



<http://kentarchaeology.org.uk/research/archaeologia-cantiana/>

Kent Archaeological Society is a registered charity number 223382

© 2017 Kent Archaeological Society

ROMAN CANTERBURY (DUROVERNUM).

BY CANON SCOTT ROBERTSON.

IN High Street, Canterbury, beneath six houses, numbered 30 to 35, one of which is the Fleur de Lis Hotel, and beneath the roadway in front of them, lie the massive foundations of a large and important Roman building. Mr. James Pilbrow, F.S.A., when constructing the deep drainage system of Canterbury, in 1868, carefully examined these foundations and came to the conclusion that they appertained to the Roman Citadel, or *arx* of Durovernum. He therefore marked them with the letter C upon his Plan of Canterbury.* The late Mr. Thomas Godfrey Faussett, in his admirable paper on *Canterbury till Domesday*,† distinguishes by the letter N the Roman building which stood upon these foundations.

I think we may identify this Roman building as having contained a tessellated pavement, which was discovered in High Street, in June 1758. Of that pavement a coloured drawing is now preserved, by Miss Dunkin of Dartford; and a chromolithograph, which she courteously permitted to be taken from it, is given in the earlier part of this volume, between pages 126, 127, in illustration of Mr. Roach Smith's valuable monograph upon *Roman Tessellated Pavements*.

To form a cellar for a house, next door to the *King's Head Inn*, excavations were made which brought to light this pavement, about three feet below the surface, 125 years ago. Such insertions of cellars necessarily tend to raise the level of the soil and street, and

* *Archæologia*, vol. xliii., pp. 154, 155. The foundations (Nos. 73, 74, 75, and 76 on Mr. Pilbrow's plan) run beneath the present roadway, at right angles to its direction. Seven feet below the surface, Mr. Pilbrow came upon the tops of three parallel walls. The middle wall (30 feet 10 inches thick) was 14 feet distant from the western wall (4 feet thick), and 15 feet from the eastern wall (8 feet thick). The western wall stood 4 feet from the corner of Lamb Lane. Further east, than any of these, was a fourth wall (4 feet thick) not so deep down as the others. It stood 21 feet west of White Horse Lane; and opposite the end of that lane "the wall seemed to terminate" eastward, by a heavy pavement of large stones (each 12 inches thick), 5 feet below the surface. This pavement and the foundations extended up White Horse Lane, some distance southward.

† *Archæological Journal*, vol. xxxii.,

here we ascertain some facts respecting the result. In 1868, more than a century after the cellar was inserted, Mr. Pilbrow found 5 feet of soil above the Roman pavement of large stones, close by, in High Street, which extends also up White Horse Lane.*

Through the courtesy and research of Mr. J. R. Hall, I have been enabled to ascertain that the site of the *King's Head* is now occupied by the *Kentish Gazette* office, which is No. 31 High Street. Thus it becomes evident that the tessellated Roman pavement, discovered in June 1758 (beneath the street in front of No. 30 or No. 32) formed part of that Roman building which Mr. Pilbrow called the Citadel, and Mr. Faussett denoted by the letter N.

It is interesting thus to be able to identify the site of one of the most remarkable of all the buildings within Roman Canterbury. The spot is still one of the busiest in the modern city.

WALLS OF THE ROMAN SETTLEMENT.

The site of the Roman building, in which this pavement was situated, is a notable landmark with reference to the extent of *Durovernum*, or Canterbury under the Romans.

Mr. Pilbrow and Mr. Faussett coalesce in a belief that the WESTERN BOUNDARY† of *Durovernum* stood within 30 or 40 yards west of that building, and that the NORTH WALL of *Durovernum* commenced about 100 yards north of the same edifice.

The line of the western boundary is upon Mr. Pilbrow's plan marked thus:—o—o—o, at a distance of about 50 feet eastward from the present eastern bank of the river Stour. It must be remembered that 1000 years ago, the river's tide would flow far beyond the existing banks. During so long an interval, the surface of the ground has risen 5 feet, 6 feet, or 7 feet in different places. This is proved by Mr. Pilbrow's excavations. He found that, upon the Roman roads and pavements, soil had accumulated to those depths. In fact, upon the west bank of the river, near

* WHITE HORSE LANE looks very much like a corrupted form of such a name as WHITE HOUSE LANE. If the designation be of any antiquity, it may very possibly have arisen from the great stone house of Roman foundation, situated at its north-west corner. Outside Canterbury the name WHITEHALL still clings to land in and around Roman earthworks at Harbledown, which overhang the Chatham and Dover railway. Rare Roman coins of gold have been found there. The same name WHITEHALL is found in divers parts of Kent, and in every English county, still clinging to land in which signs of Roman occupation have been found.

† Mr. Faussett suggested that the Roman roads from Lymne, Dover, and Richboro', which converge to pass the river at Canterbury, were made before any defensive walls were constructed at *Durovernum*.

King's Bridge, he discovered the longitudinal half of an oak trunk, 30 feet long, which had been used as a footbridge. Over it no less than 7 feet of soil had accumulated. It is marked 88^x upon his valuable plan; portions of which are reproduced here, as it is not easily accessible to many readers in the *Archæologia*, vol. xliii.

The exact line of the Roman west boundary was determined by the fair face of a wall which Mr. Pilbrow discovered, under the roadway in front of All Saints Church. It is marked 72 on his plan; and is distinguished by the letter M on Mr. Faussett's. This solid wall ran from east to west, in the same direction as the road, for a distance of 12 feet. It was 4 feet below the present surface, and was built of squared stones, each 13 inches thick, well jointed, and laid on a bed of concrete. This wall seems to have been part of a gateway in the Roman boundary. Its eastern face stood about 90 feet from the west wall of the great building which Mr. Pilbrow denominates "The Citadel;" and lies in a direct line with the rough footbridge found on the opposite side of the river, 7 feet below the surface.

An indication of the NORTHERN WALL of *Durovernum* was found running through, beneath the north end of Guildhall Street, into Sun Street. It is marked A upon Mr. Pilbrow's plan; and Mr. Faussett says, "At the very spot where the Palace boundary abuts upon Sun Street, there was found, continuing its line onwards across Sun Street, the lower part of an enormously massive wall of Roman masonry, with the usual string-courses of brick; and the same wall was found again continuing the same line a few yards further on in Guildhall Street. The discovery of this piece of unmistakably Roman wall, from its width also unmistakably CITY WALL, gives fresh point to the question whether we may not expect some future excavation into the earthen banks, on the southern and eastern sides [of Canterbury], to reveal a Roman wall" in them. "Or can we suppose one side of the city to have been fortified with earthwork only, and the other with a wall of stone?"

Mr. Faussett believed that the existing earthen wall of the city is a Roman wall or occupies its site. The earthen wall stops suddenly, not far north of Burgate, in the garden of a residentiary house* near the south-eastern corner of the Cathedral Precincts. From that point, said Mr. Faussett, it probably ran directly towards

* Occupied now and for many years past by the Rev. F. Rouch, a Minor Canon of the Cathedral.

the spot upon which now stands the south-west tower of the Cathedral. Thence it crossed to Sun Street, where the solid masonry of its mural continuation still remains in the soil. Thus the site of the Cathedral itself was just outside the north wall of the Roman settlement, according to Mr. Faussett. Urn burials found in Palace Street (at points marked 62 and 63 on Mr. Pilbrow's plan) proved, said Mr. Faussett, that those sites stood outside the Roman north wall; and that the north gate of the Romans must have stood far to the south of the mediæval north gate.

Thus on the EAST and SOUTH, he considered that the existing city walls coincide with Roman boundaries; and he was probably correct. But these may have been late boundaries of a settlement which, during the lapse of two or three centuries, the Romans had extended far beyond its original limits.

That the site of the Cathedral precincts was entirely outside the Roman wall is a fact upon which Mr. Pilbrow remarks very forcibly. He says, "In trenching through the Cathedral precincts, so extensively as we did, scarcely a thing was met with, though greater precaution was taken than could possibly be in the open streets of the city, to secure everything discovered." In noticing the discovery of a skeleton opposite Christ Church Gate, at the entrance to Mercery Lane, he suggests that the Roman wall may have turned eastward near to, but south of, the spot whereon the skeleton was discovered.

Mr. Pilbrow suggested, as the result of his investigation of foundations, discovered beneath the streets, that the original Roman walls enclosed but a very small area. He saw such remarkable foundations* of enormous strength, beneath the space marked B, B, where Watling Street meets Castle Street and St. Margaret's Street, that he could ascribe them to nothing less than the defensive wall of the original settlement. He therefore marks the eastern wall as passing through this space B, B. At one point, in St. Margaret's Street (marked 49), opposite Mr. Collard's offices, there was a foundation, 22 feet long, so massive that labourers wrought at it, day and night, for two weeks before they had broken it up. Mr. John Brent, F.S.A., suggested that a Roman Citadel, or *arx*, stood upon this substructure.† At another point, marked 44, it was found easier to tunnel under, than to break through, masonry 13 feet wide which went down 12 feet to the solid gravel.

* Numbered 44 to 49 on Mr. Pilbrow's plan.

† *Canterbury in the Olden Time*, 2nd edition, p. 16.

On the south, Mr. Pilbrow found in Stour Street, near the end of Hospital Lane, foundations which he supposed to be those of a tower or fort. He therefore marks the line of the original Roman south wall as running from Castle Street to Stour Street, north of Hospital Lane. He thus excludes the site of the Castle and the Dane-John from the original enclosure of *Durovernum*. In this Mr. Brent agreed with him.

Nevertheless, Mr. Faussett's theory, that a wider area was enclosed within Roman walls, seems to have been realized at a later period. Leland, Stukely, and other writers who had seen the ancient Riding Gate (on the east) and the old Worth Gate (on the south), ascribe both of them to Roman origin. Mr. Pilbrow also testifies that under the Worth Gate, he found (at a point marked 83 on his plan) a hard concreted wall with Roman tiles in two courses, bedded in strong mortar, 4 feet wide. This formed the core of the south wall of the Castleyard, or City wall. He acknowledges that this was undoubtedly part of an anterior wall, built by the Romans. The tiles measured, some 11 inches by 14, and others 13 inches by 18. Beyond this wall he found the ancient fosse of the city, 23 feet wide, which had been filled up.

The extent and number of the Roman cemeteries discovered outside the city walls, tend greatly to support Mr. Faussett's views.* They prove that *Durovernum* ultimately developed into a large and populous place.

The area enclosed within the walls, as sketched by Mr. Faussett, is divided pretty equally into two parts by the line of the great Roman road from Dover, called Watling Street,† which entering by Riding Gate had its exit at Beer Cart Lane. This equal partition of the area by a central road, as he points out, would accord well with the Roman method of planning such a settlement as *Durovernum*.

* One cemetery, on the east, runs under and on both sides of the road now called "Old Dover Road;" part of it was subsequently used as the graveyard of St. Sepulchre's Nunnery. A second Roman cemetery was found outside Worth Gate. It was adjacent to the site of the Chatham and Dover Railway Station, and extended into Wincheapfield, beyond the Gasometer. A third cemetery was on the St. Dunstan's Road. It included the site of St. Dunstan's churchyard, but it extended from the South-Eastern Railway cutting to the London Road on the north-west. A fourth cemetery was found at Vauxhall, beside the Ramsgate Road. It included the sites of the Infantry and Cavalry Barracks. A fifth seems to have been near Little Barton and the cemetery of St. Augustine's Abbey. See Brent's *Canterbury in the Olden Time*, 2nd edition, pp. 31-33, 38-41.

† The Roman road was found throughout Beer Cart Lane; but in Watling Street it runs under the houses on the north side of the street, not beneath the roadway. It also ran considerably to the north of Old Dover Road, not beneath the present roadway there.

THE DANE-JOHN MOUND, AND RIDING GATE.

The extension and development of *Durovernum*, after the lapse of a century or more from its original settlement, may well account for and reconcile the differing views of Mr. Pilbrow and Mr. Faussett, respecting the area within the Roman walls. Yet all questions connected with the date of the southern and eastern walls are not thereby set at rest. The unknown and much disputed origin of the Dane-John Mound causes, and probably always will cause, doubt and difficulty. At present, it is within the City wall. Was it there before the wall was made? Is it a work earlier than the time of the Romans, or was it thrown up after their departure? Was it a moated mound, or was it not? I shall not attempt to explain all the difficulties surrounding its history. I hope, however, that a few facts not yet put upon record may be stated here; which will perhaps assist others in their investigations respecting this celebrated mound.

Mr. George T. Clark has more scientific knowledge of early defensive works, whether earthen or of masonry, than any other man in England. To him therefore I ventured to apply, when our Archæological Society visited Canterbury in 1881, asking for his opinion, which would be of great value. The amount of difficulty connected with the question will at once be seen by any one who reads his lucid statement, which I have much pleasure in appending.

MR. G. T. CLARK ON THE DANE-JOHN.

"AS TO DANE-JOHN, I don't think anybody, who really understands the earthworks of our island, would venture to pronounce dogmatically upon it. I can only say what I suppose it to be.

"It is evidently artificial, and there are, or were I think some years ago, traces of a ditch, of which the main ditch of the city is part, but which I conclude surrounded the hill, and in fact gave birth to it.

"If this be so it was intended for defence, and was not a sepulchral barrow.*

"It is, I think, older than the bank and ditch of the City just within which it is placed, and which seem to have been deflected

* Leland's record of a leaden coffin relates to a part of the Dungeon Manor which lies *outside* the city wall. He says, "Many years since, men sought for treasure, at a place called the Dungen, where Baron Hales' house is now; and there, in digging, they found a corpse closed in lead." Very recently skeletons have been found, in digging foundations, beside the Chatham and Dover Railway Station, which occupies the site of part of a Roman Cemetery, on the Dungeon Manor.

somewhat so as to include it; as is the case with the Bayle Hill at York, which it much resembles in its position as regards the City bank and ditch.

"For these reasons I believe it to be a MOATED MOUND, such as in the *Anglo-Saxon Chronicle* is called a *Burh*; and of which you have a fine example at Tonbridge, and a smaller but very perfect one at Binbury, on the high ground above Thurnham" [towards Stockbury].

"The *Chronicle* gives the names and dates of about twenty-five to thirty of these *Burhs*, and enough of them remain to shew what they were.

"The BRITONS never used MOATED MOUNDS for defence, nor as a dwelling, and although Mounds are found in Roman encampments, they are subordinate to the main work, like the Cavaliers in Vauban's fortification; whereas in the English work the Moated Mound is the main feature.

"Where these Mounds, as at York, Wallingford, Wareham, Cardiff, and Tamworth, are mixed up with rectangular works, whose history or else their plan shews them to be of Roman or Brito-Roman origin, it is very evident that the Mound is later than the bank. What, at Canterbury, was the precise course of the Roman *enceinte*, whether it was walled all round, or how it ran, as regards Dane-John I do not know.

"You mention Boley Hill at Rochester, usually regarded as a Danish work thrown up to enable them to command the Castle. That it is Danish is probable, for both Danes and Saxons used the MOATED MOUND; but I do not see how it would command the Castle, from which it is more than a bow-shot distant. I certainly do not think that Dane-John had any reference to the Castle of Canterbury. It would be of no use at all in an attack. The Castle, moreover, I take to be pure Norman, altogether Post-Conquistal; a new work, not constructed like Dover, or Bramber, upon any already existing earthwork.

"As to the Mounds outside the City-ditch, opposite Dane-John, now, I rather think, destroyed by the railway, they or one of them, for when I was there I only made out one, looked rather like a Moated Mound, but I could not feel sure of it.

"I may add that I suspect the original Mound was rather larger, and has been pared and scarped for ornamental purposes, and the parings thrown up so as to raise it nearly to a point.

"G. T. CLARK."

When such an authority, with respect to defensive mounds, walls and castles, expresses his inability to solve the doubts and difficulties connected with the Dane-John Mound, and its relation to the Roman *enceinte*, or boundaries, we must be content to remain in doubt.

It is evident, however, that Mr. Clark is much inclined to believe that the Mound was a Moated Mound thrown up by the English (or Anglo-Saxons, as our fathers called them). He would, in that case, say that the present city-wall, of earth, was a later work not known to the Romans. I may point out that if this were conceded Mr. Faussett's theory would need very little alteration. At Worth Gate, Roman masonry was found by Mr. Pilbrow; the Riding Gate was also of Roman origin; the direct line of a Roman wall running between those two gates would leave the site of Dane-John Mound fifty or sixty yards outside, on the south. Reference to Mr. Pilbrow's map will shew that the plan of the city wall of stone around Dane-John bears a singular resemblance to that of the wall beside Broad Street, the origin of which Mr. Faussett distinctly ascribes to a period far later than that of the Roman occupation.

This being premised, I may now refer to certain facts which seem to me strongly to support the idea that the Dane-John was originally a Moated Mound.

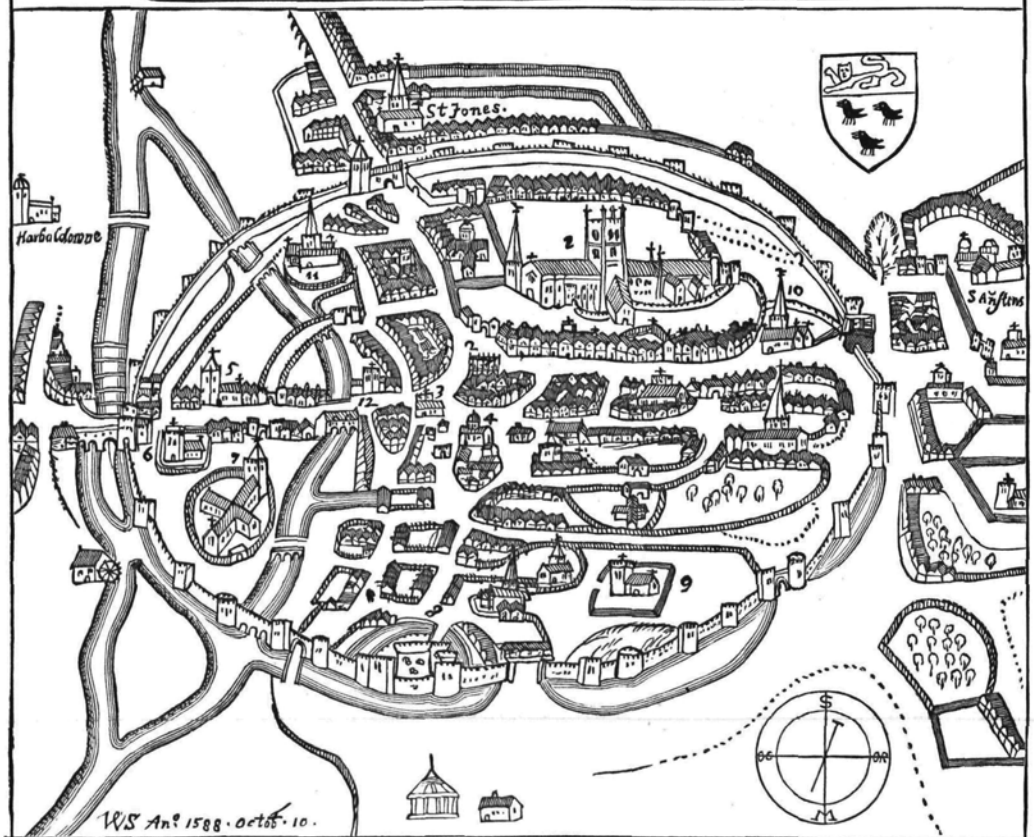
The name Riding Gate, which the majority of people suppose to mean "*the rider's gate*" (as Leland did of old), has no connection whatever with horses. From the thirteenth century to the fifteenth we find it spelt Redingate. Mr. Faussett defines its meaning to be "Gate of the Roads," whence "*the three great harbour-ways of Antoninus spread out like a fan, through swampy ground for the first few hundred yards, as the soil testifies.*" I believe that the words which I have italicized contain an allusion to the true origin of the name Reding-gate. We know how frequently the Celtic root *Re* or *Rhe* occurs in connection with water, and swampy marshy sites. The *Rhee** in Romney Marsh with *Read* or *Red* Hill in Appledore at its inland extremity; and, still further inland, *Reading* Street and *Reading* Sewer in communication originally with the same *Rhee* or waterway, may well illustrate the name *Reding* Gate. The term *Reding* combines the English (or Saxon) suffix "*ing*" (meadow) with the Celtic root *Re*, in an orthodox manner. The combination exactly describes the site of Riding Gate in the Middle Ages and earlier. The present dry state of the ground at

* For numerous examples of this river name and its derivatives, see *Archæologia Cantiana*, XIII., 268-9; and *Words and Places* (5th edition), pp. 137-8.

and around Riding Gate is utterly unlike what it used to be. Some idea of its former condition may be gathered from William Smith's ancient bird's-eye view of the city. It was taken in 1588, the year of the Spanish Armada's alarming visit to our shores. It proves that, 300 years ago, water flowed completely round the Castle, and washed against the city walls, beyond Worth Gate, to Riding Gate; and beyond Riding Gate, as far as St. George's Gate. This view of Canterbury, while it shews how nearly a Moated Mound the Dane-John Hill was, even so lately as A.D. 1588, likewise confirms Mr. Clark's opinion that the Mound was formerly much larger, rougher, and not so lofty as it now is. It verifies his conjecture that the sides have been scarp'd, and that the soil therefrom has been heaped upon the top of the mound. William Smith's bird's-eye view is the earliest plan of the city that we possess. It cannot be expected to exhibit the accuracy of a modern Ordnance Survey, but in a rough way it gives a fair idea of what the city was like, when the churches of St. John Pauper, St. Mary de Castro, and St. Michael were still standing; and before the churches of the Greyfriars, the Blackfriars, and St. Gregory's Priory had disappeared. It errs in labelling St. Stephen's Church as "Harboldowne;" in converting the tower of St. Mildred's Church into a mural tower of the City wall; and in labelling St. Gregory's as "St. Jones." There is likewise some confusion as to the position of the Castle in relation to Worth Gate and Wincheap Gate. It is inserted between the two, which is clearly a mistake.

Looking at William Smith's plan we can understand how it was that the Black Dyke, or sewage cesspit of the city, was in the Dungeon or Dane-John Grounds. The neighbourhood of the Riding Gate had, in Roman times, been upon a lower level than the rest of the city. Mr. Pilbrow says, "The old road *evidently dipped towards* the Riding Gate, before arriving at which there was found rough pebble pitching, at 3 feet deep: under this there was a *great depth* of black vegetable mould, at 14 feet, in which was found a Roman silver spoon [of which he gives an engraving], some black vases containing burnt bones or ashes, and boars' tusks." Outside the Riding Gate he found remains of the piers which carried a draw-bridge over the waterway. Their tops were 5 feet below the present surface, and the pier nearest to the gate was 32 feet distant from its outer face. At 18 feet below the present surface the base of the wall-pier had not been reached. This shews how extremely low, in early times, was the level of firm ground outside Riding Gate. The most remarkable discovery, however, was made about 185 yards

CANTERBURY



WILLIAM SMITH'S PLAN OF THE CITY OF CANTERBURY, A.D. 1588.

1. The Cathedral.
2. Marketplace.
3. Church of St. Mary Bredman.
4. Church of St. Andrew.
5. Church of St. Peter.
6. Church of Holy Cross, Westgate.

7. The Greyfriars' Church.
8. The Castle; and north-east of it the Church of St. Mary de Castro.
9. Church of St. Mary Bredin; south of it is the Dane-John Mound; west of St. Mary's stands the Church of St. John the Poor.

10. Church of St. Michael (between 9 and 10 stands St. George's Church).
11. The Blackfriars' Church.
12. { (North) Church of All Saints,
(South) Eastbridge Hospital.

east of the Gate. There Mr. Pilbrow found the first of four walls (of flint concrete and mortar), 18 inches thick, running across the Old Dover Road, 9 feet below the surface. These walls were 40 feet apart. Above them loam deposited by water had accumulated for so long a period that it was several feet thick. Mr. Pilbrow, seeing this virgin soil, lying in its original layers, which had never been disturbed, was astounded to find the work of human hands beneath it, in the walls above mentioned. Nothing could give a more vivid picture of the watery nature of this site in the early part of the Roman occupation.

These facts have never been duly estimated and examined, in discussions respecting the Dane-John Mound and Riding Gate, as part of the early boundaries of the city. They undoubtedly confirm Mr. Clark's supposition that the Dane-John was a Moated Mound. Whether they can be made useful in fixing its date is not so clear.

MR. SCOTT ROBERTSON'S INDEX TO THE DISCOVERIES MADE BY MR. PILBROW, AS INDICATED BY NUMBERS UPON HIS PLAN OF CANTERBURY.

ST. RADEGUND STREET (north of the city).

6. Foundations of a watch-tower.

LADY WOOTTON'S GREEN.

7. Bones, pottery, a glass bead, spear-head, pin, and ring, at 8 feet deep.

LONGPORT.

9. Modern tools, and steelyards; traces of a ditch or watercourse, which at a distant period ran throughout the south side of Longport.

BRIDGE STREET.

10. Nine skeletons in the city-ditch, which extended a considerable distance from the present wall of the city.
11. Some Samian ware and a piece of bell metal.
14. Four skeletons (4 feet below the surface); a stake was found transfixing the upper part of each skeleton.
15. A Roman coffin of lead, 6 feet below the surface. It contained body of a female about twelve years old, head towards the north. See description in *Archæologia Cantiana*, XIV., 35.

OLD DOVER ROAD.

18. At 9 feet below the surface, tops of four walls, 18 inches thick, each 40 feet from the next, built of flint concrete and mortar, and running across the road. At 15 feet from the surface the bases of these walls had not been reached. Above them was loam, as deposited by water, never disturbed until Mr. Pilbrow's men dug into it.
20. An urn; no trace here of any ancient road.
21. Many skeletons and jaws. Query, were they those of men who besieged the Riding Gate?

RIDING GATE.

22. Five feet below the surface, piers 3 feet thick, of concrete masonry, 12 feet apart, of a drawbridge over ancient waterway, 32 feet outside the modern archway.
23. Human bones; a coin; a horn of *Cervus Elephas*, 15 feet below surface.

24. No indications of a moat immediately outside the modern archway existing in 1868. Beneath the arch had been a well, 6 feet in diameter. North-west of the archway, 14 feet below the surface, there was much vegetable mould, and in it a Roman silver spoon was found, as well as black vases with burnt bones and ashes, and boars' tusks.

GRAVEL WALK.

25. Eight feet below the surface, earthen conduit pipes for water crossed the lane obliquely, jointed with clay.

BURGATE LANE.

26. Earthen conduit pipes, each about 3 feet long. A few coins.

ST. GEORGE'S, HIGH STREET.

27. Two walls, 8 feet apart, of Roman masonry and tiles, each wall 3 feet thick. Near them a pavement of Roman tiles, 10 feet below the surface, and a bronze fibula.

28. Twelve feet below the surface, oyster shells and pottery, and N.W. of them black peat-like soil.

29. Walls and foundations of a building.

BURGATE STREET.

30. Roman ring of gold, set with a fine onyx engraved with a figure of Gany-mede, found in a dark mouldy soil, 8 feet below the surface.

31. Roman tessellated pavements, of which fragments are preserved in Canterbury Museum, and a portion was lithographed by Mr. John Brent, F.S.A., for his *Canterbury in the Olden Time*, 2nd edition, plate 12, between pp. 48 and 49.

32. A floor of York stone, beneath it, Roman coins.

33. A small earthen unguent bottle.

MERCERY LANE.

- (No number.) Opposite Christ Church Gate an early skeleton lying east and west, 7 feet below the surface. In this lane were found two Roman coins, [also a large altar of Folkestone stone broken in two (Mr. Sheppard tells me), and the pieces widely separated.]

BUTCHERY LANE.

34. A circular column, 13 inches in diameter, formed entirely of Roman tiles; it adjoined the west face of a Roman wall, $4\frac{1}{2}$ feet thick, which crossed the lane obliquely. Several coins, much burnt.

HIGH STREET (THE PARADE).

35. A Roman tessellated pavement, 7 feet below the surface, opposite the Fleece Inn.

ROSE LANE.

36. Fragment of a Roman cup of embossed glass. It is lithographed in Mr. Brent's *Canterbury in the Olden Time*, plate 6, fig. 4.

JUNCTION OF ST. JOHN'S LANE AND WATLING STREET.

37. Remains of an old plaster wall or ceiling, frescoed, lying on the loam. Ten feet below the surface were found a Roman tessellated pavement, and a cornelian intaglio, which Mr. Fortnum pronounced to be of modern work.

ST. JOHN'S LANE.

- 38, 39, 40. Foundations of buildings, small coins, pottery, and deer's horn.

CASTLE STREET.

41. Foundation wall of flints, 12 feet thick, going down to the gravel 12 feet below the surface, laid in dark clay brought from a distance. Coins, black pottery, and oyster shells.

42. Foundation, pottery, coins; no road here when these were placed.

WATLING STREET.

43. Roman gold coin of Vespasian, 8 feet below the surface, and an English groat, of Elizabeth.

44. Foundation walls, so solid that they were more easily tunnelled under than broken up; they were 13 feet wide and went down to the gravel 12 feet below the surface. They prove that the Roman Watling Street ran further north than the present roadway until the point marked 37 is passed.

45. A well, filled up; in its side were a Roman vessel and a coin.

BEER CART LANE.

46. Heavy foundation, and a pavement of stones some 6 inches thick, others 8 inches.
47. Foundations of masonry. Throughout Beer Cart Lane, 4 feet below the surface, there was full evidence of the old Roman Watling Street.

ST. MARGARET'S STREET.

48. Heavy buttress of Roman masonry. An enamelled bronze ornament of late Celtic type was found here.
49. Roman foundation, 22 feet long, opposite Mr. Collard's offices. To break through this, labourers wrought day and night for two weeks, with sledges, wedges, and chisels. Mr. J. Brent calls this a Roman *arx* or citadel.
50. Roman tessellated pavement, 2 feet wide, partly in front of the Freemasons' Hotel, and partly before a gateway north of it.
51. A Roman pavement of small red bricks, opposite the Fountain gateway.
52. Walls with bonding courses of Roman tiles; beside a market, north of St. Margaret's Church.
53. A wall built entirely of Roman tiles, beside Hammond's Bank.

HIGH STREET.

54. Large Roman *amphora*, 10 feet below surface, 27 inches high, 17 inches in diameter. Coins of Carausius were found in it.
55. Roman foundations, bedded in buff-coloured Roman tiles opposite the western angle of St. Mary Bredman's Church.

GUILDHALL STREET.

56. Foundations of wall, and (says Mr. Sheppard) two broken querns.
57. Foundations of City wall (or a very strong building), with courses of Roman tiles, corresponding with those in No. 58.

SUN STREET.

58. Foundations of Roman City wall shewing three courses of Roman tiles.

PALACE STREET.

59. Roman foundations.
60. The old well of the "Red Pump."
61. Roman pavement of red tesserae, 18 feet wide, having in its centre a piece 2 feet wide, formed of red and white tesserae.
62. Black earthen urn with calcined bones.
63. Bronze Roman vase inverted over calcined bones, 9 feet below surface. The handles and base were cast and soldered on to the body which was of wrought metal. See engravings in *Archæologia*, vol. xliii., page 156.

... STREET.

64. Foundations.

MILL LANE.

65. Foundation of a mediæval building.

KING STREET.

66. Old foundation of flints, and tiles laid two deep at base. A globular Roman urn.

ST. PETER'S LANE.

68. Two vases of Upchurch pottery.
69. Roman mortarium, etc.

ST. PETER'S STREET.

- 69*. Upper and lower parts of quern, fitted into each other.
71. Foundation (chalk blocks) of the Blackfriars Gateway.

HIGH STREET.

72. Wall 12 feet long, parallel with the line of the street; built of squared stones, each 18 inches thick; laid on a bed of concrete. This is opposite All Saints Church, and indicates the gateway mentioned by Mr. Godfrey Faussett as if it were opposite the *Fleur de Lis* Hotel: he marks it with the letter M on his plan of Roman Canterbury.

- 73, 74, 75. Foundations of walls crossing the street at right angles, forming part of an important building which Mr. Pilbrow calls the Citadel or Forum and marks with letter c. Mr. Godfrey Faussett marks it N. These foundations run beneath the houses, 30 to 35 High Street, as well as beneath the roadway.
76. Pavement of large stones and foundation of large Roman building.
- LAMB LANE.
77. Foundation of an ancient house; large quantities of oyster shells; a gold pin of thin wire $2\frac{1}{2}$ inches long, coins, and pottery.
- JEWRY LANE.
78. Roman floor, $4\frac{1}{2}$ feet below the surface; made of tiles measuring 15 inches by 15 by $1\frac{1}{2}$, and laid two thick on a deep bed of brickdust, mortar, and concrete; under all is a bed of flints. Perhaps it formed part of a hypocaust.
- CASTLE STREET.
- 79.
80. Commencement of a wide fosse, $11\frac{1}{2}$ feet deep, filled up with loose soil.
81. Bank of natural loam which rose to a level 4 feet below the surface. South of it was a wider fosse $13\frac{1}{2}$ feet deep.
82. A wall, 9 feet thick; probably a pier to support a drawbridge.
83. Ancient fosse 23 feet wide outside a Roman wall 4 feet thick, part of which wall was encased in the south wall of the Castle Courtyard forming the City wall at that spot. The fosse is filled in with soil among which was found a wrought stone with a channel cut into it, and chamfers.
- HOSPITAL LANE.
84. Parts of a Roman house, and a hypocaust flue.
- STOUR STREET.
85. End, or turning, of the wall numbered 86.
86. Wall built of Roman tiles, flints, and mortar.
- ST. PETER STREET (*see* also 69*, 71).
87. Iron slag, and ferruginous concrete. Under Groves Lane had been a watercourse.
88. A skeleton, with its head to the east, enclosed in clay, and covered with red tiles; Roman coins, pottery; a goat's (or roebuck's ?) head and horns, 8 feet below surface.
- 88*. One half of the longitudinally-split trunk of an oak, 30 feet long, 7 feet below the surface, the flat side uppermost, probably used as a footbridge.
- KIRBY'S LANE.
- 89.
- CHURCH STREET, ST. DUNSTAN'S.
90. Burnt bones, a broken urn, a coin, and a Roman bottle of red pottery. Between NORTHGATE and the RIVER STOUR.
91. Calcined bones in a Roman urn of Upchurch pottery; a bottle and patera.
- ST. STEPHEN'S ROAD.
92. Three skeletons, 3 feet below surface.
93. Knife-blade with gold inserted.
94. An iron arrowhead, 5 feet below surface.
- In the RIVER STOUR.
95. Human bones, and heads of horses, buried 2 feet deep in the shingle of the river-bed.
- BLACK GRIFFIN LANE.
105. Coins, and pins made of bone.
- STAPLEGATE.
106. Ancient road, 5 feet below surface. Samian pottery, and a Roman coin of Lucilla. Perfect horns of a small roebuck.
- LOVE LANE, LONGPORT.
109. A gilt spoon. Rubbish pits.
- IVY LANE (site of a Roman road).
119. Indications of a large iron foundry, in a stratum of iron slag, 6 to 12 inches thick, and 100 feet long, 5 feet or 6 feet below the surface. A frame of Samian ware found here is figured by Mr. J. Brent in his *Canterbury in the Olden Time*, plate 11, fig. 1. An old road was found beneath CHANTRY LANE, which connects Ivy Lane with Longport.