

present contract time. Of course, I only use this argument to show that we are not bound to submit to the fleecing of which I complain without a breath of remonstrance. (Hear, hear.) Or we might send our letters by the ordinary express trains at 4 francs, in place of 10 francs per kilogramme.

A second, and equally flagrant, case of official extravagance, is pointed out in my letter to Lord Salisbury, in connection with the American mails. I travelled to America in the "Majestic," and the British Government paid the owners 1,000*l.* for conveying the mails on that occasion to New York. I returned in the "Majestic," but the American Government only paid the owners of this vessel 500*l.* for conveying an equal quantity of mails from New York to Queenstown. Well, there are two or more mails a week to America, and at least 50,000*l.* a-year is lost to the British Government by these contracts.

#### NO EXTRA EXPENSE.

One other point we should not forget. It is this: that the establishment of Imperial Penny Postage will not involve the employment of an extra train, steamship, or letter-carrier, either here, or in the Colonies; and, in a word, that the present machinery is ample to deal with the possible increase of letters from, and to, the English-speaking countries of the world. (Cheers.)