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American Society
of Naval Engineers

OBITUARY.

THEODORE COOPER.

Old officers, and particularly the older Engineers of the Navy, and the students at the Naval Academy from 1866 to 1869, will remember Theodore Cooper, who was, in his day, one of the brightest and most genial of the Engineers.

He was born in Coopers Plains, N. Y., eighty-one years ago and died in New York City during August last.

He was graduated at the Van Rensselaer Institute of Technology in the class of 1858, and entered the Navy on the 24th of December, 1861, as a Third Assistant Engineer. He served on board the *Chocura*; in the many battles in the Pamunky River; at Yorktown; Sabine Pass; and Calcasieu. After the war had ended he made a cruise on board the *Nyack*, in the Pacific, after which he became an instructor at the Naval Academy.

He was promoted to Second Assistant in 1863 and First Assistant in 1866, and resigned in 1872. He liked the service; liked the life and he resigned reluctantly; promotion being so slow, and every reorganization of the Navy reduced the engineers more than other corps, which discouraged Mr. Cooper. He accepted a lucrative position, offered by Capt. Eades, in charge of the construction of the St. Louis bridge: After that was finished he became Superintendent for both the Delaware and the Keystone Bridge Companies.

"When the first elevated railroads were built in New York City, Mr. Cooper was the assistant engineer in charge of construction. He was one of the five experts named by the President to figure on the Hudson River Bridge span and was consulting engineer for the Quebec Bridge and the New York Public Library. And the time the first cantilever bridge across

the St. Lawrence, at Quebec, collapsed and nearly 100 men lost their lives, it is said that the accident might have been avoided had a telegram sent by Mr. Cooper been received and heeded," says the *New York Sun* of 26th August, 1919.

Mr. Cooper was a member of the board of experts on the Manhattan Bridge plan in 1903. He was a lifelong member of the American Society of Civil Engineers, of the Mechanical Engineers, the Loyal Legion and N. J. Historic Society.

He was a robust man, rarely ever complaining, and his death came after a very brief illness of pneumonia, at his residence, 353 West 57th Street, New York. He was never married, which, he so often said, was a reason for remaining in the Navy. His life was a busy one, which, he said, brought content. He was of a genial disposition and had many friends.

G. W. B.