GEOLOGICAL SURVEY OF CANADA.

Butler. Bonheur. Falcon. dian Pacific Railway, Laurentian gneiss continues to a point between Butler and Raleigh Stations. It is nearly all of dark-grey shades, and the prevailing strike is between W. S. W. and S. W. Between Bonheur and Falcon Stations, it is conspicuously banded or ribboned, the layers consisting of various shades of grey, with some of red. At the former station and for a short distance west the strike is S. 75° W., but for the remainder of the interval, about ten miles, it is S. 45° W., and the dip is to the south-cast at an angle of ahout 70° . Between Gull River and Falcon Station, the gneiss, which is very dark and hornblendic, passing into schist, is very largely mixed with coarse and fine red felspathic granite. At two miles, and continuing thence for three miles west of Ignace Station, the rock is very massive grey gneiss, or possibly a granite, as no distinct stratification could be detected.

The last gneiss was seen at the Y, three miles west of Butler Station; and at about one mile and three-quarters east of Raleigh, dark-green, fine hornblende schist, which is considered Huronian, makes its appearance. The strike is north-westward, quite parallel to the railway track, and the dip is south-westward at an angle of 65° to 70°. A similar rock, with the same strike, was observed two miles west of Raleigh, while at four miles there is a dark, greenish-grey, silicious schist, and a lighter grey felspathic schist, all associated with a few thin, rusty, calcareous beds. Here the strike is more nearly north, but at one mile and a-half further west, where the felsitic schists are more largely developed, the strike is again north-westward. These rocks are followed immediately to the westward by dark-greenish silicious and chloritic schists, having the same strike. Next, slaty diorites were met with, becoming more massive in going westward, to a point three and a-half miles east of Taché Station, where they are succeeded by grey syenitic granite of medium texture, which has a breadth of a mile and a-half on the track. Green schists were observed at one mile west of Taché, beyond which the rocks for a number of miles are concealed by drift. In the neighborhood of Bois Brulé Station, the rocks, which strike north-westward, consist of soft, green schists, with strings of ealcspar and quartz. Where the railway crosses the narrows of a small lake a mile or two west of this station, there is a cutting through dark, bluish-grey, soft and hard dioritic schists, with strings of brown-weathering calespar, Quartz, epidote and iron pyrites also occur in these rocks. In another cutting, a short distance further west, the rock is a dioritic conglomerate. Between this point and Little Wabigoon Lake a variety of dioritic rocks were met with, consisting of massive and slaty forms, of various shades of bluish-green, grey, bluish, and greenish-grey. The dioritie schists generally contain much calespar in the form of strings and spots. Slaty dioritic rocks ranning north-westward, or with the track, were ob-

Huronian schists near Raleigh.

Taché.

Bois Brulé.

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