



## Barry Lawrence Ruderman Antique Maps Inc.

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### Cincinnati

**Stock#:** 55840  
**Map Maker:** Wentzel  
  
**Date:** 1867 circa  
**Place:** Wissembourg, France  
**Color:** Hand Colored  
**Condition:** VG+  
**Size:** 20.4 x 14.1 inches  
  
**Price:** SOLD



#### Description:

#### ***A Large Early View of Cincinnati--Shortly After Completion of the World's Longest Suspension Bridge Designed by John Roebling***

Rare early view of Cincinnati, lithographed by Wentzel and issued in Paris and Wissembourg (France) by Wentzel.

This large view was produced shortly after the completion of the John A. Roebling's suspension bridge. Roebling would go on to design the Brooklyn Bridge, among his many accomplishments.

John Repts dates the view to 1867, which is consistent with the addition of the Paris office of FC Wentzel's publishing house, which occurred at about the time of the Paris World's Fair. The view was pre-dated by an earlier, smaller view of Cincinnati by Wentzel, issued circa 1857, which does not show the Roebling bridge.

The view shows a remarkably refined image of the Cincinnati, shortly after the conclusion of the Civil War, at a time when the completion of the Roebling bridge put Cincinnati on the map as a world class city. With a population of about 200,000, Cincinnati was already becoming a significant manufacturing hub. In 1859, Cincinnati laid out six streetcar lines, with cards pulled by horses, which made it easier for people to get around the city. By 1872, Cincinnatians could travel on the streetcars within the city and transfer to rail cars for travel to the hill communities. The Cincinnati Inclined Plane Company began transporting people to the top of Mount Auburn that year.

#### **Roebling Bridge**



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**Cincinnati**

The John A. Roebling Suspension Bridge, originally known as the Cincinnati-Covington Bridge spans the Ohio River between Cincinnati, Ohio and Covington, Kentucky. When opened on December 1, 1866, it was the longest suspension bridge in the world at 1,057 feet main span.

Ramps were constructed leading directly from the bridge to the Dixie Terminal building used for streetcars. These provided Covington-Cincinnati streetcars "with a grade-separated route to the center of downtown, and the terminal building was originally intended to connect, via underground pedestrian passages, with the never-built Fountain Square Station of the infamous Cincinnati Subway."

**Detailed Condition:**

Finished with gum arabic.