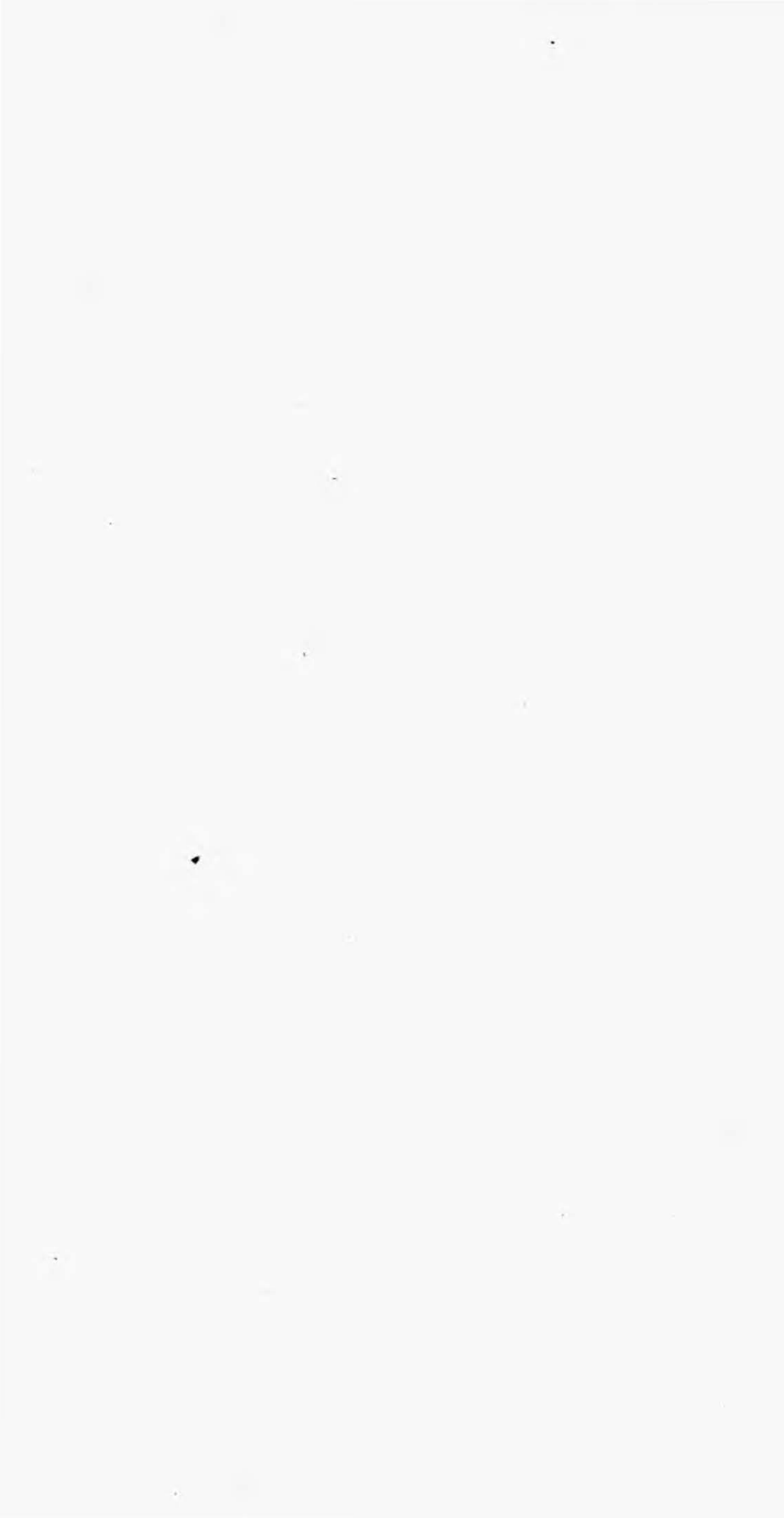


Requisites
to the
Completion of
Mr Rowland Hill's Plan
of
Post Office Improvement
No. 1.

1843.



*With Mr H Hill's Comments
Branford 1120*

REQUISITES

TO THE

COMPLETION

OF

MR. ROWLAND HILL'S PLAN

OF

POST-OFFICE IMPROVEMENT.

No. I.

LONDON:

CHARLES KNIGHT AND Co., LUDGATE-STREET.

1843.

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WILLIAM CLOWES and Sons
STAMFORD STREET, LONDON, E.C.

Bayswater, April 24th, 1843.

GENTLEMEN,

THOUGH much has been accomplished in Post-Office improvement, scarcely less, even of what was originally proposed, remains to be done,—some of the remaining measures being of high importance to the public convenience—some essential to the restoration of the revenue.

The stress that I have always laid on these remaining measures may be shown by a reference to various documents presented to the public previously to the adoption of the plan. The few extracts I have sub-joined in the Postscript are sufficient for example; but as, probably, you have these points in recollection, I should not think it worth while to refer to them particularly, but to enable you the more readily to refute an assertion, which, I am informed, is very freely made, that they are after-thoughts urged simply to meet my present position.

As regards increased *facility of communication*—one of the points which I always insisted upon as highly important to the public convenience and to increase in the number of letters—little or nothing has been done; and towards *simplification of arrangements*—another point which I always urged as essential to economy,—though many important and successful changes have been made, yet little has been effected in proportion to the opportunities afforded by the adoption of uniformity of rate and prepayment.

Valuable to the public convenience as the reduction of postage is, yet when considered as a fiscal measure it imperatively requires the subsidiary changes by which it was to have been accompanied. Without these, you will perhaps regard the Post-Office as making a needless approach to the situation of a tradesman, who—aspiring to the success attained by the modern commercial system of low prices, based on an enlightened economic management—should lower his prices but retain his cumbrous and costly arrangements.

An enumeration of the more important measures still required for the completion of Penny-Postage appears in the official copy of my Correspondence with the Treasury.* Some of the measures enumerated I now proceed briefly to examine—confining the selection to a few of those which are intended to afford additional convenience to the public; and, even as regards those few referring for details to the paper which, at your request, I prepared in December last, and a copy of which you did me the honour shortly afterwards to transmit to Sir Robert Peel.

* Parliamentary Return, Sess. 1843, No. 119, p. 7.

I do not, on the present occasion, enter on the subject of economy, as it would lead me into lengthy detail and explanation. Suffice it to say that, without impairing the public convenience, or pressing unduly on public officers, savings can be effected to the extent of hundreds of thousands of pounds per annum—that I am prepared to show the manner in which this may be done—and that, when in the Treasury, I entered, so far as I was allowed, on the subject, presenting several important reports, and earnestly tendering others.

LONDON DISTRICT POST.—(Formerly the Twopenny-Post.)

Defects of the present arrangements.—The interchange of letters by the District Post is so slow, that special messengers are employed by the public, whenever dispatch is important. The time ordinarily required to send a letter and receive a reply between one part of London and another, is about seven or eight hours, and between London and the suburbs ten or eleven hours, even when night does not intervene; but in the latter part of the day, letters for the suburbs are still more unreasonably delayed. A letter for Bayswater, if posted at an ordinary Receiving-house after 4 o'clock, is not delivered till next morning, and as the reply, even if immediate, would not be delivered till about 1 P.M., the intervening time would, in extreme cases, amount to twenty-one hours.

The rates on all packets exceeding an ounce are higher now than before the general reduction. This has driven the public to the use of less convenient modes of conveyance, and has, no doubt, proved injurious to the revenue.

Remedies.—In London, make the collection and delivery of letters once an hour, instead of once in two hours; and establish District Offices, so as to avoid the necessity of making all letters, as at present, pass through St. Martin's-le-Grand.

In the principal suburbs make some increase in the frequency of delivery of letters, and much more in their receipt and transmission to London, where comparative frequency of delivery is already provided for.

As regards the compact parts of those suburbs which can be reached by the Night Mails, say by a quarter before 9 o'clock, effect a delivery the same night instead of the following morning, as at present. This would be much more convenient to the public than the additional delivery recently established, and would cost nothing (except perhaps a trifling increase of salary to the letter carriers) whereas the recent additional delivery costs 4000*l.* per annum.

The preceding arrangements would probably reduce the time necessary for an interchange of letters by one-half; and if combined with other improvements which I have recommended, might be effected with little or no additional expense, and without adding to the labour of the men.

The rates of charge on all District Posts should be fixed, as I originally proposed, at 1*d.* for 2 oz., 2*d.* for 4 oz., &c.

LONDON GENERAL POST DELIVERY.

Defects of the present arrangements.—The Morning General Post Delivery in London is inconveniently late; in some parts of the town ordinarily 10 or 11 o'clock, and in the immediate suburbs 11 or 12 o'clock. Occasionally the late arrival of a single mail leads to the detention of all the letters, and the delivery is even later.

The employment of the Post-Office is sometimes avoided, and packets are sent to London as parcels, though by mail trains, in order to secure an early delivery.

The time occupied in sorting and delivering a letter frequently exceeds that required in bringing it from Bristol.

Remedies.—By uniting the letter carriers of both the General and District Posts in one corps, the force employed in the delivery under consideration might be doubled; and as there are very few district post letters at this early hour (not a twelfth of the combined numbers), this first general delivery, by far the most important of the day, would be accomplished in about half the present time.

A similar union of the two corps of sorters, with some other improvements, would effect a similar saving of time in the preparation of the letters for delivery; and there is no doubt that under the combined operations of these improvements, with little or no additional expenditure, and without increasing the labour of the men, the delivery might be completed even in the remote parts of London by 9 o'clock.

The striking advantages of this union are abundantly manifest when it is known that in addition to the fact of the District Post letters being the least numerous when the General Post letters are most so, the time of greatest pressure in the District department is precisely that at which the General Post department is closed for the day.

Nor does this union involve any serious innovation; since the present division is peculiar to London, not extending even to the suburbs; and is for certain purposes already set aside every day.

With hourly deliveries the present general detention of the letters, in case of a single mail arriving late, would be obviously unnecessary.

HOUR OF CLOSING THE LONDON LETTER BOXES.

Defects of the present arrangements.—The hour for closing the receiving-houses for General Post letters has been altered, since the reduc-

tion of the rate, from 6 to 5 o'clock; the consequence is, that many letters have to be sent, at great inconvenience to the public, to the chief and branch offices.

Remedy.—Restore the old hours by taking in late letters at the Receiving-houses (at least those at which money-orders are paid) from 5 to 6 P.M.

The recent opening of the branch offices for the receipt of late letters, has caused them to reach the chief office *earlier* than before. The change has therefore proved convenient both to the public and to the Post-Office. The improvement now proposed would probably lead to similar results.

The District-offices which I have proposed—one of which should be situated near to each railway station, or in the direction of the same—would enable the public to post late letters, selecting in each case the proper office, to a very late hour—say a quarter past eight—paying the sixpenny fee, as at St. Martin's-le-Grand.

PROVINCIAL OFFICES.

Defects of the present arrangements.—The delivery in many important towns is unnecessarily and inconveniently late; and there are large districts in many towns, more especially those of rapid growth, to which the official free delivery does not extend. In some towns, too, the letter-boxes close much too early. The interchange of letters in and about large provincial towns is less frequent than public convenience requires—Manchester, with its vast population, wealth, and activity, has only two deliveries a-day.* The number of Receiving Houses, too, is frequently insufficient.

The present charges for heavy packets in the provincial district posts are felt even more severely than in London; the old charge being only 1*d.* for a quarter of a pound, while in London it was 2*d.* or 3*d.*

Remedies.—Make the collections, dispatches, and deliveries, more frequent, and reduce the rates on heavy packets as proposed for the London district post. Such improvements do not necessarily involve an increase of expense, especially where, as in many provincial towns, the letter-carriers are not fully employed: indeed, in some cases more frequent collections and deliveries, by distributing the work of the office more equally over the day, would make the expense even less. Readjust the limits of official delivery, and keep open the letter-boxes to the latest convenient hour.

* The Post-Office Regulations speak of a third delivery "through the inner rounds;" but persons residing very near the Post-Office know nothing of any such delivery.

RURAL DISTRIBUTION.

Defects of the present arrangements.—The establishment of post-offices does not appear to have been regulated by any well-defined principle. In some districts, owing apparently to the greater activity of the surveyors, they are exceedingly numerous; in others, of superior relative importance, they are comparatively infrequent. Some places of 200 or 300 inhabitants have them, others with 2000 or 3000 are without.

Of the 2100 registrars' districts, comprised in England and Wales, about 400, containing a million and a half of inhabitants, have no post-offices whatever. The average extent of these 400 districts is nearly twenty square miles each, the average population about 4000. The average population of the chief place of the district about 1400, and the average distance of such chief place from the nearest post-office between four and five miles. In one instance (in Lincolnshire) the chief place of the district, containing nearly 1000 inhabitants, is as much as sixteen miles from the nearest post-office; and in some parts of Wales the distances are even greater than this.

But striking as these facts are, they by no means indicate the full extent of the evil. An inspection of the post-office maps will show, that even in England, where the ramifications of the post-office distribution are more minute than in any other part of the kingdom, *there are districts considerably larger than the county of Middlesex into which the postman never enters.*

Again, while we have seen that those districts which are altogether without post-offices contain in the aggregate a million and a half of inhabitants, it can scarcely be doubted, that even those districts which are removed from this class by having a post-office in some one or other of their towns or villages, contain, in their remaining places, a much larger population destitute of such convenience. The amount of population thus seriously inconvenienced, the Post-Office has declared itself unable to estimate; but it is probable that in England and Wales alone it is not less than four millions. The great extent of the deficiency is shown by the fact, that while these two divisions of the empire contain about 11,000 parishes,* their total number of post-offices of all descriptions is only about 2000.

In some places *quasi* post-offices have been established by carriers and others, whose charges add to the cost of a letter, in some instances, as much as 6*d.* A penny for every mile from the Post-Office is a customary demand.

Remedies.—Establish an official post in every Registrar's district, as

* Of parishes and townships there are 15,535.—First Report of Poor Law Commissioners, Sup, p. 104.

already directed by Treasury Minute of August 1841. The operation of this Minute has, I believe, been suspended by the present Government.*

Extend the system to smaller districts by some such arrangement as the following, viz. :—

1st. Establish weekly posts to every village and hamlet, increasing the frequency of such posts in proportion to the number of letters.

2nd. Lay down a general rule, under which places not otherwise entitled to posts may obtain them (or those entitled may have them more frequently), on payment by the inhabitants in either case of the additional expense incurred, minus a certain fixed sum per thousand letters. †

Extend the above arrangements, with such modifications as may be needful, to Ireland and Scotland.

Large as is the number of post-offices that would be required for carrying out these plans, the expense would be comparatively inconsiderable. First, because many of the places in question are upon the present lines of communication; and secondly, because every increase in the number of offices necessarily reduces the distance from one to another, thereby diminishing the expense of conveyance. Taking these matters into consideration, it may be safely estimated that an annual outlay of about 70,000*l.* would suffice for the addition of six hundred daily posts, and many thousand weekly posts—in short, for the completion of the whole plan of rural distribution as here indicated. And when it is considered that the arrangement would in all probability add one-third to the population now included within the range of the Post-Office, there can scarcely be a doubt that the increased receipts would far more than cover the additional expenditure.

DAY MAILS.

Defects of the present arrangements.—Some of the main lines of road terminating in London are still without day mails, in consequence of which many letters, on their way through London, lie in the office from morning to evening. Further, those mails which have been established leave towns not very remote from London so early as to be of little use to the inhabitants. For instance, at Southampton the day-box closes at half-past eight in the morning, and at Birmingham at seven; hours which can allow but little accumulation for the mail, as all letters posted at either place to a late hour the previous night would of course be despatched by the night mail.

Remedies.—Complete the system of day-mails so as to include all places on the main lines which can be reached within seven or eight

* The House of Commons has, on the motion of Mr. Baring, the late Chancellor of the Exchequer, ordered a return of the Minute in question, and of the proceedings thereon.

† A post may now be had on payment of the *whole* additional expense.

hours from London ; that is to say, sufficiently early for an evening delivery. Let the return mails start as late as is consistent with their reaching London about 5 P.M.

COMMUNICATION BETWEEN LARGE TOWNS.

Defects of the present arrangements.—The infrequency of such communication is nearly the sole support of whatever small amount of contraband conveyance still remains. Between towns circumstanced as London and Brighton, Edinburgh and Glasgow, and many others are, this want is severely felt.

Remedy.—Employ the ordinary mid-day trains for this purpose. The expense would be trifling.

REGISTRATION.

Defects of the present arrangements.—The present fee (1s.) is much too high. The registered letters are very few,—not more than about 300 per day for the whole of England and Wales, or, on an average, about three per *week* for each post town, and the consequences are frequent inconvenience and loss to the public, continual prosecution and punishment in the Post-Office, and no inconsiderable injury to the revenue.

Remedies.—Reduce the fee, say, in the first instance, to 6d., and afterwards as far as may be consistent with sound policy. The Commissioners of Post-Office Inquiry in their Tenth Report recommended that the fee should not exceed 2d. The officers of the Post-Office at that time also recommended a low fee: Colonel Maberly proposed 3d.* But now the Post-Office objects even to a sixpenny fee, on the ground that, with that reduction, the registered letters would be so numerous as to produce detention of the mails. An apprehension altogether unfounded. The enormous profit (for the proposed twopenny fee was held to be remunerative) would fully meet any possible demand for increased force.

The effect on the revenue of the preceding improvements, and of the many others not here adverted to, it is of course impossible to estimate with accuracy ; but there can be no doubt that it would, in a short time, prove highly advantageous.

Many facts were proved in evidence before the Postage Committee which render it clear that at the same, or even higher rates of postage, the

* Tenth Report, p. 17.

increase of the opportunities of despatching letters, and the rapidity with which they are transmitted and delivered, always increases the number sent. For instance, Palmer's adoption of mail-coaches, though accompanied with repeated *advances* of postage, increased the number of letters threefold in twenty years. And the new facilities of transmission afforded by the Manchester and Liverpool railway, increased the number of letters between the termini about 50 per cent. probably in six years; postage remaining the same; although, previously, the number had for some years been gradually declining.

It has since been ascertained that the establishment of day-mails has greatly increased the number of letters. So likewise has the establishment of the North American steam-packets to an extent, it is said, more than sufficient to compensate for the reduction of the rate. The overland India mail, too, has greatly augmented the correspondence with our Indian possessions; and in May, 1842, the combined operation of steam navigation and the Penny charge (increased facilities and reduced rates) had been to increase the number of letters in the Shetland Isles more than eleven-fold in six years.

Again: when, in 1831, a reduction of postage took place as regards part of the suburbs of London, the Post-Office calculated on a loss of 20,000*l.* a-year; instead of which there was, in a few years, a gain of 10,000*l.*,—a result which Mr. Smith, the superintendent of the department, attributed rather to the increased facilities which were afforded to the public, than to the reduction in the rate of postage.*

Mr. Willoch, the postmaster at Manchester, says, in a letter to the Chairman of the Postage Committee, "I beg to observe that the mode of sending letters by coach parcels has not, in numerous instances, been adopted for the purpose of saving the expense of postage, but more with a view, when time was an object, and in neighbourhoods where there was not a direct communication through the medium of the Post-Office, to facilitate their transmission. I may add, that this inconvenience has been much felt in a populous and extensive district between ten and thirty miles from hence. There are, I believe, many letters still sent in parcels by the railroad between this and Liverpool, which are not forwarded to save postage (as there is a charge of 1*s.* on delivery of every parcel, however small,) but to ensure an earlier delivery than the Post-Office arrangements afford." †

And Mr. Banning, the postmaster of Liverpool, in his evidence before the Postage Committee, stated it as his opinion that "a great many deliveries, facilities for sending letters, and quickness of despatch must be the best way of raising the revenue." ‡

In short, as stated by Colonel Maberly in his evidence, it is always

* Second Report on Postage, 10619.

† First Report, p. 426.

‡ Second Report on Postage, 8296.

found in the Post-Office as a general rule that increased accommodation produces an increased quantity of letters.*

Nor is the rule confined to the British Post-Office. It appears from the valuable work of M. Piron, a gentleman holding a high position in the French Post-Office, that a reduction in the time of transmission from Paris to Marseilles, from 118 to 68 hours, doubled the number of letters between those cities.

With such facts before me, I cannot refrain from repeating that the adoption of my plan is extremely incomplete, that its financial operation is most injuriously interfered with, and its public benefits lamentably cramped.

On this last point an important inference may be drawn from the fact that almost every town has, in connexion with the Post-Office, some grievance, either really peculiar or so considered,—for instance, infrequent, slow, or restricted delivery,—infrequency of communication between the different parts of the town,—infrequency or total absence of communication with suburbs and neighbouring villages,—the use of circuitous roads,—the needlessly early closing of the letter-box, &c. So much are some of these evils felt in Birmingham, that a committee to examine into the state of the Post-Office has been appointed by the Town Council; while Manchester and other towns have addressed earnest memorials to the Post-Office or the Treasury.

In addition, however, to complaints thus made audible by dense populations, there are others, perhaps more frequent and more bitter, but which never gather volume enough to reach the public ear. The inhabitants of rural districts, particularly country gentlemen residing on their estates, and still more the rural clergy, whose very duties almost preclude oral intercourse with their equals in rank and education, are by these imperfections in the Post-Office system cruelly impeded in epistolary communication, to an extent of which the inhabitants of towns can form no adequate conception. Their letters have to await opportunities often rare, irregular, insecure, and expensive, for transmission to the post-town, distant perhaps several miles; whilst the reply perhaps does not reach its destination until it has figured some days in the Post-Office window, or been crushed in the pocket of some forgetful friend or careless dependent.

Newspapers, again, which in urban districts are delivered free, and which should carry information without loss of time to every hamlet in the country, are exposed to similar delays, risks, and charges; the whole producing not merely general inconvenience, but serious injury to trade and loss to the revenue.

Amongst the advantages anticipated from the introduction of Penny Postage was the extensive distribution of booksellers' prospectuses and

* First Report on Postage, 2914 and 3163-4.

similar documents. When, however, the attempt was made, the incompleteness of the plan presented unexpected obstacles. Circulars sent prepaid to the rural clergy elicited serious complaints on account of the expense involved in their delivery; and as this obstacle affects a large majority of the rural clergy, and a troublesome discrimination thus became necessary, the attempt was for the most part abandoned even as regards those within reach. So also when I had occasion, while in the Treasury, to enter into correspondence with about 600 of the Registrars, with a view to the improvements in Rural Distribution above referred to, I experienced the greatest difficulty in communicating with a large proportion of the officers; and found it impossible, except by an after transmission of postage stamps, to protect them against loss.

Indeed the operations of Government are, I have reason to believe, frequently impeded by the existing imperfections. A letter of inquiry or of instructions, particularly when its contents are of an unwelcome nature, often fails to reach its destination. The want of Post Office delivery furnishing perhaps a valid cause, but certainly an unanswerable excuse for neglect or disobedience.

These facts which have come to my knowledge are probably but a few among many that lie concealed. To enlarge on the paramount importance of speedy, regular, and safe communication between every part of the country, and every other, is surely a needless task.

I have the honour to be,

Gentlemen,

Your most obedient humble servant,

ROWLAND HILL.

To the London Mercantile Committee on Postage.

POSTSCRIPT.

The following are the extracts referred to in the preceding letter :—

‘ *Post-Office Reform* ’ (published early in 1837), 3rd Edit. p. 69.

“ With respect to the increase in the actual amount of correspondence, the proposed arrangement will bring two causes into operation, both very potent :—

1st. Increased facility of communication.

2nd. Diminished expense.

On the potency of the former cause much light is thrown by the Report of the Commissioners of Revenue Inquiry, as quoted at page 31 ; and I may here especially refer to the fact that the consequence of Mr. Palmer’s improvements, which merely tended to increase *facility*, was, in the course of twenty years, to triple the correspondence of the country.”

A more detailed statement, to the same effect, appears in my first letter to Lord Lichfield, dated January 9th, 1838 ; and the same is repeated in my evidence before the Postage Committee (111, 112, 135).

Extract from my ‘ Third Letter to Lord Lichfield,’ dated January 19th, 1838 :—

“ My dependance, however, is on a number of principles brought into harmonious operation, each aiding and strengthening all the others. They are—reduction of postage—increased facilities—and simplification, with consequent economy, in the mechanism of the Post-Office.”

Extract from my Evidence before the Postage Committee :—

“ I am of opinion that until the plan is adopted, *as a whole*, expenses must be borne which afterwards will be found to be unnecessary.” (Ev. 535.)

“ If my plan were put into operation, one part of it would be to establish a post-office in every village.” (Ev. 560-1, 778.)

“ It is a part of my plan not only to reduce the postage on letters very greatly, but to afford to the public every possible facility—to make the Post-Office the most convenient means for the distribution of letters.” (Ev. 661.)

“ I think that the reduction to *2d.*, together with the facilities of distribution, on which I rely very greatly, would prevent the contraband conveyance of letters.” (Ev. 662.)

Extract from the ‘ Third Report of the Postage Committee,’ p. 64 :—

“ Mr. Hill considers it very essential to the proper working of his plan, that greater facilities should be given to the transmission of letters.

That such facilities would produce a great effect on the number of letters is shown, he argues, by the fact that the improvements introduced by Mr. Palmer, though accompanied by several augmentations, made at different times, in the rates of postage, produced a very considerable increase in the number of letters. Improved facilities in distribution he considers an essential part of his plan ; and until such improvement were adopted, his plan could not be said to be introduced or tried."

*Extract from Mr. M. D. Hill's Letter to myself, written immediately before I entered the Treasury, and forming part of my Official Correspondence with that Board :**—

" You lay great stress, and very properly in my opinion, on increasing the facilities for transmitting letters ; and this part of the reform will, I apprehend, cause you more labour of detail than that which more strikes the public eye."

* Parliamentary Return. Sess. 1843, No. 119, p. 2.

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POST-OFFICE—FALLACIOUS RETURN.

TO THE EDITOR OF THE MORNING CHRONICLE.

SIR—A return, moved for by Sir George Clerk, has lately been made to the House of Commons by the Post-office, which professes to give the gross and net revenue derived from inland letters, and also from foreign and colonial letters, during the last year. I have no hesitation in stating that the return, whether considered in regard to its general results, or to the division of revenue under the two heads, is utterly fallacious.

The net revenue derived from the Post-office in the year 1842 is stated, in the annual Post-office accounts, and in a return recently made by the Post-office to the House of Lords, at about £600,000, and this is substantially correct; for although, in accordance with long established usage, the account of Post-office expenditure excludes even so much of the cost of packets as is fairly chargeable against that department, it, on the other hand, includes the whole cost of distributing every year more than fifty millions of newspapers, without receiving any credit for the stamp duty, though it was expressly retained as a postage charge. In fact, one expense has hitherto been considered, as balancing the other; and though such an adjustment of the account cannot be strictly accurate, no one who will take the trouble to investigate the subject will be of opinion that it gives the net revenue of the Post-office at too large an amount.

The division of the revenue, under the two heads of Inland revenue and Foreign and Colonial revenue, is alike fallacious—the latter amount having been largely augmented in the return, at the expense of the former. But inasmuch as my estimate of the proceeds under the new system expressly includes the postage of foreign and colonial letters, an error in this part of the account is of less moment.

On the present occasion I shall not attempt to lay before your readers that detailed examination of accounts which has enabled me to make the preceding statement; but when the inquiry for which I have petitioned shall be entered upon, I shall be perfectly willing to stake the result of the whole controversy between the Post-office and myself upon the gross inaccuracy of this document, which is so much at variance with correctness that any attempt to found any practical measure upon it would only produce the most serious injury to the public service.

I am, sir, your most obedient servant,

Bayswater, May 11.

ROWLAND HILL.

the egg [loud laughter and cheers]. It was a great pity that the worthy sheriff had not the precedence to have followed in the wake of Sir William Heygate, for now all chance of arriving at maturity was at an end, as far as regarded the alderman in the egg [roars of laughter]. He was delighted with the good taste and manly feeling exhibited by Sir John Pire in the disinclination expressed by him to protract a contest when the probabilities of success were no longer existing. The honourable baronet had, in stating his intentions, acted with an ingenuousness and gentleman-like spirit above all praise [loud cheers]. And here it would be apposite to make an allusion to the great length of time occupied in the election of chamberlain. Here was a contest virtually decided in a couple of days—why should it be protracted to seven or eight [cheers]? He hoped to see the parliamentary system introduced in that hall in elections of that nature. By shortening the duration of elections the expenses of elections, and the excitements and animosities raised and engendered by elections would be diminished, and the public good would undergo increase and enlargement [loud cheers].

The hall then adjourned.

IRISH SOCIETY OF LONDON.—Yesterday the 21st annual meeting of the friends and supporters of the Irish Society of London, for promoting the education and religious instruction of the native Irish through the medium of their own language, took place at the Hanover-square rooms. The Earl of Galloway, the president of the society, took the chair, and among the gentlemen on the platform we noticed the Marquess of Downshire, Viscount Bernard, General Lyster, Hon. and Rev. C. Bernard, Hon. Captain F. Maude, Lieut.-Col. Palliser, the Revs. E. Auriol, C. Smalley, H. H. Beamish, &c., &c. The noble chairman having briefly adverted to the object of the society, which was to make the gospel known in the only manner the native Irish could receive it, by printing the bibles, prayer books, &c., in the native tongue, called upon the Rev. Samuel Morgan to read the report. The report, which was very voluminous, congratulated the subscribers and friends on the cheering prospects of the Irish Society with respect to the spread of the gospel. During the year the number of native Irish in Kingscourt who had received the holy communion at the hands of Protestant ministers was upwards of 900, showing the great triumph of the Irish Bible in the drear mounssains of Ulster. The number of schools up to the present time amounted to 288, the pupils frequenting them 16,975, 13,043 adults,

