

afforded by the terrace that the banks of the Clyde and its firth are so thickly fringed with towns, villages, and watering-places. At Glasgow, which is partly built on the same platform, some interesting relics of the early history of these geological and historical features have been found. From the silt and sand of which the terrace there consists, no fewer than eighteen canoes have at different times been obtained, some of them from under the very streets and houses. It is not uninteresting to mark at how early an epoch the advantages of that part of the Clyde, as a maritime station, were recognised.

I have already alluded to the singular contrast between the present aspect of the Clyde and its appearance during the bleak Glacial period. Another contrast, not less striking in its features, and bearing a closer human interest withal, is suggested by these relics of the early races. To-day all is bustle and business. Ships from the remotest corners of the earth come hither with their merchandise. Vast warehouses and stores are ranged row upon row along the margin of the river, and in these are piled the productions of every clime. Streets, noisy with the rattle of wheels, and the tread of horses, and the hum of men, stretch away, to the right hand and the left, as far as the eye can reach. The air is heavy with the smoke belched out from thousands of chimneys. And so, day after day, the same endless din goes on ; every year adding to it, as the streets and squares creep outward, and the tide of human life keeps constantly flowing. But how different the scene when our hatchet-wielding forefathers navigated these waters ! Down in the earth, beneath those very warehouses and streets, lies the bed of the old river, with the remains of the canoes that floated on its surface—silent witnesses of the changes that have been effected, not less on the land than on its in-