

alluvium of the river, the terraces of which can be seen on either side. At Ballinluig the Tay Valley is quitted on the left hand, and in the distance in that direction the lofty cone of Shiehallien may be seen [205]. Beyond Pitlochry, another longitudinal valley, that of the Tummel, comes from the west, but following still the same line of depression the railway enters Glen Garry. At first the river is seen toiling through the narrow defile of Killiecrankie, but at the upper end of the pass, the valley widens, and alluvial haughs spread out on either side. Above Struan, however, the river changes its character and becomes an impetuous Highland torrent, foaming down a rocky channel. Good sections of the hard, flaggy quartzites through which it flows may be seen on every side. As the country becomes barer, mounds of detritus grow more numerous, until at last the traveller finds himself among large well-preserved glacier-moraines. Those are more especially to be seen around the watershed in the Pass of Drumochter [26, 182, 270]. The descent on the north side is comparatively rapid down Glen Truim to Dalwhinnie [131], with fine views into the hill ranges on all sides. A little south of Newtonmore Station, the railway enters Strathspey, and an opportunity is afforded of observing the vast piles of gravelly detritus that have been carried down this valley, and the numerous flat terraces into which the detrital material has been worked by the river in the gradual lowering of its channel. One of the most striking fragments of terrace is that to the right, opposite Kingussie, on which the old Barracks of Ruthven stand.

From **Kingussie** an interesting traverse may be made by Loch Laggan into Glen Spean to see the parallel roads of Glen Roy and the glacier moraines of Loch Treig [262-269], and thence to the coast at Fort-William. From **Aviemore** the higher Grampians may be reached [132, 213].

At Grantown the railway quits the valley of the Spey, and the range of the Cairngorm Mountains, which is so striking a feature as one looks back up the valley, is soon shut out from view. The route now lies across a bare, bleak moor, among relics of ancient glaciers, until the train begins to descend into the wooded valleys of the Dyvie and the Findhorn. This is the region of the famous Morayshire Floods [31]. The route from Forres to Inverness is referred to at p. 459.