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ANCIENT LAND COMMUNICATIONS RESEARCH IN FINLAND

Abstract

The article presents a general survey of ancient land communications research in Finland and a case study of an excavated wooden causeway in the parish of Renko (Sw. Rengo), in the Province of Häme (Sw. Tavastland). The causeway was assumed to be of medieval origin but historical and archaeological data as well as radiocarbon and dendrochronological datings show that it was not built before the 1820s.

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ANCIENT LAND COMMUNICATIONS IN FINLAND

The network of the oldest Finnish roads is usually presented according to the investigation report of Jacob Teitti, secretary to King Gustavus Vasa. The investigation was carried out in 1555–1556 (Teitti 1894:84–89). This late medieval roads network connected cities and important castles (Fig. 1). The majority of the roads described by Teitti have not yet been examined archaeologically. Also studies concerning the possible introduction of a land communications system in the Iron Age and its continuation to the Late Medieval period have been neglected. So far only few prehistoric roads and bridges, or actually stone-settings, have been dated and excavated. All of these are considered to have been cult roads (Kivikoski 1966:95–97). In recent archaeological discussion, however, there have been assumptions that the most important historical roads date back to the Late Iron Age. One such road is the old highway from Hämeenlinna (Sw. Tavastehus) to Turku (Sw. Åbo) generally referred as "Hämeen Härkätie", i.e. the Häme Cattle Road (Huurre 1979:163, Lähdesmäki 1980, Salo 1982:756).

Since 1984, the Finnish Roads Museum of the National Roads and Waterways Administration together with local road authorities have carried out both historical and archaeological research and field surveys of Finland's Late Medieval

roads (Fig. 2). The historical research is based on primary archival material, mainly maps dating from the 17th to the 19th century, by means of which the different phases or the continuity of the horizontal alignment of a road and its functional class have been solved. The results have then been compared with sources older than the 17th century, i.e., with the information given by Teitti and scant medieval sources such as place-names. Last but not least follows the field survey, by means of which the horizontal alignment(s) together with bridges and milestones are investigated archaeologically. The survey of the road area and the topographical changes there have often been useful in interpreting older maps and in dating alternative horizontal alignments or routes.

Investigations based on primary material in archives have been carried out on three Late Medieval or late 16th century roads (Fig. 2). Two of the roads have been archaeologically investigated in full: "Peräkunnan tie" or the Peräkunta Road between the parishes of Kuru and Ruovesi (Masonen 1985) and "Hämeen Härkätie", the Häme Cattle Road. Also, in Pernaja parish, a part of the medieval "Suuri Rantatie", i.e. the Great Coastal Road, from Turku (Sw. Åbo) to Viipuri (Sw. Viborg) has been investigated. All three field surveys were complemented by excavations. On the Peräkunta Road a previously unknown stone setting, which had functioned as a bridge, was dis-

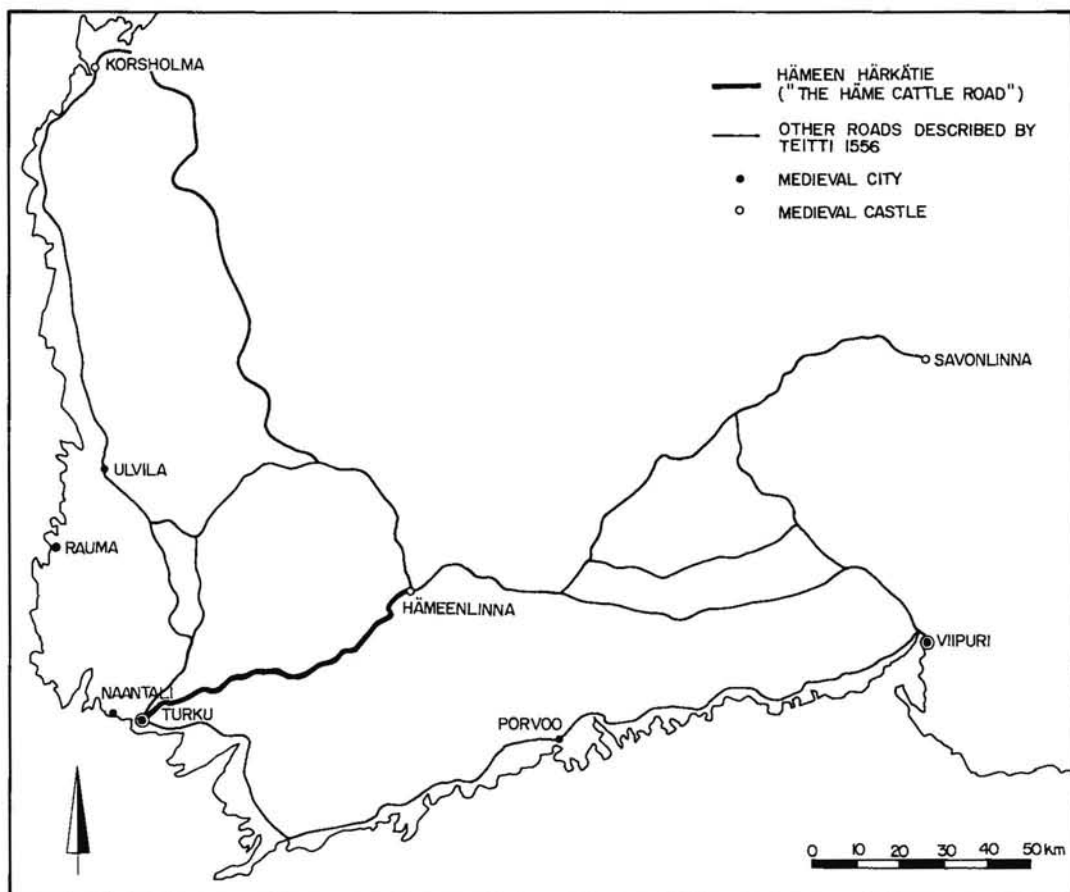


Fig. 1. The Finnish historical or late medieval roads network as described by Jaakko Teitti in 1556.

covered in 1984. This bridge could not be dated accurately. Nevertheless, statistical analysis of the stratigraphical succession indicated two different building phases before the setting was gradually buried by sand and gravel at the end of the 18th century (Fig. 2, site 1; cf. Masonen 1985). On the Häme Cattle Road several excavations were carried out in 1985 and 1987 (Fig. 2 sites 2, 3, 4, 5, 6). Further excavations are to be carried out near Turku (Sw. Åbo) by the summer of 1988. It was possible to determine the ages of three sites or they are being determined (Fig. 2, sites 2, 3, 4) by dendrochronological and/or radiocarbon dating.

Scandinavian archaeological communications research is divided into two approaches: 1. excavating road and bridge remnants and dating them by dendrochronological or radiocarbon methods and 2. human geography oriented examination of communications between different settlements. The latter is based on economic

factors, topography, distribution of ancient sites and monuments etc. (Schovsbo 1987:129). In Finland the use of the first method is limited. It is more important to study the beginnings of any kind of roads, that is, to find out from archaeological sources when the need for communication arose and then to analyze all the alternative routes. The most favourable route can then be examined by a retrospective analysis of historical sources. Some restrictions, however, are necessary. The distribution of ancient monuments and their assumed correlation with prehistoric routes cannot be demonstrated in Finland. In Sweden it has been attempted to reconstruct the Iron Age roads network on the island of Gotland on the assumption that if there are Iron Age monuments alongside a road which appears on the old maps, then the road must also date back to the Iron Age (Mähl 1979). This theory has been strongly criticized because it has proved impossible to find any causal or chronological

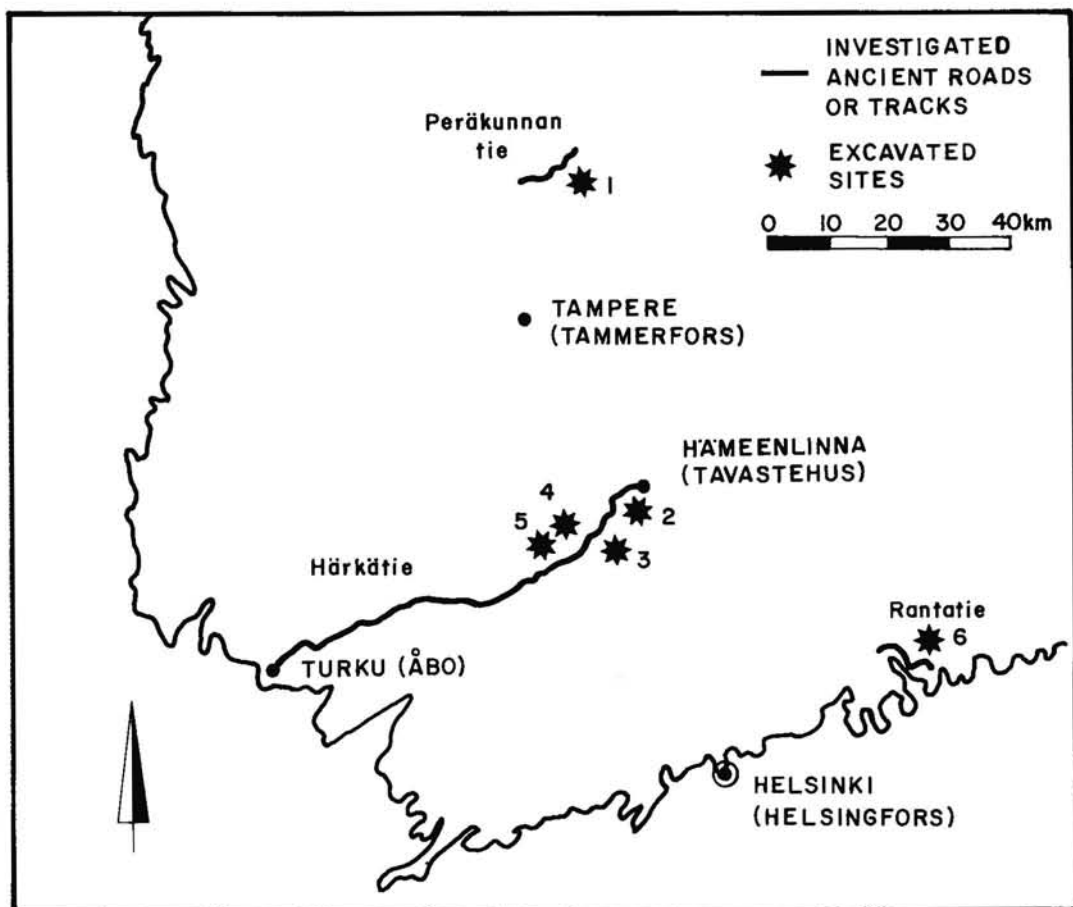


Fig. 2. The late medieval or 16th century roads investigated by the Finnish Roads Museum and/or the archaeologically excavated sites: 1 The stone setting on the Peräkunta Road 2 The Hämeenlinna Causeway 3 The Renko Track 4 The Causeway in the bog of Haukivahonsuo near Lietsa 5 The Tammela Track 6 The ruined road area in Pernaja.

connection between the Iron Age monuments and the nearby roads (Lindquist 1984).

All the excavated roads and bridges in Finland were in use only until 1950s, i.e. before the beginning of modern maintenance and heavy traffic. At all sites these excavations showed a great number of features indicating different roadbuilding and maintenance periods. However, due to the lack of organic material at most of the sites there are only few accurate datings available. Building phases were constituted mainly of several clay, gravel or stone features, which could be distinguished by comparing the stratigraphy of the visible road area with the natural soil deposits in the surroundings of the examined road. According to historical research and archaeological field-work carried out so far the Finnish roads network has generally been in

use continuously from the introduction of primitive traffic, i.e. not later than from the Late Iron Age to the present day. Therefore it is unlikely that here in Finland any track or bridge complexes would exist similar to those e.g. in Denmark, where the largest ancient wooden bridge in Scandinavia, the Ravning Enge Bridge, is situated. The bridge is 1 kilometer long and approximately 5,5 meters wide. According to dendrochronology the Ravning Enge Bridge was built in 979 or 980 AD (Roesdahl 1982:47–48). The examination of the Swedish or Danish ancient roads differs thus greatly from Finnish communications studies because the roads network in Denmark (Lidegaard 1976, 1977, 1978, 1979, 1980, 1983) and in Sweden (cf. Jonsson 1986) has changed greatly from the Early Middle Ages to the present day.

HÄME CATTLE ROAD – THE OLDEST ROAD IN FINLAND?

The most important research project of the Finnish Roads Museum is the archaeological, historical and human geographical investigation of the Häme Cattle road carried out in 1986–1988.

The earliest known historical source which gives the complete route from Hämeenlinna (Sw. Tavastehus) to Turku (Sw. Åbo), i.e. the Häme Cattle Road, dates back to the year 1556 (Teitti 1894:86–87). It has been possible to determine this late medieval route exactly by field survey and comparative analysis of historical sources. Moreover, this route derives from the Early Middle Ages according to settlement and the economic history. The Häme Cattle Road could even originate from the Iron Age because it is the only possible communications channel between the most important Iron Age cultural areas of Western Finland, Finland Proper (Sw. Egentliga Finland) and Häme (Sw. Tavastland). These areas are referred to as separate provinces in the oldest Scandinavian and Russian historical references or inscriptions from 1000 AD to 1200 AD concerning the early history of Finland.

The assumption that the Häme Cattle Road was in use in the Late Iron Age is based on the study of economic patterns of Finland from the Viking Age to the beginning of the German Hansa trade. The pattern of distribution of export and import goods in Finland has then been tested against the human geography studies of the route of the Häme Cattle Road and the alternative land routes or waterways. The provisional results support strongly the relatively old age and the stability of the Häme Cattle Road.

These results are being tested by archaeological investigations. Field-work began in 1985 with excavations a wooden causeway in the bog of Haukinvahonsuo (Fig. 2 site 4) near the village of Lietsa in the parish of Renko (Sw. Rengo). In 1987 a similar causeway near the city of Hämeenlinna (Fig. 2 site 2) and Tammela (Fig. 2 site 4) were excavated. The field work will be continued near Turku in the summer of 1988. The Hämeenlinna causeway is situated on the earliest known route of the Häme Cattle Road. This causeway went out of use by the beginning of the 17th century and is thus among the very few sites on the Häme Cattle Road that have been neither under modern maintenance nor traffic. The Renko Track was abandoned in the 1930's. There it was possible to distinguish 17 different layers of which the lowest was a stone setting paved by wood and gravel. The radiocarbon dat-

ings of the Hämeenlinna causeway and the Renko Track have not yet been released. The Tammela track, abandoned also in the 1930's, had only sand and gravel features.

The causeway in the bog of Haukinvahonsuo in Renko has now been dated with dendrochronological and radiocarbon methods. These dates and the archeological and historical research of the site have changed the previous assumptions of the nature of the early Häme Cattle Road leading to criticism of communications study methods based on place-name evidence.

CASE STUDY: THE VILLAGE OF LIETSA IN THE PARISH OF RENKO AS A CROSSROADS OF THE MEDIEVAL HÄME CATTLE ROAD

The village of Lietsa or Lietsankoukku is located in the parish of Renko on the historical highway between Hämeenlinna and Turku 45 kilometers SW of Hämeenlinna (Fig. 3). According to the early place-name evidence Lietsa has been considered to be a medieval, or possibly older, crossroads, inn and guidance place on the Häme Cattle Road.

The Lietsa homestead or holding is mentioned in written sources for the first time in 1560 when it was fiscally referred to as a village. According to Suvanto the word "lietsa" was adopted from the early Swedish verb "ledhsaga", that is to guide or to show the road. The Häme Cattle Road was an important pilgrim route in the Middle Ages because it connected the Cathedral of Turku with the church of St. James in Renko and the church of the Holy Cross at Hattula north of Hämeenlinna. This is why there was a need for an inn and a guide at Lietsa, which explains the place-name and also dates it (Suvanto 1976:159–160). Moreover, Lietsa was considered to be an important crossroads, where the Häme Cattle Road was connected with a secondary road from the northwest, from Urjala. According to Niitemaa the early place names indicating the course of this NW track were "Pekijoen silta" i.e. the bridge of the Pekijoki river mentioned in 1506–1507 and "Susikkaan Lautaporras" i.e. the Susikas causeway mentioned in 1538. The inn alongside this Urjala track was situated in the Teuro village, where there is a place called "Hämäläisten talli" i.e. Inn of Häme. The inn was still in use in the 18th century (Niitemaa 1955:216–217; Viertola 1974a:79; Fig. 3).

On the grounds of these assumptions Matti

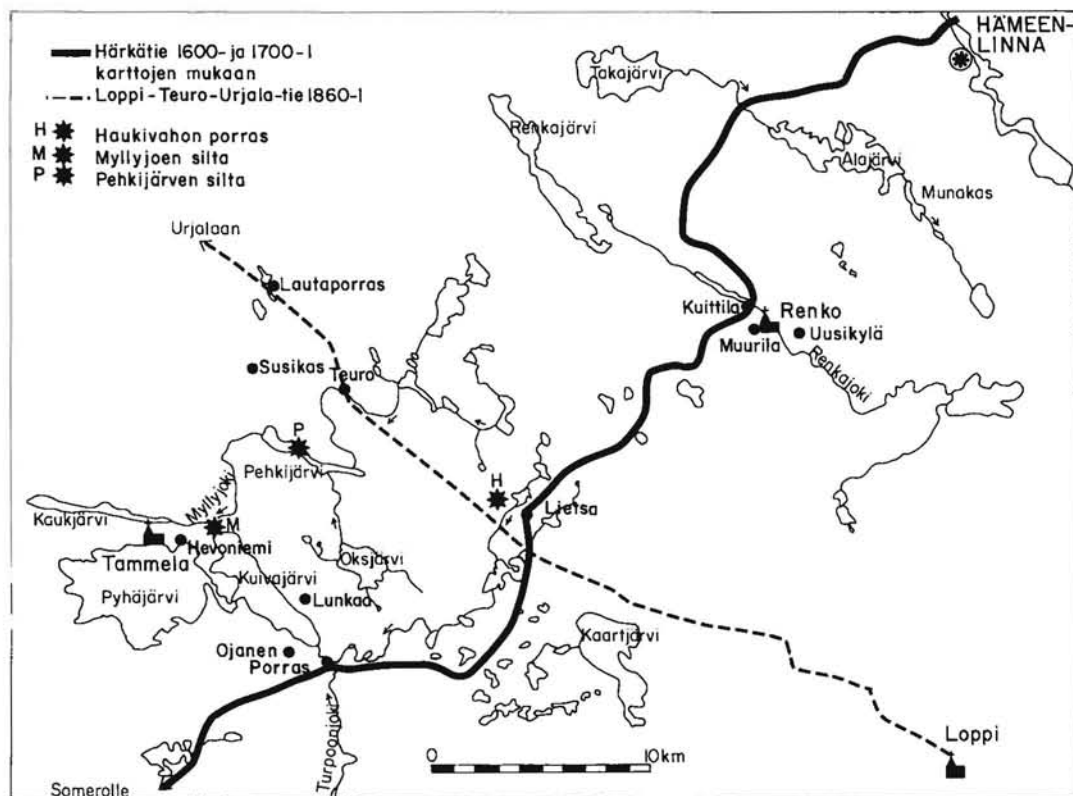


Fig. 3. Areas surrounding Lietsa. Broken line: Road from Loppi via Teuro to Urjala built in the early 1860's. Continuous line: the Häme Cattle Road. H = The Causeway in the bog of Haukivahonsuo, M = the Myllyjoki or "pekkiöcki" Bridge, P = the Bridge over the Lake Pehkijärvi.

Vakkilainen, an amateur investigator of old roads in Finland, tried to find traces of the Urjala track or a secondary route to the Häme Cattle Road. He was able to discover a totally sunken wooden causeway in the narrowest part in the bog of Haukivahonsuo in the late 1960's. Vakkilainen thought that the construction could be of medieval date. The absence of the causeway from the earliest maps of the Lietsa area was due to the fact that the causeway was totally sunken before the beginning of the 18th century (Vakkilainen 1982:236–247).

As the secondary Urjala route northwest of Lietsa does not continue any other directions than to the Häme Cattle Road it is evident that the Häme Cattle Road is at least as old as the causeway in the bog of Haukivahonsuo. Moreover, the early date of the causeway would support the evidence of old place-names, particularly that of Lietsa, in communications research.

When the situation of Lietsa as a medieval inn and crossroads of the Häme Cattle Road is faced with the evidence of historical sources, no sup-

port is found at all. According to Väinö Voionmaa's [Wallin] studies of old routes and inns on the Häme Cattle Road, there did not exist any inn tavern or mail office in Lietsa between 1556 and 1776 (Voionmaa [Wallin] 1893:53). The oldest maps of the Lietsa dates to 1756 and describes the place as a single homestead (MHA/H90 1/1). This single homestead was gradually divided at the end of the 18th century, and the re-allotment map of the lands of Lietsa from 1806 gives five homesteads but no inns or crossroads (MHA/H90 1/2–5). This was only natural since there was no need for inn-keeping in Lietsa. The nearest inns were situated about 20 kilometers from Lietsa, one in the village of Porras in Tammela and the other near the church of Renko (cf. Fig. 3). The usual distance between inns on old roads was 30–40 kilometers. The inns of Porras and Renko date at least to the beginning of the 16th century (Voionmaa [Wallin] 1893:57; Oja 1952).

Lietsa was even a crossroads, since there does not exist a sign of any secondary road of the

Häme Cattle Road in the oldest maps of the area from between 1762 and 1848 (MHA/H90 1/1, 1/2-5, 1/7-8, 1/9-10). Nor does the oldest geographical map of the former parish of Vanaja including Renko (1751) give any information of possible crossroads in Lietsa (VA/MH 40). The situation is exactly the same in the maps covering the assumed Urjala Track area NW of Lietsa. The re-allotment maps of the villages of Perähuhta (HMKA/Tammela 25:d) and Teuro (HMKA/Tammela 25:-) from 1786 and 1793 include a great number of minor tracks and paths but no trace of a secondary route from Lietsa to Teuro. The oldest map which introduces a route from Lietsa via Teuro to Urjala is the so-called Kalmberg Map of 1855 (VA/TVH EI:65:6, sheet V:8). The Kalmberg Map is a military survey of Southern Finland to a scale of 1:100,000 from the time of the Crimean War. This survey was based on older county maps and field survey (Gustafsson 1933:86). From this date until 1959 the Urjala track appears on various modern parish, economic and ground maps (PK 2131 01 Lietsa 1959 Edition). The track was in little use from the 1860s onwards because the route in the very vicinity of the causeway in the bog of Haukivahonsuo preceding the present highway no. 54 from Loppi via Teuro to Urjala was opened to the public at that time (Viertola 1974b:147-148; cf. Fig. 3).

Thus the causeway in the bog of Haukivahonsuo found by Vakkilainen is not necessarily medieval but merely from the 1800's which would also explain its omission from the earlier surveys. Since the problem was not entirely solved, the author examined the causeway in brief in June 1985. The causeway proved to be a totally visible wooden setting divided in two parts by an islet (Fig. 4). The length of the causeway was 90 meters and the breadth 1.50 meters. The proof stick indicated that the causeway might have more log features than the visible ones. The bog of Haukivahonsuo was partly drained in the early 1970s. The causeway has then been slowly rising out of the bog and is thus regarded as a self-destructing ancient monument (PK 2131 01 Lietsa, 1959 Edition has no signs of draining of the bog but the 1979 Edition of the same map shows several ditches across the bog). The National Roads Administration noted the self-destructing nature of the causeway and with the permission of the National Board of Antiquities an excavation was carried out in September 1985. The radiocarbon dating of the causeway was carried out by Mrs. Tuovi Kankainen of the Geological Survey of Finland (cf. Ap-



Fig. 4. The causeway in the bog of Haukivahonsuo in the summer of 1985 before excavation.

pendix 1) and the dendrochronological dating by Mr. Pentti Zetterberg of Karelian Institute in the University of Joensuu (cf. Appendix 2).

In the beginning of the excavation the uppermost part of the causeway was well visible over a total length of 90 meters. The causeway was excavated at four different places from the present surface level of the bog down to the clay gyttja on the bottom in order to examine all the construction features and to collect samples for radiocarbon and dendrochronological dating. The stratigraphical succession was similar in all locations. The visible features were still partly hidden in the dried surface humus of the bog. The uppermost humus and wood layers gave way to a thick layer of *Carex* peat, which in turn was followed by clay gyttja. The latter was examined by a proof stick so that no remains of the causeway could remain unexamined. Two of the four excavated areas were at the both ends of the causeway and one near the islet which divided the causeway in two parts. The fourth area was approximately in the deepest part of the bog. The causeway had been built of pine logs of

20–50 centimeters in diameter. Some of the surface wood of the logs had decayed. The logs had been set lengthwise with four logs side by side. The construction had then been wedged in by vertical piles alongside the outer logs to prevent their spreading (Fig. 5). Under the uppermost logs there were some logs placed crosswise to increase the carrying capacity of the causeway. No traces of any metal or organic binding for the logs were found. Also no artefacts were found. With the exception of the deepest part of the bog the causeway consisted only of one lengthwise layer of logs and had been built on a single occasion. At the very ends of the causeway two thin boardlike logs were found. According to their stratigraphy they might represent an earlier construction phase of the causeway. In the deepest part of the bog there were three layers of lengthwise logs, all placed there at the same time as they were connected to each other without any joints. At both ends of the causeway there were some stones under the logs but no construction features could be distinguished.

The excavated *Carex* peat layers also revealed that the bog had originally been an open mire. This indicates that the pine logs had been transported from elsewhere to the site (TieM/Masonen 1985).

From the causeway in the bog of Haukivahonsuo six samples were selected for the radiocarbon dating (cf. Appendix 1), four of which were from the logs, one from a stump under the causeway near the island in the middle of the

construction and one from the charcoal deposit in the SE end of the causeway. According to the calibrated dates of the logs it is evident that the causeway was built at the same time. The dates of the samples collected from the deepest part of the bog (Su-1542 160 ± 45 yr BP = 1680, 1740, 1800, 1940 Cal AD; Su-1543 175 ± 55 yr BP = 1670, 1750, 1800, 1940 Cal AD) show that the causeway was built in the end of the 17th century, or in the latter half of the 18th century, or in the very beginning of the 19th century, or during the 1950's. The latter date is, however, not plausible.

The causeway may have had minimum repairs in the 1920s when it was used again by spirit smugglers. The date of the thin log or board below the causeway logs in the SE end of the construction supports this (Su-1504 100 ± 40 yr BP = 1880, 1920 Cal AD) and also explains its position under the causeway logs. The thin log was placed under the old and fallen surface logs by the smugglers to improve the traffic conditions of the abandoned route. The other thin log or board in the NW end of the causeway was dated as the oldest piece of wood in the whole construction (Su-1505 220 ± 50 yr BP = 1660 Cal AD). However, there are several reasons not to consider this single log or board as evidence of an earlier construction phase. According to the dating this is the only log that dates back to the 17th century. Accordingly there should have been some other remains of a possible earlier phase at least in the deepest part of the bog, but such features did not exist. The oldest log or



Fig. 5. The construction of the causeway in the bog of Haukivahonsuo.

board was found from the dry part of the causeway near the original edge of the wood which strongly suggests its natural origin. Moreover, the stratigraphic position of this oldest log or board is totally independent of other logs. The building date of the causeway is not, however, entirely solved by these dates because precise dating of radiocarbon samples later than the 17th century is very difficult.

Nevertheless, two dates give a certain kind of terminus post quem. The stump *under* the causeway logs dates to the end of the 15th century (Su-1502 550±60 yr BP = 1400 Cal AD) and the charcoal layer to the beginning of the 11th century (Su-1503 1000±70 yr BP = 1020 Cal AD). The charcoal layer must have been in connection with similar layers in the NW and SE surroundings of the bog and is due to a natural forest fire. Clear charcoal layers under the humus were distinct even as far as 1,5 kilometers from the bog.

The dendrochronological dates (cf. Appendix 2) clearly show that the causeway was built later than 1828, which is the year of growth of the outermost annual rings of the samples. Two dendrochronologically dated samples have been dated also by radiocarbon (Dendrochronological sample 01 = Radiocarbon sample Su-1542 and 16 = Su-1543). The calibrated radiocarbon dates give approximately the same age as dendrochronology, i.e. 1825 AD.

Thus, according to the different datings of the logs of the causeway there was no medieval track from Lietsa via Teuro to Urjala. This track was not built before 1828. As the causeway is situated in the narrowest part of the bog of Haukivahonsuo there is no reason to assume that there would be any other route except the excavated one (Suomen geologinen kartta. Maa-peräkartta 2131). The purpose of this great achievement which was used to only a small degree remains unknown. The first historical source on the causeway, The Kalmberg Military Survey of 1852, and the massiveness of the construction might support the idea that the causeway had been planned for military use. However, there are no other sources to support this assumption. The remaining quartering and march route rolls of the Russian troops in the Province of Häme between 1840 and 1910 exclude the track from Lietsa to Urjala (HMA/HLLA I.I.e). Moreover, after the opening of the Loppi-Teuro-Urjala highway during the 1860's the causeway was not used at all and so it gradually sunk into to bog. It should also be noted that the logs had been set lengthwise which did not permit any horse or wagon traffic. An interesting

feature is that the causeway is not visible in the aerial photographs taken by the National Board of Survey in 1982 (MHA/Ilmakuva 82211:37). The villagers of the present-day Teuro were quite ignorant of the causeway and the track until they read about it from the study of Vakkilainen (Vakkilainen 1982). The villagers of Lietsa, on the contrary, were well informed of the smugglers' route through the causeway.

The causeway in the bog of Haukivahonsuo is clearly rather young and it is an unimportant feature for both the surroundings of Lietsa and the Häme Cattle Road. However, some questions still remain unanswered. If there was no track from Lietsa via Teuro to Urjala before the 1820s, what was the route which the late medieval place names, such as the Pekijoki Bridge near Kuuslammi in Tammela and the Susikas Causeway and the somewhat younger Häme Inn of Teuro, suggest (cf. Niitemaa 1955:216)?

The Pekijoki Bridge, "Pekijoen silta", is mentioned in a decree of 10.6.1506 in the parish court assembly of medieval Loimo, i.e. present-day Tammela. The issue deals with a man called Lauri who destroyed the bridge over a river called "peckiiocki", and reads:

"Dömdes then bron wpholda som hether peckiioki imillan hevoniemi och lungasby som laris kandaia haffde nider tryckt och laris kandaia sak til iij [mark] for bro fal efter xii: a ranzacan" (BFH I:131).

The river "peckiiocki" must be connected with Lake Pehkijärvi which flows through the Myllyjoki river into Lake Pyhäjärvi in Tammela. The issue gives no information of Lake Kuuslammi, which is connected with Lake Pehkijärvi through the Teuronjoki river. There was a bridge over Lake Pehkijärvi at least in 1855 (VA/TVH EI:65:6 sheet IV:8). This bridge does not agree with the description of the decree, i.e. "imillan hevoniemi och lungasby" which means "between [the villages of] Hevoniemi and Lunkaa". The possessions of Lunkaa never extended to Lake Pehkijärvi. "Peckiiocki" must be the very same Myllyjoki river which is literally between the villages of Hevoniemi and Lunkaa. The bridge has nothing to do with the assumed route from Lietsa via Teuro to Urjala.

The other medieval place-name "Susikkaan Lautaporras", i.e. Susikas Causeway, is found in an issue concerning land possessions (VA 222b:16). This causeway is a boundary mark between the parishes of Tammela and Kalvola and the villages of Taljala, Heinu and Teuro. The

Susikas Causeway is the same as the present-day Lautaporras between Lake Pitkäjärvi and Lautaportaanjärvi. However, this causeway is obviously of minor importance for communications because in the province of Häme bridges and causeways were commonly used as boundary marks in the Middle Ages and also later (cf. Niitemaa 1955:235–400). In most cases these bridges and causeways were situated on minor paths between single homesteads or villages, hardly ever on highways. The bridges and causeways were of course built in the most favourable places so they were ideal and undisputed boundary marks because the location itself was easy to find in case the bridge itself fell down. In the surroundings of the Teuro there is another causeway called "Lautaporras", which was the boundary mark between the parishes of Akaa, Sääksmäki and Kalvola (Suvanto 1954:44). This causeway was neither on any primary route.

A further problem is the Häme Inn of Teuro. This place-name is still in use. There exists a bog called "Hämäläisten talli", i.e. the Häme Inn, 1.5 kilometers N from the Village of Teuro (PK 2113 11 Lautaporras 1979 Edition). The name can of course be of pejorative nature. Nevertheless, it is more likely that the place name hints to real communications. The proceedings of the winter assizes of Hauttula in 1670 mention the winter road from Hämeenlinna via Takajärvi and Teuro to Turku (Suvanto 1976:234 note 375). The Häme Inn is merely connected with the winter communications between Hämeenlinna and Turku and not with a track from Lietsa via Teuro to Urjala. There was hardly any reason to build a track from the Häme Cattle Road to Urjala. The parishes of Urjala and Tammela had nothing in common as far as administration was concerned (cf. Niitemaa 1955:255–) and they had no need for a track (Hirsjärvi 1928) because communications from Urjala took place through a summer road via Akaa to Hämeenlinna. In winter there was a winter road from Urjala to Turku (Suvanto 1954:396–397).

Apparently Lietsa was neither a medieval inn nor a medieval crossroads of the Häme Cattle Road. Can the word "lietsa" be connected with the ancient Swedish verb "ledhsaga", i.e. to guide, only by the fact that there exists a homestead called Lietsa on the Häme Cattle Road? As a matter of fact Lietsa in Renko is not the only medieval "lietsa". At least five other "lietsa" place-names are known from medieval sources (Niitemaa 1955:228) none of which are on any of the primary historical routes described by

Teitti in 1556. If the word "lietsa" has generally anything to do with guidance or routes it might mean a kind of landmark. Lietsa in Renko is situated in the middle of two medieval inns on the Häme Cattle Road, Porras in Tammela and Renko Church. It would be natural to call a single homestead in the middle of a certain stage just a landmark, "lietsa", as in the Finnish language it has been quite common to use the expression "lietsata, olla liesussa", as a dialect form for travel. Translating the word "lietsa" as a landmark would explain all the other less known places. There was hardly any need for a guide in Lietsa in Renko since there was no crossroads. We may quote a medieval document from 1419 about a late Lasse Ledhsagare from Lieto Parish (Sw. Lundo), Finland Proper (REA 1890:382). The nickname Ledhsagare might be explained so that Lasse was eager to travel, "lietsata". The document does not give any information of the actual occupation of Lasse or his home village whereby there is no good reason to claim that he was a medieval guide, even though the Häme Cattle Road runs through the parish of Lieto.

ARCHAEOLOGY AND ANCIENT COMMUNICATIONS RESEARCH IN FINLAND

The possibilities for archaeological research in communication studies in Finland are restricted in comparison with Sweden and Denmark. Nevertheless, merely according to this case study archaeological research is in many aspects necessary. Archaeological field work is an important supplement to the communications pattern created by historical and human geographic studies. The case of the causeway in Lietsa can even change previous historical research. When the rest of the radiocarbon determinations of the Häme Cattle Road are released it is possible to have accurate ante quem dates (Fig. 2 sites 2 and 3) since the oldest feature in both sites was a stone setting under a wooden paving. On the other hand, the excavation and dating of the Lietsa Causeway demonstrated the original nature of the Häme Cattle Road as the very primary route between the regions surrounding the present cities of Turku and Hämeenlinna, i.e. between the two important cultural areas of the Iron Age. Excavations on the Häme Cattle Road are to be continued in the summer of 1988 with the intention of acquiring more stratigraphical data to be appended and compared with the stratigraphy already accurately dated.

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Hämeen läänin lääninkonttorin arkisto.

Sekalaisia sotalaitosta koskevia asiakirjoja.

Maanmittaushallituksen arkisto, Helsinki

Ilmakuvat.

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ABBREVIATIONS

BFH = Bidrag till Finlands historia

GA = Gotländskt Arkiv

HLLA = Hämeen läänin lääninkonttorin arkisto

HMA = Hämeenlinnan maakunta-arkisto

HMKA = Hämeen läänin maanmittauskonttorin ar-
kisto

MHA = Maanmittaushallituksen arkisto

PK = Peruskarttalehti

REA = Registrum ecclesiae Aboensis

TieM = Tiemuseo

VA = Valtionarkisto