I MADE all the enquiries possible after pieces of this kind, but was not able to procure one during my stay at Bourdeaux; nor indeed had the good father, or any one else I spoke to, ever heard there was any such thing existing; but about a fortnight after I arrived at Paris, I received a letter from the same father with a Two-pence of Richard II, duke of Aquitain, inclosed in it; and this was the foundation of that very curious collection of them now in possession of Charles Frederic, esquire (now Sir Charles, Baronet).

HAVING mentioned these coins, I shall conclude this empty narrative with a memorandum taken from the above-cited manuscript, wherein mention is made of some of them. I send it you in the original, such things not easily bearing a translation.

“ Defuncta Domina de Blancha de Fuxo quondam Capitalissa de
“ Bogio, presta a pierre de Sant Bourgois e monneyeur de Bourdeaux
“ cinquante Derniere ou Pieffes d’ Or nommè *Leopards*; quinqu-
“ ginta Denariorum aureorum vocatos *Leopardos* de auro Burde-
“ galenfi.”

S. L.

Aldersbrook, March 18, 1749.

*XX. A short Dissertation on the Antiquities of the two
Ancient Ports of Richborough and Sandwich, by
the Isle of Tanet in Kent. Communicated by the
Reverend Mr. John Lewis.*

Read before the SOCIETY of ANTIQUARIES, October 11, 1744.

THREE years after the death of the learned John Battely, D. D. Archdeacon of Canterbury, was printed in Latin at Oxford, a beautiful little tract, intituled “*Antiquitates Rutupinae*,” or, the Antiquities of Richborough. It is an account of a conver-
sation.

relation betwixt him and his two brother-chaplains to archbishop Sancroft, the learned Dr. Henry Maurice, and Mr. Henry Wharton, vicar of Mynstere, in the isle of Tanet, in a very polite and elegant style. -- Page 9, he tells them, that he undertakes to shew, that the antient port of Sandwich was bounded within the said limits which he ascribed to the port of Richborough, viz. Pepernefs to the east, and North-muth to the north.

But this seems to me a wrong account of the Richborough Port, owing to his either having never seen the place, or not viewed it with sufficient attention ; the bounds of the large aefuary, a part of which was the Richborough port or haven, fo called from a little ifland toward the east part of it, called Ruochim-inis, and Ruoch-berg, were the continent of East Kent and the Isle of Tanet, in both which the rifing ground yet shews where the water was antiently. The mouth of the aefuary extended itself from Ramfgate Cliff to Walmer, about four or five miles in breadth; fo that the fea antiently dafhed againft the walls of Richborough Castle, or the fhore of the ifland beneath them, and covered all that land[r], on which Storer and Sandwich were afterwards built, and all that flat, or level, which is betwixt Sandwich and Deal, or Walmer. Bede, about A. D. 700, obferved that the aefuary was then decayed, and was called Wantfume, and that the part of it which came in to the fea at the North-muth by the Reculver, was then reduced to about three ftadia, or not half an Italian mile, whereas Eyefight informs us, that it had been above an Englifh mile in breadth. Solinus called the other part of this Wantfume, a flender or narrow fream, which, in King Cnute's grant of the port of Sandwich, to the prior, &c. of Chrift-church, Canterbury, is represented as fo ftraight or narrow, that a man might fling a little hatchet afhore from a veffel riding in the middle of it at high water: Yet antiently it covered all the level betwixt the rifing ground in the ifle of

[q] This coaft or fhore was called "Rutupina Littora." The aefuary flowed up as high as Chartham, about three miles beyond Canterbury, almoft twenty miles in length.

Tanet, and that in East Kent over against it, about five miles in breadth. This aestuary is now yet more fallen away and confined to the narrow bounds of the river Stour, which are not half a stone's cast wide, occasioned by the inring the land on each side of it.

It is owned that the bounds of the port of Sandwich, were Peeper or Peeper-ness, a small sand in the eastern mouth of the aestuary and Meres-fleet[s] by the North-muth: Or as the Sandwich records state them from Eadburgate [t], one of the gates of Sandwich, I suppose, and Merks-fleet, or the above Meres-fleet. What is now called Sandwich haven lies betwixt the sands called the Downs, and Peeper-ness, and the isle of Tanet, and is about a mile broad, and so shallow at dead low water, that any one may ride across it.

On the west side of the river Stour, which now runs in a winding stream towards the haven, was Stonar, built on a little Island, made by the river Stour and the aestuary, which still flowed at Ipwid-fleet. It was called Stonar, from the vast quantity of sea-beach, which the sea had cast up at this place, as much as to say, the stone-coast. At about a quarter of a mile further south, on the continent of east Kent, was built the town of Sandwich, on the south side of the river Stour, which ran close by the town, and discharged itself into the sea, running across [u] the heaps of sand, or betwixt them, which are now called the Downs. This was a most convenient situation for trade and commerce with France, London, and Canterbury, but the river was then broader than it is now, and ran by the walls of the town.

By this it appears to me, that the antient port of Sandwich was never of the same extent with that of the famous port of Richborough; though it was of great use, and much frequented, til the fur-

[s] Marsh-flete, where ships could float: The Genlade, or Inlet, on the south side of Reculver.

[t] Perhaps Eastburgh-gate, now Eastry-gate.

[u] This Giraldus Cambrensis calls Exterior Portus, as being betwixt Sandwich and the main sea.

ther decay of the Wantfume made it not navigable for ships of any great burden. But what is said to have given the finishing stroke to its ruin, was the sinking a large carrack[x] in the channel, and the gathering of the sands about it, which quite dammed up the passage of the remaining part of the Wantfume to the east into the sea; on which, as it seems to me, the river Stour made itself a winding passage to the north, by Stonar, to Peeper-neffe, as it still continues to do with little alteration.

SIR Thomas More intimated, that, some time before 1529, a commission was granted to diverse men of worship, who met at Sandwich to commune and devise about the amendment of the haven, and that within few years past great ships were accustomed to ride there without difficulty. John Stow tells us, that Peter Brier, Steward of Normandy, with a fleet of Frenchmen, landed at Sandwich, 1457, and with fire and sword waisted the town to ashes, and slew the inhabitants to the last man. But, as the occasion of the loss of so good an harbour was found to be the rising of the sands, there not being water in the aeftuary sufficient to scour the haven, and drive the sands from it, and for the want of such scouring, the haven was choaked up with sand; the restoring this port or harbour seems to have been judged impracticable at that time and since.

WHENCE this aeftuary first began to decay, we have no records to inform us. The most early account is that of Julius Caesar's [y] landing in this port of Richborough, which seems to intimate its being in a decaying condition at that time. According to this account he landed a thousand paces[z] to the northward of Dover, and anchored his ships "aperto et plano littore," which agrees with Deal, near to which were many shallows, or places fordable. This agrees to the large flat betwixt Lower and Upper Deal. He fur-

[x] See Sir Thomas More's Dialogues, fol. 119. ed. 1529.

[y] Comment. l. iv. § 20. 24.

[z] Paffus, five foot.

ther observed, that his soldiers after they were got out of their ships could not “ firmiter infistere,” the bottom of the ford being a slippery mud. The same was the case of the Wantsume at the North-mouth, when the church of St. Nicholas was built in Tanet, almost over against Reculver, which is called St. Nicholas at Wade, or *Wadum*, the ford. The occasion of this decay of the æstuary, however, about Richborough, it is plain enough, was the gathering of the North-muth, or Reculver, and the south east of the isle of Tanet, which kept the sea from flowing, as usual, at those two mouths of the æstuary. But what was the cause of those sands gathering is not so evident. The most probable guess is the breaking of the isthmus betwixt Calais and the Port of Dover.

FROM Deal to Walmer, the sea has thrown up a vast quantity of beach, which kept the sea from flowing on the large flat betwixt that place and Upper Deal.