

Delays of ordinary arbitration. evidence of various witnesses as to the vexations and delay which attended private arbitrations under the special Railway Acts as now exercised. It was shown that these arbitrations even lingered for months and years and constantly defeated the very object and purpose for which they were demanded, and of course while the railway companies suffered from this cause the public suffered also.

Mr. Gilpin's remarks.

Management of private enterprise.

Mr. GILPIN did not intend to oppose the introduction of the Bill: he would, however, say that it would be necessary for the Legislature to consider how far it was wise, how far it was best for the interests of the public that Parliament should interfere in the management of what, after all, was private enterprise, when they took up matters which were generally best managed by the companies themselves in their own interests; how far, in short, they might do mischief where they intended to do good. There was no doubt that a new tribunal was much wanted to deal with these various questions. . . . It was perfectly well known that while the cost of one line of more extent might be so much per mile, some of the smaller lines, like the Metropolitan, the Charing Cross and some portions of the Brighton line, had cost an enormous sum, and that to have the fare at anything like the same rate would be obviously unjust.

Col. Beresford's remarks;

Through carriages.

Col. BERESFORD rose chiefly to enter his dissent from the opinion which had been expressed by the Hon. Member for Northampton (Mr. Gilpin) against the adoption of the running through system. He believed that, under proper supervision, the through system could be adapted with safety and certainty and that it would greatly add to the convenience of the public.

Extracts from the Act.

Public general Acts, 1873.

This Act may be cited as the Regulation of Railways Act of 1873, and provides amongst other things:

Extracts from Railway and Canal Act, 1873.

(Sec. 4.) For the appointment of Railway Commissioners.

(Sec. 5.) Commissioners shall sell or dispose of any stock, share, debenture, or other security of any Railway Company in the United Kingdom, in which, at the time of his appointment, he shall own or be interested in for his own benefit.

Commissioners may ask explanation before hearing.

(Sec. 7.) The Commissioners have power, before entering upon the regular hearing, to enable companies to make explanations as to any alleged violations of law.

(Sec. 10.) Transfers to the Commissioners certain powers and duties of the Board of Trade.

No undue preference or undue delay.

(Sec. 11.) Explains the provisions of the Act of 1854 as to the receiving, forwarding, and delivering of traffic, and as to the companies not giving undue or unreasonable preference or advantage in favour of any particular person or company, and as to the regulations against unreasonable delay.

(Sec. 12.) Gives the Commissioners power as to through rates.