

("PRIVATE.")

"FREDERICTON, MAY 27th, 1858.

"DEAR SIR—I now forward you a copy of Mr. Light's certificate. I send it to you for your personal information, and do not wish its contents made public, without first obtaining the consent of the Government to such a course. I suppose that the present permission will answer your purpose.

"Yours truly,

"S. L. TILLEY.

"W. H. SCOVIL, Esq., St. John."

(COPY.)

"EUROPEAN AND NORTH AMERICAN RAILWAY,
Engineer's Office, 30th Nov. 1857.

"ROBERT JARDINE, Esq.,
Chief Commissioner of Railways.

"SIR—I have carefully examined the Iron Rails delivered by the 'Favourite' and the 'Middleton,' and am sorry to be obliged to report that they are very badly rolled indeed. Many of the bars are $\frac{1}{8}$ of an inch larger on the base than the pattern sent, and an equally large number $\frac{1}{8}$ of an inch smaller, entirely precluding the possibility of the Rail making a proper fit in the chair. The ends of the bars are likewise very carelessly sawn off, many of them being full $\frac{3}{8}$ of an inch off the plumb, so that if the ends of two of these Rails are laid together, there would be a V or vacant space of $\frac{3}{4}$ of an inch at either the top or bottom of the joint, as the case may be, and this is quite common. The tops of the Rails are likewise not of the same size, and very many of those already delivered, are odd lengths other than those specified.

"We have laid about an half mile of the iron brought by the 'Favourite,' and although we have taken unusual care to match the Rails, and have rejected a large number as unfit to lay at all with the present fastenings; we have yet found it *almost impossible* to lay a perfect track with them, the sizes of the Rails being so uneven. I have no hesitation in saying that, taking the iron as a whole, I consider it the very worst specimen of rolling I have seen. *I have as yet had no opportunity of testing the quality, but if Mr. Reed's surmise be true, viz., that the manufacturers have put the best portion of the pile in the base of the Rail, this will have the effect of reducing the ultimate durability of the iron very materially.* Assuming the cost of the iron in England to be £8 5s. per ton, and adding the commissions, freights, insurance, &c., as well as the carriage to the works in this country, I conceive that this iron, when laid down upon the road, is actually worth at least £2 per ton less than good iron made exactly in accordance with the patterns and specifications, and the best part of the pile laid, where it ought to be, viz., in the top or bearing surface of the Rails.

"I am, Sir, yours, &c.,

"ALEX. L. LIGHT,
"Engineer."