2. The foundation of the main towers is not spread sufficiently wide to overcome the overturning tendency from wind strains. In order to avoid the consequent necessity for anchoring the posts down to their foundation, which is an objectionable arrangement, it would be advisable either to spread the base of the towers, or to design the bridge with only two trusses instead of three, so as to concentrate all the weight upon the outside posts.

3. The effect of the live load, when only one arm of the Cantilever is loaded, will be to produce a bending strain in the towers and to throw the weight upon one set of tower posts instead of distributing it over the whole. This requires some changes in the connection of the chords or chains with the tops of the towers, so that the weights may be transmitted without producing a bending strain.

The cost for a single track throughout, without the tunnel, is estimated at $1,778,315. For double-tracked approaches on the New York and on the Long Island sides, and single track across both arms of the river and Blackwell’s Island, the cost will be $2,031,425, while for a double track structure throughout it will be $2,479,458; and the Delaware Bridge Company makes a formal tender to take the contract at these prices.

NON-COMPETING PLANS.

During the last week in January the Passaic Rolling Mill Company brought in a set of plans and a tender for the construction of your bridge, which other engagements had prevented that Company from completing sooner.

These we could not in fairness consider with the other designs handed in at the specified time in competition for the premiums offered, nor was it expected that we should; the parties who had been at the trouble and expense of finishing them submitting the plans mainly as the evidence of their being prepared to undertake such works.

These plans, which were prepared by Mr. C. O. Brown for the Passaic Rolling Mill Company, are sound and good. They provide for a Cantilever bridge, the main feature of which is the long central span of 330 feet. It is shown on plate X.