as the station beneath the London, Chatham, and Dover Railway, with the subway and sewers. On the west side of the Blackfriars Bridge abutment, the former outlet of the Fleet Sewer is dotted, and within the abutment itself the new outlet for the storm overflow from the Fleet, which was built with the bridge. On the east side is shown the temporary diversion made during the construction of the station. Figs. 1 and 2 of the details on page 58 show the relative positions of the sewer crossing beneath, and the subway crossing above respectively, whilst the various sections explain the construction. It will be seen that beneath the railway the sewer crosses in a cast-iron barrel, 8 ft. 3 in. diameter, of 1¾ in. metal, and strengthened on the outside with ribs placed at short distances apart. This cast-iron tubing extends to the back of the railway walls, which, at the points of crossing, are carried upon relieving arches to keep the weight off the sewer. At the end the cast-iron tube is built into the brickwork of the sewer. The permanent way for the length of the crossing is carried in trough girders of wrought iron, to relieve the top of the tube, a precaution scarcely necessary, when it is remembered that the ironwork is embedded in and surrounded by concrete. The subway crossing over the railroad intersects it at an angle much less acute than that of the sewer, and it will be seen from Fig. 2 that girders and small arches are substituted for the ordinary brick-covered way for the whole length of crossing. The girders are shown to a large scale in Fig. 8, and Fig. 4 is a cross section of the railway, showing the flat covering and the subway above.

In building the station on the eastern side of Blackfriars Bridge considerable trouble was experienced with the temporary outlet of the Fleet Sewer. This outlet required to be diverted, and the temporary sewer was syphoned underneath the station. This was done in an effectual manner, and iron tubes were used in that part of the crossing beneath the rails. When completed the diversion was of course removed, and the sewage admitted into the former outlet, which had to be used until the Board of Works were ready to take up all the sewage from the Fleet, and complete the connexion with the storm overflow conduits constructed in the abutments of Blackfriars Bridge.

From Blackfriars Bridge the works proceed towards the Mansion House Station. As we have already stated, an attempt was made by the Metropolitan District Railway Company to establish a terminus beneath the new Queen Victoria-street in close proximity to the Mansion House, but this attempt was met by strenuous and successful opposition, it being maintained that the proposal involved too great a sacrifice, and that its

beauty and usefulness would be greatly impaired by the necessary openings over the station.

This being the case, the site of the terminal station was located elsewhere, and the present station which is illustrated by Plate XXXVI., is situated on the south side of Cannon-street and parallel to it, the entrance to the booking-office and the exit from the platforms being at the intersection of Cannon and Queen Victoria-streets, at Bow-lane. The eastern end of the platform is at Garlick-hill, which is a continuation of Bow-lane to