construction by your Company, with such improvements and modifications as suggest themselves, the order of our preference would be as follows:

O. CHANUTE.

\{ 
  \textit{Best}—Delaware Bridge Company. 
  \textit{Second}—Clarke, Reeves & Co. 
  \textit{Third}—Flad & Co. 
\}

J. G. BARNARD, 

\{ 
  \textit{Best}—Clarke, Reeves & Co. 
  \textit{Second}—Delaware Bridge Comp'y. 
  \textit{Third}—Flad & Co. 
\}

Q. A. GILLMORE, 

\{ 
  \textit{Best}—Delaware Bridge Company. 
  \textit{Second}—Clarke, Reeves & Co. 
  \textit{Third}—Edward Serrell & Son. 
\}

From the foregoing it will appear that, while there is entire unanimity as to the two best plans which we advise for award, the same is not found as to the order of merit of these two.

Two out of the three pronounce the plan of Clarke, Reeves & Co. the best, if taken absolutely without modification, and entirely with reference to its strain sheets and specifications.

While two out of three pronounce the Delaware Bridge Company's plan "best" to recommend to be adopted for practical construction by your Company, with such improvements and modifications as suggest themselves.

With regard to the "third best," two out of three agree in giving the award, on both the grounds on which the votes were taken, to Flad & Co. One, Gen. Gillmore, considered, under both points of view, the plan of Edward Serrell & Son as entitled to that rank.

Submitting the foregoing as the result of their united action, the individual members will, to the extent they see fit, set forth their reasons for their individual preferences.

Respectfully submitted,

O. CHANUTE, 
J. G. BARNARD, 
Q. A. GILLMORE.