

as the Hiberno-Saxon. The borders of the "Durham Book," date about 700, may suffice as an example. The like ornament occurs in early Irish sculpture, as also probably in metal-work.

The relics of Roman occupation in South Wales, thus briefly noticed in the foregoing remarks, may suffice to show how varied is the character of the vestiges of that remarkable people in this part of Britain, and how desirable an object has been contemplated, in supplying a permanent place of deposit for all antiquities which may be brought to light in a district rich in Historical and Archaeological recollections.

The two plates accompanying the foregoing notices have been very kindly prepared by Mr. Lee, and presented to the Institute, for the gratification of the readers of the Journal. They have been etched by himself, and faithfully pourtray some of the curious relics which have repaid his recent explorations at *Isca*. The Central Committee desire to express their thanks, in acknowledgment of this kindness on the part of an archaeologist who has achieved so much for the illustration of the antiquities of his country, and to whose laudable exertions is mainly due the establishment in that place of a very interesting local Museum.

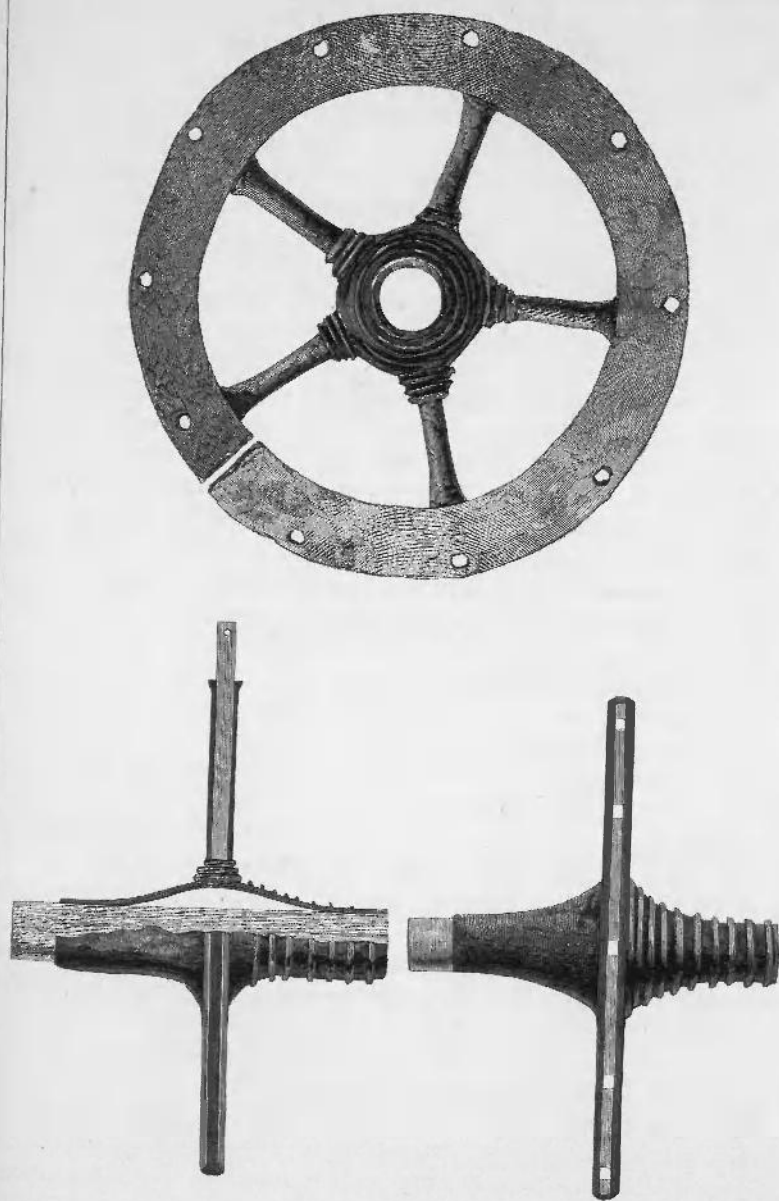
---

NOTICES OF REMAINS OF A ROMAN CHARIOT, PRESERVED IN  
THE MUSEUM AT TOULOUSE.

BY THE LATE WILLIAM BROMET, M.D., F.S.A.

I do not know that any detailed account has as yet been published of the remains of an ancient car, stated to have been discovered by Sir W. Lawson, in a tumulus upon his property in Yorkshire. The restored bronze car in the Vatican, the dissevered portions of another found by Lucien Bonaparte, at Canino (now in possession of his widow, and for sale), and a few fragments of one found in 1813, at Perugia, of which some are in the museum there, and some were in the collection of Mr. Dodwell, are the only real monuments of this kind now extant (unless, indeed, there be some fragments in the British Museum, and a wheel stated to exist

REMAINS OF A ROMAN CHARIOT OF BRONZE.



Diam. of Wheel, 22 in.

From the Originals in the Museum of Toulouse.

at Berlin). I have accordingly thought that a description of two wheels, together with a pole-end, and a portion of the rim of a bronze car, all in the condition of their discovery, and now in the museum at Toulouse, may possibly be useful for comparison with such remains of antique chariots as may hereafter be brought to light.

The wheels here selected for description are not more than 22 inches in diameter ; each has five spokes—now hollow—which spring from the middle of the nave, and at right angles with it. The nave is of the disproportionate length of more than 14 inches, of which that half that projected towards the body of the car is plain, while the other half projecting outwards is encircled with fillets, as are also the springings of the spokes. The passage through the nave for the axle is, at its ends, 3 inches in diameter ; but it gradually becomes wider towards its centre, so that, except at its ends, there is a large space between the circumference of the axle and the walls of this passage. And here I would remark that this space, which was evidently meant for the access of air, and thereby the prevention of such heat as a more extensive contact and friction might have elicited, proves, perhaps, that the car to which this wheel belonged had been made for real use, and not (as supposed of the Vatican and Perugian cars) for merely votive purpose.

The felloe, now hollow, is 3 inches broad. Its edge, of 1 inch in diameter, has in its centre a cleft three-quarters of an inch wide, through which, I presume, the felloe was filled with wood, and the cleft then closed with an iron tyer, such tyers having been found with the Vatican car, and, in abundance, at Pompei, although no *bronze* remains of cars have been there discovered. I also presume that the hollows of the spokes were filled with wood passed through the said cleft ; and, likewise, that the nave ends of these wooden spokes rested on the outer walls of the bronze nave, while their other ends were fastened to the bronze felloe by transverse rivets, which at the same time connected the two faces of the felloe with each other, and as evinced by the position of five of the ten rivet holes remaining.



The pole-end is 16 inches long, 14 of which are hollow for the reception of the pole of wood, while the extremity, or point, is solid and plain.

The other portion of this Toulouse car seems to have belonged to the hinder rim of the body, being rounded at top, and having a deep cleft at its under side, apparently for placing it thereon. It is 17 inches long, and terminated with a bas-relief representing a man on horseback attacked by a lioness. This part, being of knobbed form, was probably a handle whereby to mount into the car.

The car of the Vatican has been figured by Visconti, at the end of the 5th folio volume of the Museo Pio-Clementino; its original and restored parts are carefully distinguished in the explanatory text of that magnificent work. The fragments of the Canino car have never, I believe, been properly put together; but a restoration drawing of it was exhibited to the Scientific Congress at Genoa, and a description of it published in the "Transactions" of that congress.<sup>1</sup> The portions of the Perugian car have been described by Vermiglioli, and after him, with comments, by Inghirami, in the third volume of his work upon Etruscan Antiquities.

I shall not speak of the cars and their appurtenances depicted on what are called Etruscan vases, most of these having met with a sufficiently full description; but since such has not yet been published in regard to the cars represented on some terra-cotta bas-reliefs, in the collection of the Chevalier Campana, at Rome, I will here transcribe a page from my note-book respecting them.

The first that I shall notice has a body of the common curved form, but with a railing around its front, for the better security of the driver, who seems to be a female. The wheels have only four spokes each, and are not higher than a man's leg. There is no appearance of traces to the horses, whence we may infer (provided always that these bas-reliefs give a faithful portraiture of real objects) that each outside horse drew only by a single trace, which passing between him and his central companion, and thus hidden from our view, was attached to the axle-tree; the two central horses drawing by a yoke, as oxen do. The bitts are not in the horses' mouths, but are placed over their noses, like the cavessons still used in Italy, and all the reins are passed through one ring.

The second on my list has a quadrangular body, with straight top, and four eight-spoked wheels, and was meant

<sup>1</sup> Edit. in quarto form.

probably to represent a public conveyance, as it contains several persons of both sexes, apparently on a pleasure-jault.

The third has also a quadrangular body, but with two-six-spoked and higher wheels, and contains a man and woman who seem to be culprits, each being bound about the neck and wrists with cords held by persons walking at their sides.

The fourth has remarkably low wheels, and its combatant has one foot on the ground.

The fifth has its horses restrained by both hands of the driver, who is apparently a female, and also by one hand of her male companion.

The sixth is a racing chariot, with wheels of eight spokes, in the act of arriving at the *metæ* of a circus.

The seventh, another racing chariot, has its driver swathed about his chest and legs with thick, wide bandages, as if for protecting him from injury in case of being overturned.

In conclusion, I may remark that most of the racing cars thus represented in the Campana collection are very low, and have wheels of only four spokes, and that the horses are all hog-maned and of slender make.

W. BROMET.

The foregoing communication was prepared for transmission to the Institute by the late Dr. Bromet, as an evidence of his continued interest in the proceedings of the Society, in which for some years previously he had actively participated. It was written during his last continental tour, not long previously to his decease ; and it was included among the memoirs brought before the Section of Early and Medieval Antiquities, at the Oxford Meeting. Towards the close of that meeting the intelligence reached the Institute, that the zealous researches of one of their earliest friends and coadjutors had been brought to a close by his untimely death in a distant country.