In a few months there will probably be some reviews of the treatise in the European and American technical papers; and, as my competency to treat the subject of bridge designing appears to have been doubted by your correspondent (perhaps by others also), I will see that you are informed of what kind of reception it meets.

With many apologies for occupying so much of your valuable space, and thanking you for your favourable review of my book.

I remain, very respectfully yours,

Nikko, August 6th, 1885.

J. A. L. Waddell.

(August 22nd, 1885.)

Sr,—Your issue of August 4th is just at hand. I notice a letter to your paper by “Not a Bridge Builder” in which a misleading statement occurs: “The longest span in Japan is 150 feet. This bridge, indeed came from America, and was ordered by the American Engineer of the railway in Yesso. It is not stated how many days it took to erect it, but a few seconds sufficed to bring it down into the river.”

The bridge in question was made in England for the Philadelphia Bridge Company and was designed for a standard gauge railway. It was purchased by the American Engineer for the Poronai Railway.

The following quotation from the Japan Weekly Mail of December 2nd, 1882, gives a succinct account of the accident occurring to the bridge alluded to:—

“In the autumn of 1881, under the direction of the Japanese Engineer, three piers were built in Toyohira River. The tops of the coping-stones of the piers were located four feet above the highest observed high water mark at this part of the river. During the month of April (1882) one span of 50 feet and one of 150 feet were placed on these piers. These iron spans were built for the Philadelphia Bridge Company, and were designed for a standard guage (U.S.) line. The 150 feet span weighed about seventy tons, and rested on bed-plates on the one pier and roller plates on the other. As soon as the bridge was in position, all trestle and other supports had been removed from the stream in anticipation of the snow-floods. At the time the river began to rise most of the massive oak stringers and guard-rail timbers had been bolted in place, and in a few days the bridge would have been tracked.

“Previous to April 28th, the sky had been clear for some time. The hot sun had caused the immense banks of snow on the foot-hills and mountains about the Toyohashi to become much softened and honey-combed. During the night of the 27th and the morning of the 28th a strong warm wind prevailed. About three p.m. (27th) the rain began to fall and the quantity steadily augmented. The high wind and the torrents of rain continued their action until 10 a.m. of the 29th. At 5 a.m. of the 29th, the Police bells aroused the few who had been able to sleep. The bulk-heads of the canal had given away and the upper part of the town