

the thick courses of deep red freestone in Dumfriesshire, the bands of fine, easily-dressed white sandstone of Edinburgh, have all produced certain differences of style and treatment. To a geological eye that passes rapidly through a territory, this character of its buildings is often suggestive of its geology.

In the fifth and last place, the dominant influence of the geology of a country upon its human progress is nowhere more marvellously exhibited than in the growth of British commerce. The internal trade of this country may be spoken of as its life-blood, pulsating unceasingly along a network of railways. This vast organism possesses not one but many hearts, from each of which a vigorous circulation proceeds. Each of these hearts or nerve-centres is situated on or near a mineral region, whence its nourishment comes. The history of the development of our system of railways, our steam machinery, our manufactures, is unintelligible except when taken together with the opening up of our resources in coal and iron.

The growth of the foreign commerce of the country enforces the same lesson. Even, however, before the days of steam navigation, her geological structure gave England a distinct advantage over her neighbours on the Continent. Owing to the denudation that has hollowed out the surface of the country, and the subsidence that has depressed the shoreward tracts beneath the sea, the coast-line of Britain abounds in admirable natural harbours, which on the opposite side of the Channel and North Sea are hardly to be found. There can be no question that in the infancy of navigation this gave a superiority for which hardly anything else could compensate. We boast that it is our insular position and our English blood that have made us sailors. Let us remember that, in spite of their less