

GENERAL POSTAL REGULATIONS.

HEADS OF DEPARTMENTS.—Post-master General, Earl Lonsdale, K. C. B.; Secretary, Lieut. Col. W. L. Maberly; Assistant-Secretary, S. Lawrence, Esq.; Chief Clerk to the Secretary, J. Campbell, Esq.; Solicitor, Mark B. Peacock, Esq.; Surveyor and Superintendent of Mail Conveyance and Guards, G. Stow, Esq.; Inspector of Ship Letters, G. Huddleston, Esq.; Inspector of the Dead Letter Office, C. Newton, Esq.; President of the Money Order Office, W. Barth, Esq.; Superintending-president of the Inland, and Foreign Department, W. Bokenham, Esq.; Inspector of the Carriers (general post), F. Kelly, Esq.; President of the London District Post, R. Smith, Esq.

INLAND REGULATIONS:—RATES OF POSTAGE:—
All letters from one part of Great Britain to another (including the Local Penny Posts and the London Twopenny Post), are charged by weight as follows, if prepaid:—

Not exceeding $\frac{1}{2}$ an ounce	1d.
Exceeding $\frac{1}{2}$ an ounce, and not exceeding 1 ounce ..	2d.
1 ounce	4d.
2 ounces	6d.

and so on at the rate of 2d. for every additional oz. or fraction of an oz. Unpaid and unstamped letters, are charged double postage on delivery; letters insufficiently paid or stamped, are charged double the amount of such such insufficiency on delivery.

Letters or packets exceeding 16ozs. in weight not forwarded—except, Parliamentary petitions and addresses to Her Majesty, Parliamentary proceedings, Letters or packets addressed to, or received from, places beyond sea, Letters or packets to and from public departments, and public officers heretofore franking by virtue of their office.

PRICES OF STAMPS.

At a POST-OFFICE.—Labels, 1d. and 2d. each; Covers, 2s. 3d. per two dozen.

At a STAMP DISTRIBUTOR'S, as above, or as follows:—Half-ream, or 240 Penny Covers, 11. 2s. 4d.—Penny Envelopes, 11. 1s. 9d. Quarter-ream, or 120 Twopenny Covers, 11. 1s. 4d.—Twopenny Envelopes, 11. 1s. 1d.

At the STAMP OFFICES in London, Dublin, and Edinburgh, as above, or as follows:—2 Reams, or 960 Penny Covers, 41. 7s.—Penny Envelopes, 41. 5s. 1 Ream, or 480 Twopenny Covers, 41. 3s. 6d. Twopenny Envelopes, 41. 2s. 6d. Covers may be had at these prices, either in sheets, or cut ready for use. Envelopes in sheets only, and consequently not made up. No one, unless duly licensed, is authorised to sell postage stamps.

The Penny 8 stamp carries half an ounce (inland), the Twopenny Stamp one ounce. For weights exceeding one ounce, use the proper number of labels, either alone or in combination with the Stamps of the Covers or Envelopes.

HOURS OF POSTING.

FOR THE EVENING MAILS:—The receiving houses close at 5 30 p.m. Letter carriers ring bells and take letters in the streets to go by the evening mails from 4 30 to 5 30 p.m., (with such letter one penny fee is charged as a perquisite to the postman). Letters are received for the evening's dispatch at the Branch Post-offices at Charing-cross, Old Cavendish Street, and 108, Blackman Street; Southwark until 6 p.m., and with a fee of one penny, which must be paid by affixing a stamp to the letter, until 6 45 p.m. At the Branch post-office in Lombard-street the box remains open without additional fee until 6 p.m., and until 7 p.m. by affixing a penny stamp. At the General Post-office in St. Martin's-le-grand until 6, free, and 7 by payment of the extra charge as at Lombard-street. From 7 to half-past 7 p.m., letters may be posted there upon payment of a fee of sixpence each, which must, as well as the postage, be prepaid. Letters intended to pass by outward mails to foreign parts must be posted at the above hours. In the case of Colonial and ship-letters, however, there is this difference:—The "late" fee of one penny may be paid either in money or by means of a stamp affixed to the letter. Letters (overland) to India via Marseilles are taken in at the Branch offices as follows:—Tuesdays and Fridays at Charing-cross, Old Cavendish-street, and 108, Blackman-street, Southwark, until 8 p.m.; at the office in Lombard-street, and the General Post-office in St. Martin's-le-grand, only, from 10 p.m. until 11 p.m. on payment of a fee of one penny, and from 11 until 11 30 on payment of a fee of sixpence.

FOR THE MORNING MAILS:—The letter boxes for the post towns, to which bags are made up and conveyed by morning mails, daily, are open as follows:—At the receiving houses throughout the metropolis until 7 a.m. for newspapers, and 8 a.m. for letters; at the Branch offices, Charing-cross, Old Cavendish-street, and 108, Blackman-street, Southwark, for newspapers until 7 30 a.m., and for letters until 8 a.m. At the General Post-office and the Branch office in Lombard-street the boxes are closed for newspapers at a quarter before 8 a.m. and for letters at half-past 8 a.m.

N.B. Newspapers for the evening mails must be put into the receiving houses before 6 p.m., the Branch offices before 5 30, or General Post-office before 6 p.m. They may also be posted by letter carriers ringing bells from 4 30 p.m. to 5 30 p.m. with the penny fee to the postman. From 6 p.m. to 7 30 p.m. they may be put into the office on the left hand side of the portico, and at the nearest window to it on the western front on payment of one halfpenny late fee. Subjoined is a list—the latest officially published—of the post towns to which bags are made up per morning mails.

MORNING MAILS.

Abingdon	Burton, W.	Fareham
Accrington	Cambridge	Fairford
Andover Road	Canterbury	Farrington
Apleby	Carlisle	Fenny Stratford
Banbury	Carnarvon	Faversham
Bangor	Chatham	Gateshead
Barusley	Chepstow	Godalming
Bath	Cheltenham	Gloucester
Basingstoke	Chester	Gosport
Beaumaris	Chester-le-street	Gravesend
Belper	Chippenham	Guildford
Berwick	Cirencester	Halifax
Berkhempstead	Clitheroe	Haydon Bridge
Birmingham	Cockermouth	Hemel Hempstead
Bishops Stortford	Conway	Hertford
Blackburn	Coventry	Hexham
Bradford, Yorkshire	Cowes	Highworth
Brackley	Cuckfield	Hoddesdon
Brampton	Darlington	Holyhead
Brough	Dartford	Holywell
Bristol	Daventry	Huddersfield
Brighton	Derby	Kendal
Buckingham	Dover	Lancaster
Burnley	Durham	Leamington

Lechlade	Ramsgate	Towcester
Leighton Buzzard	Reading	Tring
Leeds	Reigate	Ulverstone
Leicester	Rickmansworth	Uxbridge
Lewes	Rochdale	Wakefield
Liverpool	Rochester	Wallingford
Maidenhead	Rotherham	Walsall
Maldstone	Rugby	Ware
Manchester	Ryde	Warrington
Margate	Saffron Walden	Warrick
Maryport	Sheffield	Watford
Milnthorpe	Sittingbourne	Weedon
Mold	Slough	Whitehaven
Monmouth	Southampton	Wigan
Nottingham	South Shields	Wigton
Newcastle Tyne	St. Asaph	Winchester
Newport, I. of W.	St. Albans	Windsor
Newport Pagnell	Stafford	Wolverhampton
Northampton	Stockport	Workington
North Shields	Stone	Worthing
Oxford	Stroud	York
Penkridge	Stony Stratford	
Penrith	Stratford-on-Avon	
Portsmouth	Sunderland	All Ireland
Preston	Swindon	All Scotland
Preston Brook		

LETTER-RATES TO PLACES BEYOND THE LIMITS OF THE UNITED KINGDOM.

WEST INDIA AND AMERICA RATES.

North America, viz.:—Quebec, Montreal, and all parts of Canada; Nova Scotia (Halifax excepted), Prince Edward's Island, and New Brunswick, conveyed direct by the contract packets (being one shilling packet postage, and twopenny uniform internal colonial rate) *If forwarded <i>via</i> Boston, the above places are charged Halifax, Newfoundland, *New York, the Bermudas, and the *United States ..	1 0
British West Indies, &c., including Kingston (Jamaica), Barbadoes, New Providence, Turk's Island, Bahamas, Antigua, Berbice, Carriacou, Demerara, Dominica, Grenada, St. Lucia, Monserrat, Nevis, St. Vincent's, St. Kitt's, Tobago, Tortola, and Trinidad ..	1 0
Foreign West Indies, including *Guadaloupe, *Martinique, *St. Thomas, *Curaçoa, *Surinam, *St. Martin's, *St. Croix, and Porto Rico ..	1 5
Jamaica (all the island, except the packet-port, Kingston) ..	1 2

Letters to the West Indies are forwarded at the above uniform rates from all parts of the United Kingdom.

All Letters addressed to North America will be considered as intended to be forwarded by the contract steam packets, and charged accordingly, unless the words "By Private Ship" be plainly written on them.

† Letters for Canada, conveyed by the North American packets from Liverpool, if specially addressed "via Boston," will be forwarded by that route, in the United States mail, provided the packet postage is paid in advance.

SHIP LETTER RATES.

The single uniform rate on letters between the United Kingdom and places beyond sea, when conveyed by private ships, is 8d., in whatever part of the United Kingdom the letters may be posted or delivered. This is the rate now taken on letters between the United Kingdom and the East Indies, &c. &c., when conveyed by private ship, the former distinction between these and other descriptions of ship letters having been abolished.

The rates of postage on "ship" as on other letters are taken by weight:—
Under half an ounce Single.
Under an ounce Double.
Under two ounces Quadruple.
Under three ounces Sextuple, and so on.

PERSONS EXEMPT FROM SHIP LETTER POSTAGE.

The Owners, Charterers, or Consignees, (resident in the United Kingdom), and the Owners, Consignees, and Shippers of Goods on board vessels inward bound, are entitled to receive their letters free from sea postage, to the extent collectively of six ounces in weight, by any one vessel to any one such person. In the case of vessels coming from Ceylon, the Mauritius, the East Indies, or the Cape of Good Hope, for an Owner, Charterer, or Consignee of such vessel, the letters may be collectively twenty ounces in weight. The Owner, Charterer, or Consignee, must be described as such on the address and superscription; and in the case of Owners, Shippers, or Consignees of goods, it must also appear by the Ship's Manifest that they have goods on board the vessel. Such persons are entitled to have their letters, which come within the above conditions, before the master of the vessel delivers the other letters in his charge to the post-office.

* Every person who shall, with intent to evade any duty of postage, falsely superscribe a letter as being the Owner, or the Charterer, or the Consignee of a vessel conveying the same, or as the Owner, or the Shipper, or the Consignee of goods shipped in such vessel, shall for every such offence forfeit Ten Pounds.

MONEY.

Coin, if enclosed in letters at all, should be folded in paper, sealed, and then fastened to the inside of the letter; but to avoid risk, a money order should be used whenever practicable. A letter may be registered on the payment of 1s. only.

COLONIAL LETTERS, if sent by packet, twelve times, if by private ship, eight times the preceding rates.

FOREIGN LETTERS: The packet rates are too various to be enumerated here. The ship rates are the same for foreign as for colonial letters. As regards both foreign and colonial letters, there is no limitation as to weight. All sent outwards, with few exceptions, must be prepaid by money or by stamps; and those going by private ship must be marked "ship letter."

It is requested that all letters may be fully and legibly addressed, and posted as early as convenient. Also that whatever kind of stamp may be used, it may invariably stand above the address, and towards the right hand side of the letter.

THE ILLUSTRATED LONDON ALMANACK.

There are "made up" in London the following mails, as specified by the notices to the public, issued by the Post-Master-General:—

	When made up in London.	When Due.	Postage.
France	Daily	Daily	Under ½ oz. 10d.
Belgium	Monday, Tuesday, Thursday & Friday	Sunday, Monday, Thursday & Friday	¾ oz. 1s. 3d.
Holland	Tuesday and Friday	Monday and Thursday	¾ oz. 1s.
Hamburg, Sweden, and Norway	Tuesday and Friday	Tuesday and Saturday, but usually arrive on previous day	¾ oz. 6d. Sweden and Norway, 1s. 8d. under ½ oz.
Sweden and Norway (during the summer months) <i>vid</i> Hull	Friday	Tuesday	
Dublin	Twice a day	Twice a day	Inland rates.
Waterford	Daily	Daily	
Donaghadee	Daily	Daily	
Gurnsey and Jersey	Tuesday and Friday	Monday and Thursday	
Lisbon, Madeira, Vigo, Cadiz, Oporto, and Gibraltar	Every Thursday Morning .. .. .	.. .. .	Under ½ oz. 1s. 9d.
Malta, Greece, and Ionian Islands, <i>vid</i> Southampton	Twice in Each Month, viz.—On the first day of every month, and on the Thursday nearest to the 15th of every month .. .. .	.. .. .	¾ oz. 1s. 3d.
Syria, Egypt, and India, <i>vid</i> Southampton	First day in each month .. .. .	.. .. .	¾ oz. 1s. 6d.
Brazil, Buenos Ayres, Madeira, and Canary Islands	1st Tuesday in each month .. .. .	.. .. .	¾ oz. 2s. 9d.
British North America, Bermuda, and United States	3rd and 15th of every month, except in the Winter Months, December, January, February, and March, and then on the 3rd only .. .. .	.. .. .	See table below,
Jamaica, Leeward Islands, Hayti, Porto Rico, and Cuba	Mornings of the 2nd and 17th of every month .. .. .	.. .. .	Ditto.
Mexico, Panama, New Granada, and Venezuela	Morning of the 2nd of every month .. .. .	.. .. .	Ditto.

LONDON DISTRICT POST.

The following table shows the times at which letters are despatched from and to London, and to and from places within the limits of the London district post.

Letters must be posted at receiving-houses in London,
Morning, before 8 for the 10 o'clock dispatch

10	12	"
12	1	"
1	2	"
2	3	"
3	4	"
4	5	"
5	6	"
6	8	"
8	8 next morning.	"

At the principal office, St. Martin's-le-Grand, letters must be posted,
Morning, before 9 for the 10 o'clock dispatch,

11	12	"
q. before 1	1	"
q. before 2	2	"
q. before 3	3	"
q. before 4	4	"
q. before 5	5	"
q. before 6	6	"
before 7	8	"
before 8	8 next morning.	"

The deliveries in the country commence immediately upon the arrival of the dispatch from London, except the 8 o'clock night dispatch, which is not delivered till the next morning. The time of arrival of the day-dispatches may be calculated by the distance from London, allowing the post to travel at about the rate of eight miles an hour. Letters for places on the main roads are delivered generally sooner than those for places a distance from them; the deliveries occupy, according to distance from London, from one hour and a half to three hours after the time of dispatch from London. Receiving-houses where the mail cart stops are also called sorting-offices: where there are other receiving-houses in the same place or town, letters are generally despatched from the latter from a quarter to three-quarters of an hour earlier than from the sorting-offices. There are no receiving-houses at those places having no time stated for dispatch to London.

The mails despatched every Thursday for Vigo, Oporto, Lisbon, Cadiz, and Gibraltar are forwarded by steam vessels from Southampton to Gibraltar. The mails for Malta, Greece, and the Ionian Islands, despatched from London on the Thursday nearest to the 15th of the month, are conveyed from Gibraltar to Malta by her Majesty's steam packets employed in the Mediterranean.

The mail of the first day in each month is forwarded by the same packet from Southampton to Alexandria; leaving mails at Malta.

The mails for Greece and the Ionian Islands are conveyed from Malta every fortnight, by steam packets, which start after the arrival of the mails from England.

The mails for Egypt and India are forwarded direct from Southampton on the 1st of each month by steam packets.

From August to January inclusive, the packet touches at PERAMBUCO and BAHIA, on her outward passage to RIO JANEIRO, and the other six months on her homeward.

RATES OF POSTAGE WITHIN BRITISH NORTH AMERICA.

Letters forwarded to or from British North America by the Liverpool packets, or by private ships, passing direct between the United Kingdom and British America, are charged with an uniform colonial rate of *twopence the half ounce* when posted or delivered at any other towns than the ports of Halifax, Nova Scotia, or St. John's Newfoundland.

When not conveyed direct between the United Kingdom and British America, but forwarded through the United States, they are liable to the full internal rates, according to distance.

MONEY ORDERS.

Orders for sums not exceeding £2 are charged threepence; not exceeding £5, sixpence; above £5 no money order can be obtained. They are granted and paid between the hours of ten and four daily: they are paid only to the person for whom they were obtained, but he may depute another person to receive the money by signing the order, and giving his deputy the christian and surname, the address, and occupation of the person who originally obtained the order, so that the deputy may be enabled to give those particulars when he presents the order at the office for payment. Persons residing in London should instruct their correspondents who may obtain money orders, to make them payable at the most convenient of the above offices, as money orders granted, bearing London only, can be paid only at the principal office, St. Martin's-le-Grand.

METROPOLITAN PUBLIC CARRIAGES, HACKNEY AND STAGE COACHES, ETC.

Office, No. 3, Princes Street, Storey's Gate, Westminster.
Registrar, H. Wedgwood, Esq.

This office was established in October, 1838, under the provisions of the Act of 1 and 2 Vict. cap. 79. Every carriage plying for hire within 10 miles from the General Post Office, and not being a stage carriage, is to be considered a "Hackney Carriage;" and every Stage Carriage (except such as every journey go beyond these limits) a "Metropolitan Stage Carriage." Every such carriage is to have the number, and the number of passengers licensed to carry, conspicuously placed inside and outside.

The Act requires all drivers, conductors, and watermen to be licensed; authorises the registrar to grant licenses on payment of 5s., and requires such persons to wear badges. A magistrate may suspend for two months, and two magistrates may revoke the license. Driver or conductor by misconduct occasioning damage on highways, being drunk during employment, or abusive, to forfeit not exceeding £5, or be committed for not exceeding two months; and magistrate may order compensation from proprietor not exceeding £5. For obstructing road, improperly delaying on journey, or deceiving as to destination or route, or stopping on crossing, a fine not exceeding £1. The Act requires complaints to be made within seven days from offence. The justice's decision is final. It is important to bear in mind that, if the complainant is the only witness, he must, before his evidence is taken, renounce his right to share of penalty, the whole of which thereupon goes to cost of police of district; otherwise only half, the other going to the complainant. In all cases with costs. Actions under this statute are to be commenced within three months. The regulations to prevent extortion, which are in force as regards the fares for Hackney Carriages, apply to these carriages also. The regulations as to HACKNEY CARRIAGES remain the same as governed by Act of 1 and 2 Will. IV. cap. 22, by which the fares are governed. The general control, however, of these public carriages also, is now vested in the registrar of the Metropolitan Public Carriages. Drivers are compellable to drive to any place within the prescribed limits; to wait, on deposit being made; to obtain hirer's consent before allowing other persons to ride; and to deposit within four days in the office all property left in carriages. The regulations as to Hackney Carriage Fares are as follows:—

They are regulated by either distance or time; by distance, at the rate of 1s. per mile; by time, 2s. per hour, with fractional proportions. One-horse carriages, whether FLYS OR CABRIOLETS, are entitled to two-thirds of the above sums respectively. No single fare is less than 1s. for Coaches, and 8d. for Cabriolets. Every

half mile beyond the first mile is 6d. for Coaches, 4d. for Cabriolets. Every 15 minutes completed, and part of 15 minutes, beyond the first 30 minutes, 6d.

Back fare payable after eight in the evening, but not after five in the morning, where discharged beyond limits.

NEW REGULATIONS RESPECTING STAGE CARRIAGES, INCLUDING OMNIBUSES.

No stage carriage is to carry passengers otherwise than upon proper seats, allowing 16 inches in breadth for each passenger; children under five years of age, sitting on the lap, not to be reckoned. The number of passengers is to be painted conspicuously in the inside of every carriage, and on the back outside, under a penalty of £10 against the proprietor. No more than the proper number of passengers are to be carried, under a penalty of £5 each against the driver and conductor respectively. Any constable, peace-officer, or passenger, may measure the seats, under a penalty of £5 against any person refusing or obstructing such measurement.

N.B. Rules are laid down respecting the number of outside passengers, limiting it according to the height and size of the carriage, independently of the limitation resulting from the length of the seats. See 5 and 6 Victoria, c. 79, ss. 13—17.

PORTERAGE.

The Rates of Porterage are regulated by Act of 39 Geo. III. cap. 58. For any parcel not weighing more than 50lbs. and when the distance does not exceed a quarter of a mile, 3d.; half a mile, 4d.; a mile, 6d.; a mile and a half, 8d.; two miles, 10d.; and 3d. for every additional half mile. Porters exacting more to be fined not exceeding 20s.; misbehaving 20s. to 10s. A ticket to be sent with every parcel; charge for carriage and porterage marked on it, under a penalty of 40s. or not less than 5s. Parcels are to be delivered at any place within half a mile of the carriage pavement in six hours after arrival, under a penalty of 20s. and not less than 10s. Parcels arriving between four in the evening and seven in the morning to be delivered in six hours from the latter period, under the like penalty. Informations under Act to be laid within 14 days, with appeal to Quarter Sessions.

The business of the London and Metropolitan Parcels Delivery Company, on the plan of the London Local Post, continues to be conducted with cheapness and punctuality, and to be successful and useful. Chief station, Roll's Buildings, Fetter Lane; and there are upwards of seven hundred receiving houses.

RATES OF PARCELS FROM INNS IN LONDON.

For any parcel not weighing more than 56lbs., and where the distance does not exceed a quarter of a mile, 3d.; half a mile, 4d.; a mile, 6d.; a mile and a half, 8d.; two miles, 10d., and 3d. for every additional half mile. Porters

exacting more to be fined 20s., or not less than 5s.; misbehaving 10s. to 20s. A ticket to be sent with every parcel, with the charge for carriage and portage marked on it, under a penalty of 40s., or not less than 5s. Parcels are to be delivered within six hours after arrival, under a penalty of 20s., or not less than 10s. Parcels arriving between four in the evening and seven in the morning, to be delivered in six hours from the latter period under the like penalty.

RESPONSIBILITIES OF CARRIERS.

By 1 William IV. cap. 68, it is enacted, that mail contractors, coach proprietors, and carriers, shall not be liable for the loss of any parcel containing coin, gold or silver manufactured or unmanufactured, jewellery, watches, clocks, &c.; bills, bank notes, or securities for the payment of money; maps, writings, title-deeds, paintings, plated articles, glass, china; manufactured or unmanufactured silks, furs, or lace, where the value of such parcel exceeds

10l., unless delivered as such, and an increased charge be paid and accepted for the same, of which charge notice is to be affixed in offices and warehouses. Carriers, &c., are to give receipts, acknowledging such increased rate; and in case of neglecting to give receipt or affix notice, the party not to be entitled to the benefit of this act. The publication of notices is not to limit the liability of proprietors, &c., in respect of any other goods conveyed. Every office used to be deemed a receiving-house; and any one coach proprietor or carrier liable to be sued. Nothing in this act extends to annul, or in anywise affect any special contract between such mail contractor, stage-coach proprietor, or common carrier, and any other parties, for the conveyance of goods. This act does not protect any mail contractor, stage-coach proprietor, or other common carrier, from liability to answer for loss or injury to any goods arising from the felonious acts of any coachman, guard, book-keeper, or other servant, nor to protect any such coachman, servant, &c., from liability, for any loss or injury occasioned by his own neglect or misconduct.

NEW RAILWAY REGULATIONS.

By the act passed (cap. 85) by Parliament during the late session, and known as "Mr. Gladstone's Railway Bill," the following additional provision is made for the accommodation of the public by Railway conveyance:—

In order to secure to the poorer class of travellers the means of travelling by railway at moderate fares, and in carriages in which they may be protected from the weather, be it enacted, that on and after the several days hereinafter specified, all passenger Railway Companies which shall have been incorporated by any Act of the present session, or which shall be hereafter incorporated, or which by any Act in the present or any future session, have obtained, or shall obtain directly or indirectly, any extension or amendment of the powers conferred on them respectively by their previous Acts, or have been or shall be authorised to do any act unauthorised by the provisions of such previous Acts, shall by means of one train, to travel along their railway from one end to the other of each trunk, branch, or junction line belonging to or leased by them, so long as they shall continue to carry other passengers over such trunk, branch, or junction line, once each way, on every week day, provide for the conveyance of third class passengers to and from the terminal and other ordinary passenger stations of the railway, under the obligations contained in their several Acts of Parliament, and with the immunities applicable by law to carriers of passengers by railway; and also under the following conditions (that is to say)—

Such train shall start at an hour, to be from time to time fixed by the Directors, subject to the approval of the Lords of the Committee of Privy Council for Trade and Plantations.

Such train shall travel at an average rate of speed not less than twelve miles an hour, for the whole distance travelled on the railway, including stoppages.

Such train shall, if required, take up and set down passengers at every passenger station which it shall pass on the line.

The carriages in which passengers shall be conveyed by such train shall be provided with seats, and shall be protected from the weather, in a manner satisfactory to the Lords of the said Committee.

The fare or charge for each passenger by such train shall not exceed one penny for each mile travelled.

Each passenger by such train shall be allowed to take with him half a

hundred weight of luggage, not being merchandise, or other articles carried for hire or profit, without extra charge; and any excess of luggage shall be charged by weight, at a rate not exceeding the lowest rate of charge for passengers' luggage by other trains.

Children under three years of age, accompanying passengers by such train, shall be taken without any charge; and children of three years and upwards, but under twelve years of age, at half the charge for an adult passenger.

And with respect to all railways subject to these obligations which shall be open on or before the 1st day of November next, these obligations shall come into force on the said 1st day of November; and with respect to all other railways subject to these obligations, they shall come into force on the day of opening of the railway, or the day after the last day of the session in which the Act shall be passed by reason of which the Company will become subject thereto, which shall first happen.

And if any Railway Company shall refuse or wilfully neglect to comply with the provisions of this Act, as to the said cheap trains, within a reasonable time, or shall attempt to evade the operation of such order, such Company shall forfeit to her Majesty a sum not exceeding £20 for every day during which such refusal, neglect, or evasion shall continue.

Except as to the amount of fare or charge for each passenger by such cheap trains, which shall in no case exceed the rates hereinbefore in such case provided, the Lords of the said Committee shall have a discretionary power, upon the application of any Railway company, of dispensing with any of the conditions hereinbefore required in regard to the conveyance of passengers by such cheap trains as aforesaid, in consideration of such other arrangements: either in regard to speed, covering from the weather, seats or other particulars, as to the Lords of the said Committee shall appear more beneficial and convenient for the passengers by such cheap trains under the circumstances of the case, and shall be sanctioned by them accordingly; and any Railway Company which shall conform to such other conditions as shall be so sanctioned by the Lords of the said Committee, shall not be liable to any penalty for not observing the conditions which shall have been so dispensed with by the Lords of the said Committee, in regard to the said cheap trains and the passengers conveyed thereby.

No tax shall be levied upon the receipts of any Railway Company from the conveyance of passengers at fares not exceeding one ld. for each mile by any such cheap train as aforesaid.

NEW LAWS OF DEBTOR AND CREDITOR.

The following is an Analysis of the leading Clauses of the New Insolvent Debtors' Act, 7 and 8 Vic., cap. 96, for Abolishing Imprisonment for Debts of £20, and under; and of an Act for Facilitating Composition with Creditors, 7 and 8 Vic., cap. 70.

ANALYSIS OF AN ACT TO AMEND THE LAW OF INSOLVENCY, BANKRUPTCY, AND EXECUTION.

Petition for Protection may be presented to any Court of Bankruptcy within district of which Debtor shall have resided twelve months.

Form of Petition—to be verified by Affidavit.

All Creditors to the amount of £5 named in the Schedule to Petition to have Notice; Advertisement in *London Gazette*, &c., appointing first Examination; Commissioner may adjourn Examination, permit Amendment of Schedule. Assignees to be chosen.

Property of Petitioner to vest in Assignees from Appointment—to be in every case possessed and received by the Official Assignee alone. Chancellor, &c., may make orders for security of the property.

Commissioners to have same power as under a Fiat for seizure of Property, compelling attendance of Witnesses, production of Documents, &c.

Prisoner in Execution not being a Trader, or whose Debts are less than £300, may Petition for Protection; Interim Order will discharge Prisoner without Fee; Judgment to remain in force until final order for Protection.

If Petitioner not entitled to be Discharged, may be brought up by Warrant. If Petitioner die, Commissioner may proceed in the discovery and distribution of Property.

Necessaries and Working Tools to the value of £20 excepted from the operation of this Act and 5 & 6 Vict., c. 116—to be valued and inserted in Schedule.

Pending appointment of Creditors' Assignees, Official Assignee to act as sole Assignee; Commissioner may order allowance to Petitioner; in case of death or removal of Official Assignee, Property to vest in his successor; If Petitioner dismissed, all Property undisposed of to re-vest in Petitioner.

Assignees may execute all powers which the Petitioner might have executed for his own benefit.

Assignees may sue in their own names, compromise debts, and submit differences with consent of major part in value of Creditors.

Creditors to vote at Meetings only on the balance of accounts due to them.

Goods in the reputed ownership of Petitioner, with the consent of true owner at the filing of Petition, shall vest in Assignee.

Landlord to recover but One Year's Rent; may prove for balance.

Preferences in contemplation of Petition void against Assignees; If made prior to three months before, and not in contemplation of Filing Petition, not void.

No Warrant of Attorney, Cognovit, or Bill of Sale to be acted on after Petition filed.

Final Order to protect the person of Petitioner against all debts included in the Schedule, whether due or otherwise.

Prisoner detained for any Claim from which he is protected by the Final Order, Commissioner may order his discharge.

Stock or Shares may be transferred by order of the Commissioner.

Commissioner not to make any Final Order of Protection where Debts contracted by Fraud, &c., but to remand to prison—if otherwise, Final Order of Protection to be given in default of cause shown, after notice to Creditors. Commissioner empowered to adjourn the consideration of Final Order *sine die*.

Commissioner may, where Final Order adjourned *sine die*, at a future time in his discretion after hearing Petitioner or any of his Creditors, or his or their Counsel or Attorneys, give an Order of Protection—Where Final Order refused, and Protecting Order not renewed, Debtor not to be imprisoned more than twelve calendar months for any Debt contracted before filing his Petition.

Petitioner taken or detained after such Order to be discharged without Fee.

Whenever after Audit sufficient funds for a Dividend shall be in the hands of the Official Assignee, Commissioner to order Dividend forthwith—Notice of sitting of Court to be given.

At the end of twelve months from filing Petition, Commissioner may order Sale of Outstanding Debts.

No Sale by Auction to be liable to Duty—No Letter of Attorney, Affidavit, Certificate, or Advertisement, or any other proceeding, to be liable to Duty—Sale to be by Licensed Auctioneer.

Wilfully omitting in Schedule any property otherwise than necessaries and tools to the amount of £20 a Misdemeanour, and punishable with imprisonment and hard labour for any period not exceeding three years.

False Oath or Affirmation perjury.

Fiat in Bankruptcy may issue against Trader who has filed a declaration of Insolvency, upon a Petition of the Trader himself.

No Arrest in any Action for Debt for any sum not exceeding £20, exclusive of the Costs, recovered by such Judgment.

The Court or a Judge shall, on application, after the passing of this Act, (9th Aug. 1844), order the Discharge of Prisoners for Debt, where the same shall not exceed £20, exclusive of Costs.

Judge who shall try Cause may, if it should appear that Defendant contracted Debt under False Pretences, or fraud or without reasonable assurance of being able to Pay, or shall have made away with or transferred Personal Property, order Imprisonment, whether or not execution against the Defendant's goods shall have issued.

Court or Judge making Order for the Payment of Money, in Default, to be Levied by Execution against Goods, &c.

Order being made for Payment by Instalment, Execution not to issue until Default—may then issue for over-due Instalments, or Balance, as Judge shall order.

Judge may, in cases of Sickness, or unavoidable Accident, suspend Execution until temporary cause of disability has ceased.

Execution superseded, on Payment of Debt and Costs.

If Bailiff neglect to Levy, amount of Execution recoverable from him by Action in Court where Execution recovered.

Landlord of Tenement let Weekly only to claim against Execution Creditor Four Weeks arrears—if for other term less than a Year, then the Rent accruing during four such terms.

In case of Claims to Goods taken in Execution, Court, on application of Officer, may summons the Parties, and adjudicate.