

YANKEE IDEAS ABOUT SHIPS

AMERICAN NAVAL ARCHITECTS HOLD THEIR FIRST CONVENTION. Charles H. Cramp Describes the Great-Grand Building for the American Line.

The first annual meeting of the Society of Naval Architects and Marine Engineers opened in the rooms of the American Society of Mechanical Engineers, at 42 West Thirty-first street, at 10 o'clock yesterday morning. There were about 200 members present.

Mr. Clement A. Grison of Philadelphia, President of the International Navigation Company and President of the Society, made a few remarks of welcome. He said it was a significant fact that the society had been called into existence coincident with the construction of our new navy, and he added that he thought the appropriations made by Congress for a series of cruisers and battleships were not only an influence on our flag, but tended to stimulate throughout the land a national pride to be truly great.

When this address was ended, Chairman F. T. Bowles of the Executive Committee read his report showing that the organization was in good financial condition and that it had 398 names on the membership roll.

The first paper read was entitled "The Evolution of the Atlantic Great Wall," and was by Charles H. Cramp, Vice-President of the club, and President of the Cramp & Son's Ship and Engine Company of Philadelphia. The Cramps have built several of the newest and best of the record-breakers.

Mr. Cramp pointed out the fact that the record-breaker Columbia, for this reason those present looked forward with interest to the paper which Mr. Cramp presented. Mr. Cramp excused himself from reading the paper himself, and the Secretary read it for him. He reviewed briefly the history of the development of Atlantic coast steamships during the past twenty years, and offered some mild criticisms on the ideas of the British naval architect.

The principal fact of the great English builders is an aversion to statistical stability, a tendency to load their ships with more than their standard authorities remarked in a recent paper. A ship will roll; you cannot help that. There are no such things as perfect stability, and the period as long as her motion is easy as possible.

Mr. Cramp said that the period as long as her motion is easy as possible is the period of the ship's life. He said that the period as long as her motion is easy as possible is the period of the ship's life. He said that the period as long as her motion is easy as possible is the period of the ship's life.

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LOTS OF CUSTOM HOUSE NEWS.

Inspector Scharf's Life Boiled by Secretary Carlisle—How Can Mr. Blatchford Be Temporary Surveyor?

For several days there have been reports about the New York Custom House that at last A. K. Tingle, Chief Supervising Treasury Agent, had been dislodged and that he was to be retired from the Government service. Yesterday it was learned authentically that Mr. Tingle was already practically retired.

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TIME FOR DIANA TO RISE.

It Isn't Too Windy Her Golden Limbs Will Shine in this Meridian's Sun.

Should everything go well, should the day be bright and fair, and, particularly, should there be no wind stirring, the early risers who may chance to pass Madison square this morning should catch the first glimpse of the new Diana of the tower, still in the sun on her lofty perch on the high tower of the Madison Square Garden.

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AN UNKNOWN WOMAN'S FATE.

THE MYSTERY OF A BODY FOUND IN THE EAST RIVER.

There Were Many Gashes on Her Head—Police Think She Was Murdered—William Goggins of 304 Henry Street and Edward Weeks of 50 Rutgers Street were standing on the pier at the foot of Jefferson street yesterday morning, when Goggins suddenly pointed to something floating out in the East River.

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WISSNER'S

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Public Notice.

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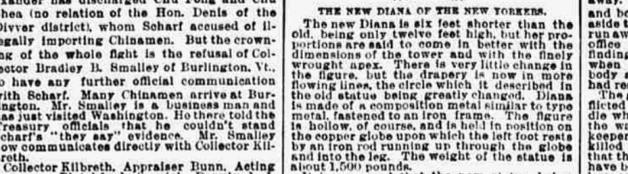
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