

same class, and contrasted with the firm and decisive lines between Aberford and Castleford, Castleford and Doncaster, and indeed the whole way from Piers Bridge to Lincoln.

The Roman roads have been preserved to our days, not so much by their great solidity, as by their obvious utility. For, connecting as they did considerable places by direct and convenient routes, traversing the rivers by fords or bridges, and the marshy ground by causeways, it was for the common weal that they should be preserved. In many cases the boundaries of parishes and hundreds run along them. Till a late period they were the only roads of importance;—followed by Athelstane as well as Severus, by contending Plantagenets and rival Harolds, they have outlived the coaches, and may possibly overmatch the railways in duration.

ROMAN CAMPS AND STATIONS.

Nations habituated to war mark by the permanent fortifications of their cities and the temporary defences which they construct in the field, the results of their military experience. The Lacedæmonians were taught to make circular camps, as admitting of equal defence on every side. The Romans preferred a walled enclosure of rectangular form, as is seen in their cities and permanent military stations (*castra stativa*), no less than in the temporary entrenchments thrown up at the end of a day's march (*castra, mansiones*). Local circumstances might occasion some deviations from this type (Roy, pl. 50), but it is inconceivable that a legionary camp, essentially planned to give free internal movement, should assume the sinuous and irregular outline, and the successively contracted areas of the great earth-mounds on the Malvern, the Breiddyn, the Caradoc, Coxal Knoll, and Cather Thun (Roy, pl. 40, 47, 48). These may safely be adjudged to have been Hill-forts of the Britons; places naturally strong, and further defended by encircling mounds and ditches.

In the later days of the Roman sway in Britain, we may sup-