

so far as seemed practicable. Yet the differences are not unimportant. The following table exhibits the mode in which the scale has been applied:—

MAXIMUM RATES.

I.	II.	III.
Absolutely the same.	Slightly higher than List I.	Slightly higher than List II.
L. & N. W. Ry.	Midland	Brighton
Great Western	Great Eastern	South-Western
Great Northern	—	South-Eastern
—	—	L., C. & Dover

The chief differences are in Classes A and B. In the higher classes the rates are practically the same.*

The following tables † illustrate the differences between the proposals of the Board of Trade, the railway companies, and the traders:—

TABLE A.
BOARD OF TRADE CUMULATIVE SCALE.

CLASS.	For first 20 miles.	For next 30 miles.	For next 50 miles.	For remainder of distance.
C	1.80 <i>d.</i>	1.50 <i>d.</i>	1.20 <i>d.</i>	0.70 <i>d.</i>
1	2.20	1.85	1.40	0.90
2	2.65	2.30	1.70	1.35
3	3.10	2.65	1.75	1.65
4	3.60	3.15	2.20	1.80
5	4.30	3.70	3.25	2.30

* Lord Balfour of Burleigh, *Provisional Order Bills Report*, 1891, Part I., p. 432. The terminals are uniform. See *Ibid.*, p. liv.

† From *Provisional Order Bills Report*, 1891, pp. lv, lvi.