CHESTER SCENE OF CONFLAGRATION

KE OUT IN HEART OF BUSINESS SECTION

ngs Destroyed-Effort to Check ames-Damage Estimated at Over \$4,000,000.

hester, N. Y., Feb. 26.—The worst cation in the history of Rochester out a few minutes before 5 o'clock rning in the basement of the ster Dry Goods Company's store -166 Main street, East. The fire according to the night watchman store, was discovered soon after rted, spread with such rapidt by the time an alarm was turnentire front of the store was a f flames. The fire department re promptly. Assistant Chief realized at once the dangerous of the fire and turned in a gen-

his time the fiames had spread to ilding occupied by the dry goods Beadle & Sherburne Company. ttle arrived on the scene shortly he general alarm sounded. He that the flames were beyond the of the local department, and apmore fire apparatus were sent chiefs of the Buffalo and Syra-

y five hours later four steamers from Syracuse, and within an ter being discovered the fire had to the big granite building occuand by hundreds of business and ional men. Flames also spread pulldings in the rear of the granite

extreme cold made the fire fightcult and hazardous, as the lad-e coated with ice. Assistant aynes was struck on the head

ss is estimated between four and as of dollars, most of which the Sibley, Lindsay & Curr Co., dle & Sherburne Co., the Rock-ry Goods Co., and the Walkover The loss to the business offices te building cannot be es at this writing. The plans and for the mammoth new block sibley, Lindsay & Curr Co. con-I building in the spring are de-The plans and estimates were tect's office in the tenth floor.

Still Raging. ter, N. Y., Feb. 26.-The great arted in the heart of the busiict of this city this morning is fiercely. The weather is fighting the fire, as there is any wind blowing. Had there moderately high wind, the nothing could have preventen are battling under ex culties, as water mains are ng as they should. The extreme and for the past two weeks have been engaged in thawthe pipes. On account of the roper apparatus this work has

'clock Chief Little and Commis-Public Safety Gilman tele o Buffalo and Syracuse for as-

shief of the fire department at d he believed the fire could be the block extending from St. North streets, unless the wind ange and set fire to the builde south side of Main street. In a large part of the residential ald have to go. The fire is rehave started in the baseme ester Drygoods Company. A cted with the electrical me s the elevator blew out, and the ent the flames were rushing levator, and the building wrap-

clock the fire is burning fiercely the fire department are sanat they can prevent its spread-

started before many people the street, but the news soon and by 6 o'clock there were a crowding the scene of dis-The explosions of dynamite that . en used to check the spread of could be heard in all sections ty, and this noise was supple the thunder of crashing walls ner of Public Safety Gilmates the loss at this hour (9 at between five and six millions. sistant Chief Injured

ter, Feb. 26.-The fire is reporte started in the basement of the Drygoods Company at 4.30. spread to the Walkover east of the Rochester Drygoods and this building is en

njured by a fall. His head was He was removed to the hos-

here has been no loss of life, there have been several mir scapes from falling walls and

Estimate of Loss. er, Feb. 26.-Insurance men ate the loss at from \$4,000,000

ATTORNEY SHOT.

After Committed Suicide By owing His Brains Out.

Feb. 26.-Henry L. Schwartz. & Schwartz, attorneys, was s private office in the Marine day, by H. A. Knowles, of oods firm of Knowles & Gardwles, after holding the police a few moments, turned the himself and blew his brains wartz died in the hospital at

A FATAL FIRE ABOARD THE QUEEN

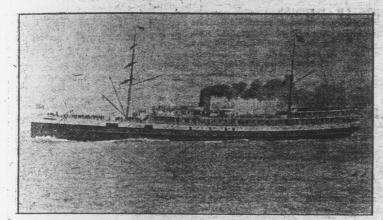
'Frisco Liner Badly Damaged---Fourteen Lives Lost Through Accident Off the Columbia River.

(Special to the Times.)

Port Townsend, Feb. 28 .- After one of the most remarkable experiences encountered by any ship on the Pacific, the Pacific Coast Steamship Company's steamer Queen arrived at this port shortly after 10 o'clock this morning. Before she landed, the word rapidly spread about town that the whole stern of the vessel was burned, and when the vessel came alongside the dock

hundreds of people were there to learnthe particulars. Briefly, the tale of the disaster is as follows: The Queen was bound up the coast and had made a point some fifty miles south of the Columbia river when fire was discovered near the stern of the vessel.

This was a few minutes after 4 o'clock yesterday morning. A. H. Brown, a farmer, who, with his family, occupied state room 46, was



STEAMER QUEEN.

awakened by the smoke, and he rushed his wife and two children to safety on the deck. He then went to work to awaken the passengers and crew, smash-

But a few minutes intervened before the ship was alive with people and fire fighting commenced in earnest.

The entire aft portion was a mass of flames, and passengers as well as crew set to work with a will.

It required five hours to entirely quell the fire. , In the meantime most of the boats had been launched, filled with all the women aboard, some forty or fifty in number.

As the heroic workers were getting the better of the flames, Capt. Cousins called the boats back, and, being manned by expert seamen, all of them but two boats succeeded in reaching the steamer. Two boats were swamped and the occupants drowned.

Three waiters who slept in the glory hole got out, but in running for safety turned in the wrong direction and were burned to death. All the pasengers speak in the highest terms of the action of the captain

Heroism was shown all through the terrible experience.

Marine men who examined the vessel while lying at the dock here, are The entire dining saloon is gutted, The wood and iron work for fifty feet from the stern forward is burned and twisted beyond recognition.

Those who suffered death in the catastrophe are: MISS STEINER, Cleelum, Wn., drowned. MRS. C. ADAMS, an old lady, died from exposure, after returning to the

D. E. NEWBERRY and H. BUCKLEY, passengers, drowned. A. NIELSON, J. NELSON and B. F. FRIETAS, deck hands, drowned. PETER NUHN and M. FLYNN, firemen, drowned.

W. HEINEMAN and RAYMOND, waiters, drowned. M. SOMERS, H. DOUGLASS and A. DONNELLY, waiters, burned to

The Queen carried one hundred and forty passengers and seventy-eight of

ANOTHER ACCOUNT.

Heroic Conduct of Ship's Company.

Seattle, Feb. 28.—Steamer Queen, Capt. Cousins, took fire from some un known cause at 4 o'clock on Saturday morning, 30 miles off Little North Tillamook light. Three stewards were burned to death in the glory hole aft, ten other lives were lost from a lifeboat, and

ed forward in their nightclothes, sized in launching while nearly empty, drowning four of the crew. The others

engineer and first officer took charge of two lines of fire hose. The chief and stands and public places in the city for

Nuphn and M. Flynn, firemen; W. Heine Fire Broke Out in Dining Hall—The Died of exposure: Mrs. E. Adams, aged 70, Dawson. Her body, was brought The bodies of the stewards were landed

at Port Townsend.

ADMIRABLE ORDÉR.

Thos. Walker Tells of Systematic Way in Which Capt. Cousins Managed

city, it was but natural that news of the omed four lifeboats with the women Not until noon did word reach Victoria delidern were launched. One cap from Port Townsend that the Queen had thinks was absolutely necessary in order and children were launched. One cap- from Port Townsend that the Queen had

arrived. It was with no small feeling of relief

evening from Puget Sound on her way stand by while they ran for the Columiense that the tiller ropes were white fiot to San Francisco, brought the passenfor hours. The huge iron steel beams gers bound for Victoria, who had been nearly melted in the after part of the taken on board at Port Townsend.

Thos. Walker, manager of the manu-The stewards burned in trying to facturing department of Turner, Beeton to make fast time northward. In this ach the upper deck by going up & Company, was one of the passengers they were disappointed, however, as it through the dining hall were M. Somers, who came through this trying experience. H. Douglas and A. Donnelly.

He has no desire to repeat it. He bears Columbia river bar. The captain then

time the accident happened early on cupied-the glory hole was a sad one. The received aboard the ship while a stiff Saturday morning. Like others aboard, fire broke out just above above them, gale was blowing and a heavy sea runhe has no knowledge of the cause of the ult of a match or cigar stub being acitly dropped.

The stateroom which Mr. Walker occupied was destroyed, so that he was really within the "fire zone." His berth mate With the Flames. was Mr. Steiner, a brother of Miss Steiner, who was drowned. Miss Steiner

The Queen was brought to a standstill In doing this I put my hands through a

vashed down.

About half-past four the signal was the engineer to turn the ship round. This given by the captain for the launching of the lifeboats. At that time it looked as though nothing could save the ship. As f for drill, the men took up their posi-tions for the launching of the boats. Mr. of blowing the fire away.

no small measure was this due to the excellent example set by Capt. Cousins, and which served to inspire all others and which served to inspire all others spread not a minute would have that the whole operations of lowering the large last in lowering the interest of the same. At first it did not seem to us as though the fire could be excepted. The blaze was so strong that the whole operations of lowering the aboard. That the captain won the eseem and confidence of all is proved by the story told by Mr. Walker in connecion with the women leaving the ship. In many cases the ladies turned as they left with a heartfelt "Good-bye, captain." The saluation was returned with an

did not long survive, never getting from the ship's side. It drifted round the stern and was capsized. All the occupants of it were rescued, with the excepof Miss Steiner. Mr. Adams, the old lady who died as a result of exposure, was upset from this boat. Another boat from which it is believed four of the crew were lost capsized on the weather ide of the vessel.

The fighting of the fire was con with the greatest energy. Mr. Walker origades, and a steady fight was kept up. When Mr. Walker first came out of his stateroom the electric lighting had not con interfered with but shortly after this the lights were all put out in consesomewhat. It runs down to the hold, being closed in all the way down through the decks. This divided the fire and thus mind and continued his course north. hecked it in part, giving the fighters a

chance to gain on it. other lives were lost from a lifeboat, and one woman died from exposure. The one woman died from exposure. The fire was put out after seven hours' heroic work on the part of the crew. The vessel early in the fight. The steamer Queen, Mr. Brown says, man had, and the boats were recalled to the deck. Some thought same time a man was on duty on the hand, and the boats were recalled to the deck. Some thought the boats were recalled to the deck. Some thought the boats were recalled to the deck. Some thought the boats were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the house were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the house were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought the hand, and the here were recalled to the deck. Some thought th work on the part of the crew. The ves- Saturday evening. No tidings arriving at side of the vessel early in the fight. The

slowly made their way back to the ship,

For hours the ship lay to before pro to allow of the chains, shafts, etc., cooling down sufficiently to make it safe to got away, but one foundered later in a that it was learned that no Victorians work them. Had it been done earlier lumpy sea, drowning a number of occu- were among those lost. The Times, upon with the iron at a white heat the chains pants. The boats stood by and later were getting the particulars by special from taken aboard when the fire was out.

Port Townsend, issued an extra contain
The aboard when the fire was out.

Port Townsend, issued an extra contain-The steamer was headed into the wind ing the main features of the story of the interests of the passengers and crew. It was with glad hearts that those on board saw the Santa Monica come alongtwo lines of fire hose. The chief and stands and public places in the distance before that, but too take third engineer worked in the engine room the purpose of giving the facts and allayaway to signal. The passengers were at the pumps, part of the time swathed ing any fears which might be entertained still further delighted when they heard still further delighted when they heard The vessel answered her helm throughout The Umatilla, which arrived in the Capt. Cousin ask the Santa Monica to

Mr. Walker says he began to picture a trains leaving Astoria, and was prepare

Watker has crossed the Atlantic, but has fortable as possible. count of the manner in which the passen-never seen such a roll as there was at the The fate of the three waiters who oc-

fire. The only explanations offered were It was impossible for them to get out ex-the crossing of electric wires or the re-cept through the dining saloon. Seen this morning in her home on South Turner street, Mrs. Langley ap-A. H. BROWN'S STATEMENT. experience she passed through.

A clear description of the circumstances attending the discovery of the

kept circling around the vessel to be of service in case of any one falling or leapto give the alarm. At first I went to give the alarm. At first I went to give the alarm. At first I went to ordered that all the ladies repair to the lifeboats. and turned to the wind, so that advantage might be taken of it to cut the fire off from spreading.

The engineers worked like Trojans in keeping the pumps going. They were afterwards warmly praised by Captain (After the general alarm had been afterwards warmly praised by Captain (Captain to have been about 1 which to have been about 1 which the sailors, named Swanson, was in the boat, but the father came along and the children were taken of its to cut the fire off must bear and aut it severely. You my daughter were assisted into a life-boat by the chief steward, who seeming to the story of Mr. and Mrs. Montgomery. They think there must have been about fifteen in it. Two children were at first in the boat, but the father to have been overloaded or else poorly manned, according to the sailors, named Swanson, was in the content of the starboard, I and my daughter were assisted into a life-boat by the chief steward, who seeming to the story of Mr. and Mrs. Montgomery. They think there must have been about fifteen in it. Two children were at first in the boat, but the father to have been overloaded or else poorly manned, according to the sailors, named Swanson, was in the content of the starboard, I and my daughter were assisted into a life-boat by the chief steward, who seeming to the sailors, named Swanson, was in the content of the starboard, I and my daughter were assisted into a life-boat by the chief steward, who seeming to the sailors, named Swanson, was in the content of the starboard, I and my daughter were assisted into a life-boat by the chief steward, who seeming to the story of Mr. and Mrs. Montgomery. They think there must have been about fifteen in it. Two children were at first in the boat, but the father to have been overloaded or else poorly manned, according to the story of Mr. and Mrs. Montgomery. Cousins for the admirable way in which they did their work. Considerable trouble was experienced in keeping the suction clear of charred embers which were the suction. Previous washed down

Walker says that he noticed that every boat was carefully examined by officers before anything was done towards letting her leave the ship's side. The plug was the leave the ship's side. The plug was to be considerable was carefully examined by officers before anything was done towards letting her leave the ship's side. The plug was playing on the flames most of the crew left, giving the hose into the hands of passengers. They went away to assist the side of the steamer. Twice the water influence in the same of the same of the swamped they believe they were in the water available was playing on the flames most of the crew left, giving the hose into the hands of passengers. They went away to assist the side of the steamer. Twice the water influence in the same of t

absolutely in order.

Each boat was manned by the members of the erew assigned to it. This, with the nine men detailed to the patrol boats cut off the available fire fighters. boats cut off the available fire fighters considerably, but the necessity fully justified it.

The women and children were then of the boats containing passengers, and if of the boats containing passengers, and if on the boats. One lady and two small children were put in a boat which had been swung out in the was apparently to look after the welfare of the boats containing passengers, and if one placed in the boats. One lady and two small children were put in a boat which had been swung out in the was apparently to look after the welfare because, before there was any necessity of the boats containing passengers, and if one placed in the boats. One lady and two small children were put in a boat which had been swung out in the boats boat which had not been lowered because, before there was any necessity of the boats containing passengers, and if called forward to take their places in the boats. This was all done with remarkable coolness, as was everything not completely lowered. It was put over the side of the vessel and secured. It from the steamer. At first it did not

been lost in lowering it into the sea. My wife and I were in this boat, and we were thankful there was no necessity to launch it."

In at the whole operations of lowering the boats could be plainly seen, and I could distinguish some of the faces of the passengers. I could plainly see Captain Cousins leaning over the railing of the course of life or death. There was no disorder at any time, and passengers and erew Mrs. Brown, who was present during steamer on the hurricane deck giving orthe interview, remarked: "Yes, we ladies ders. He was in his bare feet and had

persuaded the captain not to launch our no coat or waistcoat on.

tinctly saw one of the small boats swamp. It never got away from the side of the same time was suffering from cold, being scantily clad. There were two young gradually working down towards the stern. Finally a waye completely overwhelm the opportune time of the swell was until the opportune time of the swell was whelmed it, and the occupants were left spirits of Jack. Jack in a humorous way the spirits of Jack. Jack in a humorous way spirits of Jack. reached. Nothing was done haphazard, struggling in the water. Miss Steiner kept telling the passengers that all he was the only one I knew who was drown-wanted was to get back to his 'Bedaliah' serve the lives of the occupants of the boat. Mrs. Adamsio was in California, 'Bedaliah' being the name picked up, but afterwards died from the of a popular ballad now sung down exposure. Mr. and Mrs. Montgomery south. were also among the survivors.

'After we had been lying to for about four hours the flames had been sufficient for about four hours. It did not seem ly subdued to allow the passengers to that long, however. We were the last return from the boats with safely. The to return to the steamer. In the meanpoats were therefore called in. Captain while two ladies had been taken out of Cousins using the trumpet then shouted our hoat and taken back to the ship. out: Have you got the women? The reply was 'yes,' and we gave the boats a ness. It was done to lighten the craft.

hearty cheer. asphyxiated. They were sleeping in the | were faced bow to bow and this way was himself attached to one of the hose after part of the vessel, and when roused the ladies were taken from one to the mistook their way and were overcome by the smoke. They were found with their safely aboard the Queen the same crew faces turned towards the port.

and steering gear were tried, and both been placed alongside the ship to pre-nence of the fire. The closed in hatch-found to be in first class condition. We went the lifeboats from being swamped way for transferring freight, which is then continued our trip. At first it was situated aft, assisted in the fire fighting the captain's intention to enter the careened over with the swell of the sea. We all had life preservers on, and as we rough at this point that he changed his approached the vessel a line with a

ome north overland.

MRS. LANGLEY'S ACCOUNT.

Crew of the Ship. H. Douglas and A. Donnelly.

The passengers drowned were Miss Steiner, Cleelum, Wn.; D. E. Newberry, and H. Buckley.

Crew drowned: J. Nelson, B. Frietas and A. Nelson, deck hands; Peter and A. Nelson, deck hands; Peter and A. Nelson, deck hands; Peter and desire to repeat it. He bears Columbia river bar. The captain then decided to run right to Port Townsend, which are again got in the part of those was too long to venture crossing the and of gallant work on the part of those was too long to venture crossing the and of gallant work on the part of those was too long to venture crossing the and of gallant work on the part of those was too long to venture crossing the and of gallant work on the part of those was too long to venture crossing the and of gallant work on the part of those was too long to venture crossing the and of gallant work on the part of those was too long to venture crossing the and of gallant work on the part of those was too long to venture crossing the and of gallant work on the part of those was too long to venture crossing the and of gallant work on the part of those was too long to venture crossing the and of gallant work on the part of those was too long to venture crossing the and of gallant work on the part of those which prevailed to run right to Port Townsend, which was accomplished without further and which alone prevented the total loss of the vessel and certainly a most appair.

The captain then was too long the columns and of gallant work on the part of those who manned the ship and saw the ladies and not until a who manned the ship and saw the ladies and not until a who manned the ship and saw the ladies and not until a who manned the ship and saw the ladies and not until a who manned the ship and saw the ladies and not until a who manned the ship and saw the ladies and not until a who for those which are the columns and the placed within the lifeboats, is told by Mrs. Wallace Langley who, with the ladies and not until a who for the part of those which where the part of those wh

morning when the fire occurred. They said that we were about 30 miles from Steiner, who was drowned. Miss Steiner occupied the next stateroom, and awakened her brother and Mr. Walker.

She had been aroused by Mr. Brown, of Regina, who had first discovered the fire. Mr. Walker dressed himself, adjusted his life-preserver and then went put on deck. This was within 'ten minutes after the fire was first discovered. He was on the weather side, so that he could not see any fire. It was only a grid to minute afterwards that the fire broke out in its fulf fury.

The arrangements as carried out by Capit. Cousins were excellent. Three small boats were launched with three of the scenario of the circum stand, off the mouth of the Columbia river, and it was drowned.

A clear description of the circum stand, off the mouth of the Columbia river. I was in my stateroom with my little girl when I heard the alarm given. If was in my stateroom with my little girl when I heard the alarm given. If was in my stateroom with my little girl when I heard the alarm given. If was in my stateroom with my little girl when I heard the alarm given. If was in my stateroom with my little girl when I heard the alarm given. If was in my stateroom with my little girl when I heard the alarm given. If was in my stateroom with my little girl when I heard the alarm given. If was only one the door, I could see the glare of the fire in the after part of the ship. At the time it was very dark outside, My room was No. S. on the port side of the discovered it to be shown as well and the later was drowned.

A clear description of the discovered and forking up from my berth and looking out of the door, I could see the glare of the ship. At the time it was very dark outside, My room was No. S. on the port side of the silone day in the later was drowned.

A clear description of the discovered and possing attention of the flower in the alarm given. If the door, I could see the glare of the ship. At land, off the mouth of the Columbia river. I was in my stateroom with my

"Going around to the starboard, I and judgment. He was very cool and gave his orders without showing the least exbis orders without showing the least ex-citement. If it was not for him I don't the boat, got in, and he thinks that two believe any of us would have been saved. There were sixteen in our boat. It appeared heavier loaded than any of the others. In lowering it struck the water boat was stove in. They drifted to the place; that balers were also there, and in fact that the boat was in every respect absolutely in order.

There were eight boats on the vessel, and seven of these were lowered. As far and orders stond seven of these were lowered. As far any time, and orders stond was threat-ened. All its passengers, however, act-ed perfectly calm. Indeed, I heard no screaming at any time, and orders the stond was threat-ened. As far and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened. As far any time, and orders the stond was threat-ened was th steamer and its destruction was threat-

affectionate "Good-bye" from Captain Consins, upon whose shoulders rested the full responsibility for the management of affairs.

The boats, when launched, were told to The boats, when launched, were told to the ship, pretinctly saw one of the small boats swamp, merry songs and laughter, and at the

"Our boat was away from the steamer First a line was passed to our boat and "I can tell little about those who were this was missed, and then the boats other boat. After placing the ladies returned to us and escorted us to "When the fire was put out the engines side of the Queen. Here a life raft had noose on the end of it was thrown to us "Saturday night it was very rough. In the middle of the night a terrific crash With the next roll of the boat we were After about four hours' work it began was heard. Unnerved as the passengers lifted one by one into the steamer, a to be evident that the fire was under control. By daylight they had the fire in were much alarmed by this noise, and to catch us as we were lifted. At the

way East in a few days. Mr. Brown was cross, and so Capt. Cousins decided to canada. What will succeed her now accompanied on his trip wouth by F. N. head for the Straits. We were all disservice can only be conjectured. Drake, who left him in San Francisco to appointed, but realized that the captain knew best what to do.

"Off Cape Flattery a terrible storm was encountered about 1 o'clock Sunday The Gallant Work Done by Captain and the thunder. It was awfully sudden and we thought that the boilers of the ship This is very strictly conducted and every had exploded. The lightning lightetd the A story of heroism on the part of whole ship, but we were not long in the storm. Going to Port Townsend we ensteamer Queen, of admirable discipline barked on the Umatilla for Victoria." speed is made in lowering the boats; several streams of water are plied on deck steamer Queen, of admirable discipline and of gallant work on the part of those Mrs. Langley says Capt. Cousins acted

there was a tremendous sea rolling. Mr. order, and the passengers made as com- Mrs. Langley also gives a graphic ac- worked admirably, and Mrs. Langley thinks they cannot be too highly praised.

MRS. MONTGOMERY'S STORY The Only Survivor From Boat Number Six—Swamped by Large Wave,

The only woman who survived the foundering of No. 6 boat, Mrs. W. J. Montgomery, arrived in the city last CHRIS. SPENCER VISITS evening. There were two women in this boat besides herself, Mrs. Adams and Miss Steiner. The former died from ex-

nied by Mrs. Montgomery, who says the valuables did not leave her room. No. 6 boat seems either to have been

waiters followed him.

It seemed impossible to get the boat away from the steamer's side, and they boat was stove in. They drifted to the Swede assisted in the rescue. Two oars lashed together, having apparently never been separated, were grasped. Mrs.

T. Burns, of this city, one of the Queen's passengers, says that the vessel did not lose a ton of freight. The male passengers, he states, were not compelled ally fast time. Liverpool was left exto remain aboard. They did so volun-tarily and worked like Trojans to put out a day and a half was spent in New York, were all quiet.

THE QUEEN'S CAREER. Vessel Had Only One Other Serious Disaster—Excellent Discipline

A magnificent steamship is the Queen of the Pacific Coast Steamship line When she first came to the Pacific she was known as the Queen of the Pacific, which name was changed in later years. No other vessel on the Pacific, excepting such large passneger accommodation, and her many other superior advantages as a passenger liner made her for many passenger liner made her for many members of G company, who fought in the Pacific. The ship was built at of the Pacific. The ship was built at Philadelphia and was added to the northern fleet of the Pacific Coast Steamshir Company in 1882, the vessel reaching Portland from the Atlantic on Septer per 18th, in charge of Capt. Ezekiel

The Queen is 330 feet long, 38 feet 5 nches beam and 20 feet 2 inches depth of hold. Her registered tonnage is 1,697 tons, and her engines are 45 and 90

by 68 inches. After entering service she was kept FITZMAURICE—At Vernon, on Feb. 20th, in the Portland route until 1883. That the wife of R. Fitzmaurice, of a daughter. on the Portland route until 1883. That year, when en route to Portland, she met with the only other serious disaster n her whole career. It was in the month of September, and she was coming north with a large number of distinguished people to witness the finishing cere monies in connection with the completion of the Northern Pacific Railway. She stranded on Catsop Spit on the voyage and came near proving a total los Five powerful tugs, however, succeeded services \$60,000 salvage. Fog and a to have been responsible for the accigenrs and 90 of a crew. The next service in which the vesse

was employed was that on the company's work on the part of the crew. The vessel arrived here under her own steam at sel arrived here under her own steam at 5 o'clock this afternoon. She is gutted aft, the estimated loss being \$40,000.

The fire was discovered in the dining. The fire was discovered in the dining at the estimated. It spread to be among the side of the vessel early in the fight. The steamer Queen, Mr. Brown says. This steamer Queen, Mr. Brown says. The stea southern route from San Francisco. On rapidly, but the coolness of the officers prevented a panic. The passengers rush- prevented a panic. The passengers rush- prevented a panic of this prevented a panic of the passengers rush- prevente prising coolness.

As an illustration of this, Mr. Brown told a story of an incident that occurred while he was in the eighth boat waiting developments. He says that one of the passengers took a cigar from his pocket, lighted it and afterwards handed one to him.

Mr. and Mrs. Brown are from Regina, and have been spending a few days in California. They will continue on their way East in a few days. Mr. Brown was cross, and so Capt. Cousins decided to captal could not have been more attentive. Even the engineers of the ship pany suffered the loss of the Walla Walla, and being in consequence a boat short for the San Francisco, Victoria and Puget Sound run, the Queen was put in this service, where she has since been operated. It was perhaps while in the Alaskan service that she became most popular, for while in that service she carried thousands of the most prominent people of the United States and Canada. What will succeed her now in That she was not completely destro

ed by the flames which burned out fifty feet of the stern on Saturday morning is undoubtedly due to the excellent discipline aboard. On every voyage of the San Francisco liners a fire drill is held. man is given his place. All eral streams of water are plied on deck; sections of the ship are assigned to different officers and the captain stands by making a mental note of all.

000,000 marks (\$32,000,000). Of this sum Prussia and Saxony contribute 53,000,000

VICTORIAN HOME FROM OLD LAND

COMMERCIAL CENTRES

Business Depression in the United Kingdom Attributed to Various Causes -A Quick Trip.

Chris. Spencer, of the Victoria's big epartmental store, returned last night om his regular buying trip to the con ent. Mr. Spencer has been absent for three months, during which time he risited all the great manufacturing cenres in Britain, as well as making a trip to Paris. In the latter place he made his urchases for the millinery department, picking up the latest novelties in ladies'

In the Old Land Mr. Spencer found usiness very dull indeed, and a feeling almost of depression in commercial circles. Different causes are assigned for this, many attributing it to the reaction after the war, while others are of the opinion that the fiscal policy of the Em-

pire will have to be revised. On the subject of tariff revision the tradesmen are curiously divided, different men placing entirely contrary constructions on the same set of circumstan One wool merchant in Bradford told him that he had this year sold £50,000 worth of raw wool to German manufacturers, where he had formerly sold the combed article, and in consequence was obliged

to lay off scores of workmen. From a purely business standpoint, the depression alluded to was an advantage, is it enabled Mr. Spencer to buy cottons which have recently shown such an upward tendency, at the old rate—an un-expected piece of good luck.

Raw materials are quoted very high, and there is a stringency in money throughout the United Kingdom.

Mr. Spencer visited London, Paris, Manchester, Bradford, Leeds, Leceister, Nottingham, etc. In London he called or the agent-general, but unfortunately Mr. Turner was confined to his house by an attack of sciatica. His son, however, was in attendance at the office. Messrs. H. Croft and J.-S. H. Matson had been at the agent-general's office the day preceding Mr. Spencer's visit.

one in Chicago, one in Toronto and one in Montreal. Mr. Spencer came over from Seattle on the Umatilla last night, having crossed the continent on the An

SOUTH AFRICAN VETERANS.

Canadians Who Fought at Paardeberg Entertained at Halifax and St. John. Halifax, N.S., Feb. 29 .- malifax mem-

bers of H company, who took part in the engagement at Paardeburg, dined at the Queen's hotel on Saturday night, Lieut. H. B. Stairs presiding. At St. John St. John, N.B., Feb. 29.-St. John_

ed here at a dinner on Saturday night Signor Francolini, of Spoleto, Italy, as-

serts that the little Clitumno river, for ly venerated by the Romans as a holy stream, contains radium.

SMITH-At Vancouver, on Feb. 24th, the wife of H. V. Smith, of a son.

HANKEY-At Vernon, on Feb. 20th, the wife of G. Alers-Hankey, of a son. OWEN-At Vernon, on Feb. 19th, the wife of Wm. Owen, J. P., Mara, of a son. COFFEY-At Ymir, on Feb. 23rd, the wife of W. Coffey, of a daughter. YOUNG—At Nelson, on Feb. 21st, the wife of C. M. Young, of a son. BUBCHALL—At Nelson, on Feb. 24th, the wife of James Burchall, of a son. BRAILO-At Rossland, on Feb. 23rd, the wife of S. J. Brailo, of a son.

MARRIED. DUVAL-DALEY—On the 25th inst., by Rev. Bishop Cridge, at the residence of the bride, Burnside road, John Gilbert Duval to Louise, second daughter of Mr. J. Daley.

Mr. J. Daley.

URQUHART-FOX—At Vancouver, on Feb.

25th, by Rev. J. M. MacLeod, Allan
Urquhart and Miss Jennie Fox.

ALLAN-ARKLE—At New Westminster, on
Feb. 20th, by Rev. G. H. Morden, J.

Dodd Allan and Miss Florence Arkle. PEPPER-M'KIVOR-At Vancouver, Feb. 24th, by Rev. R. G. MacRe Maitland G. Pepper and Miss Lot McKivor.

SMITH BAIN—At Vancouver, on Feb. 24th, by Rev. C. C. Owen, Francis R. Smith and Miss Rose C. Bain.
SMITHSON MURRAY—At Steveston, on Feb. 24th, by Rev. J. M. Donaldson, Herbert Smithson and Miss Murray. M'INTOSH-THOBURN—At the Manse, on Saturday, the 27th inst., by the Rev. Robt. Laird, M. A., of Vancouver, John Charles McIntosh, of Osgoode Hall, barrister-at-law, to Eva Bond Thoburn.

SALEM-BANKS—At Rossland, on Feb. 25th, by Rev. John A. Clelland, Frank Salem and Mrs. Katherine Banks. FARGO-HOUSER—At Barkerville, on Feb. 24th, by Rev. Å. H. Cameron, Edwin D. Fargo and Miss Ida J. Houser. CLOUGH-JOHNSON-At Nelson, on Feb. 25th, by Rev. W. W. Baer, Walter Clough and Miss Ada I. C. Johnson.

BLACKBOURN-PRINGLE - At Grand Prairie, on Feb. 24th, by Rev. James Turner, Robert Alexander Blackbourn and Mary Pringle. DIED. MANMOORING—On Feb. 28th, at 76 Princess avenue, the residence of Mrs. Fuggle, John Manmooring, a native of Kent County, England, aged 81 years and 5 months.

HASTINGS—At Salmon Arm, on Feb. 17th, Ann Hastings, widow of the late John Hastings, aged 70 years. HALL-At Chilliwack, on Feb. 23rd, William A. Hall, aged 28 years.

OROWE—At Ymir, on Feb. 21st, Frank Crowe, aged 54 years. JOHNSTON—At New Westminster, on Feb. 25th, J. B. Johnston, aged 47 years. O'CONNOR-At Vancouver, on Feb. 25th, Martha O'Connor, aged 70 years.