

1889. JAMES CHARLES STEWART MATHIAS, Univ. of Dur., L.Th. 1882; Deac. 1882; Pr. 1883; formerly C. of S. Peter, Sowerby, 1882—83; High Harrowgate 1883—87; Vicar of Aldringham with Thorpe 1887. Preferred to Cossington, Leicester, 1890.
1890. JAMES ISAACSON, S. Aug. Coll. Cant., Deac. 1877; Pr. 1878; F. Miss. (s.p.g.) at Tezapore 1875—77; Dibrogarh 1877—85; Chinsurah 1855—88; Allahabad 1888—89; C. of Ashburton, Devon, 1889.

DUNWICH.

The next stage in the journey was Dunwich itself. Members alighted at the "Barne Arms," where refreshments had been provided.

After luncheon eight new members were elected and the excursionists then accompanied Mr. H. Watling to the Reading-room, a modern institution, which, however, contains the ancient silver mace stamped with the arms of the borough. Mr. Watling here exhibited a map showing the coast line of Dunwich at four different periods—1335, 1510, 1540, and 1715. Though each survey showed an encroachment of many hundred yards, the map neither commenced nor concluded the history of sea-ravages, for, as early as January 14th, 1328, a strong north-east wind finally swamped the ancient port. To go back to the beginning of the downfall of the ill-fated town would be an impossible task. Its name and a traditionary account of a forest of Eastwood, which has more evidence than mere tradition to substantiate its existence, seem to imply that in the days of its aboriginal inhabitants "it was a comparatively inland town seated on an eminence, and washed by the waters of a winding stream"—to quote a well-known and carefully-compiled history. Every strong north-east wind seems to have added another letter to the death warrant of the place. As far back as the reign of Edward the Confessor which immediately preceded the Conquest, records exist which show that Dunwich had already lost one carucate of land. Then, again, since the last of these surveys a fearful storm, of several days' duration, in December, 1740, is recorded, and amongst other works of devastation it levelled "the Cock and Hen Hills," which the preceding summer had been forty feet high. When one considers the appalling effect which these continued devastations must have produced upon the minds of the inhabitants, who could almost see their possessions melting away before their eyes, he is not likely to wonder at the high tone of exaggeration which has coloured the traditionary stories. Much had been swallowed up; how much who could say? What then was to hinder an imaginary account of fifty-two submerged churches passing current from one generation to another.

But, apart from the immediate losses by the action of the sea, Dunwich possesses ruins which have followed indirectly, through the medium of depopulation, poverty, and neglect. Amongst these is the church of All Saints, which members next visited, where the following notes were read by Rev. F. Haslewood, Honorary Secretary.

Dunwich, like Tyre, is destroyed and in the midst of the sea. Its

temples and palaces are no more. Who would now suppose that it was once graced with the royal palaces of the kings of East Anglia; was dignified as the first Episcopal See in the kingdom of the East Angles; that it was privileged to return two members to Parliament, and was accommodated with a Mint. Of its early antiquity there is no doubt, for it is mentioned in Domesday, and then contained three churches. The discovery of Roman coins has led to the belief that it was a Roman station.

All Saints Church consisted originally of a chancel, nave, and north aisle, with a south porch and square embattled tower at the west end. The piers dividing the nave from the aisle were octagonal in form. The church was dismantled about 1778. Dowsing, the parliamentary visitor and iconoclast, mentions that he found at All Hallows Church 30 superstitious pictures, 28 cherubim and a cross on the chancel. Judging by shafts which separated the nave of the church from the aisle, the fabric was erected about the year 1350, though, as it would appear by wills dated 1527, bequests were made toward making a new aisle, which probably meant the re-edifying of this aisle. It was evidently fitted up suitably for the reception of the Corporation of the town, for Gardner, the Dunwich historian, says that "in this aisle were magisterial seats decorated with curious carved work, resembling those in Southwold, the windows adorned with painted glass, which the glazier, without regard to it or the founder, brake to pieces." The aisle was pulled down by faculty in 1725. The lead on the roof and other materials were sold by the churchwardens and the gravestones employed to block up the ancient arches; many brasses were also sold. The great east window of the chancel, as proved by an old will, was inserted in 1451. At the time when Gardner wrote his history, in 1754, the church was used for Divine service from Lady-day to Michaelmas once a fortnight, and monthly the succeeding half-year. He describes the church as then being in a tottering state, though the roof possessed some remains of grandeur. He gives the dimensions: length of the aisle 91 feet, width 22 feet; chancel, 40 feet by 21 feet; tower floor, 16 feet by 10 feet, the whole length 147 feet.

In a second paper, which was contributed by Mr. H. Watling, it was stated that the Romans unquestionably at one time occupied the site of Dunwich, this being shown by the discovery of their coins as well as the existence of a tumulus in the ground of the Grey Friars. The church which S. Felix erected on his first arrival was overwhelmed by the ocean in 1330, as well as the Monastery of S. Anthony, S. Michael's Church, and the Leet Hills. Four years later a considerable inroad was made by the sea. By 1540 the last remains of the forest had disappeared; several of the churches, including that of S. John the Baptist, had been ruined. In 1715 the gaol was destroyed, and S. Peter's Church had also fallen into ruin. The town in former times was strongly defended, and when the mercenary troops, under Robert of Leicester, in the reign of Henry II., intended to attack the town it was recorded, "But when he came neere and beheld the strength

thereof it was terror and feare unto him to behold it; and soe retyred both he and his people." The Church of S. Peter was standing when Dowsing paid his destructive visits in 1643, and several images were broken.

Rev. Dr. Raven added one observation to those already made concerning All Saints Church—viz., that Davy, who was at Dunwich on October 24th, 1839, reported that the steeple appeared to be in tolerable repair, and that he remembered a man being convicted and transported for stealing one of the bells and some of the lead. Dr. Raven then addressed himself to the subject of "Roman Dunwich." Dunwich, he said, had a good claim to be considered a Roman town, and he believed it could be identified with the Sitomagus mentioned as a Roman station through which one of the Roman roads passed. After some trouble he had at length obtained in Berlin a copy of "Antonine's Itinerary." The text had undergone a most exhaustive revision. The ninth route in Great Britain was recorded to be 128 miles in length, and started from Venta Icenorum, which he identified with Norwich, although the Roman remains found in Norwich were very scanty. A little outside Norwich was a railway station, called Trowse, and this he identified with the Welsh word *traws*, which was a corruption of the Latin *trajectus*, a ford. Passing through Trowse there was a country very partially investigated. Then there was a magnificent piece of road that went by the name of Stone-street, from Ilketshall S. John nearly to Halesworth. His theory was that the Romans made the best pieces of road where the country was the worst, and a piece of light land like that between this point and Dunwich, where a track could easily be made, would be left to take care of itself. The first distance, thirty miles, brought the ninth route to Sitomagus, with which, by adopting this route, Dunwich could be identified. Beginning from the opposite end the route was clear from London to Stratford S. Mary on the Stour. The question then arose, did it go to the east or to the west? Unquestionably, in his opinion, it went to the east, for it was known that there was another road to the west, leading through Bury S. Edmund's. Suckling remarked that the adoption of the eastward course would charge the Romans with leaving the heart of the province untraversed by its principal military way, and was of opinion that the road passed through the centre of the county, but provision had been made for this district by the fifth route. He contended that the distance to Norwich proved that it must have diverged considerably one way or the other. Camden placed Sitomagus at Thetford, but appeared to have little authority for doing so. A further argument in favour of Dunwich was that between Stratford S. Mary and Dunwich lay another Stratford—a name which indicates a Roman origin. It was undoubtedly the case that three rivers had to be forded between Sitomagus and London, and Stratford S. Andrew completed the three, one being Stratford, near London, and the other Stratford S. Mary.

Mr. Prigg remarked that the Roman mile was shorter than the