

of his wife and two sons. The reader will remark the omission of the usual dedication to the Dii Manes:—

TITIA PINTA VIXIT ANN . XXXVIII
 ET VAL ADIVTORI VIXIT ANN . XX
 ET VARIOLO VIXIT ANN XV . VAL
 VINDICIANVS CONIVGI ET FILIIS
 F . C .

Of the dales which descend from the north to join the Rye, none are more beautiful than the narrow winding glen through which, under the walls of Pickering Castle, the railway runs towards Whitby. It is difficult to suppose a more pleasing and romantic route than through the woody gill, shaded by lofty cliffs, crowned with rugged rocks, which, under the names of Pickering Dale, Newton Dale, and Goadland Dale, conducts us to the picturesque Vale of Esk and Port of Whitby.

Malton was certainly an important Roman station. The coins, urns, inscriptions, graves, baths, &c., sufficiently attest this fact. Founded, as most of the Roman stations were, in proximity to older British towns, we see here, as so often in Yorkshire, a double town—Old and New Malton on one side of the river, and Norton on the other. Roads of Roman use at least, lead westward by several villages with the suffix of ‘street’ to Yearsley Camp and Isurium; southward to Eburacum, eastward by Wharram le Street to the great road to Bridlington (Prætorium?). Another route (Wade’s Causeway) conducted northward to Dunum Sinus, near Whitby; and we may be confident a fifth led to the well-havened bay—the *κόλπος εὐλίμενος* of Ptolemy. Round Malton in several directions are important earthworks, probably not all of British construction. What was the name of this great station? Alas! lost with the Commentaries, if such ever existed, of Agricola—Hadrian—Severus! Malton was not Camulodunum—that was a southern colonia: it could not be Derventio, as the late Dr. Young supposes, unless that was XVII. instead of VII. millia passuum from York.

A Roman inscription, dug up in 1753, is supposed to in-