

moneys, no doubt induced both Parliament and the Post Office to treat them with extra liberality.

The umpire was generally selected from the nobility, as less likely to be influenced by either the Post Office or the Railways; or rather, as the only class on whom the arbitrators could agree. Some of these, however, were connected with railways, and most of them knew nothing either of Post Office requirements, or of railway traffic; and when the Post Office arbitrator ascertained, from dearly bought experience, that certain names were invariably associated with excessive awards, he threw these out and naturally enough struggled for fair play. The Railway arbitrator was as pertinacious to obtain, as the other was to avoid, his man, and hence the delays complained of. In fact, this power of resistance was all the check the Post Office had—for there was no appeal from the decision of the umpire—and it behoved it to exercise it with firmness and circumspection. The Post Office arbitrators were officers of the Royal Engineers, and they asserted that their estimates were liberal. The railway arbitrator, however went before the umpire claiming several times the amount as the surest means of getting half what he asked. The Post Office arbitrator represented a department which was authorized and expected to pay the full value of the service rendered; and he dare not offer less than this without proving to Parliament and the country his unfitness for his position. Nor could he compromise himself by attempting to "feel" a proposed umpire. On the other side, a zealous manager, whose success with his employers depended on the amount he could procure,—or a needy corporation,—were under no such restraints; and the result in England has been that which has obtained in every other country where the government deals with a private corporation, or a municipal corporation with an individual; the delegate of the many defends his trust with one hand tied. The importance attached to the selection of the umpire is shewn in the history of the abortive arbitration entered into last year with the Grand Trunk Railway. That company, as stated by Mr. Baring, claimed an umpire in England, and when this was refused, their commissioner made a special trip across the Atlantic for further powers, before he could consent to the nominee of the Canadian Government.

The cost of mail conveyance by railway in England ranges from 3s. 8½d. per mile, down to one farthing per mile run: the average rate for 1861 was 6½d., which shews a steady decrease, as it was 8½d. in 1857, and 10d., as stated by Rowland Hill, in 1854. This decrease is in the face of an enormous increase of mail matter. In 1861, 593,000,000 of letters and 38,000,000 of book packages passed through the British Post Office. The mileage of mail trains in 1849 was 4,000,000; in 1857, 8,000,000; and in 1861, 11,000,000; for England and Wales. The book packets have increased 50 per cent. since 1857.