

ARCHAEOLOGICAL NOTES.

Old Alresford.

Pinglestone Farm. It may be remembered that in September 1940 surface indications due to drought, the fortunate digging of a trench for a water pipe and the always active co-operation of rabbits made it evident that a Romano-British site lay beneath. (Reference, Field Club *Proceedings*, Vol. XV, p. 108, 1941-43.) With the help of David Pain and Walter Selwyn and the experience of Mr. C. B. R. Butchart, F.S.A., some exploratory digging took place in August 1948. It was found that the long line of bleached grass on the east side of the site near the hedge measured 208 feet and not 150 feet as originally stated. At a point 175 feet from the southern end of this line a Romano-British wall about 17in. wide was disclosed. This was uncovered to a distance of about 9 feet northwards. Along the west side of it there appeared a tessellated pavement, 8ft. 10in. long by about 4ft. 6in. wide. It suggests a corridor running from east to west, the eastern edge being defective but indicating perhaps an original continuation in that direction. The tesserae consist of chalk cubes interspersed with cubes of red brick after the manner of the corridor pavements at Silchester described by Fox in the *Victoria County History of Hampshire*, Vol. I, p. 368. The pavement lay, on an average, only about 5 to 8 inches from the field surface, but the portion found was in good condition. Three other trial holes were dug lower down the site, one being on the line of the wall which flanked the pavement. This (No. 1) revealed the usual flint wall 2 feet thick and a hard chalk surface adjoining it on the south side. Due west of this piece of wall, at a distance of about 23 feet, a wall (No. 2) with similar hard chalk adjoining was laid bare. A further hole (No. 3) at about a similar distance westward yielded the usual Romano-British debris but no clear evidence of walling.

Amongst the finds were pieces of Samian ware, roof tiles, box-flue tiles, painted plaster, pottery and oyster shells. The diggings were filled in again but enough was done to show the nature of the site. The Secretary of the Field Club has been supplied with information which should make it easy to locate the portion of the long wall and the site of the pavement when any future digging is undertaken.

A. B. MILNER.

Notes on the Roman Road, Winchester to Old Sarum.

This road is mentioned in the Antonine Itinerary, and is given a length of 19 M.P. It is described by Codrington in his book *Roman Roads in Britain* at page 245.

Alignments. There are no indications of a direct Winchester to Old Sarum line, which was probably found to be too hilly and steep. The first alignment out of Winchester was taken up to Teg Down, at Point 483, thus avoiding the 500 foot contour. From there the second alignment was run right through to Old Sarum, a distance of nearly 20 miles. The road, however, leaves the line at the Test Valley—presumably to avoid having to cross the high ground above St. Thomas's Bridge, 2 miles N.E. of Salisbury. The third line ran from the west of the Test Valley to west of Winterslow, a distance of about 8 miles, and from there the fourth alignment ran to the shoulder between Figsbury Rings and the hill above St. Thomas's Bridge. There is then a slight change of direction for the final line to Old Sarum. The whole route

is level, and keeps to moderately high ground, and was evidently planned with skill. There are, however, steep climbs at Ashley Down, Hants, at the coombe at Hoplands, and at Winterslow. All three are, however, passable for pack-horse transport.

Route.

First Alignment. From the West Gate of Winchester, the modern Romsey road is on the line, and then a lane goes on to Teg Down. By the golf course the road crosses a steep coombe, and makes a double zig-zag. It then bends round on to the second alignment at Point 483.

Second Alignment. A modern metalled road follows the line, and it appears to be laid on the crown of the old road. In places several ditches can be seen, often of considerable size. After Point 436 the metalled road goes off to the south, but the road continues as a diminished agger. The road is clear through West Wood, and small gravel pebbles—remains of the surface—are to be seen in places, particularly at the western edge. West Wood is a military area, and is not safe. Ammunition, chiefly 2in. mortar bombs, was lying about in April 1948.

For the next two fields the road remains as a ridge across the pasture, and Ashley Down is visible ahead with the road descending it. After the fields, the road skirts a deep coombe, on its north, with Farley Hill on the south. Possibly an embankment was built here, or else the alignment was taken specially to avoid the coombe. After a wood where it is hard to trace, the road is represented by a modern metalled road, which, as always, zig-zags slightly at the hills. At the foot of the down it crosses a small field where it is visible as a slight bank, and then commences the steep ascent. The road appears to have been terraced, but is extraordinarily steep. At the top, the agger is clear all the way to Hoplands. Just beyond is a steep coombe. The road approaches it through a cutting and then turns north, and is in a terrace down to the bottom. On the other side of the coombe, and on the alignment is a chalk or rubbish pit. This may be the remains of a deep cutting. Beyond it the ridge of the road can be seen for several fields in the pasture, but it is broken just beyond the King's Somborne to Michelmersh lane. When it reappears, it can be seen as a high eroded bank, and shows several rough sections with 6in. layers of flints. After this the road goes on to Horsebridge, a modern hedge following the line.

Crossing of the Test. From the high ground above Horsebridge Farm to the tumulus near Beech Barrow, a distance of over $2\frac{1}{4}$ miles, the course is not clearly visible. East of Bossington Farm there is a 100-yard stretch of causeway which is on the Winterslow to Bossington alignment, and this may well be a relic of the road. On the ground the writer could see no sign along the line marked by the O.S. map, but the Stationmaster at Horsebridge stated in Easter 1948, that a line of trees 50 yards long which can be seen descending into the valley south of Horsebridge were planted on the road. Presumably they stand on the piece of road which is mentioned by Codrington at page 245 as being visible there in the 19th century. These trees tend S.W. down a gentle slope. On the east side of the valley at their foot the making of the railway (and its predecessor, the canal) has obliterated the original surface, but S.W. of Horsebridge Farm the higher ground extends out west into the river valley. From here a definite causeway runs across the valley and ends opposite the above-mentioned stretch of causeway that coincides with alignment three (see O.S. 6in. map, Hampshire Sheet XXXIX S.E. (1910) Edition). These causeways have a gravel surface and the writer was told that they are part of a medieval drove road. They may be earlier. The route here described is an easy one, and the actual crossing of the river valley is shorter than the O.S. line.

Third Alignment. From the end of the 100 yards of causeway to the Beech Barrow Tumulus, the O.S. marks the road as running straight, but nothing appears on the surface. There is, however, a suggestive causeway

going up to Bossington Farm, and beyond it, and roughly parallel with the alignment is a 200-yard piece of terraced farm road. From the Tumulus, the modern road follows close to the line until west of Point 365, where it turns off S.W. The road then appears for 200 yards as a very high grass-grown bank standing as much as 8 feet above the surrounding fields and resembling the piece at Stock Bottom, near Salisbury. It continues on across newly-ploughed fields as a low ridge very like its appearance east of Hoplands. Near here Sir R. Colt Hoare placed Brige, the intermediate station. After Buckholt Farm the modern road and a lane continue the line. They zig-zag on hills and have all the characteristics of a Roman road. After Winterslow a narrow lane takes up the line for 200 yards and then bends suddenly and begins to descend slightly. One hundred yards further on it emerges suddenly on to a steep chalk hillside. The road descends this very steep section by means of a wide zig-zag. The exact course is not very clear. At the top, and for most of the way down, there is a terrace, but it is broken before the bottom is reached. A few feet to the north is a "V"-shaped ditch. This runs roughly parallel, and goes right on down almost to the level ground. This latter ditch appears to take a more practicable route than the terrace, but neither seem to get back on to the alignment, and it is not clear how the road regained the direct line. It must have done so because in the arable field at the bottom of the hill the road can be clearly traced. These traces, which consist of a line of groups of flints, run along the line marked by the O.S. map, and represent the last stage of destruction of the road. At the edge of the arable after Point 278 there is no surface sign, but a series of hedges run straight to Winterbourne Gunner Down Wood. The road is extremely clear for the next mile, and in places there are two, or even three, ditches on each side. At times its top is as much as 20 feet above the bottom of the ditches. One wonders if the road has been turned into a defensive work in post-Roman times, confer Stane Street on Gumber Down, Sussex, as described at page 22 of the late Mr. S. B. Winbolt's *With a Spade on Stane Street*. Trenches appear to lead down to it from Figsbury Rings.

At Stock Bottom the road appears as a high agger, and so continues up to Hillcrest Bungalow on the London to Salisbury Road near Figsbury Rings, where there appears to be a slight change of direction on to alignment five. In places here the top of the road is flat and resembles in shape the road at the beginning of the second alignment.

Alignment Five. After a fairly steep descent, the line is followed by a modern road, through Ford to Old Sarum, where it may bend S.W. by Castle Inn to join the Badbury and Dorchester Road.

Construction. As far as can be seen the road was made of local flints and chalk, with some gravel pebbles as a surface.

Lay-out. If the alignments suggested in this note are correct, they will be found to bear some similarities to those worked out by Captain W. A. Grant in *The Topography of Stane Street*.

CHRISTOPHER WITHERBY.

A Saxon Moot.

The bounds of Calbourne¹ in the Isle of Wight in A.D. 826 mention a *gemot beorh* on the east side of the parish about midway between the north and south sea. Dr. Grundy² identifies this as "the tumulus which stands on Newbarn Down about 1½ miles south of Ashen Grove." There are three tumuli here in a row, running S.W. to N.E.; two are marked on the Ordnance Map (Hants 94 S.E.) and the third lies between them. My field notes of many

1. Birch, *Cart. Sax.*, I, No. 392.

2. *Arch. Journ.*, LXXVIII, 137.

years ago record that the most south-westerly of the three barrows (numbered 10 in my notes) is a large high mound into whose north side a trench has been dug, and there is a reference to "Dennett, p. 149." Eight hundred feet due south of this barrow the Ordnance Map shows a pit; but it is in fact not a pit but a small rectangular earthwork measuring 23 by 15 paces. When I saw it it was in perfect preservation. I have little doubt that this earthwork is the *gemot* or moot-place which gave its name to the adjacent barrow. It may have been the meeting place of the pre-Conquest hundred of Calbourne or Bowcombe.³ It is closely similar to the Cutthorn earthwork on Southampton Common where the Court Leet of Southampton met. This was probably originally the shire moot, from which the name Shirley is derived.

O. G. S. CRAWFORD.

Hampshire Drawings in the Bodleian Library, Oxford.

Amongst the Gough manuscripts in the Bodleian is a large album in which are pasted plans and illustrations of Hampshire sites; it is catalogued as "Western MSS. 17, 505." I had consulted this in my student days and had the map on ff. 45b and 46 photographed; but I had lost all memory of it until Professor Rothwell again drew my attention to it. The following are some of the contents:

- f. 28 - A view of Magdalen Hospital, near Winchester, engraved by Basire in 1791 (from *Vetusta Monumenta*).
- f. 31b - Large scale plan of Montague Town (Buckler's Hard, near Beaulieu) dedicated to John, Duke of Montagu (died 1749), by W. Williams. (An interesting early example of town planning.)
- f. 43 - View of Southampton from Freemantle Lane, 1769; length 19½ in. x 5 in.; water-colour. (Shows several large houses in Above Bar.)
- f. 45b, 46 - Plan of Portsmouth and neighbourhood, 1716; scale, 1 : 18,000. (Beautifully drawn and very detailed: one of the best early examples of large scale cartography.)
- f. 45b, 46 - Also at this point in the album is inserted a well-drawn large scale plan, apparently also of 1716, of the fortifications of Portsmouth.
- f. 49 - Ground plan and south elevation of Elvetham House, 1788, by Schnebbelie. (Shows a brick mansion not later than the early 17th century.)
- f. 55 - "Celts found in Hants." (Original drawings of two socketed bronze axes of French type from the New Forest, and an engraved plate made from the drawings (Vol. V, Plate viii, p. 113), showing also a flanged axe and spearhead of Arretton Down type, perhaps from that hoard.)
- f. 57 - Pencil drawing of Yarmouth Castle, Isle of Wight, showing "Sir R. Holmes' house, now George Inn."
- f. 57 - View of West Cowes Castle, 1733.
- f. 58 - Pencil drawing of Yarmouth Church and Town Hall.

O. G. S. CRAWFORD.

Trade Tokens at Hambledon.

In October 1945 a Trade Token was found in a garden in the village of Hambledon:

Obv. "RICHARD STENT 1666"
 Rev. "AT HAMBLETON R.M.S."

3. For the confused hundred history of the island see *Victoria County History of Hants*, V, 209-10.

The Parish Registers record the marriage of Richard Stent and Mary Foster on 4th December, 1656, also the burial of Richard Stent "the elder" in 1662. It is thus confirmed that this token is "correctly placed in Hampshire" (Boyne, *Trade Tokens in the 17th Century*, Williamson's Edition, 1889).

C. B. ROBERTS.

Mediaeval Tiles at Titchfield Abbey, Hants.

The authors of this paper, published in the *Proceedings*, Vol. XVII, Part 1, apologise for two errors:

- (1) *Page 6.* The date of the founding of the Abbey is given as 1231, *i.e.*, the date ascribed by the late Rev. G. W. Minns, LL.B., F.S.A. Since his paper was written the *Victoria County History* was published and gives the date, taken from the Harleian MSS., as 1222. The foundation charter was confirmed by Henry III in 1231.
- (2) *Page 7.* The last word of the second line of the inscription at Halesowen should read "Nicholao" and not "Nicholas."

Various small groups of tiles have been reported to the authors in consequence of the publication of this paper but, so far, no more with these particular designs have come to light.

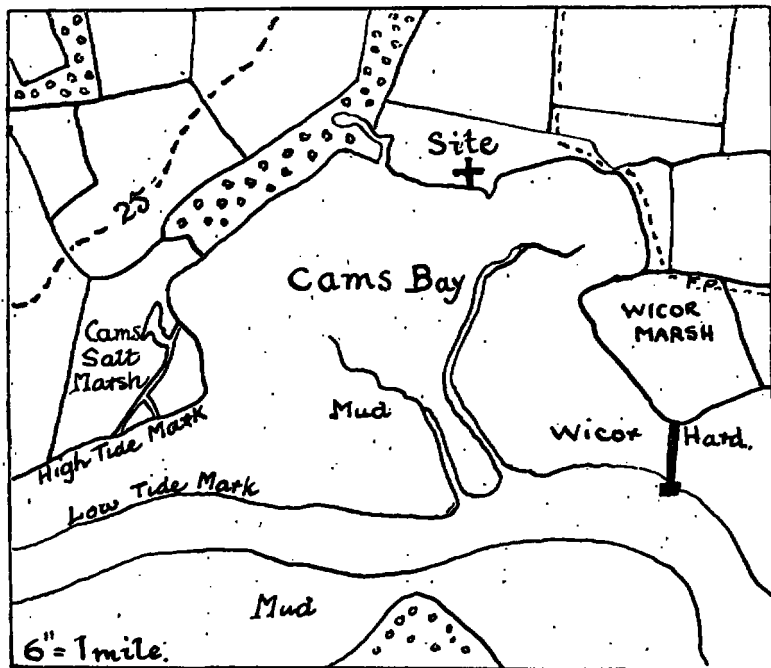


FIG. 1.

Map of Site on Cams foreshore, Fareham, Hants, based on Ordnance Sheet, 6-inch, Hants LXXV, S.W. National Grid Map Reference of Site: E. 4574; N. 054.

A Mesolithic Site on the Foreshore at Cams, Fareham, Hants.

A chipping floor was located here by Mr. J. C. Mogridge in 1930. Subsequently, in 1948, the site came under the observation of Mr. J. C. Draper of Fareham, who has shown me the material collected from the foreshore.

The outstanding feature of this site is its position on the foreshore; it is accessible only at low water and thus offers some important data in the study of the subsidence of the Solent margin. In fact it affords some measure of the post-Mesolithic rise of sea level (see *Proceedings of Prehistoric Society* for 1943, p. 56). Another feature of some interest is the colour of the flints which presents a range of attractive tints from pale yellow to orange-red. The staining of these flints suggests that they were much advanced in patination before being exposed to a colouring agent, *i.e.*, before the site was encroached upon by the tidal creep.

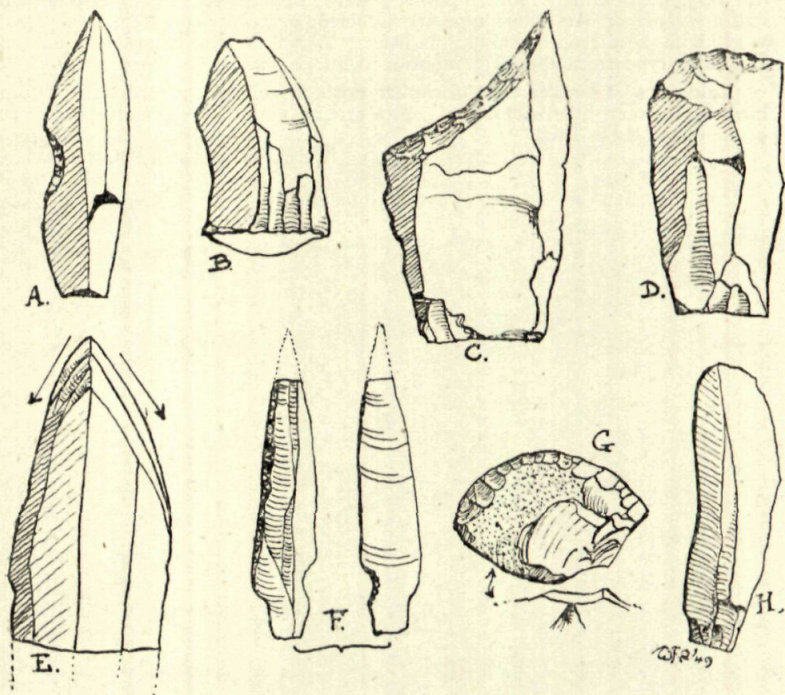


FIG. 2.

Typical flint forms from the Site :

- A. Notched blade.
- B. Microlith core.
- C. Truncated blade.
- D. End scraper on blade.
- E. Graver.
- F. Obliquely blunted point (Clark's type A).
- G. Scraper.
- H. Blade.

The position of the site is indicated on the accompanying map. (Fig. 1.) It lies near the junction of the Eocene Beds and the chalk. The chipping floor is completely exposed at low tide ; it extends for about a hundred yards along the beach, and the flints lie mingled with a scatter of gravel from which they are distinguishable with difficulty so alike are they in colouration.

A series of trial holes sunk by Mr. Draper at low tide revealed nothing in the estuarine mud below. The relic floor has been completely washed away by tidal action and the flint debris alone remains. Inshore a sea-defence wall has obliterated that part of the site not affected by the tide. Some unstained flints occur here. North of the site is a field with a rich scatter of worked flints from which a graver (see fig. 2 E) has been recovered.

Mesolithic elements are recognisable in the large quantity of material collected here by Mr. Draper. Microlith cores, numbers of microlith primaries, one very fine obliquely blunted point (see fig. 2 F) broken and richly stained, and a scraper of Mesolithic type are sufficient evidence to associate the flint-work with a microlith-making industry. A transversely sharpened axe of Hassocks type from the field mentioned above should be noted.

Evidences of similar sites in similar position relative to Ordnance datum have been noted by Mr. Draper. Fire crackled flints of ancient appearance occur on all these sites.

W. F. RANKINE, F.S.A. SCOT.