

some person, or authorise some person here to inspect them, to whom I will afford every facility. The Rails will speak for themselves.

"I am not aware what more I can do to shew you that your view was not correct.

"I may mention that we are now receiving Rails of the same pattern and kind of iron, which are entirely free from the defects found in yours.

"Perhaps this may be accounted for by the rejections made by our Inspector, as, for example, out of the first 106 tons, he rejected—

For unsoundness,	-	-	-	14
Bad lengths,	-	-	-	28
Bad punching,	-	-	-	8
To be better squared,	-	-	-	9
To be re-straightened,	-	-	-	17

And out of 229 tons—

For unsoundness,	-	-	-	29
Bad lengths,	-	-	-	20
Bad punching,	-	-	-	7
To be better squared,	-	-	-	57
To be re-straightened,	-	-	-	41

"By examining the returns of the Inspector appointed by you, on the Rails furnished to us, perhaps you may find the cause of the defects, as the evident carelessness of the manufacture, even when the inspection was so rigid, will account for the state of our Rails, under an inspection, of which we had no knowledge or controul.

"I am, your obd't. servant,

(Signed)

"ROBERT JARDINE.

"To Messrs. NAYLOR & Co., Boston."

(copy.)

"HAMMOND RIVER, MAY 10, 1858.

"ROBERT JARDINE, Esquire,

"DEAR SIR—We have upon one contract here, about three hundred tons of the Rails you imported last fall, and having laid a large part of these in permanent road, we are able to speak exactly as to the size and pattern, and the way they are rolled.

"We find some Rails so wide in the bottom flange, that we have to cut off a full quarter inch with cold chisel, to allow it to enter the chair, while as many more are so small as to be quite a quarter inch loose in the chair, when laid. The Rails thus vary half an inch in the bottom flange, and are of all widths within that limit.

"In height, the Rails vary one-eighth inch full, so that when laid, they soon begin to bruise at the end, from waggons passing over them.

"Besides this, the slotting and sawing are done so irregularly, that the expansions cannot be kept the same; and the difference in the width of the bottom flange precluding the possibility of laying the Rails in the same straight line, or fair at the joints, will