

THE EXCAVATIONS AT BUCKLAND RINGS, LYMINGTON, 1935

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IN presenting the Hampshire Field Club with the following Report, I have first of all the duty and the pleasure of thanking the Club itself, and in particular its officers and members of Council, for having so kindly invited me to undertake the excavations at Buckland Rings on its behalf. At the Club's request, the Trustees of the British Museum granted me three weeks of special leave in July, 1935, for the superintendence of the work, and I was in the field altogether from July 14th to August 5th inclusive. To carry out the necessary work in so short a time would have been impossible without the generous help given in many different ways by many different people. I have to record my gratitude firstly for the liberal money grant made by the Club, and therewith for the encouragement and assistance of its President, Sir Charles Close, and its Joint Hon. Secretary, Mr. F. Warren. Also, I had the benefit throughout of the wisdom and experienced judgement of Dr. J. P. Williams-Freeman, who added much to the great debt which I already owed to his friendship. Furthermore, the untiring kindness and energy of Sir Thomas Troubridge made a world of difference to the undertaking from long before its start to long after its close; the many and various ways in which he set himself to assure its success, by rendering every kind of service to the excavating party, would be impossible to enumerate and are impossible to requite. Finally, the readiness with which Mrs. Meischke-Smith gave permission for the excavations to be carried out on her land must be gratefully acknowledged. The site being scheduled as an Ancient Monument, the permission of H.M. Inspectorate to excavate was sought and secured.

In the actual business of excavation my task was lightened by many hands. First of all, an arrangement between the Club and Mr. O. G. S. Crawford made it possible for the site to be contoured in advance by members of the staff of the Ordnance Survey, and for photostatic enlargements of the 1/2500 Survey of the site to be supplied: both were most valuable benefits. Secondly, Mr. J. P. Preston was able to conduct a preliminary excavation in the summer of 1934, which helped the main operations to take a flying start a year later. Mr. Preston was furthermore a most welcome colleague throughout the course of the work, and his presence was at all times a most potent factor. I was also fortunate in having Miss Norah Jolliffe as a member of the party, while Miss Ursula

Wratishaw was always a most energetic assistant. Help was also given by Miss Mary Grigs, Dr. Audrey Carr, and Miss Eve Dray, and a notable share of the skilled manual labour, as well as of other tasks, was borne from first to last by Mr. Peter Murray, assisted for a time by Mr. T. Hankey. The workmen employed did their part with keenness and intelligence. Finally, I owe an especial debt of gratitude to my wife, who worked with me throughout the time spent in the field, took all the photographs, and has assisted in the preparation of the plans and drawings illustrating this Report.

Mr. K. P. Oakley, F.G.S., of the Department of Geology, British Museum (Natural History), has kindly reported on the limestone blocks (p. 155), and I am indebted to Miss F. L. Stephens, of the Department of Botany in the same Museum, for her report on the charcoal and carbonized wood (p. 155).

I. **Introductory** (General Plan, Fig. 1).

Buckland Rings is a strong, triple-ramparted fortification situated about a mile north of Lymington, between the roads leading to Brockenhurst and to Sway (6 in. O.S. Hants LXXX, SW.). It is in the parish and borough of Lymington, and lies 1 mile south of the boundary of the New Forest, in the old manor of Buckland.¹ It has long been known as an ancient earthwork, and duly appears in Mr. T. W. Shore's list (*H.F.C.*, I, pt. 1, 23), and in Dr. Williams-Freeman's classified list of Hampshire earthworks (*H.F.C.*, VI, pt. 3, 345 : Class B, No. 20). It is also of course described and planned by Dr. Williams-Freeman in his *Field Archaeology as illustrated by Hampshire* (1915) (208-9, 360-1), and has received its most prominent notice in Mr. Heywood Sumner's *Ancient Earthworks of the New Forest* (1917), both in the text (15-19, with Plan I) and in the beautiful frontispiece. No more than a very brief general description is therefore needed here. It occupies the upstanding knoll in which the dry, open, gravelly ridge that comes down by Burley from the high ground by Bramshaw Telegraph terminates above the trough of the Lymington river, rather over a mile from its entry into the Solent. The knoll (Fig. 1) is flat-topped, and just over 90 feet above sea-level; a slightly lower col joins it to the main ridge on the west, and its sides fall steeply to north and south into two damp valley-bottoms: the southern one formerly contained a streamlet now canalized into a wet ditch, while the northern, under the name of Sheepwash Bottom, is that of the Passford Brook, which flows eastward under the railway and the main road to enter the Lymington River opposite Ampress Waterworks. The east front of the

1. The name means *book-land*, "O.E. *boc-land*, land held by virtue of a Royal Charter with the privilege of disposition by will" (H. Sumner, *Ancient Earthworks of the New Forest* 130).

knoll has a gentler slope in its northern portion, next to the Brook, and this is divided from the steeper southern half (Pl. I, 1) by a natural gully, which provides a hollow way leading up on to the interior plateau. The latter is thus naturally of quadrilateral form, and the earthworks have only to follow its edges to give the site the distinctive quadrangular form which belies its name of the Rings.

Where they are undisturbed, the works are composed of three ramparts and two ditches; the outer rampart and ditch have been destroyed on the west side by the modern Sway road, and on the east the portion south of the gully or hollow way just described has been nearly, but not quite, completely levelled. This levelling was done for agricultural purposes about 1750, as is stated by Richard Warner in his *Topographical Remarks relating to the South-Western Parts of Hampshire* (1793), quoted by Mr. Heywood Sumner.² Unfortunately the plate which Warner had prepared to show the works as they were in 1720, before this was done, was destroyed by fire before it could be published, but the earliest extant sketch-plan, that given by Gough in his edition of Camden's *Britannia* (1789), shows the essentials of the original form (Vol. I, pl. xi, fig. 1, reproduced by Mr. Sumner, *loc. cit.*). The most important feature thus revealed is that the natural gully in the middle of the eastern front was the site of an original Entrance, which was of the well-known Inturned Type, with the rampart-ends bent in to flank the entry, characteristic of the Early Iron Age in this country.³ It will be seen (*cf.* Pl. I, 2) that excavation has strikingly confirmed the correctness of this indication.

The entrance on the west side seems to be modern. Except where levelled on the east, the ramparts and ditches are thickly grown with trees, apparently of early 19th century age. The area they enclose is about seven acres, the sides measuring roughly 225, 200, 175, and 130 yards. This is at present under grass.

The geological formation consists of tertiary gravel, sand, and clay, capped by some amount of loose drift gravel. The presence of clay strata ensures the presence of water at no great depth, as was proved by a bore kindly made by Mr. T. Hayward of the Ampress Waterworks during the excavations, at a spot in the south-west quarter of the site.

It remains to point out that the junction of the Passford Brook with the Lymington River, immediately opposite Buckland Rings and three furlongs from it, is the highest point to which ordinary tides flow up the estuary, and here also is the first "hard" up from the sea. The place is in fact a natural land-fall, and the Rings is significantly placed in relation to it. Further, the angle made by

2. *Ancient Earthworks of the New Forest*, 16.

3. *St. Catharine's Hill* (H.F.C., XI), 72-84.

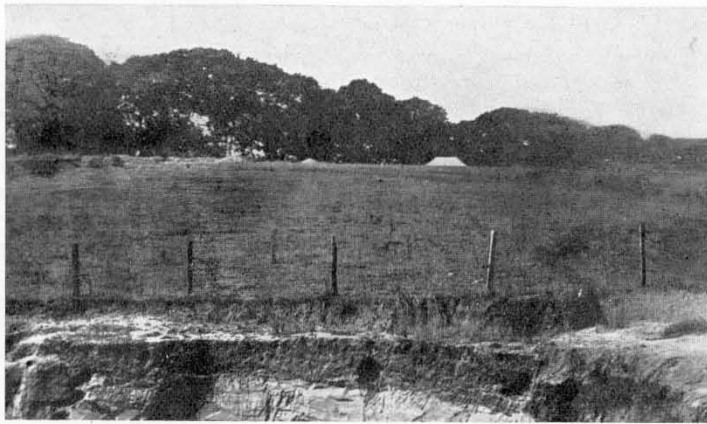


Plate I, 1. EAST FRONT OF BUCKLAND RINGS, LOOKING S.W. FROM THE
SMALL SAND-PIT BY THE MAIN ROAD.

The line of the levelled defences surmounts the slope; the shadow on
the right shows the end of the Entrance Gully.



Plate I, 2. THE ENTRANCE AREA DURING EXCAVATION, LOOKING N.
The figure stands on the line of the southern inturned rampart-end;
the N.E. angle of the defences lies in the trees beyond.

[To face p. 126.]

this junction is fortified by the quadrant-shaped earthwork which bears the name of Ampress (Williams-Freeman, *op. cit.*, 209-211, 346; Sumner, *loc. cit.*), and it is possible, though by no means certain, that this is of the same age as Buckland Rings. The terminal reach of the Passford Brook opposite this earthwork is known as Ampress Hole, and appears to have been enlarged and straightened to form a dock, but no finds are known to have been made there except some amount of mediaeval pottery, of which a quantity has also come from the new sand-pit by the main road below the Rings. It is stated that a division of King Henry V's army encamped hereabouts before embarking for the campaign of Agincourt. The Ampress earthwork is no doubt older than that, but its age can at present only be guessed at: nothing was found, as Mr. Hayward informed me, when a pipe-line was cut through its western side a few years ago, and it has no definitely datable features. Perhaps it is Saxon; but the earlier folk who built Buckland Rings must certainly have used the Ampress "hard," at which their eastern Entrance directly points. That their date was some part of the Early Iron Age is indicated by the form and character of the Rings themselves, but one of the main objects of the excavations was to determine this date more exactly within that period, and in particular to test the possibility of the site's connexion with the invasion of Belgic peoples or refugees from Northern Gaul who are believed to have landed on the south coasts of the Wessex district about or soon after 50 B.C. This will be discussed in the light of the evidence obtained at the conclusion of this Report. The only previous find I have knowledge of is a small piece of bronze found some years ago in a mole-hill just outside the outer rampart on the south. It might be a piece of Roman armour, but there are equally other possibilities, and it is better regarded as undatable.

II. Plan and Sections of the Defences.

(Figs. 2-3, Plates I, 1, and II, 1.)

The plan of the defences as given on the 1/2500 Ordnance Survey was carefully checked on the ground, and a revised version produced, seen in Fig. 2. The amendments consist of nothing more than the markings of interruptions of various shapes and sizes where there have been casual diggings for gravel or for transit in modern times,⁴ which need not be described in detail. Otherwise a slight adjustment of the location of the rampart and ditch-ends on the north of the Entrance was the only necessary modification. Enough of the contouring carried out by the Ordnance Survey as acknowledged above has been copied on to this plan

4. Some are already shown in Gough's plan of 1789 noticed above (p. 126).

to bring out the relief of the immediate environment, especially on the east side. The lines of the nearly levelled and ploughed-over eastern defences are shown as slight undulations ; at the north end of these is seen the deep hollow way indicating the Entrance (cf. Pl. I, 1).

Sections were taken across the defences in five places, lettered A to E. Those at A, close to the south end of the levelled portion near the south-east corner of the site, were excavated, and will be described below (pp. 131 ff). The section at B was taken at right angles across these same eastern defences where they were fully preserved, north of the Entrance and immediately south of the north-eastern corner of the site. The profile was taken without excavation, and is shown in Fig. 3.

The natural fall of the ground from west to east is here rather gentle, on account of the spur dividing the gully occupied by the Entrance from the steep trough of Sheepwash Bottom : as here shown, its gradient is about 1 in 50. The triple line of the works is accordingly seen in its full strength. The full width of the Inner Rampart at the base may be put at about 30 feet, allowing for the effects of erosion. The forward slope is somewhat steeper than the rearward, so that the full surviving height of some 8 feet comes along a line not more than 12 feet back from the forward foot. The Inner Ditch is of formidable width : the original figure may be put at about 40 feet, and the depth, despite the silting of gravel and leaf-mould, is still over 8 feet below the estimated original surface-line, or 17ft. 6in. in "C.D. vertical" below the summit of the Inner Rampart. The space left for the Middle Rampart is fully 40 feet wide, and the Rampart itself was placed well forward on it ; the greatest height, now only some 4ft. 6in. above estimated ground-level, comes again about 12 feet back from the forward foot, and the rearward foot must have cleared the edge of the Inner Ditch by a broad berm. Thus, though probably lower than the Inner Rampart, the Middle Rampart must have resembled it in general form, with about the same basal width of 30 feet. The Outer Ditch is again very wide, a full 40 feet across ; its present silted bottom lies some 6ft. 6in. below the estimated original surface, or 11ft. 6in. in "C.D. vertical" below the top of the Middle Rampart. It is hard to be precise about the Outer Rampart : it seems to be at least 3 feet high from estimated ground-level, but its forward slope runs out indistinguishably into the natural surface in front of it. Its original proportions must thus remain somewhat doubtful, but it was evidently less formidable than its fellows, and should rank rather as a "counterscarp bank" than a true Rampart. At any rate, the total over-all width of the works here cannot originally have been much less than 180 feet.

The section at C was taken at the northernmost point of the defences, about 40 yards along the north front from the north-east corner. In order to negotiate the trees, the alignment, keeping at right angles to the line of the works, had to be shifted 13 feet to the west in the middle of the section, as shown in the plan. The ground here falls steeply from the plateau into Sheepwash Bottom, at an average gradient of 1 in 9. The Inner Rampart, placed with its rearward foot just at the top of this slope, was evidently very solidly built, or has been kept exceptionally compact and perfect by the tree-roots, for it is extremely well preserved. Its original width may be put as before at 30 feet: the surviving line of its crest stands certainly over 10 feet above the estimated ground-level vertically below it, and with the fall of the ground one may put the original height of its forward face, measured vertically, at 12 feet. This is the best-preserved portion of the whole circuit of the Inner Rampart, and the figure so obtained will be of use later when the reconstruction of the original form and dimensions of the Rampart comes to be attempted (p. 147), in the light of the evidence supplied by the excavations. The Inner Ditch can hardly have been more than 25 feet across, but though silted up to within some 3 feet of the estimated line of the natural slope, it gives a "C.D. vertical" of 17 feet below the crest of the Inner Rampart. A space about 40 feet broad was here again allowed for the Middle Rampart, the remains of which are now almost evenly spread right across it, representing an original profile very much as before, but with the rearward slope stretching out to the edge of the Inner Ditch, and the forward slope much eroded, owing to the steep tilt of the ground. The greatest height above estimated old ground-level is about 5 feet, and allowing for the natural slope the original proportions of this Rampart must have been much the same as in Section B. The Outer Ditch, on the other hand, is a good deal narrower: it is hardly more than 24 feet across, and it is silted up to some 4 feet below the estimated natural surface-line, giving a "C.D. vertical" below the crest of the Middle Rampart of about 11 feet. The Outer Rampart is once more simply a "counter-scarp bank," only a foot or two high; its exact breadth is difficult to fix, as it falls away in front down the steep slope of the hillside. It is possible that this slope was here to some extent artificially scarped below it. The full over-all width of the defences in this section is owing to the steepness of the hillside rather less than in Section B: it may be put at about 150 feet.

No section was taken of the western front, as the works are here curtailed by the modern road, and a site was accordingly chosen for Section D on the southern front where it is steepest and best preserved, about 20 yards west of the south-east corner of the site. The edge of the plateau is here abrupt, and the fall

of the ground away from it has at its steepest a gradient of very nearly as much as 1 in 3 ; the defences in fact have their maximum of assistance from the natural contour. The Inner Rampart's rearward slope is comparatively gentle, save for a steeper brow at the top, which brings the crest to a height of 6 feet above the ground-level within ; the original basal width may have been rather over 30 feet, and the crest is again set fairly far forward, its surviving line coming about 12 feet back from where the original forward foot must have been. The forward face is thus fairly steep, and with the downward slope of the ground beneath it the original height of it, measured vertically, may be put at appreciably more than the surviving minimum of 9 feet. The Inner Rampart, as in Section C, can hardly have been wider than 25 feet, and its silted-up bottom is now about 6 feet below the estimated natural surface-line, giving a "C.D. vertical" of 17 feet below the crest of the Inner Rampart. The Middle Rampart occupies some 36—40 feet of the slope ; the whole of its forward face is much eroded, the surviving crest standing roughly 6 feet high above the natural ground. The Outer Ditch is too much silted up for a precise estimate of its original size : it may have been as much as 20 feet wide, and its bottom, though silted up almost to the estimated natural line of the slope, still gives a "C.D. vertical" of 16 feet below the present crest of the Middle Rampart. The Outer Rampart is here better preserved than usual : its crest may still be about 5 feet high above the natural surface, and it seems to occupy about 20 feet of the slope, though it is hard to say how much of this is due to erosion. Outside it, the profile of the slope is concave enough strongly to suggest artificial scarping, in the place of an Outer Ditch.

A good idea of the appearance of the defences on this south front is given by Pl. II, 1, a photograph taken from the gap in the middle of it, looking westwards toward the road. The Middle Rampart is well seen in the centre, and nearly all the Outer Rampart on the left : the crest of the Inner Rampart, whose forward slope is seen on the right, is hidden by the trees.

In conclusion, it may be noticed that the gravel core of the ramparts, where exposed, *e.g.* by burrowing animals, is obviously compacted into stability only by the ubiquitous tree-roots ; if dug into, as was done for experiment near the south-east corner, it is found to be extremely loose and unstable. Traces of what seemed to be a facing of much stiffer sandy mould were noticed, which appears to have assisted the roots in keeping the ramparts standing, and this observation will be found significant when the evidence of the excavations in this regard comes to be considered (pp. 135, 144-5, 147-8).

III. The Excavations across the Defences in Area A.

(Plan, Fig. 4 ; Sections, Fig. 5 ; Photographs, Pls. II, 2, and III.)

(i) **The laying-out of the excavations** was facilitated by the temporary bench-mark kindly left by the staff of the Ordnance Survey after contouring the site, at 92ft. O.D. on the inner side of the Inner Rampart just by the point where its south-eastern corner begins to be cut away for the levelling operations of 1750. From a point 50 feet from this on a magnetic bearing W. 22° S., a base-line was laid out, on a magnetic bearing N. 22° W., so as to run parallel to the alignment of the eastern defences. From this the excavation-cuttings were laid out, both in Area A and in the Entrance Area E. Actually the first two sections cut in Area A were laid out before this base-line was fixed, the first, trench A o, being that cut by Mr. Preston as a trial excavation in 1934, and the second, trench A 1, the first to be laid out in 1935, proving to be 2° out of the true alignment as fixed for the base-line. This small error is unimportant enough to permit this section to be taken for practical purposes as notwithstanding at right angles to the line of the defences.

(ii) **The trial section of 1934 (trench O).** This section was cut to a width of 4ft. 6in. and a length of 132ft. at an angle of 5° to the base-line subsequently fixed, with its western end 20ft. north-east of the bench-mark just mentioned. Its purpose was experimental, and it disclosed certain facts of great value in initiating the ensuing main excavations. Firstly, it showed that the Inner and Outer Ditches, though filled in by the levelling of 1750, were intact below the surface, with clear profiles suitable for sectional excavation, and filled with stratified material archaeologically promising. Secondly, it showed that the base of at any rate the Inner Rampart had not been entirely removed in 1750, but that the low bank representing it on the surface corresponded to an appreciable vestige of its make-up which still remained *in situ*. Thirdly, it showed that the natural formations through which the defences were cut consisted of stratified gravel, sand, and clay, capped for the most part by a loose reddish gravel drift. It may be added that the stratification in both Ditches showed that the natural surface-mould underlying the 1750 filling-deposit existed as a very clear dark layer, containing plentiful traces of contemporary brushwood-roots, and effectively demarcating the deposit above it from the ancient silt beneath.

With these facts established the excavations of 1935 could be begun with greater confidence.

(iii) **Section A o** was the standard section taken right across all that remained of the defences in this Area, some 16 feet N. of

trench O ; it was made 154 feet long, its western end being 37 feet from the base-line. It is shown in Fig. 5. The slope of the ground is here about 1 in 11. Beneath the remains of the Inner Rampart, the natural formations were found to be capped with a loose red drift gravel, partly replaced by a still looser white gravel. Over this, some 6 inches of whitish gravelly subsoil underlay the dark line, 2 to 4 inches thick, which represented the old turf-line on which the Inner Rampart had been erected. The actual make-up of that Rampart began to be perceptible about 14 feet from the western end of the section, with a vaguely-indicated loose gravelly talus extending some 8-10 feet beyond. The make-up was preserved to a maximum height of 18 inches, and was seen to be composed of successive horizontally-laid tips of red, white, and yellow gravel. At 50 feet from the western end of the section its remains had sunk to a thickness of only a few inches, and above its vanishing-point a few feet further a patch of distinctly turfy material was observed, about 4 feet across and merging upwards into the overlying humus. Under the end of this, 55 feet from the end of the section, the old turf-line ceased, and the Inner Ditch began. The width of the rampart here had thus been approximately 40 feet.

The Inner Ditch was found to be 30 feet wide, and to have been cut to a depth of 12 feet 6 inches below the modern surface, implying an original depth of about 10 feet. Its profile is sharply V-shaped, with the bottom set rather forward from the exact centre, as is natural in view of the slope of the ground. The natural formations through which it is cut are, taken successively downwards, gravelly sand, clay, pure sand, pure gravel. The rapid silt of clean sand in the bottom was streaked by a black line, very thin, of vegetal matter. Above it lay a coarser silt of dirty sand-gravel mixture. Above this again was a thick stratum of dark vegetal mould, representing the formation of vegetation-bearing humus and leaf-mould in the ditch during the centuries prior to its artificial filling in 1750 ; this was streaked, especially near the outer lip, with dirty fallen-in sand. Over it, and clearly distinguishable, lay the successive tips of material from the 1750 levelling of the rampart, seen as variegated layers of gravel, sand, and soil. Their bedding shows that they were all thrown in from the inner or western side, that is, exclusively from the Inner Rampart. Above them was a foot or more of modern humus.

Beyond the Inner Ditch an expanse 37 feet 6 inches wide represented the emplacement of the Middle Rampart. This had been entirely dug away in 1750, leaving nothing between the old whitish subsoil and modern humus. Next came the Outer Ditch, which had been about 20 feet wide, though the exact figure could not be ascertained as the levellers of 1750 had dug away the outer

lip. The profile was similar to, but much slighter than, that of the Inner Ditch, the depth being just 8 feet below modern surface, implying an original depth of about 6 feet 6 inches. The natural formation is sand, slantingly bedded on clay. The rapid silt of clean sand was small, lying under a coarser mixed silt, with a dark vegetal patch in one place. Above lay the thick layer of vegetal mould answering to that found in the Inner Ditch, which in turn was covered by the rampart-material thrown in in 1750. This was less seamy than that in the Inner Ditch, and has clearly been tipped in from both sides more or less evenly. This shows that there was an Outer Rampart here as elsewhere: further, it must have been in digging away the inner side of this that the workmen dug away the Ditch's outer lip, as noticed above. The amount of tipped-in material shows that this cannot have been more than a small "counterscarp bank," as already observed in Sections B—D; also, the fact that it was cleared away uphill into this Ditch shows that there was no third ditch beyond it again. This conclusion was tested by a trial trench across the line of the vanished Outer Rampart 32 feet north of this section (see Plan, Fig. 4): it was confirmed, and the outer lip of the Outer Ditch was found on its expected alignment. Allowing for the former existence of this Outer Rampart, the total original width of the defences here must have been between 150 and 160 feet.

No finds of any sort were made in digging this section.

(iv) **Section A 2** was taken across the line of the Inner Rampart only, only extending 10 feet over the lip of the Inner Ditch, at right angles to the main base-line 25 feet north of Section A o. Its object was to find out more about the structure of the rampart. It is shown on Fig. 5 below the corresponding portion of Section A o. The tail of the rampart was indistinguishable, but its front foot was clearly marked, and measuring backwards from this the width of the rampart-base still remaining visible was 33 feet. At the western end, a spread of clay, some 4 feet across, was remarked, laid directly on the old turf-line, which was as before well seen as a black line some 3 inches thick. As observed in Section A o, a band of natural clay was in this Area cut into by the digging of the Inner Ditch, and at this point some of this must have been laid as a bedding for the rearward portion of the rampart. The further extent of this clay will be noticed below (p. 136, and Plan, Fig. 4). Beyond it, the gravel core of the rampart-base could be traced without interruption for over 25 feet. No tip-stratification could be observed in it here, but its surviving height above the old turf-line, on which it was directly laid, was at its greatest 2 feet. At the forward foot of the rampart the beginning of a retaining-wall of coursed turves was plainly visible. The bottom course was 3 feet 9 inches wide, the next 2 feet, the next

1 foot 6 inches, the uppermost surviving 1 foot. The forward face of the wall seemed to slope slightly inwards; its foot was separated by an 18-inch berm from the lip of the ditch. The compact greyish matter to which the sandy sods had been reduced was quite unmistakable, and may be seen in the photograph, Pl. III. Evidently, then, the lower portion at least of the rampart had been retained by a turf facing; this was the explanation of the turfy patch re-marked in the corresponding position in Section A o, and doubtless also of the compact sandy mould observed in certain places along the face of the surviving ramparts elsewhere, as noticed above (p. 130). The turf had obviously been cut from the ground marked out for the Inner Ditch, and by this means the loose gravel core of the rampart was kept in place. A particular look-out was kept for any traces, such as post-holes, of a timber structure with which the rampart might have been further revetted, and in this section two post-holes were found. The first was directly under the turf retaining-wall just described: it was a cylindrical pocket of loose dirty matter, 12 inches across, and about 15 inches in traceable depth, below which it became indistinguishable from the natural gravel. The second post-hole was exactly similar to this, 18 feet further back into the middle of the rampart. Both post-holes began on the under side of the old turf-line, and ran down through the old whitish subsoil into the top of the underlying natural gravel. No trace of them could be seen in the rampart material, whether turf or gravel, above.

(v) **Section A 2: the Neolithic or Bronze Age Occupation.** Before describing the further traces of the rampart-structure discovered adjoining the line of this section, two finds must be noticed which indicate a prehistoric occupation distinct from, and altogether earlier than, the period of the defences. The first of these was a small hearth, cut across by the northern edge of the section, lying 3-4 inches below the old turf-line. It consisted of a saucer-shaped deposit of loose sand darkened with decayed powdery charcoal, 18 inches across and 4 inches deep in the centre. In it were gravel-pebbles, some of which showed some trace of fire, and several flint flakes. These will be described below (p. 152, with Fig. 11): they might be Neolithic or Bronze Age in date, and the hearth's position stratified below the turf-line on which the rampart was built, is clear evidence of its relative antiquity. A number of other such flakes was found scattered in the surface soil in the vicinity in this Area, and these no doubt belong to the same period as the hearth, as does the second find made in this section itself. This is the half of a stone hammer-head with central perforation, found at a depth of 12 inches in the unstratified loose gravelly subsoil behind the visible tail of the rampart. It will be described below (p. 152, with Fig. 12). These were the only

traces of this Neolithic or Bronze Age occupation made during the excavations. They need indicate no more than a transient habitation of the site of this part of our Area A by people very possibly of nomadic habits.

(vi.) **Extensions of the Area A Excavations.** The extent of the excavations in this Area outwards from the lines of the main sections will be seen on the plan Fig. 4. Section A 2 was made 10 feet wide, and another cutting of that width was made parallel to it on the south, with the intermission of a balk 2 feet 6 inches broad. This (Section A 1) was taken back to the base-line, to see if any traces of permanent habitation could be found behind the Inner Rampart. Nothing of this kind was brought to light, but by increasing the total breadth of rampart-base exposed to 20 feet more information was obtained about the rampart-structure. Firstly, the spread of clay under the tail of the rampart was found to continue, to the extent shown on the plan. Secondly, the turf retaining-wall along the rampart's forward face was found to continue in a straight line and without interruption. Thirdly, two more post-holes, exactly similar to those found in Section A 2, were discovered exactly opposite to them on the south, at an interval of just 12 feet. The position of all four post-holes is shown in the photograph, Pl. II, 2. They make an almost exact rectangle, 12 feet broad by 18 feet deep. It cannot be doubted that the posts standing in these holes played a part in the structure of the rampart in whose alignment they have been so carefully planned and spaced out.

Two further extensions were therefore undertaken. Firstly, a rectangle 6 feet by 8 was cut back from the line of Section A 0 across the alignment of the forward face of the Middle Rampart, to see if a similar post-hole could be found. One duly appeared, in the position shown in the plan (Fig. 4), similar but only 9 inches across and scarcely 12 inches in traceable depth. It may therefore be presumed that there were similar, though slighter, posts in the Middle Rampart. Next, an extension (A 4) 35 feet long was made northwards along the line of the Inner Rampart's forward face, starting from Section A 2 opposite the forward post-hole, and varying in width from 4 to 6 feet. The remains of the turf retaining-wall were found to continue as expected. Under them, at a distance of only a few inches under the expected interval of 12 feet from the Section A 2 post-hole, the next post-hole was found, similar to its neighbour. It could therefore be believed that although these post-holes had been missed in Trench O and Section A 0, they had in fact formed a continuous series, and a square cut (A 3) was made opposite the hole discovered in this northward extension, centred on a point 18 feet back into the rampart from it, to find its fellow on the inner line. The rampart



Plate II, 1. THE SOUTHERN DEFENCES, LOOKING W., THE MIDDLE RAMPART IN THE CENTRE.



Plate II, 2. SECTIONS A1 and A2 IN THE PARTLY LEVELLED INNER RAMPART, LOOKING W.
The four ranging-poles stand in post-holes : line of Inner Ditch in foreground

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material was dug away and the old turf-line skinned off, and the gravelly subsoil beneath it was carefully scraped away in layers of half-an-inch at a time, but no vestige of a post-hole could be detected. The subsoil was here extremely loose, and naturally of a dirty greyish colour, and only extreme good fortune could have preserved the desired remains.

The search for further post-holes on the outer line was prosecuted to the full limit of the northward extension made for the purpose. None were found, but a very good reason for this made itself evident. As seen in the photograph Pl. III, taken looking northward up this extension, the lip of the Inner Ditch, which was cleared all the way along to make certain of the original alignment, was found to be disfigured by an irregular series of incurving bights. That these were not a feature of the ditch as originally dug was shown by the fact that the trace of the rampart-face did not incurve to correspond with them, but ran straight, so that the bights impinged upon its 18-inch berm, and even transgressed into the course of the rampart-face itself. These bights had evidently been caused by small landslips in the lip of the ditch, caused by the looseness of the natural gravel, and aided by the narrowness of the berm separating it from the heavy structure of the rampart. In fact, the two biggest bights were found to come just where post-holes were expected, and this fact, unfortunate as it was, did something to attest their former presence, for such post-holes dug in loose gravel so near the edge of a ditch, with the weight of the rampart-structure pressing on them from behind, would naturally concentrate the forces making for a landslip upon themselves, and thus when the slips occurred bring about their own disappearance. This is what seems to have happened here, and it is therefore permissible to believe that the line of post-holes originally continued as would be expected. No finds were made in these extensions.

(vii) **The Reconstruction of the Ramparts.** The reconstructed profiles shown in broken lines in the Fig. 5 Sections have been arrived at with the help of evidence obtained in the excavations in the Entrance area. Their consideration will be accordingly deferred until these have been described (pp. 142 ff).

IV. The Excavations in the Entrance, or Area E.

Plan, Fig. 6 ; Sections, Figs. 7-10 ; Photographs, Pls. IV-VI.

With the exception of the scattered cuttings in the interior of the Rings, to be noticed below (p. 151), the rest of the work was wholly devoted to the Entrance on the eastern side. The lie of the ground (*cf.* Fig. 2) made it appear in general likely that the



Plate III. VIEW LOOKING N. ACROSS THE E. ENDS OF SECTIONS A1 AND A2 showing old turf-line and remains of Inner Rampart and turf revetment in foreground, and extension A4 along irregular edge of Inner Ditch behind. Flagged pins stand in post-holes.

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natural gully, observed above (p. 126), to have seemingly determined the situation of the Entrance, was here in reality both wider and deeper than it looked. It seemed probable that this gully, like the defensive ditches running from Area A up to it on the south, had been to a great extent filled up in the levelling operations of 1750. Accordingly, this filling might on its southern flank be expected to have overlaid and therefore preserved the remains of that side of the Entrance-works through which it must have passed, while the fact that their north side was still standing largely intact presented its own more obvious possibilities of useful excavation. These expectations were to a great extent fulfilled.

(i) **The Entrance an example of the Inturned type.**

A point on the main base-line 250 feet from its termination on the south of Area A was chosen as the corner-point of the Entrance excavations. From it two initial trenches were cut, one prolonging the base-line itself for a further 100 feet, the other at right angles to it running across the line of the defences, parallel to the sections cut across them in Area A. It was expected that the latter would provide a clean section through the works before they had begun to be modified by any special design of the Entrance defences, while the former would cut across the Entrance-way itself at its upper end, immediately inside those defences, whatever they were. From these two axes the exploration of the whole Entrance could then be begun on two fronts.

The trench at right angles to the base-line first encountered the occupation-hollow to be described below under heading vi p. 150. Beyond it, 64 feet from the base-line, the remains of the base of the Inner Rampart began to be discernible. The levelling of 1750, more thorough here than in Area A, had reduced it to a bare few inches of gravel, resting on an old turf-line very imperfectly preserved, and merging at once into the modern humus above. The shallow section so obtained need not be figured, but at least it was thus proved that the Inner Rampart had here stood in its expected place, exactly on the alignment it had taken up in Area A. Between 70 and 80 feet from the base-line the natural ground-line began to fall. Here in fact was the eastern edge of the plateau, and on its brow, 90 feet from the base-line, appeared the edge of the Inner Ditch. The trench was continued for a further 13 feet into it, and widened from 3 to 4 feet, in order to make sure there was no mistake; the beginnings of a section exactly similar to Section A o were disclosed, and it was judged to be unnecessary to dig the whole of it out. However, a northward extension was cut back from the trench inside its inner lip, in search of a post-hole belonging to the rampart-structure like those found in Area A. One was found, exactly like the latter, 2 feet 6 inches from the north side of the main trench and the same

distance from the edge of the ditch. The whole of the rampart-face itself had been dug away, and thus nothing was seen of the turf retaining-wall, but this post-hole was enough to make it appear that the rampart-structure here had been similar to that in Area A. This extension also disclosed the fact that the ditch was here beginning to curve slightly outwards: this indication was followed up later in a manner to be described below (p. 141).

To return now to the other axial trench (E1), cut along the main base-line; it encountered nothing for the first 35 feet from the corner-point, but then a streak of grey gravel began to appear above the subsoil, which gradually thickened to 18 inches seven feet further on, having there 9 inches of humus above it, and 6 inches of gravelly subsoil below. Though no old turf-line was perceptible, this seemed to be the remains of a rampart, running at right angles to the main defences as though to flank the Entrance-way, and this notion was confirmed by the discovery of a post-hole, similar to those already recorded but 14 inches across, in the middle of the trench 46 feet from the corner-point, at which point the gravel dropped down and vanished. Immediately beyond this, the natural subsoil sloped down into the side of the Entrance gully, which here proved to be about 18 inches deep only, the trench being so near to its upper end. It was about 30 feet wide, with a similar slope on the north, beyond which, however, no further traces of rampart were found.

The presence of remains of a Rampart flanking the Entrance gully on the south, thus disclosed by excavation, could in fact be detected by a careful examination of the present-day surface of the ground, though its contour was extremely low. As shown by the hachure-lines on the plan, this Rampart is nothing else but a continuation of the main Inner Rampart of the defences, inturned round a sharp curve, lying between our two axial trenches, to run inwards at right angles, flanking the Entrance-way. The further trenching which confirmed these indications will be described shortly, but it may now be definitely stated that the Entrance was of the Inturned Type. That is to say, the ends of the Inner Rampart were turned in on either side of the Entrance-way, and ran inwards to flank it at right angles to the main line of the defences. The total length of the inturned portion, measured externally, was on this south side about 100 feet. On the north, no signs of inturning were apparent, for the Inner Rampart now terminates straight against the northern side of the Entrance gully. But it is evident that it originally had an inturned end similar to that on the south, which has been entirely removed in the levelling operations of 1750. This was in fact proved by excavation, as will be seen (p. 146).

The indication given by Gough's plan, cited in the Introductory Section (p. 126) is thus substantiated.

The main excavations in the Entrance will now be described, beginning on the outside and ascending to reach the inside, marked by the axial trench along the base-line already noticed.

(ii) **The flanking of the Entrance-way by the Inner and Outer Ditches.** The location of the inner edge of the Inner Ditch 90 feet from the base-line in Trench E 2 has been recorded (p. 138): it was on its expected alignment. The location of the Outer Ditch was first made by two cuttings placed as a measure of precaution rather nearer to Area A, *viz.* at 147 feet 6 inches and 167 feet 6 inches from the exposure of this ditch in Section A 1. These were supplemented by a cutting 12 feet south of the alignment of trench E 2, which located the ditch's outer but not its inner edge, owing to the intervention of a group of bushes. These three cuttings together revealed that the Outer Ditch, after having apparently kept on its expected alignment all the way from Area A, began at about 165 feet from it to slant slightly inwards, at the same time becoming narrower: from a width of not less than 30 feet it shrinks to nearer 20 feet. But this was not a sign of its tapering to an end: further cuttings, made northward from here wherever suitable gaps in the thick bushes permitted, showed that after diminishing to a minimum width of 18 feet the ditch bent sharply round inwards, at the same time expanding again to a width of 26 feet at the elbow of the curve. It was here found to be 7 feet 6 inches deep below modern surface, with no less than 5 feet of dark vegetal mould in it, above which lay the gravelly filling levelled into it in 1750 from the Middle Rampart within it. Trench E 12, in which these measurements were obtained, was carried northwards across this elbow of the ditch to span the whole of the entrance gully. The hollow Entrance-way was found to be clearly defined in section, 10 feet wide, running up hill at right angles to the trench. The next section across it was taken 15 feet further up hill, and prolonged southwards to see what happened to the ditch after its sharp bend. It was found to be now running parallel to the Entrance-way, in fact flanking it on the southern side, and the section so obtained (E 11) is shown in Fig. 7.

This **Section E 11** shows on the right the profile of the hollow way, somewhat spoilt by the intrusion of a modern cow-burial, about 9 feet wide and containing some 6 inches of dark silt, above which was the same thickness of clean sand. The whole gully is silted above this level with darkish mould, so that the bottom of the hollow way lies 7 feet below modern surface. The middle portion of the section shows that allowing for the cow-burial a space of 7 feet 6 inches may be measured between the south edge of the hollow way and the north edge of the Ditch running parallel to it. The Ditch has been cut in the side of the natural gully, so that its depth measures 2 feet 6 inches from its north or lower edge and 6 feet

from its south or upper edge. Its bottom is flattish, with 6 to 9 inches of sandy rapid silt and over 2 feet of dark mould above that ; over this, 2 feet 6 inches thick, lies the gravel fill levelled from the adjacent Middle Rampart in 1750. The width of the ditch is 20 feet ; it is here just opposite the centre line of the Middle Rampart, the end of which it cuts off from the Entrance-way. The next three cuttings, taken in conjunction with the initial location of the Inner Ditch in trench E 2, showed that it continued up hill to bend again, with another but a much more widely-extended elbow, right round the Middle Rampart to pass behind it and become one with the Inner Ditch. The outward curve of the latter adjoining trench E 2 (p. 139) is thus explained. The position of the four cuttings in question will be seen from the plan (Fig. 6) : it was not feasible to dig more on account of the bushes and of the great amount of material which would have to have been moved to obtain further effective sections, but there can be no doubt at all of the main fact, that the Outer Ditch and the Inner Ditch were in this way united on the south flank of the Entrance-way.

Section E 10 (Fig. 7) shows the profile of the largest of the cuttings, with the Ditch showing on the left, its flat bottom 67 feet below modern surface. Its filling, mainly of dark mould, calls for no special description : the gravel spilt down from the rampart behind has been spread right down to the edge of the hollow way, here only about 6 feet from the edge of the ditch. The hollow way is just under 10 feet wide, and 4 feet 6 inches deep below modern surface : the foot of dark mould in its bottom is covered by a like thickness of sand. This section introduces for the first time the Inner Ditch on the north side of the Entrance-way, into which it was carried for 8 feet. Its edge is here nearly 12 feet from the northern edge of the hollow way, twice as far as that on the southern side, and this is not the only point of difference. As is indeed to a slight extent perceptible on the surface, this northern line of Inner Ditch terminates here, and is not joined with the Outer Ditch as is the case opposite. The portion of it seen on the right of Section E 10 is thus its true end. For a cutting made opposite the north end of Section E 11, in a line with the crest of the Middle Rampart, disclosed nothing but virgin gravel, and though the thick undergrowth here made further probing impossible, it seems clear that on this side the Inner and Outer Ditch did not bend round to join one another alongside the Entrance-way, as they did on the south. Instead, the Middle Rampart must have continued to within 10 feet or so of the hollow way, though it has been levelled (perhaps this too in 1750) for as much as 75 feet from it. This was made certain by the cuttings made opposite and beyond the north end of trench E 12 to locate the termination of the Outer Ditch on this side. It was found 9 feet from the

edge of the hollow way, curving inwards away from it as well as outwards, and the upper part of its filling was composed of gravel which can only have come from the levelled portion of the Middle Rampart. The outer cutting was made Z-shaped to locate the curve of the ditch in two places, and was extended so as to reach the bottom, which was found to be rather irregular, varying somewhat abruptly from 3 feet to 3 feet 6 inches in depth below modern surface. Owing to its modern infilling, this end of the Outer Ditch was next to imperceptible on the surface, but the plan seems to show that it must have been at least 30 feet wide, a figure which, as Section B (Fig. 3, p. 128) has shown, increases to a full 40 feet further north where the natural slope becomes gentler. The Inner Ditch, more formidable still, may be taken as 40 feet wide on this side right up to its end against the entrance gully. These cuttings at least served to recover the plan of the outer portion of the Entrance defences, of whose features there are next to no traces on the surface. The asymmetry caused by the projecting ends of the northern ditches, and the break in the alignment between the two corners of the Inner Rampart, will be noticed. They give the Entrance-way a slight right-handed twist between these cuttings and those next to be described.

(iii). **The Corners of the Inner Rampart on either side of the Entrance-way.** West of Section E 10, the Entrance-gully ascends steeply, between the rounded shoulder of ground representing the superficially destroyed corner of the Inner Rampart on the south, and the untouched northern corner, which stands with its crest some 16 feet above the trough of the gully where cut by that section. It has been noticed above (p. 130) that traces of a facing, now turned to compact mould, were observed in various places on the forward slope of the rampart, which suggested the presence of a retaining-wall of turf in front of its loose gravel core—a suggestion confirmed by the remains of such a turf retaining-wall discovered in Area A (p. 138). To follow up this indication, a diagonal cut was made half-way round the northern corner of the Inner Rampart above the Entrance-gully, with its lower end 26 feet west of the northern end of Section E 10. This cut was taken 2 feet into the sloping face of the rampart, and was 17 feet 6 inches long; for 15 feet up from the lower end it disclosed nothing but solid turf-mould, disintegrated near the surface and dissolving into silt towards the lower end, but displaying within the unmistakable stratification of coursed turves. There had then certainly here been a turf retaining-wall to the face of the rampart; in the upper 2 feet 6 inches of the cut, the beginning of the core was revealed, and this was not here of unmixed gravel, but of gravel interlaced with seams of turf. This was an unsuitable place for an effective section, owing to the situation and especially to the

roots of the adjoining trees, but the indications so obtained were fully amplified elsewhere.

The main section taken across the Entrance-way between the incurving corners of the Inner Rampart was **Section E 8**, which was cut parallel to the base-line, 40 feet from it, on the exact alignment of the existing crest of the Rampart which runs on northward towards Section B. It is shown in Fig. 8. The total length is 59 feet. On the right the section rises to this crest, which is seen to be just 7 feet high above the old turf-line, the latter shows clearly as a black band 4 inches thick: in it at the end of the section was found the remains of an iron chain, figured in Fig. 14 (pp. 153-4).

Under the crest and for over 10 feet along the section we have the main core of the rampart, composed of successive tips, differing in thickness of gravel of different colours, red, grey and dirty brown. Where the ground-line beneath is level, these are laid horizontally: where it begins to slope down into the Entrance-gully, they dip, and finally end against a straight and nearly vertical face of an entirely new material. For 18 inches or so from this face, the gravel tips are interleaved or replaced by well-marked layers of turf that at the bottom being a solid block, composed of several courses of sods, nearly 3 feet long and rising to a height of 18 inches against the face, and that at the top being a less well-defined block, rising to a height of 15 inches which brings its summit to just under the modern surface, which is here 4 feet 6 inches above the old one. The face itself is that of a homogeneous mass of rather sandy, but quite compact and damp clay, which stands as a solid retaining-wall over the lip of the steeper part of the natural slope into the Entrance-gully. Its existing top is level, standing on the upper side 3 feet, and on the lower side 5 feet above the natural surface-line. On this side the top is eroded, and the face of the wall below it is defined only as the nearly vertical line dividing the solid clay itself from the looser version of the same material deposited against it as silt from the wall's own vanished higher levels. At the bottom of this line the position of the wall's foot is shown by an extra wedge of turf placed just above the natural turf-line, which also at this same place is cut sharply away. This is a further example of the builders' use of turf as a steadying or binding material, also here attested by the layers of it with which the gravel rampart-core is interleaved against this wall's inner face, as just observed, and the presence of a short turf course on its existing top at that end, showing, together with the greater height of the turf block standing between it and the upper part of the gravel, that this top was originally only a horizontal seam dividing the lower part of the clay wall (*i.e.*, that still existing) from an upper part, now washed down as silt against the outer

face. There is also one sod built into the wall itself, lying horizontally and showing that the clay was laid in level spreads. This then was the method adopted to retain the rampart round this dangerous corner, where the outward thrust of the loose gravel core had to be counteracted on the adverse natural slope presented by the side of the Entrance-gully. The original profile, to the full height of the crest, must have stood up approximately as shown by the broken line drawn on the section.

Before leaving this side of the defences, **Section E 4 Extension** must be noticed, which is shown over this end of E 8 in the drawing (Fig. 8) and was taken at right angles to it from its northern end westwards out to the level ground within. It shows the same tips of variegated gravel forming the rampart-core, drooping somewhat as they approach the original inner face, but this is now destroyed, as the inward turn of the rampart here, which would have prolonged this section considerable farther west, was dug away in the levelling of 1750, as above explained. There is therefore no trace of any retaining wall or facing.

To return now to **Section E 8**, the bottom of the Entrance-gully, is seen to lie some 20 feet out from the original face of the clay retaining wall, and 7 feet 6 inches below the level of the old surface at the section's northern end outside the gully. A thick line of mould runs down on to it from the original foot of the retaining wall, and above this is a foot or so of gravel silt which has run down from the top of the rampart-core after the decay of the wall's upper portion. Over this comes the line of the humus existing prior to the 1750 levelling, above which the material thrown down thereby from both ramparts brings the present surface up to a height of 6 feet above the natural bottom of the gully.

Lastly, the face of the southern rampart is seen on the extreme left. It is formed by the remains of a retaining wall of turf, visibly built up in courses, now standing 21 inches high above the old humus-line, which is clearly to be seen ending off sharply at its foot, as it does on the opposite side of the gully. Silt from the upper and inner parts of the rampart has run down over it into the gully, to be covered by the pre-1750 humus, with the filling material of that date over it, which has raised the modern surface to 5 feet above the old. But the most remarkable feature of the rampart-structure here is the very large post-hole directly under the turf-built facing. The section of the latter shown in the drawing was actually taken opposite the western rim of the hole, and the facing above its centre was too wasted to show any trace of the post itself, which was presumably half recessed into the turf-work. The post had in fact evidently been removed, doubtless when the defences were dismantled, for the hole was full of clean loose gravel, with traces of carbonized wood only at the very bottom,

which was just 6 feet below the edge of the natural humus-line. The hole was oval, measuring 2 feet 6 inches by 3 feet 6 inches on plan, and must have held a young tree-trunk of considerable strength supporting the rampart-revetment at this corner where one of the light posts implied by the smaller holes encountered in Area A would have been too weak. It was impossible with the time and resources available to clear away the whole of this corner of the rampart-face down to the natural level in search of further traces of the retaining-structure, owing to the depth at which it lay, under 5 to 6 feet of soil, gravel, and silt. There may well be more such post-holes on either side of this one. It is also possible that others exist on the northern side, where such posts may have been employed to reinforce the clay retaining wall already described. It will only be feasible to search for these if the whole gully is ever cleared down to its old level for a modern purpose, *e.g.*, for a road or drive. But meanwhile the general character of the works here is clear enough, and a reconstruction of the approximate original profile on this southern side has been added to the section in broken line. It will be noticed that on this side the rampart takes no advantage of the sloping side of the gully; indeed this is not to be seen at all. The reason for this is that the gully was wider than the builders wished their Entrance-way to be, so that they had to build their rampart out into it on this side, as will be more clearly seen in Section E 4. There was thus no adverse slope to contend with on this side as there was opposite, and this is no doubt why a clay wall was not built here as there. On the other hand, to equal the height of the northern rampart-crest, standing up on the gully's edge, a greater vertical height would here be needed, and this must have been a compelling reason for the use of such a big corner-post.

The curving face of the rampart-corner was pursued for 10 feet south-eastward from this end of Section E 8, for the accurate location of its course, as shown on the plan (Fig. 6), and across the far end of this diagonal cut another section was dug, at an angle of 45 degrees to the base line. This was **Section E 6**, which is shown in Fig. 8 and can be briefly described.

The old surface is seen sloping at about 1 in 4 from the upper end of the section down to the gully bottom some 4 feet lower; it is well marked by a 4-inch turf-line. On the bottom stands what is left of the rampart-face: the turf retaining-wall has wasted away a good deal, and a streak of turfy silt is actually seen dribbling away from the remains of it, and the gravel rampart-core behind has streamed forward over it. But underneath a thick bedding of sandy turf is well preserved on the level gully bottom, as much as a foot thick, and set in this, directly below the remains of the retaining-wall, were found a number of irregularly-shaped blocks



Plate IV, 1. VIEW (FROM N.W.) OF FOOT OF TURF RAMPART-
REVTMENT IN SECTION E6,
showing limestone blocks as found

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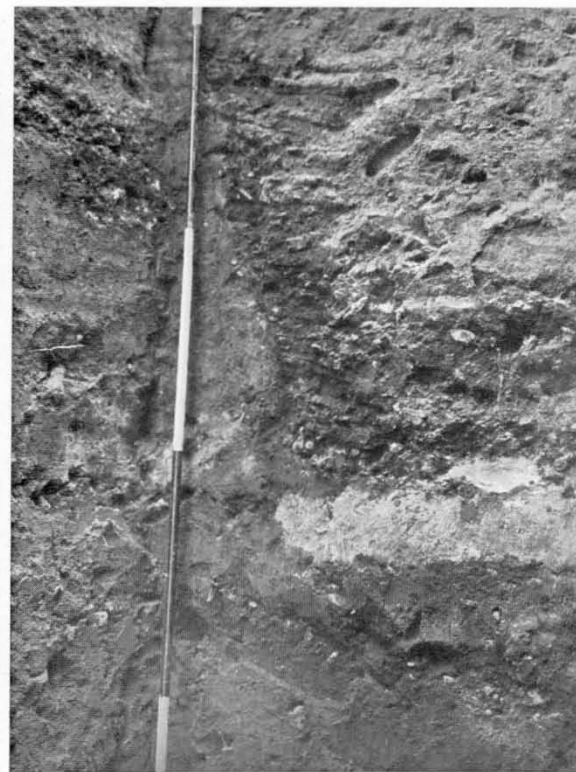


Plate IV, 2. CLOSE VIEW OF PART OF SECTION E5 ANNEXE,
showing face of turf Rampart-revetment on left, and
silt piled against it on right

of a material which has proved (p. 155) to be sea-worn marly limestone. It seems that these were used to form a strengthening kerb to the rampart-facing here: the position of the stones is shown on the plan (Fig. 6), and those on the line of this section are shown *in situ* in the photograph, Pl. IV, 1. This feature will be encountered again (p. 150).

It remains to record that extensions of Section E 8 were dug westwards up the sides of the Entrance-way for 15 feet, as shown on the plan, to locate the further course of the two rampart-faces. These were found in lateral cuts made north and south from the main trenches, and proved to confirm what had been found in Section E 8 itself. The only differences were that on the south side the turf facing was rather better preserved, and that on the north there was much less of the facing left, owing to the destruction of this inturned wing of the rampart in the levelling of 1750. It will also be seen that the Entrance-way is now narrowing slightly. More can be learnt from the next section to be described.

(iv). **The Inturned Ramparts and in Entrance-way in Section E 4.** The principal cutting across the Entrance defences westward of those described was Section E 4, which was taken at 50 feet from the base-line and parallel to it; that is, about half-way up the Entrance-way. It is shown in Fig. 8. On the right is the site of the northern inturned rampart-end, of which nothing remains in place. Its former existence is, however, proved by the presence of the material levelled from it into the Entrance-gully in 1750, which is there plainly to be seen above the intermediate humus-line which overlies the primary silt. There is therefore no doubt of the correctness of the indication of Gough's plan, and of the view already formulated here (p. 139), that the Entrance was a fully-formed example of the Inturned type.

The full width of the gully is seen to be very nearly the whole 80 feet spanned by the section. The steeper northern side had the rampart-end planted on its brow, overlooking the sharpest part of the slope, as has just been shown, but the southern side, widely-splayed and shelving, could not be utilized in this way. It needed, in fact, to be blocked up, to reduce the Entrance-way to the breadth required. This was no more than some 36 feet, and the southern rampart-end was accordingly built in the gully itself, blocking its south side for 30 feet out from its edge. The levelling of 1750 therefore left the whole of the lower part of this in place, since it was already serving the desired purpose in blocking this side of the gully; and here it was duly found, standing 4 feet high. The old turf-line, which is throughout well-marked, shows a pronounced thickening just under what proved to be its face, to as much as 9 inches, and this may perhaps be artificial: it anyhow has the result of improving the slight natural convexity of the gully-

side here into a convenient platform for the rampart to stand on, 3 feet above the bottom of the gully where ran the hollow-way of the entrance. That bottom is now buried by over 7 feet of silt and levelled rampart-material; the former, as already seen, is clearly divided from the latter by the pre-1750 humus-line, and is shown by the section to have formed a sloping talus which protected some 3 feet 6 inches of the rampart-face. As was expected, the face was formed of turf, built up in courses with an even batter or inward slant of some 75 degrees. The courses ran inwards as seams interleaving the stratified tips of gravel of which the core was composed; these, distinguishable by their various shades from red to grey, filled the whole of the side of the gully. The levelling which had removed the upper part of the rampart had therein mutilated an interior turf foundation, the remains of which were noticed 4 feet above ground-level from 7 to 10 feet back from the front. This seems to have been the base of a strengthening wall of turf concealed in the rampart-core.

(iv). **The Reconstruction of the Ramparts.** No traces of timberwork were discovered, but no doubt the same arrangement of light posts supplementing the turf revetting-wall to stabilize the rampart, was employed here as already observed elsewhere. It was not possible to widen the section to the width required for ensuring the location of the post-holes, owing to the quantity of material needing to be moved for the purpose, but though the removal of any large stretch of the whole remaining mass of the rampart here was thus not feasible, its exterior face was cleared for a distance of 25 feet westward from the side of Section E 4, and the result is shown in the photograph, Pl. V, taken from the end of this extension looking back eastward at the section. The profile of the rampart-face is plainly seen in the section's far wall, and the cleared length of face well shows the external character of the structure. At the end of the extension the short **Section E 5 Annexe** was taken, showing the face as before, but here rather less than 3 feet high, and the 'close-up' photograph pl. IV, 2, was also taken of its profile at this point, showing the turf revetment on the left with the talus of silt lying piled against its slanting face.

A cutting across the northern edge of the Entrance-gully directly opposite this section disclosed nothing more than had been learned from Section E 4. But the exposure of so much of the buried southern rampart here, both in section and elevation, provides evidence of great value for the reconstruction of the original form of the rampart-structure at Buckland Rings in general. Despite the impossibility of moving masses of material to obtain further evidence of the location of post-holes, it was considered that the evidence from Area A might fairly be used in conjunction with

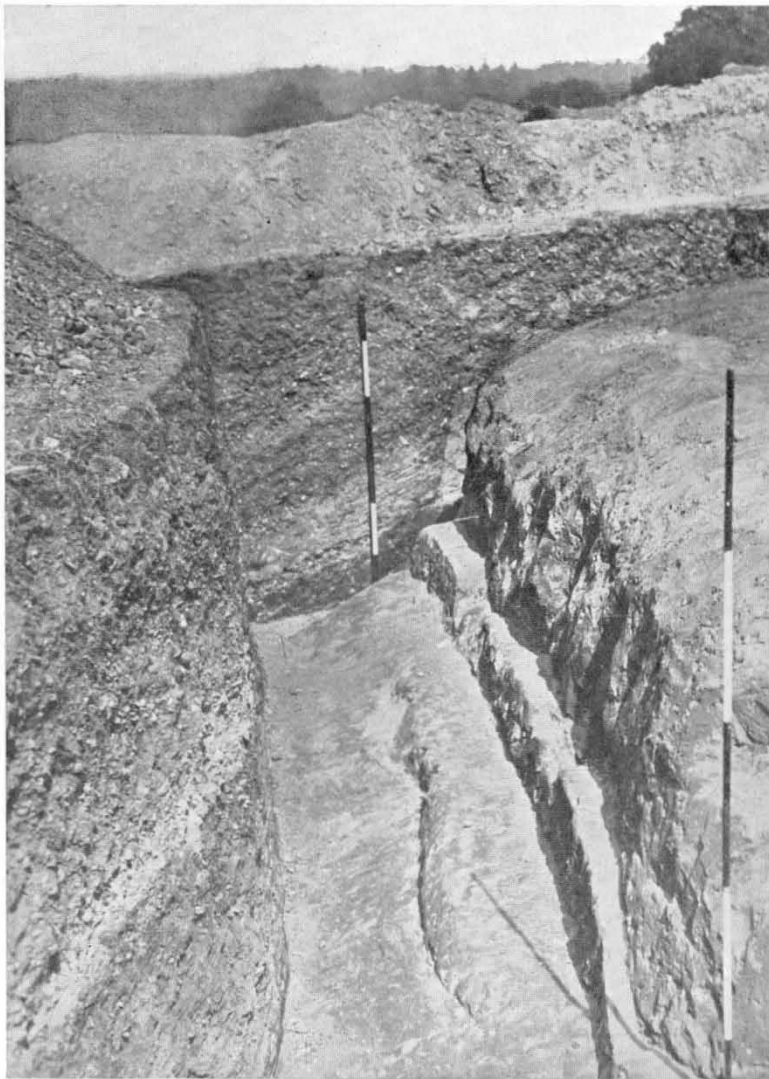


Plate. V. VIEW (FROM W.) OF EXPOSED PORTION OF S. INTURNED RAMPART
FLANKING ENTRANCE

with turf revetment as excavated : part of Section E 4 behind

To face p. 147]

that presented in these Entrance sections, most particularly Section E 4, to effect a presumptive restoration of the structure. This is shown in broken line in this and the other sections, and most typically in Section A o. The evidence adducible from the superficial Sections B, C, and D has also been brought in to the calculation of the height and volume of the ramparts, in respect of the latter checked by the cubic capacity of the ditches as revealed in excavating Section A o. The result, taking the 75 degrees batter of the turf facing in this Section E 4 as the original standard, is an Inner Rampart normally 12 feet high and 30 to 40 feet broad at the base, with a steep turf-revetted front which must have been topped by a level walk. The inner side of this walk would require support, in view of the looseness of the gravel core under it, and here is very possibly the explanation of the interior turf foundation observed in this section as above noticed. The position of this implies then a walk 6 feet wide: the inner, of the two rows of light posts implied by the holes found in Area A must have contributed to its stability in helping to keep the whole rampart steady, for the posts in this and those in the forward row along the rampart's face must have been braced together with horizontal timbers at intervals. The inner side of the rampart could then be left as a sloping bank. The Middle Rampart may be reconstructed on the same lines but on a smaller scale: its height will on a similar calculation be 8 feet, and breadth at the base 30 feet. It is, of course, not desirable to press such of the details of this reconstruction as are not vouched for by evidence which is in the main direct, but in outline at any rate it may be regarded as valid. The subject will be briefly reverted to in the Summary (p. 163).

(v). **The Entrance Gateway.** The extension along the southern rampart-face just described was joined to the base-line trench E 1 by a trench (E 5) at right angles to the latter, which showed that the gravel core of the rampart behind the cleared stretch of turf facing ran on continuously to unite with the terminal remains of it originally disclosed in trench E 1 as stated above (p. 139). The presence of a post-hole there, similar to those below the rampart-base in Area A, may be recalled as confirming the belief that a continuous series of such post-holes were made here as there for the stabilizing of the rampart; this one must belong to the inner line of them. A large extension was now dug eastward from the base-line trench E 1 in the middle of the Entrance-way, to locate the outer line of these posts and the termination of the rampart-face on this side, and as much as could be found of the structure on the north side opposite—in other words, to find the actual Entrance gateway. It will be seen from the plan that the hollow way had now been shown to run right up the Entrance-gully for close on 200 feet from the outermost line of the defences,

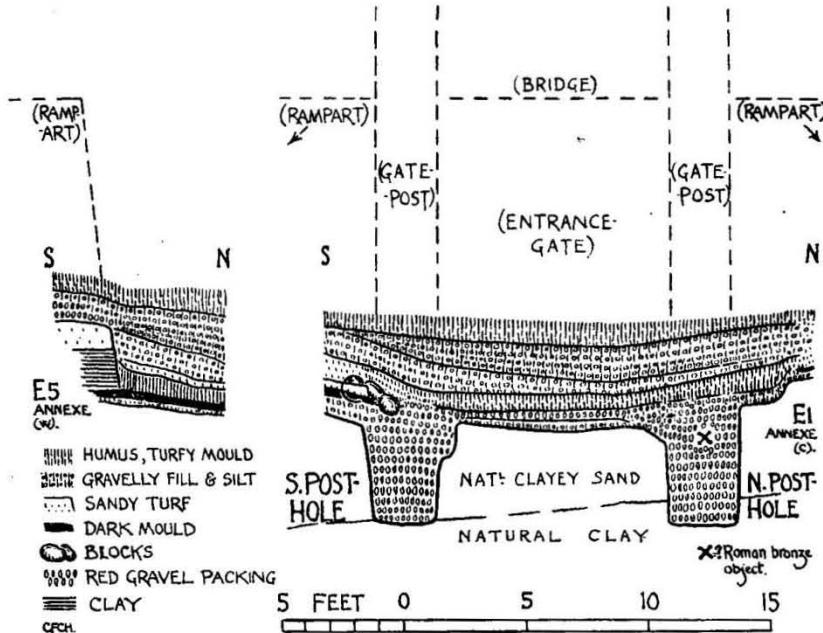


FIG. 9. SECTIONS E 5 ANNEXE (W. SIDE), AND E 1 ANNEXE (Centre line, across Entrance Gateway).

with the inturned rampart-ends gradually converging to narrow the passage down on either side. The passage was in fact a long bottle-neck, and as yet no sign of a gateway across it had been observed. The Entrance Gateway was thus to be looked for at the extreme narrow end of the bottle-neck, between the terminals of the inturned ramparts. It was there found.

The gate had been secured upon two large posts only, the holes of which were found immediately east of the base-line trench. The section taken across them is shown in Fig. 9 (E 1 Annexe). They were bell-mouthed, the openings being ovals averaging 8 feet by 6 at the old surface level, just under 7 feet apart where closest to each other; these openings sloped inwards to more or less cylindrical shafts 3 feet in diameter, with flat bottoms 4 feet 9 inches deep below the natural gravel surface between the openings, or 5 feet 6 to 9 inches below the old turf-line on either side of the Entrance on which the rampart-ends had stood. If the gate-posts were something like 2 feet 6 inches in diameter, as is implied, the width of the Gateway between them must have been just 10 feet.

The holes were full of clean, loose, reddish gravel, clearly the original packing which had settled loosely in them after the deliberate removal of the posts. A few tiny scraps of carbonized wood, reduced to fine powder, were found in this; and a rather larger amount (apparently oak) at the bottom of the northern hole (p. 155). Further, 9 inches from the bottom of the southern hole were found the remains of a piece of iron of small size and uncertain character. In the northern hole was found, 3 feet 6 inches from the bottom, a small tubular object of bronze (p. 153). The iron scraps probably, and this certainly, got to the positions where they were found when the posts were extracted: the bronze object is too fragile to have survived undamaged in the gravel when this was rammed as packing round the gate-post, and its depth in the absolutely clean gravel was too great for it to be a later intruder. Unfortunately it is not precisely datable, but it is certainly either Early Iron Age or Roman, with, in my opinion, a possible balance in favour of the latter. This will be returned to below. A smallish lump of clay daub was also found in this hole, 1 foot from the bottom: a similar lump occurred unstratified in the base-line trench E 1 north-west of it.

The Entrance-way between the post-holes had a gravel surface over natural clayey sand; it forms the floor of the gully, which is here almost at its end and shallow, as already remarked. Its northern side is still just steeper than the southern, and while nothing is left of the northern rampart-end, a little gravel, continuous with that already observed in trench E 1, represents the southern one, together with the bottom course only of the turf facing: this is seen on the left of the section. Along and around this, and on the edge of the post-hole, in the upper part of the loose gravel in it, and beyond it for over 10 feet eastward, were scattered a number of blocks of the same limestone as already encountered in Section E 6 (p. 145). They had seemingly formed a kerbing to the Entrance-structure on this side, but opposite they were entirely absent. The eastward extension of the cutting in which many of these were found showed the rampart-facing gradually increasing in height as the ground-level fell with the slope of the gully, but revealed no further post-hole: it may therefore be said with certainty that there was none on the other side either, and that the Gateway was formed of a single pair. The pair of post-holes, when fully cleared, are seen in the photograph Pl. VI, 1. Doubtless the posts rose over the full height of the rampart-ends, and were connected by a bridge above the gate, as shown in broken line on the Section (Fig. 9).

(vi). **The Occupation-hollow behind the Southern In-turned Rampart-end.** It remains to notice the only definite occupation-site discovered in the excavations. This was situated,



Plate VI, 1. VIEW (FROM S.W.) ACROSS ENTRANCE GATEWAY
Showing post-holes (marked by ranging-poles), and limestone blocks in
foreground)



Plate VI, 2. S. END OF OCCUPATION-HOLLOW (FROM N).
To face p. 150]

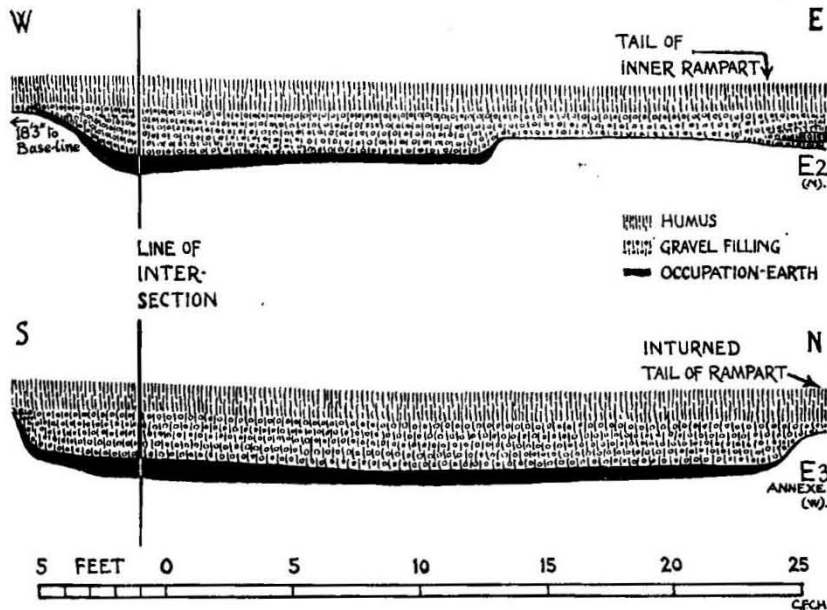


FIG. 10. SECTIONS E 2 (N. SIDE), AND E 3 ANNEXE (W. SIDE)
ACROSS OCCUPATION-HOLLOW.

as seen on the plan (Fig. 6) behind the southern Inturned Rampart-end beside the Entrance, immediately adjacent to the tail of the Rampart both on the north and the east; it consisted of a steep-sided hollow excavated in the natural gravel, 32 feet from north to south, and 19 feet from east to west (Sections E 2 and E 3 Annexe, Fig. 10; photograph, Pl. VI, 2). Its bottom was practically flat, 2 feet 6 inches below the natural gravel surface; on it was an occupation-layer 6 to 9 inches thick, consisting of dirty gravel mixed with powdered charcoal, remains of baked clay daub, burnt flints and pebbles, a small quantity of pottery, and some pieces of iron (pp. 155, 156 ff). The infilling above was of nearly clean gravel, with a little charcoal and baked clay scraps in it, but nothing else. A hut of light construction must have covered all or part of this hollow, but despite careful search no post-holes or other structural traces were discovered. The paucity of remains indicates an occupation of no great intensity, and in all probability of no long duration.

V. Trial Excavations in the Interior of the Site

A number of trial cuttings were made in what seemed to be likely parts of the interior of the site, in search of further traces of occupation. None were found, not even behind the northern

inturned rampart-end in a position corresponding to that of the hollow just described. These cuttings need not therefore be individually noticed: their locations will be seen on the plan, Fig. 2 (p. 127). This negative evidence may be taken as confirming the belief that the occupations was sparse and brief, or perhaps more probably intermittent. Such finds as were made now remain to be described.

VI. The Finds

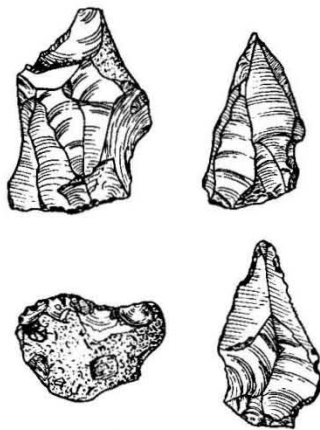


FIG. 11.
FLINT CORES (ABOVE) AND IMPLE-
MENTS (BELOW) FROM NEOLITHIC
OR BRONZE AGE HEARTH ($\frac{1}{2}$).

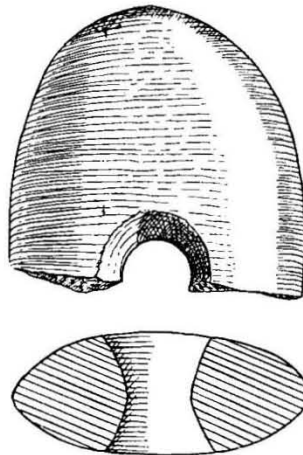


FIG. 12.
HALF OF STONE HAMMER-HEAD ($\frac{1}{2}$).

(i) **From the Neolithic or Bronze Age Hearth in Section A 2** (p. 135). (a) **Flint** (Fig. 11). Two cores (above) and two flake-implements (below) are figured from this hearth. The cores, more or less hoof-shaped and with some secondary edge-trimming along the bottom, call for little comment. Of the flake-implements, that on the left is a scraper made from an outside flake struck from a pebble, with poor edge-trimming on one side; that on the right is a sub-triangular tool with a blunt point and a serrated edge pointing to use as a miniature saw. The other flints from the Hearth are mere flakes, with poor edge-trimming or none, and the same may be said of the other flakes found unstratified in the neighbourhood (p. 135). All have been made from Tertiary pebbles out of the gravel, which explains their small size, and the industry is too poor to be invested with much typological significance.

(b) **Stone** (Fig. 12). The half of a stone hammer-head found in Section A 2 behind the rampart (p. 135) is of fine-grained brown sandstone. The complete implement has been of oval

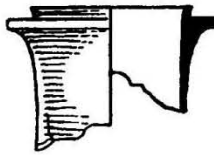


FIG. 13
TUBULAR BRONZE OBJECT
(1).

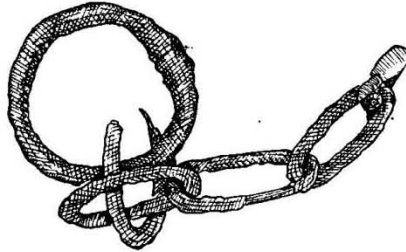


FIG. 14
PART OF IRON CHAIN ($\frac{1}{2}$).

form with elliptical cross-section, with central perforation for hafting of 'hour-glass' shape, indicating that it has been bored by grinding with a stone from both ends. It would be rash, however, to suppose that this Neolithic technique implies that metal was as yet unknown in the period of manufacture: among such poor folk it need not have been superseded until far into the Bronze Age. The surviving end of the hammer-head shows signs of battering by use.

The period 2000—1000 B.C. may be given as an approximate limiting date for this whole group, with a possibility in favour of before rather than after 1500.

(ii) **Bronze Object from the N. Entrance Gateway Post-hole** (p. 150). This object is shown in Fig. 13. It is the end of a tubular object, broken slantwise across, giving a maximum surviving length of $\frac{3}{4}$ inch. The diameter of the shaft is externally just over, internally just under, $\frac{3}{4}$ inch, the thickness of the metal being $\frac{1}{8}$ inch. Towards the end it expands to a lip $1\frac{1}{8}$ inch in diameter, beyond which the shaft projects for a further $\frac{1}{8}$ inch to a slightly splayed termination, left rough and untrimmed, evidently for insertion into something else. The whole is cast, and has been finished and polished apparently on a lathe.

It is impossible to suggest a convincing parallel, but the object does not at all suggest the earlier part of the Iron Age, still less the Bronze Age, and its date must be either in the latter part of the Iron Age when bronze-work might rather be expected, or else in

the Roman period. If it is Roman, its position in the loose gravel packing of the post-hole, into which it must have got when the post was taken out, *i.e.*, when the defences were being dismantled (p. 150), indicates the early Roman period of conquest and pacification, and it might then very probably have belonged to a piece of Roman military equipment. An enormous variety of bronze articles is found on early Roman military sites, and every likely excavation-report available, both in English and German, has been searched for a parallel, together with the quantity of still unpublished early Roman material excavated by the writer and his colleagues at Colchester, and the series from Hod Hill, Dorset, in the British Museum. No parallel has been found, but one is left with a rather strong impression that this failure is simple bad luck, and that the character of the object is just what one would expect in an early Roman military context. Still, this is simply a matter of personal opinion, and from the objective standpoint the piece must of course be regarded as undated. If it were to be proved by a yet undiscovered analogy to be early Roman, it would obviously create a very strong probability that the defences of the site were dismantled by the invading Roman forces soon after A.D. 43, when this part of the country, as is well known, was overrun by troops under the command of Vespasian. His campaign is stated (Suetonius, *Vesp.* 4, 1) to have included the reduction of over twenty *oppida*, and if Buckland Rings was in fact held by the Britons against his forces, it was no doubt taken and dismantled by his command. But it cannot be said that any definite archaeological evidence of such an event has been obtained: certainly this small bronze object cannot, at least at present, be so regarded.

(iii) **Iron Objects.** The only intelligible iron object recovered is the portion of a chain found under the N. corner of the Inner Rampart by the Entrance, at the N. end of Section E 8 (p. 143); this is figured in Fig. 14. It consists of a circular terminal ring 2 inches in diameter, four partly or wholly preserved oval links averaging $1\frac{1}{2}$ by $\frac{1}{2}$ inches, and a fragment of a fifth; all these are as originally linked together. Iron chains were certainly made in the pre-Roman Iron Age in Britain, though such a development of the smith's craft is not to be expected before the later part of the period; this is the date, for instance, of the elaborate slave-chains from Lord's Bridge, Barton, Cambs. (Fox, *Arch. Cambridge Region*, 101: *Arch. Journal* lxxxix, 109, pl. ii), and that from Bigberry Camp, near Canterbury (Jessup, *Arch. Journal*, *ibid.*). As the position of this chain under the Inner Rampart shows that it was dropped there before, or perhaps at the time that, the defences were begun, it suggests that they belong to a late, rather than to an early phase of the Iron Age.

The other iron objects found need not be figured ; they comprise the remains of an indeterminate object or fragment found in the southern Entrance Gateway post-hole (p. 150), and from the Occupation-hollow (p. 151) three pieces, one apparently cylindrical, represented by two fragments $1\frac{1}{2}$ and 2 inches long, of original diameter perhaps $\frac{1}{2}$ inch, the second, what seems to have been part of a blade, $1\frac{1}{2}$ inches long and $\frac{1}{2}$ inch wide, but a fragment only, the third, a lump $1\frac{3}{4}$ inches square and nearly $\frac{1}{2}$ inch thick. None of these are particularly revealing ; they only show that iron was in use on the site, and that fragments were left lying in the occupation-stratum on the floor of the hollow, where all three were found.

(iv) **Charcoal and Carbonized Wood.** The remains under this head have been examined by Miss F. L. Stephens, by courtesy of the Keeper of Botany at the British Museum (Natural History), to whom I am indebted for the following report :—

“ I. Black woody material from bottom of N. post-hole of Entrance Gateway (p. 150). This appears to be Oak.

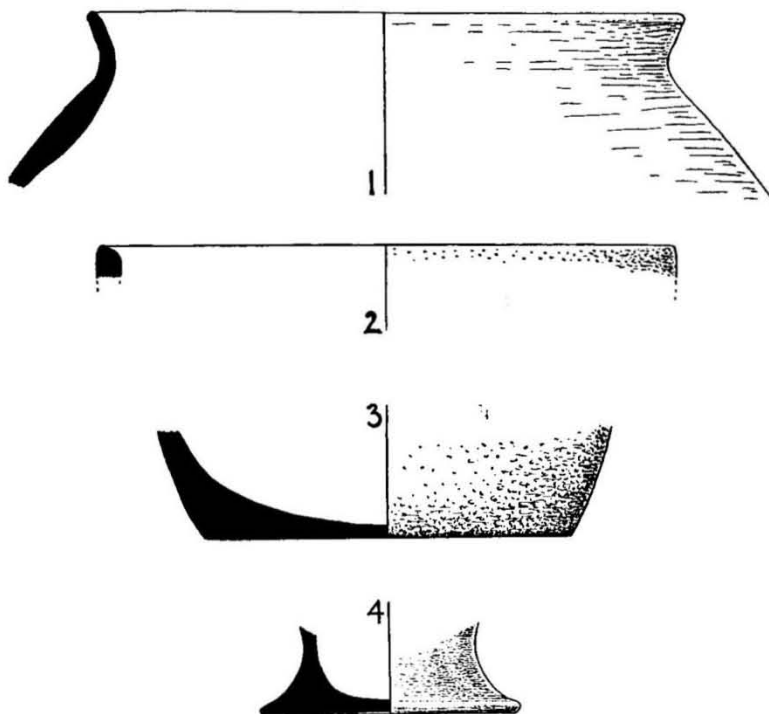
II. Charcoal from Occupation-hollow, 3ft. 6in.—4ft. (p. 151). This is Oak.

III. Same location, another sample. This is Birch.”
Oak and birch are the predominant natural growths in the neighbourhood to-day.

(v) **The Blocks of Limestone.** Samples of the limestone blocks found in the Entrance Gateway and in Section E 6, in a position indicating that they had served as a kerbing to the Rampart-structure (pp. 145, 150), were submitted to Mr. Kenneth P. Oakley, F.G.S., of the Department of Geology, British Museum (Natural History). He has kindly reported on them as follows :—

“ The rock may be described as a soft, cream-coloured marly limestone, probably a freshwater limestone from the Oligocene. Quite possibly it is Bembridge limestone, rendered rotten and powdery by the action of sea water. I suggest this because Bembridge limestone does not occur *in situ* around Lymington, but derived blocks are to be found on the beaches near there.”

It is curious that the builders of the defences went to the trouble of collecting blocks of such inferior material from the Solent beaches for a purpose which can have had no more than a very secondary importance in their construction. It may suggest that they were not at home in a stoneless district, and being accustomed to use stone in rampart-building collected what they could, only to find it of no great use to them (see further p. 163).

FIG. 15. POTTERY ($\frac{1}{2}$).

(vi) **Pottery.** The pottery has been left to the last, as it comes nearer than any of the other finds to providing some information about the occupants of the site. Unfortunately the amount recovered was not great, and its implications are not simple. It was all found in the Occupation-hollow (p. 151), in the 6 inches of dirty occupation-earth on its floor.^{4a} Parts of four vessels are figured (Fig. 15).

1. Fragments belonging to the rim and upper part of a broad-shouldered jar with everted rim ending in a very rudimentary lip, thickening from $\frac{1}{4}$ inch to almost $\frac{3}{8}$ at the shoulder. The lip diameter is restorable at $6\frac{1}{4}$ inches, the shoulder when complete was perhaps about 10 inches. The ware is fairly homogeneous and hard, rather sandy, dark clay, with a black surface crudely smoothed in irregular strokes of a tool or pebble, leaving a fair burnish. The jar is not wheel-turned, but hand-making may probably have been assisted by some sort of hand turn-table.

2. Small fragment of the plain rim of what seems to have been a straight-sided pot. This is of coarser ware, softer and less sandy, with a slightly pitted

^{4a}. No. 4 was actually not noticed till this earth was being replaced, and I am indebted for its recovery to Sir Thomas Troubridge.

surface, smoothed externally, brownish in colour, light, apparently hand-made. Diameter about $6\frac{1}{2}$ inches.

3. Fragments together composing nearly half of the base of a convex jar, hand-made in light coarse mixed slightly gritty greyish clay, with an unevenly smoothed brownish surface. Underside flat: diameter 4 inches.

4. Small fragment of pedestal-base, in dark grey clay, rather well baked, with sand and fine grit in it. Surface burnish, if any, has perished. No signs of wheel-making. Diameter restorable (with some margin of error owing to the smallness of the fragment) at just under 3 inches at the maximum. The base seems to have been very slightly hollow.

The other fragments found were mere tiny scraps of ware similar to No. 2.

Inferences may be drawn from this pottery along three main lines. Firstly, the coarse uneven ware of No. 3, and the only rather less coarse version of the same sort of fabric of No. 2, represent the primitive Early Iron Age tradition of "coarse gritty pottery" in an improved form which may be expected to denote its survival into a more advanced age of coarse-pottery making. To take a not far distant example, analogous (though not identical) survival has been attested at the site on Selsey Bill recently published by Miss G. M. White (*Antiq. Journal*, xiv, 40 ff., Class C, pp. 46-48, dated as late as 1st century B.C. or even later). This is, in fact, a survival of "Iron Age A" tradition.

Secondly, the fact of this survival, which has for some time past been well recognised⁵, is complicated in the "Wessex" region by the presence of influence from the distinct culture or group of cultures emanating from the south-western districts, known as "Iron Age B." The existence of this influence has likewise been recognized in recent years. I myself have considered it to be cultural only,⁶ while Mr. Raleigh Radford has stated the case for actual penetration or invasion.⁷ Dr. Wheeler's excavations at Maiden Castle have now put the matter on a new footing; in his First Interim Report,⁸ while agreeing that emanations of Iron Age B culture may be traced across Wessex into Sussex, he points out that such a feature as decorated pottery cannot be used as a valid criterion of the imposition of that culture by conquest upon the people of the Wessex hill-forts. It is, one may add, rather to be taken as indicating influence from that quarter spread beyond the possible zone of actual conquest (*cf.* pp. 208-11 of this volume, on the Twyford Down and St. Catharine's Hill 'La Tène II' pottery). The features he proposes for the distinguishing

5. *St. Catharine's Hill*, 120-2.

6. *St. Catharine's Hill*, 122, 159: *Archaeology in England and Wales 1914-31*, 171-2.

The name "La Tène II" was used in this connexion, but should, I think, now be soon dropped.

7. *Proceedings First International Congress Prehistoric Sciences*, 147: *Homenagem a Martins Sarmiento* (1933), 320-331.

8. *Antiq. Journal* XV, 265 ff., 273-5.

of Western or "B" conquest in Wessex are the simple hand-made forms of "bead-rim"⁹ taken together with the countersunk handle. Now while neither of these, any more than decorated pottery, are present in our little assemblage, yet there are forms of necked jar associated with them at Maiden Castle¹⁰ which are very like our No. 1. Further, the coarse uneven ware of the "A" tradition noticed above in Nos. 2 and 3 is just of that markedly light fabric which Dr. Wheeler notes as characteristic of the later phase of that tradition at Maiden Castle (A 2), surviving into the period of domination by B culture. It is likely, then, that we have here something like the fused "A B" culture there recognized by him^{10a}; that is, a native "A" tradition with "B" elements from the west imposed upon it.

Thirdly, we have to reckon with the fact that jars like our No. 1 go on appearing in the context of the Belgic or "Iron Age C" invasion of the Wessex districts between about 50 B.C. and the Roman conquest, together with the developed bead-rim and necked pottery, normally wheel-made, which is characteristic of that invasion. These parallels to No. 1 may be themselves wheel-made, like those from the Belgic hut on Sud Moor, near Brook, Isle of Wight, recently published by Mr. Dunning,¹¹ but excellent hand-made examples occur, for example, in the villages of Woodcuts and Rotherley on Cranborne Chase,¹² which are recognized to have begun life in this Belgic period.¹³ Thus, since we can hardly claim that coarse ware like Nos. 2 and 3 cannot have been made as late as this, there is a possibility that our occupation dates from Belgic times. In this connexion further we have the pedestal-base No. 4: pedestal-bases are certainly characteristic of the Belgic invaders of South-eastern Britain in the 1st Century B.C., and as some few have also been found within the territories assignable to the Wessex Belgae also, one might be tempted to say that here was proof of a Belgic context for Buckland Rings. But pedestal-bases are of more than one kind, and herein lies the difficulty. Though specimens very similar to this one may be adduced from the parent Belgic culture of Gaul, *e.g.*, from Caudebec-lès-Elbeuf in Normandy,¹⁴ none of the known Wessex examples seem to

9. Sometimes previously called "incipient bead-rims" to distinguish them from the more developed later forms characteristic of the Belgic invasion to be noticed below.

10. I am indebted to Dr. Wheeler for kindly showing me quantities of his unpublished material.

10a. Its character is now further illuminated in his Second Interim Report: *Antiq. Journal*, XVI, 265-283.

11. *Antiq. Journal* XV, 355-8, *e.g.* Fig. 3, No. 5.

12. Woodcuts: Pitt-Rivers, *Excavations* I, 99-100, pl. XXXII, 8, 10, are similar but have countersunk handles; Rotherley, *ibid.* II, 140-7, pl. CVII, 4, pl. CIX, 7, have no handles and are very like our No. 1, being of what the General called "inferior quality," and not "lathe-turned."

13. *Arch. Journal* LXXXVII, 280 ff.

14. *Arch. Journal* LXXXVII, 202, 204, Fig. 13, 24.

resemble it at all closely. Thus it belongs neither to the stumpy flat-footed class of which isolated examples were found in Belgic contexts at Hengistbury Head (Class J)¹⁵ and Selsey Bill (Class D),¹⁶ nor to the tall hollow type characteristic of the shouldered bowls of the Cranborne Chase sites,¹⁷ though that is present as near as the Isle of Wight,¹⁸ nor to the splayed hollow type represented at Oare¹⁹ and at Kingsdown Camp.²⁰ It is, really, a smaller and more shapely variant of the flat-footed class: the derivation of the type is certainly Belgic, and has no direct connexion with the special hollow "omphalos" Class B of Hengistbury Head,²¹ or the simplified renderings of the hollow family which may appear in non-Belgic contexts, e.g., at Fifield Bavant, in what will in Dr. Wheeler's terminology be called an "Iron Age A B" culture.²² But as both Hengistbury Head and the Isle of Wight²³ warn us in the light of the Maiden Castle discoveries, Belgic culture in south-west Hampshire may present the appearance simply of a late version, modified by the introduction of new elements of which the potter's wheel was the chief, of the "Iron Age A B" culture that was there already. It will accordingly be difficult to say whether a group of pottery which happens not to include wheel-made pieces or, say, distinctively Belgic bead-rims, belongs just before or just after the local incursion or incursions of Belgae. In this case the only possibly distinctive piece is the pedestal-base. But this in my judgment is not distinctive enough to prevent its acceptance as attesting influence only, not actual presence, on the part of the Belgae—whether from the Isle of Wight or from some part of the mainland.

To sum up, the Buckland Rings pottery, comprising four pieces only, yet indicates at least three traditions present, namely the combination corresponding to Dr. Wheeler's "A B," with the addition of a "C" or Belgic element which is not distinctive enough to be decisively interpreted, but which must date the group after the appearance of Belgic influence (of whatever kind) in the district.

15. Bushe-Fox, *Hengistbury Head*, pl. XXIII, 20 (p. 45).

16. *Antiq. Journal* XIV, 48-9, Fig. 5, 14.

17. e.g. Pitt-Rivers, *Excavations* I, 105, pl. XXXV, 5 (Woodcuts).

18. From the Sud Moor Belgic hut: *Antiq. Journal* XV, 357, Fig. 3, 9.

19. *Wilts Arch. Mag.* XXXVI, 132, pl. V, F, = *Devizes Mus. Cat.*, 2nd edn., 139, 142, pl. XLII, F.

20. *Archaeologia* LXXX, 80, Fig. 4.

21. Bushe-Fox, *op. cit.* pls. XVII, XVIII (pp. 34-5): cf. the Glastonbury refs. in *Arch. Journal* LXXXVII, 329.

22. *Wilts Arch. Mag.* XLII, 477, with pl. VII, 1-4.

23. Cf. in addition the Sheepwash urn, *Proc. Soc. Antiq.* XXV, 180 ff.

VII. Conclusions and Summary.

Consideration of the finds has at any rate shown that the date of the occupation must be put late in the pre-Roman Iron Age. It will be agreed that the "A B" tradition will have lasted undisturbed until the appearance of Belgic influence, so that the latter, as manifest in our piece of pedestal-base (No. 4), will be our nearest approach to a deciding factor in the determination of its date. Of what sort, then, is this Belgic influence likely to have been?

The notion of a Second Belgic Invasion, later than that which brought the "Swarling-Aylesford" culture to south-eastern Britain, has attracted a good deal of attention in recent years. Mr. Bushe-Fox first gave it definite shape in 1925,²⁴ and after approaching the subject incidentally in connexion with St. Catharine's Hill and the origin of Winchester,²⁵ I tried, together with Mr. G. C. Dunning, to give it fuller treatment in 1931,²⁶ arousing thereby the criticism of Mrs. Cunningham,²⁷ to whose points we did our best to reply.²⁸ The main idea has been that the Wessex region was untouched by Belgic arrivals until after Caesar's conquest of Gaul, when, about 50 B.C., an invasion or immigration of refugees from the Roman power in Gallia Belgica entered it from the south coast, mainly from the Hampshire harbours. The leading figure must have been the Atrebatian prince Commius, whose escape with a fleet to Britain at this time is recorded by Frontinus, and as his subsequent issue of an inscribed coinage in this country shows that he established a kingship here, he probably founded the recognized Atrebatian city of Calleva at Silchester, where the earliest pottery is dated within this eventful hundred years before the Roman Conquest of A.D. 43. I still believe that an invasion of Belgic or mainly Belgic refugees from Gaul took place at this time, but next time the position is formulated (for which I feel the time is not at present ripe) account will have to be taken of a good deal that was not known five years ago.

Two main modifying influences may be mentioned: firstly, the late Dr. Brooke's work on the classification, dates, and distribution of British coins;²⁹ secondly, Dr. Wheeler's discoveries at Maiden Castle and their general implications.³⁰ Dr. Brooke found that there was a numismatically distinctive coinage which

24. *Swarling Report*, 33-5.

25. *St. Catharine's Hill*, 169-188.

26. *Arch. Journal* LXXXVII, 150 ff., 280-309.

27. *Antiq. Journal* XII, 27-34.

28. *Ibid.*, 411-430.

29. *Antiquity* VII (1933), 268-289.

30. Interim Reports, *Antiq. Journal* XV, 265-275; XVI, 265-283.

may be equated with our "Second Belgic Invasion," namely, that of the "British Remic" type, datable, as Mr. Derek Allen has since confirmed, about 50-25 B.C., and followed by the inscribed coins of Commius himself.³¹ The distributions of these stretch from the Isle of Wight and the West Sussex coast to the Middle and even the Upper Thames, and leave it uncertain whether it is the coastal or the Thames area that should be regarded as primary. Dr. Brooke himself thought there might have been an immigration up the Thames from its mouth, but agreed in conversation with me that even so it need not have been the only movement and that the spanning of the Lower Thames already by the people of the "Swarling-Aylesford" culture made the notion rather difficult. In a paper before the International Congress of Numismatists (London, July 1936), Mr. Derek Allen, the successor to Dr. Brooke's work at the British Museum, has attached the Middle Thames group of these coins to the coastal group. In this I agree with him: it has its main weight in south-east Berks, the Silchester district, and West Surrey, and clearly represents the Atrebates who at some time or other during these years founded their capital at Calleva. The distribution connecting this with the coastal group is sparser, but includes a hoard in West Surrey and a coin near Winchester. As the coinage is identical throughout, it implies a coherence stretching to the Atrebatian Silchester area from the West Sussex coast, and since in the next generation both areas, together with Hampshire east of the Test and Western Surrey, are comprised in the coin-distributions of Commius' sons,³² we can hardly be wrong in assigning to our Belgic Invasion the area Selsey district (with, probably, the Isle of Wight)—Hampshire east of Test—Silchester district. Belgic bead-rim and other pottery is effectively present at Selsey,³³ and the notion of the settlement of the West Sussex plain, superseding The Trundle on the Downs above, has been frequently repeated and endorsed since its first utterance by Dr. Curwen.³⁴ Col. Karlake has seen a resemblance between the polygonal plans of Silchester and Chichester, which he believes to be of Belgic origin:³⁵ however this may be, the Chichester Dykes, though as yet undated, are strongly suggestive of Belgic work,³⁶ like the Silchester earthworks themselves and those adjoining Colchester and St. Albans. As for Hampshire east of the Test, the best-known site for bead-rim and other

31. *Op. cit.*, 279-281, with maps VII and IX.

32. Brooke, *op. cit.*, 282-4, with map IX.

33. *Antiq. Journal* XIV, 48-50 (Class D).

34. *Sussex Arch. Colls.* LXX, 76-7; LXXII, 198-205. Dr. Curwen's forthcoming *Archaeology of Sussex* will re-state the position.

35. *Proc. Soc. Antiq.* XXXII, 185 ff.; *Antiq. Journal* I, 303 ff.

36. Dr. Williams-Freeman in *Sussex Arch. Colls.* LXXV, 65-106. See also Dr. Curwen's forthcoming book.

distinctively Belgic pottery is of course Worthy Down,³⁷ and in connexion with the earliest material from the site of Winchester itself,³⁸ which falls within this same period, reference may be made to the paper on the Twyford Down excavations elsewhere in this volume, where it is made clear that the destruction of the native hill-fort on St. Catharine's Hill may now be ascribed with some confidence to the period of this Belgic invasion (see pp. 208-11).

So that as far as present evidence takes us the Belgic invasion can only be assigned a primary home East of the Test, in the regions characterized not only by the typical pottery, but by the "British Remic" and Commian coins. It will at once be clear that this distribution is mutually exclusive to that other one recently put before this Society by Dr. Williams-Freeman, namely, that of bivallate and multivallate hillforts of which Buckland Rings is a leading example. His paper³⁹ relates the possibilities of a Belgic movement across Hampshire, from the coast north to Silchester and then spreading out westwards into Wiltshire, with the topography and distribution of tracks and hill-forts. Of the routes he indicates, it seems that we should now only consider as Belgic routes those leading up from the coast east of Southampton Water, past Winchester and Winklebury. The East-of-Test area so covered then stands out in contrast to the west side of the county, where the big multivallate and bivallate hill-forts begin, like Tatchbury, Danebury, and Fosbury. For the latter are not a Belgic development: as Dr. Wheeler has made clear, their home is with the Iron Age B people of the south-west, and the extent to which they appear in the territory of the older "A" culture is the extent to which that territory was over-run by these western rulers.⁴⁰ His map⁴¹ makes the unity of the multivallate hill-fort area of Western "Wessex" manifest, and it seems that we must regard it in this period as first of all a stronghold of the "A B" culture—that is, the old Iron Age A inhabitants under the rule of the "B" Westerners—defended by its great hill-forts. These were doubtless often erected first for internal reasons, but they must have proved formidable obstacles to further Belgic penetration.

Belgic penetration, however, took place, though the process cannot have been a simple one, as the coins,⁴² which west of the

37. *H.F.C.* X, pt. 2, 170 ff., "Later Pits and Ditches," of "La Tène III period" (pottery, Figs. 51-79).

38. *St. Catharine's Hill*, 182-8.

39. *H.F.C.* XII, pt. 2, 99-124.

40. This extent is of course to be distinguished from that of the purely cultural influence of "B," which stretched much further (e.g. across central Hampshire and into Sussex: see p. 157 above, on the decorated pottery attesting it).

41. *Antiq. Journal* XV, pl. xxviii (p. 266).

42. Brooke, *op. cit.*, 273-4, with map IV.

Test are not derived from the "Remic"-Commian series, are alone enough to show. I do not think it possible to hazard much more about this westward movement of Belgic culture, across the Test and into Wiltshire and beyond, at present. It is at least clear to my mind that the belt of hill-forts from which remains of Belgic character have come, stretching across Wiltshire, attests a frontier march where constant fighting between the aggressive and the resisting groups went on during the decades immediately before the Roman conquest. And Dr. Wheeler has told us that nothing Belgic reaches Maiden Castle till the eve of that event. The main point is that this whole area, with Southampton Water and the Test as its eastern boundary, is to be regarded as a secondary area of Belgic settlement,⁴³ in so far as it was effectively penetrated by Belgae at all, in contradistinction to the lands east of the Test, together with the Isle of Wight, which can I think claim to be taken as a primary one. It remains to be seen how far future work will substantiate this position.⁴⁴

For the present, enough has anyhow been said to show why Buckland Rings cannot be given a primary place in the story of a Belgic invasion, but can and must be believed to have been made by people in contact with, and perhaps coming from, the lands where multivallate hill-fort building (normally in stone) had its home in south-western Britain: it is within this province that the whole structural affinities of the defences lie. The unfamiliarity with a stoneless country implied in the attempted use of limestone blocks has been noticed above (p. 155): it recalls the unfamiliarity with chalk displayed by the "B" invaders of Maiden Castle in building the internal parapet there discovered in 1935. And though the Maiden Castle people have left no traces of any external parapet or rampart-facing built in 'stone' technique, the coursed turf-work used for this purpose by the builders of Buckland Rings seems certainly to display the transference into the only possible local materials of a coursed-stone building tradition such as must have had its immediate origin in the South-West.

However, when the site was in occupation, influence was already at hand from the opposite quarter, that of the Belgic invaders of the lands east of the Test, who also occupied the Isle of Wight. Buckland Rings is thus to be dated after 50 B.C., and it must have played some part in the obscure years of conflict which preceded the Roman conquest of this part of Britain.

In this connexion it may be observed that the sparseness of the occupation (pp. 151, 152), which must have been brief or

⁴³. Datable not before the early 1st century A.D., as the imported Arretine and 'Gallo-Belgic' pottery, e.g., at Oare and Casterley, confirms.

⁴⁴. The excavation of the queerly-placed multivallate fort of Bullsdow, near Silchester would be a most interesting test case for the whole question.

intermittent and stands in the sharpest contrast to that of a fortified hill-town or city like Maiden Castle, suggests that it was a hill-fort true to the name, built in response to conditions of warfare, as a refuge and a military strong point guarding the Ampress land-fall, rather than a permanently inhabited fortified capital.

Finally, its defences were certainly deliberately dismantled, and it is by no means impossible (p. 154) that this was done by command of the conquering power of Rome.

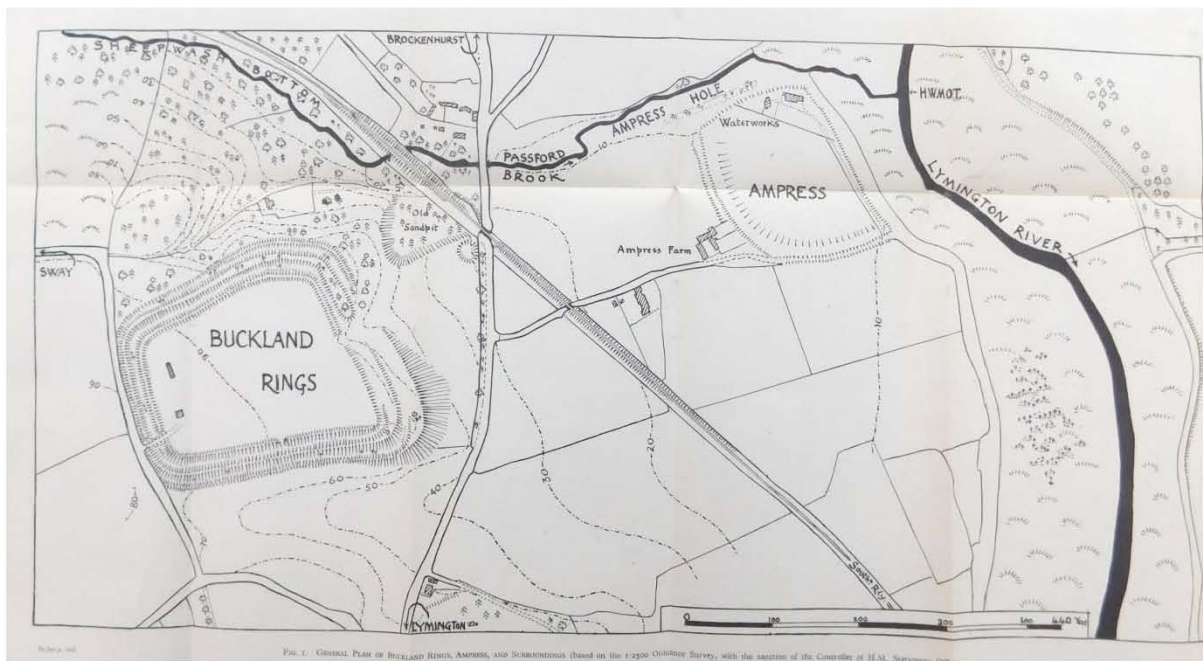
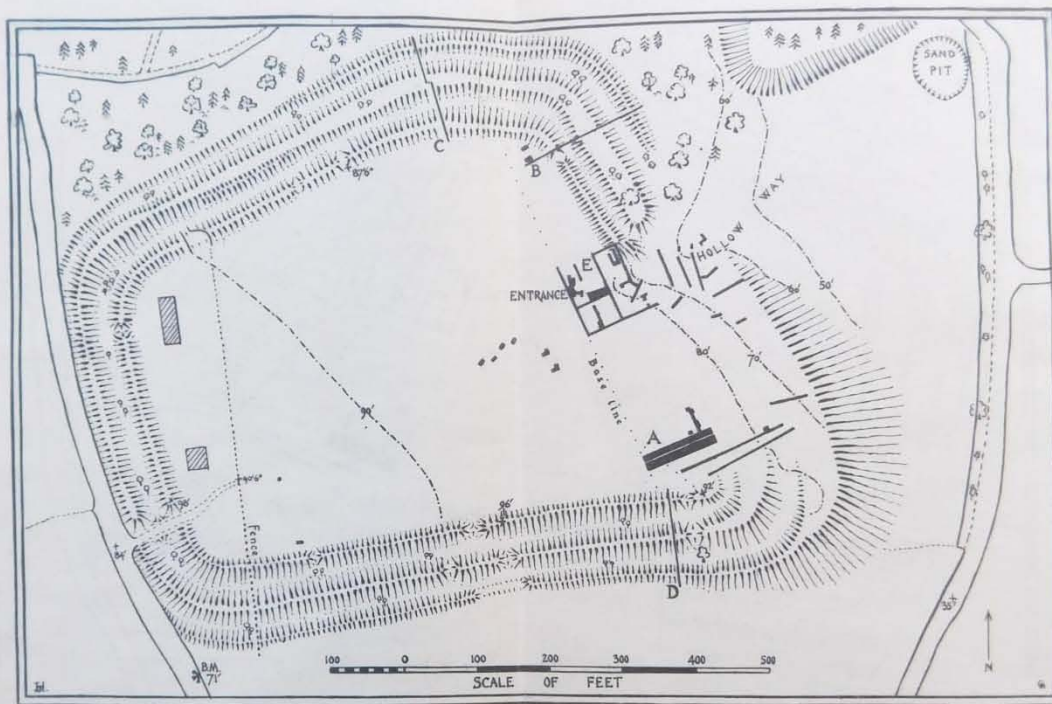
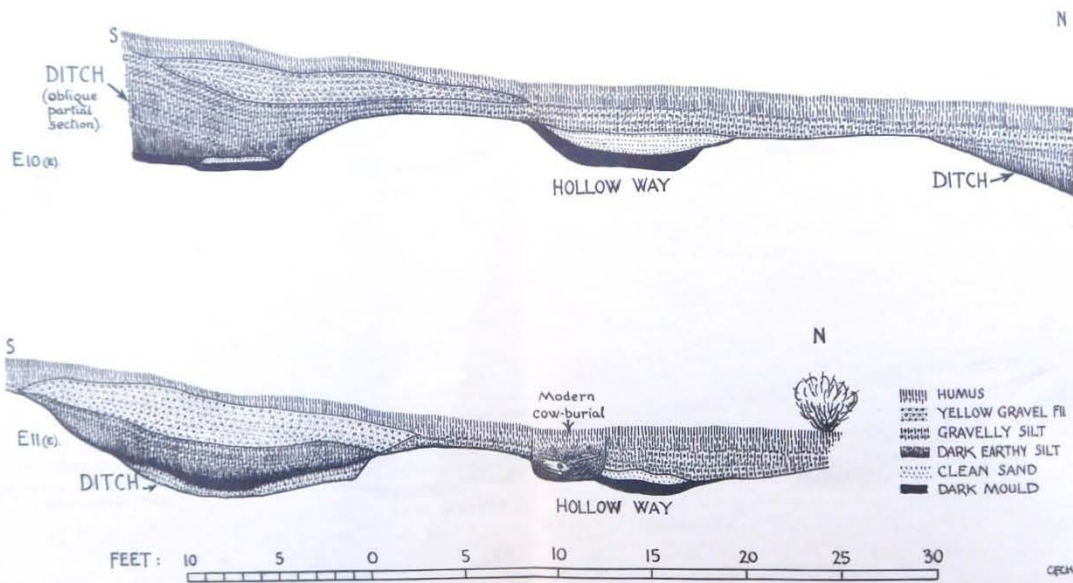


FIG. 1. GENERAL PLAN OF BUCKLAND RINGS, AMPRESS, AND SCHREVVINGTON (based on the 1/2500 Ordnance Survey, with the sanction of the Controller of H.M. Stationery Office).



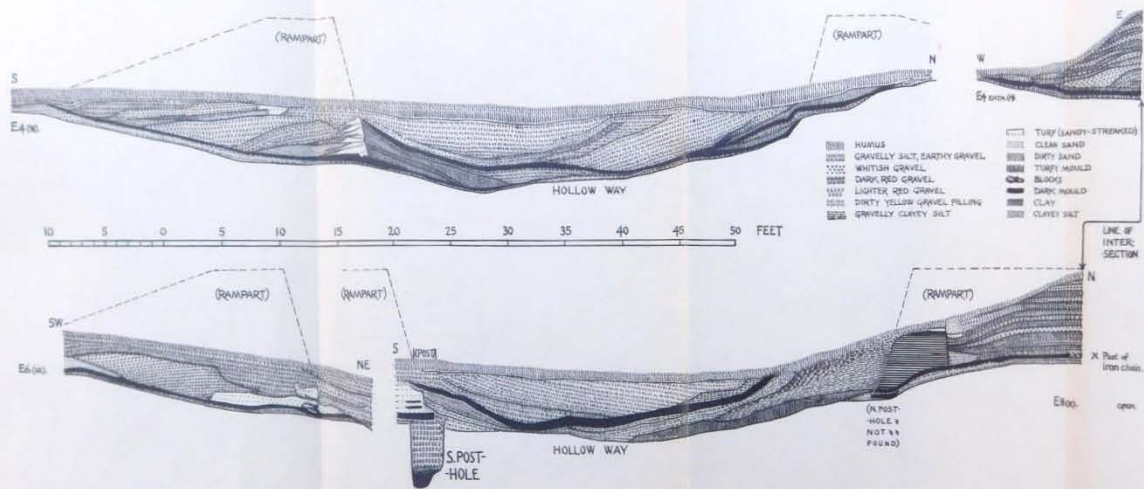
[To face p. 127]

FIG. 2. PLAN OF BUCKLAND RINGS IN JULY 1935, showing lines of Sections B, C, D (Fig. 3), and sites of Excavations (A, Fig. 4; E, Fig. 6) in black (based on the 1/2500 Ordnance Survey with the sanction of the Controller of H.M. Stationery Office).



To face p. 141

FIG. 7. SECTIONS E10 AND E11 (E SIDES).



To face p. 141

FIG. 8. SECTIONS E4 (W. side), E4 EXTENSION (N. side), E6 (S.E. side), and E8 (E. side).