

The writer was unable to examine this section personally. It is possible that part of the section consists of river gravel and its modifications.

An excavation for a trunk sewer a few hundred yards east of Montreal Junction station showed quicksand within the boulder clay. The sewer runs approximately at right angles to the Canadian Pacific railway and Upper Lachine road at this point, and so runs down the steep bank which overlooks the Grand Trunk railway and the Lachine canal. At the time the excavation was examined, only the part between the Canadian Pacific railway and the Upper Lachine road was exposed. South of the Upper Lachine road, the cut showed:

2½ ft. stratified, grey Leda clay. (Seen at the sides of the filled-in cut.)

? yellow sand.

? boulder clay. (Inferred from dump.)

North of the Upper Lachine road, halfway between the road and the Canadian Pacific Railway track, the section showed:

2 ft. yellowish boulder clay with many small boulders.

16 ft. bluish boulder clay.

6 ft. yellowish sand.

6 ft. dark blue-grey quicksand.

Nearer the road the sand reaches nearer the surface, the cover of boulder clay being thinner.

At a point 160 feet west of Guy street on Sherbrooke street an excavation to a depth of 35 feet showed:

1 ft. macadam.

3 ft. boulder clay.

32 ft. Trenton limestone.

Farther west, at the head of St. Mark street, a 12-foot section showed:

6 ft. brown oxidized boulder clay.

1½ ft. blue unoxidized boulder clay.

4½ ft. bluish-grey quicksand.

The sections given above illustrate the fact that the boulder clay is by no means constant in its characters. The sections have been selected to bring out this point, and are to be regarded as showing abnormal rather than normal development