

in the amounts which the Post Office have to pay. I attribute it to the fact that umpires, selected by the arbitrators, do not bring to their decision a sufficient amount of knowledge and experience of the matters on which they are consulted." The Committee made the remarkable statement that "there had rarely been an instance of agreement between the arbitrators named by the Post Office and the Railway Companies as to the principles on which compensation should be awarded;" and they recommended that the umpire should be named by one of the Judges, if after a certain time the arbitrators did not agree. They say the umpires should in all cases be fully qualified by general knowledge and experience; and, without proposing principles on which compensation should be based, they admitted that the penny post had so far encroached upon the parcel traffic as to justify "the departure from practice, in charging Her Majesty's mail with toll." They recommended a system of fines for failures in performing a service so highly paid for; that mail guards travelling as second class passengers should be empowered to exchange bags with Post Office servants at stations, and that Railway Companies should be compelled to deliver Post Office bags, sent as parcels, to Post Office servants. On the question of compensation they said there was no difficulty in fixing the price when mails are carried by ordinary passenger trains; but that the trains put under notice raised the question of "tolls" and "interference," which caused the disagreement. The weight of the night mail from the inland office, London, in 1854, averaged 14 tons 7 cwt. 3 qrs. 19 lbs. daily, of which newspapers formed 76 per cent., letters 13 per cent., bags 9 per cent., and book packets 2 per cent. In conclusion the Committee, in which the Railway interest was not without friends, so far adopted the Post Office view as to recommend that "a commission of two or more experienced engineers should be appointed expressly to consider whether a tonnage toll or mileage rate, to include every charge, could not be fixed for Post Office service, which though not exactly suited to each particular case might be generally fair to all parties."

With this report Parliamentary action ended. The Railway Companies warned by the result of this investigation ceased to meddle with the Post Office guards and bags by ordinary trains, for fear they might kill the goose that laid the golden eggs in the "noticed" trains; and the Post Office having power to keep down the average mileage rate, by sending mails by ordinary trains, and so to confine the "noticed" trains to the important mails, was willing to risk the ordeal of arbitration on these.

The extension of the Railway system also brought about competition, and the tenders of competing lines could not be without its influence on the umpires. And lastly, the consideration that the railways in England pay a government duty of five per cent. on their nett passenger receipts—by which the Companies pay back the greater portion of their mail