Professor Alexander is truly a hard man to convince.
Perhaps the following extracts from the leading editorial of The Engineer of January 1st, an authority that he is not likely to dispute, will change some of his opinions; for they show that his views and those of the highest English editorial authority are diametrically opposed.
The italics in what follows are mine:—
"Protection abroad has encouraged manufactures in many countries which were our best markets; but, with minor exceptions, these countries are still unable to compete with us in price. The result is that some of these countries, and notably within the past few years the United States, devote their energies to the production of the really good instead of the cheap, and in the sale of these they have succeeded much abroad and not a little in England itself. "The best is the cheapest," is an old cry, and is one which may be successfully used by a competing country in countries where people have grown tired of the cheaper English goods, and proved that cheap may be dear. "English" was synonymous with good, but the race in the rapid acquisition of wealth amongst the ever increasing number of English manufacturers caused the lowering of prices, and to some extent the unnecessary lowering of quality. Prices were lowered more rapidly than improved methods lowered the price of production. English makers thus brought themselves to the level of successful attack by others; an attack doubly successful at a period when faith in the quality of English goods had begun to lose its hold."

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"To go to much larger things it is the same in bridge work. If an English maker is asked to tender for a girder not quite of the sort he has been accustomed to make, he immediately wants to charge more, because the designer has presumed to make a change which he thinks will give him a little trouble; or he refuses to tender. An American, on the contrary, will not object to a design simply because it is new, and does not suit the present arrangement of his drilling, punching, and shearing machines, but will immediately begin to think out the simplest way to suit himself and his plant to the job. Witness the numerous bridges recently built and building in Canada and elsewhere. Some of these are actually being built of Scotch open-hearth steel, the duty on which is as much as it would be on the bridge; yet the bridges are being made by Americans. The bridges are partly rivetted and partly pin bridges. They are made in American shops, and put together in their places. Tension bars have pin holes drilled in them, which are within a fiftieth of an inch of their proper distance centre to centre, though 40 feet to 50 feet apart. Some English builders would not like this exactness, but it is absolutely necessary in a pin bridge well designed, and not having in it a great unnecessary weight."

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"There is one question concerning bridge structure and bridge material upon which action should at once be taken by the proper authorities. We refer to the Board of Trade rules with reference to wrought iron and steel bridge structures. In the commencement of this article reference has been made to the decline of English bridge work where American