

# Brooklyn Daily Eagle

WEDNESDAY EVENING, MAY 23, 1883.

This Paper has the Largest Circulation of any Evening Paper Published in the United States. Its value as an Advertising Medium is therefore apparent.

## The Celebration To-morrow.

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Currier & Ives, "The Great East River Suspension Bridge," 1885

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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



Museum of the City of New York

Bridge construction, 1881

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 to-morrow 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

Library of Congress



Karalfy, "Excelsior," 1884

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 of.

**UNITED!**

**Brooklyn and New York by  
the Great Bridge.**

**THE MIGHTY STRUCTURE COMPLETED**

**The Story of its Origin  
and Erection.**

**EARLY DISCUSSIONS ABOUT  
BRIDGING THE RIVER.**

**The History of the Ferries--Primitive  
Means of Crossing the Stream--The  
First Steamboat--Mode of Transit  
Before the Bridge was Built.**

**THE WORK OF CONSTRUCTION  
INAUGURATED.**

**Preliminary Legislation--The Formation  
of the New York Bridge Company--How  
the Money was Raised--Political and  
Mechanical Obstacles Overcome.  
The Enterprise Under Control  
of the Municipal Authorities.**

**THE BUILDING OF THE BRIDGE.**

**The Labors of the Engineers--Working  
on the Foundations Below the River  
Bed--Fires and Blow Outs--The  
Towers and Anchorages--How  
the Cables were Spun--A De-  
tailed Description of the Bridge.**

**THE PIONEERS OF THE WORK.**

**The Roeblings and What They Did--En-  
gineer--John A. Roebling's Early Plans  
for Spanning the River--A Martyr to  
Duty--Colonel Washington A. Roe-  
bling as Chief Engineer--His Ser-  
vices for Fifteen Years--The  
Assistant Engineers and the  
Tasks They Accomplished.**

**THE TRUSTEES AND DIRECTORS.**

**Citizens and Officials who Took Charge of  
the Business of the Bridge--The Career  
of William C. Kingsley--His Relations  
to the Project--Picturesque Inci-  
dents in the Life of Bridge Ma-  
gician Stranahan--Biographies  
of the Men Conspicuously iden-  
tified with the Management.**

**THE COST OF THE BRIDGE.**

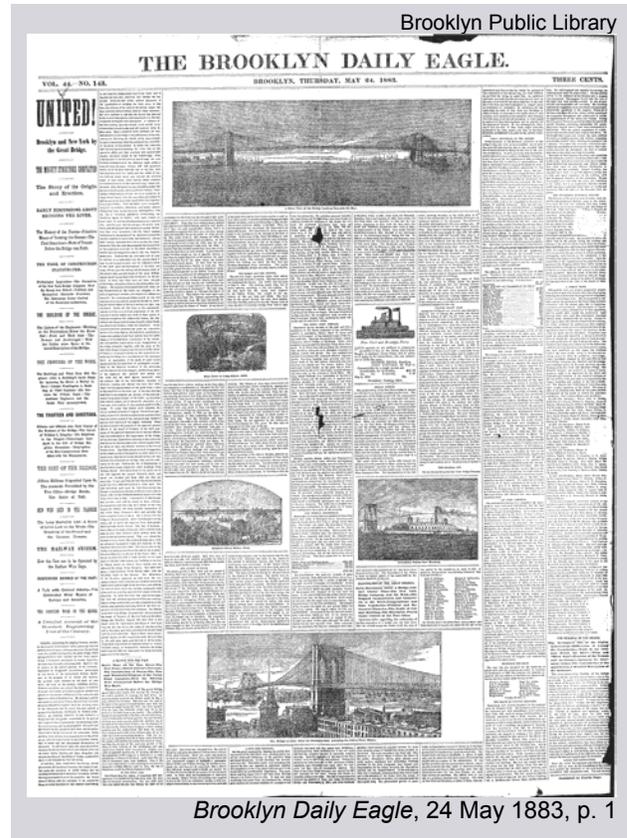
**Fifteen Millions Expended Upon It.  
The Amounts Furnished by the  
Two Cities--Bridge Bonds.  
The Rates of Toll.**

**MEN WHO DIED IN THE HARNESS.**

**The Long Mortality List--A Score  
of Lives Lost on the Work--The  
Breaking of the Strand and  
the Caisson Disease.**

**THE RAILWAY SYSTEM.**

**How the Cars are to be Operated by  
the Endless Wire Rope.**



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**SUSPENSION BRIDGES OF THE PAST.**

**A Talk with Colonel Adams--The  
Celebrated River Spans of  
Europe and America.**

**THE FINISHING WORK ON THE BRIDGE**

**A Detailed Account of the  
Greatest Engineering  
Feat of the Century.**

**Proudly spreading its mighty towers, secure  
in the integrity of its massive cables, spanning with the  
graceful arch of its splendid superstructure the perilous  
reach of the swiftly flowing river, the great bridge, which  
in the future will hold together the two cities, stands  
today a completed monument to human ingenuity,  
mechanical genius and engineering skill. Behold the  
if visitors of the eastern gateway of the continent**