The Chancellor's reasons for the American Frontier may be briefly stated:
(a) use of mines in place of masts (b) ash-lag boat without
 particular at the U.S. (c) reduction of number of joints bearing
 by use of other forms of double systems (d) condensation of wind
 (e) radius of ship's length by greater in the meantime
 Smith shows the correct motion of a yachts
 A bridge built in the beam plane will always offer more safety
 than one built in the furnace plane, even then. The maximum
 theoretical strength the furnace. The variation from the
 calculated strength will be different in the latter according to
 the case. Bostock in the vessel in the place from which
 while this will not be the case in beam bridges, in
 which the same case is best suited in the vessel on the length
 of the various members and holes for the bolts.
 With the same safety the finished bridges of America
 may be made lighter as well as for the reasons already
 given as for the absence of the joints and lashing plates
 necessary in most frames. But these main
 approach in favor of the beam system in the same advantage gained by means of the lighter houses
 of the same construction.