

Between the site of Hagia Parthena and a secondary ravine (going downhill from Mount Parthenion), we encounter a branching. The road to the right – the less frequented one – continues and crosses the river bed without a bridge; at first, it goes slightly upward – where black-painted potsherds were found – and then downward somewhere near the Achladokambos valley. The other branch swerves to the left and after many turns descends all the way to the main bed of the gorge. Its course changes twice, due to various natural forces over the years. This branch crosses over to the other side without a bridge and, after moving upward for a while, merges with the northern road that runs downhill on the opposite bank.

As already mentioned, this northern road starts at an earlier point of the route, approximately 100 m after the saddle of 'Simio'. It goes downhill on the left slope of the gorge which belongs to the sides of the long, low, and narrow location known as 'ή Βουβάλα'. Some call this road 'το Λιπάτι' drawing on an adjacent location with red rocks. Certain parts of this road appear meticulously paved with stone. This is the shortest route through the gorge of 'Partheni'. This road appears more straight than the rest. It is only after a walk of half an hour that it turns to the right. Then it goes downhill with four small twists and approaches the bed of the gorge where it turns left and continues alongside it. At that fourth twist something important happens: the road meets with another branch which descends from the right side following the gorge bed. The latter is a stone-paved road of fine construction, with steps and a retaining wall. After having separated from the southern, right branch leading to Hagia Parthena, this road went downhill for about 150 m and crossed the gorge bed. Its extension – that is, the part beyond the fourth twist just mentioned – also exhibits a very neat construction, much superior to that of the paved road of Hagia Parthena. On its way down this well-made northern road meets a small ravine, descending on its left side, and crosses it over a single-arch stone bridge. This bridge, which is called 'το Τουρκογέφυρο' ("the Turkish bridge"), carries a semicircular (not an Islamic, horseshoe-shaped) arch. The name indicates that the bridge existed during the late Turkish occupation in the Peloponnese (1715 – 1821) at the latest, but it is possible that the construction of the bridge dates to the Venetian occupation (1685 – 1715) since a popular name would never have cared about such tedious historical distinctions. Further on, the road passes by a ruined building on the left, evidently the guardhouse of the entrance to the gorge during the Ottoman period. Then it leaves behind and on its right side a small well with abundant water. This well is called 'το Καμαράκι' and stands beside the gorge bed in a densely green area. There a pathway starts which rises up to the south side and quite soon reaches the edge of a plateau where a long and narrow pile of rocks stretches on the left side. To the east of this pile the apse of a church comes into

view; the site is dedicated to 'Ἅγιο-Βλάσης'. On the west side of the rock pile there is a number of big, carved stones in secondary use. This must be the spot where the Byzantine tower was reported to be standing until around 1900 at least.¹⁷ The well-worked stones were first used in the ancient tower which still exists, but seriously decayed, in a nearby location. In the open area of the plateau one comes across scarce traces of an old settlement and Byzantine potsherds. Could there at some time have been a settlement here charged with the task of guarding the pass?

At a short distance from the well 'Kamaraki', between the northern road where we are descending and the bed of the gorge, there is a small, dry-arched fountain with few damages. After 10-15 minutes the stone-paved road ends in the bed where the grand railroad trestle rises (dating ca. 1890). The road becomes confused with the bed for a while and then it continues through the Achladokambos valley as a country road without any ancient traces. It is noteworthy that on this northern road, particularly where the pavement has been destroyed uncovering the limestone bed underneath, no traces of an ancient road were detected. Yet, Y.A. Pikoulas writes: "a wheel-track is extant below Ἰητόβιγλα before Καμαράκι."¹⁸

Plenty of ancient wheel-ruts exist on the southern road, particularly where it follows a common course with the stone-paved path. At one point two pairs of tracks meet. (Fig. 2) This might have been either an ἐκτροπή, a kind of branch¹⁹ to allow carriages coming from the opposite direction to pass, or a place where new tracks were made after the older pair had been destroyed by the sunken ground. It is worth noting that not a single mark of ancient wheels was found on the road past Hagia Parthena. Yet, that an ancient road – not necessarily for vehicles – did exist along this route is certain and further sustained by the decayed ancient tower mentioned above at the ruined site of Hagios Vlassis. The precise location of this tower is near and to the south-east of the church at the top of a rise. Something remains of its ruined base, measuring ca. 6.25 x 6.30 m.²⁰ This ancient tower must also have been also a guardhouse of Tegea at its borders with Argolis.

17. Guide-Joanne, *Grèce* 2, Paris 1903, p. 236. Another square, medieval tower, in the vicinity and to the east of the gorge of Mouchli, is also worth researching. It is mentioned by Pritchett, *op. cit.* (n. 4), p. 87, pl. 37.

18. Pikoulas, *op. cit.* (n. 12), p. 259.

19. LSJ translate the ancient Greek word ἐκτροπή as "a fork, branch on a road", p. 524. Cf. the verbal expressions in Hdt. 2.80 and Xen. *Hell.* 7.4.22. – Y.A. Pikoulas, *Ὀδικὸ δίκτυο καὶ ἄμυνα. Ἀπὸ τὴν Κόρινθο στὸ Ἄργος καὶ τὴν Ἀρκαδία*, Athens 1995, p. 18, § β. Evidently, these were the two pairs of tracks which W. Loring saw and misinterpreted (see n. 11).

20. Pritchett, *op. cit.* (n. 14), pls. 183 and 184, pp. 110-1.

The third route, that is, the ‘Gyros’ (Fig. 1, no. 4), has not received enough scrutiny by recent researchers as opposed to older ones. For example, Dr. Y.A. Pikoulas, an expert scholar of road networks, misdates this road as “more recent”.²¹ Yet, this is a road with a long history. The signs of an old, abandoned road are still evident: water-fountains on its way, its bedding between retaining walls on both sides, that is, going uphill and downhill, the remains of a guard-house (*derveni*) next to it on a prominent spot with a view, and a neighbouring notable well with a big basin (*gourna*). Although the details of how it was used through the ages escape us, we still have sporadic, yet accurate pieces of information, for its documentation.

After the conquest of the Ottoman Tripolitzá by the Greek revolutionaries in the fall of 1821, the chieftain Nikolaos K. Kassomoulis (1795 – 1872) ordered and supervised the transport of cannons from the fortress to the coast of Argolis Bay. In his memoirs Kassomoulis writes: “They made handy *carriages* which they loaded with 4 cannons and which they had 150 Turk-prisoners carry all the way to the ‘Myloi’ with great difficulty.”²² This testimony is somewhat disputable if it is compared with the one provided by the French officer Maxime Raybaud who accompanied the mission. Specifically, Raybaud mentions the toponyms “Kaki Skala” and “Strata tou Halil Bey”,²³ which he probably picked from the travel account by his countryman, Fr. Pouqueville.²⁴ I find it most unlikely that the transportation of the cannons took place by the narrow, steep, and winding ‘Skala tou Bey’ (the original) with its many sharp turns south of Mouchli. The carriages must have followed the ‘Gyros’ with the sporadic ruts of an earlier road for vehicles which was opened 106 years earlier for a similar purpose. The existence of this road is confirmed through testimonies of the year 1715, the year when the Peloponnese was conquered by the Ottoman Turks. According to contemporary diaries, an infantry regiment coming from Kiveri and through the Achladokambos valley followed an ascending narrow road, one and a half hour long, to Tripolitzá where they arrived on August 5th, 1715.²⁵ It is fairly certain that the road the infantry took was the pass of ‘Partheni’, whereas for the artillery a special road was opened around the Mouchli (*i.e.*, the ‘Gyros’)

21. Pikoulas, *op. cit.* (n. 12), p. 260.

22. N.K. Kassomoulis, *Ενθυμήματα στρατιωτικά της επανάστασεως των Ἑλλήνων, 1821-23*, Athens 1939-41, vol. A, p. 162. The emphasis is mine.

23. M. Raybaud, *Mémoires sur la Grèce pour servir à l'histoire de la guerre de l'Indépendance accompagnés de plans topographiques*, 2 vols., Paris 1824, vol. 1, pp. 7-9.

24. Pouqueville, *op. cit.* (n. 7).

25. B. Brue, *Journal de la campagne que le Grand Vesir Ali Pacha a faite en 1715 pour la conquête de la Morée*, Paris 1870, pp. 37-8. The date Aug. 5, 1715 follows the Gregorian calendar.

which could be used by vehicles (“une route carrossière”). There is a double testimony on that: a factual by Constantinos Dioikétès,²⁶ and a poetic by the captive Manthos Joannou.²⁷

It is known, however, that the ‘Gyros’ route had been exploited since antiquity for the opening of a carriage road. Two mid-19th century travellers noticed and recorded marks of such a road between Achladokambos and the ‘Gyros’. Unfortunately, their testimony has not received proper attention. F.G. Welcker first, on his way from Achladokampos to the ‘Gyros’ on April 6th, 1842, states clearly: “Im Aufstieg alte Wagenleise in Felsen. Nach zwei Stunden hat man links die ... Festung Palaomuchli.”²⁸ Ten years later E. Curtius published a similar account: “Ein Fusspfad führt geradeaus [toward Tegea] über das steile Joch [evidently “Partheni”] ..., während die Fahrstrasse nach alten Geleisen folgend um den nördlichen Fuss von Parthenion und den schroften Burgfelsen von Paläomuchli herum führt.”²⁹

The existence of the ancient ‘Gyros’ road is also confirmed by a pair of ancient wheel-ruts which I have personally observed. Specifically, they are located on a route parallel to the old national road Argos – Tripolis (between the 40 and 41 km distance markers), on a spot overlooking the sheep-cote of Yannis Alepis.³⁰ (Fig. 3)

It is known that W. Loring,³¹ J.G. Frazer³² and E. Meyer³³ identified the ‘Gyros’ route with Pausanias’ “τὰ μάλιστα λεωφόρος”. I hold that the new evidence brought to light by this paper endorses this theory. Furthermore, regarding

26. N. Iorga, *Chronique de l'expédition des Turcs en Morée attribuée à Constantin Dioikétès et publiée par Nicolas Iorga*, Bucarest 1913, pp. 184-5. The date is here given by the Julian calendar.

27. M. Joannou, *Βιβλίον περὶ τῆς συμφορᾶς καὶ σκλαβίας τοῦ Μορέως*, in E. Legrand, *Bibliothèque grecque vulgaire*, vol. III, Paris 1881, p. 315: “... τὴν στράτα, ἀμάξια τὴν περᾶσανε ...” (“this road, vehicles passed”).

28. F.G. Welcker, *Tagebuch einer Griechischen Reise* Bd. I, Berlin 1865, pp. 196-7.

29. E. Curtius, *Peloponnesos: Eine historisch-geographische Beschreibung der Halbinsel* Bd. II, Gotha 1851-52, p. 367. His certainty about the existence of an ancient road at this spot Curtius reported thus: “die grosse Curve [im arkadischen Parthenion] der alten Kunststrasse wahrscheinlich nach hellenischen Tradition noch heute Γῦρος genannt wird.” *Id.*, “Zur Geschichte des Wegebau bei den Griechen”, in *Abhandlungen der K. Preuss. Akademie der Wissenschaften* 1854, pp. 211-303 (= *Gesammelte Abhandlungen*, Berlin 1894, I, 1-116, p. 171).

30. First-hand information based on field research by P. Vemmos and A. Petronotis on 19–20 November 1999.

31. Loring, *op. cit.* (n. 11), p. 25, n. 79.

32. J.G. Frazer, *Pausanias's Description of Greece* vol. IV, London 1898, p. 495.

33. E. Meyer, s.v. “Parthenion”, *RE* 36.3, 1949, coll. 1887-90.

the identification of the shrines alongside the road mentioned by Pausanias (8.54.5-6), E. Meyer provides a reasonable interpretation.³⁴

As explained above, Tegea and the Achladokambos valley are connected by a fourth road, too. This partly coincides with the railroad tracks on the south side of Mount Parthenion and the pass through the village Elaiochori (former Masklena). This road has two exits from the plain of Tegea: one, at the village Parthenion (former Bertzova) where the railroad passes; the other, at the pass of ‘Άγιος Δέκα’, used by the asphalt road Tripolis – Astros (to the Thyreatis). (Fig. 4) Before the last saddle and to the right of today’s road, we detected ancient wheel-ruts in six different spots, measuring a gauge of 1.40 m.³⁵ These are certainly the marks of the road which Pausanias describes as “... ἡ δὲ εὐθεῖα ἡ ἐπὶ Θυρέαν τε καὶ κώμας τὰς ἐν τῇ Θυρεάτιδι ἐκ Τεγέας ...”.³⁶ The ancient road started at some southern gate of Tegea and passed by the modern villages of Magoula and Rizes.³⁷ We were certain that an ancient watch-tower existed above the former village; recently, evidence of a second one above the latter village has been provided to my hearsay knowledge.

After the saddle of ‘Hagios Deka’ we have not found any signs of ancient wheel-ruts.³⁸ Yet, such signs do exist in this location, at the place called ‘το Μακροπλάγι’.³⁹ At the exact spot ‘στή Στέρνα’, 2.5 km distant from ‘Hagios Deka’, we passed by a bottle-shaped cistern; that is, an indication of ancient Lakonian road-construction.⁴⁰ Further, the road goes first downhill to the winter-stream ‘ὁ Ξεριάς’, and then uphill to the south side of Mount Parthenion directed toward the saddle of the village Elaiochori. Before this village, it goes by a crossroads so-called ‘ὁ Ἀρμακάς’.⁴¹ This is a multi-branch cross-roads which has always been important.⁴² One

34. *ibid.*

35. Field research by P. Vemmos and A. Petronotis, Sunday 15 July 2001. The toponym ‘Άγιος Δέκα’ is the popular version of ‘τῶν Ἁγίων Δέκα’ (in plural), that is, of 10 Cretan saints. The professor of archaeology K.A. Rhomaios had made an early mention of these ancient marks. See his: “Τὰ Δολιανὰ στὴν ἀρχαιότητα,” in *Χρονικά Δολιανῶν Κυνουρίας*, vol. A, 1959, repr. 2000, pp. 9-16 (esp. pp. 12-3). The author wrote this article in 1950.

36. Paus. 8.54.4: “The straight road from Tegea to Thyrea and to the villages its territory contains...” (Loeb). Cf. Rhomaios, *op. cit.* (n. 35).

37. N.D. Papachatzis, *Παυσανίου Ἑλλάδος περιήγησις, Ἀρχαϊκά Ἀρκαδικά*, 1st ed. Volos 1967, p. 425, n. 4.

38. Field research on 25 March 2002, by P. Vemmos, L. Antonakos and A. Petronotis.

39. P.B. Faklaris, *Ἀρχαία Κυνουρία. Ἀνθρώπινη δραστηριότητα καὶ περιβάλλον*, Athens 1990, p. 214, n. 3.

40. Pikoulas, *op. cit.* (n. 12), pp. 286-7 and 352; cf. also pp. 77 and 237. He prefers the expression “ἀπιόσχημη ὀμβροδεξαμένη” (“pear-shaped rainwater cistern”).

41. Ἀρμακάς (= heap of stone). Cf. the ancient *έρμαξ* = cairn.

42. Faklaris, *op. cit.* (n. 39), pp. 209-16, esp. p. 212; plan on p. 210.

of its branches is the fourth road to the Achladokambos valley with a route branching off to Andritsa.⁴³ Its major branch, however, is the one leading to Thyrea.⁴⁴

Appendix

Research based on Pausanias' text has claimed that there were only a few roads for vehicles in ancient Greece.⁴⁵ More recent accounts, including this study, dispute this claim. In fact, they argue that the exact opposite is the case in Arkadia (and in the rest of the Peloponnese).⁴⁶ Many of its roads were not mentioned by Pausanias, others have been destroyed, and quite a few have not yet been identified. Current research is bringing to light new ones. An unknown road which used to lead from Mantinea to Tegea has been discovered recently.⁴⁷ From Tegea it headed for the modern village Neochori. It ascended toward 'στο Διασελάκι' of Timios Stavros, that is, the saddle which today lies between the Byzantine monastery of Varses⁴⁸ and the fort of Hagia Kyriaki on the height of the 'Ψηλή Ράχη'. On the latter, Early Christian potsherds were found.⁴⁹ To the right passing the saddle downhill, at the spot named 'το Καρτερούλι', the wheel-ruts of the ancient road are located. The latter used to pass through the spot named 'το Κάθισμα' and the small field of the village Louka, where the small border fort of St. George stands.⁵⁰ This road ended in Mantinea. This entire route was normally used during winter when the road across the plains was buried in mud.

Argyres Petronotis
Aristotle University of Thessaloniki,
School of Technology
Solonos 99 – P.B. 17083
GR – 542 48 Thessaloniki
Greece

43. M.E.P. Boblay, *Recherches géographiques sur les ruines de la Morée*, Paris 1835, p. 66. Cf. Faklaris, *op. cit.* (n. 39), p. 209, n. 663.

44. Faklaris, *op. cit.* (n. 39), p. 212, and Rhomaios, *op. cit.* (n. 35).

45. MacKay, *op. cit.* (n. 1), p. 63.

46. See related literature by Y.A. Pikoulas.

47. A. Petronotis and P. Vemmos, "Νεότερες οικιστικές έρευνες," in the Tripolis newspaper *Kathimerinά Néa*, no. 3453 (30 May 2000), p. 7.

48. N.K. Moutsopoulos, "Αί παρά την Τρίπολιν μοναί Γοργοεπικούου, Βαρσών και Έπάνω Χρέπας από αρχιτεκτονικής ιδίως απόψεως," *Επετηρίς της Εταιρείας Βυζαντινών Σπουδών* 29, 1959, pp. 416-35.

49. See the paper by E. Eleutheriou in this volume.

50. N.D. Papachatzis, *Παυσανίου Έλλάδος περιήγησις, 'Αρχαϊκά 'Αρκαδικά*, 2nd ed., Athens 1980, pp. 212-3, figs. 172ff. Cf. G. Fougères, *Mantinee (BÉFAR 78)*, Paris 1898, pl. X: "Carte du territoire de Mantinee"; by village Louka "Tour R.H."

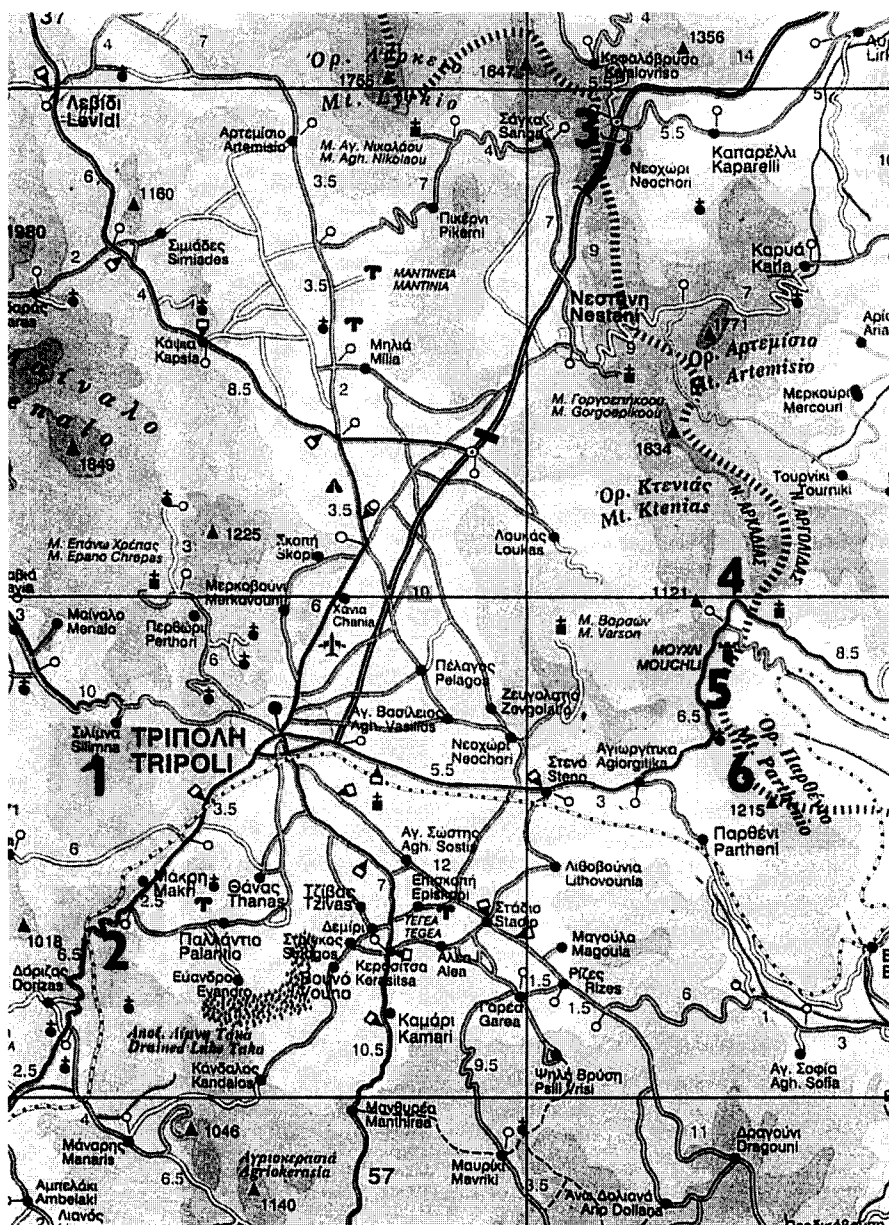


Fig. 1. Map of the central Arkadian plateau with diachronic passages. (From the *Map of the Peloponnese*, Road Edition, Athens n.d.)

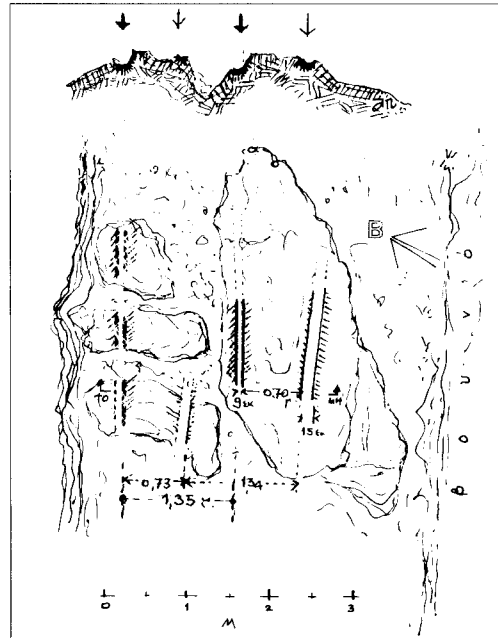


Fig. 2. Double tracks of ancient carriage wheels on the south road of the pass 'Partheni', commonly misnamed 'Skala tou Bey'. Top: section; bottom, plan; left, the gorge; right, the mountain. (Drawing: author.)



Fig. 3. Pair of ancient wheel-ruts on the road of 'Gyros', by Y. Alepis' sheep-cote. (Photo: author.)



Fig. 4. Ancient wheel-ruts at the spot 'Hagios Dekka' on the road from Tegea to Thyrea. (Photo: author.)

The Sanctuary of Athena Alea at Tegea: Recent Excavations in the Northern Area. Results and Problems

Chiara Tarditi

The excavations in the northern area of the sanctuary of Athena Alea at Tegea, organized by the Norwegian Institute at Athens during the period 1990-94, investigated the area directly in front of the 'ramp' emerging from the northern flank of the classical temple and identified a long stratigraphical sequence, from the modern occupation back to the early archaic period. This area was probably always used as an open courtyard, with few and small structures with the only exception of a big mud-brick wall in east-west direction, probably the northern limit of the sanctuary area in the 6th century B.C. The evidence recovered gives indications about the presence of early archaic and Geometric layers, which should be investigated by future excavations.

The discovery of the sanctuary and the first excavations

The site of ancient Tegea was identified at the beginning of the 19th century,¹ and during the second half of the same century the first excavations were started by German archaeologists, followed by French and Greek archaeologists. All focused in particular on the recovery of the classical temple and its surroundings; in the northern area the only excavations were related to a monumental fountain and two monument bases, identified and excavated at the beginning of the 20th century.²

In 1976-77 the Greek ephorate of antiquities, under the direction of G.

1. E. Dodwell, *A Classical and Topographical Tour through Greece during the Years 1801, 1805 and 1806*, vol. II, London 1819, 418.

2. G. Mendel, "Fouilles de Tégée," *BCH* 25, 1910, 241-81; K.A. Rhomaios, "Ἐργασίαι ἐν Τεγέῃ," *Prakt* 1909, 300-23; Ch. Dugas, "Le sanctuaire d'Aléa Athéna à Tégée avant le IVE siècle," *BCH* 45, 1921, 335-435; Ch. Dugas *et al.*, *Le sanctuaire d'Athéna Alea à Tégée au IVE siècle*, Paris 1924.