



CSCP Support Materials
for
Eduqas GCSE Latin
Component 2



Latin Literature and Sources (Themes)
Travel by Land and Sea

For examination in 2021-2023

Source Images

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Information about several of the pictures in this booklet, together with useful additional material for the Theme, may be found in the support available online for **Cambridge Latin Course, Book III, Stage 24, pages 66-69.**

Picture 1: typical Roman road

This picture shows the *Via Appia*, the main road leading from Rome south through Italy. On the left of the picture is a typical Roman milestone.

Key information for students

The main features of a typical Roman road can be seen in this picture. The road is straight, but makes use of the naturally flat land. There is a diagram showing how these roads were constructed in the introduction to the teacher notes. The large flagstones which were the normal surface of the road are still in place here, and so are the kerbstones along the edges. There is a milestone on the left of the picture. These markers were one Roman mile apart along major roads and showed the distance to the Roman forum.

Additional notes for teachers

The *Via Appia* was the first long distance road in the Roman network which eventually criss-crossed the Empire.

From around 250 BC, Roman roads began to be marked to show distances. The first road where this happened was the *Via Appia*, then others. The space between each marker was one Roman mile (*milia passum* – one thousand paces), which is around 1.5km. Each mile was marked with a mile stone, or *miliarium*. This was a circular column standing around 1.5m tall. Inscriptions on the milestone varied considerably: some have the name of the

emperor, some have distances, some attest repairs and improvements made to the road, some have nothing at all. Within Italy at least, there was a convention of numbering the miles away from the Roman Forum. In 20 BC Augustus (regarded as the first Roman emperor although he did not call himself this) set up the Golden Milestone (*miliarium aureum*) in the Roman Forum near to the Temple of Saturn. On this he had inscribed the names of all the major cities in the Roman Empire and their distances. From this point on, all roads in fact led *from* Rome.

Picture 2: fast horse-drawn carriage

This relief shows the covered carriage used by the wealthy for longer journeys. This one is drawn by horses.

Key information for students

Wealthy Romans would have travelled in this type of four-wheeled carriage when going longer distances. It was wooden, fully enclosed with a curved roof, and with a separate seat at the front for the driver. Although the wheels were iron-rimmed, like most wheels on Roman vehicles, this carriage had suspension, which would have made it much more comfortable.

Additional notes for teachers

This carriage was for the wealthy and there was a lot of variation in the amount of wealth on display. Some were very simple, whereas others were lavishly carved and painted. The seats inside were cushioned, and some versions functioned as 'sleepers', with cots inside.

This relief formed part of a tombstone and it has been suggested that this is a carriage symbolically taking the shade of the deceased to the Underworld.

Picture 3: mule carriage

This mosaic, from the Baths of the Coachmen in Ostia, shows a light carriage pulled by mules.

Key information for students

The Romans operated a taxi system using light carriages pulled by mules as seen in the mosaic. These carriages had two wheels and were drawn by two mules (as here) or horses. They were open and had a seat, but that was all. In this picture you can see the driver up front with his whip and two passengers. There was no room for luggage, but there was a box below the seat for small bags.

Additional notes for teachers

This type of carriage was called a *cisium* and was a popular form of transport for quick journeys over short distances. They were made of wood, and the wooden wheels had metal rims. There was no suspension.

The Baths of the Coachmen is near the gate to Rome at Ostia. It is likely that these carriages operated from the front of the

building, shuttling people between the city and the port. They could drive at speeds of around 6 miles per hour, according to Cicero, which was considered very swift by the Romans.

As they were moving so fast, there were penalties for dangerous and careless driving.

Picture 4: barge on a river

This relief shows a barge being towed along a river. The barge is carrying wine in barrels.

Key information for students

This image shows a shallow barge used for transporting goods along a river or a canal. The boat is carrying wine in barrels. The boat is being towed by two men who are walking along the bank, hauling on ropes which are attached to the boat by a small mask towards the front of the craft. The men are using walking sticks to help them pull. Sometimes animals were used for this job rather than people. In the boat there is a helmsman with a single pole: his job is to steer and ensure that the boat does not hit any obstacles.

Additional notes for teachers

This relief dates from the 2nd or 3rd century AS, when the Romans changed from transporting wine in amphorae to the Gallic system of using barrels. In the background, a row of amphorae can be seen, which

suggests that this relief dates from a period of transition.

See notes on pictures 5 and 6 for more details on trade by sea, river, and canal.

Picture 5: ship being loaded

This fresco from a tomb at Ostia (Rome's river port) shows a boat being loaded with grain to be taken up the Tiber to Rome.

Key information for students

This image shows a small merchant ship for transporting goods along a river. It has a rounded hull which would have been filled with goods and is shallow enough for a river. The mast shows that it used sails when it was at sea. The mast is at the front of the ship rather than in the middle. This is so that when it went on the river a rope could be attached and the boat could be towed like a barge. The two large oars at the back are for steering, not rowing.

Additional notes for teachers

These boats were owned by corporations who transported goods between the sea and the city of Rome. The river Tiber was not suitable for the sea-going ships as they were far too wide and sat far too deep in the water. Goods had to be transferred to more suitable craft at the ports at Ostia (on the Tiber) or Portus (on the coast near Ostia), or even at harbours further down the coast such as Puteoli.

This boat is called the *Isis Geminiana* (written at the stern), and its captain is standing at the stern – he is labelled *magister* with his name *Farnaces*. The owner of the boat (Abascantus) is in the middle supervising the loading of grain by dockworkers into a *modius* (standard measure of grain). The official next to him is the *ensor frumentarius*, a state official

in charge of supervising the grain supply. This is probably part of the *annona*, the regulated supply of grain for Rome which ensured that the population was fed.

Grain was imported from across the Empire and the shipping lanes which carried this grain were of huge importance. Any disruption could lead to starvation and rioting in Rome.

It is important to remember that in the ancient world it was much cheaper and faster to transport goods by sea and river than by road over land. It took the large ships only a few days to sail from Egypt (one of the provinces which supplied the most grain) to Rome, although commercial sailing was suspended over the winter due to bad weather.

Picture 6: ship entering the harbour at Ostia

This relief shows a ship entering a busy harbour whilst an already-moored boat is unloaded at the dock.

Key information for students

In the middle of the relief, behind the ship, you can see the lighthouse with the fire at the top. This would have helped ships to navigate into the harbour.

At the bottom right-hand side there is a small ship moored at the dock. It is tied to a mooring block and being unloaded. Its cargo seems to be wine jars. On the left a large sea-going ship is entering the harbour. There are people on the upper deck sacrificing to show their thanks to the gods for a safe journey. Neptune himself, the god of the sea, is shown as a huge figure with his distinctive trident in the middle, overseeing everything. There is a large crane on the front of the ship to help with the loading and unloading. The ship is being steered in two ways. One of the large steering oars can be seen, and just behind it a pilot in a small craft. These little tow-boats helped to guide the large boats in safely.

Additional notes for teachers

This image shows ships entering Rome's sea-port, Portus, which was a few kilometres north of the river-port at Ostia although the two were linked by a road and by canals between Portus and the river Tiber. This harbour was artificial, started by the Emperor Claudius to relieve pressure on the original port at Ostia. Up to 1800 sea-going ships anchored here every year.

As well as those mentioned above, there are a few other details in the relief.

On the lighthouse itself there is a statue of the Emperor Claudius. To the right of this is a large figure holding a wreath and a *cornucopia* (horn of plenty) who may be the protective spirit of the harbour. There is a female with a lighthouse on her head in the upper left corner: she may be the personification of this harbour.

Above the small boat in the bottom right there is the carving of an eye. This was to ward-off evil and is still commonly seen in the Mediterranean.

Above the eye there is a triumphal arch with a chariot on top, the figure of Liber Pater-Bacchus standing to its right. This, and the wine jars and the letters V(otum) L(ibero) alongside images of Romulus and Remus on the sail of the large vessel, point to this relief being connected to the wine trade. It is possibly a votive offering or a sign.