

while Pliny the Younger was at one time commissioner of sewers on the Æmilian road.

But the fall of the Roman empire brought very different successors. The ideas of the Teutonic and Celtic races, who divided among themselves the patrimony of the Cæsars, were essentially different from those entertained by Greece and Rome. The individual rather than the corporate existence of man became the prevalent conception of the Church and of legislators; and nations sought rather to isolate themselves from one another than to coalesce and correspond. The Roman plan was eminently municipal. The city was the germ of each body politic, and the connection of roads with cities is obvious. But our Teutonic ancestors abhorred civic life. They generally shunned the towns, even when accident had placed them in the centre of their shires or marks, and when the proximity of great rivers or the convenience of walls and markets seemed to hold out every inducement to take possession of the vacant enclosures. . . . In many cases the Roman cities were allowed to utterly decay; the forest resumed its rights; the feudal castle was constructed from the ruins of the Proconsul's palace and the Basilica; or if these edifices were too massive for demolition they were left standing in the waste—the mammoths and saurians of a bygone civilization. The great Vias were for leagues overgrown with herbage, or concealed by wood and morass. In these Vias any observer might remark the strong resemblance, in the right lines and colossal structure, to our modern railways. On the other hand, the drift-ways along the dykes of the Celts scarcely deserved the name of roads at all.

We must pass over the various stages of progress made under the successive conquests and partial occupation of Great Britain by the Danes, the Saxons and the Normans, to a more recent period in our history, where the adaptability of natural selection of the fittest, is displayed in the race which is now dominant over nearly one half of the whole world!—and I will now try to show that ready and rapid communication by sea and by land, has been the basis of that high degree of civilization to which the great nationality of which we form a part, has at length attained; and further, as regards the present and the future, that to hold back or hesitate in the march of progress is suicidal to the best interests of a people, and must eventually lead to their absorption by others more fitted for the great battle of life than themselves. The mixture of races of which the populations of Great Britain, her colonies, and the United States are the result, illustrate the adaptability of the combination; and while good and evil tendencies have been engendered through the blood of each of the various races, the general effect has been assuredly beneficial.—*The fittest holds the reins, and leads the way.*

We have already seen the opinion expressed by Pomponius Mela eighteen hundred years ago, and we can form some idea of what Scotland was at that time, when Antoninus Pius and Hadrian erected their walls of defence against the inroads of the wild but warlike Picts and Scots. All of us know, and peradventure many of us have seen, Scotland as it now is.