern headland of this field, and shows how the process of destruction is still continuing.

Scattered cinder is very plentiful along the alignment across the next two arable fields, and the road then enters the water-meadow which lies between the River Ouse and Isfield Church. This has probably not been ploughed, and therefore the road still remains intact, the agger being distinctly visible from near the northern tip of the meadow down to the point where it passes the west side of a low mound. Section No. 11 (see Fig. 1) dug across this part of the agger showed the road to be $16\frac{1}{2}$ ft. wide with metalling 6 in. thick. The undisturbed metalling was traced to a point only 80 yds. short of the river, and the alignment crosses it 270 yds. south-south-west of Isfield Church, just at the northern end of Shadwick's Cut.

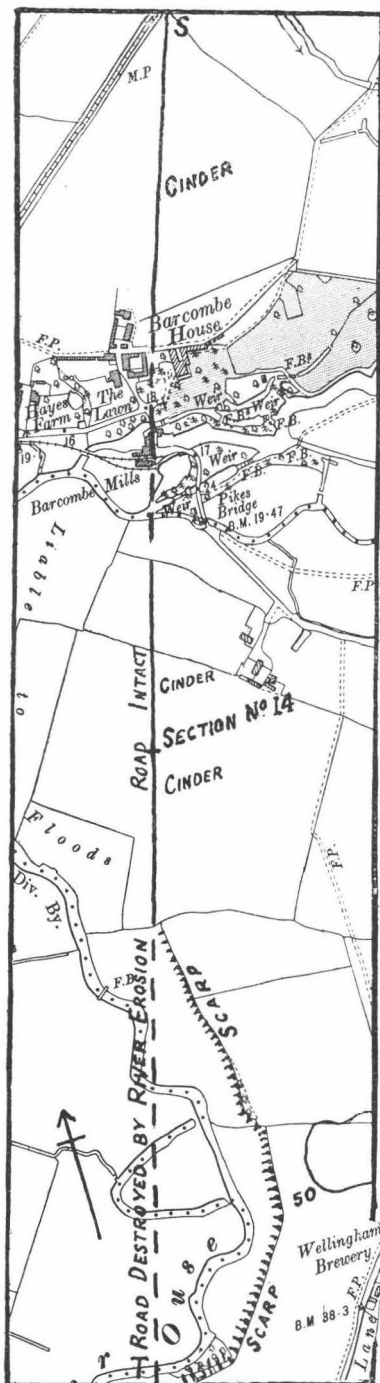
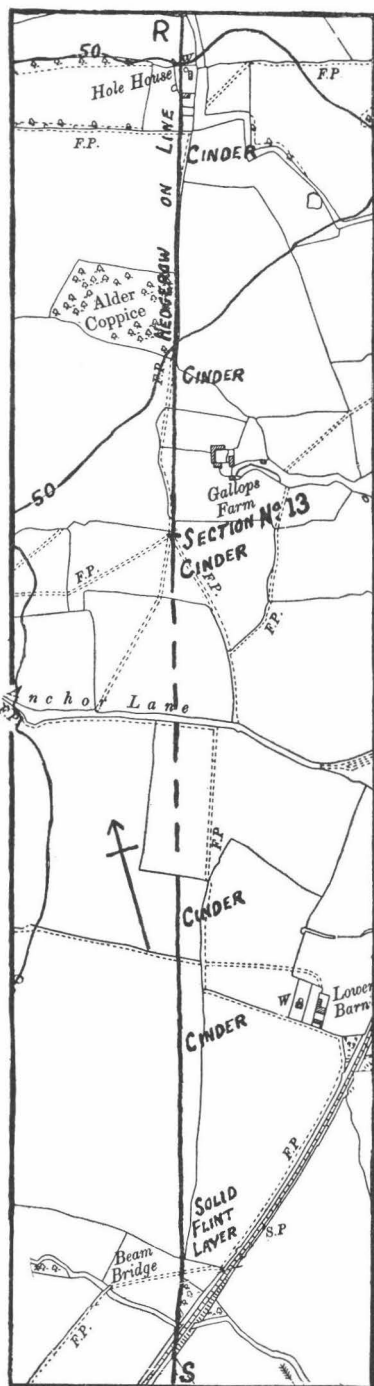
No trace can be found from this point until 130 yds. south of the Longford Stream crossing, where considerable remains of the undisturbed metalling still exist. These are exactly in line with the part north of the Ouse and render it fairly certain that the direct

line was continued across both streams. It is of interest to note that the Ouse crossing was thus at the very point west of Isfield Church which was traditionally regarded as the crossing-place of a Roman road, although it was previously assumed that the route ran from east to west, not north to south. It is still possible, of course, that such an east-west road existed and made use of this crossing too, but with that we are not here concerned.

It should also be noted that an independent discovery by Mr. D. H. Montgomerie, a few years ago, established the existence of a Norman motte and earthworks in the bend of the river, immediately adjoining the road crossing upon the east, a very significant position for such a stronghold, which points to continued use of the Roman crossing in Norman times. The discoveries of the course of the road and of the site of the motte were each made in complete ignorance of their propinquity.

Where the road is again found south of Longford Stream, the metalling is undisturbed save that a hedgerow with bank and ditch cuts diagonally across it. In the northern angle of Verrals Field a portion of the surface was cleared of soil and fenced off for preservation, by the kindness of the owner, Miss Shenstone of Sutton Hall. The measurements for Section No. 12 (see Fig. 1) were obtained here and showed the road to be about 25 ft. wide and 11 in. thick, allowance being made for encroachment by the hedgerow. The length of road surface thus exposed is about 45 ft., but the width still remaining tapers from 20 ft. down to 7 ft. at the north end, where part of the missing portion actually remains on the other side of the hedgerow. Ruts are plainly traceable almost continuously along this piece of road and appear to have been made by vehicles with a 4 to 5 ft. gauge, though this cannot be measured with certainty as the ruts are numerous and rather confused.

From this point the course of the road is marked by a track along a line of hedgerows following the alignment



Based upon the Ordnance Survey by permission.

for 1200 yds. to Gallops Farm, Barcombe, with traces of scattered cinder at many points, while the surface is found unbroken just south of Verrals Field, at the south-east corner of Alder Coppice and again just south-west of Gallops Farm. At this last spot Section No. 13 was opened (see Fig. 2) and showed the road to be 16 ft. wide and 11 in. thick, made of cinder, gravel and small flints, rusted together into a very hard concrete mass, very similar to that at Holtye (Section No. 2) and still in quite perfect condition. The concrete surface "outcrops" in the side of a ditch just in front of a stile, alongside the point at which Section No. 13 was dug, and it can readily be seen there.

South of Anchor Lane scattered metalling (cinder and brown flints) has been found along the line, and at the southeast corner of the very large arable field, just before the railway is reached near Beam Bridge, a very solid bed of flints still remains. This is not found further to the north along the hedgerow and it suggests that only in the extreme corner of this field, where scattering by the plough would be least efficient, has this piece of the metalling survived. In the large field between the railway and Barcombe House scattered cinder has also been found in very small amount upon the line of the road, which leads direct to the crossing of the Ouse at Barcombe Mills. I understand that this mill is mentioned in Domesday so that the age of the crossing here is well established, and it is indeed a very good position, for the land liable to flood is only about 250 yds. across.

In the large arable field south of Barcombe Mills, very interesting remains came to light, and are especially important since they fix the line of the road beyond all doubt just as we are faced with a curious problem upon its route. Rather abundant traces of scattered cinder were found in this field, and although on the surface there was no appearance of the remains of the agger, yet upon digging it was found that the undisturbed metalling still remained for a considerable

distance (some 150 yds.) just under the tilth. Section No. 14 (Fig. 2) was therefore dug and disclosed the road very solidly constructed with large and small flints, 21 ft. wide and 15 in. thick. Upon the edges of the cambered surface, particularly at the east side, was found a considerable quantity of Roman pottery, including Samian of mid second century date, and coarse wares of the first century, pointing to an early date, about 100 A.D., for the construction of the road.

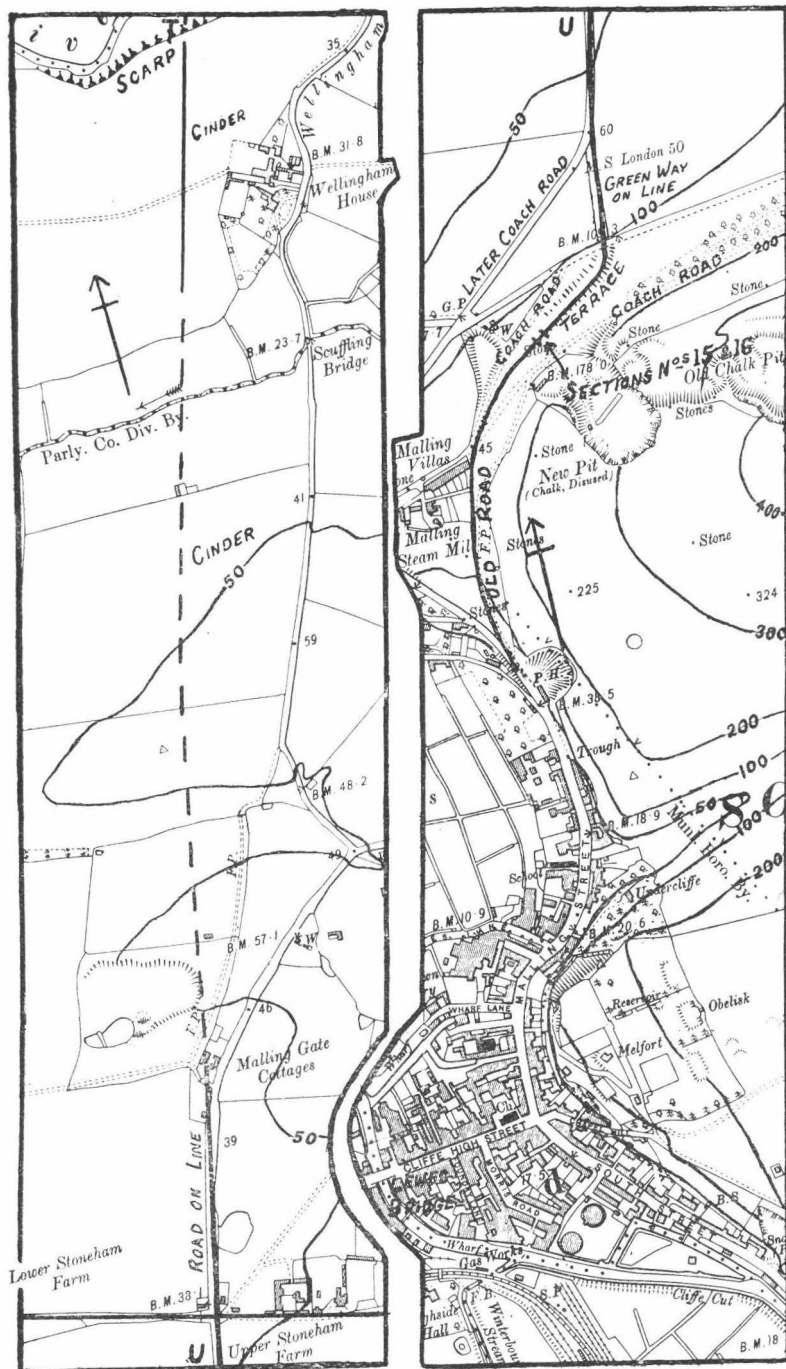
Although the road has been destroyed further down the field, scattered cinder is found right to the southern end, where the alignment impinges upon the flood-plain of the Ouse just where the river makes a sharp eastward bend. Enough of the road was found undisturbed to prove its direction here with accuracy, and there can be no doubt that its course now intersects the river again at this point. Farther south, in the fields immediately west of Wellingham House, scattered cinder of exactly similar type is also found upon the alignment. For the first 130 yds. or so from the river scarp there is a slight rise in the field level which suggests the last trace of a spread agger.

It is obvious that, as the river is now, no engineer would cross it in this fashion but would make a divergence round the bend. There is no trace of such a detour, and the only alternative, which I consider quite probable, is that the bend has extended farther to the east since Roman times, thus destroying the road for a length of 730 yds. The scarp bounding the flood-plain on the east is very high and nearly vertical here, and appears to have been subjected to considerable erosion down to comparatively recent times when the river was embanked. To enable the road to have pursued a straight course the eastern bank must at the most have been 600 ft. further west, suggesting a rate of erosion of 33 ft. per century. The river is liable to severe floods, and erosion would of course occur at a greatly increased rate on such occasions, while normally it might hardly be noticeable for years,

and under the circumstances this hypothesis seems justifiable.

In Roman times, then, the road probably lay upon solid ground just above the river bank here, and, going south, its line passes 130 yds. to the west of Wellingham House, crosses a small stream, and passes exactly through the yard of a small farm building south of the stream. Beyond, in the large arable field, a small amount of scattered cinder has been found on the line, but there is no other trace, and this is the last of the cinder which has provided such valuable evidence all along the route. We now approach the South Downs, just at the western angle of Malling Down and the most convenient point to commence the passage of the Downs at Cliffe. The modern road almost certainly represents the line of the Roman road from Malling Gate Cottages for 630 yds., crossing at right angles the approaches to Upper and Lower Stoneham Farms, which form part of what is generally accepted to be a Roman road running east and west under the Downs. Then, where the modern road bends away westward towards Malling, the older line remains as a green track through allotments right up to the Lewes-Ringmer road, while to the south of this road the continuation of the old route is plainly visible curving westward up the face of Malling Down to pass over its western shoulder into Malling Street and Cliffe. The most easterly of the tracks, that marked "terrace" upon the detailed map, is clearly the oldest, for the others are later short-cuts across the curve that was originally formed to ease the gradient up the face of the Downs, just as at Titsey Hill and Crockham Hill on the Surrey portion of the road. It was originally a simple turfed terrace of the type described by Mr. Allcroft,² and sufficient traces of its surface still remain to show the characteristic slight outward slope which seems to have been purposely given to these engineered terrace-ways for lateral drainage. (See Fig. 2, Sections 15 and 16).

² *Archaeological J.*, LXXII., p. 201.



Based upon the Ordnance Survey by permission.

Later traffic cut up the terrace and formed hollow ways, while at a still later date when proper roads for coach traffic were again required, a new road slightly below the old terrace was constructed. This (marked "Coach road" on the map) joins another road of similar date coming in from Ringmer just opposite Malling Villas, and the two continued directly southward into Malling Street, just by the quarry at the Prince of Wales Inn, passing *east* of the site of the Windmill. It was not until later that the present curved road was made round the western side of Malling Mill, and though the site of the old road (now a footpath) appears to be situated upon a very steep hillside, yet it was actually marked as the main road upon Figg's map of Lewes (1824).

This completes the survey of the long alignment from Camp Hill, Ashdown Forest, and from the nature of the ground it is not possible that such a typically straight route could be laid out further south. The problem of tracing a continuation of the road thus becomes quite different, and before attempting to do so I think it will be best to consider the general conditions.

We must remember first of all that the road was clearly laid out with care to follow a direct course from London to Ashdown Forest, and that for 11 miles from there it heads with almost undeviating straightness to that very point on Malling Down to which we have just traced it. The obvious intention of the builders was to connect London as directly as possible, (a) with the iron-mining district by Maresfield, and (b) with the South Downs at Malling by Lewes. There was certainly a network of Celtic roads and greenways already in existence on the Downs, and it is quite possible that the Romans only required an engineered highway through the forest land to connect with the native tracks. The river crossings which existed at Lewes would make this a very good nodal point for a trunk road to aim at. It gives direct connection south-west by the Juggs' Road ridgeway over Kingston

Hill and Newmarket Hill to Brighton, or west along the main ridgeway over Mount Harry and Ditchling Beacon. I think, however, that these routes, important as they doubtless were, cannot have formed the main objective of the road, for in that case it is difficult to see why the Ouse should have been recrossed at Barcombe Mills when it would have been quite possible, and apparently more convenient, to have laid the alignment further west after the Isfield crossing, and so, by way of Barcombe, Hamsey and Offham, to have reached the Downs west of Lewes without any other crossings of the main river.

On the other hand, communication with the eastern Downs and the port which almost certainly existed at the mouth of the Ouse near Seaford, was provided by the road which crossed our route at Stoneham Farm and passed round the east side of the Mount Caburn block through Glynde and up to Firle Beacon, where it connected with the main ridgeway, as well as with that which led to Seaford by Sutton. Had this been the main objective of our road its alignment would probably have been laid further east, through Isfield village and Ringmer, to join the other road near Glyndebourne on the east of the Caburn hills, and such a route would have had the further advantage that no crossings of the Ouse would have been required.

As it stands, our road clearly takes a middle course, perhaps because it was intended to connect with all these routes and not primarily with any one of them. At a later stage in the investigation of this road I came upon a reference by William Stukeley which actually describes part of its course, and might justify us in naming it the "Sussex Ermine Street." He says (*Itinerarium Curiosum*, p. 73):—

"The Herman (Ermine) street then is the military street. . . . It begins at Newhaven, at the mouth of the River Ouse in Sussex, and passes on the west side the river thro' Radmil, probably taking its name thence, so thro' Lewis by Isfield, then it seems to pass over the river by Sharnbridge as we may guess by its name, and so proceeds to East Grinstead, but I suppose lost in passing thro'

the great woods. Then thro' Surrey it goes by Stane-street, Croydon, Stretham, and by its pointing we may suppose was designed originally to pass the Thames at the ferry called Stangate by Lambeth, where it coincides with the Watling Street."

It is evident from this that Stukeley, writing in 1724, knew of the road from Lewes by Isfield and Shortbridge (Sharnbridge?), but farther north he has confused it with the Roman road through Godstone and Croydon, which shows that he must not be trusted too literally. His statement that the road starts at Newhaven and passes up the west side of the Ouse through Rodmell is emphatic, but it may be based upon a tradition mentioned by Allcroft³ that the High Street of Rodmell is called Ermine Street. At first this seems a very promising clue, for the main street of Rodmell (a cul-de-sac leading down to the marshes) happens to be very nearly on a continuation of our alignment to Malling Down, but unfortunately the physical difficulties seem entirely to preclude any such route. Not only would it involve a crossing of the marshes at their widest point, but for nearly the whole distance between Rodmell and Newhaven the Downs west of the river throw out a series of very pronounced spurs which would render the construction of anything like a straight road very difficult, and, if such a road had been made, visible traces of the cuttings and banks would certainly remain. Traces of Roman occupation have been found on the ground now covered by Newhaven Fort, and it is quite likely that a considerable settlement existed on this side of the river mouth, but I fear there is no evidence that it was connected by an aligned road up the west side of the river.

If any direct connection existed between Newhaven and Lewes, as distinct from the Seaford-Glynde route, I think the most likely course lies on the east side of the river. There was almost certainly a crossing in Roman times at Newhaven Island, where the South Heighton spur thrusts out south-west and narrows the valley floor to 1000 yds. width, connecting a

³ *Downland Pathways*, p. 17.

track along the coast from Brighton with the remarkably straight route over the Downs from Denton to Alciston. From South Heighton a ridgeway gives direct access northward to Beddingham Hill, which is descended by a borstal terrace. There is nothing on this route which can definitely be given as evidence of ancient origin, but that the ridgeway existed in Celtic and Roman times is very probable, and, if so, it provided a direct and very practicable route from Newhaven to the north. The descent from Beddingham Hill points directly at Mount Caburn, and such a route would have involved a crossing of Glynde Reach, not a very difficult matter as the valley bottom is only 400 yds. wide there. Distinct traces of an old terraceway still remain on Ranscombe Hill, running along the steep hillside above the modern road, and, just where it descends to the level ground again, the old track becomes an agger 22 ft. wide with pronounced camber, not at all like a trackway of later origin. The modern road then obliterates it for a few yards before turning sharply northward to run down the combe to Southerham Farm, while traces of the old terraceway can be distinctly seen continuing its course along the north side of the hill called Snower, just above a hanging shaw, till it reaches Southerham, opposite the point where an ancient crossing to Southover is generally believed to have existed.

This reviews all the available evidence for a southward continuation of the main Roman road, and on the whole it points to a general connection only with the Downland area, and not to a specific route and destination. One thing is fairly certain, that if the route tentatively sketched through Southerham and over Beddingham Hill to South Heighton cannot be accepted as a road used in Roman times, there is no other suitable route connecting Lewes and Newhaven directly that is at all likely to have existed then. The contour of the western range is so broken that a direct route on that side of the valley would have involved wide detours and the construction of cuttings and

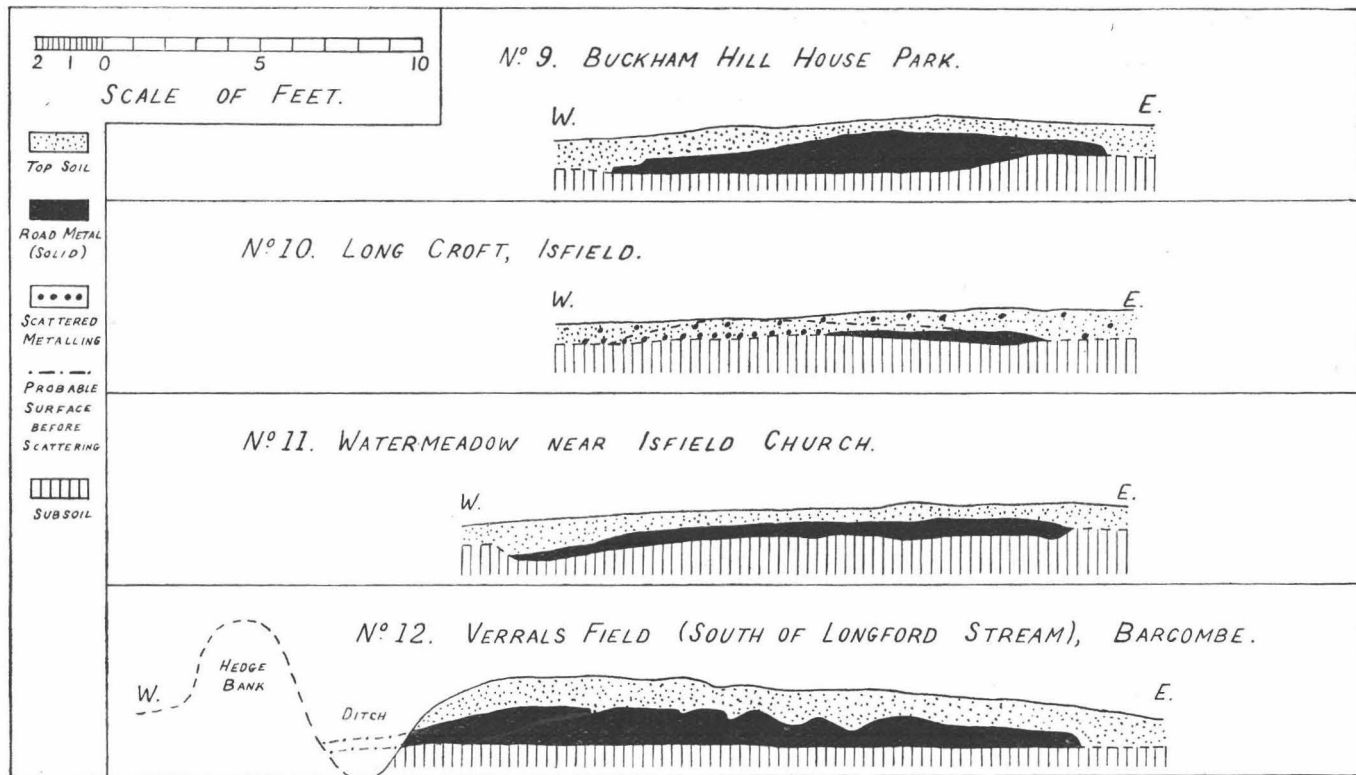


Fig. 1.

terraces the remains of which, had they been so made, would still be visible.

CONSTRUCTION.

Sections were examined at several points along the road where it seemed probable that the surface was more or less intact.

BUCKHAM HILL HOUSE, THE PARK. (Fig. 1, Section No. 9). A wide and gently cambered strip is very plainly visible running northward from the carriage-drive to skirt the edge of a small pond, near which the turf upon the crown of the strip is of particularly fine growth. A section was cut just abreast of the southern edge of the pond, disclosing the road in very perfect condition under only 6 in. of top soil. The surface was smooth and hard, and the metalling, composed of cinder mixed with ferruginous gravel and a very small amount of flint forming a concrete-like mass, was 15 in. thick in the centre and tapered off to some 4 in. at the edges which were sharply defined, the full width being just 15 ft. The camber was well preserved, though the western side of the road appeared to have sunk somewhat, and would average 8 in. from the crown to the sides.

ISFIELD PLACE, LONG CROFT. (Fig. 1, Section No. 10). The remains of the road surface are traceable right across this field just under the tilth. When examined, the field was being ploughed, and the only spot still available for digging was in the southern headland. Here the road proved to have been very nearly ploughed out, but the small fragment definitely remaining was measured, and is included here as a section since it forms a good illustration of the manner in which these buried roads are gradually broken up. The metalling was similar to that of the last section and still remained, at what was apparently the eastern side of the road, as a quite solid layer, 5 in. thick for a width of about 4 ft., tapering off thence until after some 3 ft. more it was completely scattered, cinder being very abundant in the field just here.

ISFIELD, WATER-MEADOW WEST OF THE CHURCH. (Fig. 1, Section No. 11.) A distinct cambered strip runs through this meadow and is further marked by a difference in the colour of the grass at certain times. A section was opened at a point some 100 yds. south of the place where the road enters the meadow and the surface of the metalling was found intact under 6 in. of top soil. It formed a hard layer 5 to 6 in. thick composed of small pieces of cinder mixed with an equal quantity of flint, and in substance was more like a macadam surface than these cinder-concrete sections. The edges of the road were well-defined and gave it a width of $16\frac{1}{2}$ ft.

BARCOMBE, SOUTH OF LONGFORD STREAM. (Fig. 1, Section No. 12.) A length of about 45 ft. of the road surface was fully exposed in the northern angle of Verrals Field and measurements of a section were made. The road is cut across diagonally by a modern ditch and field-bank, and where this lies in the middle of the road the metalling remains undisturbed on both sides sufficiently to show that the width cannot have been less than 25 ft. here. Observation of the thickness of metalling where it is cut by the ditch shows that it is quite 11 in. thick at the crown, which agrees well with measurements of the subsoil level on each side and with that of the metalled surface. The top of the metalling is rather soft and flakey, but the mass as a whole is very solid, consisting mainly of local gravel mixed with cinder and a small amount of flint. The surface is deeply scored with ruts, some of which run in a pronounced curve to the edge of the camber as though vehicles had passed each other there. Apart from the ruts the camber is quite well preserved and shows a fall of 10 in. from the crown to the east side.

BARCOMBE, GALLOPS FARM. (Fig. 2, Section No. 13.) Traces of the cinder metalling are fairly plentiful where the road passes west of the farm, and at the point where the footpath along its line crosses a ditch by a plank bridge a portion of hard concrete metalling is exposed. A section was dug here just on

the south side of the ditch, and the road proved to be in perfect preservation, very similar indeed both in form, material and hardness to the portion exposed at Section No. 2, Holtze. The surface soil had accumulated to a depth of 15 to 20 in., and under this the metalling presented a smooth, very hard, surface, and was composed of cinder, gravel and flint compacted together like concrete, with a thickness of 11 in. in the centre, tapering off to a fine layer at each side, the width being 16 ft. The camber was very definite, with a fall of 5 in. to each side.

BARCOMBE MILLS (SOUTH OF). (Fig. 2, Section No. 14.) This section proved to be the most interesting of the series, both from the finds made and the proof it affords of the exact line of the road between the bends of the Ouse as explained above. There is no surface indication of the presence of the road in this large arable field, apart from a not very conspicuous amount of scattered cinder, but upon digging test holes in the neighbourhood of the correct alignment the undisturbed road surface was disclosed below the tilth. This is worth mentioning, because it proves that the absence of all *appearance* of a road does not preclude the possibility of its being buried intact, and in this case if cinder had not been used with the metalling it is very doubtful if the discovery would have been made, since the natural flint is abundant and scattered flint would thus afford no distinct clue. The road was very solidly built, mainly of flint, from large lumps to small chips, mixed with gravel and a relatively very small amount of cinder, to a thickness of 15 in. at the crown. The flint was slightly rusted by the iron material, but though very well compacted, perhaps in layers, it had not assumed the substance of a concrete. The full width was 21 ft., but though the metalling ended very suddenly on the east side with an almost abrupt edge, it thinned out much more gradually for some 7 ft. on the west side.

The most valuable evidence obtained in this section, however, came from the edges of the road, for on each

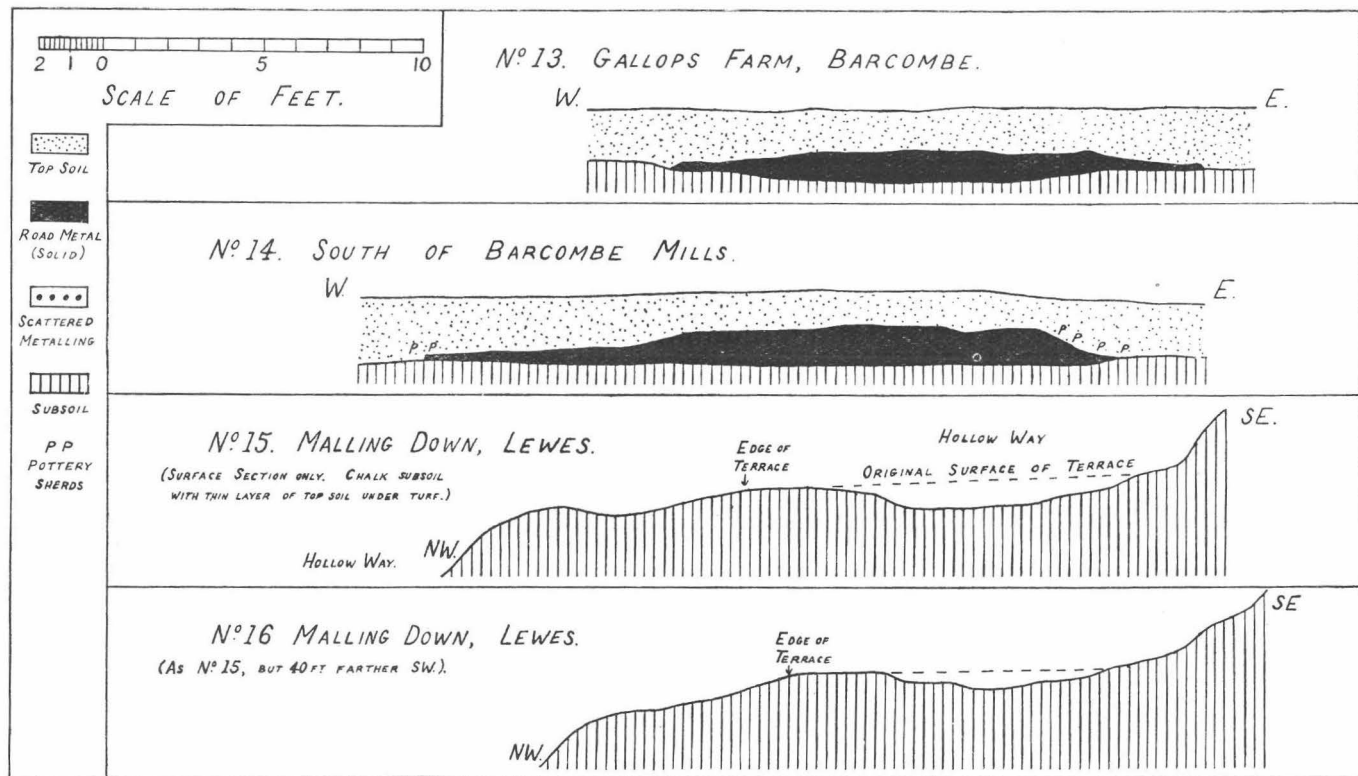


Fig. 2.

side, but most abundantly on the east, was found quite a large amount of early Roman pottery in small sherds. The finds were submitted to Mr. Hawkes, British Museum, and I am indebted to him for the following report:—

“No. 48, Samian form 31; mid. 2nd century. No. 49, Samian, probably the same: anyhow 2nd century.

“Nos. 21, 22, 33, Coarse-ware rims belonging to the earlier part of the Roman period: Nos. 21 and 33 anyhow should be definitely before the middle part of the 2nd century and are probably 1st century. The remainder are coarse-ware sherds, none of which suggest a late Roman date (No. 30, a dish-rim, early 2nd century, see *Archæologia*, LXXVIII, p. 181-3; No. 43, a miniature jar, probably mid. 2nd century). Native character (soft coarse clay, “soapy” surface) is pronounced in several pieces, and the general impression given by the whole group is representative of the earlier stages of Romanization only. The 1st century is probably well represented, and there is no piece which need be very much later than A.D. 150.”

It should be noted that the pottery was found in the silt which overlay the edges of the road-metal, suggesting deposit while the road was in use, and we have thus some definite ground for dating the road as not later in origin than this year and probably nearer A.D. 100 or before.

MALLING DOWN, LEWES. (Fig. 2, Sections Nos. 15 and 16.) These are only “surface” sections to show the profile of the turf terrace up the face of the Down. The surface of the original terrace has nearly been destroyed by the later “hollow way” which formed upon it, but portions of the outer edge remain intact as the sections show. It was about 12 ft. wide, merely cut in the chalk without any metalling and covered with a layer of fine turf, which in such cases must have been kept in very good repair. For full details as to these terraces Mr. A. H. Allcroft’s paper⁴ should be consulted, but it may be well to recall here that the portion of Stane Street ascending the escarpment of Glatting Down above Bignor is a good example (now greatly damaged by recent traffic) of this type of

⁴ *Archæological J.*, LXXII., p. 201.

construction, and is therefore a guarantee as to its genuinely Roman character.

GENERAL FEATURES OF CONSTRUCTION. Consideration of the evidence provided by all the sections excavated along this road shows that the material used was obtained from the most convenient local sources. Cinder was used very largely, but is altogether absent at some points where local stone was available. Flint becomes more plentiful as the Downs are approached, and gravel was used when obtainable, as near the Ouse. When massive material (cinder or flint 12 to 15 in. thick) was used it seems to have been dumped upon the original ground surface, possibly after this had been cleared of surface soil, and built up, probably in layers, to the required thickness; but elsewhere, e.g. Ashdown Forest, an earthen agger seems to have been heaped upon the old surface and covered with only a thin skin of metalling. This may explain why in such cases we often find a distinct earthen bank with little or no metal, whereas elsewhere the road seems to have been much more heavily metalled, but is now buried and may not even appear as a raised strip at all. The metalling invariably thins off to the edges of the road and no kerbing was provided.

The width of the normal road seems to have been 14 to 18 ft., but it was much wider at some points, possibly as passing places or where for some reason waiting was likely to occur, the maximum being 35 ft. at Butcher's Cross, Hartfield. From the best preserved sections of the road it seems reasonable to infer that an 8 in. camber from crown to sides was aimed at.

No traces of the side ditches which occur on Ashdown Forest have been seen along other parts of the route, but even had they existed they would probably have been obliterated by cultivation.

APPENDIX.

Investigations on the Edenbridge-London section.

Mr. James Graham's work on the Crockham Hill-Titsey Hill portion, where the road runs through the

Limpsfield Chart woods and then along the Titsey-Tatsfield parish boundary has now been published in *Surrey A.C.*, Vol. 40, p. 97. Examination of the unknown portion north of the straight length of the Kent-Surrey boundary has recently been undertaken by Mr. B. F. Davis, who has been most successful in tracing it across the last remaining patches of open country, still following the general alignment, through West Wickham and Beckenham, passing about $\frac{1}{4}$ -mile east of Lower Sydenham Station, where a section was examined in my presence. He hopes to be able to ascertain its course still further to the north, and details will probably appear in *Archæologia Cantiana* in due course.