$200,000 more, and, if the office expenses and engineering be estimated at from $116,122 to $168,575 more, the total cost of your enterprise will be $2,400,000, exclusive of the right of way. If built for a single track throughout, the cost will not exceed $2,100,000, exclusive of the right of way.

ORDER OF MERIT.

Having now completed our general review of the competing plans, it only remains for us to advise you as to which we deem the three “best” designs and to indicate the relative rank, in our estimation, of these three.

In this connection we quote the resolution of the Board of Directors of August 9, 1876:

Resolved, That the time for receiving plans be extended to December 1, 1876, and that the Engineers give notice, with a view of bringing out the best talent in the country, that this Company will pay to the party whose plan shall be adopted as the best the sum of one thousand dollars; for the second best, five hundred dollars, and for the third, two hundred and fifty dollars. Plans so paid for to be the property of the Company. The awards to be made by this Board under advisement of the consulting engineers.

Our estimate of relative merits will be best rendered by the following transcript of minutes of proceedings of the commission of consulting engineers on the evening of February 5, 1877:

“The individual opinions of the members of your consulting engineers upon the order, each being taken absolutely without modifications, and as entirely with reference to its strain sheets and specifications, are as follows:

O. CHANUTE,  

- Best—Delaware Bridge Company.  
- Second—Clarke, Reeves & Co.  
- Third—Flad & Co.

J. G. BARNARD,  

- Best—Clarke, Reeves & Co.  
- Second—Delaware Bridge Comp'y.  
- Third—Flad & Co.

Q. A. GILLMORE,  

- Best—Clarke, Reeves & Co.  
- Second—Delaware Bridge Comp'y.  
- Third—Edward Serrell & Son.

Taken, however, as a whole upon the general question, as to which plan we would recommend to be adopted for practical