and himself. The Miracles of the Irving School shewn to be unworthy of Serious Examination; by the Rev. David Thorn, formerly Minister of the Scotch Church, Rodney Street, now Minister of Bold Street Chapel, Liverpool, 1832; from the Rev. Dr. Thom. A series of Reports of the Lancaster Literary Scientific and Natural History Society, from 1835 to 1848 inclusive; from S. Simpson, Esq., Lancaster. Erdeswicke’s Survey of Staffordshire; from Robert Hughes, Esq. A Copper Coin of the Byzantine Empire; from Mr. Rampling.

Hugh Neill, Esq., exhibited a gold coin of Valentinian found in the vicinity of Chester Cathedral, about sixty years since, and read an interesting account of the times of Valentinian.

Mr. Dunlevie presented three Engravings—Portrait of Sir Julius Caesar, Knight; View of the Tomb of Sir Julius Caesar; and fac-simile of the inscription on the Tomb:—and deposited with the Society Lodge’s Life of Sir Julius Caesar.

The following papers were then read:

I.—ON THE ROMAN ROADS IN LANCASHIRE, WITH A PARTICULAR ACCOUNT OF THE TENTH ITER OF ANTONINUS.

By John Just, Esq., of the Grammar School, Bury.

The great object of the Romans in extending their empire, was not merely to subdue, but also to secure and retain their conquests. Hence, wherever their victories gained for them the ascendency, they strengthened their power by every means within the compass of their knowledge, to make their dominion lasting. They chose out the most select situations for their stations, and fortified them so strongly as to make them permanent. They also connected these military posts one with another, by military ways or ramparts, along which their legions could march in safety; so that the whole extent of their territories, from the Euphrates to the Atlantic ocean, was one vast fortification; and so massive and durable were these works of theirs, that remains of them are met with to this day, in spite of the march of a higher degree of civilization, and the sweeping nature of modern improvements.

The Romans constructed three kinds of ways or roads. The first kind during conquest, was the “via militaris,” properly so called,
or the elevated highway from military station to station. The second kind was the "via publica," or public road, made subsequently for intercourse from one place to another, and to facilitate the arts of peace, and communication with the Roman capital. The third kind were the private roads, or "via privatae," called also "viae vicinales," because, according to Ulpian "ad agros et vicos ducunt."

The military roads were elevated three feet and upwards above the surface of the ground. They were paved on their summits throughout their whole length, and were hence also called "viae stratae," whence we derive our word street. From their elevation likewise we term them highways. Their direction was generally in perfectly straight lines, from one high point of ground to another. This arose from their being lines of defence to the troops, as well as of passage, thereby enabling them to see the line before and behind them as far as possible, and so preventing them from being surprised by their enemies, or intercepted during their journeys. Turnings on these military roads were commonly angles on the summits of elevations. The average width of such roads was about twenty-one feet or a little more; and the line chosen out for them, was on the highest ground that their direction would permit. On account of their being paved, the term used for constructing them, was "munire viam," to fortify or build a road.

The public ways, except in the vicinity of Rome, or the head-quarters of their provinces, were not paved, nor elevated above the surface of the ground. They were not laid out on the high grounds, between place and place, but on lower grounds, and were not necessarily straight. They were covered with "glareae" or gravel, and were fourteen feet wide, sufficient to allow two carriages or vehicles to pass one another.

The private or vicinal ways were less broad, seldom exceeding seven feet in width. They had here and there broader places to allow vehicles to pass, in case two should meet travelling in opposite directions. They had also cross roads or "diverticula," leading to
less frequented places than the ordinary roads. Many of our early high roads, public roads, and bye and cross roads, were on the lines laid out by the Romans.

Of the military roads constructed by the Romans, within the County of Lancashire, three are mentioned in "Itineraries" or Way Books which have survived the vicissitudes of the various com­motions that have agitated this country, since those would-be masters of the world left its shores. One of these, the Itinerary of Antoninus, gives us an account of most of the military roads, with the stations situated upon them, at the time he made his survey. The Tenth Iter of his work contains the following account of the main military road which runs nearly north and south throughout the entire length of the county. A Glanoventa, Galava M.P.\* XVIII, Alione M.P. XII, Galacum M.P. XIX, Bremetonacis M.P. XXVII, Coecio M.P. XX, Mancunio M.P. XVIII, Condate M.P. XVIII, Mediolano M.P. XVIII. This Iter runs from the north, southward; and three of the stations named therein are situated, by the general consent of Antiquaries, within Lancashire. And as but one of these stations has been determined by the universal agreement of all who have touched upon the subject, we will fix upon it as the starting point of our present sketch of the line of that military road. The station is that of Mancunium, situated at Camp Field, within the City of Manchester.

This course will lead us in an opposite direction to that of the Iter, but we shall derive assistance thereby, as we proceed, because it takes us forward on the line of its first construction by the legionaries of Rome. The probable date of the period of its for­mation is A.D. 79, when Agricola subjugated the Western Brigantes and the Sistuntii of the western coast, along the Fylde country.

This Roman military road enters Lancashire at the old Ford over the Mersey at Stretford, to which name it has given origin. The

\*M. P. i.e. Millia Passuum, or miles.
present public road through Stretford lies on the site of the old Roman road, so far as that continues straight, and runs hence towards Manchester. Owing to the immense size of Manchester, and the thick population of its suburbs and vicinity, it is impossible to tell the direction of the line to, or near, the station of Mancunium. It leaves Manchester sometimes upon, and if not, parallel with Strangeways on the new line of road hence to Bury. Near Prestwich the lines of road again correspond. Thence with evident remains at intervals, it continues its straight course till it falls in again with the modern road, passes the Dales, and then crosses the river Irwell. Throughout the parish of Radcliffe its remains are frequently evident, and occasionally very conspicuous. For some length it forms the boundary between the parishes of Radcliffe and Bury. Then it ascends the high ground at Offside, and falls in with Watling-street there. Here its course is evident forward through Edgeworth, to the heights of Blacksnape, by falling in with the public road between Bury and Blackburn. The same line of its course may be seen similarly from the culminating point at Blacksnape, by its falling in again with the present road through Darwen and so on to Blackburn. Near Blackburn on both sides all remains of it are wholly obliterated. Yet it soon appears again as you ascend towards Rivedge, and may thence be traced to the high ground at Ramsgreave. At Ramsgreave the descent commences towards the river Ribble, and there at one stretch may its whole length be made out by the eye, from the feet of the observer, to the horizon on the top of Longridge Fell, an almost continuous line of fences marking its course to the Ribble, and a road and the Green Lane on Longridge its direction beyond the river. Numerous most marked remains may be met with between Ramsgreave and the Ribble, one or two nearly as perfect as when last the Roman soldier marched homeward from the spot; several of the stones which his predecessors placed there, still remaining unmoved from their places. Close to the Ribble the road makes an angle to the ford below the bridge, which leads from Walton-le-dale to Ribchester. This angle
suggests to the mind the great change which has taken place in the channel of the river, since the time when Agricola's soldiers first forded it. It shews that the stream runs more than its own breadth from its course at that time, and that now cattle graze on a fine fertile pasture of alluvial soil, where then the ensigns of the eternal city crossed this fine river which intersects the county. Ribchester, an undoubted and extensive Roman station—a mine of antiquities, is more than half a mile lower down the stream than where the Romans crossed it.

As usual in the proximity to Roman stations, all traces of the line of the road are lost. Stony Gate at some distance falls in with the line, and thence to the summit of Longridge Fell, fine remains of the road may be found. The road does not fall exactly upon the line of the Green lane thereon, as is the common opinion, but deviates a little to the left. And when the very apex of Longridge is gained, and the vale of the Hodder is seen forward, then an angle is formed in the line of the road to the eastward. Perhaps at this point as extensive a bird-eye view of a Roman road may be seen, as the north of England contains. Glancing backward, its course may be seen as before related, to Ramsgreave, from four to five miles distant. Looking forward the line shews itself in a similar manner to Browsholme heights; an equal distance or greater. So true were the Romans in their method of laying out their lines of military roads, that with the exception of a very slight angle indeed, on the summit of Blacksnape—even the accuracy of the Ordnance Survey could not detect a deviation from a perfectly straight line between this place and Manchester, a distance approaching 30 miles. Here may be surmised the method which the Romans adopted, to form their straight lines, in constructing this kind of roads. Among the mountains seen hence in the distance, the top of Penygent stands most prominent. With the eye fixed upon its summit, the whole line of Roman road seems to stretch directly towards it, as if it had been the object aimed at. They appear hence to have had some striking
object in the distance to direct them. Numerous remains of the road occur between Longridge Fell and Browsholme heights. Two modern roads are upon the site of it, Lees-lane beyond the Hodder, and the lane leading up to Browsholme heights. On Browsholme heights Penygent disappears from the horizon and Ingleborough starts up. Again an angle is made on the top of the hill, and the line of the road proceeds straight from it towards Ingleborough on the horizon. Past Crompton over Birkett Moss, the remains are very evident. Beyond the Hodder from Gamble Hall, when the road enters upon a limestone district to the north-west of Newton in Bowland, and thence to the foot of Croasdale, a continuous ridge marks out the straight course of the line. Here commenced a difficulty to the Romans in their progress northward. Immediately in front, a steep mountain barred up their passage. The easiest exit from the valley of the Hodder into the vale of Lune, by the cross at Greet, was too much to the eastward of their course. Nothing therefore but a gradual ascent up Croasdale was left them. From the nature of the ground, they were compelled to depart from one of the principles of their military road making. A road in a straight line was impracticable for troops heavily armed. They therefore yielded up this point, but took care that the sloping line of the ascent should be straight notwithstanding; so that a view of the road might be secured from one point to another. Care was also taken that this gradually ascending line in no point approached a steep part of the mountain, from which the troops on their march could be assailed with stones rolled down upon them, or by missiles. In this way the road ascended up Croasdale, and then continued above Whitingdale until it passed the inaccessible heights of Botton Head Fell, the present public road from Slaidburn to Hornby occupying its site the whole way. Where the line of the military road turned off to meet the first remains, near the foot of Bottom Fell, no one yet has been able to discover; the boggy nature of the soil having in all probability overgrown the bold agger built by the warriors of Imperial Rome.
Towards the foot of Botton Fell, the Roman road again becomes conspicuous, and is known as such to the neighbouring inhabitants. It continues evident within the enclosed grounds, passing through the estates named the Swans and Ivah, until it falls in with the present public road at the village of Lowgill. Remains continue at intervals after it leaves the public road, until it reaches the high ground on the Hill estate in Tatham. Here are some parts of the road still almost perfect. Hence, on account of the steep banks on the side of the river Wenning, it became necessary to deviate from the continuous straight line of its course. As usual on the highest point of the Hill estate, an angle is formed to gain the ford at Bentham Bridge. Beyond the Wenning, the road falls in with two old roads, and is here again known by the old inhabitants as part of the Roman road. Having reached the high ground again at Borrens Barn, a deviation to the left was made towards Old Wellington. In one place only, between these two places, can any traces of the road be seen. Indeed, great difficulties to ascertain its actual course between the two rivers of the Wenning and the Greta exist. But as on the north side of the Greta, the remains are again most conspicuous, the line intermediate must have joined the two points and the difficulty thus is greatly lessened. If the line of the road had been continued to the Greta without turning off to the right, the same obstacle in precipitous banks as on the Wenning, would have rendered crossing the river at that point impossible. Tradition says that about a quarter of a mile higher up the stream was a Roman bridge, and at the place specified there is certainly the appearance of an abutment, such as leads up to a bridge, highly raised and very conspicuous; but whether there are such remains of its foundations as are always found where such bridges have been built, I have not yet had an opportunity of examining. North of the Greta, the Roman road turns northward, and turning across the flat grounds at Collingholme, as fine a specimen of remains as can be found on the whole Iter, it falls in with an old road leading to Overtown, having the Roman station at
Overburrow nearly a mile to the west. It then crosses the Leek brook, passes by the farm house called the Gales, falls in with the road to the house, then joins the long level of the high road from Kirkby Lonsdale to Ingleton, and having here crossed the boundary between Lancashire and Westmorland, stretches up along Wandale's lane in Casterton, straight forward up the vale of the Lune.

Such is a hasty sketch of the remains of the Roman military road mentioned in Antoninus' Tenth Iter, an Iter which hitherto has perplexed antiquaries, and which is still far from being thoroughly investigated and determined. To give the particular remains in detail would be very long and very tedious. They are marked out faithfully in the Ordnance Survey documents, as far northward as Low Fell at the foot of Croasdale. Whether beyond that point they have been thoroughly entered I know not, yet they ought, ere the impressions of the maps are taken, to be added to perfect that truly noble undertaking. Many interesting remains of antiquities occur, and have been discovered from time to time on the line of road now briefly delineated, which might fall in with the objects of this society. At present it only remains to bring forward such corroborative authority from other documents which may yet exist, as to confirm the accuracy of Antoninus, were such necessary, after those evidences which already have been produced, as apparent on the surface of the ground.

Another Way-Book or Itinerary, either copied from some more extensive work or better MSS. of Antoninus, or from some other authority has been preserved to our times. This is the Itinerary of Richard a monk of Cirencester. This Tenth Iter in one part of it, is a parallel to the Tenth of Antoninus already mentioned. The parallel stands thus, Brocavonacis ad Alaunam - - - Coccio - - - Mancunio M.P. XVIII. Little doubt, I think, can be entertained, but that the "Alione" of Antoninus, is the same station as the ad Alaunam of Richard. From "Alauna," however, Richard goes at once to Coccium, omitting two stations given in Antoninus, viz.: —
Galacum and Bremetonacæ, and more than this, he has assigned no
distances either between Alauna and the station next north of it,
nor between it and Coccium southward; so that while he verifies
Antoninus by securing certain stations on the same line of military
road, he varies from him in others. Yet connecting Coccium with
Mancunium, and according with Antoninus in the distance between
the two stations, he supports Antoninus, though the latter is the
more correct account of the Iter. We thus have two authorities for
the line of military road which we have traced out in this paper.
With the stations on the Iter we have nothing to do; nor with the
opinions of others, as to its line, direction, &c., who differ from us;
because our object is not to find fault either with what our predeces­sors have done or left undone, but to give to the society a just
account of a fact as it simply is, as history ever should do, leaving
that fact and our account of it, to stand simply connected by
themselves, for the assistance and satisfaction of all others hereafter,
who may think fit to do as we have done, go, see, observe, and
judge for themselves.

The two Roman roads alluded to, in connection with the present
one, must stand over to form a sequel to the present paper, if
deemed acceptable to the members of this society.

A special vote of thanks to Mr. Just for his able and interesting
paper was carried by acclamation.

II.—Observations on the Inscription upon the Common Seal of
Liverpool.

By Richard Brooke, Esq., F.S.A.

The explanation which was suggested in the paper, upon the Common
Seal of Liverpool, read at the meeting of the 4th January last, not being
satisfactory to my mind, I am induced to offer the following observations
on the subject.

In commencing, I imagine that we may reject without any scruple Mr.
Gregson's notion, of the bird engraved on the Seal being an Eagle, and of