

Carried forward..... \$472,466 89

OUTFIT.

Cost Steamer Gypsy.....	\$12,933 69	
Less proceed of sales.....	4,000 00	
		\$8,933 69
Cost of barges and boats.....	\$13,349 67	
Less transferred to pontoons.....	6,000 00	
		\$7,949 67
Tools, machinery, and equipment.....	\$54,881 86	
Less proceed of sales.....	9,073 53	
		\$45,808 33
Use of buildings, shanties, etc.....	2,453 22	
		\$65,144 91

MISCELLANEOUS EXPENSES.

Engineering.....	\$23,269 00	
Soundings and borings in the river	3,224 71	
Superintendence and inspection.....	14,855 10	
Office expenses.....	1,866 87	
Incidental expenses.....	3,880 25	
Boating, ferriage, and cutting ice.....	53,039 35	
Contingencies (being cost of works of first caisson for Pier No. 4, up to the time of its wreck).....	12,339 01	
		\$112,474 29

SUPERSTRUCTURE.

Iron Span, No. 1, 71 feet.....	\$5,335 98	
Wood and Iron, No. 2, 133 “	9,183 38	
Iron Draw, No. 3, 360 “	78,054 50	
Wood and Iron, No. 4, 200 “	18,639 14	
“ “ No. 5, 250 “	27,316 42	
“ “ No. 6, 200 “	18,639 14	
“ “ No. 7, 177 “	15,126 70	
Nicholson pavement, sidewalks, and hand-railing.....	28,730 96	
Covering chords and painting bridge.....	7,918 47	
Toll-houses, telegraph lines, etc.....	2,503 91	
False-works for raising superstructure,.....	21,142 87	
Street rail track on bridge.....	3,494 22	
		\$236,085 69
Total cost of bridge proper.....		\$886,171 78

APPROACHES AND RIVER PROTECTION.

Southern Approach (Kansas City side).....	\$63,340 09	
Northern Approach (including trestle).....	51,723 22	
Depot grounds.....	1,003 68	
Protection of river bank.....	90,938 81	
		\$207,005 80
Total expenditure.....		\$1,093,177 58