

HUGE STEAMSHIP LAUNCHED.

The Kroonland, Largest Vessel Yet Built in the United States, Floated at Philadelphia.

PHILADELPHIA, Feb. 20.—The new steamship Kroonland was launched at Cramps' Shipyard this afternoon. The tallow on the ways had frozen, and the Kroonland stuck to such an extent that it was necessary to use powerful hydraulic jacks in order to slide her into the water. The launching of the Kroonland was of an informal character. Only a few invitations, and these verbal, were issued. The ship was named by Mrs. R. G. Griscom. The commander and officers have not been selected as yet.

The Kroonland is of the same type as the Vaderland and Zeeland, and is a sister ship to the Finland, in course of construction at Cramps'. Her contract speed is seventeen knots an hour. She is 580 feet long, which is twenty-six feet longer than the St. Louis or St. Paul, and has a register of 12,000 tons, or 400 tons more than the St. Louis or St. Paul. She possesses every device for the safety and comfort of passengers and carries the latest improved appliances for the protection of life. Except in the one point of speed the Kroonland is the equal of the finest steamship afloat, and will enable persons of moderate means to enjoy all the luxuries of the fastest ocean greyhounds.

Passengers are to be carried on three decks, the promenade, the upper, and the saloon deck. Among the numerous distinct advantages offered is the location in the midship of all first and second cabin saloon and staterooms, a point where motion is at a minimum. For lighting and ventilation, in addition to the numerous sidelights, there is an unusually large trunk well extending through two tiers of decks, tastefully decorated and lighted through a richly ornamented glass roof.

All the rooms are unusually large, excellently lighted and ventilated by the same process as on the St. Louis and the St. Paul. In cold weather this air is heated by passing over steam pipes, and the heat thus supplied may be regulated for each deck independently. The interior rooms, which in many vessels are sometimes so dark as to require artificial light, are in these lighted from over head by oval glasses, sufficiently large to give ample light. For extra illumination electric lights are provided. All of these rooms are finished in mahogany.

Everything possible has been done to make the music room and library attractive. The smoking room for first-class passengers is paneled in American oak, and has all the latest appointments and conveniences. The description of the first cabin staterooms will very nearly serve for the second cabin, the fittings being almost identical. The steerage quarters are commodious and well ventilated.

There are berths for 343 first-class passengers, 194 second class, and about 1,000 third class. The arrangements for loading and discharging cargo are very complete. The vessel is the largest built thus far in the United States. She was designed especially for the New York-Antwerp service of the International Navigation Company.