

ROMAN ROAD INFRASTRUCTURE IN REGION OF MALĚSIA (MONTENEGRO)

Dr Anton Lulgjuraj
Gradski muzej Ulcinj
Stari grad, Ulcinj
antonius.magus@gmail.com

Abstract:

The area of Malesia is located southeast of the capital Podgorica, on the border with the Republic of Albania. This area has long been the subject of discussions by foreign travel writers and scientists. One of the main topics of these considerations was the location of Roman road stations and the identification of these roads in the field which were known in Roman Iteneris as the highway connecting ancient Skodra with Naron. Their work and our new discoveries presented in 3 parts in this article will bring a clearer picture of these communications in the area of Malesia and beyond. If we go from south to north, the village of Vuksanlekaj is mentioned as the first locality. It is assumed that Birsimnium station is located at this place. In addition to a lot of archeological small findings, the road infrastructure was ascertained, which includes: the remains of cobblestones, the remains of blocks from the bridge and a milestone. As the second part of the road, 3 road milestones from the village of Vuksanlekaj towards the town of Tuzi to the village of Rogath were consider. As a third part were treated two new bridges on the river Cijevna near the village of Rogath, Stanaj and on a small stream of Urjela in the village of Vuksanlekaj are treated. The remains of these infrastructural parts show us today where this main highway passed through Malesia, as well as the main routes and intersections of secondary roads.

Keywords: Malesia, Vuksanlekaj, roman road, milestones, bridges, Praevalis.

RIMSKA PUTNA INFRASTRUKTURA NA PODRUČJU MALESIJE (CRNA GORA)

UDK 908(497.16Malesija)

Apstrakt:

Područje Malesije nalazi se jugoistočno od glavnog grada Podgorice, na granici prema Republici Albaniji. Ovo područje je od davnina bilo tema diskusija stranih putopisaca i naučnika. Jedna od glavnih tema tih razmatranja bila je ubiciranje rimskih putnih stanica i identifikacija tih puteva na terenu koji su bili poznati u rimskim itinerarima kao magistrala koja je povezivala antičku Skodru sa Naronom. Njihovi radovi i naša nova otkrića prikazana su u tri dijela u ovom članku i donijeće jasniju sliku o tim komunikacijama na području Malesije i šire. Ako krenemo sa juga prema sjeveru kao prvi lokalitet spominje se selo Vuksanlekići. Pretpostavlja se da se na ovom mjestu nalazi stanica Birsimnium. Pored puno arheoloških nalaza konstatovana je i putna infrastruktura pod kojom se podrazumijevaju: ostaci kaldrme, ostaci blokova od mosta i miljokaz. Kao drugi dio puta, uzeta su u obzir tri putna miljokaza sela Vuksanlekići, prema gradiću Tuzi do sela Rogami. Kao treći dio tretiraju se dva nova mosta na rijeci Cijevni pored sela Rogami, Stanaj i na malom potoku Urjele u selu Vuksanlekići. Ostaci ovih infrastrukturnih djelova pakazuju nam danas gdje je ova glavna magistrala prolazila kroz Malesiju, kao i glavne pravce i raskrsnice sekundarnih puteva.

Ključne riječi: Malesia, Vuksanlekići, rimski put, miljokazi, mostovi, Praevalis.



Sl. 1. Peutingerova karta

Fig. 1. Tabula Peutingeriana

Region of Malësia with its center Tuzi is located in the southeast of Montenegro, between the capital Podgorica to the west, Albania to the east, Lake Scutari to the south and the mountains of Kuči to the north. At its eastern side towards the border with Albania, it is mainly predominated by mountains, whereas at the western part mainly predominated by lowlands of Zeta plain. The vast majority of this plain area was greatly favourable for living conditions throughout the centuries, hence serving as a natural communication between the mainland and the coastal areas of the Adriatic Sea.

From the late 19th century and the beginning of the 20th century, this region attracted the attention of many foreign scholars and travelers. The focal point was the great Roman highway Narona leading up to Scutari. Information about this road has been well documented and preserved by ancient authors (Fig. 1), Peutingerian table, as well as on Antonini's itineraries. Those itineraries possess marked station names as well as distance between them, calculated in Roman miles. Therefore, we will focus on those we assume have connection with our topic.

Područje Malesije, sa Tuzima kao centrom regije, nalazi se u jugoistočnom dijelu Crne Gore, između Podgorice na zapadu i Albanije na istoku, Skadarskog jezera na jugu i Kučkih planina na sjeveru. Na istočnoj strani, prema granici sa Albanijom preovladavaju planine, dok se na zapadnoj strani proteže Zetska ravnica. Veći dio ovog područja pružao je izuzetne uslove za život tokom vjekova, pružajući mogućnost prirodne komunikacije između Jadranske obale i planinskog zaleđa.

Krajem 19. i početkom 20. vijeka, ovo područje postaje predmet interesovanja mnogih stranih naučnika i putopisaca. Polazna tačka je bio rimski put koji je od Narone vodio do Skadra. Informacije o ovom putu bile su dobro dokumentovane i sačuvane od strane starih pisaca (Sl. 1), na Pojtingerovoj karti, kao i u itineraru Antonini. Pomenuti itinerari sadrže imena stanica, kao i udaljenost između njih u rimskim miljama. Stoga ćemo se fokusirati na one za koje pretpostavljamo da imaju vezu sa našom temom.

Peutingerians mentioned the following stations:

Halata X Bersumno XVIII Cinna XII Scodra.

(Tabula Peutingeriana) ¹

Stations mentioned in Antonini's itineraries:

Alata X Birziminio XVIII Cinna XII Scodra

(Itenerarium Antonini) ²

The information of great importance is also the data from Geographer of Ravenna who claims that Bersumno is located near Meteon (211, 8- 10: item iuxta Burzumon est civitas dicitur Medione, Anderba, Ausustis etc ...).³ It seems that Bersumno mentioned by Peutingerian and Birziminio mentioned by Antoninius refer to the same place, and Geographer of Ravenna seems to speak about this station to whose vicinity lays the known Illyrian city Meteon.

The first travelers and researchers from the end of the 19th century and the beginning of 20th century provide us with valuable information regarding the remains. They had various discussions as to locating the roman stations in this region. The kernel of interest was the village of Vuksanlekaj (Vuksanlekići) and sometimes the nearby village of Narhelm (Podhum), located 3 km south of other villages.

Based on Roman itineraries, Birziminio and Cinna were the most convenient stations, so for examples Evans anticipates roman station Cinna in the village of Narhelm (Podhum).⁴ On the other hand, well known archeologists such as Ippen,⁵ Nopscha,⁶ Praschniker and Schober⁷ are of the opinion that Bersumno is located in today's village Vuksanlekaj (Vuksanlekići), largely based on mile distances with other stations as well as based on large archaeological findings that were discovered in this village.⁸

Later scholars Garašanin⁹ and Mijović,¹⁰ contributed largely to general studies regarding roman roads in Montenegro.

1 Miller, 1962

2 Schnetz, 1990, p.337

3 Haupt, 1860, p.211

4 Evans, 1883, p.84

5 Ippen, 1922, p.33

6 Nopscha, 1910, p.309

7 Praschniker – Schober, 1919, p.95

8 Praschniker – Schober, 1919, p.95

9 Garašanin, 1967, p.143-267

10 Mijović 1987, p.121-137

Pojtingerova karta pominje sljedeće stanice:

Halata X Bersumno XVIII Cinna XII Scodra.

(Tabula Peutingeriana) ¹

Stanice koje se pominju u itineraru Antonini:

Alata X Birziminio XVIII Cinna XII Scodra

(Itenerarium Antonini) ²

Značajne podatke o ovoj temi nalazimo kod Geografa iz Ravene, koji tvrdi da se Bersumno nalazi u blizini Meteona (211, 8-10: item iuxta Burzumon est civitas dicitur Medione, Anderba, Ausustis etc...).³ Izgleda da se Bersumno kojeg pominje Pojtinger i Bersumno koji se pominje u itineraru Antonini, odnose na isto mjesto, dok Geograf iz Ravene govori o mjestu koje se nalazi u blizini ilirskog grada Meteona.

Prvi putopisci i istraživači, s kraja 19. i početka 20. vijeka, ostavili su nam dragocjene podatke o arheološkim ostacima. Imali su više različitih diskusija o lokacijama rimskih stanica u ovom regionu. Predmet interesovanja je bilo selo Vuksanlekići i, ponekad, obližnje selo Podhum koje se nalazi 3 km južno od ostalih sela.

Na osnovu rimskih itinerara, Birziminio i Cinna su bile najpogodnije stanice, tako da, na primjer, Evans locira rimsku stanicu Cinna u selo Podhum.⁴ S druge strane, poznati arheolozi: Ippen,⁵ Nopscha,⁶ Praschniker and Schober,⁷ smatraju da se Bersumno nalazi u današnjem selu Vuksanlekići, što je zasnovano na udaljenosti u miljama između ostalih stanica, na osnovu značajnih arheoloških nalaza otkrivenih u tom selu.⁸ Kasniji istraživači Garašanin⁹ i Mijović,¹⁰ umnogome su doprinijeli generalnom poznavanju rimskih puteva u Crnoj Gori.

Nopscha,¹¹ Praschniker, Schober¹² and Jovičević¹³ nekoliko godina kasnije govore o miljokazima pronađenim u selu Vuksanlekići i

1 Miller, 1962

2 Schnetz, 1990, p. 337

3 Haupt, 1860, p. 211

4 Evans, 1883, p. 84

5 Ippen, 1922, p. 33

6 Nopscha, 1910, p. 309

7 Praschniker – Schober, 1919, p. 95

8 Praschniker – Schober, 1919, p. 95

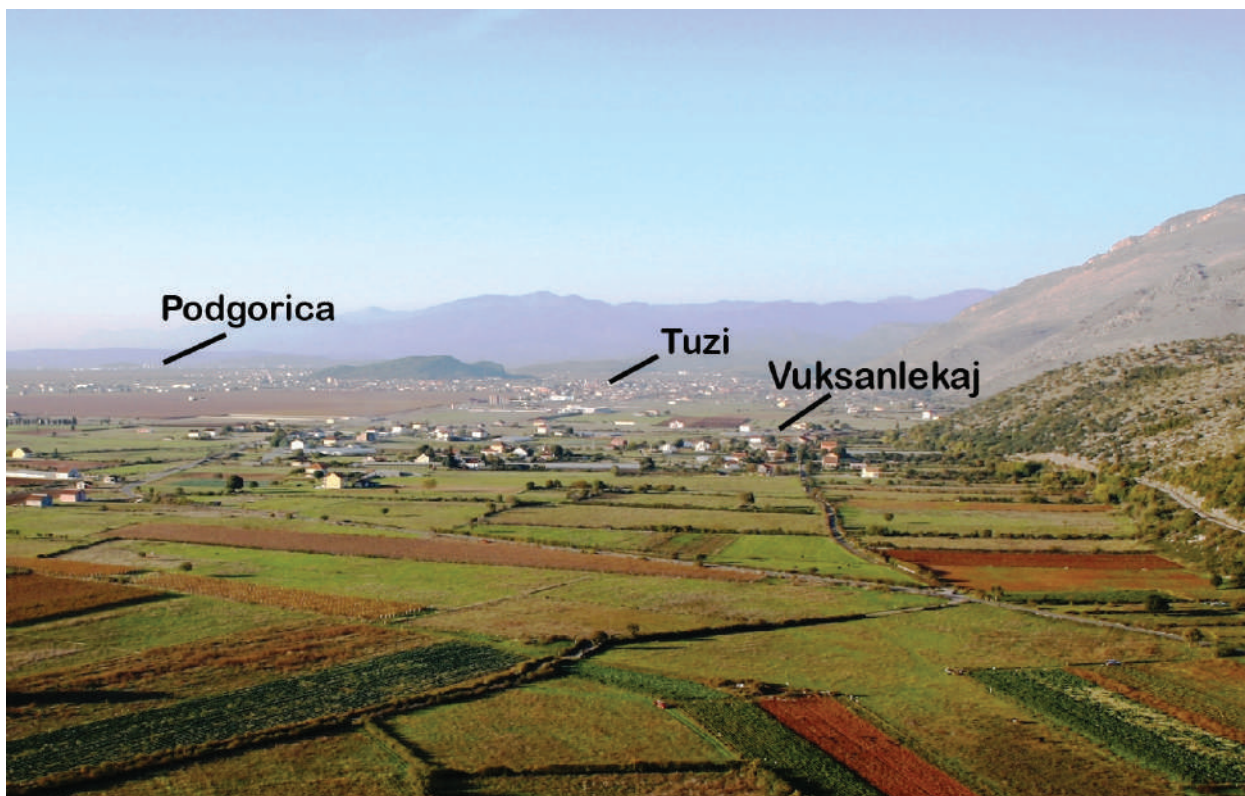
9 Garašanin, 1967, p. 143-267

10 Mijović 1987, p. 121-137

11 Nopscha, 1910, p. 320, fig. 36

12 Praschniker - Schober, 1919, p. 95

13 Jovičević, 1923, p. 14



Sl. 2. Pogled na selo Vuksanlekići sa južne strane

Fig. 2. View of the village Vuksanlekići from the south

Nopscha,¹¹ Praschniker, Schober¹² and Jovičević¹³ some years later talked about milestones found in the village of Vuksanlekaj (Vuksanlekići) and Tuzi (Fig. 2). Praschniker and Schober provided the following meticulous description: the first milestone is located in the village of Vuksanlekaj (Vuksanlekići), the second one at a distance corresponding exactly to one roman mile from the first one, 300 steps east of Tuzi; the third one is located at twice the distance between the first and the second, north of Tuzi, 200 steps east of the new road between the 8th and 9th kilometer from Podgorica.¹⁴ Those milestones still exist nevertheless their original place has altered lately.

Two new milestones were located during our last survey. In a nutshell, there are 5 milestones, and all of them are scattered in the area between the River Cem (Cijevna mne),

u Tuzima (Sl. 2). Praschniker i Schober su dali sljedeći detaljni opis: prvi miljokaz se nalazi u selu Vuksanlekići, a drugi na udaljenosti koja odgovara tačno jednoj rimskoj milji udaljenosti od prve, 300 koraka istočno od Tuzi, dok se treći nalazi na dvostrukoj udaljenosti između prvog i drugog, sjeverno od Tuzi, 200 koraka istočno od novog puta, između 7. i 8. kilometra od Podgorice. Ti miljokazi još uvijek postoje, mada je njihova prvobitna lokacija nedavno promijenjena.

Dva miljokaza su pronađena tokom naših posljednjih istraživanja. Ukratko, postoji pet miljokaza raštrkanih na području između rijeke Cijevne, sela Rogami i sela Vuksanlekići. Osnova miljokaza je kvadratna, dok je gornji dio cilindričan. Sve te miljokaze albansko stanovništvo naziva „Gurët e Dukjanit“ (Sl. 3), što se prevodi kao „kamenje Dukljanina“, odnosno rimskog cara Dioklecijana, koji je prema nekim legendama bio kralj Duklje i koji je, navodno, osnivač tog grada.

11 Nopscha, 1910, p.320, fig.36

12 Praschniker - Schober, 1919, p.95

13 Jovičević, 1923, p.14

14 Prashniker- Shober, 2003, p.95

the village of Ragath (Rogami) and the village of Vuksanlekaj (Vuksanlekići). The base of the milestone is quadratic, whereas the upper part is cylindrical. All those milestones are called "Gurët e Dukjanit" by Albanian population (Fig. 3), which translates to the "stones of Dukjan" in other words, the stones of the roman emperor Diocletian, who according to some legends was the king of Doclea, and who allegedly founded the city.

By the degree of noteworthiness, roman roads are divided into "viae" (imperial roads) and "semitae" (regional roads).¹⁵ Both types were found in the region of Malësia, along with characteristic elements such as: milestones, bridges and paved roads (Fig. 4).



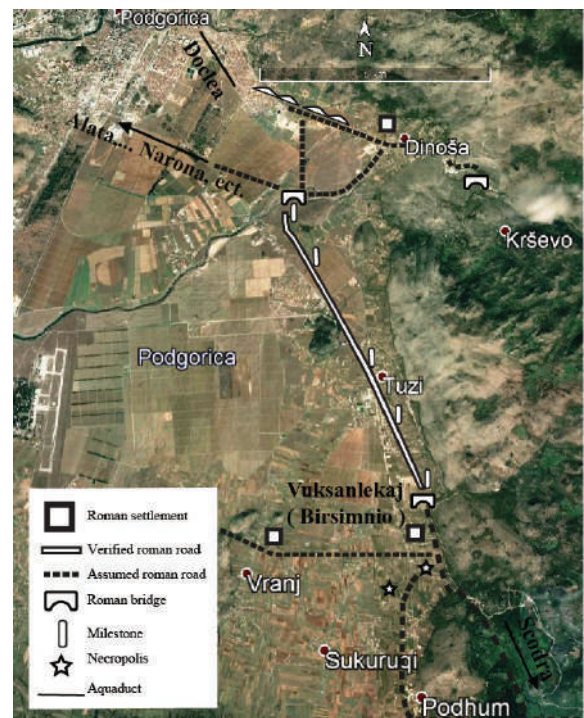
Sl. 3. Nopcha 1910

Fig. 3. Nopcha 1910

Prema značaju, rimski putevi se dijele na „viae“ (carski putevi) i „semitae“ (regionalni putevi).¹⁴ Oba tipa su pronađena u regionu Malesije, zajedno sa svim karakterističnim elementima: miljokazima, mostovima i popločanim putevima (Sl. 4).

Putevi su podijeljeni u dvije glavne kategorije, glavni rimski put ili „viae“, sa njegovom najvažnijom karakteristikom tj. sa miljokazima, i sekundarni putevi ili „semitae“, koji su povezani sa glavnim putem i koji imaju regionalni značaj sa manje arhitektonskih ostataka.

Da bismo došli do srži problema, odnosno da bismo upoznali carski put od Skadra do Narone, na crnogorskoj teritoriji, moramo se dotaknuti jezera Hoti, malog fragmenta na sjevernoj strani Skadarskog jezera. Od ove tačke put skreće prema obali Skadarskog jezera, paralelno sa modernim putem. Hidrološke promjene su uslovile da se početkom 19. vijeka zemljište pretvori u jezero i močvaru.



Sl. 4. Putna infrastruktura na području Malesije

Fig. 4. Road infrastructure in the area of Malesia

15 Stadtmüller, 1954, p.239

14 Stadtmüller, 1954, p. 239

Roads are divided into two main categories, the main roman road or "viae" with its most remarkable feature i.e milestones, and the secondary roads or "semitae" that are linked up with the main road and are of regional importance with less architectural remains.

In order to get to the heart of the matter, i.e to get to know the imperial road from Scodra (Scutari) to Narona on the Montenegrin territory, we have to touch upon the Lake Hoti, a small fragment of Lake Scutary, situated in the north. From this particular point, the road turns to follow the shores of the lake parallel with the modern highway. Hydrological changes have impacted Lake Scutary in the beginning of the 19th century, converting dry land into lakes and swamps. So this roman road should be searched beneath the water or might as well be covered by the dense swamp vegetation under the shores of the village Bozhaj.

The Illyrian fortification, Samobor, is located at the end of the village Bozhaj. Underneath this fort, the road is divided into two natural paths leading towards the Zeta plain. One road climbs at "Qafa Ugles" southeast of the village Vuksanlekaj (Vuksanlekići), where the modern road runs today, and from this particular point the panoramic view stretches from Zeta plain up to the capital of Montenegro. The other road runs along Lake Scutary up to the village of Narhelm, where a roman inscription was found. From Narhelm, this road runs to the village of Dreshaj in the north, through the plain where a roman cemetery was found, solely 1km south of the village of Vuksanlekaj (Vuksanlekići). The findings which were excavated at this necropolis by archeologists in 1986, encompasses the period between the 2nd century and the second half of the 4th century.¹⁶ Both roads meet some hundred meters from here, in the place called Vatgjokaj.

The paved road named "Cigovija" by the locals, was found here (Fig. 5). This paved road is probably connected at the right angle with the main road, which nowadays goes through the village. The remains of this paved road are approximately 350 meters long. The road is well preserved at certain sections (Fig. 6).

16 Pravić 1986, p.182

Zato trasu puta treba tražiti ispod površine vode ili možda dobro sakrivenu bujnom vegetacijom močvare u blizini sela Božaj.

Ilirsko utvrđenje Samobor nalazi se na kraju sela Božaj. Ispod ovog utvrđenja, put se dijeli na dvije prirodne staze koje vode prema Zetskoj ravnici. Jedan put se penje prema „Qafa Ugles“ jugoistočno od sela Vuksanlekići gdje danas prolazi moderni put i odakle se pruža panoramski pogled od Zetske ravnice do glavnog grada Crne Gore. Drugi put vodi pored Skadarskog jezera do sela Narhelm, gdje je pronađen rimski natpis. Od Narhelma ovaj put vodi do sela Drešaj na sjeveru, kroz ravnicu u kojoj je pronađeno rimsko groblje, oko 1 km južno od sela Vuksanlekići. Nalazi koje su arheolozi pronašli na ovoj nekropoli 1986. godine, obuhvataju period između 2. vijeka i druge polovine 4. vijeka. Oba puta se sastaju oko 100 metara odavde, kod mjesta zvanog Vatgjokaj.

Ovdje je pronađen popločan put koji je lokalno stanovništvo nazvalo „Cigovija“ (Sl. 5). Ovaj popločani put je vjerovatno povezan, pod pravim uglom, sa glavnim putem koji danas prolazi kroz selo. Ostaci ovog popločanog puta su dugački oko 350 metara. Put je na određenim dionicama dobro očuvan (Sl. 6). Površina puta je popločana kamenim pločama manjih i srednjih dimenzija čvrsto nabijenih jedna uz drugu. Put je orijentisan u pravcu istok-zapad, što je suprotno karakteristikama carskih puteva, zbog čega pretpostavljamo da je ovaj put „semitae“ i da je išao kroz Zetsku ravnicu do sela Vranj. Nekropola iz rimskog perioda, koja je otkrivena ovdje, identična je onoj iz sela Drešaj.¹⁵

Nastavljajući da pratimo glavni put stižemo do centra gore pomenutog sela Vuksanlekići koje je jako dugo bilo centralna tema diskusije o lokaciji rimskih stanica pomenutih u Pojtingerovoj karti¹⁶ i itineraru Antonini¹⁷. Ovo selo je postalo poznato zbog značajnog broja arheološkog materijala, kao što su natpisi i ostali sitni materijal. Posljednja istraživanja su pružila različite materijalne dokaze iz rimskog perioda koji su u velikoj mjeri doprinijeli ideji o postojanju stanica u ovom regionu.¹⁸

15 Pravić 1986, p. 182

16 Miller 1962

17 Itinerarium Antonini

18 Luljguraj 2019, p. 95-111.



Sl. 5. Kaldrmisani put, Vuksanlekići

Fig. 5. Cobble, Vuksanlekići



Sl. 6. Kaldrmisani put, Vuksanlekići

Fig. 6. Cobble, Vuksanlekići

Zbog intenzivne poljoprivredne obrade zemljišta i širenja sela ne postoji mogućnost da se locira trasa puta. Stari put je najvjerojatnije pokriven modernim asfaltom.

Nakon što napustimo selo i uputimo se prema sjeveru nailazimo na popločan put u mjestu poznatom kao „Ruga e Qirasë” ili „Najamski put” (Sl. 7). Put je orijentisan u pravcu sjever-jug i dug je oko 100 metara, a širok je oko 2 metra. Ovaj put je veoma sličan sa putem Cigovija koji je ranije pomenut u tekstu. Na kraju puta, ispod kapele na groblju, u koritu rijeke Urjela, leži 17 kamenih blokova u mjestu zvanom „Gurët e Melave” ili „kamenje iz temelja” (Sl. 8). GPS koordinate ovog mjesta su: N= 42° 20.585' E= 019° 20.480' h= 37 m.



Sl. 7. Kaldrmisani put, Vuksanlekići

Fig. 7. Cobble, Vuksanlekići

The surface is paved with small and medium sized stones, tightly packed with one another. The road axis is east-west, which is the opposite characteristic of imperial roads, therefore we assume that this road is "semitae" and goes through the Zeta plain towards the village of Vrane. The burial from the Roman times which was found here is the same like the one in Dreshaj.¹⁷

As we continue to follow the main road we get to the centre of the above-mentioned village of Vuksanlekaj (Vuksanlekići), which for a very long time was a focal point of discussion regarding the location of Roman stations mentioned in the itineraries of Peutingerian¹⁸ and Antonini¹⁹. This village became well known due to a considerable number of archaeological material such as inscriptions and other fine material. Last survey gave us various material evidences from Roman period which largely contributed to the idea of being a station in this region.²⁰ Due to intensive agriculture and village expansion, no trace of the road could be found. The old roads are most probably covered by asphalt.

As we left the village and continued towards the north, we came across a paved road at the place known as "Rruga e Qirasë" which in English means Lease Road (Najamski put) (Fig. 7). The direction of the road is north-south and is 100m long and circa 2m wide. This road is very similar in technique with the road Cigovja mentioned earlier in the text. At the end of the road, underneath the chapel where the graveyard is located, 17 quadratic stones lie in the stream bed of Urrjela at the place called "Gurët e Melave", which in English stands for "the foundation stones" (Fig. 8). GPS data recorded at this place is the following: N=42° 20.585' E=019° 20.480' h=37m. The blocks are made of limestone, are of quadratic shape, meticulously built throughout. Dimensions of some blocks are the following: 63x100x46cm ; 51x74x36cm. ; 66x93x40 cm ; 64x130x60 cm ; 64x108x50 cm. One of the blocks has an engraved cross with a circle on top, which might either be interpreted

Blokovi izrađeni od krečnjaka su kvadratnog oblika. Dimenzije pojedinih blokova su: 63 x 100 x 46 cm; 51 x 74 x 36 cm; 66 x 93 x 40 cm; 64 x 130 x 60 cm; 64 x 108 x 50 cm. Na jednom od blokova je ugraviran krst sa krugom na vrhu, što može predstavljati simbol sunca ili puta (Sl. 9). Nedavno su mještani uklonili ove blokove duž potoka, kako bi se lakše kretali sa poljoprivrednom mehanizacijom kroz polja.

Nakon popločanog puta i ostataka mosta, oko 100 m u pravcu Tuzi, otkriven je miljokaz na samom izlazu iz sela Vuksanlekići, koji je opisan kod Nopscha,¹⁹ Praschniker, Schober²⁰ i Jovičevića²¹ nekoliko godina kasnije. Ovaj miljokaz je 1,82 m dugačak i 0,80 m širok (Sl. 10).



Sl. 8. Blokovi mosta, Vuksanlekići
Fig. 8. Bridge blocks, Vuksanlekići

17 Pravičević 1986, p.182

18 Miller 1962

19 Itenerarium Antonini

20 Luljguraj 2019, p.95-111.

19 Nopscha, 1910, p.320, fig. 36

20 Praschniker - Schober, 1919, p. 95

21 Jovičević, 1923, p. 14

as a symbol of sun or a road direction (Fig. 9). Recently, these blocks have been removed by the locals along the stream so as to move easily with the agriculture mechanization through the fields.



Sl. 9. Blok sa simbolom , Vuksanlekići
Fig. 9. Block with a symbol, Vuksanlekići

Having left the paved road and the remains of the bridge, approximately 100m in direction of Tuzi a milestone was detected at the very exit of the village of Vuksanlekaj (Vuksanlekići), which was described by Nopscha,²¹ Praschniker, Schober²² and Jovičević²³ several years later. This milestone is 1.82m long and 0.80m wide (Fig. 10). This milestone is thoroughly carved, nevertheless it contains no inscriptions or symbols on it. It was lately transported to the courtyard of the Catholic Church in Tuzi for better preservation. After locating the first milestone, our goal was to locate the next one in southern Tuzi. This milestone is well preserved, and was found at its original place standing in a vertical position in a yard of a private house (Fig. 11). The approximate distance between the two milestones is 1.8 kilometers or 1.2 roman miles. GPS data recorded at this point is the following: N=42° 21.551' E=019° 19.989' h=42m. We were informed by the house owner that this milestone was moved several meters from its original place. From this particular point one has to go 860meters northwest (0.5 roman miles) in order to reach the next milestone. It is located in the public park, in the centre of Tuzi. GPS data recorded at this particular

21 Nopscha, 1910, p.320, fig.36

22 Praschniker, - Schober, 1919, p.95

23 Jovičević, 1923, p.14

Ovaj miljokaz je temeljno obrađen klesanjem, ali na njemu nema natpisa niti urezanih simbola. Nedavno je premješten u dvorište katoličke crkve u Tuzima, kako bi bio bolje zaštićen. Nakon što je lociran prvi miljokaz, naš cilj je da se lociraju sljedeći na južnoj strani Tuzi.



Sl. 10. Miljokaz iz Vuksanlekića
Fig. 10. Milestone from Vuksanlekići



Sl. 11. Miljokaz na ulazu u Tuzi
Fig. 11. Milestone at the entrance to Tuzi

point is the following: N=42° 22.005' E=019° 19.763' h=49m. Unfortunately, during the last reconstruction of the park, this milestone was removed from its original place, thus, we are not in possession of the exact measures of this milestone, nevertheless, from the photos it can be seen that this milestone is smaller compared to others found in this region. As a result, we concluded that this milestone was damaged therefore we were able to detect only the residuals (Fig. 12).

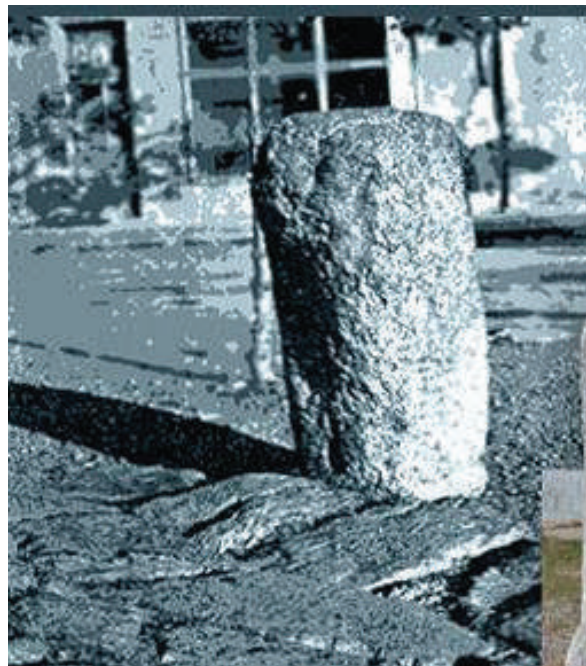
Next milestone is located in the southern part of the village of Rogath (Rogami mne.), next to the vineyard (Fig. 13), 2.7 km (1.9 roman miles) from the center of Tuzi. This milestone has got a quadratic shape, whose upper part is cylindrical and broken in the middle. The pedestal is 81 cm in base and 0.66m high, the upper part is 1.63m long and 0.72m wide. In a nutshell, the total height of this milestone is 2.32m.



Sl. 13. Miljokaz na ulazu u Rogame

Fig. 13. Milestone at the entrance to Rogame

Next milestone is found at the northern part of the village of Rogath, at the hill foot side near the pedestrian village road (Fig. 14). This milestone is located 1km from the previous one (0.7 roman miles). GPS data recorded at this point is the following: N=42° 23.864' E=019° 18.636' h=71m. The stone is on the ground in a lying position, and was displaced later, on land fence. At the bottom it has a quadratic shape, and the dimensions are 0.80 x 0.80m, whereas



Sl. 12. Miljokaz u centru Tuzi

Fig. 12. Milestone in the center of Tuzi

Ovaj miljokaz je pronađen dobro očuvan na originalnom mjestu u vertikalnom položaju u dvorištu privatne kuće (Sl.11). Približna udaljenost između ova dva miljokaza je 1,8 kilometara ili 1,2 rimske milje. GPS koordinate ove pozicije su: N=42° 21.551' E=019° 19.989' h=42 m. Vlasnik kuće nas je obavijestio da je miljokaz pomjeren za nekoliko metara od svog prvobitnog položaja. Od ove tačke treba proći oko 800 m (0,5 rimskih milja) sjeverozapadno da bi se stiglo do sljedećeg miljokaza. Nalazi se u javnom parku u centru Tuzi. GPS ove lokacije je: N= 42° 22.005' E=019° 19.763' h=49 m. Nažalost, tokom posljednje rekonstrukcije parka ovaj miljokaz je pomjeren sa originalne lokacije tako da nemamo njegove tačne dimenzije, iako sa starih fotografija možemo vidjeti da je bio manji od ostalih miljokaza pronađenih u ovom području. Iz ovoga možemo zaključiti da je miljokaz oštećen i da su otkriveni samo njegovi ostaci (Sl. 12).

Sljedeći miljokaz se nalazi u južnom dijelu sela Rogami (Rogath), pored vinograda (Sl. 13), 2,7 km (1,9 rimskih milja) od centra Tuzi. Ovaj miljokaz ima kvadratni oblik, čiji je gornji dio

the height is 0.75m. The rest has got cylindrical shape; its height is 1.65m, whereas thickness 0.80m. Its overall height is 2.40m, and the width 0.80m. The base has got irregular features, whereas the upper part is smoothly built.



Sl. 14. Miljokaz u Rogamima
Fig. 14. Milestone in Rogame



113: Römische Straße bei der Cembrücke.

Sl. 15. Praschniker - Schober 1919
Fig. 15. Praschniker - Schober 1919

polomljen po sredini. Postolje je 81 cm u osnovi i visoko je 66 cm, dok je gornji dio 1,63 m dug i 0,72 m širok. Ukupna visina ovog miljokaza je 2,32 m.

Naredni miljokaz je pronađen u sjevernom dijelu sela Rogami, u podnožju brda, blizu seoskog puta (Sl. 14). Ovaj miljokaz je lociran 1 km od prethodnog (0,7 rimske milje). GPS koordinate ove lokacije su: N=42° 23.864' E=019° 18.636' h=71 m. Kameni blok je u ležećoj poziciji, naknadno dislociran na među imanja. U donjem dijelu je kvadratnog oblika dimenzija 0,80 x 0,80 m, dok je visina 0,75 m. Ostatak ima cilindrični oblik visine 1,65 m i širine 0,80 m. Ukupna visina kamenog bloka je 2,40m, a širina 0,80 m. Baza ima nepravilni oblik, dok je gornji dio temeljno uglačan.

Samo 300 m dalje leže ostaci puta uklesanog u stijenu, zajedno sa ostacima mosta koji je vodio preko rijeke Cijevne (Cem). GPS koordinate ove lokacije su: N=42 24.021' E=019 18.695' h=59. Ovo područje se naziva Žarnica (Rzhanica) i prvi put ga pominju naučnici Praschniker i Schober (Sl.15), početkom 20 vijeka.²²

Na obali rijeke, jedini vidljivi put je onaj uklesan u stijeni u obliku kanala dugog 28 m i 1,60 m širokog. Na lijevoj obali put je 19 m dugačak i 1,60 m širok. Put prelazi usku rijeku, na mjestu gdje se nalazi staza uklesana u stijeni i, nakon toga, skreće ulijevo u pravcu Podgorice (Sl. 16).

Na obje strane rijeke vide se izdubljene rupe, napravljene najvjerojatnije za drvene pilone. Rupe su vidljivije u vertikalnim stijenama (Sl. 17). Urezi su dugački oko 1m i široki 0,20 - 0,30 m. Vjerovatno se radi o tragovima skela koje su korišćene u gradnji kamenog mosta. Slični tragovi su vidljivi i oko 50 m zapadnije.

Na sreću, krajem ljeta 2018. godine, tokom našeg obilaska ovog lokaliteta, usljed ekstremne suše, mogli smo ga sagledati i opisati. Most se može vidjeti na dnu rijeke (Sl. 18). Ukupno su pronađena 52 kvadratna bloka.

²² Praschniker– Schober, 1919, p. 95

Only 300m further away lay the remains of the road carved in rock along with the remains of the bridge over the Cem (Cijevna mne.). GPS data recorded at this point where the object is located, is the following: N=42 24.021' E=019 18.695' h=59. This area is called Rzhanica (Žarnica), and was first recognized by scholars Praschniker and Schober (Fig.15), at the beginning of the 20th century.²⁴

At the shores of the river, the only perceivable road is the one engraved on conglomerate rock, in channel like shape, 28m long and 1.60m wide. At the left bank, the road is 19m long and 1.60m wide. The road crosses a narrow river, where the carved tracks on the rock are located, and then turns to the left towards the capital, Podgorica (Fig. 16).

Najveći broj blokova bi se mogao izvući van, kada se odstrani pijesak i nagomilani šljunak.

Najveći broj blokova je kvadratnog oblika, većih dimenzija koje se kreću od: 144 x 70 x 41 cm; do 140 x 90 x 60 cm. Neki blokovi su L oblika, trapezoidni i nazubljeni, najvjerovatnije kako bi se ostvarila snažna veza između blokova (Sl.19). Na cijeloj površini obala rijeke pronađena je rimska keramika (Sl. 20), zajedno sa nekoliko rasturenih kvadratnih blokova (Sl. 21). Ovi blokovi su manji u odnosu na one koji se nalaze na dnu rijeke.

Većinom kvadratnog oblika, ovi blokovi su pažljivo obrađeni, a njihove dimenzije se kreću od: 40 x 100 x 58 cm; 60 x 36 x 36 cm; 63 x 36 x 30 cm.



Sl. 16. Trag puta kod rijeke Cijevne

Fig. 16. Trail of the road by the river Cijevna

²⁴ Praschniker– Schober, 1919, p.95

Engraved holes were spotted on both side of the river, which were most likely made for wood piles. The holes are more visible where the rock is more vertical (Fig. 17). Carvings are approximately 1m long and 0.20 – 0.30 m wide. Presumably, these are the traces of scaffolding used to support the construction of the stone bridge. Similar marks are visible about 50m further westward.



Sl. 17. Tragovi skela

Fig. 17. Traces of scaffolding

At the end of summer 2018, to our sheer luck, while visiting this area we eye-witnessed the dried up river due to extreme drought, therefore we could give a firsthand description of it. The bridge can be seen at the bottom of the river (Fig. 18). In total, 52 quadratic blocks were found. Indisputably, a large number of blocks could be pulled out, once removing the sand and the accumulated gravel.

U ovom trenutku je veoma teško pronaći tragove puteva koji su vodili preko Čemovskog polja prema glavnom gradu. Dva razloga stoje iza ovih poteškoća. Prvi i glavni razlog je što je ovaj prostor dominantno korišćen za podizanje i uzgajanje vinograda. Drugi je činjenica da je istočni dio Čemovskog polja koristila vojska kao poligon za vježbanje, zbog čega je prostor jako oštećen.

Nakon što je istraživanje glavnog puta na Cijevni (Cem) realizovano, posvetili smo se istraživanju lokalnog puta koji je po svemu sudeći povezan sa glavnim putem koji je opisan ranije. Pronašli smo tragove drugog mosta, samo 3 km sjeveroistočno od mosta u Ržarničkog (Rzhanica), kod sela Stanaj.

Prije nego se stigne do ovog područja prolazi se kroz selo Dinoša. Ovo selo je dobro poznato po rimskom akvaduktu kojim se prenosila svježa voda od Cijevne (Cem) do Doclea-e. Na ovom prostoru je pronađen bogat rimski materijal koji dokazuje da je na obali rijeke postojalo manje naselje.

Nekada se u selu Stanaj, na desnoj obali rijeke, mogla vidjeti stopa mosta (Sl. 22). To je solidna baza izgrađena u tehnici opus quadratum, sa visokokvalitetnim malterom. Za izgradnju baze korišćen je prirodni kamen. Most je orijentisan u pravcu sjever-jug i prelazi pod pravim uglom na mjestu gdje je rijeka najuža. GRS koordinate mjesta na kojem se nalazi most su: N=42° 24,167' E=019° 21,763' h=89 m. Preostali djelovi mosta su razbacani po rijeci (Sl. 23), možemo vidjeti fragmentovane djelove velikih blokova pravougaonog kamenja kako leže u koritu rijeke kao posljedicu bujičnog toka koji je pomijerao blokove i razrušio ostatke mosta. Ovakav primjer možemo vidjeti na Zlatici blizu Dokleje.²³

Značaj ove rute ogledao se u povezivanju Cijevne (Cem) i basena Skadarskog jezera sa provincijom Mezijom. Za to se najvjerovatnije pobrinuo car Justinijan tokom obnove provincije Prevalis, a u cilju brzog kretanja vojske kroz ovo područje.

²³ Vučinić 2014, p. 289-235



Sl. 18. Srušeni most na dnu Cijevne

Fig. 18. Demolished bridge at the bottom of Cijevna

Most blocks are quadratic and have large dimensions that range from: 144 x 70 x 41cm.; to 140 x 90 x 60cm. Some of these blocks are L-shaped, trapezoidal or toothed, apparently to create a strong link with other blocks (Fig. 19). Some roman pottery was found throughout the river bank surface (Fig. 20), along with some scattered quadratic blocks (Fig. 21). These blocks are smaller compared to the ones found at the bottom of the river. Mainly quadratic, these blocks are meticulously built, and their sizes are the following: 66x33x66cm; 40x100x58cm; 60x36x36cm; 63x36x30 cm.

At this very point, scarcely any road traces that go from Čemovsko Polje to the capital can be tracked. There are two reasons behind this deterrent. First and foremost, this surface is largely predominated by the vineyard state agricultural undertakings. Secondly, the eastern

Zaključak

Značajna arheološka otkrića lokacija rimskih carskih puteva i lokalnih puteva, rezultat su napornog istraživačkog rada. Ranije studije stranih naučnika, sa početka 20. vijeka, bile su dobra osnova za započinjanje istraživanja. U toku istraživanja urađena je revizija i izmjena nekih, već prihvaćenih, podataka koje su iznosili strani naučnici. Detaljne opservacije su izvršene na terenu, gdje su dodati novi lokaliteti i arheološke trase puteva, do sada nepoznatih široj naučnoj javnosti. Svi ovi nalazi daju širu sliku o putnoj povezanosti u Malesiji tokom rimskog perioda i na taj način nam daju mogućnost da se preciznije determinišu lokacije rimskih stanica koje pominju antički pisci u njihovim itinerarima.

Rimljani su morali održavati vlast stabilnom, naročito nakon pobune Ilira koju je



Sl. 19. Kameni blok na dnu Cijevne
Fig. 19. Stone block at the bottom of Cemi (Cijevna)



Sl. 21. Blokovi u koritu rijeke Cijevne kod sela Rogami
Fig. 21. Blocks in the riverbed of Cijevna near the village of Rogame



Sl. 20. Rimska keramika nađena pored mosta u Ragamima
Fig. 20. Roman pottery found near the bridge at Rogath (Ragame)



Sl. 22. Stopa mosta pored rijeke Cijevne kod sela Stanaj
Fig. 22. Foot of the bridge next to the river Cijevna near the village of Stanaj

part of Ćemovsko Polje was occupied by the military forces for training purposes; therefore the entire field has been severely damaged.

Once the plan with the principal road at the Cem (Cijevna mne.) came to fruition, we were ready to dwell upon the secondary road which was in all likelihood connected with the main one described earlier. We found traces of another bridge just 3km north-east from the bridge, in Rzhanica, at the village of Stanaj. Before reaching this area, the village of Dinosa could be spotted. This village is known for roman aqueduct that had conveyed fresh water from the Cem (Cijevna mne.) to Doclea. Abundant roman material that was found here discloses the information that a small settlement existed here along the river.

predvodio Bato, a za to je od presudnog značaja bila konstrukcija i gradnja putne infrastrukture za brzo kretanje vojske kroz ovu oblast. Drugi razlog je bila romanizacija lokalnog stanovništva i nesmetana trgovina između priobalnog područja i planinskog zaleđa.

Ovaj carski put je najvjerojatnije izgrađen u vrijeme Cara Tiberija,²⁴ uz pomoć Dolabela njegovog Pretora u provinciji, između 14-20 AD, što se često pominje u sačuvanim natpisima u provinciji Dalmaciji.

Izuzetak je most na Cijevni (Cem) u selu Stanaj, koji je možda podignut u vrijeme imperatora Dioklecijana,²⁵ ili još vjerovatnije da

²⁴ Bojanovski 1974, p. 15

²⁵ Stadmüller, 1954, p. 237



Sl. 23. Djelovi mosta u koritu rijeke Cijevne kod sela Stanaj

Fig. 23. Parts of the bridge in the riverbed of the Cijevna near the village of Stanaj

Once in Stanaj, a bridge pedestal could be spotted on the right bank of the river (Fig. 22). It's a solid base built in opus quadratum technique, with high quality mortar. Natural rock is used for the pedestal rock. The bridge has got a north – south orientation, and it crosses straight, where the river is narrower. GPS data recorded at the centre of the bridge is the following: N=42° 24,167' E=019° 21,763' h=89m. The other parts of the bridge are scattered throughout the river (Fig. 23), we can see fragmented parts of large blocks with large rectangular stones lying down on the river bed as an aftermath of river flow that initially displaced the blocks and gradually demolished them. Such an example can be found in Zlatica, near Doclea.²⁵

The significance of this route lies in its role of connecting the Cem (Cijevna mne.) and Scutari lake basin with the province of Mezia. This was probably carried out by the emperor Justinian during the restoration of the province Praevalis for the sole purpose of rapid military movement through the area.

Conclusion

As a result of our hard work, considerable archeological findings like roman imperial roads and some secondary roads were located. Previous studies from foreign scholars from the beginning of the 20th century were a solid base to start with. We kept revising and altering the



Sl. 24. Rimski put sa stanicima Scodra - Cinna - Berumno - Halata

Fig. 24. Roman road with stations Scodra - Cinna - Berumno - Halata

ga je podigao imperator Justinijan tokom obnove provincije Prevalis, u cilju lakšeg i bržeg kretanja armije. Sličan primjer je most na Zlatici²⁶ u blizini Dokleje.

Uspješno su locirani ostaci glavnih i sporednih puteva. Pronađeni su djelovi carskih puteva, locirana su dva mosta, jedan popločan put, kao i lokacije 5 miljokaza. Od lokalnih puteva je pronađen jedan popločan put i most (Sl. 4).

Širina puta u selu Vuksanlekići (Vuksanlekaj) je 2 m, dok je kod mosta na rijeci Cijevni (Cem) širina puta 1,6 m. Ovo nijesu tipične karakteristike carskih puteva. U većem dijelu provincije Dalmacije putevi su široki 4 m. Putevi u selu Vuksanlekići nemaju te karakteristike, ali imaju određenih sličnosti sa putevima u nekim oblastima u zaleđu i u Dinarskim planinama.²⁷ Teren na kojem su građeni putevi je čvrst, kombinacija je tvrde zemlje i šljunka, što je omogućilo laku gradnju i održavanje.

²⁶ Vučinić 2014, p. 289-235

²⁷ Bojanovski 1974, p. 248

²⁵ Vučinić 2014, p.289-235

already acquired information from the foreign scholars. Some more detailed observation was done in the field, where we kept adding new localities and archeological traces of the roads not known to the wide masses until that point of time. All these findings give a fuller picture of the road connections in Malësia during the Roman period, in this way giving us the green light to determine with precision the locations of Roman stations mentioned by the ancient writers in their itineraries.

Romans had to maintain a stable rule especially after the uprising of the native Illyrians who were led by Bato therefore it was of crucial importance to construct a proper highway for armies to move rapidly through the area. The Romanization of the local population was indisputably another reason, as well as the facilitation of the trade between the coastal areas with the hinterland.

This imperial road was most probably built in time of Emperor Tiberius,²⁶ assisted by his Praetor in province Dolabela between 14-20 AD, and is mentioned in a lot of inscription remains in Dalmatia.

An exception is the bridge on the Cem (Cijevna mne.) at the village of Stanaj, which might have been constructed during the time of Emperor Diocletian,²⁷ or most probably by emperor Justinian, during the restoration of the province Praevalis for a rapid movement of the army. Such an example is bridge Zlatica²⁸ near Doclea.

We successfully traced the remains of the primary and secondary roads. As part and parcel of the imperial roads, two bridges were traced; one paved road, as well as the location of 5 milestones. From secondary roads, traces of one paved road and a bridge were found (Fig. 4).

The roads are 2m wide in the village of Vuksanlekaj (Vuksanlekići), whereas 1.60m by the bridge in the Cem (Cijevna mne.) These are not typical imperial roads characteristics. In wealthy parts of Dalmatia roads are 4m wide. The

Postoje dva tipa mostova: oni građeni od masivnih blokova (Sl. 8, 18) i oni građeni tehnikom opus mixtum (Sl. 22). Mostovi građeni od masivnih blokova su pronađeni na izlazu iz sela Vuksanlekići i tokom rijeke Cijevne, u selu Rogami. Ovi masivni blokovi su veoma precizno klesani i nemaju malter na površini. Vjerovatno su nestali usljed vremenskih uslova ili nekog drugog nepoznatog uzroka. Mostovi građeni tehnikom opus quadratum su građeni sa malterom dobrog kvaliteta. Mostovi sa masivnim blokovima su najvjerovatnije građeni istovremeno sa carskim putevima, dok je most u selu Stanaj najvjerovatnije izgrađen u kasnijem periodu.

Na kraju ništa manje značajno svjedočanstvo o carskim putevima su miljokazi.²⁸ Tri miljokaza su otkrivena od strane putopisaca, dva su otkrivena tokom istraživanja, što znači da pet miljokaza postoji u ovoj oblasti. Prvi i posljednji miljokaz locirani su tačno pored mostova. To im, bez sumnje, daje ulogu izuzetnog pomagala za orijentaciju prilikom planiranja prelaska rijeke. Udaljenost između prvog miljokaza i putne infrastrukture u selu Vuksanlekići je 7,4 km ili 5 rimskih milja jasno utvrđenog carskog puta. Fokus istraživanja usmjeren je prvenstveno na konfiguraciju terena, stare puteve, toponime i arheološke nalaze iz rimskog perioda u ovoj oblasti. Ovaj put je uslovljavao niz pitanja koja su naučnici postavljali u vezi sa lokacijama rimskih stanica u ovoj oblasti i šire. Vođeni logikom, i na osnovu putnih itinerara, može se očekivati lociranje dvije glavne stanice, Bezumno i Cinna, u ovoj oblasti.

Evans je smatrao²⁹ da se lokacija stanice Cinna treba tražiti u selu Podhum, dok je većina arheologa kao što su: Ippen,³⁰ Nopscha,³¹ Praschniker and Schober,³² na osnovu pronađenog bogatog arheološkog materijala i na osnovu udaljenosti od Skadra, smatrala da se lokacija stanice Bersumno treba tražiti u selu Vuksanlekići. Crnogorski naučnici Mijović³³ i Marković,³⁴ povezuju stanicu Bersumno sa

26 Bojanovski 1974, p.15

27 Stadmüller, 1954, p.237

28 Vučinić 2014, p.289-235

28 Stadmüller, 1954, p. 239

29 Evans, 1883, p. 84

30 Ippen, 1922, p. 33

31 NOPSCHA, 1910, p. 309

32 Praschniker – Schober, 1919, p. 95

33 Mijović 1970, f. 99

34 Marković 2006, p. 330

roads in the village of Vuksanlekaj (Vuksanlekići) do not bear these characteristics nevertheless they share similarities with some areas in the hinterland as well as the Dinaric mountains.²⁹ The terrain is a solid one, a combination of hard land and gravel which made it possible to easily construct and maintain the roads.

There are two types of bridges: bridges made with massive blocks (photo 8, 18) and those made with opus mixtum technique (Fig. 22). Bridges with massive blocks are found at the exit of the village of Vuksanlekaj (Vuksanlekići), and along the Cem (Cijevna mne.) in the village of Rogath. These massive blocks are made with meticulous attention to details, and have no mortar on their surface. Presumably, they disappeared due to weather conditions or some other unknown factors therefore they were most likely built in drywall. Opus quadraticum technique bridges are built with good quality mortar. We fathom that bridges with massive blocks were built at the same time with imperial roads whereas the bridge in Stanaj was most probably subjected to roman rule.

The last but not the least, the most certain attestation of an imperial road are the milestones.³⁰ Three milestones were detected by travelers, whereas two were detected during our detailed search, all in all, five milestones are by far existent in this area. The first and the last milestones are placed right by the bridges. That makes them beyond doubt an excellent tool for orientation throughout the plain up to the river crossing. Distance between the first milestone and the road infrastructure in the village of Vuksanlekaj (Vuksanlekići) is 7.4 km or 5 roman miles of clearly verified imperial road. We were primarily focused on the natural configuration of the terrain, old roads, toponymal and roman archeological findings in this area. This road has been a vexed question to many scholars regarding the location of roman stations in this region and way beyond. Logically and according to road itineraries, one of the two main stations i.e Bersumno or Cinna are anticipated in this area.

utvrđenjem Samobor, na obali Skadarskog jezera, povezujući njegovo ime sa indoevropskom riječju „bergh“.

Nakon proučavanja i analize rezultata istraživanja zaključak je da se stanica Bersumno najvjerojatnije nalazila u selu Vuksanlekići. Sljedeće činjenice idu u prilog ovoj tvrdnji: blizina miljokaza, fragmentovani ostaci građevina, nekropole i brojni opisi sačinjeni od strane poznatih naučnika i putopisaca. Otkriće rimskog naselja Kalldrun, sjeverno od Skadra, doprinosi ovom zaključku. Albanske kolege smatraju da je baš u ovom području bila locirana stanica Cinna, što potkrepljuju bogatom nekropolom,³⁵ i udaljenošću od Skadra (18 km ili 12 rimskih milja), što odgovara distanci koja se pominje u itinerarima. Udaljenost između stanica Bersumno i Cinna je 18 rimskih milja (26,6 km). Put prolazi kroz Albaniju, nedaleko od Skadarskog jezera i dolazi do jezera Hoti, u blizini granice između Crne Gore i Albanije (Sl. 24).

Unutar teritorije Crne Gore, put je išao pored jezera Hoti do Samobora, poznatog utvrđenja iz ilirskog perioda.

Put skreće prema uzvišenju „Qafa Ugles“ koje je prirodna prečica do Zetske ravnice. Tu se nalazi selo Ploča u kojem su otkriveni određeni tragovi iz rimskog perioda i crkva iz kasnoantičkog perioda.

Nakon prelaska „Qafa Ugles“ otvara se široka panorama i pogled na Zetsku ravnicu i Podgoricu. U podnožju leži selo Vuksanlekići, za koje smo utvrdili da je lokacija stanice Bersumno. Od ove tačke skreće se prema sjeveru gdje se nalazi selo Vatdjokaj, poznato po popločanom rimskom putu „Cigovja“ koji je povezan sa glavnim putem na zapadu. Put „Cigovja“ vodi do sela Vranj, gdje su pronađeni određeni rimski ostaci. Put najvjerojatnije nastavlja do zapadne obale jezera. Prije napuštanja sela Vatđokaj dolazimo do centra sela gdje je konstatovan materijal iz rimskog i kasnoantičkog perioda koji je rezultat intenzivnih poljoprivrednih radova.³⁶ Nakon što se napusti selo, prateći popločani rimski put „Ruga e Qirasë“, prelazi se potok

29 Bojanovski 1974, p.248

30 Stadmuller, 1954, p.239

35 Anamali – Komata 1978, p. 96-116

36 Luljguraj 2018, p. 95-110

From Evan's³¹ standpoint, location of Cinna is largely anticipated in the village of Narhelm (Podhum), whereas archeologists such as Ippen,³² Nopscha,³³ Praschniker and Schober³⁴ anticipate the location of Bersumno in the village of Vuksanlekaj (Vuksanlekići) largely due to the rich archeological background found in that area as well as considering its distance from Scodra. Montenegrin scholars, Mijović³⁵ and Marković,³⁶ associate Bersimno with fortification Samobor right above Lake Scutary, by relating its name with the Indo-European word "bergh".

After revising and analyzing survey/resultant data, we came to the conclusion that station Bersumno should most probably be located in the village of Vuksanlekaj (Vuksanlekići). The following indicators go in favour of this location: nearby milestones, fragmented house buildings, necropolis, and numerous inscriptions made known by scholars and travelers. The discovery of roman settlement inside the village Kalldrun, north from Scutary, was of great help. Albanian colleagues hail this particular area to be the location of station Cinna, due to rich necropolis,³⁷ and its distance to Scodra (18 km or 12 roman miles) matches to perfection the one mentioned in the itineraries. Distance between Bersumno and Cinna is 18 roman miles or (26.6 km). The road goes through Albania, not far from the Lake Scutary, and it reaches Lake Hoti, where the border with Montenegro lies nowadays (Fig. 24).

Inside the Montenegrin territory, the road probably ran along the shores of Lake Hoti up to Samobor, known as a fortification from the Illyrian period.

The road makes a turn towards the hill pass "Qafa Ugles" which was a natural shortcut to reach the Zeta plain. This is where the village Ploca lies, with some traces from the roman period and late antiquity church.

31 Evans, 1883, p.84

32 Ippen, 1922, p.33

33 NOPSCHA, 1910, p.309

34 Praschniker – Schober, 1919, p.95

35 Mijović 1970, f.99

36 Marković 2006, p.330

37 Anamali – Komata 1978, p.96-116

Urijela, preko mosta koji je izgrađen od velikih kamenih blokova na mjestu zvanom „Gurët e Melave“.

Nakon prelaska mosta, nekih 200 metara dalje, leži prvi miljokaz. Od ovog mjesta, u pravcu sjevera, lociran je drugi miljokaz na samom ulazu u Tuzi, dok se treći nalazi u samom centru Tuzi. Nastavljajući put u pravcu sjeverozapada, prema selu Rogat, neposredno uz vinograde, nailazimo na sljedeći miljokaz. Tako dolazimo do Cijevne gdje se nalazi posljednji miljokaz.

Samo 300 m naprijed, do obale rijeke Cijevne, mogu se vidjeti tragovi puta uklesanog u stijenu, sa obje strane rijeke, i nekoliko velikih kvadratnih blokova od mosta, razbacanih niz rijeku. Nakon prelaska mosta dolazi se do Ćemovskog polja, na kojem nijesu pronađeni tragovi puta. Bez obzira na to, pretpostavljamo da se tu put dijelio na tri odvojena pravca.

Prvi pravac puta vodi kroz predgrađe Podgorice, kroz naselje Donja Gorica gdje se najvjerovatnije nalazila stanica Halata. Na ovu pretpostavku nas upućuje činjenica o postojanju bogatih vila i drugih rimskih građevina. Najbolji dokaz za to je udaljenost od 10 milja od sela Vuksanlekići. Činjenica da se Doclea ne pominje i itinerarima ukazuje na činjenicu da se ova oblast koristila kao prečica za brzo kretanje vojske.

Drugi pravac puta je prolazio kroz selo Omerbožović i vodio do Duklje.

Treći put je vjerovatno išao paralelno sa rečicom do sela Dinoša, gdje je pronađen značajan broj nalaza iz rimskog perioda. Jedan kilometar istočno od sela Dinoša novi most je lociran u mjestu Stanaj. Stoga je ova komunikacija kroz dolinu rijeke Cijevne bila od izuzetne važnosti za povezivanje sa unutrašnjim dijelom provincije Prevalis, koja je preko doline Lima bila povezana sa centralnim Balkanom i Dunavom, gdje su otkriveni neki od najvažnijih limesa carstva.

Zaključak je da su Rimljani koristili povoljne terene i povezanost u regionu preostalu od ranijih civilizacija, najvjerovatnije od Ilira koji su dugo vladali u ovom regionu. Razlika leži, u velikoj

After passing "Qafa Ugles" a wide panorama unfolds scenes of Zeta plain and the capital, Podgorica. Right beneath us lay the village of Vuksanlekaj (Vuksanlekići), the anticipated location of roman station Bersumno. At this point we took the road towards the north, where the locality Vatgjokaj is situated, known for the paved roman road "Cigovja", connected with the main one from the west. Road Cigovja connects to the village of Vrane (Vranje mne), where some roman material was found. The road presumably continues to the western shores of the lake. After leaving Vatgjokaj (Vatdjokaj), we arrive at the centre of village where considerable material from roman and late antiquity period was found, as a result of intensive human activities.³⁸ As soon as we left the village, we followed the paved roman road "Rruga e Qirasë", then we crossed Urrjela stream over the bridge, which was built with big stone blocks at the place called "Gurët e Melave".

After crossing the bridge, some 200 meters ahead lay the first milestone. From this point we went linearly towards the north where the second milestone is located, i.e at the very entrance of Tuzi, and the last one also linearly located from the second one, in the center of Tuzi. We continued our way northwest, towards the village of Rogath where the next milestone is located, right beside the vineyards. We reached the Cem (Cijevna mne.) where the last milestone is detected.

Just 300 ahead at the shores of the Cem (Cijevna mne.), we could see traces of road carved on the rocks on both sides of the river, and some big quadratic bridge blocks throughout the river. After crossing the bridge we made it to Ćemovsko polje where no traces were detected, nevertheless we assumed that the road branched into three separate directions from here.

The very first road goes towards suburb of Podgorica in Donja Gorica where we reckon that roman station Halata is located. For such an assumption, we rely heavily on rich villas and other roman buildings. The 10 roman miles distance cannot be overlooked, for it perfectly

mjeri, u rimskoj vještini i domišljatosti u izgradnji. Rimljani su bili vrsni graditelji popločanih puteva i kamenih mostova, što je skraćivalo udaljenosti, štedjelo vrijeme i omogućavalo im da transportuju robu na velike udaljenosti, a da ne zavise od vremenskih uslova.

Put koji je išao od Salone do Dyrrahiona bio je od velikog značaja za povezivanje sjevera Italskog poluostrva sa istočnim provincijama i sa Grčkom. Stoga je ovaj region bio dobro povezan sa cijelim antičkim svijetom.

Put koji je išao dolinom rijeke Cijevne bio je od velike važnosti unutar provincije Prevalis u periodu kasne antike kada su se granice pomjerile prema unutrašnjosti, kao rezultat invazije varvara.

Vjerujemo da će prezentovani rezultati biti od koristi kao dio slagalice koja će omogućiti bolju sliku o sistemu rimskih puteva i rimskih stanica u Crnoj Gori.

38 Luljguraj 2018, p. 95-110

matches the distance from Vuksanlekaj (Vuksanljekići mne). The fact that Doclea was not mentioned in the itineraries makes it clear that this region was used as a shortcut for rapid army movement.

The second road heads towards the village of Omerbozhaj (Omerbožaj), and then finally towards Doclea.

The third road was most probably parallel with the river stream up to the village of Dinoshaj, where we found considerable roman material. One kilometer eastbound from Dinoshaj, a new bridge was located at Stanaj. Hence, this communication through the Cem (Cijevna mne.) valley was of great importance for it connected with the interior part of province Preavalis through the valley of Lim, ahead connecting with central Balkans and the Danube area, where the great limes of empire were found.

We came to the conclusion that Romans made use of favourable terrains and regional connections from the previous civilizations, most presumably from the Illyrians who ruled over this area. The difference lies to a great extent on the roman ingenuity in building. Romans excelled in paved roads, and stone bridges that shortened the distance and saved time, hence allowing them to transport their supplies in long distances without being dependable on the weather conditions.

Road that goes from Salona to Dyrrhion is of great importance for it connects the northern italic peninsula with the eastern provinces and Greece. Therefore, this region was perfectly linked with all ancient world.

The road that goes along the Cem (Cijevna mne.) had more importance inside the province Preavalis in late antiquity for the border had moved inwards as a result of barbarian invasions. The third is the local road Vuksanlekaj (Vuksanljekići) – Vrane – Mataguže. This road with local characteristics had the function of communication with other settlement of fertile Lake Scutary basin, and furthermore, with Kotor bay through mountain passes at Lovćen.

I believe that the result of this survey and the study itself presented in “Roman road infrastructure in Malësia region” will largely serve like a piece of a puzzle in order to have a fuller picture about the roman roads system and roman stations in Montenegro.

- Anamali - Komata 1978** - S. Anamali – D. Komata, Varrezat e Kalldrunit Koplík, Kumtari i Muzeut popullor Shkodër nr. 3-4, Shkodër 1978, p.96-116
- Bojanovski 1974** - I. Bojanovski, Dolabelin sistem cesta u rimskoj provinciji Dalmaciji, Sarajevo 1974.
- Evans 2006** - Arthur Evans, Antiquarian Researches in Illyricum 1885, I & II 1886 , and III & IV, vol 49, London . (Ancient Illyria, An Archeological exploration, London 2006)
- Garašanin 1967** - M. Garašanin, Crna Gora u doba Rimskog Carstva, Istorija Crne Gore, Titograd 1967, p.143-267
- Haupt 1860** - M. Haupt, Ravennatis Anonymi Cosmographia et guidonis Geographica, Berlin 1860
- Ippen 1922** - Th. Ippen, Sende rromake e prehistorike te gjetuna nder rrethe te Shkoders, Kalendar, Shkodër 1922.
- Jovičević 1923** - A. Jovičević, Naselja i stanovništva, knjiga 15, Beograd 1923
- Luljguraj 2018** - A. Luljguraj, Vuksanlekić – antički/kasnoantički lokalitet i novi arheološki podaci, Skadarski basen – Veza između mediteranske obale i kontinentalnog zaleđa, Podgorica 2018, p.95-110
- Marković 2006** - Č. Marković, Arheologija Crne Gore, Podgorica 2006
- Mijović 1970** - P. Mijović, Tragom drevnih kultura Crne Gore, Titograd 1970
- Mijović 1987** - P.Mijović, Kulture Crne Gore, Nekoliko opažanja o rekonstrukciji antičkih puteva kroz Crnu Goru, Titograd 1987, p.121-137
- Miller 1962** - K. Miller, Die Peutingersche Tafel, Stuttgart 1962
- Nopscha 1910** - F. Nopscha, Prinosi starijoj povijesti sjeverne Albanije, Galsnik Zemaljskog Muzeja XXII, Sarajevo 1910, f. 306-377
- Praschniker, Schober 1919** - C. Praschniker, A. Schober, Archeologische Forschungen in Albanien und Montenegro, Wien 1919
- Praschniker, Schober 2003** - C. Praschniker A. Schober, Kërkime arkeologjike në Shqipëri dhe Mal të Zi, Tiranë 2003
- Pravilović 1986** - M. Pravilović, Vuksanlekići – Kasnoantička nekropola, në: Arheološki Pregled br. 26, Ljubljana 1986. f. 182-183.
- Schnetz 1990** - J. Schnetz, Ravennatis Anonymi Cosmographia et guidonis Geographica, Stuttgart 1990
- Stadmüller 1954** - G. Stadmüller, Das Romische Strassennetz der Provinzen Epirus Nova und Epirus Vetus, Historia 3 (Periodical), Munchen 1954, f.236-252
- Vučinić 2014** - S. Vućinić, Studije o antici u središnjoj Crnoj Gori, Podgorica 2014, p.289-314