yours, but are the work of some of the present and former foreign employés of the Railway Department."

Does not a perusal of the second part of the communication in yesterday’s paper suggest that the responsibility is being shifted from the foreign to the Japanese engineers, and that one of the former does not care to take up the question?

As for my letter being “insulting to European and Japanese engineers, and to the common sense of the public,” I cannot view it in that light. In plain words the affair stands thus: I have stated that the present Japanese bridges are badly designed, and explained in what particulars; also that the designs are the work of foreign engineers.

If anyone wishes to contradict the statement, the burden of proof lies with him. Moreover, I have prepared a complete system of iron railway bridges, which I offer to the Japanese engineers. By reading my treatise they can see whether the bridges of my designing are superior to those in present use or not, and can accept or reject them accordingly. If any foreigner wishes to prove that present Japanese bridges are better than those of my designing, let him read the treatise thoroughly and show in what way they are better in a letter to the Mail. I am quite ready to enter into a discussion professionally, but wish it to be clearly understood that I will not descend to the use of personalities nor take any notice of such in any communication.

Yours respectfully,

J. A. L. Waddell.

Nikko, September 1st, 1885.

[Without entering into the question of designing, we must say that we think Mr. Waddell’s meaning was misconstrued by Messrs. Alexander and Kōno. Mr. Waddell’s letter, as we read it, did not reflect at all upon Mr. Kōno’s work, but only on the nature of the material with which he was required to work.—Ed. J.M.]

(September 9th, 1885.)

Sir,—My attention has been drawn to an Editorial Notice in the Japan Mail of a book written by Mr. J. A. L. Waddell, and a letter from him, dated August 6th, in reply to a criticism signed “Not a Bridge Builder,” in the same paper. The book itself has also come into my hands. Its title is a size too large for it. On the cover it is described as “A System of Iron Railroad Bridges for Japan.” A bridge of this sort consists of two parts, the girders, and piers or abutments which carry them. It is impossible to consider a bridge otherwise than as a whole, if a proper opinion as to what is suitable for given circumstances is to be arrived at. This book deals with one-half the subject only, the girders, and it is the other half, the piers and foundations, which present the greatest difficulty in this country. Therefore we have not before us a “system of bridges” at all.

The cover next informs us that the author, like a good many other people who come to Japan, has written a book, that he is a member of no