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The Finest Hotel in the Northwest
PORTLAND, OREGON.

APPEAL TO RED CROSS

Miners' Federation Wants Society to Take Charge of Work of Relief in Colorado.

DO NOT TRUST THE MILITARY

Letter Is Addressed to Mrs. John Logan That Is Anything but Complimentary to Troops.

Denver, July 19.—The ways and means committee of the Western Federation of Miners has appealed to the Red Cross society to take charge of the distribution of funds and the general relief work for families of deported miners in the Cripple Creek district. A communication addressed to Mrs. John A. Logan, president of the society, deals in part as follows: "After having been deported from their homes the husbands and fathers, they now refuse to allow relief in the way of food and clothing to be issued to the wives and children, unless it be through the hands of the military authorities.

"We do not feel justified in trusting the matter of relief to the military, feeling, satisfied that owing to the hatred they have shown to our people

they would not faithfully carry out this great trust.

"Now, therefore, knowing it to be the mission of the Red Cross Society, of which you are the official head, to take charge and as much as possible eliminate suffering caused by the cruelties of war, we earnestly appeal to you to arrange to have your noble organization take charge of the distribution of food and clothing to the families of deported citizens of Teller county. We will furnish all necessary supplies and only ask that your organization take charge of the distribution of the same."

WANTS UNCLE SAM TO AID.

Hawaii Anxious for Help in the Study of Leprosy.

San Francisco, July 19.—Hawaii wants the government to help provide for the leper colony and the scientific study of the disease. The territory's board of health has written to the San Francisco board of health asking for this city's assistance in appeals at Washington for funds needed in the work of caring for a large settlement. In Hawaii's leper settlement at Molokai there are 951 native Hawaiians, 34 Chinese, 10 Portuguese, 10 English and Germans, five Americans and four negroes and Malays. All those persons, it is said, either inherited the disease or were infected with it by intimate relations with persons who had it. But none of them ever got it any other way, as leprosy is not, it is alleged, contagious.

THE MAMMOTH MINNESOTA READY FOR HER LONG TRIP

Almost ready for her trial trip, the steamship Minnesota lies moored beside her sister ship, the Dakota, at the yard of the Eastern Shipbuilding Company at New London, says the Providence Journal. To the landsman the ship seems complete, although painters were covering the steel maats last week with their final coat of yellow, and there were other evidences that odds and ends of work were being finished. It is hard to realize the size of this steamship, which, although intended as a freight steamer for the trade between the Pacific coast and the east, has in some respects one of the finest passenger equipments in the world, and has accommodations for more than 3,000 persons—175 first cabin passengers, 110 second cabin, 70 third cabin and 2,400 stowage passengers, a total of 2,755 berths in addition of berths for a staff of 48 officers and a crew of 230 men. Every room for first, second and third-class passengers is located above the deck, in deckhouses, nearly amidships, and all are outside rooms. There are dining saloons, a library, a ladies' boudoir, smoking rooms, barber shops and commodiously furnished halls. The sanitary system equals the best shore installations, and fresh and salt water hot or cold, is delivered to all parts of the ship. All the living spaces are ventilated artificially, as well as naturally, and electric heaters are used in the rooms. The vessel has a well-arranged, electrically operated steam laundry, perhaps the finest plant of the kind on any merchant vessel, while the electric plant was intended to be the largest and finest ever placed on board an ocean vessel, all of the auxiliary machinery and appliances outside of the machinery space except the windlass being electrically operated. And yet this steamship, like the Dakota, both resulting from the genius of James J. Hill of Minnesota, head of the great Northern Steamship Company, owner, is not a passenger ship, as such, but a freight carrier, her freight capacity being equal to 100 trainloads of 25 cars per train on each voyage, or a single train seven miles long.

The Minnesota has a greater displacement than that of any other vessel in the world except her sister ship, the Dakota, which lies at the dock beside her, some distance behind her in that of the White Star liner Baltic, the world's greatest passenger steamship. In length the Cedric, Celtic Oceanic and Baltic surpass her, and in breadth the Cedric and the Celtic have an advantage of 18 inches, while the Baltic is also wider. But the Minnesota and the Dakota are nearly seven feet deeper, and have a dead-weight capacity one-half greater than any of these ships, except the Baltic. The Minnesota has a dead-weight capacity of about 28,000 tons, the capacity of the Baltic, and can carry 280,000 barrels of flour. The Minnesota is the greatest cargo carrier ever designed or built as a freight steamship, and, like the Dakota, is the heaviest vessel ever built under the survey of the British Lloyds, the frames and plating being about one-half heavier than those of

other great vessels in their class, and largest American battleship. Five approximately double the weight and thickness of the steel structure of the continuous steel decks extend the entire length of the hulls, and there is a double bottom of solid plate. The steel plates of the vessel are from one to two inches thick, and are held by 2,500,000 rivets, pneumatically driven. There are about 12,000 tons of steel plates and shapes in the hull and decks of the Minnesota, which is one-third greater than the total tonnage of structural iron and steel in the Park Row building, New York.

There are two winches and two booms at each hatch for the handling of cargo, 34 steel booms in all, and all electrically operated. One hold is completely insulated, devoted to carrying frozen meat, with a capacity of 2,500 tons. Separate compartments are provided for butter, milk, fish, eggs, flour, vegetables, wines, silks and bonded goods. There are 23 cargo hatches and 20 side cargo ports for freight. Besides the five continuous decks, three upper decks rise to a height of 88 feet above the keel. There are 16 boilers, the first water-tube boilers ever installed on an ocean-going American steamship, while four of the 16 are provided with automatic stokers and screw ash conveyers, the first installation of mechanical stokers on an ocean-going cargo and passenger vessel. The coal bunkers have a capacity for 6,000 tons, which will carry the ship 8,000 miles at a normal speed of 14 knots.

The Minnesota, like the Dakota, is intended to run from Puget sound to the Orient. Her length is 630 feet, a little less than twice the length of the state house on Capitol Hill, and 96 feet less than that of the Baltic; her breadth, 73 feet 6 inches, nearly three feet greater than the height of the state house to the main cornice, and her depth is 56 feet, which is only two feet less than that of the Great Eastern. Her displacement is close to 38,000 tons, which is greater than the ordinary displacement of the world's largest steamer, the White Star liner Baltic, which completed last week her first voyage to this country. The sides of the Minnesota are 55 feet high, which is only 15 feet less than the height of the state house to the main cornice. The Minnesota has been building since January 15, 1901, when her keel was laid.

The beer that made Milwaukee famous—Schlitz—is always on draught at The Grotto. Otto Mikkelsen, proprietor.

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MISCELLANEOUS BUSINESS OPPORTUNITIES

WANTED—Two girls, 14 years old, wish to get a good place in some small family. Address XY, 236 Cedar St., Astoria, Ore.

WANTED—Girl to do chamber work. Apply 598 Commercial St. The Leyde.

WANTED—Situation by Japanese to do cooking at boarding-house, hotel or family. Call at 434 Bond St., City.

WANTED—Girl to do cooking. Apply 598 Commercial St. The Leyde.

WANTED—Two housekeeping rooms, with sink and running water. Address T. E. Peiser, General Delivery, Astoria.

WANTED—Position by a thoroughly competent and experienced bookkeeper, with best of references. Address Mrs. M. M. Whitehouse, 389 Alder St., Portland, Ore.

FOR RENT—Three unfurnished rooms for housekeeping; opposite Postoffice, 127 Seventh street.

FOR SALE—At Gaston's Feed and Sale Stable, one Colfax Roller Feed Mill; one 20-horsepower Motor and Starter Box; 80-foot 4-ply Rubber Belt; one pair Butchers' Wall Scales; also 800 good Sacks.

FOR SALE—Furnished rooming house. Mrs. G. Hansen, corner Tenth and Bond streets.

FOR SALE—House and lot, on easy terms, or house for rent. Also 40 acres choice bottom land on Crooked creek, near mouth of Grays river, Wash. A. E. Beard, 269 Grande Ave., Astoria, Ore.

FOR RENT—Office rooms in the Kinney brick. G. E. W. Barker, Astoria National Bank.

BEST 15-CENT MEAL.

You can always find the best 15-cent meal in the city at the Rising Sun restaurant, No. 612 Commercial street

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