issue of the 12th ult. could have been so misinterpreted. My intention was far from throwing any blame on either Mr. Kōnō or Mr. Mouri, both of whom I esteem personally and as engineers. If Mr. Kōnō had been sent the whole paragraph in which I referred to him he could not have misinterpreted it. It related entirely to the question of the quality of the ironwork on the Arakawa and Karasugawa bridges, and did not concern those structures in any other particular. The whole paragraph is as follows:—

"Next, as to the quality of English ironwork. I can give no opinion as to the quality of workmanship on bridges in England, not having been in that country for a number of years; but if I am to judge of English ironwork by the specimens on the Japanese railways, I can unhesitatingly condemn it. Ironwork of as poor a quality may be found in many of the cheap highway bridges of the United States, but no first-class American manufacturer would allow such work to pass out of his shop. In the Arakawa and Karasugawa bridges of the Tōkyō-Takasaki Railway the bottom chords are so warped and twisted that to make the floor beams bear on both sides of same, shims or filling pieces of 3/4 or 1/2 inch iron had to be used; and there are open joints in the top chords that even paint will not hide. Concerning these points, I refer to Mr. Tamanobu Kōnō, the engineer who erected both bridges, and to Mr. Mouri, engineer in charge of the railway." Now can anyone so interpret the above so as to cast a slight upon either of these gentlemen? I referred to them simply as prominent Japanese engineers, who will give an honest opinion upon the quality of the ironwork in the bridges mentioned. If either of them object to my having so referred to him without permission, I hope he will accept my apologies for the same. As for any accusation for responsibility in having passed the work—that is both untrue and absurd. Mr. Kōnō was given the various portions of the ironwork with instructions to erect the bridges, with which instructions he complied. Can any man with common sense blame him because the ironwork would not go together without warping and twisting? He did the best he could under the circumstances by inserting filling pieces beneath the floor beams. Such deficiencies in workmanship would be sufficient to cause the rejection of the bridge in either England or America, if the railroad company could afford the time to wait for another bridge to be manufactured; but the Japanese Government cannot wait a year or more for another structure, so content themselves provided that the bridge can be erected and that it name sufficient sectional area in the principal parts to resist the calculated stresses.

It is not because of poor ironwork that I have condemned the present Japanese bridges; in fact, that consideration was not mentioned in the introductory chapter of my treatise. The faults are in the designs, and these are not the work of Japanese engineers, but of foreigners.

Let me here distinctly state that in no particular do I consider the Japanese engineers responsible for the faults of design that I have pointed out; in proof of which let me quote the following from the introductory chapter of my treatise:

"It will now be necessary for me to criticize the railroad bridges of this country, and I hope you will excuse me for so doing. I have little hesitation in expressing my opinion thereon, knowing that the designs are not