The Celebration To-Morrow.

[Brooklyn Daily Eagle, 23 May 1883]

Brooklyn, if not New York also, will turn aside from all ordinary business to-morrow to celebrate one of the noblest achievements of modern times. The bridge about to be opened to the public is a work as characteristic of our civilization as the Pyramid of Cheops was of Egypt. The colossal pile of stone which still excites the wonder of travelers in the land of the Pharaohs recalls the magnificence of a tyrannical dynasty, the vast influence of a hierarchy buttressed by superstition and the practical enslavement of millions of industrious people. The bridge is a monument to the skill of a free people, to the arts of peace, to liberal thought and to the spirit which makes the promotion of the common welfare the chief end of government. It is possible for the American to rear pyramids if he were so minded; it was not possible for the combined intellect of antiquity to spin a yard of the 14,361 miles of wire by which the two cities are bound together. The residents of Brooklyn having for more than thirteen years observed every stage of advance made in this splendid structure are hardly in a position to realize the sense of astonishment it must excite in one who looks upon it for the first time. Familiarity has not bred contempt, but it has led the mind to accept as matters of course things that, if suddenly disclosed, would seem well nigh miraculous. In this respect we are not unlike the dwellers in the Alpine regions who, having from childhood seen the mountain peaks wear their crowns of snow, are almost strangers to the sublimity of the spectacle. The most matter of fact statement, however, of what the bridge is cannot fail to excite a thrill of amazement in the least imaginative mind, however familiar it may be with the general appearance of the work. Here are towers rising to a height of 278
feet, with formulations 78 feet beneath the river, a clear span, the greatest in the world, of 1,595 feet, a roadway more than a mile long and wider than the chief thoroughfare of the Metropolis, and cables of steel wire, which, if drawn out in a single strand, would connect Australia, the United States, Great Britain and the City of Rome. To the accomplishment of this, wealth, the highest sense of common interest, phenomenal foresight, the audacity of commanding genius, and science which shrinks from no material obstacle, were indispensable. The bridge as it stands may be said to incarnate the civilization of our century. The steam engine, the telegraph, the electric light, the latest discoveries in the art of making iron and steel serviceable to man have all been pressed into use by the mathematician and the engineer, and made familiar through the printing press, the action of legislatures and the decision of our courts of law. If the purpose were set before one to show at a glance the difference between this continent as the white man found it and what he has made it, ingenuity would be taxed to find a happier illustration than the bridge in contrast with the Indian dependent for passage from island to island upon his rude canoe. The distance from the wigwam to the palace is not so great as from the Red man’s sole means of communication to the highway suspended in midair over which millions of men and women are to pass and repass as safely and easily as they do along the most familiar street. The Indian represents the barbarism which recognized in every gulf, stream and hill a reason for separate tribal existence and local hatreds. The bridge represents the intelligence which will yet make a brotherhood of all nations, which has wrought thirty-eight great commonwealths into one federation, which accepts neither oceans nor mountain chains as barriers, and which regards the lingering jealousies of peaceful communities as but remnants of a once overshadowing ignorance.

These are but the most obvious of the reasons why the people of Brooklyn will tomorrow make what, for them at least, will be an unexampled demonstration of delight.

Of the arrangements for the celebration the people have already been informed through the news columns of the EAGLE. It is only necessary to add here that to-morrow the EAGLE will take pains to furnish an account of the bridge and of the ceremonies at the opening of it worthy of the work and of the participants. The paper will be three times larger than it is to-day. It will contain a complete history of the structure, biographies of the men who, as engineers or directors, have been connected with the work, with illustrations and portraits, designed to make the whole
story vivid to the eye as well as to the mind. We have already asked our readers who desire to secure extra copies, as most of them naturally will, for the paper will be of permanent value, to either send their orders in advance to the EAGLE office, or hand them to their newsdealers, and this request has been extensively complied with. As, however, there are doubtless many who have not deemed it necessary to take the precaution, we again remind them that it will be much easier to secure the copies they want to-morrow by doing this than it will be to purchase them unordered at the news stands. The EAGLE’s printing facilities will be taxed to the uttermost without sufficing under the most favorable circumstances to meet the whole demand. The paper, if we mistake not, will be credited with having treated the event in all its aspects as satisfactorily as the conditions of daily journalism will admit.