length of the bridge except the canal span, where the rail stringers rest upon iron floor beams.

The above weights do not include the proposed decking and railing which it has now been decided to put on.

COST OF THE BRIDGE.

The cost of the bridge was greatly increased by the high premium upon gold at the time remittances were made to England in payment for the iron, and also by the high price of labor during its erection here. Notwithstanding these circumstances it has probably cost less than it would if it had been contracted for in this country.

The iron work of the bridge cost in London and Liverpool, ready for shipment according to contract, $85.58 per ton, in gold. Added to this there was an expense of $1.51 per ton for hydraulic jacks and tools required in the erection; making the original cost per ton, in gold, $87.09.

The cost, delivered in New York was $241.55 per ton, in United States currency, $117.18 of which was premium paid upon gold. The total cost of the iron work of the bridge erected and completed was $277.41 per ton, or 12 3/5 cents per pound.

On the opposite page is given a detailed statement of the cost of the bridge, including the iron work, masonry, timber work, painting, and all expenses and charges connected with its erection and completion.