ceeds past Westminster Abbey, under Tothill-street and along the northern side of Victoria-street, to the Victoria Station. Beyond this station the railway bends round to the south, and, after passing for a short distance between Elmbury-street and Belgrave-place, it again turns to the west to Sloane-square. From Sloane-square the line follows an almost straight course to Thurloe-square, where it joins the western extension of the Metropolitan Railway. From Cromwell-road the western extension of the Metropolitan line curves to the north, and proceeds in a north-westerly direction to High-street, Notting-hill, when it curves to the east, and eventually joins the existing line at Edgware-road.

The Metropolitan District Railway includes, beside the line of which we have described the course, two branch lines connecting the "inner circle" with the West London Railway. One of these branches commences at the South Kensington Station, and, after proceeding side by side with the "inner circle" line to a short distance beyond the Gloucester-road, turns to the south-west through Earl's-court to a junction with the West London line near Richmond-road. The other branch leaves the western side of the West London Railway, further north, and then curves to the east, passes under the West London line, and runs through Earl's-court by the side of the branch first mentioned to a short distance past Redfield-lane, where it bends to the north, and is carried side by side with the "inner circle" line to Kensington Station. A short curve parallel to the "inner circle" line between Gloucester-road and Kensington joins the two branches.

The station accommodation which is provided on the new lines is as follows: On the Metropolitan District Railway proper there is the Mansion House Station (Cannon-street); and at Blackfriars there is an exchange station with the London, Chatham, and Dover Railway, while on the Thames Embankment there are the Temple and the Charing Cross Stations, the latter adjoining that of the South-Eastern line. The next station is at Westminster Bridge, and then comes the St. James's Park and Victoria Stations, the former of which is situated close to Queen's-square-place, while the latter adjoins the terminus of the same name, so that it forms an exchange station with the London, Chatham, and Dover, and London, Brighton, and South Coast Railways. The next stations in order are those at Sloane-square and South Kensington, whilst there are stations, used jointly by the Metropolitan District and Metropolitan Railway proper, at Gloucester-road and Kensington; and another at Richmond-road, called West Brompton, and adjoining that of the West London Railway. The South Kensington and Kensington Stations are exchange stations for the traffic to the West London Railway and its connections. On the western extension of the Metropolitan line there are, in addition to the two joint stations already mentioned, other stations at Notting-hill, Bayswater, and Paddington. This last station is situated opposite the Great Western Hotel, and will be connected with the Great Western Station by underground passages, but it is quite distinct from the existing Bishop's-road Station.

The length of the Metropolitan District Railway from Queen Victoria-street to the Richmond-road is about 5½ miles, and of this length one-half is level. Of the remaining portion, about a quarter of a mile is on a gradient of 1 in 200, more than half a mile is 1 in 250, three-quarters of a mile 1 in 200, and about half a mile 1 in 100, whilst the rest is made up of gradients rather less steep than 1 in 100. The greatest difference between the levels of the rails at any two points is 35.55 ft., and the three lowest points are under the Banelgh, Fulham-road, and King's Scholars' Pond sewer respectively, the rail level at the latter point, which is the lowest of all, being 9 ft. 3 in. below Ordnance datum, or 21 ft. 9 in. below Trinity high water. The sharpest curves are of 10 chains radius near the Victoria Stations; the remaining curves have radii of 15, 20, and 30 chains and upwards.

Having given a general account of the course and extent of the Metropolitan District Railway, we shall now proceed to describe in detail the principal works connected with it, and it may be convenient to commence our description with the works at Westminster Bridge—amongst the first taken in hand; the station at this point being for a long period a terminus, owing to the delay in completing the section along the Thames Embankment. From Westminster Station to the eastern end of Victoria-street the line is carried in girder-covered way, the roofing being formed of cast-iron girders with intermediate brick arches, as shown in Figs. 2, 3, and 4, page 45. Under Parliament-square-gardens, the side walls are constructed with 6 ft. bays, measured from centre to centre of the counterforts; and the girders are 6 ft. apart and 1 ft. 6 in. deep in the centre. Nearer Bridge-street, however, the walls are made with 8 ft. bays, as shown in the illustration, the girders being 2 ft. 6 in. deep in the centre, and this is the ordinary construction of girder-covered way along the line. The girders have top flanges 7 in. by 13 in., and bottom flanges 20 in. by 24 in., and the web is 14 in. thick at the top and 2 in. at the bottom, whilst the distance between the walls or span of the girders is 25 ft. The curved form of the top of the girders is shown in Fig. 2, from which it will also be seen that the girders are furnished with cross flanges, projecting downwards 6 in. from the underside, which bear against the inner sides of the side walls, and thus strain them apart. The brick arches between the girders are three rings thick, and the spandrels are filled in with concrete.