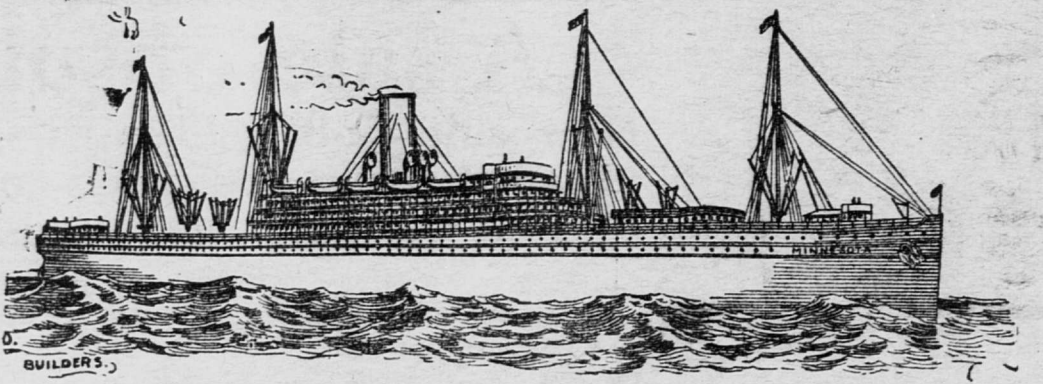


LARGEST AMERICAN-BUILT  
SHIP AFLOAT.

## TWIN-SCREW STEAMER "MINNESOTA."

BUILT BY U. S. SHIPBUILDING COMPANY AT ITS NEW LONDON PLANT FOR THE GREAT NORTHERN STEAMSHIP COMPANY.

## Special to The Globe.

NEW LONDON, Conn., April 14.—The Minnesota will be launched tomorrow at the New London plant of the United States Shipbuilding company. No vessel approaching the Minnesota in size has ever been built in the United States and only two abroad, the Celtic and Cedric. Miss Hill, daughter of James J. Hill, president of the Great Northern Steamship company, will name the vessel. The Minnesota and her sister ship now being built at the New London yards are designed for passenger and freight traffic on the Pacific ocean. The building of this great passenger vessel inaugurates a new era in American shipyards, where hitherto the largest ships have been vessels of war.

## Great Vessel Described.

The Minnesota is of the intermediate cargo and passenger type, and built under Lloyd's survey. She is 430 feet long, 73 feet 6 inches wide, 56 feet high to upper deck, 88 feet high to mainmast, 177 feet high to top of mast, is rigged as a four-masted schooner, with pole masts, and has five continuous decks, named as follows: Orlop, lower, main, upper, and top. The four decks which are continuous are the forecastle, promenade, bridge and boat decks, and on top of all comes the captain's or navigation bridge, made of steel, and on the main deck, one on each side of center, two of these tanks are fitted forward of machinery and two aft, and contain in all over 1,000 tons of water. Altogether this hull is divided into forty-six watertight compartments.

## The Piping.

All piping for pumping the various compartments is led through a central watertight tunnel, which is at all times accessible from engine room, and means of escape from same is provided at fore end. Piping to compartments, shaft, engine room, is led through the shaft alley. An emergency drain is fitted so that if any compartment is disabled the water can be taken care of by the pump at a rate of 25,000 gallons per minute; this is equal to the quantity of water which would flow through a hole in side of ship seventeen feet in diameter. The space occupied by machinery is the smallest practicable, so that space for cargo may be as large as possible. The total cargo capacity is about 3,000 tons; the holds are arranged so that longest rail cars may be stowed. A longitudinal bulkhead is fitted the whole length of ship; this divides each hold into two separate compartments, and therefore the hatches are fitted in pairs one to each hold. Some of the hatches are so large that a locomotive, such as a locomotive or freight car, or large marine or land boiler, can be lowered right down into the hold. Every hatch can be loaded or discharged simultaneously if desired.

The cargo handling device on this vessel is very complete and designed so as to cut down number of men to a minimum. Two winches and two booms are fitted to handle cargo at each hatch. The booms, thirty-four in number, are built of steel. Two heavy booms are fitted to life weights from thirty to fifty tons. The winches for cargo handling are thirty-four in number, all electrically operated.

## Meat and Ice.

One hold in the ship is devoted to carrying frozen meat, and is completely insulated. Its capacity being about 2,500 tons. An ice-making tank is fitted and cool water is supplied to drinking fountains throughout the ship.

The arrangement of coal bunkers is a novel feature on this ship, and like the construction of the center longitudinal bulkhead and girders, is a departure which, as far as we know, the Eastern Shipbuilding company have been the first to make in an ocean vessel. The bunkers are located above the boilers; the ends of the bunkers are sloped in such a manner that the bulk of the coal will gravitate through chutes and be deposited on the firing platform. The capacity of permanent bunker is over 4,000 tons, and a reserve bunker is fitted contiguous to the boiler room, having a capacity for about 2,000 tons of coal.

The anchors and chains are very heavy. The heaviest anchor weighs about eight tons; the lightest about two tons. The weight of the cable is over eighty tons, and the whole equipment, anchors, cable and wire weigh about 130 tons. The anchors are stockless. Both anchors and chains are the heaviest ever made.

## Forty-Ton Rudder.

The immense steel rudder on this ship weighs over forty tons, and its weight is carried by roller bearings on upper deck. The pintles are portable and brass lined, and can be renewed at any time without disturbing the rudder. The steering gear is very strong, and can be driven by either steam or electricity.

A complete installation of electric lights is arranged, there being about 1,500 lights on board, and a powerful searchlight is fitted on forward lookout bridge.

There are seventy-two motor-driven blowing and exhausting fans for ventilating purposes. The temperature of rooms and hallways is maintained by heated or cooled air, and the first cabin staterooms will have electric heaters so that passengers may have more or less heat at will.

The port, starboard and masthead lights are electric, and a tell-tale is fitted in charthouse which indicates if lights are burning or not. An indicator also shows at what angle rudder is

standing. Telegraphs are fitted from bridge to engine room, and warping rigging is located on upper deck forward and aft. For signaling in fog an electrically controlled steam whistle is fitted, which is automatically sounded at the desired interval of time by a clock control.

## Dynamics and Engines.

The generating plant consists of seventy-five K. W. dynamos and engines capable of developing 50 degrees overload for a period of four hours. Two galley are fitted in the vessel; one for first cabin passengers, the other for second and third cabin officers and ladies' room.

Fire extinguishing in hold spaces is done by steam. The valves for controlling same are located on upper deck and are at all times accessible. The usual life saving appliances are fitted, including belts, buoys, rafts and boats. There are fifteen metallic life boats, one metallic launch, with alcohol-vapor motor; one wooden row boat and five metallic life rafts.

Everything that can be thought of for the comfort of the passengers has been attended to. The vessel is built to carry a large quantity of freight and a considerable number of passengers.

## Fourteen Knots an Hour.

The new vessels will steam at a speed of about fourteen knots an hour, and being so large will be very steady in the worst weather. Passengers who travel for enjoyment will find this to be the ideal type, and the manufacturer or farmer will find that the twin screw steamship Minnesota and her sister, in conjunction with the Great Northern railway, will speedily and safely convey his produce to the far Orient.

The first cabin passengers are located in houses on the upper, promenade and bridge decks.

The dining saloon is on the upper deck, and is large enough to seat all the passengers at one time. The dining saloons of second and third cabins are situated on main deck, and a convenient passage connects them with the galley, the whole forming a very neat arrangement.

The first cabin library and ladies' boudoir are located on the promenade deck immediately over the dining saloon; they are large, square rooms. The library will be fitted up with writing desks, book cases, tables, etc., and

Weather for St. Paul and vicinity: Fair today and tomorrow.

## LEGISLATIVE—

House defeats proposed state board of immigration.

Anti-vaccinationists are displeased with amended bill passed by senate.

Senate turns down bills to remove judicial congressional nominations from operations of primary law.

Eberhart's highway commission bill passes the senate.

House refuses to concur in senate changes in proposed tax amendment.

House declines to consider bills out of regular order.

Foreign foreign advisers strengthen wheat market. Prices of all grains close at advance.

Stock market closes at lower level than on previous day. Volume of business is reduced.

DOMESTIC—

Attorney General Knox starts west and may come to St. Paul.

Jealous man at Des Moines shoots and wounds woman and kills himself.

Take marine freight handlers will not strike.

Negro murderer is lynched at Joplin, Mo. All negroes driven from town and their houses burned.

Cholera attacks troops in the Philippines again.

Ill steamship, Minnesota, which will be launched today, is described.

Million dollar fire occurs in Beaumont (Tex.) oil district.

Japanese and Chinese miners of Northwest and British Columbia may be brought into labor unions.

WASHINGTON—

Department of justice tells why it ordered cessation of prosecution of those accused of smuggling in Porto Rico.

Rebecca J. Taylor, of St. Paul, now in Washington, is left \$300,000 by death of uncle.

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