

NUMISMATIC SOCIETY.

Nov. 25. W. S. W. Vaux, Esq., President, in the Chair.

The Rev. C. C. Babington exhibited a rare drachma of Antimachus, King of Bactriana, and some other coins. Mr. Evans exhibited a rupee struck in Cashmere, and remarkable from having the letters J.H.S. placed in the centre of the inscription, which is supposed to have been the work of a Portuguese engraver attached to the mint of Cashmere.

The President read a paper on some rare coins lately acquired by the British Museum, including one of Antiochus IX., with an eagle on the reverse, and of which but one other specimen is known; and also some coins of Gebal in Phœnicia, known to the Greeks as Byblus, and bearing Phœnician inscriptions, with the name of Azbaal, King of Gebal. This place is mentioned in connexion with Tyre by Ezekiel, chap. xxvii. vers. 8, 9. He also exhibited

casts of some coins of the Mahomedan conqueror, Mahmúd of Ghazna, from the collection of the late Lady Sale.

Mr. Evans communicated an account of coins found upon and near the site of ancient Verulam. Though between 3,000 and 4,000 coins found upon the spot and existing in various collections had passed under his notice, they exhibited but from 300 to 400 different types of some 70 emperors and empresses. Beside these, some few of the ancient British coins had been found at Verulam, including two with the name of that town upon them. Mr. Evans noticed some of the causes which lead to the abundance of coins upon Roman sites, and the reason why certain classes of coins predominate. He also traced the history of Verulam in connection with the coins, and shewed the manner in which they illustrated its state and condition at various periods.

SOCIETY OF ANTIQUARIES, NEWCASTLE-UPON-TYNE.

Dec. 1. The meeting was held at the Castle of Newcastle. There was an unusually large attendance, attracted, probably, by the promise of the notice-paper, viz.:—a Paper by the Rev. Walker Featherstonhaugh, "On Edmondbyers Church;" and a Paper by John Hodgson Hinde, Esq., "On the Old North Road." There was also present, besides the members, Lieut. O'Grady, R.E. The Chair was taken by Mr. Hodgson Hinde, V.P.; and the minutes were read by Dr. Charlton.

Dr. Charlton read a translation of an inquisition of the lands and tenements of Adam de Charlton, in Tyndale, taken at Bellingham in 1303, on the day of his death, with interesting notes.

Mr. Clayton exhibited a bronze vessel, consisting of a ring large enough for an armlet, with a bulging cup (having a lid), forming one-half the circumference, and containing a number of Roman coins, which he had recently acquired.

Mr. Featherstonhaugh, Incumbent of Edmondbyers, read a paper on the village church, which has recently been repaired. Edmondbyers is about seven miles from Stanhope, five from Blanchland, and twelve (S.E.) from Hexham. Its church is doubtless of Saxon foundation, and many portions of the original structure remain—the southern wall, for example, built with the best lime of the district, mixed with powdered brick and charcoal, as well as land, thus resembling the grouted mortar

of the Roman masonry of this country. Mr. Featherstonhaugh gave a minute description of the whole structure, and traced its fortunes from its origin to the present day, concluding a valuable paper amidst general applause.

The Chairman proceeded to read an elaborate and curious paper, full of interest and amusement, on the Old North Road, of which the following extracts are a portion:—

"Between Berwick and Dunbar the country is as nearly impracticable as any which has ever yielded a triumph to scientific skill. No such skill was available in the sixteenth century, and we see the results in the extraordinarily circuitous course adopted. Chirnside, the first stage, lies five miles to the west, and the following stage, Coldingham, three miles to the east, of a direct line. North of Coldingham, the line was sufficiently direct; but it is impossible to pass over it without being filled with amazement that a road which crosses ravine after ravine, at such frightfully steep inclinations, could ever have been traversed, as at one time it certainly was, by wheeled carriages.

"In 1745 the line of turnpike from Boroughbridge by Northallerton and Darlington to Durham was sanctioned by parliament. This was the first turnpike-road which crossed the Tees, although Bailey, in his 'View of the Agriculture of Durham,' gives precedence to that from Cat-

terick Bridge to Durham by Yarm and Stockton, fixing the date of the latter in 1742. This is one year previous to the passing of the act for the road from Boroughbridge to Catterick and Piersebridge, on which the other was dependent for its connection with the South. The true date of the Catterick, Yarm, and Durham Act, is 1747.

"Saddle-horses for riding post were established on the principal roads at a very early period; and it was probably by this means, and not by relays of his own, that Sir Robert Carey made his extraordinary journey from London to Edinburgh to announce the death of Queen Elizabeth to her successor King James. On this occasion he performed fully 150 miles on each of two successive days, sleeping the first night at Doncaster, and the second at his own residence at Widdrington, twenty-two miles north of Newcastle. The third day his progress was less rapid, in consequence of a severe fall; but he still reached Edinburgh at night.

"Although carriages, under the various denominations of chares, caroches, and whirlicotes, are noticed from the reign of Richard the Second; they were not in ordinary use in England till the time of Elizabeth, when they occur under the name of coaches. The first wheeled carriage which ever crossed the Tyne, adapted to the conveyance of passengers, was probably that in which the ladies of the Princess Margaret, daughter of Henry the Seventh, accompanied their mistress on her nuptial journey to Scotland. It is described as 'a chare richly dressed, with six fair horses, led and conveyed by three men, in which were four ladies, lasting the voyage.' Considering the state of the roads and the absence of springs, which were then unknown, it seems marvellous that the ladies *did* 'last out the voyage.' Whilst they were thus jolted in their splendid but uneasy vehicle, the Princess herself was mounted on 'a fair palfrey,' with the additional convenience of 'a very rich litter, borne by two fair coursers, very nobly dressed, in which litter she was borne on entering towns, or otherwise at her good pleasure.' Horse-litters, according to Fynes Morrison, were of great antiquity, both in England and Scotland, 'for sickly men and women of quality.'

"Coaches left the 'George Inn,' without Aldersgate, every Monday, Wednesday, and Friday, for York, the Monday's coach being continued every week to Newcastle, and once a fortnight to Edinburgh. The Friday's coach had a branch to Wakefield, from whence were conveyances to Leeds and Halifax. The time occupied on the

road, and the fares to the principal towns, were as follows:—

To Stamford, in two days	-	-	£1	0	0
To Newark, two days and a-half	-	-	1	5	0
To Bawtry, three days	-	-	1	10	0
To Doncaster and Ferrybridge	-	-	1	15	0
To York, four days	-	-	2	0	0
To Helperby and Northallerton	-	-	2	5	0
To Darlington and Ferryhall	-	-	2	10	0
To Durham	-	-	2	15	0
To Newcastle	-	-	3	0	0
To Edinburgh	-	-	4	0	0

"The time occupied north of York is not stated; but early in the next (eighteenth) century, the journey to York still took four days, and two more were allowed to Newcastle; whilst the extraordinary period of thirteen days was required to perform the journey from London to Edinburgh, being six days from Newcastle to Edinburgh, even on the assumption that Sunday was spent as a day of rest at Newcastle.

"A curious letter has been preserved from Mr. Edward Parker, of Browsholme, in the county of Lancaster, describing a journey from Preston to London in 1663. Whilst he gives a much more favourable account of the company which he met with than an anonymous pamphleteer (the author of 'The Grand Concern of England Explained,' 1672), he by no means corroborates Chamberlayne's commendation (*Anglia Notitia*) of the easiness of the vehicle and the absence of 'hard jogging and violent motion.' The letter is printed in the *Archæologia*, but an extract may not be out of place here:—'I got to London on Saturday last. My journey was nowise pleasant, being forced to ride in the boot all the way. The company that came up with me were persons of great quality, as knights and ladies. The journey's expense was thirty shillings. This travel hath so indisposed me that I am resolved never to ride up again in the coach. I am extremely hot and feverish. What this may turn to I know not, as I have not yet advised with any doctor.'

"In the spring of 1764, the down coach began to leave London at 10 at night, halting the following night at Grantham, and proceeding the second day to York. On the 21st of May a further acceleration was made, by which the distance between York and Newcastle was performed in one day, by way of Boroughbridge. The coaches between London and York now ran every day, except Sundays; and between York and Newcastle twice a-week, on Mondays and Thursdays. They are advertised as the 'Newcastle, Durham, and York flying post coaches, on steel springs, with postillions.'

"In 1763 the proprietors of the London and Newcastle coach for the first time

advertise that they will convey outside passengers at half-fares, restricting them from carrying any baggage whatever with them. The very next year they return to the old system, and appeal to those travelling inside to aid them in preventing the coachmen taking up outside passengers on their own account, as a practice quite as dangerous as it was fraudulent. They also discourage the transmission of heavy

boxes, but undertake the carriage of parcels and game. The mails undertook the conveyance of four insides and one out; and this was found so convenient by persons having a servant with them, that the plan was adopted by the other coaches, and gradually extended."

Compliments were paid to the Chairman on his paper, and with the customary votes of thanks the meeting closed.

THE SOCIETY OF ANTIQUARIES OF SCOTLAND.

THE seventy-ninth anniversary meeting of this Society took place on Tuesday evening, Nov. 30, within their hall, 24, George-street, Lord Neaves presiding.

The office-bearers of the society for the ensuing year were elected, and Lord Neaves delivered an address upon the study of antiquities, which he said might be regarded as a help to history as to those periods which exhibit historical records; or as a substitute for history as to those earlier periods of which no written memorials remain. As to the historic period the labours of the antiquary may now be considered to possess a peculiar value, in consequence of the enlarged views which have latterly been taken of the objects of history. The historian does not now think it his chief duty to narrate merely the lives and actions of princes, the results of battles, or the events of political revolutions. He finds it a more pleasing and a more instructive task to present from time to time a picture of the social condition and mental character of the great body of the people. The progress of civilization is the principal object which he seeks to illustrate, and, in discharging this function, the study of antiquities is of paramount and indispensable importance. The implements used by a nation, whether for purposes of war or of peace, their household furniture, their bodily dress and ornaments, their customs at both marriage and burial, their laws and usages in their dealings and transactions, in enforcing bargains or in repressing crimes, their diversities of rank and status, as noble, priestly, or plebeian, as bond or free, as rulers and subjects, lords and vassals,—all these are not merely matters of the utmost interest as objects of curiosity, but they serve as valuable lights thrown upon the pathway of history, and essential elements for settling the doubts and clearing the obscurities with which it is attended. It is the antiquary who must supply this information.

Mr. Stuart stated that the museum had

been visited by 19,125 individuals during the course of the past year, being 2,096 more than the number of visitors during the previous year.

Dec. 13. Robert Chambers, Esq., in the Chair.

The following papers were then read:—
I. Notice of a Deed by which Sir James Sandilands, of Calder, Knight, in consideration of a sum of money delivered to him by his uncle, the Parson of Calder, binds himself and his heir to complete the choir and vestry, and to build the nave, steeple, and porch, of the Parish Church of Mid-Calder according to a prescribed plan, within six years from the 30th of January, 1541-2. By Joseph Robertson, Esq., F.S.A. Scot.

Mr. Robertson said the church of Mid-Calder, one of the latest examples of the Scotch Second-Pointed style, was founded before 1542 by the rector of the parish, Peter Sandilands, a younger son of the sixth Knight of Calder. He was then an aged man; and seeing no likelihood of himself living to complete the work, he made arrangements for its being finished by his nephew and grand-nephew. He delivered to them the sum of 1600 merks, and took them bound, in strict legal form, as well in the civil as in the ecclesiastical courts, to carry out the plan which he had resolved upon. It was for a choir of two bays, with a three-sided termination, on which a vestry abutted on the east; a central tower, with clock and bells, low in height, and square or oblong in shape; and a nave of four bays, seven feet longer and five feet broader than the choir. Both choir and nave were to have groined roofs, and to be covered with stone. There were to be four buttresses on either side of the nave, as well as on the south side of the choir, all of ashlar, and surmounted by finials. The walls of the nave (four feet thick and twenty-six feet high), were to be of rubble, as well as the lower part of the north wall of the choir, against which, it