

	By "Quick Passenger" Trains.	By "Mixed" Trains.
For the Grand Trunk Road (including } Champlain Road)..... }	10 cents Per train mile.	6 cents Per train mile.
For the Great Western.....	9 cents do.	6 cents do.
For all other Railways.....	8 cents do.	6 cents do.

When the Post Office has paid for a double service with Post Office car on any road, the Department to be entitled to send mail bags in charge of the Company's servants by any other train run over such road for the purposes of the Company, without further payment.

The Commissioners divide all trains carrying the mails in Post Office cars into two classes—1st "Quick Passenger Trains," and, 2nd. "Mixed Trains."

It is to be regretted that the definition of these classes had not been more clearly expressed, but the distinction appears to be entirely based on relative speed, and from the tenor of the evidence which the Commissioners had before them on this point, the Department understands the term "quick passenger trains," to comprehend such passenger trains as may perform their journeys at an average speed of not less than 20 miles an hour, including stoppages, leaving, therefore, all other passenger trains to fall within the class of "mixed" trains.

It appears to be very necessary that an authoritative construction of the meaning to be attached to this classification by the Commissioners, of the trains carrying mails, should accompany the tariff of rates as a guide to the Department in questions of payment.

The undersigned does not desire to be understood as agreeing fully with the Commissioners in the reasoning by which they state they have been influenced in arriving at the above results, but he is willing to advise the acceptance of their conclusions as to future rates as above detailed, and to recommend as regards all Railways, except the Grand Trunk, hereinafter specially provided for in accordance with a mutual agreement between the undersigned and Mr. Brydges, that this part of the suggestions of the Commissioners be adopted, to take effect from the 1st July, 1865, the commencement of the next fiscal year; and he is the more disposed to take this responsibility, inasmuch as he perceives that so far as the Commissioners have gone over the ground investigated by the late Postmaster General, the Honorable Mr. Mowat, in his report to Council of 12th August, 1863, the rates of compensation suggested in the above tariff do not materially differ from the rates* which that gentleman recommended should be applied to the Grand Trunk Railway, as the result of his enquiries into the subject.

In reference to the last paragraph of the Report of the Commissioners, and to their Special Report dated 22nd March last, in respect to a proposition made to them by Mr. Brydges to the following effect:

"Mr. Brydges proposes to enter into a contract with the Post Office Department for a period of five years from the 31st inst.

"The service is to consist of a train between Sarnia and Quebec, each way daily, Sundays excepted. These trains are to leave Sarnia and Quebec, respectively, each evening, and are to run through continuously.

"There is to be in addition a night train between Montreal and Toronto, each way daily, Sundays excepted. These trains are also to run continuously in connection with a day train between Sarnia and Toronto, so as give a second continuous service between Montreal and Sarnia.

"The above trains are to stop at such stations as may be designated by the Post Office Department.

"Upon all branches one train at least is to be dispatched each way daily, Sundays excepted, which is to stop at all stations.

"In addition to the above the Post Office Department is to have the use of every other Passenger train which may be run by the Company during the contract, and the Company obliges itself to attach a Post Office car to each train, if required thereto by the Post Office Department.

* 9½ cents for Passenger Trains, 5 cents for Mixed Trains, Bag Service without Post Office Car, at 2 cents per 2 cwt. per train mile.