extending the investigations, my corrections and extensions both being accepted by Dr. Levy for his second edition. If any one will get that eminent engineer's work or a private copy of my pamphlet, and putting a wet towel round his head, carefully read it, he will, if he can follow the mathematics, see the grave scientific defects of American designs.

Notwithstanding their scientific defects, the American professional engineers justly claim for their style of trusses many practical advantages which can only be really known to them and in part to those French engineers who have visited America to make them a special study, just as the grand advantages of English girders to resist shocks, heavy, swift, and incessant traffic from the excessive resilience due to their massiveness can only be appreciated by English engineers long in practice. These things cannot be demonstrated or settled by book work, but only in each case by the general concensus of opinion of that part of the profession with the necessary experience.

Two of our graduates in Civil Engineering have, with our encouragement and at their own expense, gone to America and are there in practice in Railway Work. They will see such structures themselves, and will, I grant Mr. Waddell, see or rather learn in a slight degree some of the practical points in which his and other American designs are superior, and others in which they are inferior, to European designs. On the other hand, by the liberality of the Government many of our graduates have continued their studies in Germany, England, and bonnie Scotland for periods of three or four years. These gentlemen instead of "accepting or rejecting them," the one or the other system, will, I have no doubt, like all liberally educated professional men take what is proved by experience to be good in both, and adapting it to the circumstances of their own country inaugurate a Japanese System of Bridges for Japan, do which Mr. Waddell's work would have honourably added its quota had it been allowed to carry its own weight, and not been marred by the omission of "proposed" in the title and by the amazing self-conceit of the author in his preface, and by his unwarranted wholesale attack upon the foreign engineers who have executed admirable works already in Japan.

It may especially interest your Japanese readers to hear the curious partial corroboration in "Matheson and Grant's Engineering Trades Report" for last half year, of certain statements made in the course of this correspondence as to the gradual conversion of English engineers to the adoption of American trusses, and as to the exportation of American iron to Australia, though a very different reason is assigned. Here is the quotation: "It has long been known to English Engineers, and the opinion is now being rapidly adopted in the United States, that the light and cheap American bridges, with pin connections, are neither stable nor permanent enough to justify their use, but at present there are political influences in New South Wales, which favour greatly the importation of railway material from the United States."  

Thos. Alexander.

[Of course Mr. Kôno's letter was genuine. Surely this has never been intentionally questioned.—Ed. J.R.]