

and probably original projector, was Colonel Julius W. Adams of this city. His first idea was to span the river from Brooklyn Heights, at Montague street, to Broadway in New York. But money and courage, practical science and population, to justify such a vast undertaking were wanting in that day. Nevertheless, Colonel Adams never lost interest in the subject, and finally found an appreciative listener in the person of Mr. William C. Kingsley. Being accustomed to enterprises of great magnitude, and withal a public spirited citizen, Mr. Kingsley became convinced of the advisability and practicability of a suspension bridge. He interested a few other gentlemen, among whom were Senator Henry C. Murphy, and Hon. J. S. T. Stranahan, and steps were immediately taken to forward the project.

A new plan was then devised by Colonel Adams, which contemplated a bridge from Fulton Ferry, Brooklyn, to Chatham Square in New York. It was a light and comparatively inadequate structure, but the friends of the enterprise took the drawings to Albany, and so stoutly argued their case, that, in 1866, the legislature granted a charter to the New York and Brooklyn Bridge Company. Privilege was thereby given to the company to expend five millions of dollars, of which \$3,000,000 was to be appropriated by the City of Brooklyn as the greatest beneficiary, \$1,500,000 by the City of New York, and \$500,000 by private stock-holders. An Act of Congress was also obtained, giving the company permission, under certain restrictions for the protection of navigation, to bridge an arm of the sea.

The gentlemen composing the first board of directors were deeply impressed with the responsibility imposed upon them. An enterprise of such magnitude, and involving engineering problems of unprecedented difficulty, required the most skilful professional supervision. As soon as the sanction of the law and the favorable verdict of the two cities had been obtained, all eyes were turned toward John A. Roebling, the master bridge builder of the world. Mr. Roebling was then in the prime of his powers, and in possession of the most valuable experience; at the time having just completed the great bridge at Cincinnati, which, excepting the subject of our present sketch, is the most remarkable structure of its kind.

Mr. Roebling's services were engaged; he removed to Brooklyn, and the office of the bridge company was formally established in the