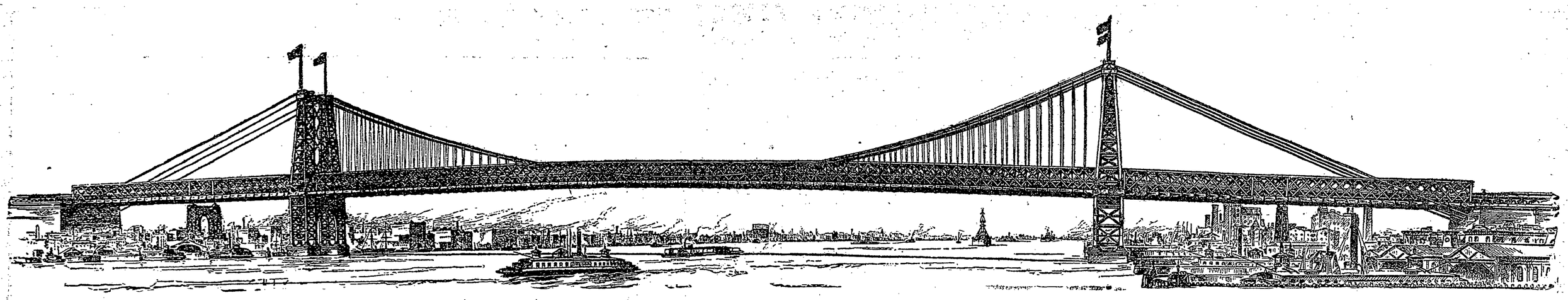


Length of Entire Bridge Between Terminals	7,200 Feet	Height of Masonry in Tower Foundations Above High Water	23 Feet	Height of Axis of Cables at Top of Towers Above High Water	332.8½	Width of Four Trolley Car Tracks, Centre to Centre	9¾ Feet
Length of Main Span, Centre to Centre of Towers	1,600 "	Minimum Height of Bridge Above Mean High Water of Spring Tides for 200 Feet on Each Side of Centre of Main Span	135 "	Width of Carriageways, Each	20 Feet	Width of Two Elevated Railroad Tracks, Centre to Centre	11 "
Extreme Width of Bridge	118 "			Width of Two Footwalks, Each	12 "	Grade of Approaches	3%

NEW BRIDGE IN A GLORY OF FIRE

Wind-Up of Opening Ceremonies a Brilliant Scene.

BIG FLEET IN PARADE

Daylight Dedication Ceremonies and Night Spectacle Witnessed by Immense Crowds —Enthusiasm on Both Sides of the River.

Amid the thunder of cannon and the cheers of a vast multitude of enthusiastic people assembled from all parts of the greater city and its suburbs, while a huge American flag was unfurled on each of the towers, Mayor Low, at 2:43 o'clock yesterday afternoon, pronounced the new Williamsburg Bridge open to public use.

A civic and military parade was a feature of the ceremonies, which were attended by a distinguished company of guests, representing every branch of the City Government, the State, the Judiciary, the clergy, the army, and the navy, with men who had been identified with the creation of the bridge, and others representative in various ways of the growth and development of the metropolis. Letters of regret were received from President Roosevelt, Gov. Odell, Mayor-elect McClellan, and ex-Mayors Grace, Edson, and Van Wyck, who for various reasons could not attend.

The popular interest in the daylight programme naturally was small in comparison with that in the wind-up of the proceedings at night, when the illumination of the giant span, the pyrotechnic display, and the brilliant marine pageant, in which 141 vessels participated, attracted enormous crowds to the water front on both sides of the river.

Thanks to the police arrangements, which appear to have been admirable and adequate, few accidents occurred, and none of these was serious.

FORMAL OPENING CEREMONIES.

Official Cortege Cheered on Way to the Bridge—Scenes of Enthusiasm at Gaily Decked Structure.

The City Hall in Manhattan and the Borough Hall in Brooklyn were the rendezvous of the official guests of the occasion. They began to gather shortly after noon. Mayor Low was on hand in the City Hall to welcome them, and in Brooklyn that function fell to Borough President Swanstrom.

The failure of Controller Grout, who was one of the invited guests, to attend the opening ceremonies was a matter of general comment. When the question of an appropriation for the opening festivities came up before the Board of Estimate a week ago Mr. Grout expressed himself as sternly opposed to the proposed issuing of special revenue bonds for the purpose. The Controller took the ground that the bridge was by no means ready for traffic and that the opening might with good grace be deferred for some months yet. He only relented after Mayor Low had asked him as a favor to the outgoing administration to vote in favor of the measure, which without his yea would have been lost, and after he had received assurances that at least the southern roadway would be completed before the date set for the celebration.

It was a little after 1 o'clock when Mayor Low started for the Manhattan entrance of the new bridge at the head of a cortège of 27 carriages, containing members of his party, and 200 mounted men of Squadron A for an escort. The Brooklynites, headed by Borough President Swanstrom and escorted by Troop C, the crack mounted militia contingent of Brooklyn, got under way a little earlier.

Prior to the departure Mayor Low held an informal reception in his private office, and following it a light collation was served.

In the meantime a small crowd began to gather in the City Hall Park, but the plaza in front of the building was kept clear by Capt. Stephen O'Brien with fifty policemen from the City Hall Police Station and the Broadway Squad.

Cheers greeted the arrival of Squadron A. The squadron seemed in fine form, but the cavalrymen met some mishaps in lining up on the plaza. As the first company of troopers was passing the main entrance of the City Hall one of the horses reared and slipped on the asphalt pavement, throwing his rider and rolling over on his leg. He was up almost in an instant, and was uninjured. A minute later and only a few feet away a second horse went down. This time the trooper lay still. A number of policemen rushed to his assistance, and aided by them he limped away out of public view. Major Oliver B. Bridgman, who was in command, came near being unseated himself as he wheeled his horse round so as to face the City Hall entrance.

It was just three minutes past 1 o'clock as Mayor Low, with James B. Reynolds, his private secretary, and Borough President Cantor appeared on the steps. Behind him came the city officials and guests in formation of two. The crowd behind the police lines cheered as the party entered the carriages that had been provided. These were open, despite the cold, because some of the Aldermen, when they learned that closed cariages had been ordered, demurred on the ground that their constituents, who were paying the expenses, were entitled to see as much of the show as possible.

The cavalrymen at the sound of the bugle presented arms, then wheeling into marching order at the head of the procession swung into Broadway preceded by the band. Along Broadway the progress of the little cortège was constantly impeded by the usual crush of traffic in that crowded thoroughfare. Along the sidewalks there was a thin line of spectators, and here and there straggling cheers.

EAST SIDERS ENTHUSIASTIC.

The route lay through Broadway to Broome Street. On the latter thoroughfare the sidewalks at many points were packed with spectators, and the windows of the crowded east side tenements were frames for clusters of curious faces. At times the cheering was vociferous. A few buildings along the route, notably Timothy D. Sullivan's Occidental Hotel at the corner of Broome Street and the Bowery, were gayly decorated with flags and bunting.

From Ludlow Street eastward the Seventy-first Regiment, drawn up in single line on either side of the street, presented arms, while its band, as the Mayor's carriage hove in sight, played "Hail to the Chief." After the parade had passed the regiment took up the rear and escorted the procession of carriages to the entrance of the bridge.

There Squadron A had been drawn up as a guard of honor at the point where the Mayor and his party left their carriages. A platoon of police under the command of Inspector Schmittberger and several Police Captains at this point held the large crowd back only with considerable difficulty. Here the military escort left the procession.

The procession formed again on the southern driveway of the new structure. First in line was borne the Mayor's flag. Then came Mr. Low, with Borough President Cantor on his left and Mr. Reynolds on his right. Next in line were Corporation Counsel Rives and Police Commissioner Greene. They were followed by Capt. Perry of the Brooklyn Navy Yard, representing Rear Admiral Rodgers, who was unable to attend; Health Commissioner Lederle, and Lieut. Commander Barry of the United States Navy.

Among the other members of the party who followed in the procession, in the order they left their carriages, were Chief Judge Alton B. Parker of the Court of Appeals, Justice Bartlett, Justice O'Brien, Justice Gray, ex-Gov. Morton, City Chamberlain Gould, President Fornes of the Board of Aldermen, Park Commissioner Eustis, Commissioner of Correction Hynes, Tenement House Commissioner Robert W. De Forest, Gen. John G. Wilson, Dock Commissioner McDougal Hawkes, President Cromwell of the Borough of Richmond, Francis B. Thurber, Lewis Nixon, Smith E. Lane, and James W. Boyle, members of the former Bridge Commission; the Rev. Father Lavelle, Tax Commissioner Strassbourger, President Vorhis of the Board of Elections, Aqueduct Commissioners Ten Eyck, Windolph and Ryan, City Clerk Scully, George J. Gillespie, H. A. Rogers, Theodore M. Banta, and about fifty members of the Board of Aldermen. A striking figure in the procession was Librarian John Bigelow, who, despite his threescore years, marched bravely across the big bridge, accompanied by his daughter, who was the only woman in the procession.

The constituents of Timothy D. Sullivan, in whose district the bridge enters the Borough of Manhattan, were out in force. They lined the streets and crowded the low housetops along the Manhattan span of the bridge. Some of them raised a cheer for Mayor Low.

SCENES AT THE BRIDGE.

The bridge was gayly decked. For ten days a large force of decorators had been at work preparing for the event, and flags and bunting fluttered from every point of the structure that could be reached by human hand. Every rib of the gaunt skeleton of the steel giant was literally wrapped in long streamers and garlands of evergreen and hemlock. Further down the river, its slender, graceful outlines softened and blue in the distance and an American flag flying from each tower, the Brooklyn Bridge could be seen through the light haze that hung over the water.

In the meantime, Borough President Swanstrom's party, consisting of the city officials and nearly 100 prominent residents from that borough, arrived at the Williamsburg end of the bridge in twenty-five carriages. The Brooklyn procession was led by Mr. Swanstrom and President Cassidy of the Borough of Queens. With them were Bridge Commissioner Lindenthal and Lefferts L. Buck, Chief Engineer of the Department of Bridges, who supervised the erection of the new structure; Andrew D. Baird, James A. Sperry, and Henry Batterman; William D. Fairchild, Thomas W. Weber and James D. Bell, members of the first and second Bridge Commission, and ex-Bridge Commissioner John L. Shea. In the Brooklyn party also were five ex-Mayors of the old City of Brooklyn, namely, David A. Boody, Charles A. Schieren, Frederick W. Wurster, Daniel D. Whitney, and Alfred C. Chapin.

The two processions started from either end of the bridge simultaneously. Along both shores were thousands of spectators, many of them armed with marine glasses, scanning the roadway to catch a glimpse of the meeting of the two slowly moving bodies of men, which had been arranged to take place in the centre of the main span, just half way from each terminal.

The procession, headed by Mayor Low, however, had not had time to reach the Manhattan tower of the great structure, when two men were seen coming at a brisk gait from Brooklyn. When they drew nearer they were discovered to be none other than Borough President Swanstrom and Borough President Elect Littleton of Brooklyn.

"How do you do, Mr. Mayor?" said Mr. Swanstrom raising his shining silk hat and grasping Mayor Low's hand.

At the very moment their hands met, a bugle sounded, and before the few formal words of greeting had been exchanged the first gun boomed in a salute fired by a detachment of the Second Battery, which was stationed at that point on the northern roadway.

Messrs. Swanstrom and Littleton had walked in advance of the rest of the Brooklyn party, and some minutes elapsed before the main body was met. The procession was preceded by a small army of photographers, which the police had considerable difficulty in keeping within bounds. For a few moments there was much crowding and confusion. After a semblance of order had been restored, both processions moved toward Brooklyn in a body.

THE DEDICATION PROCEEDINGS.

An immense crowd sent up deafening cheers as Mayor Low and his party arrived at the plaza at the Brooklyn end of the bridge and mounted the grand stand from which the dedication ceremonies were conducted. These were opened by Alderman Peter Holler, Chairman of the Aldermanic committee having the arrangements in hand, who introduced the Rev. Dr. James H. Darlington, rector of Christ Church, Brooklyn, by whom the opening invocation was offered.

Commissioner Lindenthal then formally presented the structure to Mayor Low, recalling to his mind that as Mayor of the City of Brooklyn he had been a participant in the ceremonies attendant upon the opening of the first bridge across the East River, more than twenty years ago, and congratulating him upon the distinction of opening the second one.

Commissioner Lindenthal said that as a result of the rapid progress in the art of bridge building only half the time consumed in the building of the Brooklyn Bridge had been required for the completion of the new structure, and predicted for the building of the bridges now under construction and those to be undertaken in the future that that time again would be cut in two.

Mayor Low, in his speech of acceptance, paid a glowing tribute to Leffert L. Buck, Chief Engineer of the Department of Bridges and architect of the new structure. Throughout the speech Mr. Buck stood just behind the Mayor, the cynosure of all eyes. Frantic cheering greeted Mr. Low's reference to the war record of the engineer and his mention of the valor displayed by him in the battle of Lookout Mountain, where the Color Sergeant of his regiment was killed, and Buck, then a Sergeant, took the colors from the hands of his dying comrade and carried them to the end of the day. He also paid his respects to the memory of the thirty-one men who lost their lives during the work on the bridge, saying that "by their sacrifice they had consecrated the structure, as it were, not only in the esteem, but also to the service of their fellowmen."

"Standing here, at such a time and on such an occasion," he said, in conclusion, "one strives in vain to picture to himself the future of the City of New York. Already it is a city wonderful in its resources, wonderful in its achievements, and still more wonderful in its possibilities. With this new access of opportunity and this new sense of power, there has come into our civic life a new sense of beauty and a new scale of grandeur. The city that is to be twenty years hence is likely to surpass the city that we know, in beauty and in impressiveness, as much as the city of the Williamsburg Bridge surpasses the city of the Brooklyn Bridge of twenty years ago."

At this moment the salute marking the formal opening of the bridge was fired. The crowd cheered uproariously and their cheers mingled with the music of the bands heading a detachment of the merchants' parade with which the day was celebrated in Brooklyn, and which was just then drawing near.

Borough President Swanstrom of Brooklyn, who spoke briefly, followed Mayor Low, and reminded those present that the opening of the new bridge was an event so unusual in this city that it had occurred but once before since Columbus discovered America.

President Cantor of the Borough of Manhattan spoke at greater length than any of the speakers. He said, among other things, that the erection of the new bridge had already had a beneficial effect upon the population of the east side, and ventured the prediction that ultimately it would prove the means of shifting a great portion of the population of the congested districts in that part of the city to better and more healthful homes elsewhere.

In concluding, Mr. Cantor remarked that Rome was not built in one day, nor could New York even in these modern times be built up in a day.

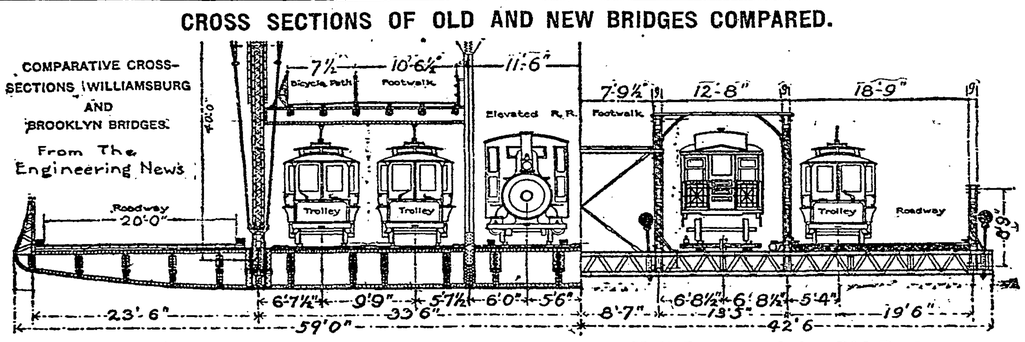
"President Cantor is probably having his experience with the transparent street signs in mind," whispered Commissioner Greene to his neighbor in a stage whisper.

The greatest reception given any of the speakers came to the share of Senator McCarren, who introduced the bill for the construction of the new bridge. He delivered a brief address.

The official ceremonies were concluded with the singing of "The Star-Spangled Banner" by all present, and the benediction pronounced by the Rev. Father Lavelle of St. Patrick's Cathedral. Mayor Low and the official guests from Manhattan were then taken in charge by the Brooklyn delegation and escorted to the Hanover Club, where they were entertained at luncheon. It was an informal affair, and there were no speeches.

Eight thousand men, belonging to sixty different organizations, took part in the business men's parade with which the day was celebrated in Brooklyn. The parade formed at Broadway and Rockaway Avenue shortly after noon. Led by Col. Edward E. Britton and to the music of numerous bands, it marched through streets lined with cheering spectators, passed the bridge entrance, where it met a rousing demonstration, and from there to the Hanover Club, where the reviewing stand had been erected. Because of the many duties of the day it was impossible for Mayor Low and other city officials to review the paraders.

CROSS SECTIONS OF OLD AND NEW BRIDGES COMPARED.



Half Section of the New Bridge. **Half Section of the Old Bridge.**

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