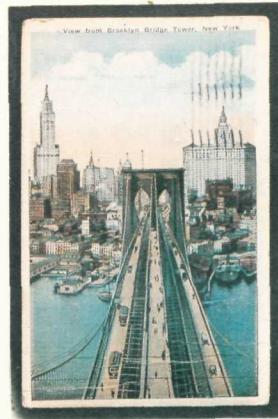


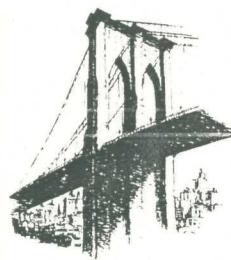
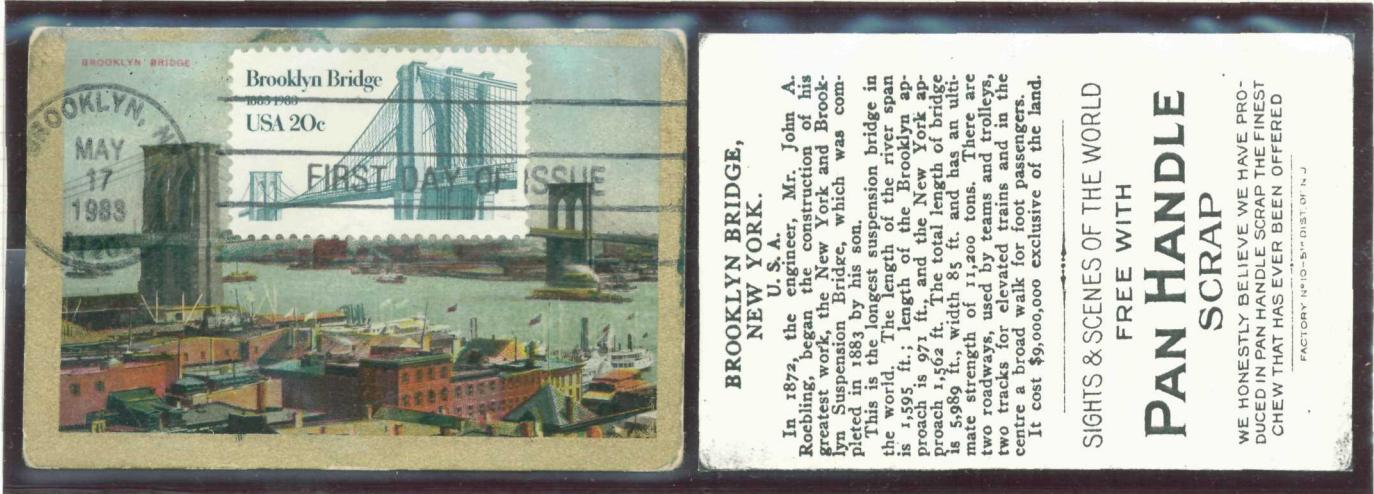
1883 BROOKLYN BRIDGE CENTENNIAL 1983



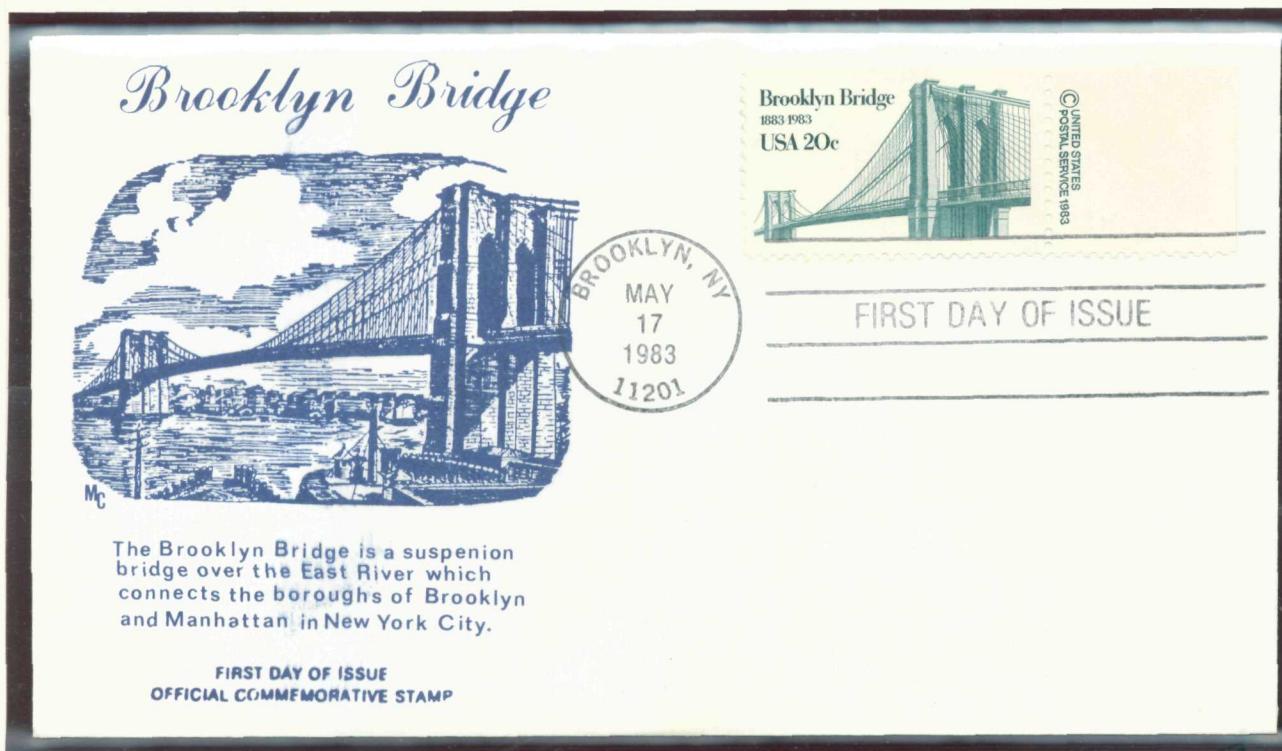
*Labels issued for
Third Annual Stamp
Exhibition-
Brooklyn NY 1934*



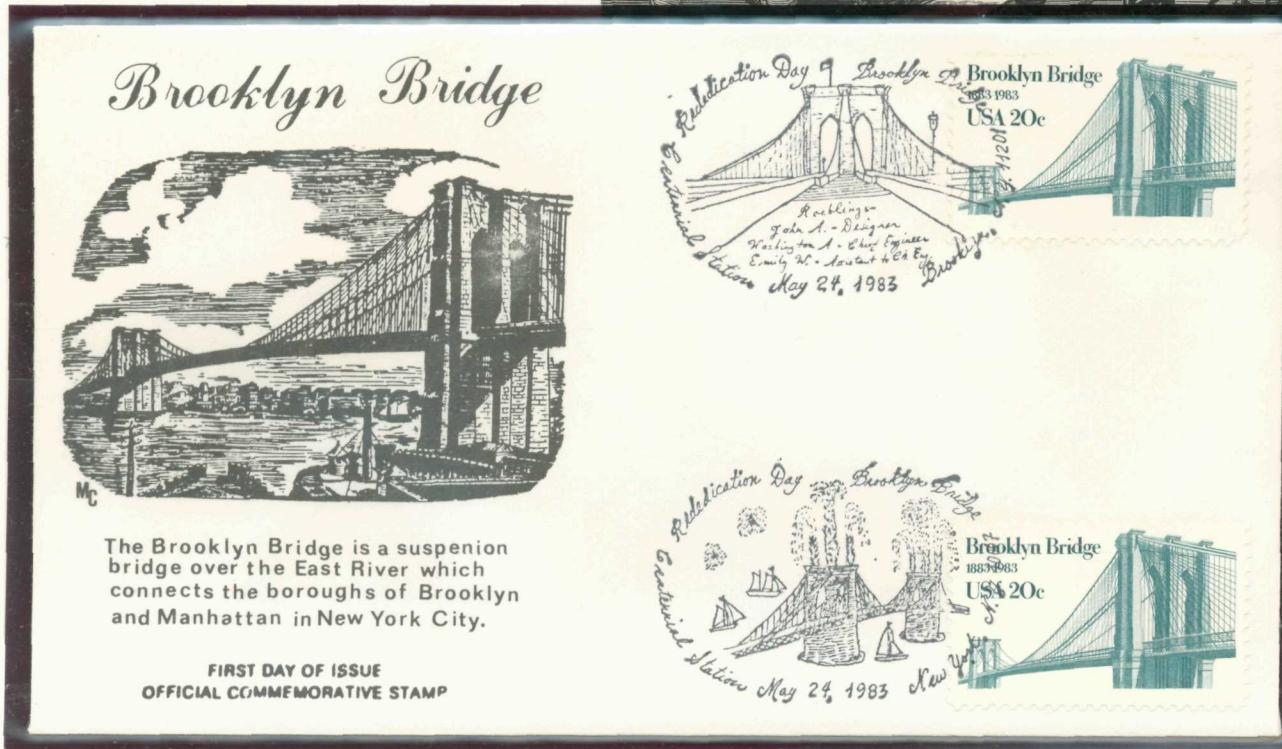
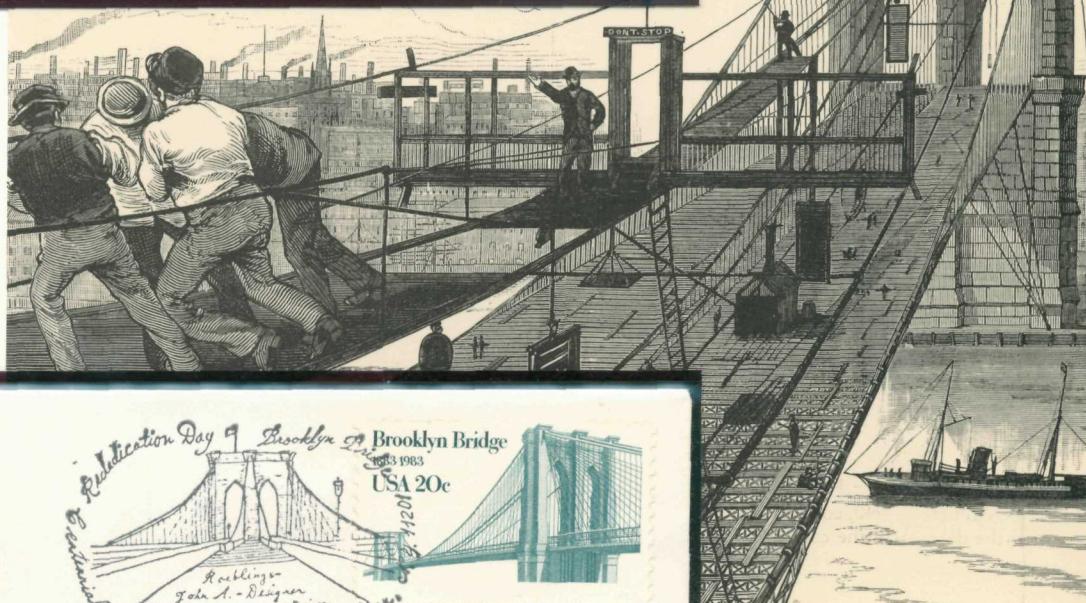
1883 BROOKLYN BRIDGE CENTENNIAL 1983



1883 BROOKLYN BRIDGE CENTENNIAL 1983

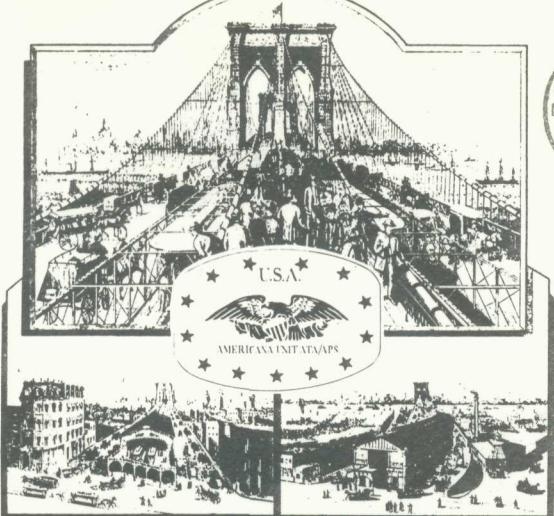


Removal of temporary
footbridge after erection
of floorbeams - 1882

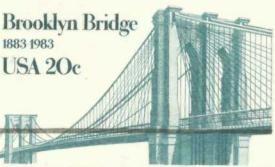


1883 BROOKLYN BRIDGE CENTENNIAL 1983

*Man's Magnificent Achievement:
Grace & Grandeur Span 100 Years*

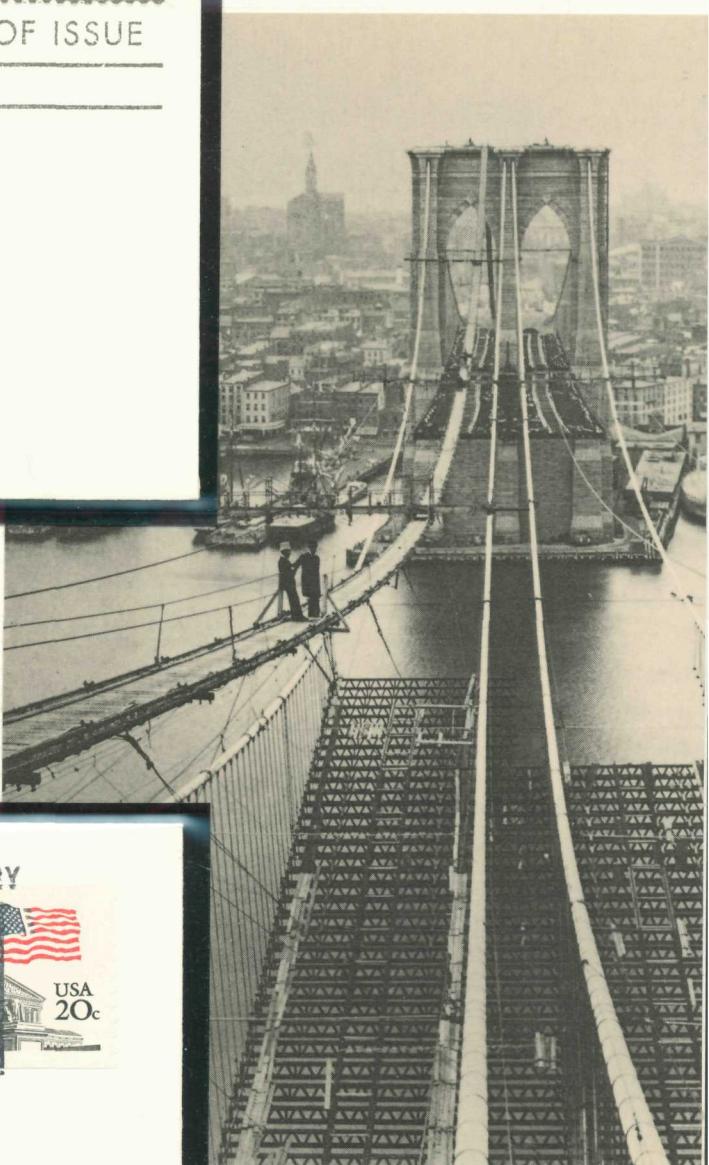


Brooklyn Bridge
1883-1983
USA 20c

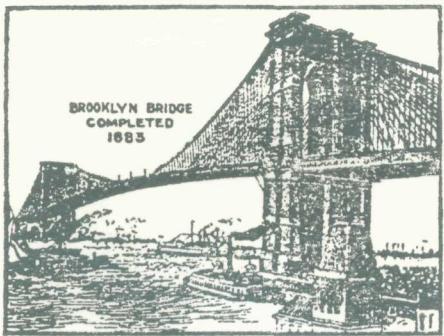


FIRST DAY OF ISSUE

Visitors on footbridge observing
progress on suspended floor -
1881



100th ANNIVERSARY

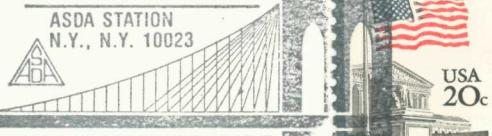


OPENING OF BROOKLYN BRIDGE
NEW YORK CITY, N. Y.
MAY 24, 1883

NO. 9-HACKER CACHETS
50TH ANNIVERSARY SERIES



INTERPEX 25th ANNIVERSARY
NEW YORK COLISEUM



USA
20c

BROOKLYN BRIDGE
CENTENNIAL CELEBRATION
1883-1983 MAR 10 1983

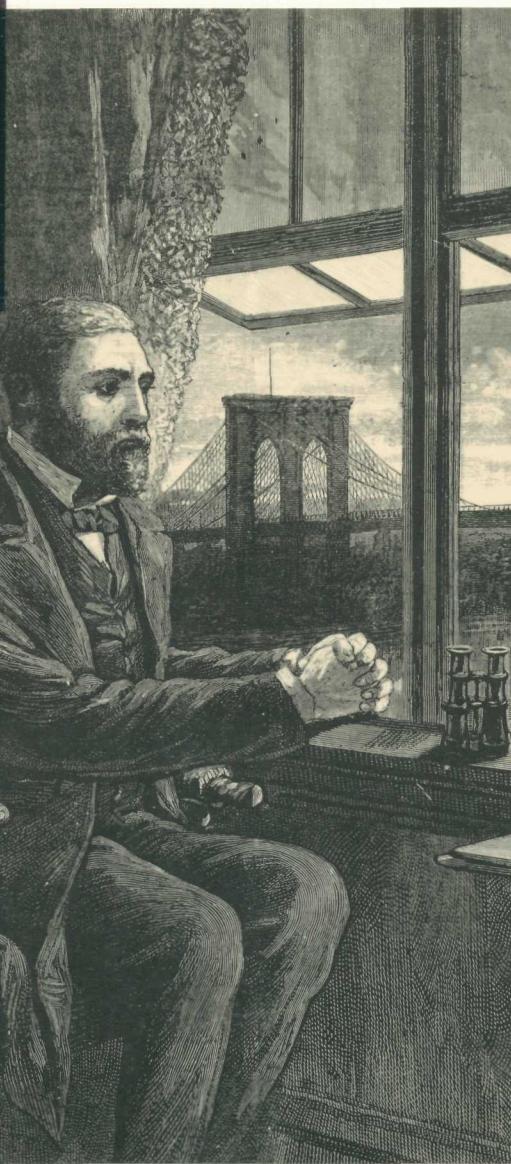
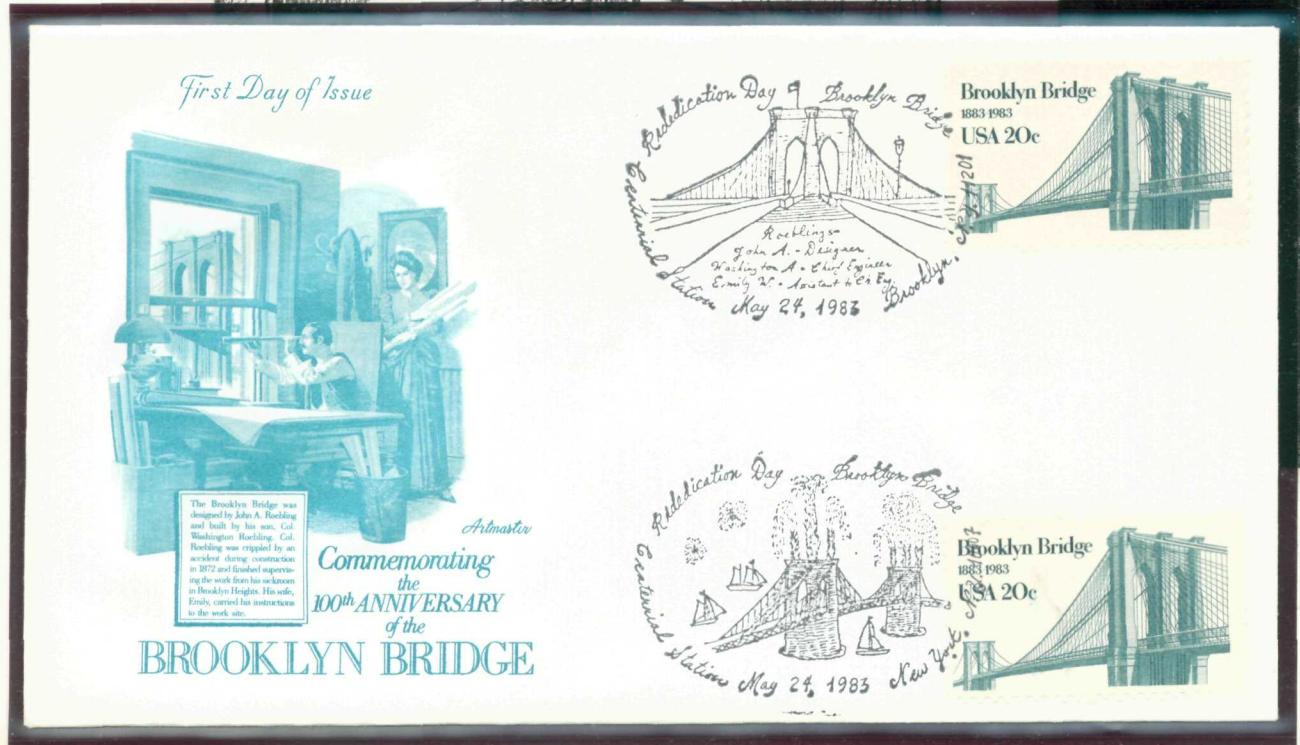
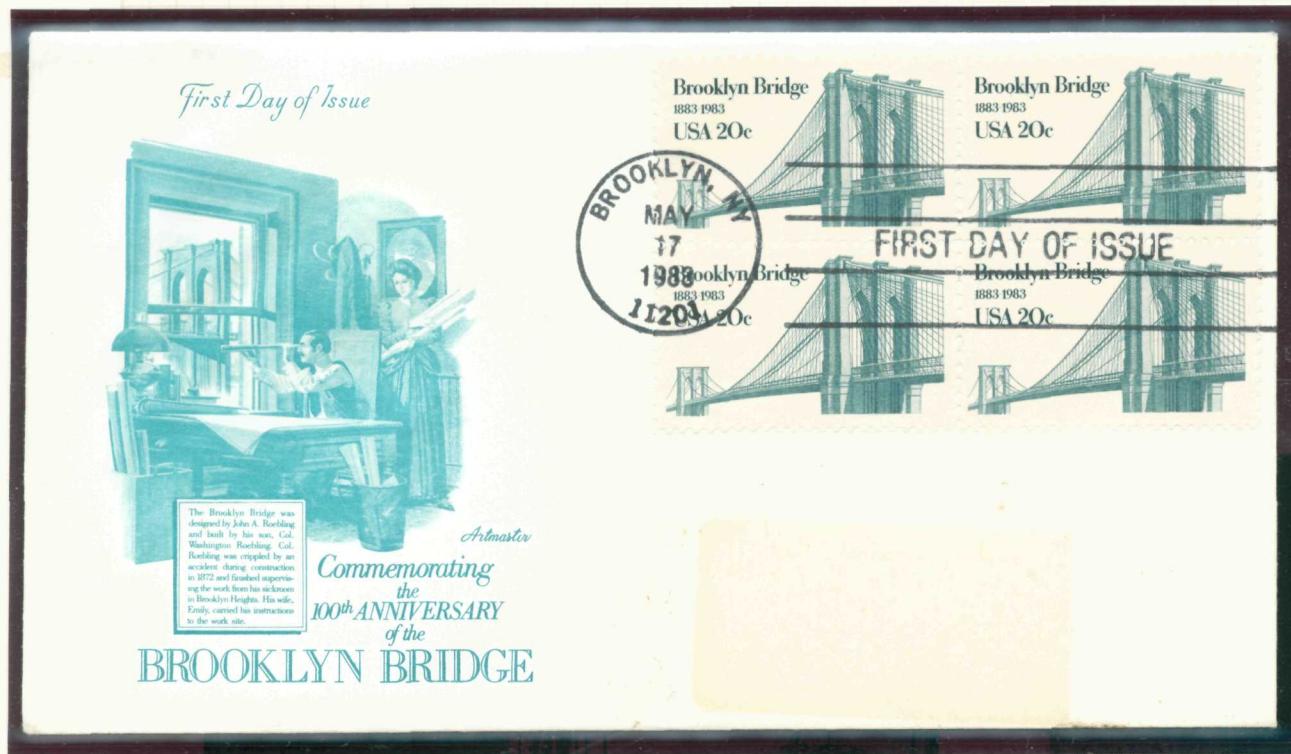
Brooklyn Bridge
1883-1983

USA 20c

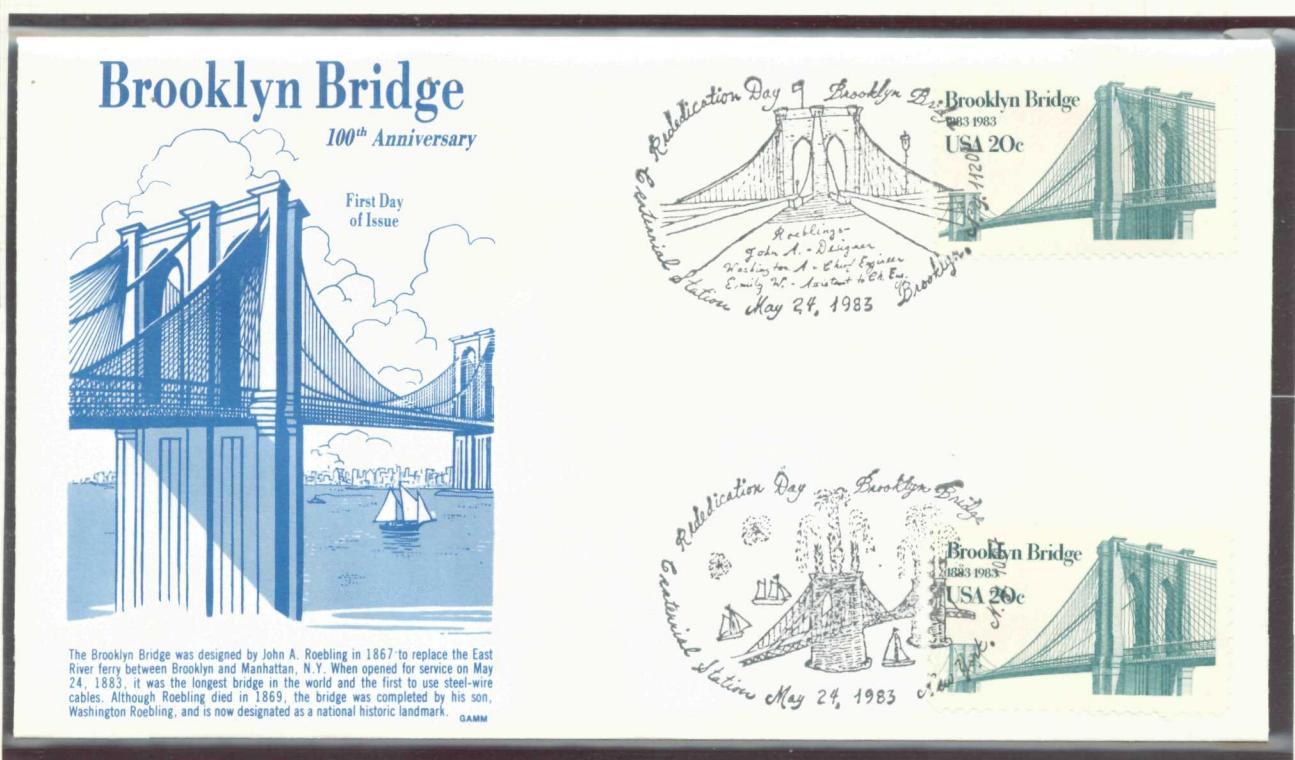
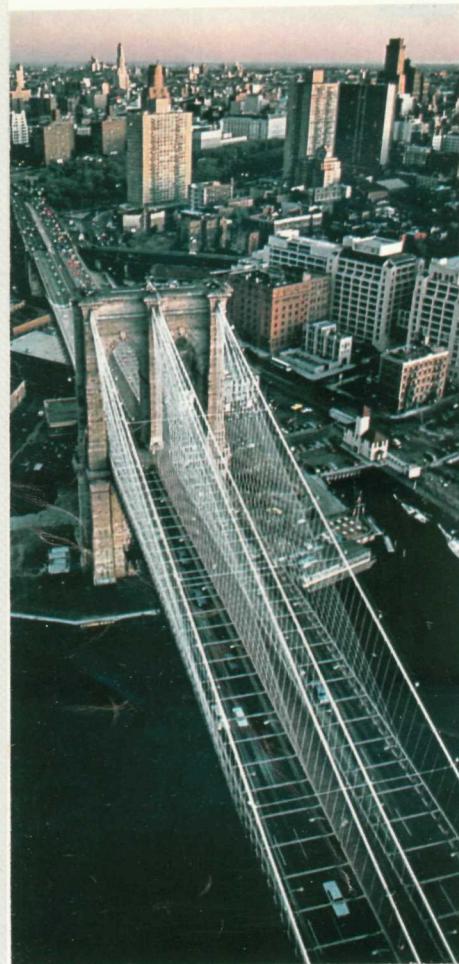
FIRST DAY OF ISSUE



1883 BROOKLYN BRIDGE CENTENNIAL 1983



1883 BROOKLYN BRIDGE CENTENNIAL 1983

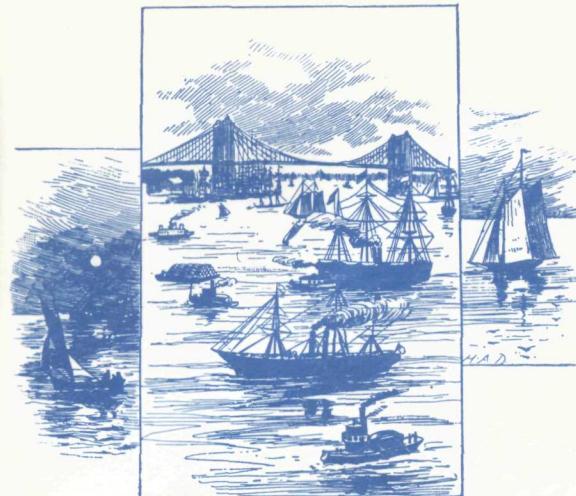


1883 BROOKLYN BRIDGE CENTENNIAL 1983



1883 BROOKLYN BRIDGE CENTENNIAL 1983

BROOKLYN BRIDGE CENTENNIAL

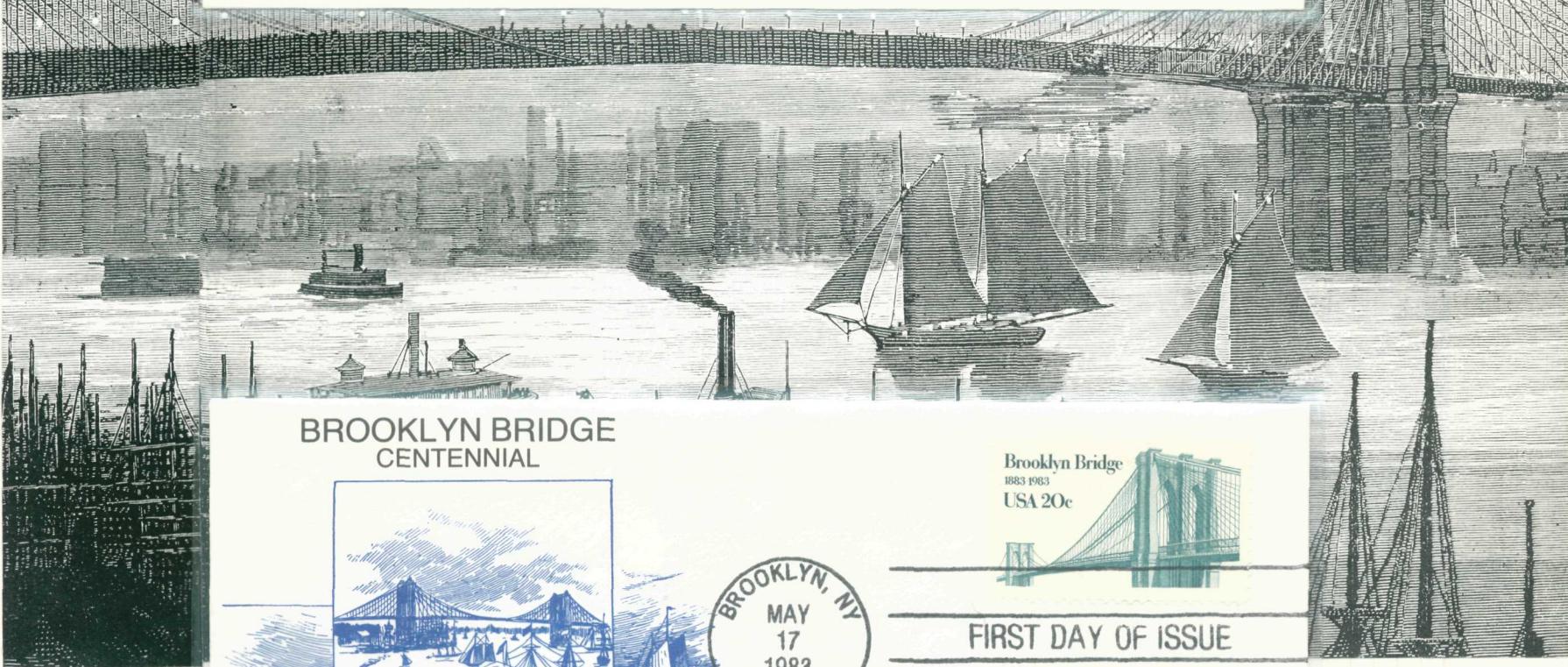


BROOKLYN, NY
MAY
17
1983
11201

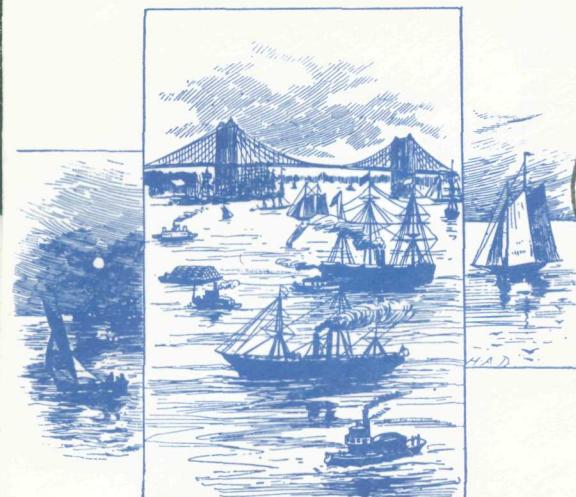
Brooklyn Bridge
1883-1983
USA 20c

FIRST DAY OF ISSUE

Designed by John A. Roebling and completed in 1883, the bridge spans the East River between lower Manhattan and Brooklyn and is considered one of the finest suspension bridges in the world.



BROOKLYN BRIDGE CENTENNIAL



BROOKLYN, NY
MAY
17
1983
11201

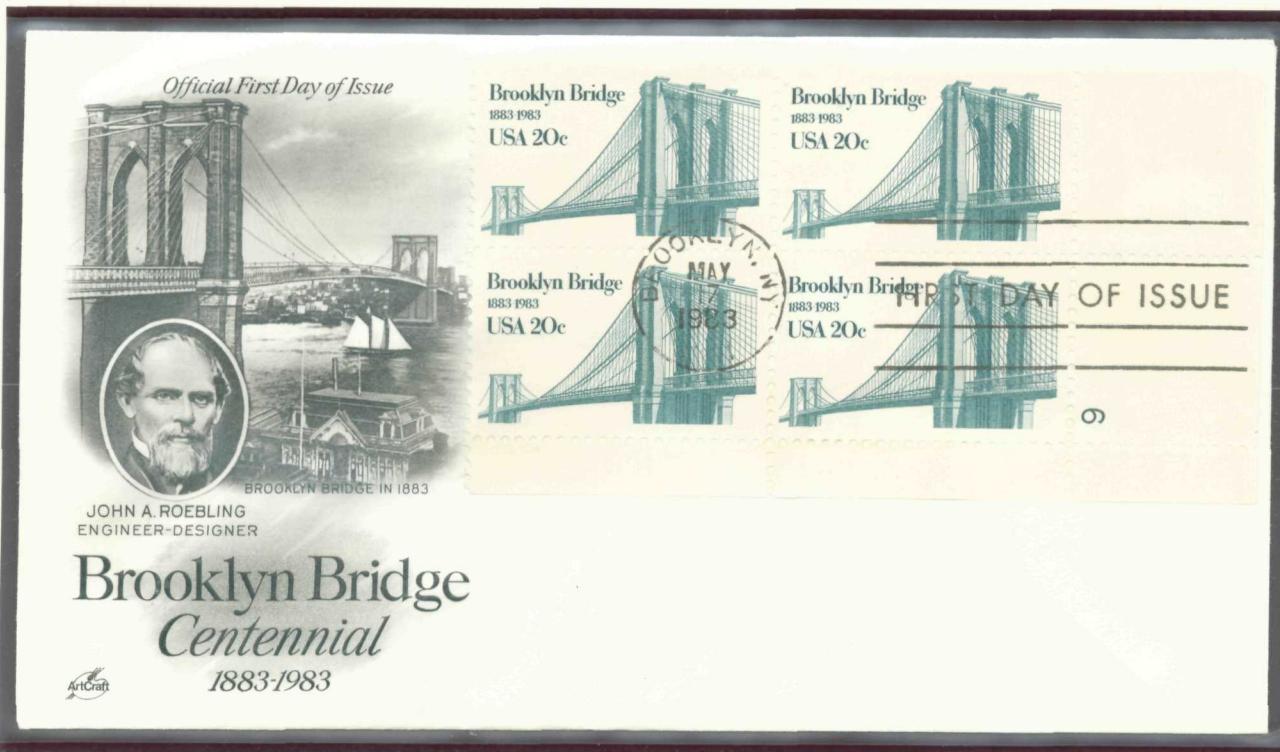
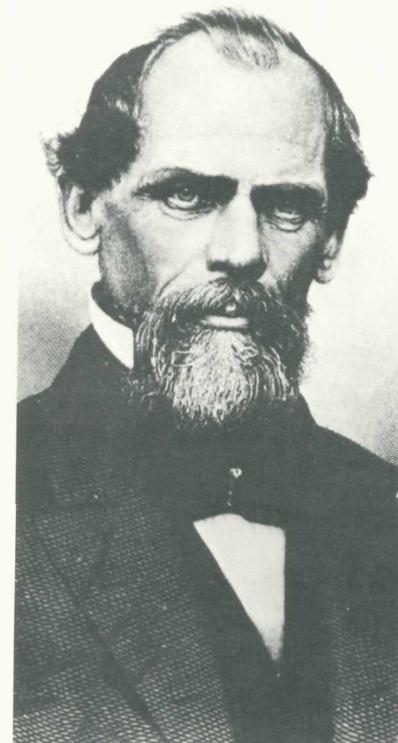
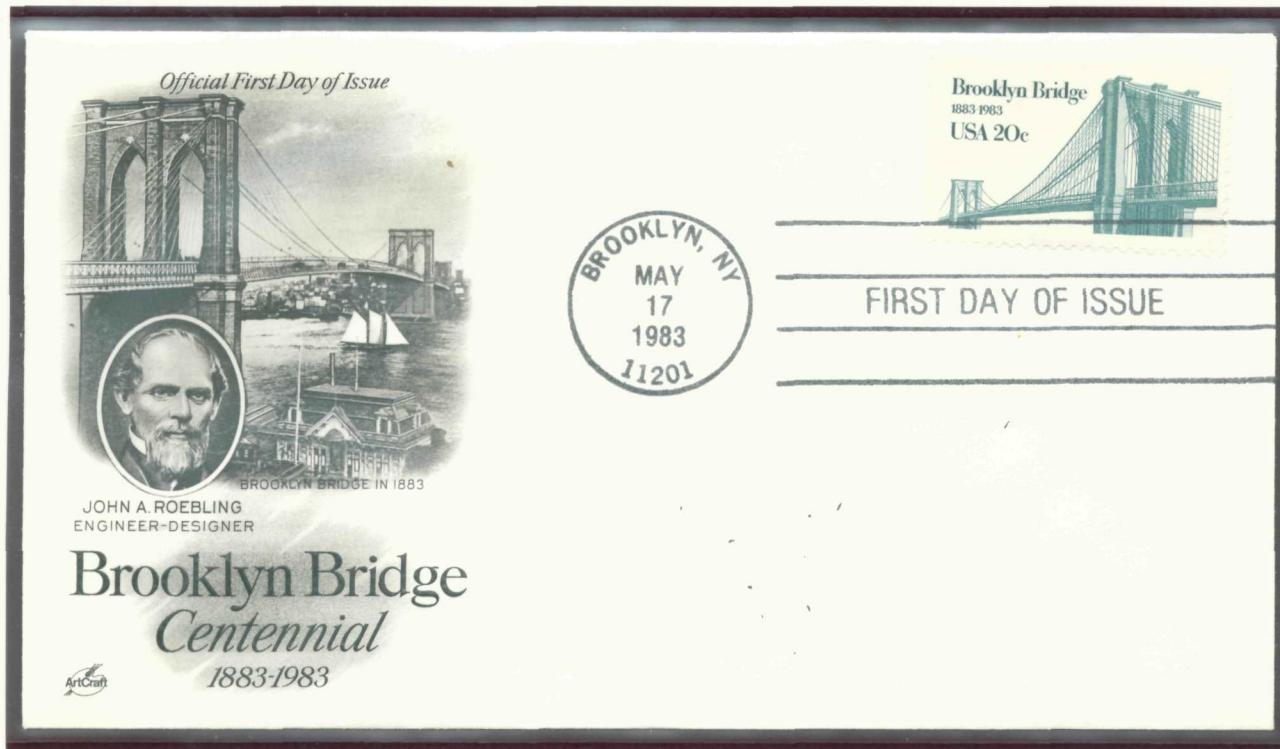
Brooklyn Bridge
1883-1983
USA 20c

FIRST DAY OF ISSUE

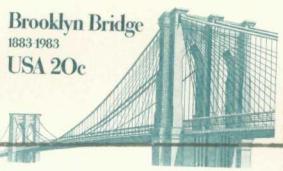


Designed by John A. Roebling and completed in 1883, the bridge spans the East River between lower Manhattan and Brooklyn and is considered one of the finest suspension bridges in the world.

1883 BROOKLYN BRIDGE CENTENNIAL 1983

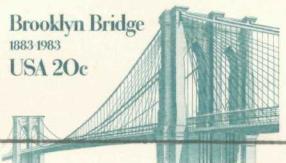
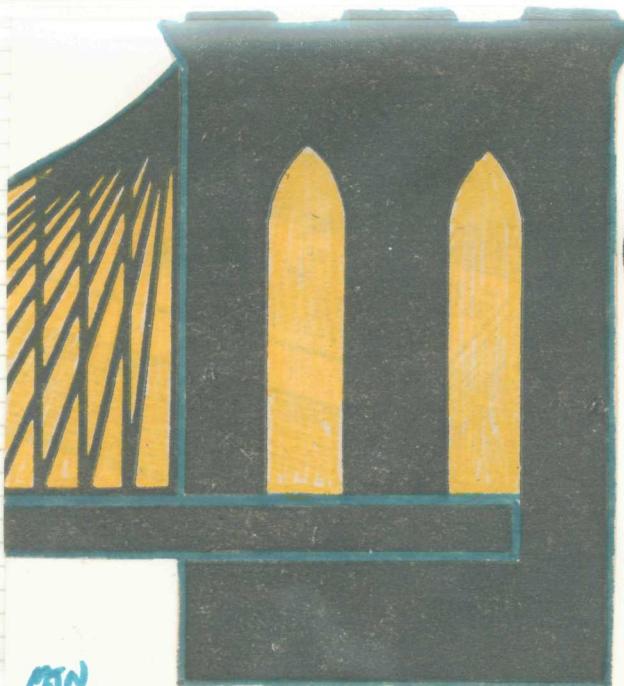


Anonymous
John Augustus Roebling circa 1866
(detail)
Silver gelatin print
Collection: The Brooklyn Museum,
New York

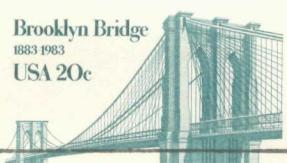
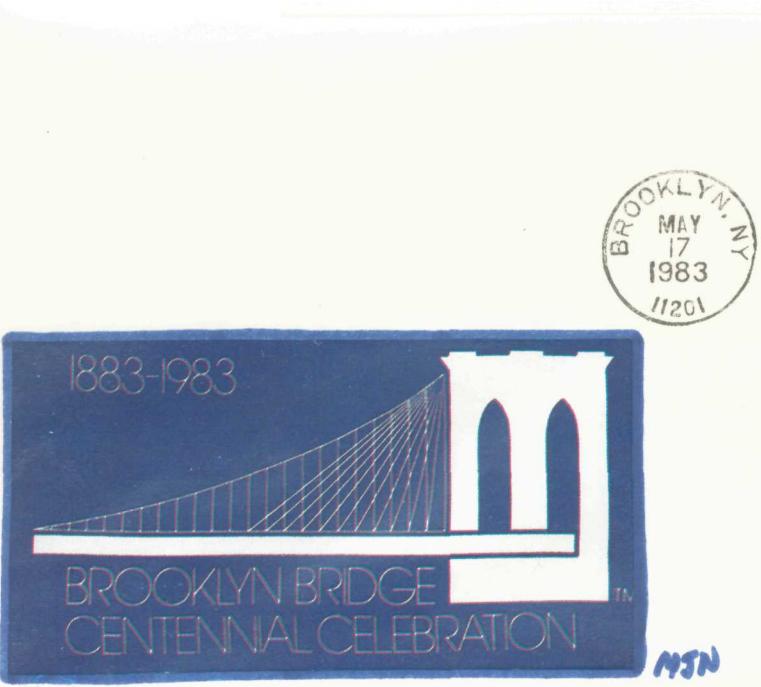


BROOKLYN BRIDGE
CENTENNIAL
1883-1983

FIRST DAY OF ISSUE



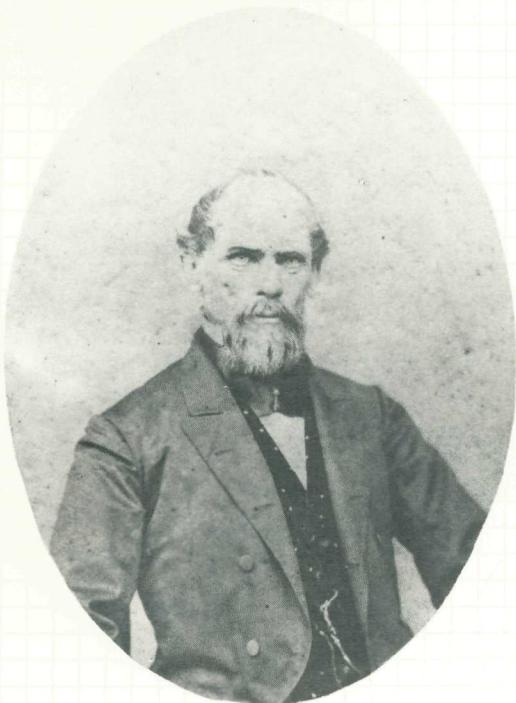
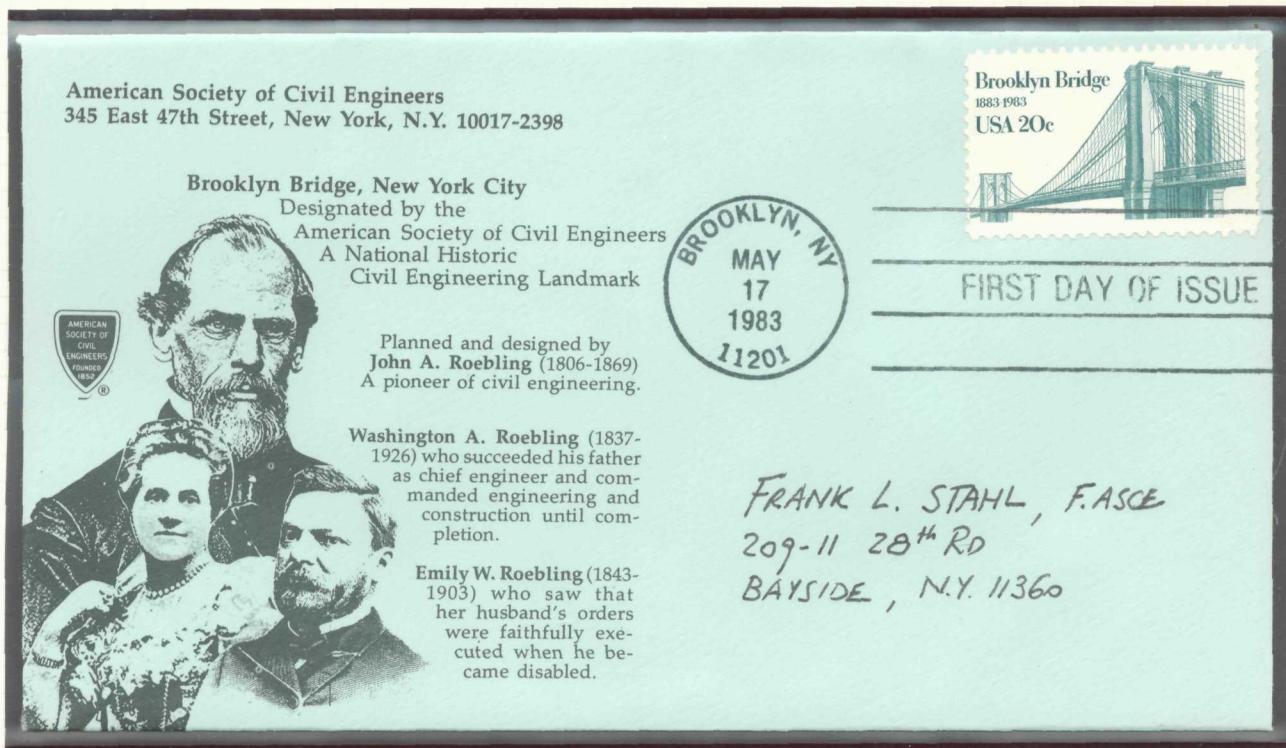
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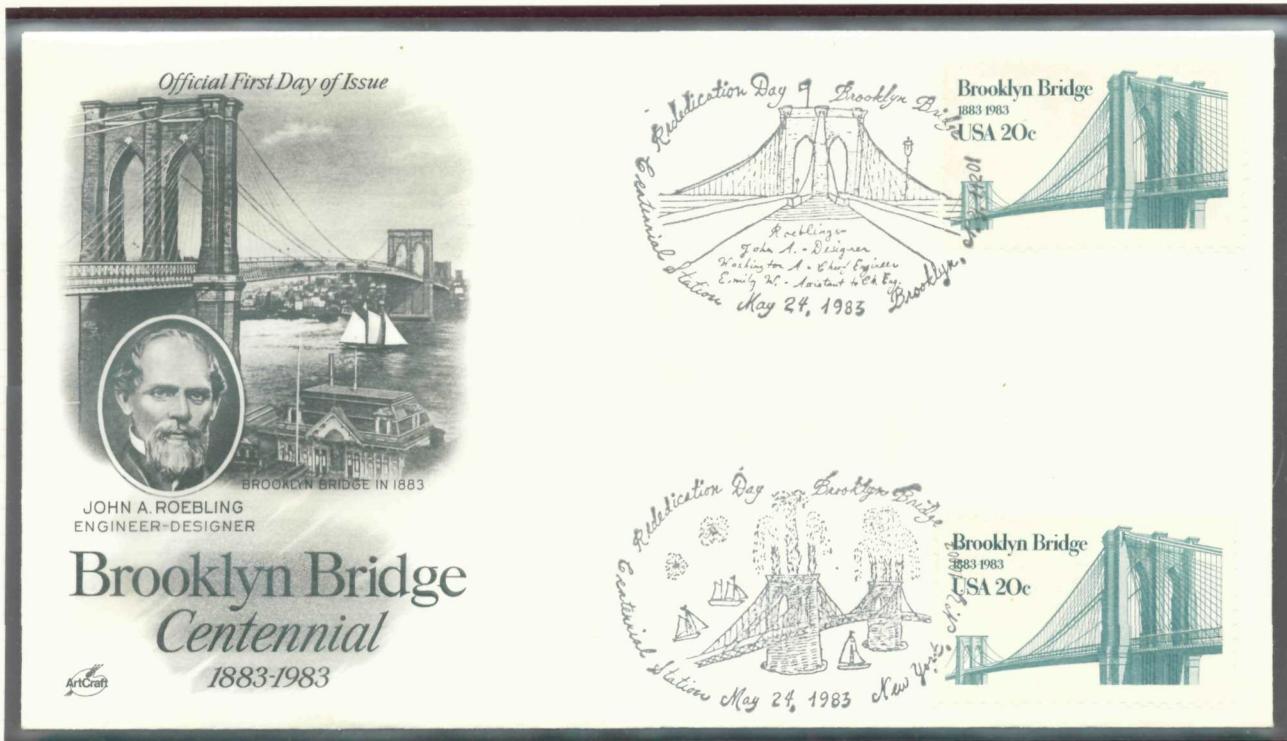
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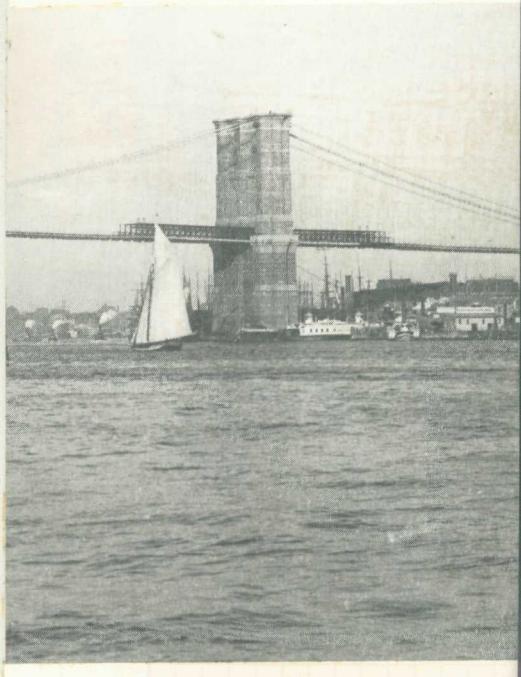


1883 BROOKLYN BRIDGE CENTENNIAL 1983



1883 BROOKLYN BRIDGE CENTENNIAL 1983





1883 - BROOKLYN BRIDGE - 1983

Colorano "Silk" Cachet



Official A.S.D.A. Commemorative Cover
INTERPEX '83



FRANK L. STAHL
209-11 28th ROAD
BAYSIDE NY 11360

1883 - BROOKLYN BRIDGE - 1983

Colorano "Silk" Cachet



Official A.S.D.A. Commemorative Cover
INTERPEX '83



BROOKLYN BRIDGE
CENTENNIAL
1883-1983

FRANK L. STAHL
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BAYSIDE NY 11360

1883 - BROOKLYN BRIDGE - 1983

Colorano "Silk" Cachet



Official A.S.D.A. Commemorative Cover
INTERPEX '83

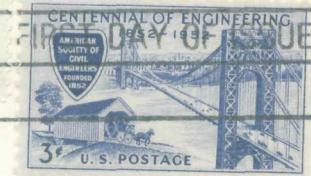
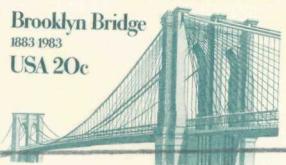


FRANK L. STAHL
209-11 28th ROAD
BAYSIDE NY 11360

Private
cancellation
by
Ammann &
Whitney

1883 - BROOKLYN BRIDGE - 1983

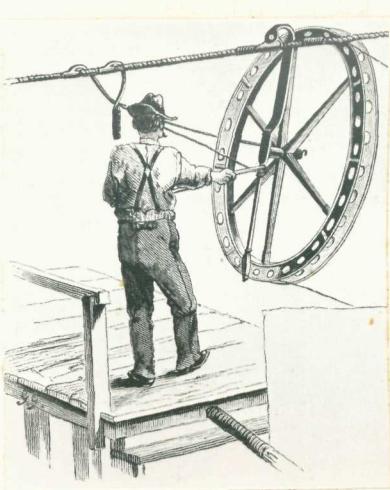
Colorano "Silk" Cachet



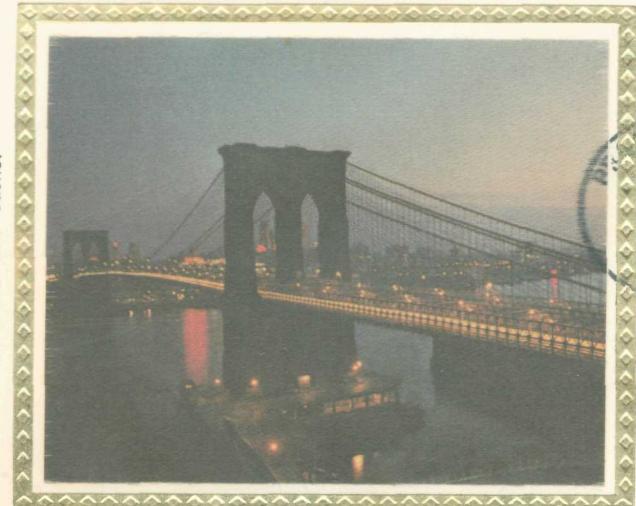
BROOKLYN BRIDGE
CENTENNIAL
1883-1983

Official A.S.D.A. Commemorative Cover
INTERPEX '83

Frank L. Stahl
209-11 28th Road
Bayside, N.Y. 11360



Colorano "Silk" Cachet

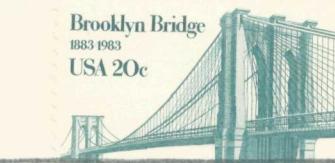


FIRST DAY OF ISSUE

Frank L. Stahl
209-11 28th Road
Bayside, N.Y. 11360

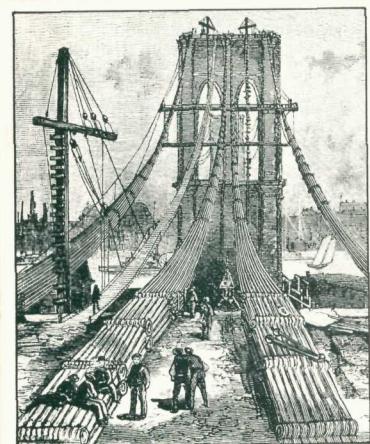
1883 - BROOKLYN BRIDGE - 1983

Colorano "Silk" Cachet



FIRST DAY OF ISSUE

Frank L. Stahl
209-11 28th Road
Bayside, N.Y. 11360



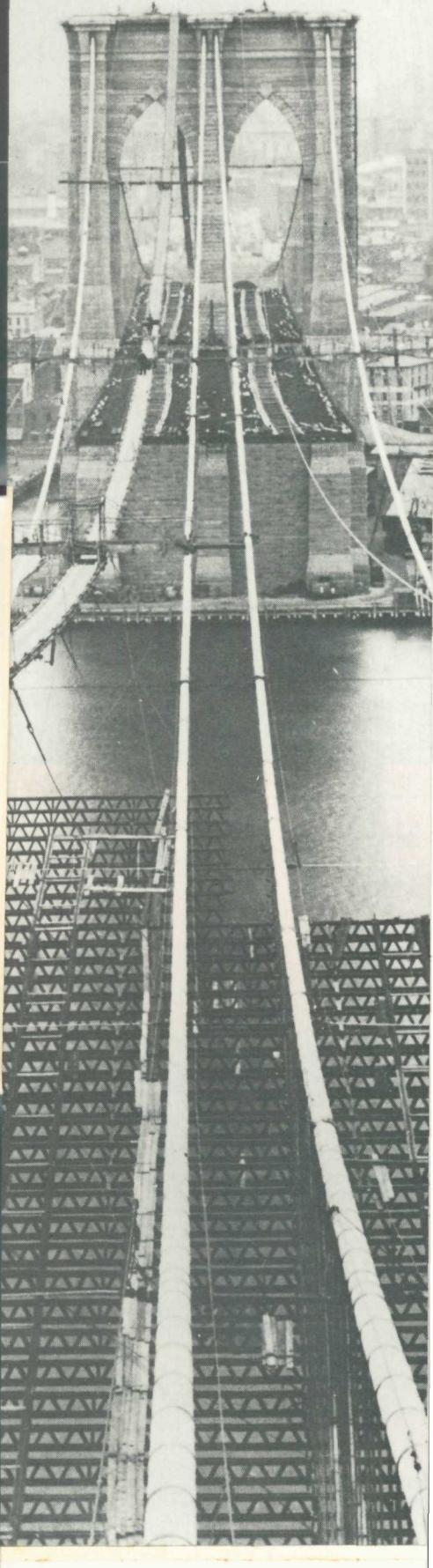
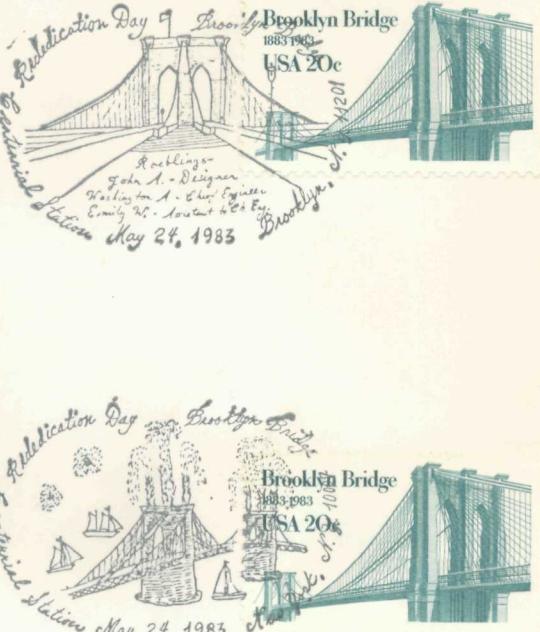
Official A.S.D.A. Commemorative Cover
INTERPEX '83

1883 - BROOKLYN BRIDGE - 1983

Colorano "Silk" Cachet

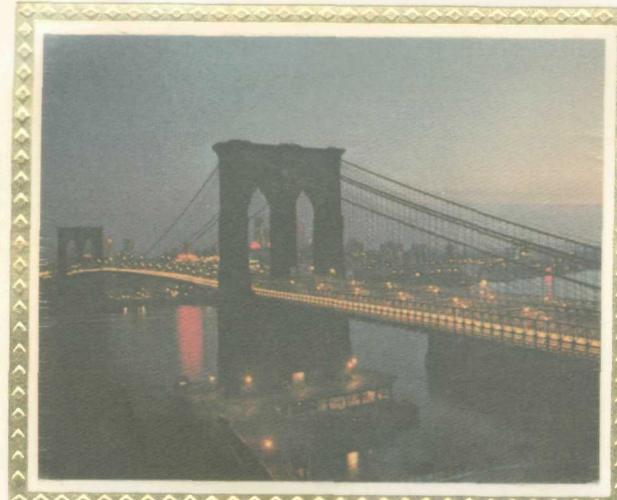


Official A.S.D.A. Commemorative Cover
INTERPEX '83

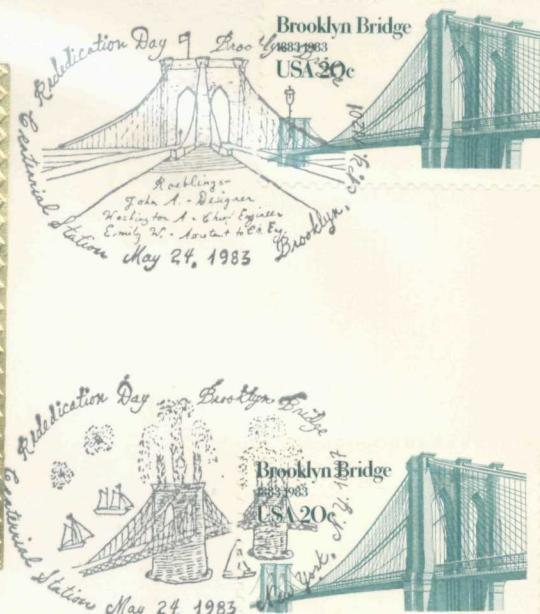


1883 - BROOKLYN BRIDGE - 1983

Colorano "Silk" Cachet



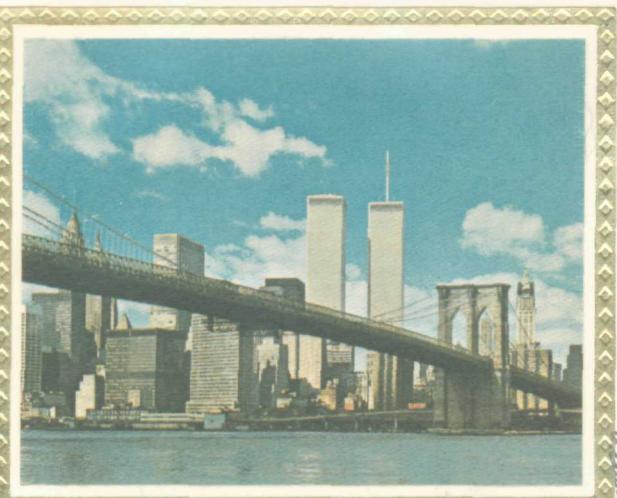
Official A.S.D.A. Commemorative Cover
INTERPEX '83



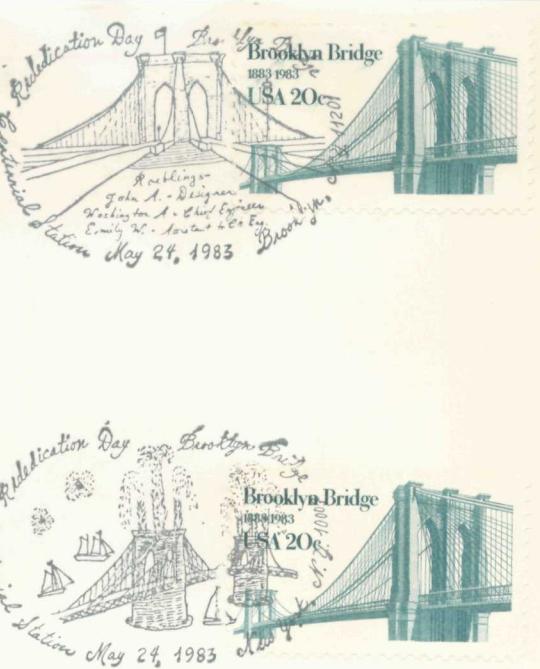
**BROOKLYN BRIDGE
CENTENNIAL
1883-1983**

1883 - BROOKLYN BRIDGE - 1983

Colorano "Silk" Cachet

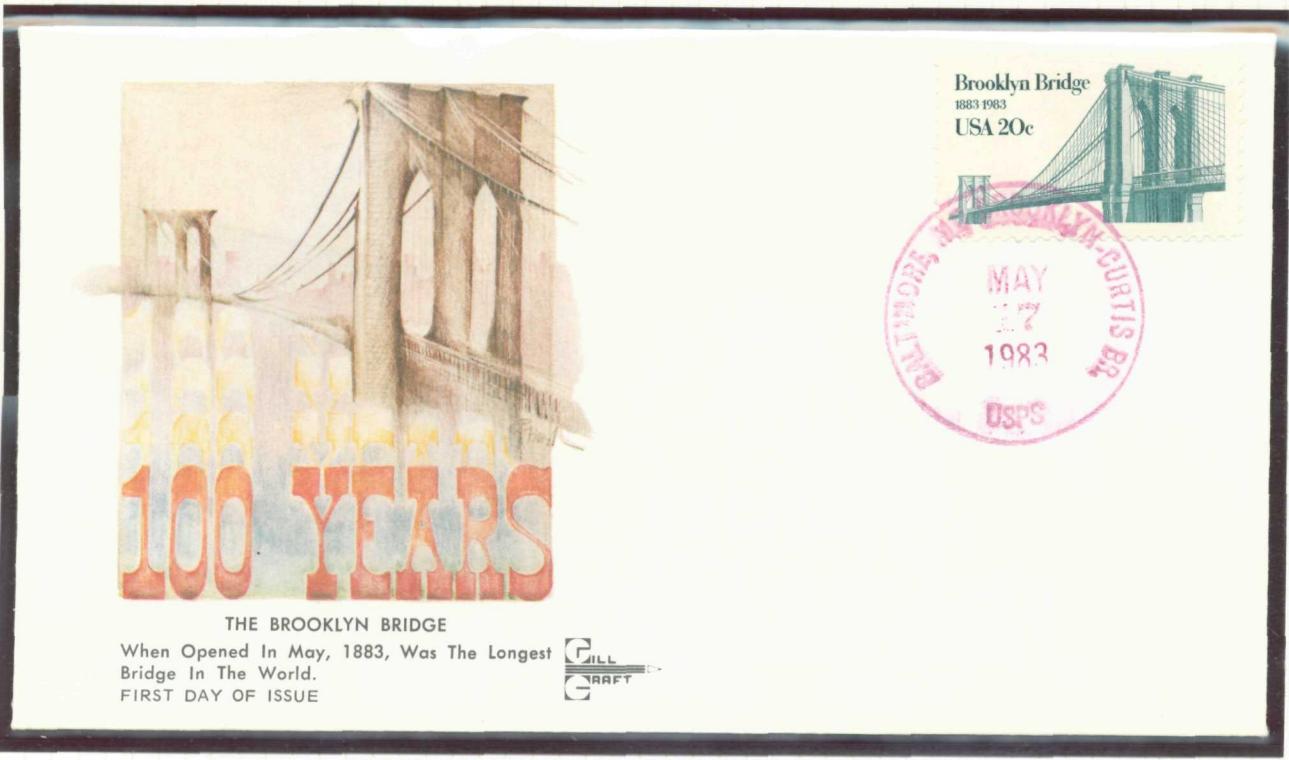
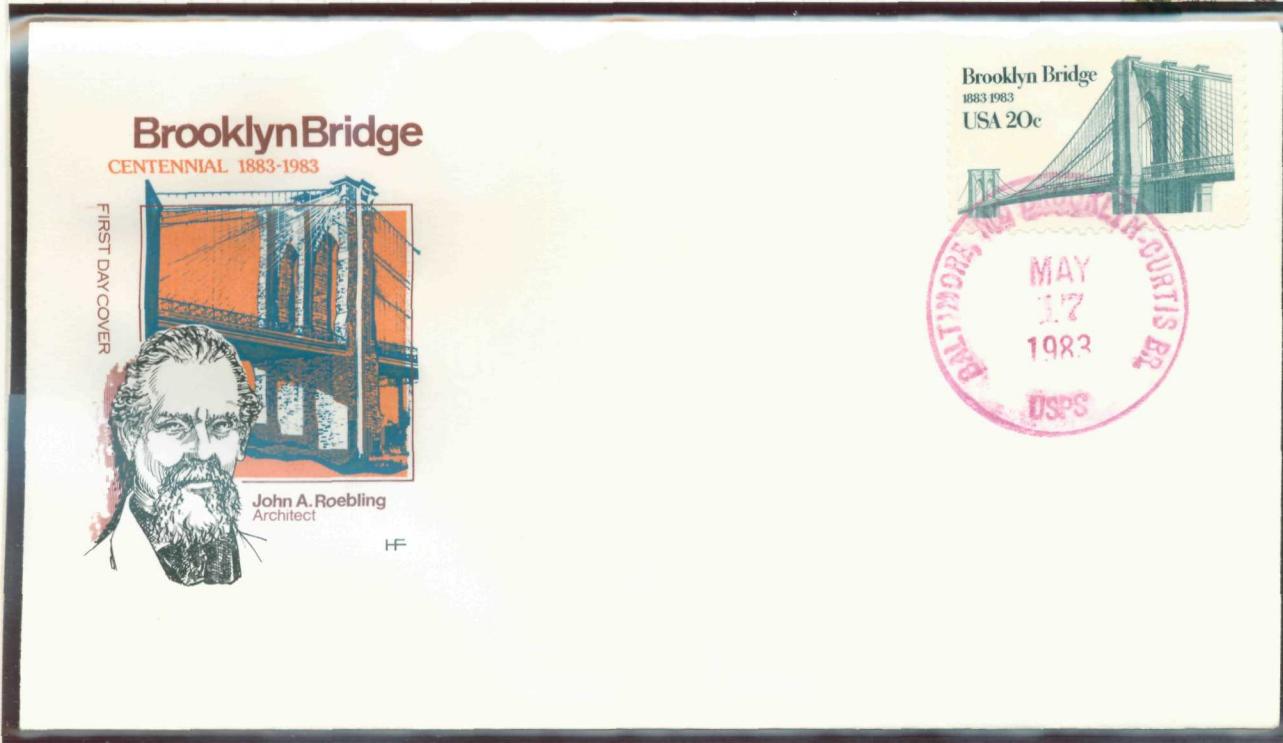
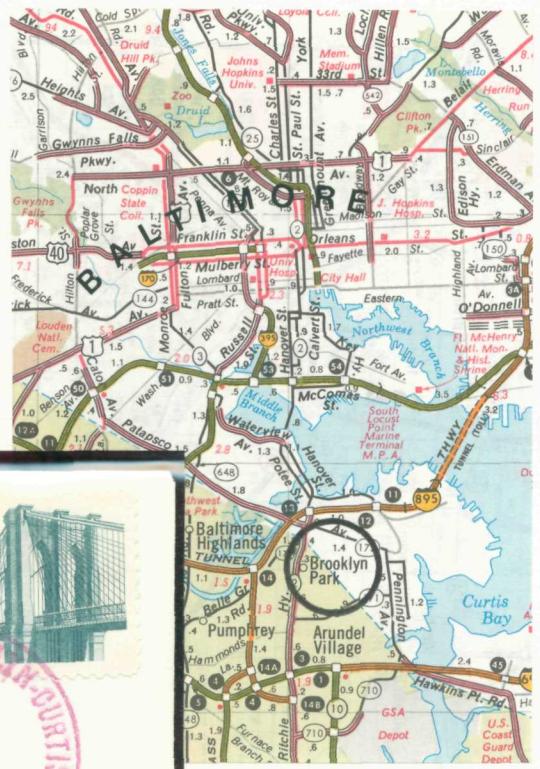


Official A.S.D.A. Commemorative Cover
INTERPEX '83



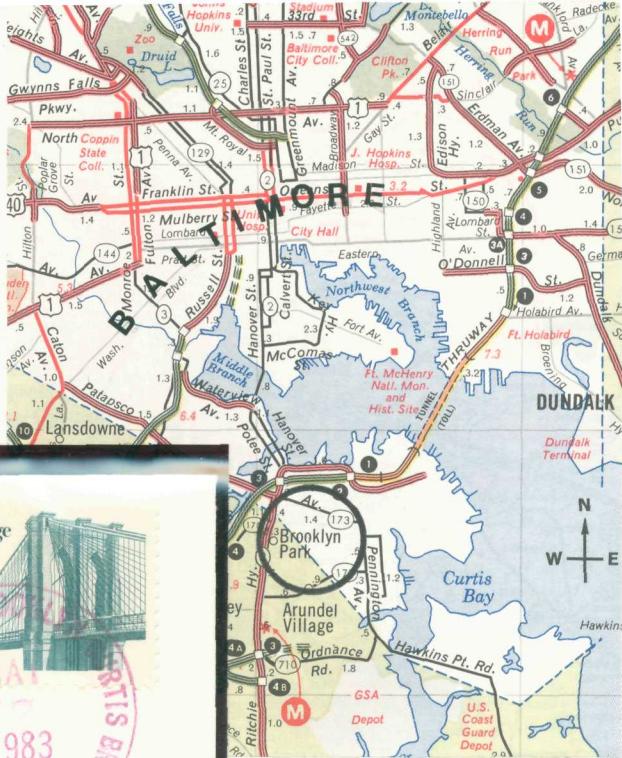
BROOKLYN BRIDGE CENTENNIAL

POST-MARKED BALTIMORE MD
BROOKLYN-CURTIS BR.



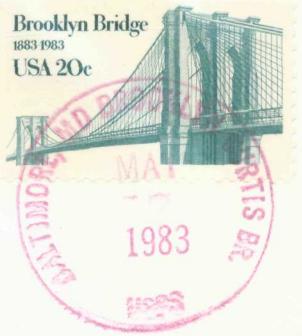
BROOKLYN BRIDGE CENTENNIAL

CANCELLED - BALTIMORE MD
BROOKLYN-CURTIS BR.

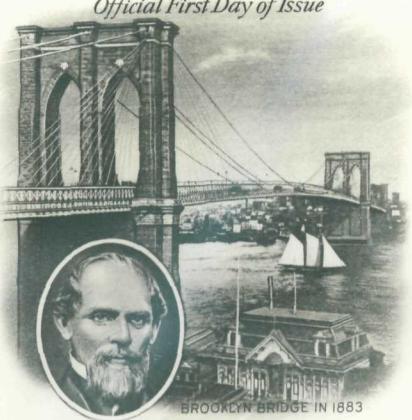


First Day of Issue BROOKLYN BRIDGE 1883-1983

Old etching shows massive yet graceful Brooklyn suspension bridge with central span measuring 1,595 feet from tower to tower, supported by 16-inch steel cables. It cost fifteen million dollars to build and carries trains, vehicles and has paths for pedestrians.



This Stamp Celebrates the Centennial of the Opening of BROOKLYN BRIDGE on May 24, 1883. The Bridge crosses the East River and connects the Boroughs of Manhattan and Brooklyn in New York City. Its Skillful Designer, John August Roebling, died during construction; his invalid Son, Washington Augustus Roebling, a Graduate Engineer, with the assistance of his Wife, Emily, directed the Work to its Completion.



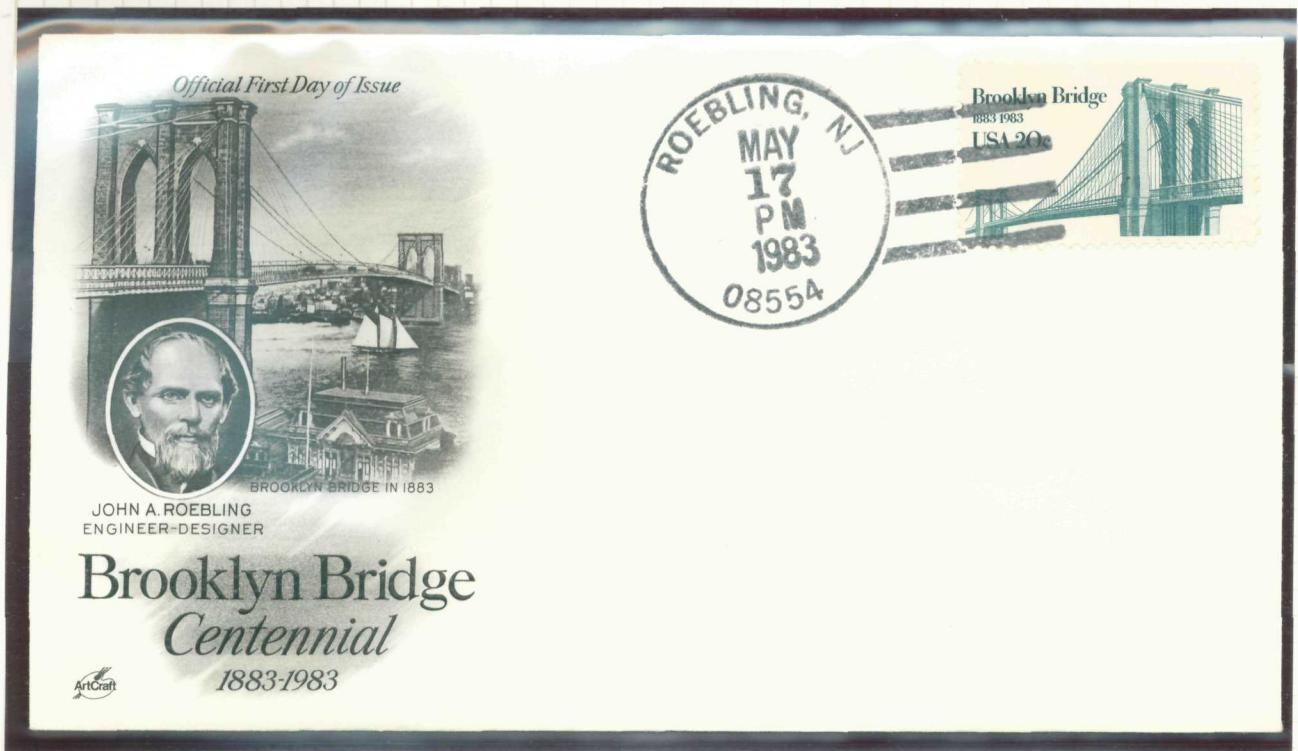
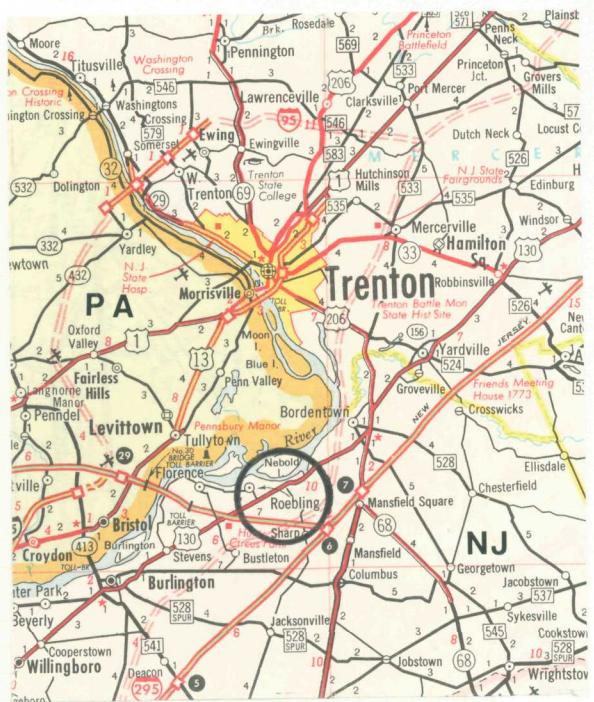
JOHN A. ROEBLING
ENGINEER-DESIGNER

Brooklyn Bridge
Centennial
1883-1983



BROOKLYN BRIDGE CENTENNIAL

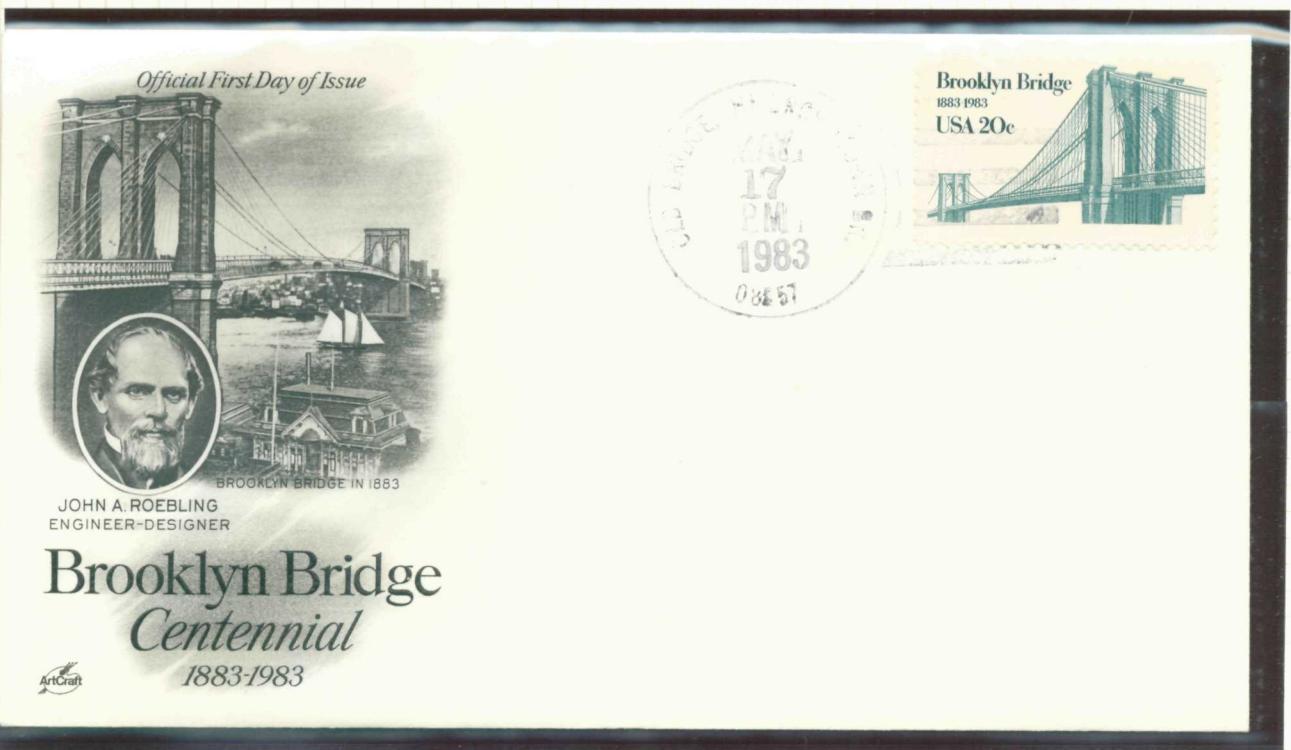
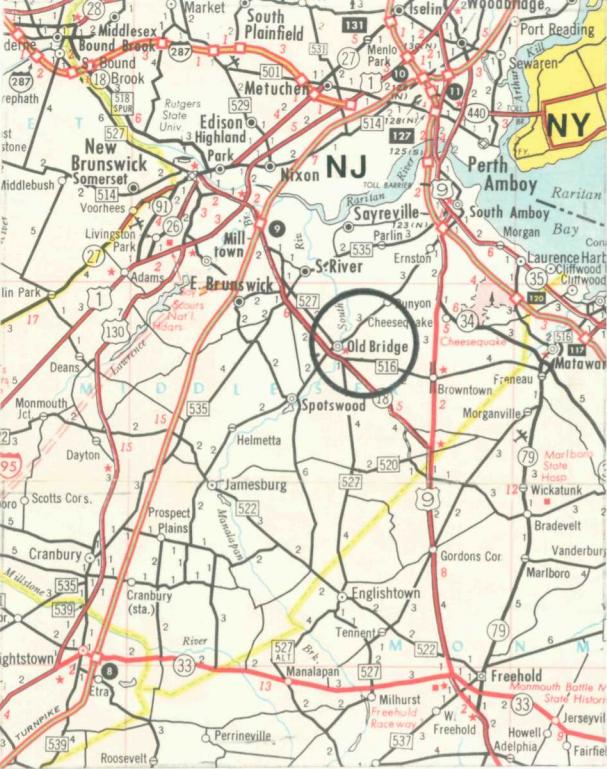
POST-MARKED ROEBLING NJ

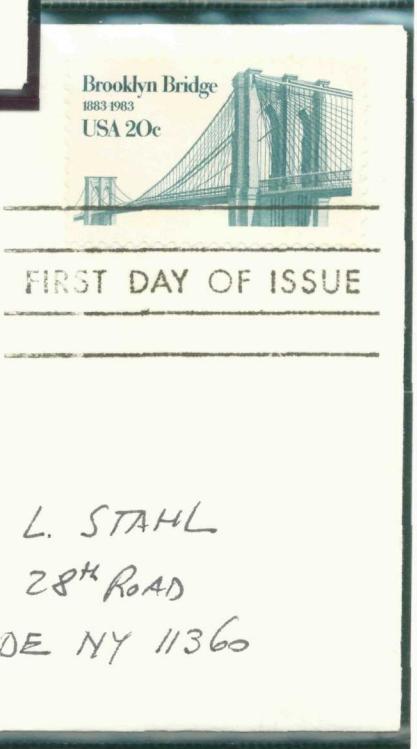
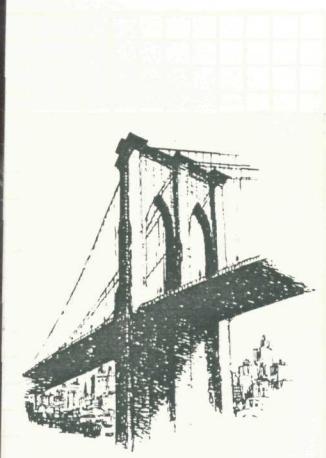
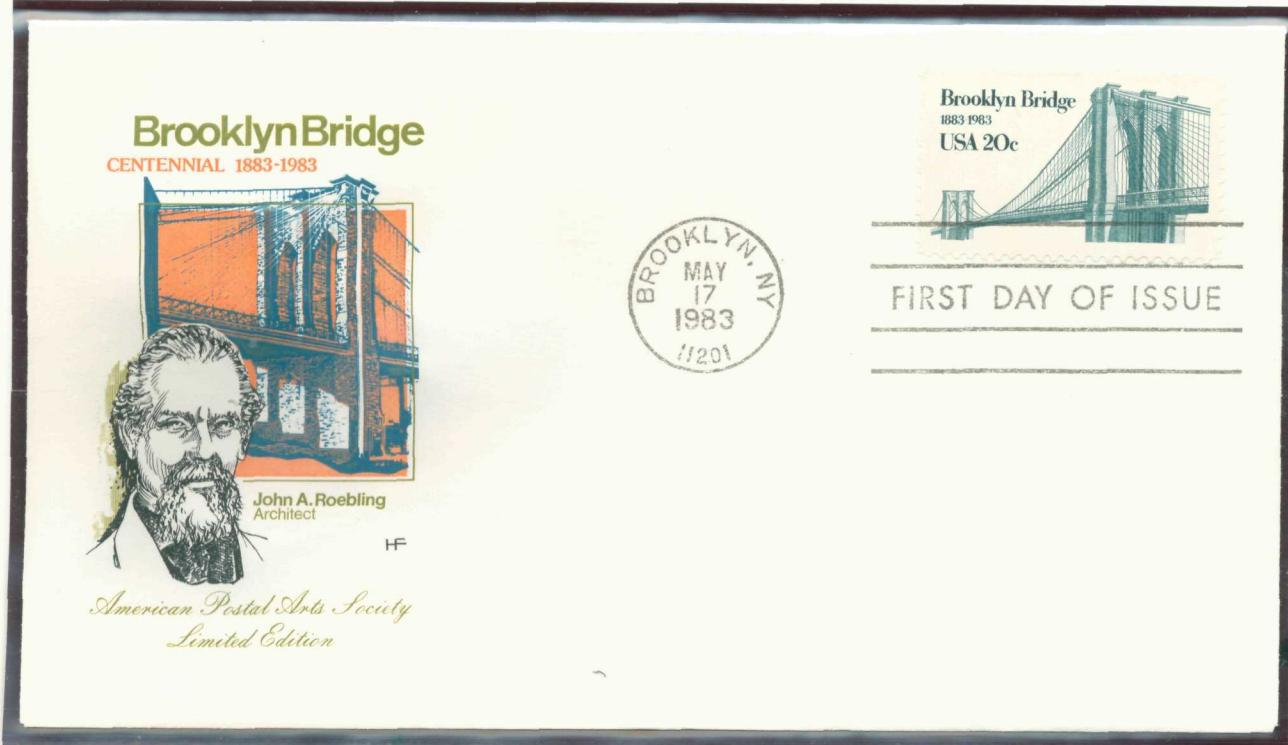


BROOKLYN BRIDGE CENTENNIAL

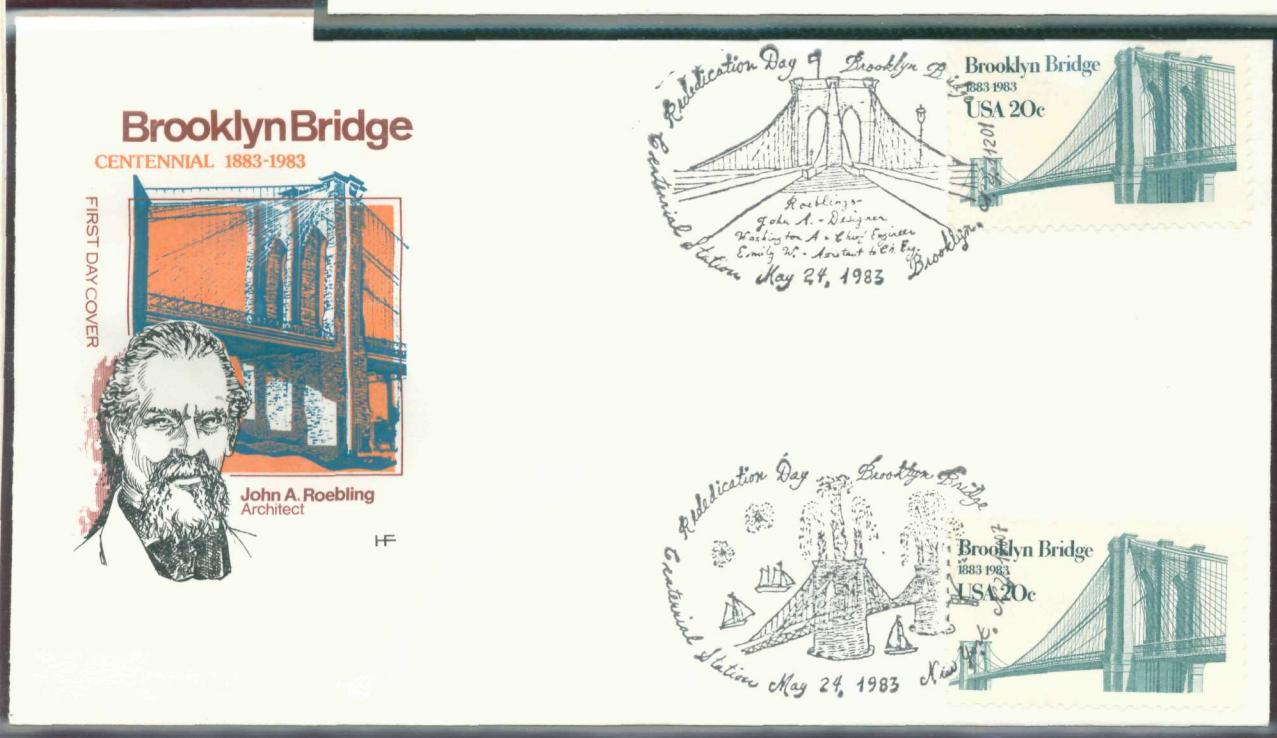
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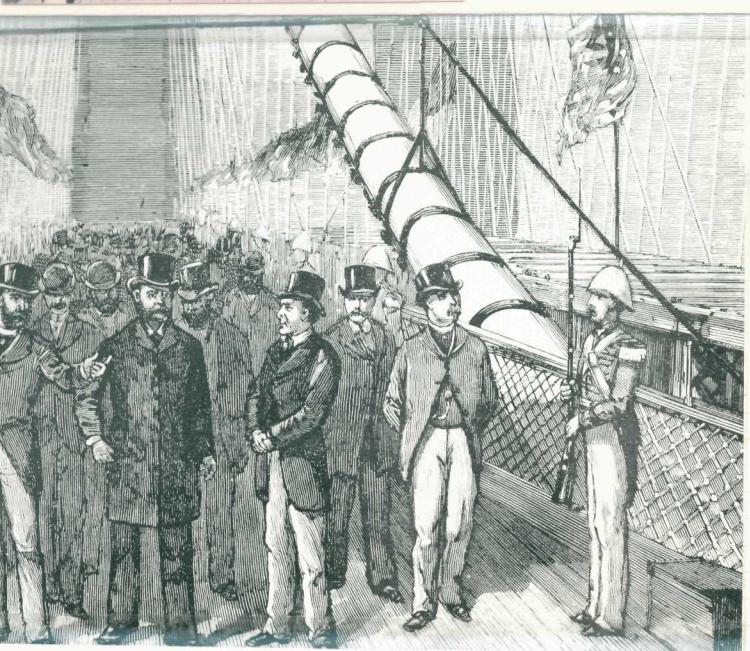
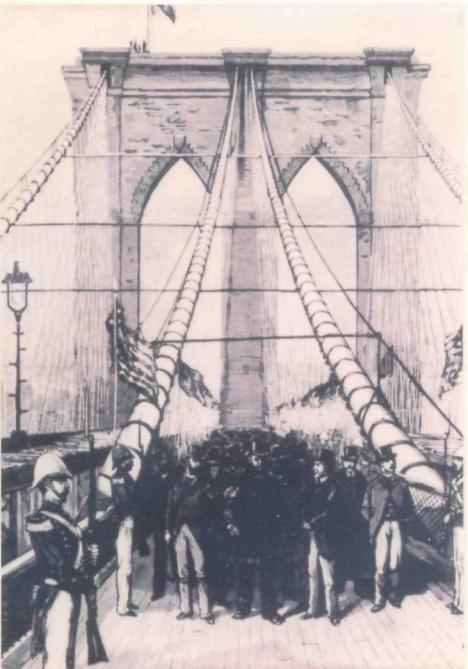
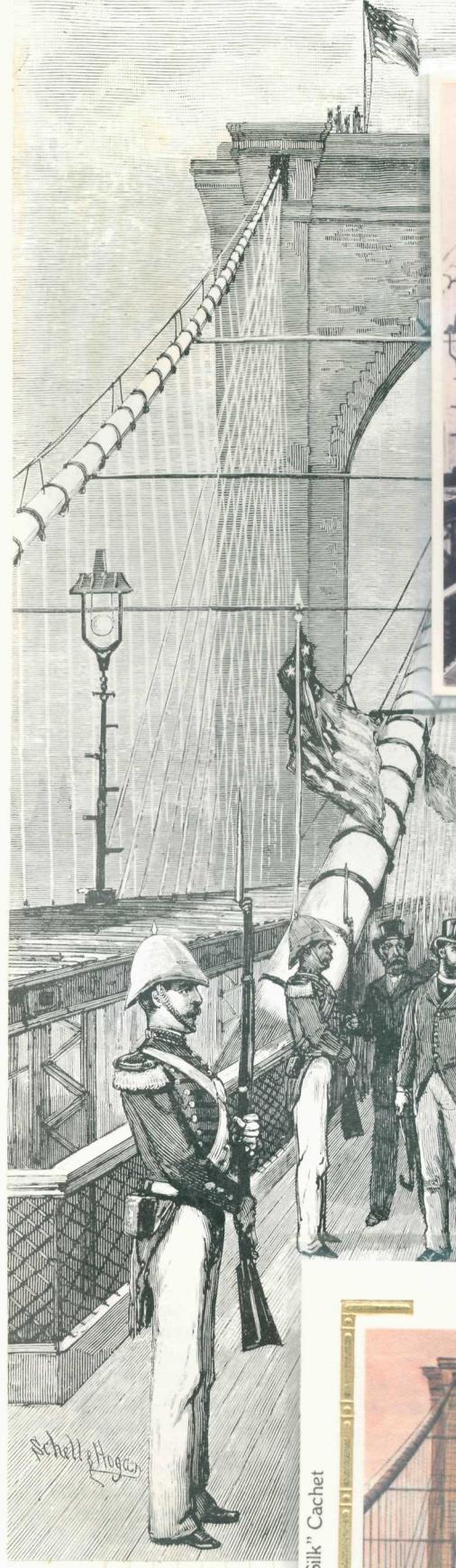
OLD BRIDGE NJ





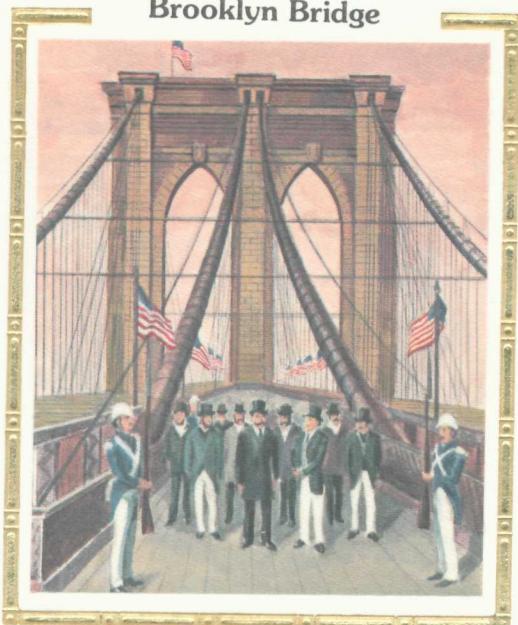
FRANK L. STAHL
209-11 28th ROAD
BAYSIDE NY 11360





Brooklyn Bridge

Colorano "Silk" Cachet



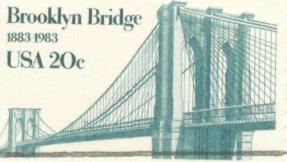
First Day of Issue



Brooklyn Bridge

1883-1983

USA 20c



FIRST DAY OF ISSUE

Mr. Frank L. Stahl
209-11 28th Rd.
Bayside NY 11360

PRESIDENT
CHESTER A.ARTHUR
at the Opening of the
BROOKLYN BRIDGE
May 24, 1883



Brooklyn Bridge

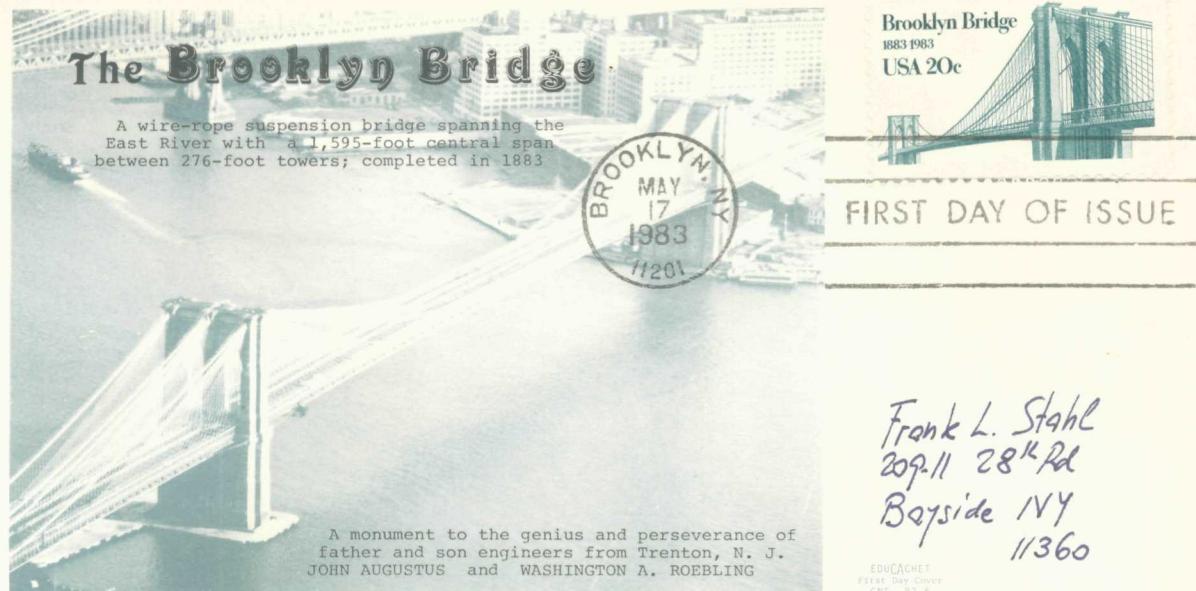
1883-1983

USA 20c

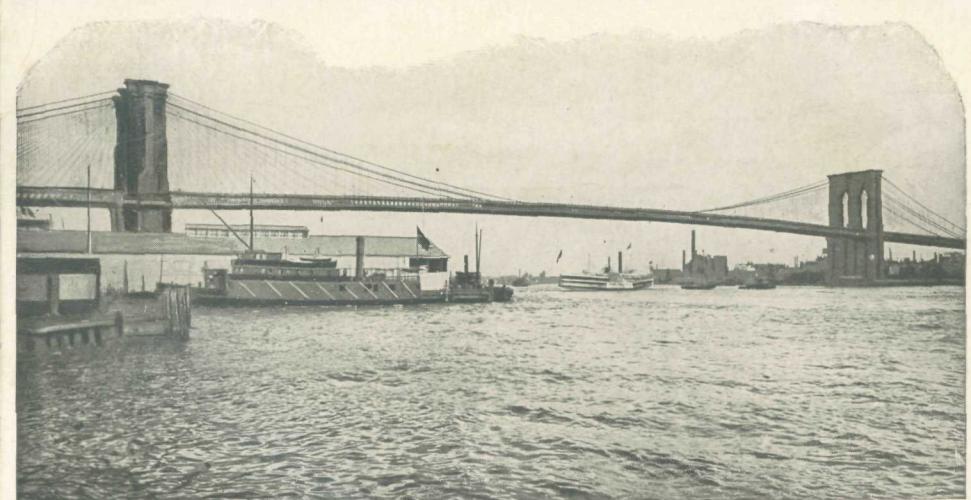


FIRST DAY OF ISSUE

1883 BROOKLYN BRIDGE CENTENNIAL 1983

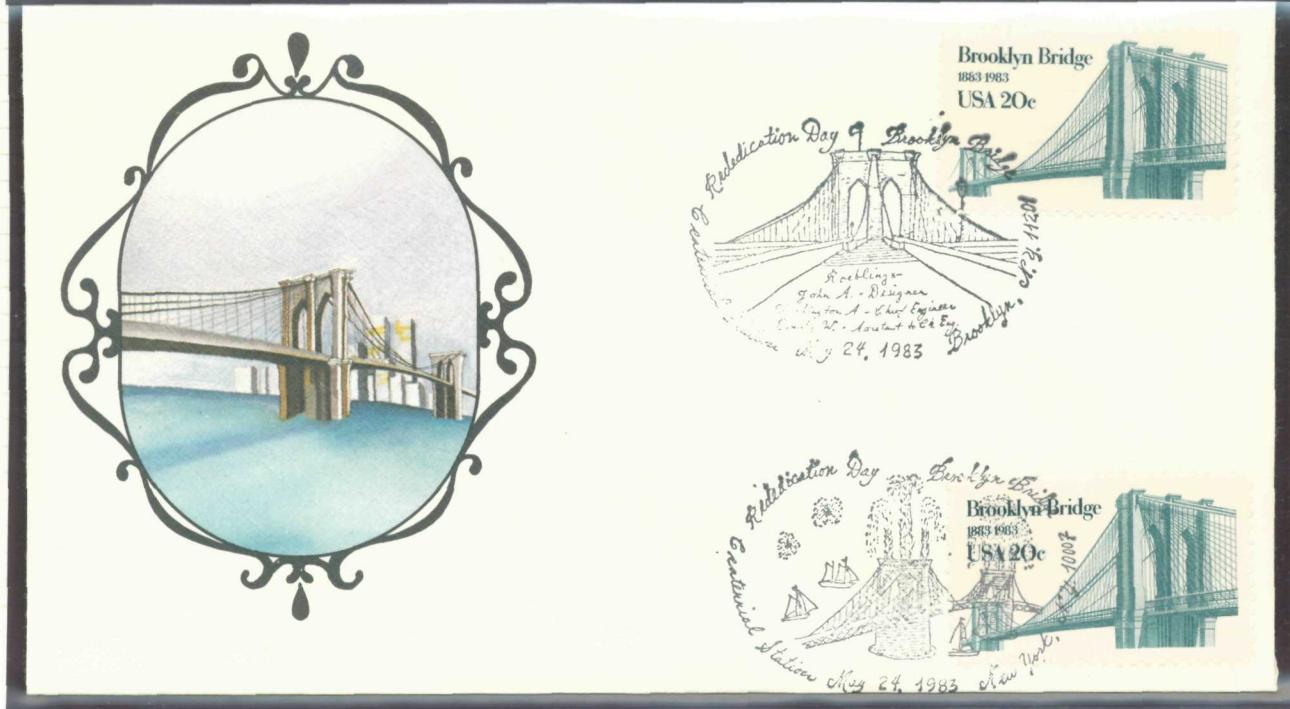
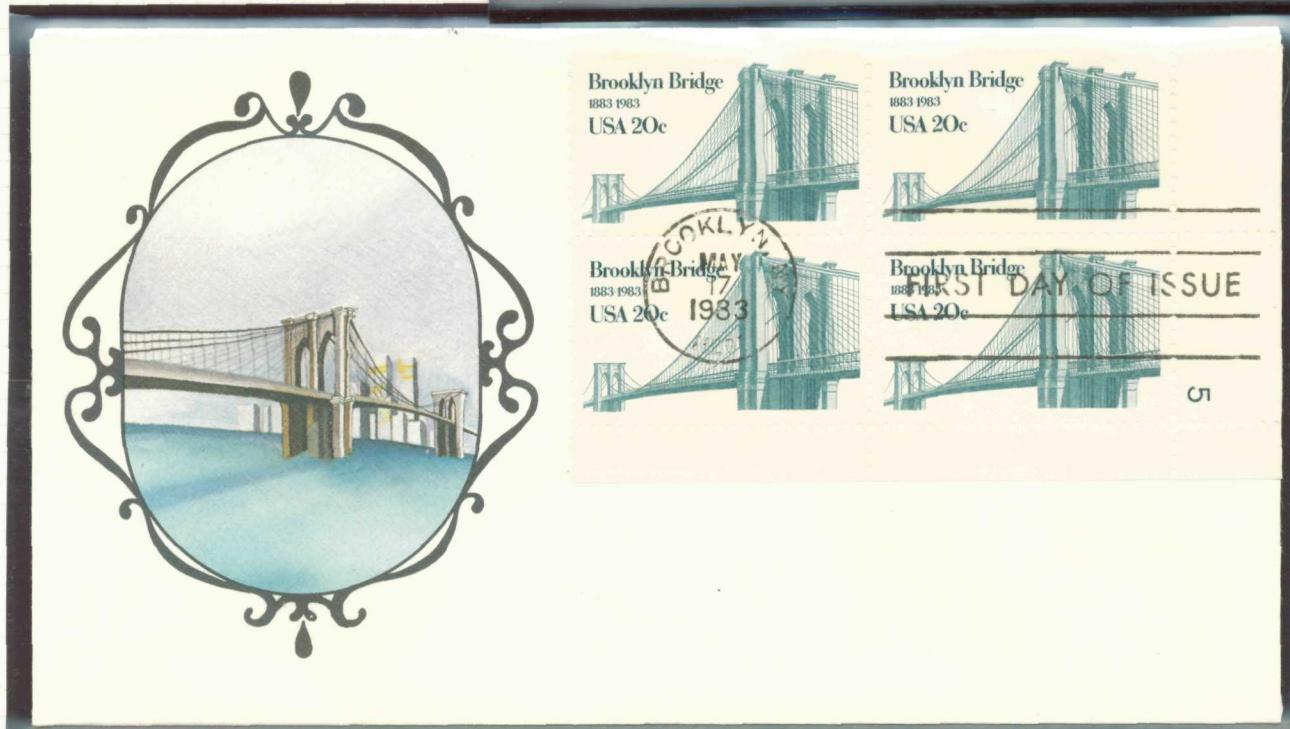


BROOKLYN BRIDGE
CENTENNIAL
1883-1983



SOUVENIR POST CARD CO., NEW YORK.

6054—Brooklyn Bridge



1883 BROOKLYN BRIDGE CENTENNIAL 1983

NIAGARA

J.A.Roebling

1854

BROOKLYN

J.A. Roebling

1883

GEORGE WASHINGTON

O.H.Ammann

1931

MACKINAC

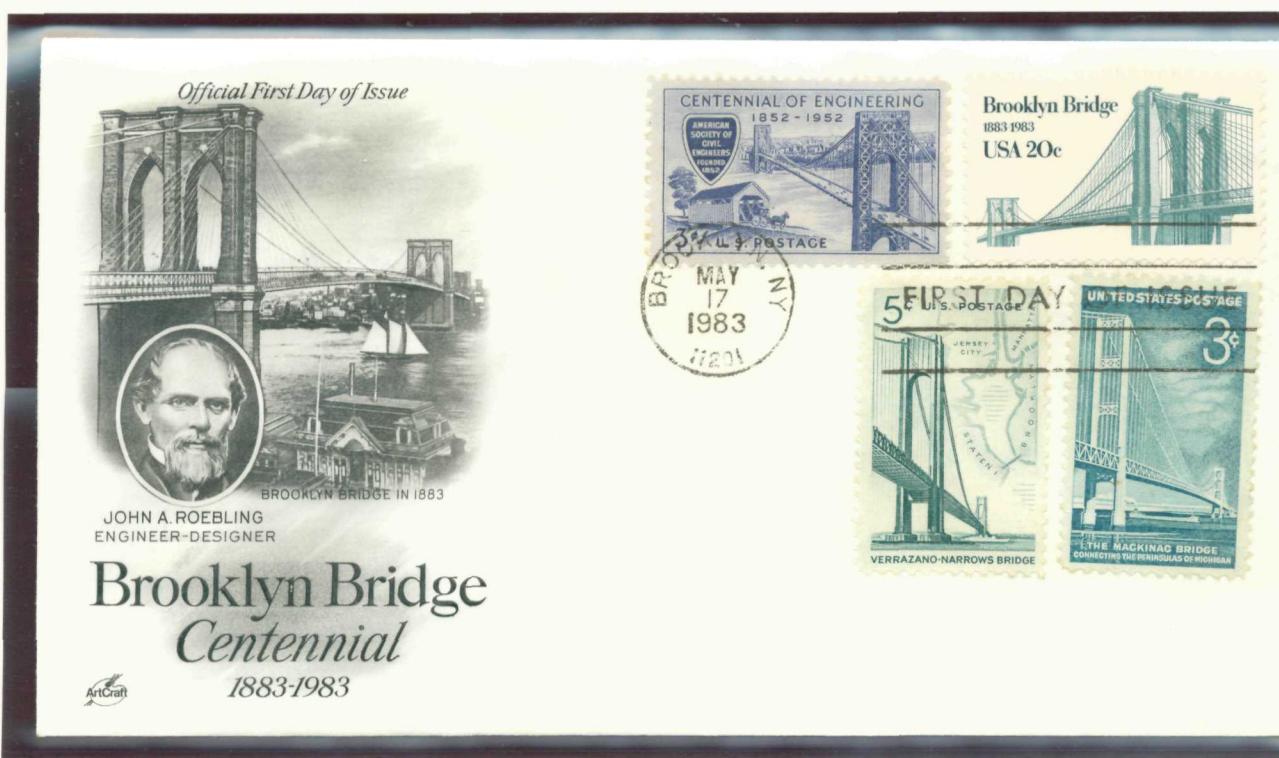
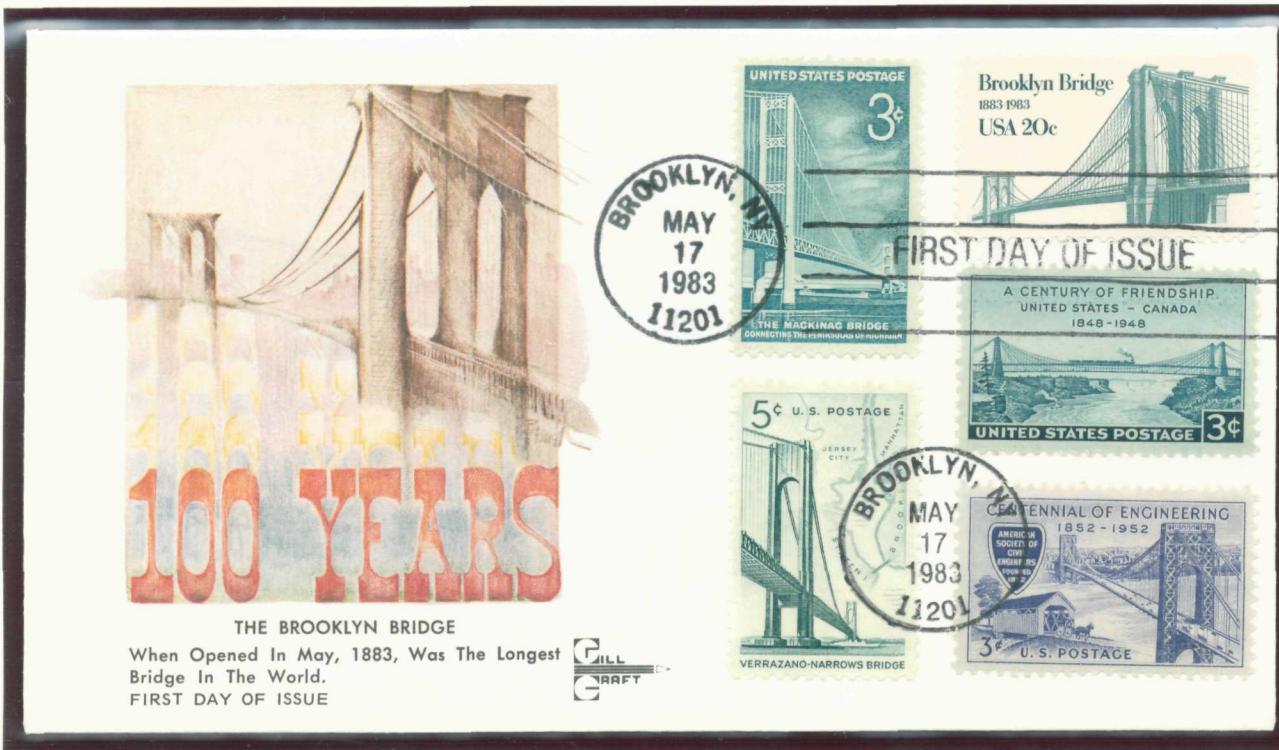
D.B.Steinman

1958

VERRAZANO-NARROWS

O.H.Ammann

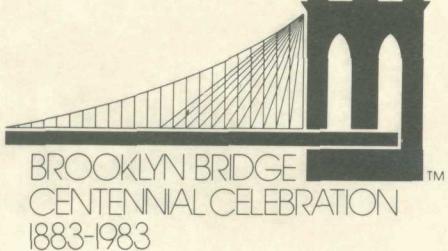
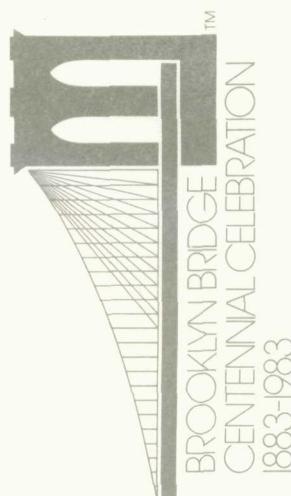
1964



1883 BROOKLYN BRIDGE CENTENNIAL 1983



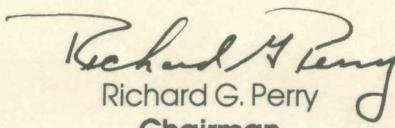
Frank L. Stahl
209-11 28th Road
Bayside, NY 11360



This is to certify that

FRANK L. STAHL

is a booster of the Brooklyn Bridge. The original of this Certificate has been placed in the "Time Capsule" at the Brooklyn Bridge Anchorage room to be opened on the Bi-Centennial of the Bridge, May 24, 2083.


Richard G. Perry
Chairman

Honorable Edward I. Koch
Mayor of the City of New York

Honorable Howard Golden
Borough President of Brooklyn

Honorable Andrew J. Stein
Borough President of Manhattan

Richard G. Perry
Chairman

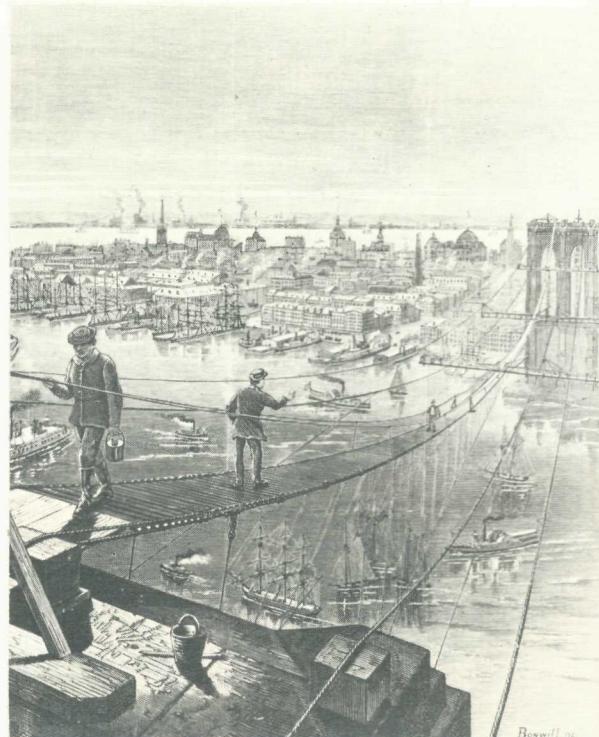
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1883 BROOKLYN BRIDGE CENTENNIAL 1983



1883 BROOKLYN BRIDGE CENTENNIAL 1983



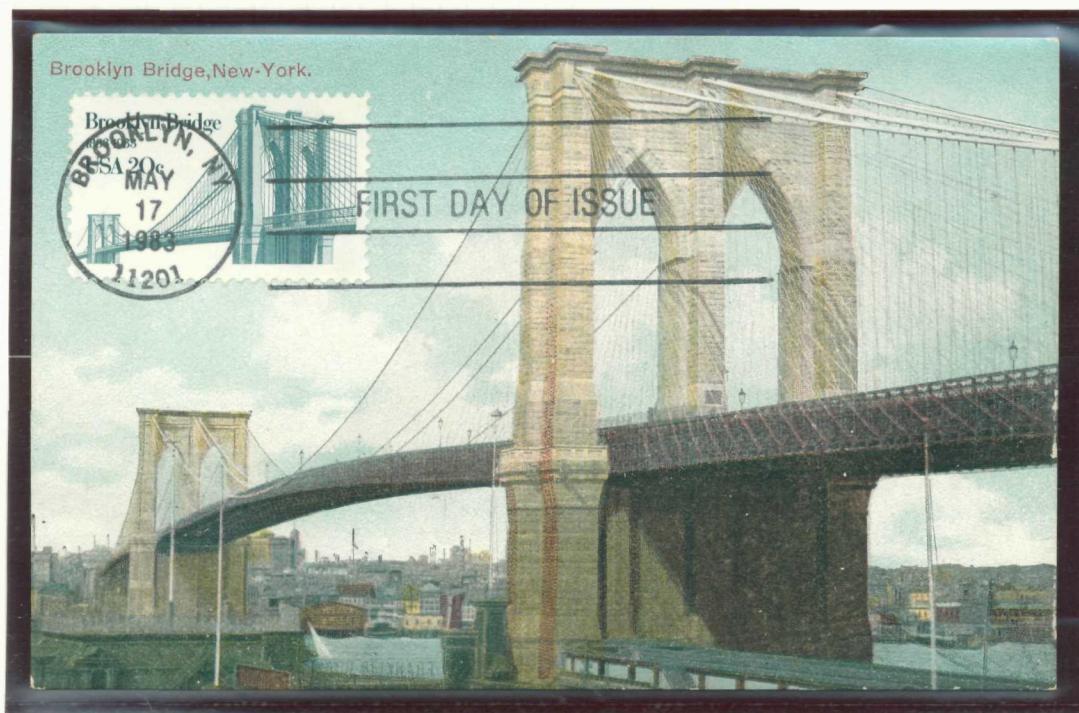
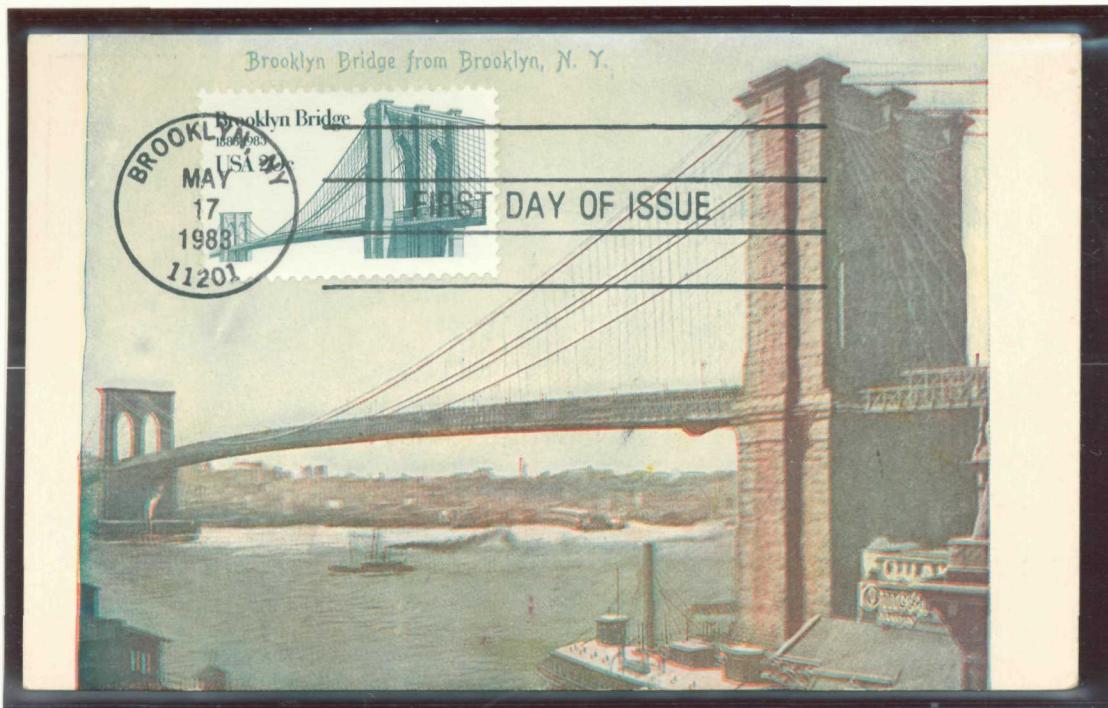
1883 BROOKLYN BRIDGE CENTENNIAL 1983



1883 BROOKLYN BRIDGE CENTENNIAL 1983



1883 BROOKLYN BRIDGE CENTENNIAL 1983



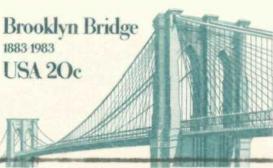


NEW YORK APPROACH
TO THE BROOKLYN BRIDGE



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Brooklyn Bridge
1883-1983
USA 20c

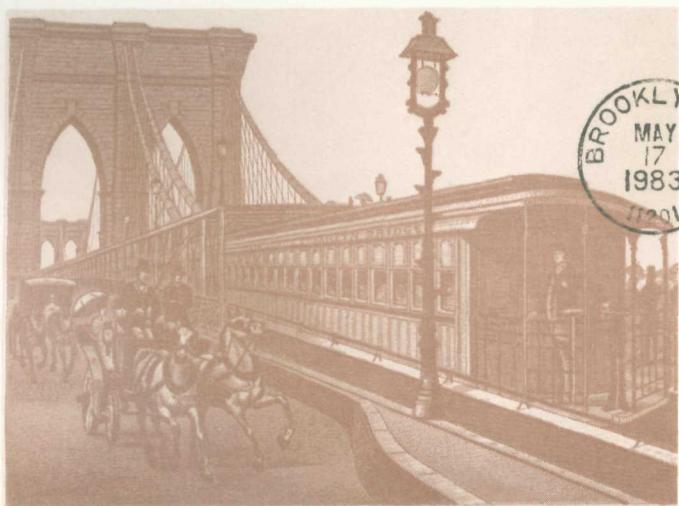


FIRST DAY OF ISSUE

BROOKLYN BRIDGE
CENTENNIAL
1883-1983



BROOKLYN BRIDGE
ROADWAY AND CABLEROAD



Brooklyn Bridge
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USA 20c

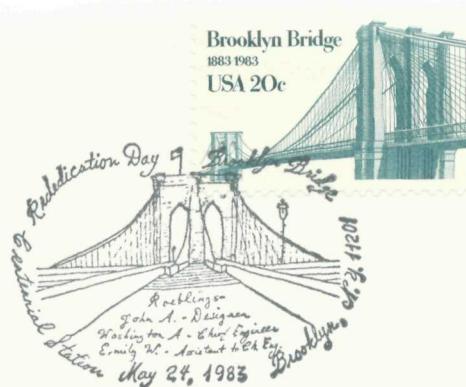


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BROOKLYN BRIDGE
ROADWAY AND CABLEROAD



Brooklyn Bridge
1883-1983
USA 20c



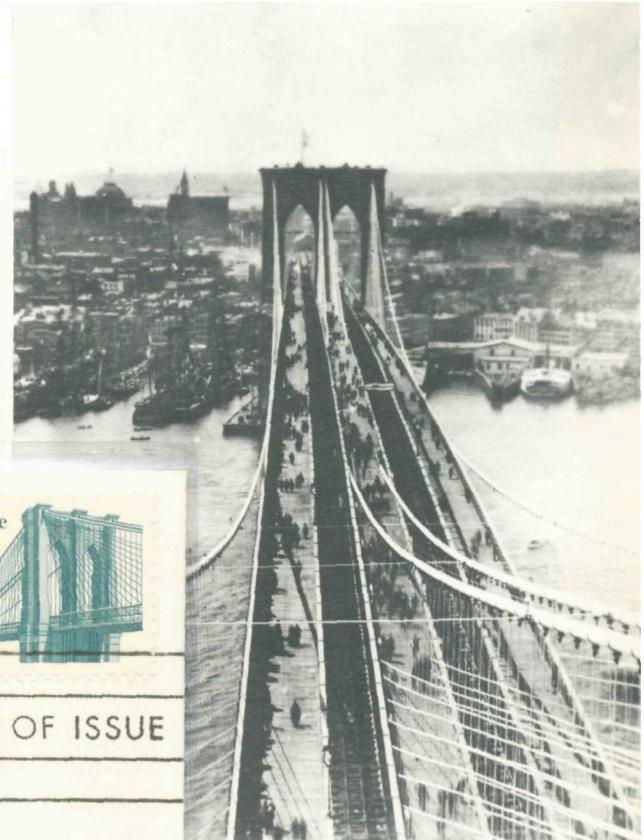
Philgraf First Day Cover

1883 BROOKLYN BRIDGE CENTENNIAL 1983

BROOKLYN BRIDGE
AS SEEN FROM THE NEW YORK PIER



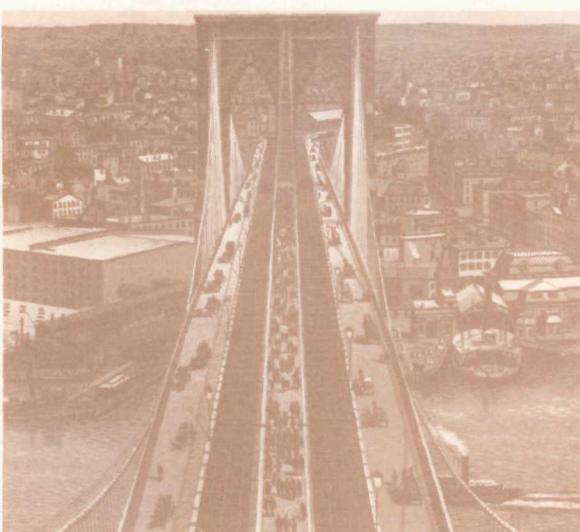
FIRST DAY OF ISSUE



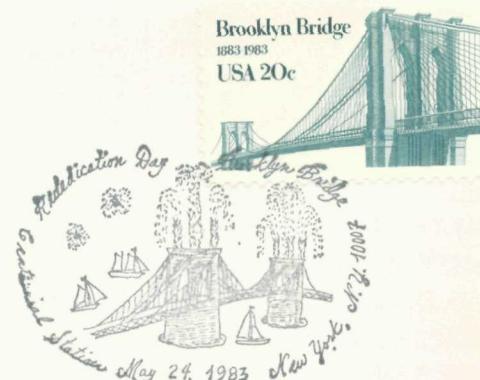
Opening Day

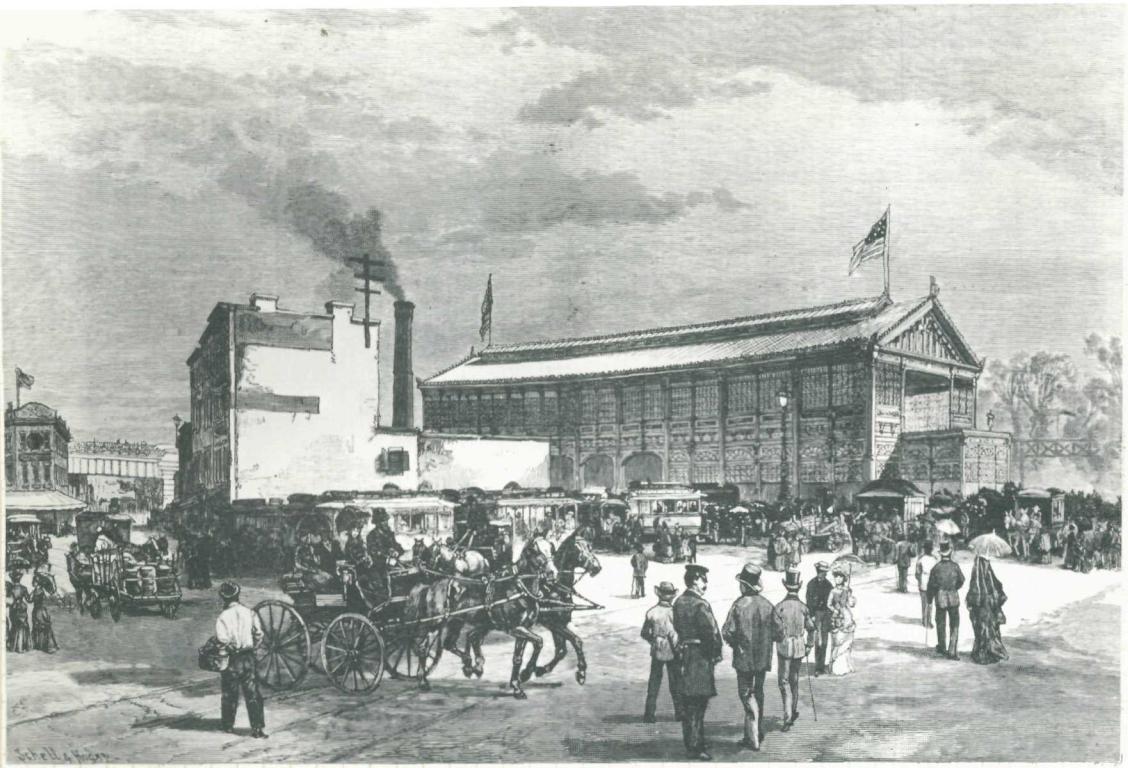
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BROOKLYN BRIDGE
AS SEEN FROM THE NEW YORK PIER



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Francis H. Schell
American, 1834-1909
and Thomas Hogan
American
The New York and Brooklyn
Suspension Bridge, Brooklyn
Entrance
Harper's Weekly, May 26, 1883
Courtesy: Museum of the City of
New York

BROOKLYN BRIDGE
CENTENNIAL
1883-1983

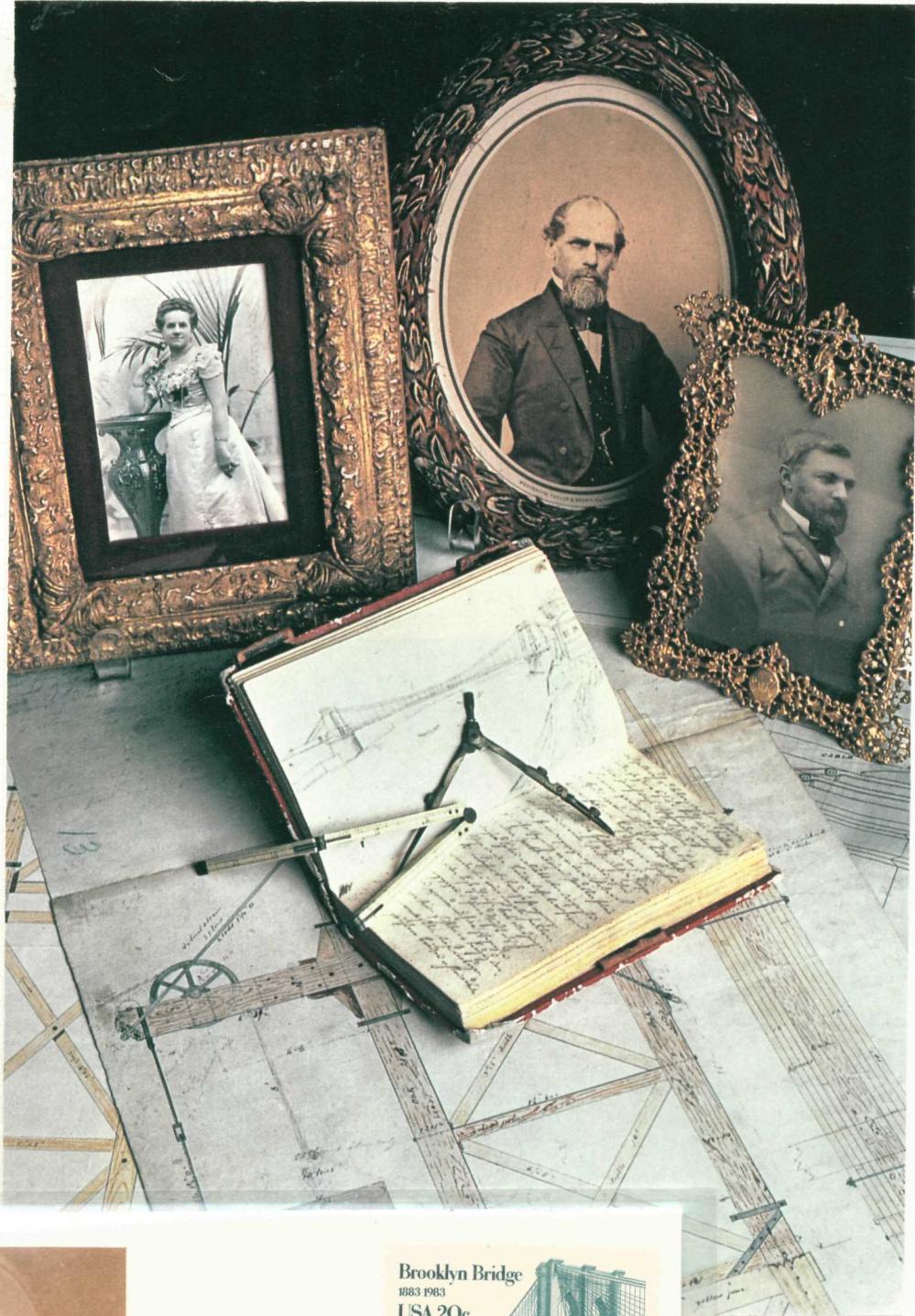
BROOKLYN ENTRANCE TO THE BRIDGE.



FIRST DAY OF ISSUE

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BROOKLYN BRIDGE CENTENNIAL 1883-1983



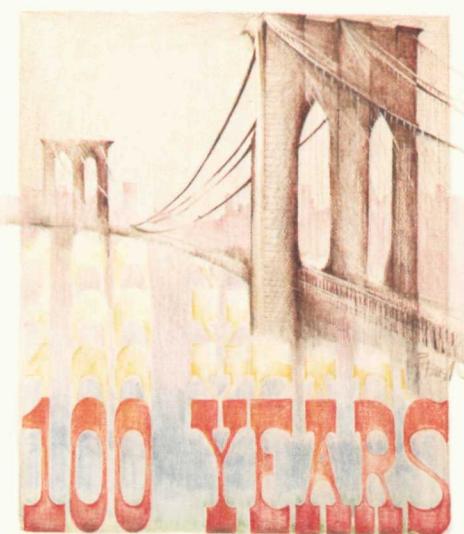
RW cachets



FIRST DAY OF ISSUE

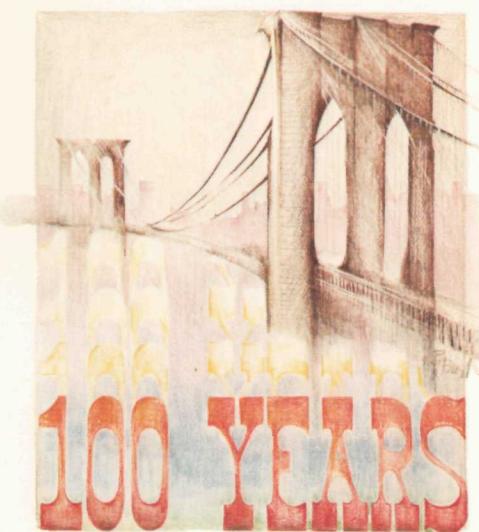
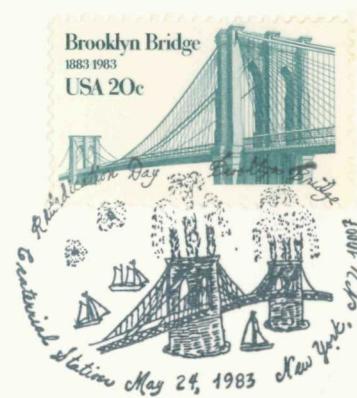
John A. Roebling, (center) his son
Col. Washington A. Roebling and
his sons wife Emily, designed and
built The BROOKLYN BRIDGE.

1883 BROOKLYN BRIDGE CENTENNIAL 1983



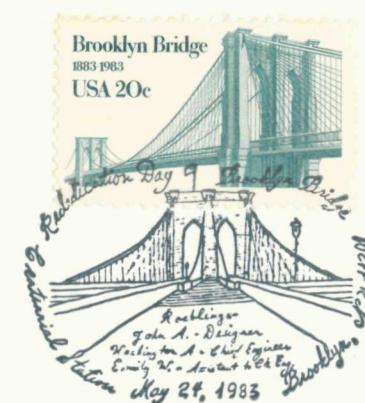
THE BROOKLYN BRIDGE

When Opened In May, 1883, Was The Longest
Bridge In The World.



THE BROOKLYN BRIDGE

When Opened In May, 1883, Was The Longest
Bridge In The World.



STAMPS

SAMUEL A. TOWER

For the 100th Anniversary of the Brooklyn Bridge

A commemorative for the 100th anniversary of the completion of the Brooklyn Bridge, which is still one of the most picturesque of all the bridges that bind the greater New York area into a world metropolis, is being issued on May 17 in New York City.

The first-day-of-issue ceremony is being held at 11 A.M. at Brooklyn Borough Hall — an appropriate choice since the primary initiative for the construction of the bridge came from the citizens and officials of Brooklyn. Brooklyn and New York were separate cities a century ago.

From the time it was built, it has been regarded as a major work of art as well as one of the greatest engineering feats of all time. It has appealed to painters — notably Joseph Stella and John Marin — and to poets, and has figured in novels, plays and movies.

The new commemorative has sought to capture the appeal of the bridge, described by New York newspapers as "the eighth wonder of the world" a century ago, and as the "incomparable" symbol of the United States by contemporary art critic Vincent Scully of Yale. And despite miniaturization, the design has succeeded.

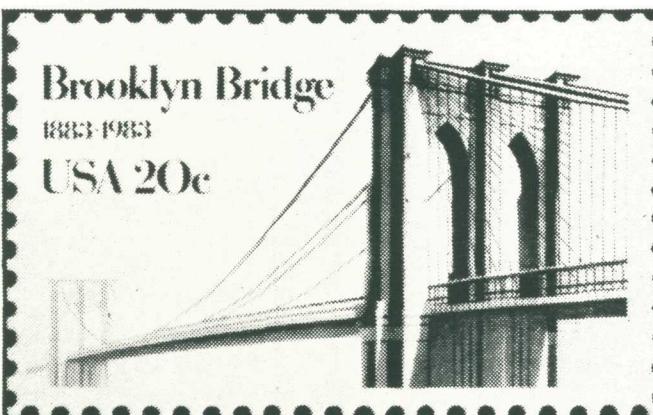
The commemorative presents an angled view of the lofty Brooklyn and Manhattan towers, the central span that made "a flying leap" across the East River and the catenary curves of the steel cables that provided tremendous strength and gave the bridge an added grace.

In the upper left corner of the new 20-cent stamp are the commemorative designation, the centennial dates and the postal data. The stamp was designed by Howard Koslow of East Norwich, N.Y., who previously designed the 6-cent Wolf Trap commemorative of 1972 in the National Parks centennial set.

A single color, blue, has been chosen for the new issue, and this too adds to its monumental aspect. It has been produced on the web monocolor intaglio press of the bureau of Engraving and Printing. There is a single digit plate number per post office pane of 50 stamps. The selvage of each pane also contains a copyright notice and a standing Mr. ZIP.

Collectors of first-day-of-issue cancellations have the customary alternative ways of ordering and the 30-day grace period from the day of issue for placing their orders. Orders must be postmarked no later than June 16.

Collectors affixing stamps. Collectors may acquire the new stamps at a



New commemorative captures monumental aspect of the bridge's structure.

convenient post office and affix them on their envelopes, which must be addressed. The stamps should be placed in the upper right corner, approximately $\frac{1}{4}$ -inch from the top and from the right side. Addresses should be placed at the lower right side, at least $\frac{1}{2}$ -inch from the bottom. A filler of postal card thickness should be inserted in each first-day cover. The covers should be sent to Customer-Affixed Envelopes, Brooklyn Bridge stamp, Postmaster, Brooklyn, N.Y. 11201-9991. No remittance is required.

Postal Service affixing stamps. Collectors wishing to have their covers fully processed by the Postal Service should send their envelopes, which must be addressed, to Brooklyn Bridge Stamp, Postmaster, Brooklyn, N.Y. 11201-9992. The cost is 20 cents for each stamp to be affixed. Personal checks are accepted; cash is not welcome; postage stamps are not accepted in payment.

The first settlement within the present limits of Brooklyn was made in 1636 and six years later the first ferry service to the island of Manhattan — a two-oared skiff — was started. After a century and a half of muscle-powered ferries came Robert Fulton's invention of the steamboat, so Fulton brought in steam ferries.

The line was known as the "Fulton Ferry," and in turn gave its name to the two Fulton Streets it connected. Brooklyn grew to become one of the largest cities in the country. Its residents began to feel the need of better transportation than the ferries. They began to dream of a bridge, and a number of farseeing citizens of New York joined them.

Even before 1800, Gen. Jeremiah

Johnson, writing in his notebook, recorded his conviction of the feasibility of spanning the fierce tides of the river. Three centuries ahead of his time, he wrote: "It has been suggested that a bridge be constructed across the East River to New York. This idea has been treated as chimerical from the very magnitude of the design, but whoever takes it into their serious consideration will find more weight in the practicality of the scheme than at first may be imagined."

Until the Roeblings the idea of a bridge was but a nebulous dream. Those who advanced such proposals were not engineers and the art of bridge building had not advanced far enough to bring such an ambitious project to within the realm of feasibility.

So the commemorative is as much a tribute to the builders of the bridge as to the bridge itself. The bridge was designed by a remarkable father and son, engineering team — John Roebling, an immigrant engineer from Germany, and his son and successor, Washington Roebling, a Civil War hero. The father came up with an idea that the hempen hawsers used to haul canal boats would be stronger if made of steel wire, and developed a way of stranding and weaving steel cables. The steel wire found many uses and made the Roeblings millionaires many times over.

But John Roebling preferred engineering and became the foremost exponent of the design and construction of suspension bridges, creating a suspension bridge over Niagara Falls and an even more remarkable one over the Ohio River at Cincinnati. In 1867

he envisioned a plan for a bridge between Brooklyn and New York, and won official approval for it.

Even before the work began, John Roebling became its first casualty. While engaged in drawing up plans for the bridge in 1869, his foot was crushed by a boat hitting the dock where he was working and six days later he died of lockjaw.

His son, Washington Roebling, took over and was the real builder of the bridge, although he always said his father was "the mastermind" of it. The son, also an experienced engineer, was the one who designed the caissons — the pneumatic foundations of the towers. He was the one who was struck down by decompression sickness — the bends — and withdrew to a house overlooking the river.

From his room, never seen but always watching through a telescope and aided by his wife, Emily Warren Roebling, he directed everything. He was Brooklyn's legendary "man in the window." There are three plaques on each side of the bridge, for John, for Washington and for Emily, all builders of the bridge.

When it was completed the bridge's stone towers were taller than anything on either shore. They dwarfed even the tallest buildings of the day and could be seen for miles. They carried the cables aloft, and the course of the bridge high above the river so that the largest of the great clipper ships could pass freely below. Even today, ocean-bound vessels, from schooners to naval cruisers — all but the tallest ships — clear its center span.

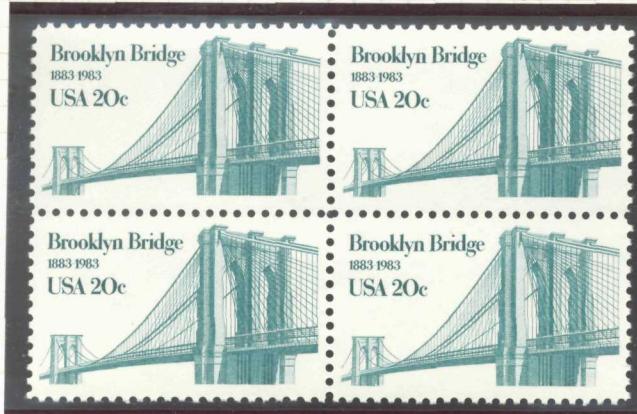
John Roebling, the master builder, was well aware of the monumental character and enduring significance of the great bridge he was contemplating, as indicated in his initial formal proposal of 1867, which he ended with these words:

"The contemplated work, when constructed with my designs, will not only be the greatest bridge in existence, but it will be the great engineering work of this continent and of the age.

"Its most conspicuous feature — the great towers — will serve as landmarks to the adjoining cities, and they will be entitled to be ranked as national monuments.

"As a great work of art, and as a successful specimen of advanced bridge engineering, this structure will forever testify to the energy, enterprise and wealth of that community which shall secure its erection."

The Brooklyn Bridge was designated a national historic landmark in 1964.





AMERICAN COMMEMORATIVES



"In this structure the architecture of the past, massive and protective, meets the architecture of the future, light, aerial, open to sunlight: an architecture of voids rather than solids."

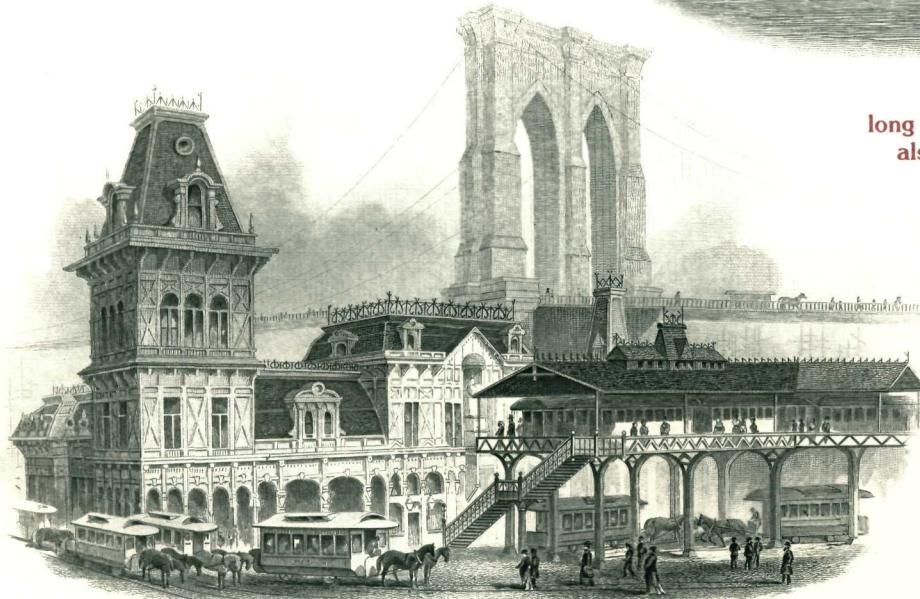
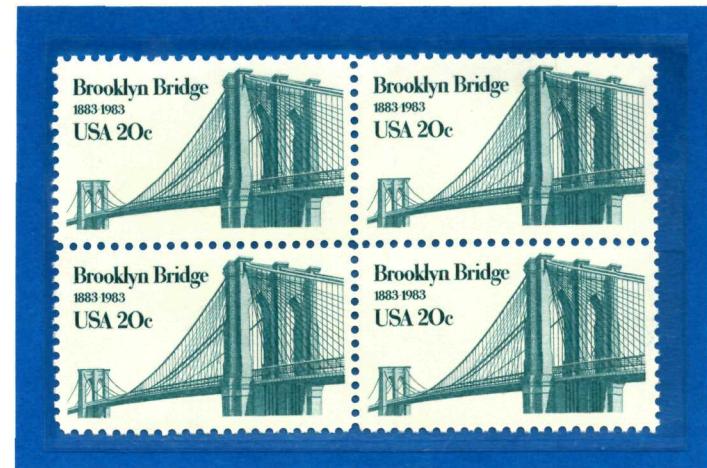
Lewis Mumford
20th Century Architectural Critic

For over 100 years the Brooklyn Bridge has spanned the East River, joining the New York City boroughs of Manhattan and Brooklyn.

The bridge was designed by John Augustus Roebling (1806-1869), a Prussian immigrant who proposed building it in 1867. Roebling's first challenge was to assure critics that a suspension bridge could span the East River while withstanding the area's high winds. Despite his enthusiasm, Roebling never saw his bridge completed; while laying out the towers, he sustained an injury from which he died in 1869. His son, Washington, took over as chief engineer and supervised construction until the bridge was completed in 1883.

Officially opened on May 24 of that year, over 150,000 people and 1,800 vehicles crossed the Brooklyn Bridge on opening day. At 5,989 feet in length, it was the longest suspension bridge of its time, and was called the "Eighth Wonder of the World."

While the Gothic Revival-style bridge has



long been praised for its beauty, it has also been practical as well: until 1948, the bridge was equipped with elevated train and trolley tracks which served up to 30 million people a year.

The stamp commemorating the Brooklyn Bridge's 100 years of service was designed by Howard Koslow of East Norwich, New York. The stamp was issued May 17, 1983, In Brooklyn's Borough Hall, Brooklyn, New York.