REMARKS
ON THE ROPE AND CHAIN BRIDGES,
ERECTED IN THE EAST-INDIES—PAGE 44, 45, 46, 47.

* Ancient History furnishes us with several correspondent accounts of the invention and use of the Rope and Chain Bridge in ages past; and we have selected an interesting sample in this our brief narration, for the purpose not only of proving the old adage true, that experience makes the master, but also that necessity is often the parent of invention. The origin of these sort of Bridges we find illustrated in a way and manner that would do credit to our modern inventors, could they possess the like honesty and candor. The ancient Norden richly proves that he was in possession of both these valuable requisites, when he on this subject thus observed: “We beheld with wonder and amazement the busy spider dancing in an autumn morn, upon a slender thread of her own spinning, fastened from tree to tree at several feet distance; this gave us our plan for a Rope and Chain Bridge, by which we soon found a way to pass many deep and dangerous rivers.”

The first expedient of this kind made use of by the ancients was a single rope made of twisted creepers stretched from shore to shore, with a netting or hammock attached thereto; but they soon found it needful to improve on this plan, by adding another rope, and placing them both within a hoop, in such a way that, by the passenger seating himself within the circle, he was enabled by his hands to facilitate his approach to the opposite shore. But as the duration of these creepers proved very uncertain, and often endangered the life of the traveller, they quickly abandoned the use of them for a much stronger material, namely, links of iron, of which they formed chains of various strengths and numbers, for rivers of different span. The Bridge at Bootan, called Chukacha-zum, we find was constructed of five chains for the road, or platform, and two more for the hand-rail or fence for the protection of the passengers. The same informant also gives