

## Level type of scenery.

colonial Railway, from near Moncton to the vicinity of Bathurst, the flat unbroken character of the country, with consequent imperfect drainage, determines, except at a few points, scenery wholly devoid of interest, and the tract is also for the most part unfitted for cultivation. Even where, as in the case of the Nashwaak and Miramichi rivers, a more attractive type of scenery prevails, and good farming lands occur, these are almost wholly confined to the river valleys, the hills bounding which, as seen from the opposing side, appear nearly level-topped.

## Minor depressions.

Of the several minor depressions indicated by drainage, the following may be noted as of importance in relation to the subject of this report, viz:—1. The Oromocto tract, including the whole of the Carboniferous area west of the St. John river in Sunbury and York. 2. The Grand Lake basin in Central Queens. 3 The Nashwaak area in York. 4. The S.W. Miramichi area, and (5) the Gulf area, including the valleys of the Richibucto, Buctouche, etc., to which, perhaps, are to be added the region of the Baie des Chaleurs and that of Shediac and Dorchester. It is not yet certainly known whether in all cases the divides separating these areas are results of surface changes, due to glacial or later agencies, or whether, as indicated in some instances by Dr. R. W. Ells, they correspond to the results of deep seated movements, but, in the case of the Grand Lake basin at least, the geologic boundary is nearly coincident with the physiographic one, and this may be true of others also. The highest divide would appear to be that lying between Cross creek, a tributary of the Nashwaak, and the S.W. Miramichi at its junction with the Taxes, the elevation here, according to the levels of the Canada Eastern Railway, being 566 feet.

## Conclusions suggested.

The general conclusion suggested by the above review of the topography of the main New Brunswick coal-field would seem to be that the conditions connected with its origin were uniform, or nearly so, over the greater portion of its extent, such diversity as now exists being the result of causes operating long subsequent to the time of disposition of the strata occupying it. Hence, what is true of one portion of it is presumably true of all. Seams of coal, if existent, would be expected to spread widely, with little variation in thickness. If the strata at one point are those of the inferior or barren measures, it would seem probable that other portions are not far from the same horizon. It does not, however, follow that because the formation is

NOTE—Between Newcastle and Bathurst the mean elevation of the plateau is 414 feet, the summit on the Intercolonial Railway being 521 feet.

Between Moncton and Barnaby river the plateau has a lower mean elevation on the line of the railway of 266 feet.