

tion of the Roman highways, whose firmness has not entirely yielded to the efforts of fifteen centuries. They united the subjects of the most distant provinces by an easy and familiar intercourse, &c."

Remains of these gigantic works for communication and martial purposes, are still distinctly traceable in Great Britain. The wall of Antoninus and of Lollius Urbicus across Scotland, have indeed disappeared, but there still remain traces of the wall of Hadrian between Newcastle and Carlisle; and the camps of Agricola are distinctly displayed at several places in Perthshire; while in some parts the Roman roads themselves, or in part at least, have been used as a sub-stratum for modern macadamized roads in the same country. It was within the first century of the Christian era that the conquest of Great Britain was effected by the Roman arms; they penetrated and held possession of the lowlands, but were abruptly stopped in their career at the foot of the Grampian Hills. Pomponius Mela, who wrote in the reign of Claudius, the emperor who initiated the war against Great Britain, is said to have expressed a hope that by the success of the Roman arms, the island and its savage inhabitants would soon be better known. These same savages, however, were possessed of attributes characteristic of their successors, or descendants blood of mingled with that of other races, in indomitable valor, and an intense love of freedom; and it may be that the spirit of enterprise and perseverance was even then latent which has now so strikingly been developed in the Anglo-Saxon race.

Smiles in his admirable work, "The lives of the Engineers," says:—Roads have, in all times, been among the most influential agencies of society; and the makers of roads, by enabling men readily to communicate with each other, have properly been regarded as among the most effective pioneers of civilization. Roads are literally the pathways not only of industry, but of social and national intercourse. Wherever a line of communication between men is found, it renders commerce practicable, and where commerce penetrates, it invariably creates civilization and leaves a history. Roads place the city and the town in connection with the village and the farm, open up markets for field produce, and provide outlets for manufactures. They enable the natural resources of a country to be developed, facilitate travelling and intercourse, break down local jealousies, and in all ways tend to bind together society, and bring out fully that healthy spirit of industry which is the life and soul of every great nation." * *
 "The road is so necessary an instrument of social well-being, that in every new colony it is one of the first things thought of." And again, I see in a quaint little book, entitled "Old Roads and New Roads," the following remark which few will be bold enough to gainsay,—"A history of roads is, in great measure, indeed, a history of civilization itself."

To shew the high regard that was entertained by the Romans for road contractors, the office of Curator Viarum, or Road Surveyor, was bestowed upon the most illustrious member of the Senate, and after the victory of Mantinea, Epanimondas was appointed chairman of scavengers at Thebes;