

Downs, which is seen extending on the right towards Ivinghoe, and attaining an elevation of 900 feet. The railway then proceeds over the Marl, Galt, and Shanklin Sand, to near Leighton, where these members of the Cretaceous system are succeeded by the *Oolite* of Buckinghamshire and Northamptonshire; and the line crosses the Grand Junction Canal, near the emergence of the *Lias*; the Rugby station being situated in the midst of that formation. We then enter the Midland Counties line, and pass on to Stoney Stanton, where the *Lias* terminates, and the *Triassic*, or *New Red* strata appear; proceeding towards Leicester, clays and marls of a dull red colour, denoting the Triassic deposits, constitute the slopes on each side the railway. As we approach Leicester, the craggy summits of Charnwood Forest appear in the distance on the left, with here and there an isolated conical hill, indicating the protruded masses of granite, porphyry, and sienite, which belong to the group of plutonic rocks of the central county of England.

Leaving Leicester for Derby, the route continues along Triassic strata; and a good section of the variegated marls, with veins of white fibrous gypsum, may be observed at *Red Hill*, where a short tunnel perforates a ridge of the same deposits. The railroad then emerges on the verdant alluvial plain, through which the Trent, its waters increased by the confluence of the Dove and the Soar, pursues its course towards the north, and joins the Humber at