

through which any railway passes in this country. Even the comforts of a railway carriage and a good locomotive do not wholly deprive it of its terrors, for trains are snowed up there almost every winter; but no one who cursorily makes its acquaintance can realise in a rapid railroad transit what the Pass of Drumochter was in the old coaching days.

Another much frequented route leads the traveller through many miles of glacier ground. The Oban railway, after leaving Strathire, ascends Glen Ogle amid abundant scattered boulders and moraine mounds. These features continue up Glen Dochart, and are remarkably striking in some parts of that valley as well as in Strath Fillan. Indeed, they may be noticed all the way down to Loch Awe and along the margin of Loch Etive. Each tributary glen which the train passes may be seen to be dotted over with mounds and boulders, showing how all these deep valleys were filled with glaciers.

Let me refer to but one other locality where the relics of the later glaciers remain with a singularly picturesque vividness, and where some of their features can be better examined than in almost any other part of the kingdom. On the eastern coast of Sutherland, the mountains come down close to the sea, the space between their base and the shore being occupied by a long narrow strip of comparatively level and cultivated ground. Of the glens which open upon this selva of lowland, one of the largest is Strath Brora. It descends from the heart of the lofty Sutherlandshire mountains, and, after a course of some thirty miles, terminates at the inner edge of this narrow belt, nearly three miles from the sea. Looking at the map, one would be quite prepared to find glacier-moraines somewhere in this valley, but one could hardly expect to meet