

in the flange, in consequence of that part of the Rail being thin, particularly the Saint John pattern, which is thinner than usual. Engineers, like Doctors, differ in opinion, and no doubt Mr. Light will like his own getting up best, but it may be worth while questioning him upon the matter: it can do no harm, and may do good. It is said the Bridge Rail is used entirely on the Grand Trunk of Canada, and on the St. Andrews and Quebec road.

"Yours, very truly,

(Signed)

"ROBERT REED."

The letter of 3d June, which Mr. Scovil charges me with wilfully withholding, I never saw, until it appeared in his Pamphlet; but why he should attach so much importance to it, I cannot understand, as it does not differ materially from the recital of it in Messrs. Naylor & Co.'s letter of 22d June, a copy of which was furnished Mr. Scovil by me.

I now give an additional certificate furnished by Mr. Fleming on the 21st December, 1857, in further proof of the imperfect manner in which the Rails were manufactured.

"SAINT JOHN, DEC. 21st, 1857.

"Having been requested by the Chairman of the European and North American Railway Board, to examine and report upon a quality of Rails landing from the Packet Ship 'Imperial,' at Lawton's wharf, I have to state, that having examined and compared upwards of one hundred Rails, with a pattern furnished by A. Light, Esq., Chief Engineer, I found them generally from one-sixteenth to one-eighth of an inch higher, from one-sixteenth to one-eighth of an inch wider on the top, and from one-sixteenth to three-eighths of an inch narrower on the bottom than the aforesaid pattern, and that none of them were of the same size. I found, besides, that not over one-third were of any one pattern in height and in width across top and bottom, and that about two-thirds varied, each Rail from the other, from one-sixteenth to an eighth of an inch. I also found several of them defective, presenting an appearance as if there was a deficiency of metal, when passing through the rollers, leaving them ragged on the edge.

"Respectfully submitted.

(Signed)

"GEO. FLEMING."

I think I have clearly established the defective character of the Rails; that the Commissioners did not take the necessary steps to secure Mr. Smith's services, or appoint some other Inspector, as recommended by Mr. Light; that they, having entered into large contracts, and incurred heavy expenditures subsequent to their