

Mr. Scovil's letter of 27th June informed him, under date of 1st July, that they had informed their Liverpool house, that *a portion of the rails would be required at once*. It must therefore be apparent to every person, that the non-appointment of an Inspector up to 14th August, must have prevented any Inspector from reaching the manufactory before the 7th or 8th September, at which time his services under the terms of agreement would not have been required. The facts of the case do not warrant Mr. Scovil's assertion, that there was but 100 tons of Rails manufactured on Mr. Reed's arrival in England, and upon this point Mr. Scovil must have been misinformed, as previous to Mr. Reed's leaving this Province for England, 105 tons had been shipped per "Favorite," and a few days after his arrival at the works, 350 tons more were shipped per "Middleton." The assumption that Mr. Reed was at that time dissatisfied with the character of the iron, is not borne out by any known facts, and is completely disproved by his letter, extracts from which I here subjoin :

"LIVERPOOL, 11th SEPT., 1857.

"ROBERT JARDINE, Esquire,
Chairman, &c., St. John, N. B.

"DEAR SIR—Ere this, you will have received Invoice of shipment of 105 tons Rails per 'Favorite,' the lengths are about equal, ^{21 feet,} 21 feet 3 inches; but the proportion, as per order, is to be worked out in shipping the remainder.

"Yesterday I visited the works in Staffordshire, where the Rails are being manufactured. The works are very extensive, and the parties engaged seem to be highly respectable, which is some little guarantee for the delivery of a good article. The Rolls broke a few hours before I arrived, and the Inspector left immediately after the accident, for London, so that I did not see him. This was matter of regret; but, as far as I could judge, the *Rails were well manufactured*.

* * * * *

"By Mr. Seely, I send you a print, shewing different sections of Rails. The Bridge Rail, No. 1, is recommended by the manager of the establishment in which the New Brunswick Rails are being manufactured, as superior to the T Rail, for two reasons—one is, that in the making, the pressure is vertical, by which process the head is more firmly pressed than the head of the T Rail, which is pressed sideways, causing the grain of the iron to be edgeways instead of flat, as in the Bridge Rail. And as they only put a certain proportion of the very best iron in the Rails usually made, styled *best Rails*, the best is put in the top of the Bridge Rails, which is the wearing part, whereas in the T Rails they are obliged to put it