Four Million Fire Loss

Blaze In Rochester Destroys Large Part of Retail Dry-goods District.

Two Thousand Five Hundred People Thrown Out of Work For Some Time.

Three Large Department Stores Consumed In Conflagration Yesterday.

Rochester, Feb. 26.—The sun set tonight with ten engines pouring streams of water on the ruins of what was practically the retail dry goods district of this city, for three out of the five department stores were consumed in this morning's disastrous fire, the largest of which was the Sibley, Lindsay & Curr Company.

Insurance men are still figuring on the loss, which they now place at $4,000,000. Of this amount $350,000 represents the loss on buildings and the balance of the loss is on stocks of goods and occupants of offices. In addition, it is estimated that 2,500 people are thrown out of work, temporarily at least. The burned district lies on the north side of Main street, between St. Paul street and Clinton avenue North, running from St. Paul street almost the entire length of the block. The fire started on the eastern end of the block in the store of the Rochester Dry Goods Company, and worked west, taking but one store east of this establishment, that of the Walkover Shoe Company before its progress was checked in that direction. Next went the store of the Beadle-Sherburne Co., which was destroyed; then the marble block occupied by the Sibley, Lindsay & Curr Company was also destroyed and finally the thirteen-storey Granite building, the lower part of which was occupied by the Sibley, Lindsay & Curr Company and the upper part by offices. Only the front walls of the Marble block is standing tonight. The shell of the Granite building is intact, the floor is in place, but the building was gutted. On St. Paul street, in the rear of the Sibley, Lindsay & Curr Company, stood a six-storey building occupied by the wholesale department of the Sibley, Lindsay & Curr Company, which was destroyed with all its valuable contents.

The stables of the Sibley, Lindsay & Curr Company were also burned. The flames eat their way into the Granite block building from the Marble building and did not followed a footbridge across into the wholesale department building. It is the opinion of experts that the Granite block building can safely be reopened. The frame work is of iron and does not appear to be injured. Assistant Chief Frank A. Jaynes was struck by a flying nozzle and received some bruises.

Complain Of Russian Actions

British and Americans Discriminated Against as Well as Japanese.

Three Hundred Women Disappear and U. S. Consul Makes Inquiries.

Inkow, Feb. 26.—An American refugee from Harbin says the authorities there have discriminated in the treatment of British, Japanese and American subjects. Persons of other nations have not been molested. This is virtually the situation at other places, especially Port Arthur, where nearly all the Germans are officials. The few British and American subjects have been required to sign an agreement to leave within a given time. The authorities say that all the Japanese have left Port Arthur in small detachments on the last steamers from there, but an English refugee says there are 300 Japanese women at Port Arthur who are unable to take a steamer, and were sent north again last Sunday. These women cannot be accounted for, although Henry B. Miller, United States consul at Newchwang has repeated his inquiries concerning their whereabouts. As a result of the representation made by Mr. Miller as to his right to investigate the cases of refugees and to care for them personally, the civil administrator of New Chwang, has gone to see Viceroy Alexieff in the matter. The rumors of numerous engagements in the Yalu are discredited here.

It is said that Russia has no definite plan of campaign, and that she does not intend to move before the reorganization of Manchurian regiments, which cannot be effected before two weeks or a month. The expectation is that the powers will interfere to secure the protection of New Chwang has been almost abandoned.

MARKED ACTIVITY IN ROSSLAND CAMP

Reports Indicate Advent of a Long Continued Revival of Prosperity.

Rossland, B. C., Feb. 27.—The past week witnessed steady operations and marked activity in all the Rossland mines, together with a tonnage well over the nine thousand mark. The published reports in respect to the various big mines, have confirmed the local reports fully, and the sentiment here is that the camp is now in the initial stages of a long-continued and important revival of prosperity.

In the case of the Le Roi mine, for instance, the big ore body on the eight hundred level is as large as the main seven hundred slope, which lasted for almost three years. In addition to the eight hundred slope, however, the mine has equally large ore bodies on the 900 and 1,350, in which the ore is of better grade. It will be seen at a glance, therefore, that the life of this property has been lengthened to seven to ten years by the ore bodies already discovered.

THE NEWEST DODGE.

"I have tried all the old dodges for advertising my star," said the press agent, gloomily, "and there doesn't appear to be anything left."

"How old is she?" queried the advance man.

"Forty-seven."

"There is but one new dodge that I know anything about," said the advance man, thoughtfully.

"What is that?"

"Have her fall in love with the Crown Prince of Germany."—Exchange

PAYMASTER ROBBED.

Sioux City, Iowa, Feb. 27.—J. H. Jones, paymaster of the Anchet mine, was on his way from Centerville to the mines today with $5,000 to pay the miners, when he was held up by two highwaymen. After being shot he whipped up his team and escaped with the money. Jones was fatally wounded. Both robbers were captured.

COLOMBIA PREFERS PEACE.

Colon, Feb. 27.—Confirmation of the election of General Rafael Reis to the presidency of Colombia by a majority of three electoral votes, has just reached here. It has given rise to the conclusion that Colombia prefers peace to war.

PAARDEBERG DINNER.

Governor-General Entertains a Party of Fifty Officers.

Ottawa, Feb. 27.—Fifty officers dined at Rideau Hall tonight as guests of Lord Minto to celebrate the anniversary of Paardeberg. Sir Frederick Borden, Lord Dundonald, Lord Aylmer and Colonel Otter were among those present.

American Guns And Gunnery

Official Report Showing Their Marvelous Improvement In Naval Shooting.

In Rapidity of Fire and Marksmanship Great Results are Attained.

(From Navy and Army Record.)

Rear Admiral H. C. Taylor, chief of the bureau of navigation, has sent to the House naval committee, upon the request of its chairman, the following memorandum on the recent improvement in shooting in the navy:

The recent improvement in the efficiency of our naval guns has been very marked. This has been brought about by the recognition and application of new principles of training and control, methods of traget practice, and these enable us immediately to recognize and correct defects of ordnance material.

Our former system of training and target practice is now recognized as having been mistaken. It produced results which we then regarded as satisfactory, but which we now know were misleading. We honestly believed that our gunnery was efficient, and the unscientific nature of our target practices concealed the defects of our ordnance. Without going into details, it may be stated that instead of counting hits on a target of reasonable area, we fired at a very small target, and from observation of the splash of the shots we determined by calculation which ones would have hit an imaginary target of a given area. This method was rigorously criticised by certain officers and unfavorably compared with the practice in foreign navies. Immediately after the present secretary of the navy and the present chief of the bureau of navigation were appointed, these criticisms received careful attention, and a fair trial of our gunnery (by counting actual hits on a target) demonstrated beyond a doubt our relative inefficiency. The whole question of target practice was then centralized, remodelled, and reduced to a system, and the first subsequent target practice showed a very great improvement; and this improvement has since been continuous. A few brief statements will show how real this improvement has been:

The above mentioned trial of our efficiency in gunnery, as it existed prior to the adoption of the new methods, showed that the percentage of hits on a target of a certain size, at a great distance, was from 10 to 15 per cent, and the rapidity of fire was not great. So erroneous were our previous ideas of the possibilities in this respect, that the official standard of rapidity for 6-inch guns was one shot every forty seconds, and for 13-inch guns one shot every six minutes. Recent target practices have shown an increase in accuracy of several hundred per cent, and a still greater increase in rapidity.

For example, Lieutenant Campbell, in one of the old 13-inch turrets of the Indiana, made 7 hits out of 8 shots, his best string being 4 shots and 4 hits in 5 minutes and 20 seconds, the time formerly allowed for one shot from these guns.

Lieutenant de Steiguer, with the more modern electric turret of the Illinois, fired four 13-inch shots in 3 minutes and 5 seconds.

Lieutenant Wilson's 13-inch turret on the Alabama, thus far the champion 13-inch turret in the navy, made on its best string, 4 hits in 3 minutes and 10 seconds, or one hit every forty-seven seconds, while it scored 15 hits out of 16 shots at a rate of nearly one hit every minute. The great significance of these feats will be recognized when it is remembered that it is not long ago that it was considered satisfactory when these guns were fired at intervals of from 5 to 6 minutes.

Similiar results have been achieved with guns of all calibres. For example, as showing the possibilities of good results of the Cuban campaign, Lieutenant Bostwick trained one of the Indiana's 8-inch turrets, crews to such a degree of skill that they made 4 hits with eyes in 2 minutes and 16 seconds, though these old steam turrets are now considered inefficient in comparison with modern electric turrets; and Captain Emory, of the Indiana, reports an average for the 8-inch turrets of his ship of 87.5 per cent of hits.

Our 6-inch guns, which, until recently, were allowed 40 seconds, between shots, show similar improvement. A 6-inch gun commanded by Lieutenant Bryan, of the Alabama, fired four shots in 28 seconds. Lieutenant Turpin's 6-inch guns of the Indiana averaged 4 hits per minute. Lieutenant Jackson's division on the Illinois averaged 77 per cent of hits, and the Alabama, Illinois and Wisconsin developed 10 pointers, each of whom made four hits with 6-inch guns in the time formerly allowed for one shot from these guns. Thus we see that both accuracy in shooting and rapidity of fire have been increased to such an extent that the present efficiency of the guns, measured in hits per minute, is from 600 per cent to 700 per cent greater than it was about one year ago.

Every effort is now being made to improve the above excellent results; and it may be stated with confidence that the next target practice will show a considerably increased experiness.

Enthusiasm for excellence in gunnery is at a high pitch throughout the entire navy, and it will be continuous so long as the present system of fair competition between all pointers, gun-crews and ships is maintained. This cannot fail to result in continuous improvement in the expertness of the personnel, and necessarily in an equally continuous improvement in the ordnance material.

The above results have been accomplished with a smaller allowance of ammunition than we have ever had before, the increased amount of ammunition expended for the entire navy being due to the number of ships now in commission.

Target practice is necessarily expensive, but as the whole raison d'etre of men-of-war is their ability to hit the vessels of the enemy, and as efficiency in marksmanship cannot possibly be attained without expending ammunition, it is believed that Congress will recognize the importance of granting the necessary appropriations.

STORIES OF THE RESCUED PASSENGERS

(Continued From Page One.)

of Capt. Wallace Langley, who with her daughter, were passengers on the Queen, prefaced her account of the dreadful mishap to the Pacific Coast liner.

Seen at her house yesterday evening by a Colonist reporter Mrs. Langley said: "To the best of my recollection it was about 4 o'clock on Saturday morning that the passengers were awakened in a systematic fashion by the ship's crew and informed that the vessel was on fire. There was little or no excitement. Ample time was given all the passengers to properly attire themselves and there was nothing which could be described as approaching a panic.

"Capt. Cousins, clad only in the lightest attire, was busy directing the operations of fighting the fire which had broken out at some point in the after part of the ship and as the flames were gaining headway, it was deemed advisable to lower the boats. This was done in a very orderly manner, and the women and children made ready to embark.

"The boat which myself and daughter were in was manned by three of the ship's company and carried in all sixteen persons. The orders were to stand by the ship and await eventualities. There were in all sixteen souls in the boat which I was in and there was absolutely no excitement. One old lady who was apparently ill and suffering from nervous excitement, cried a little, but otherwise all the people in the boat were calm and collected. The sea was comparatively smooth—that is, there were no dangerous billows, though the boat rocked considerably in the heavy swell. We were cold, of course, but did not suffer any tremendous excitement.

"With the coming of dawn we could make out that the efforts at fighting the fire on the Queen were proving successful, and shortly before 8 o'clock we received a signal to return to the vessel. Arriving on board again everything possible was done to relieve our distress and provide for our comfort.

"I simply cannot find words to express my appreciation of the noble conduct of Capt. Cousins and his brave officers and crew. They not only displayed great heroism, but also an intelligence in grappling with a situation fraught with immense danger which does them infinite credit.

Among the passengers on board was Mr. Thomas L. Burns, of Victoria. So overjoyed was Mr. Burns on seeing the boats returning that he could scarcely express his gratitude, the scene being most affecting."

Mrs. Langley has no personal knowledge of the manner in which the nine victims of drowning lost their lives, the information she had to impart coinciding with the stories told by the officers and other passengers appearing elsewhere in these columns.

Mrs. Langley mentioned that on arriving at Port Townsend the telegraph office was besieged with passengers anxious to send messages. She herself filed message to her husband apprising him of her own and her daughter's safety, but she reached Victoria ahead of the telegram, it having apparently never been sent from Port Townsend.

J. LEISHMAN.

James Leishman of Los Angeles said: "About half-past four I heard someone rapping at the windows and door of my stateroom. I immediately got up and put on all my clothes and started down to where I could see the flames. As I was going along a woman stuck her head out of a window and asked me if I would help her. I stopped, and getting a couple of life preservers put one on both herself and child, and told them to stay where they were until I came back. I then went back and started to try to get the hose fired. I worked downstairs for some time and then returned on deck and saw they had commenced to lower the boats. They lowered two boats first with no one but sailors in them, the captain giving them orders to watch out for anybody falling or jumping overboard. After they had lowered a boat full of passengers I suddenly remembered the woman I had promised to help. I thought them on deck, putting them in the next boat. Then they said they were short one man to handle the boat and being something of a sailor I volunteered. The people in the boats called for me, and the captain ordered me to go ahead. The purser was with me, and after the boat touched the water we were able to handle her all right.

"The captain gave orders to the boats not to go far away from the ship, because as soon as they got the fire under control they would take us on board again. The women in my boat behaved nobly and were just as brave as could be. I never heard a groan or a cry from any, in fact from no one on board. Before going to the boats I fought the flames for an hour and they seemed to be gaining all the time, and it looked for a while as if it was all over with the ship, passengers and all.

"We had hard work to lower the boats on account of the rough weather, but it was done most successfully."

W. M. McLEOD.

Mr. McLeod said he saw one boat swamped. "There were so many sparks flying around from the seemingly doomed ship that I could distinctly see the people hanging on to the edge of the boat and trying to crawl into it. Those in charge seemed very slow in getting the hose started, the fire making good headway before they started to play the water. An old lady named Mrs. Adams, who was in one of the small boats, died from exposure shortly after she was taken on board again from the lifeboat. Her son was also on board.

"A curious incident," remarked Mr. McLeod, "is the fact that Mrs. Adams was in the same cabin as the lady—Miss Steiner—who was drowned. From what we could learn on board Mr. Brown was about the first to give the alarm of fire. Mrs. R. H. Ferguson, who was one of the passengers, deserves great credit for her presence of mind. She was in one of the boats and had her small valise with her which contained her jewelry and valuables, etc. The boat was fully filled with water and not finding anything to bail with Mrs. Ferguson dumped her jewerly into the boat and handed the bag over to be used as a bailer. She is naturally very proud of her valise as she is aware it was perhaps a big factor in the saving of those in the boat. She lost some of her jewelry. I think the work and conduct of captain, officers and crew was very admirable, they doing all in their power for everyone on board. The captain had supreme command and showed great presence of mind in all matters. He even personally inspected all the boats before they were lowered to see that the plugs were in, oars in their places, etc. Great care and attention was given to the woman and children after the fire was out, and hot coffee, beef tea and refreshments were passd around to all during the whole morning."

A. H. BROWN.

Mr. A. H. Brown, of Regina, Alberta, said he was sleeping in a room at the stern of the boat and close to the dining room and must have been very close to where the fire started. "On going to bed," continued Mr. Brown, "I left my door open and was awakened about 4 o'clock in the morning from the heat and smoke in my room. I think I was about the first to give the alarm. I grabbed a few clothes and rushed out and saw that the whole stern of the boat seemed to be on fire. The saloons were filled with smoke. I at once ran into the cabin, grabbed my children and started for the upper deck with my wife following. After I got them safely placed I started to look for the officers' cabins to wake them. The captain seemed a little gruff at first, but I explained to him the fire was gaining and there was not a soul around to get the hose, etc. Soon after the officers came down and gave orders to get the hose started. We had some little trouble at first, the hose being too short. At first it did not seem to have any effect. The captain then ordered the ship to be turned around in order that the wind would blow the flames away from the ship. After that the captain ordered the boats lowered, starting in with those at the stern of the ship. Some boats were lowered with women and some with men. I think there were seven lowered altogether, and I believe two were afterwards swamped, although I did not see them. I and my wife got into the last boat, but by that time they had the fire pretty well under control and we were not lowered to the water. We were all glad, as the water was so rough. It looked like certain death to be floating around in one of those small boats.

"Shortly after the Captain blew his whistle for all the boats to come in and we hauled the people up the ship's side by ropes. One old lady, I did not hear her name, died from exposure in the small boats. I know some people were drowned, but I could not say who they were.

"The captain then thought of putting into the Columbia river and spoke the steamer Santa Monica that was close by, asking how the bar was. The captain of that steamer replied that it was very rough. However we went to the bar, but decided not to tackle it. We then started for Cape Flattery, but in the meantime a fearful thunder and lightning storm came up and things looked about as blue as ever. We finally got into the straits and I must say that although not a seaman myself I think the captain deserves great credit for the quick way he worked the ship into the straits. I don't know why he didn't take us to Victoria, which I understand was the nearest port. The work of the captain, officers and crew was excellent, in fact every man on board worked nobly. The captain had complete control of the ship, the officers and crew responding cheerfully and promptly to all his orders. I got my hand pretty badly cut, as when I went around waking the passengers I smashed in the cabin windows with my fist.

"There did not appear to be any excitement among everyone taking things cooly, in fact I was blamed for being the only excited person on board. I could not help it, as my first thought was for the safety of those on board, and I wanted to wake up the ship. There were several narrow escapes in the small boats and Mrs. Jones was suffering a good deal from exposure. I think I was the only one that was at all hurt. Mr. Munroe, in his hurry to save his children, left all his clothes, money, etc., in his stateroom and lost them all."

MR. T. BURNS.

A Colonist reporter called at the residence of Mr. Thomas Burns, corner of Pandora and Cook streets, last night for the purpose of obtaining that gentleman's account of the disaster. It was found that Mr. Burns, utterly exhausted with his exertions and want of sleep had retired to rest and could not be disturbed. From members of his household, however, some part of the narrative related by Mr. Burns was obtained as follows:

When the fire was first detected there was quite a strong westerly or southwesterly wind blowing, with a pretty high sea running. This was about half-past four o'clock in the morning. Immediately the alarm was given all hands, including the passengers, rushed on deck. By the faint moonlight the heavy volume of black smoke, rolling up from below decks could be seen, and they made a very creditable sight. Officers and crew preserved admirable calmness and discipline, and the danger was faced courageously and coolly. The start of the fire seemed to be at a spot one-third of the ship's length forward of the stern. The rapidity with which it spread and the choking quality of the dense clouds of smoke made the crew's work one of great difficulty and discomfort. The fire hose with which the steamer is equipped was quickly brought into play, and then the struggle for supremacy began. Soon the heat on the after decks and upper deck houses became unbearable and flames began to shoot out, illuminating the wild scene with a crimson glare. Meanwhile all the passengers had been ordered into the boats, which were lowered away and moored alongside to be ready to cast off in case of emergency. It was while the boats were thus along side that one of them was upset, presumably by the gunnel catching on the ship's guards on the side as the sea heaved the small boat up. Nine persons lost their lives by this accident, and a profound gloom was cast over all aboard by the unhappy occurrence.

The steamer's head was kept as well as possible to windward and all the efforts of the crew in fighting the flames. Consequently whenever there was a rush of fire from the burning woodwork below it was met and kept back. This had the effect of destroying everything in that direction back to the taffrail. Efforts made alraming progress, eating its way forward in spite of the obstinate resistance offered by the crew with their hosepipes. The captain soon after the outbreak had headed the vessel for the mouth of the Columbia, but owing to the evil reputation of the famous Columbia river bar, which offers so serious a menace to shipping there, the intention of putting into Astoria for help was abandoned, and the Queen kept an offing while the fire was being subdued. It was nine o'clock in the morning before the last vestige of the fire was put out, and the once handsome steamer Queen lay heaving on the sea for a time a charred and smoking ruin.

As to the cause of the fire, Mr. Burns said that the thory of crossed electric wires on the woodwork in an obscure portion of the space below decks was mentioned as very likely, but he could not say definitely.

Of course, after such a night of horrors there was no sleep or rest for anybody, and it was a very pale, worn and haggard body of survivors that came ashore at Port Townsend yesterday. Mr. Burns suffered considerable inconvenience from want of sleep, exposure and exertion, but thanks to a very robust constitution he will probably be none the worse for his thrilling adventure.

TRANSCONTINENTAL TRAINS EACH DAY

C. P. R. to Add to the Imperial Limited Service This Year

Montreal, Feb. 26.—The C. P. R. purposes, it is understood, to put on a double daily passenger service between Montreal and the Pacific coast during the coming season. Two trains will be run, one of which will be known as the Imperial Limited. Both will make equally rapid time. The new service will go into effect in June next.

CAUTIOUS.

"So you have decided to break your engagement with him?"

"Yes," she returned thoughtfully, "but I don't think I shall do it until after my birthday that comes next week."—Chicago Post.

Delegates Visit Island Mines

The Excursion Provided By Mr. James Dunsmuir Yesterday Proved Successful.

Mining Men From Up Country Inspect the Mines at Mt. Sicker.

(From Friday's Daily.)

Yesterday morning, one of the most important excursions left the city which has gone up the E. & N. railway for some time. The train, a special, was provided by Mr. James Dunsmuir, the president of the road, for the benefit of the delegates attending the convention of the British Columbia Mining Association, recently in session here, in order to enable them to see the splendid mining properties existing and being worked on Mount Sicker.

The majority of the up-country delegates had never before had the privilege of seeing any of the island metalliferous mines and what they saw surpassed the expectations of the most sanguine. These visitors, to a man, came away greatly impressed with the magnificent prospects before the three valuable properties visited, viz., the Lenora, the Tyee and the Richard III., and all brought away samples of the ore which they are taking away with them to treasure as souvenirs of one of the most delightful outings, they claim, they have ever been privileged to enjoy.

The train left the E. & N. station promptly on time, 8:00 a. m., and at 10:15 pulled up at Mount Sicker siding, where, by the courtesy of Messrs Bellinger and Breen two trains were ready on the narrow gauge, one for Crofton where some of the delegates went, including President Keen, and another for Mount Sicker.

Among the passengers were Hon. Senator Templeman, R. Hall., M. P. P., Hon. D. W. Higgins, Hon. Edgar Dewdney, Aldermen Beckwith and Thorton Fell, Mr. David Kerr, Fire Chief Watson and Secretary Cuthbert of the Tourist Association, who gathered the party and with Mr. Machin, president of the local branch acted as hosts of the day.

The run up the steep narrow gauge line to Mount Sicker was not particularly agreeable, owing to the heavy rain and higher up equally heavy snowfall. Mount Sicker was reached at 10:45 and for a considerable merriment caused during the climb up the steep Indian trails through four feet of snow from the terminus of the line to the shaft house of the Tyee mine. Many were the falls and the force of one that was at all hurt. Mr. Munroe, in his hurry to save his children, left all his clothes, money, etc., in his stateroom and lost them all."

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A Colonist reporter called at the residence of Mr. Thomas Burns, corner of Pandora and Cook streets, last night for the purpose of obtaining that gentleman's account of the disaster. It was found that Mr. Burns, utterly exhausted with his exertions and want of sleep had retired to rest and could not be disturbed. From members of his household, however, some part of the narrative related by Mr. Burns was obtained as follows:

When the fire was first detected there was quite a strong westerly or southwesterly wind blowing, with a pretty high sea running. This was about half-past four o'clock in the morning. Immediately the alarm was given all hands, including the passengers, rushed on deck. By the faint moonlight the heavy volume of black smoke, rolling up from below decks could be seen, and they made a very creditable sight. Officers and crew preserved admirable calmness and discipline, and the danger was faced courageously and coolly. The start of the fire seemed to be at a spot one-third of the ship's length forward of the stern. The rapidity with which it spread and the choking quality of the dense clouds of smoke made the crew's work one of great difficulty and discomfort. The fire hose with which the steamer is equipped was quickly brought into play, and then the struggle for supremacy began. Soon the heat on the after decks and upper deck houses became unbearable and flames began to shoot out, illuminating the wild scene with a crimson glare. Meanwhile all the passengers had been ordered into the boats, which were lowered away and moored alongside to be ready to cast off in case of emergency. It was while the boats were thus along side that one of them was upset, presumably by the gunnel catching on the ship's guards on the side as the sea heaved the small boat up. Nine persons lost their lives by this accident, and a profound gloom was cast over all aboard by the unhappy occurrence.

The steamer's head was kept as well as possible to windward and all the efforts of the crew in fighting the flames. Consequently whenever there was a rush of fire from the burning woodwork below it was met and kept back. This had the effect of destroying everything in that direction back to the taffrail. Efforts made alraming progress, eating its way forward in spite of the obstinate resistance offered by the crew with their hosepipes. The captain soon after the outbreak had headed the vessel for the mouth of the Columbia, but owing to the evil reputation of the famous Columbia river bar, which offers so serious a menace to shipping there, the intention of putting into Astoria for help was abandoned, and the Queen kept an offing while the fire was being subdued. It was nine o'clock in the morning before the last vestige of the fire was put out, and the once handsome steamer Queen lay heaving on the sea for a time a charred and smoking ruin.

As to the cause of the fire, Mr. Burns said that the thory of crossed electric wires on the woodwork in an obscure portion of the space below decks was mentioned as very likely, but he could not say definitely.

Of course, after such a night of horrors there was no sleep or rest for anybody, and it was a very pale, worn and haggard body of survivors that came ashore at Port Townsend yesterday. Mr. Burns suffered considerable inconvenience from want of sleep, exposure and exertion, but thanks to a very robust constitution he will probably be none the worse for his thrilling adventure.

of appreciation of the mines of the Island. The Mining Association extended all over British Columbia, and the visit would have good results.

Mr. Kirby, Rossland, manager of the Great Western and the Centre Star mines, said he took great pleasure in seconding this motion. He had been most interested in seeing such good properties and so well handled. He felt that the Mount Sicker mines were only the beginning of the great mineral resources of the Island.

This motion also carried, the delegates giving three cheers and a tiger.

Fire Chief Thos. Watson then proposed a vote of thanks to Mr. Bellinger, of the Crofton smelter on behalf of those who had gone there and been so ably entertained, and on behalf of those who went to Mount Sicker also, as it was through the courtesy of Messrs. Bellinger & Breen that the party were taken on the narrow guage from Mount Sicker siding to the mines.

George Sheldon Williams seconded, and the president tendered to Mr. Bellinger, who was present, the thanks of the delegates. Cheers and singing of "For He's a Jolly Good Fellow" followed.

Mr. Duke, Rossland, then proposed a most hearty vote of thanks to Mr. Machin, and through him to the Victoria branch, and to Mr. Cuthbert, and through him to the Tourist Association and the citizens of Victoria for the most hearty reception tendered the delegates throughout, and particularly the courtesies tendered during the excursion, both of which would never be forgotten.

Mr. Martin, Rossland, seconded the motion, which carried unanimously.

Mr. Clemon, on behalf of Vancouver, supported the motion, and said that an example had been set that Vancouver would emulate and, if possible, better, next year at the convention.

Mr. Machin assured the delegates that he, as president of the Victoria branch, most heartily appreciated the kindly sentiments expressed, and only wished he could have done more.

Mr. Cuthbert said he was merely carrying out the instructions of the citizens of Victoria, and if the delegates were pleased, he felt his duty had been performed. He felt that Victoria was the home of the association, and assured the delegates that if they could not find another place to go to, to come home, where they would always receive the heartiest of welcomes.

The party then left for their respective homes after spending a most profitable and delightful outing.

PORTUGAL'S PRECAUTIONS.

Lisbon, Tuesday, Feb. 23.—(Delayed by the censor)—The statement is made that with a view of maintaining Portuguese neutrality in the event of an emergency, reinforcements will be sent to various ports in Portugal as well as to the Azores, Madrid and the Cape Verde islands.

There are four generations of female musicians in one Cleveland family, ranging from great grandmother down. The youngest member is a little 4 years, and already is a prodigy at the piano, the three others being teachers. The names of the unique four are Mrs. A. E. Baker, who is in her 71st year; her daughter, Mrs. Alice Webster Baker; her granddaughter, Mrs. Nellie Webster Tate, wife of William Tate, and her great granddaughter, Dorothy Tate.

A French View Of the Situation

Trouble in the Balkans Not Likely to Be of Great Importance.

Russia's Black Sea Fleet Has Been Greatly Over Estimated.

Paris, Feb. 27.—An official, who for two years past had been studying the conditions in the Balkans has just arrived in Paris and today made an interesting statement of the situation. He said: "I am satisfied Turkey will not declare war. She has been informed by the powers that even if she does engage in hostilities she will gain absolutely no result therefrom, and even may suffer from a military occupation by the powers and that, perhaps, need result in the separation of Macedonia from the Turkish empire. It is true that Turkey is sending reforcements to Macedonia, but this is due to the prospect of an outbreak of another insurrection and possible interference on the part of Bulgaria, now that Russia is occupied with Japan, but the Sultan has everything to lose and little to gain by it, and if it comes you may depend upon it that Turkey will be the aggressor. Should war come I am satisfied that Bulgaria will be beaten. Bulgaria claims she is able to put 200,000 men in the field. The Turks can quickly throw double that number into Macedonia and reinforce them if necessary. It has been said that Russia and Turkey are discussing the question of the passing of the Dardanelles by the Russian Black Sea fleet. Turkey would not give her consent if asked unless she gained something in return, because she would thereby forfeit the preferential position which she and Austria hold in consequence of having been designated by the powers to act as their representative in dealing with this question. Moreover, Russia understands that if she ceased to be a representative of the powers such other powers would intervene. But granting that Russia may take this risk and induce Turkey to permit the passage of her fleet, this would be a violation of the Berlin treaty of which Great Britain is a signatory power. It would mean furthermore, that Turkey and Russia had entered into an understanding which might be interpreted as bringing into play the Anglo-Japanese alliance.

"Aside from this latter point, there is hardly any question that Russia would find British ships blocking the Suez canal and the straits of Gibraltar.

Finally the Black Sea fleet has been greatly overrated. It was examined a short time ago by an American naval officer. He reported that it was not in a very good condition and that in any event it was of no use for over-sea operations, in consequence of the small coal capacity of the vessels composing it. The latter had been constructed simply for operations in the Black Sea and not for service in the Far East."

KOREA SANCTIONS JAPAN'S CURRENCY

Issued at Seoul Authorized By the Emperor and Wiju Now Open.

SPECIAL CABLE TO THE LONDON TIMES AND VICTORIA COLONIST.

Seoul, Feb. 27.—The Korean foreign office official announces the opening of Wiju to foreign trade. The issue of Japanese war currency has received official sanction. The Emperor of Korea notes that this currency is being redeemed locally at 89 cents in gold, a yen. The last Russophile official in the Korean cabinet has been removed and only Japanese supporters remain.

Mrs. Nuritch—I want to get a pair of swell white gloves to wear to a ball.

Clerk—Yes'm. How long do you want them?

Mrs. Nurich—See here, young man, I ain't talkin' about rentin' 'em. I want to buy 'em.—Philadelphia Press.

Sharkey A "Has Been"

Sailor Pugilist Told to "Go Way Back and Sit Down" By Munroe.

Gets Badly Worsted In Six Round Bout Last Night With Butte Miner.

Could Not Stand Stomach Blows and Constantly Lo His Temper.

Philadelphia, Pa., Feb. 27.—Jack Munroe outfought Tom Sharkey in their six-round bout at the Second Regiment armory in this city tonight. Munroe stepped from the ring without a mark, while both of Sharkey's eyes were badly swollen from the vicious right and left swings of the Butte miner. In only one round, the first, Sharkey have any advantage over Munroe. After this the battle was most wholly in Munroe's favor. When Munroe began to find the sailor's stomach, Sharkey became wild and nearly all of his leads went round Munroe's neck. In the fifth round Munroe had his antagonist troubled, and again in the sixth round Sharkey was in great distress. The blows which Munroe landed on Sharkey's stomach went straight from the shoulder and were hard enough to have knocked out almost any fighter. Opinion here seems to be that Jeffries will be called upon to defend the championship against Munroe.

THE PRELIMINARIES.

Sharkey and Munroe reached here early in the afternoon, the former going to the Scott House, the latter to the Bingham House. Sharkey was accompanied by his manager, R. Buckley, and chief adviser, and half a dozen others were with Munroe. Shortly after their arrival both men met at the Scott House and weighed in, merely for the satisfaction of a large crowd of sporting people who were anxious to know their weights. Munroe tipped the beam at 196, and Sharkey 182.

Previous to the contest Sharkey said: "I have trained faithfully for this contest and expect to win decisively. I expect to knock Munroe out before the limit."

Munroe was equally confident: "I expect to be Jeffries' next opponent. I have trained with that object in view. I expect to defeat Sharkey."

Sharkey's seconds were Tom Buckley, J. Abber Carey, Spike Sullivan and Tom Rielly, while Kid McCoy, Dal Hawkins, Willie Fitzgerald and Nig Crozier looked after Munroe.

Sharkey entered the ring at 10 o'clock. He was given a tremendous ovation by the great crowd present. Munroe did not enter the ring until ten minutes later. He was well received. The referee called the men to the centre of the ring and gave them their instructions. The fight was under Queensbury rules, six rounds, 75 per cent. of gross receipts to be divided between the two men, 75 per cent. to the winner and 25 per cent. to loser. No decision was to be given. Both men were in the pink of condition.

FIGHT BY ROUNDS.

First round—Sharkey led and missed. Munroe landed a left blow on Sharkey's face and the latter fell through the ropes but did not land on the floor. Sharkey landed right on stomach and Munroe a left to Sharkey's wind. Sharkey missed a left and the men rushed to a clinch. They sparred for an opening and on the rush Munroe slipped and fell to the floor. Sharkey missed