

in treading the right path. In every branch of the Administration the opportunities of work lie ready to the hand of the willing worker.

British Empire—Postage One Penny.

Rapid and easy communication is the breath of commerce, and commerce is the life of the Empire. The duty of instituting an Imperial penny postage is one which presses upon every Postmaster-General; it is one which will most assuredly be undertaken when that office is next filled by some person of capacity, who is really acquainted with the work which passes under his hands. The excuses which have hitherto been given by the Department for not doing their duty in this matter are utterly unworthy. There is no need, however, to be the least disheartened by the gloomy prophecies or by the apathy of the officials of St. Martin's-le-Grand. No single great reform in postal matters—from the inland penny postage down to the sixpenny telegram and the parcel post—would have been secured if there had not been steady outside pressure upon the Post Office, and if the public had not insisted upon the needed changes in the face of the most categorical predictions of failure by the officials. The process will have to be repeated; the penny stamp will have to be printed bearing the legend, "British Empire. Postage—One Penny;" and the sender of a letter must be made aware that if his packet be destined for Manchester or Melbourne, for Hong-Kong or Hackney, the postage will in every case cost him one penny, because its destination is within his own country.

Wanted, a Postal Reformer.

Meanwhile one or two facts with regard to postal questions must not be forgotten. England, which thirty years ago was in advance of every other country in the matter of postal facilities, is now behind such countries as Holland, Denmark, or even Peru and Brazil. Again, the figures given by the Postmaster-General with regard to the necessary cost of over-sea postages are either misleading or irrelevant. The present rate paid for letters to Australia is two thousand pounds per ton. We now pay five pounds for transmitting correspondence which could be conveyed as freight for three-and-sixpence. The margin for reduction is enormous. The question which has actually been under the consideration of the Conference during the last few days, with regard to a Government subsidy towards establishing a through