

CHESTER SCENE OF CONFLAGRATION

KE OUT IN HEART OF BUSINESS SECTION

chester, N. Y., Feb. 26.—The worst fire in the history of Rochester since the burning of the city...

extreme cold made the fire fight difficult and hazardous, as the ladder could not be used...

loss is estimated between four and five million dollars, most of which is the Sibley, Lindsay & Curr Co. building in the city...

Chief Little and Commissioner of Public Safety Gilman were in the city...

Attorney Shot. After committed suicide by firing his brains out...

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.

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 40, was awakened by the smoke, and he rushed his wife and two children to safety on the deck.

The fire broke out in the dining hall—the heroic conduct of the ship's company.

Seattle, Feb. 28.—Steamer Queen, Capt. Cousins, took fire from some unknown cause at 4 o'clock on Saturday morning, 30 miles off Little North Tillamook light.

The fire was discovered in the dining hall, where it originated. It spread rapidly, but the coolness of the officers prevented a panic.

As it appeared that the vessel was doomed four lifeboats, with the women and children were launched.

The steamer was headed into the wind while the fire was fought. The second engineer and first officer took charge of two lines of fire hose.

The vessel anchored her helm throughout in spite of the heat, which was so intense that the tiller ropes were white hot for hours.

The Umattila, which arrived in the evening from Puget Sound on her way to San Francisco, brought the passengers bound for Victoria, who had been taken on board at Port Townsend.

Those Walker, manager of the manufacturing department of Turner, Boston & Company, was one of the passengers who came through this trying experience.

The passengers drowned were: Miss Steiner, Cleburn, Wm., D. E. Newberry, and H. Buckley.

and A. Neilson, deck hands; Peter Nuphan and M. Flynn, firemen; W. Heinemann and Raymond, waiters; Miss Steinberg, Cleburn, Wm., drowned.

there was a tremendous sea rolling. Mr. Walker has crossed the Atlantic, but has never seen such a roll as there was at the time the accident happened early on Saturday morning.

The steamer which Mr. Walker occupied was destroyed, so that he was left within the "fire zone." His berth was Mr. Steiner, a brother of Miss Steiner, who was drowned.

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 out on deck.

The arrangements as carried out by Capt. Cousins were excellent. Three small boats were lowered, and the crew to each of them at the very start.

The Queen was brought to a standstill 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 thanked by Captain Cousins for the admirable way in which they did their work.

About half-past four the signal was given by the captain for the launching of the lifeboats. At that time it looked as though nothing could save the ship.

Each boat was manned by the members of the crew assigned to it. This was done by the captain, who, with the help of the crew, divided the passengers into boats.

The women and children were then called forward to their places in the boats. This was all done with remarkable coolness, as was everything else in connection with the accident.

The greatest care was taken in launching the boats. They were never dropped until the opportune time of the swell was reached.

All of them were launched safely. One did not long survive, never getting from the ship's side. The others were rescued, and with the exception of the exception of Miss Steiner, the old lady who died, all were saved.

The fighting of the fire was continued with the greatest energy. Mr. Walker was himself attached to one of the hose brigades, and a steady fight was kept up.

After about four hours' work it began to be evident that the fire was being subdued. By daylight they had the fire in hand, and the boats were recalled to the ship.

It was with no small feeling of relief that it was learned that no Victorians were among those lost. The passengers upon getting the particulars by special from Port Townsend, issued an extra containing the main features of the story of the disaster with the list of occupants.

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Mrs. Langley also gave a graphic account of the manner in which the passengers were taken from the lifeboats and returned aboard the vessel.

A. H. BROWN'S STATEMENT. Tells of Giving the Alarm and the Fight with the Flames.

A clear description of the circumstances attending the discovery of the fire, the launching of the boats and the fight with the flames by the crew and passengers is given by A. H. Brown, who was the first to raise the alarm.

"I occupied room 46, which opens into the dining-room. About an hour before daylight on Sunday morning I was awakened by the peculiar stifling atmosphere, and investigating, discovered it to be smoke.

"Going around to the starboard, I and my daughter were assisted into a lifeboat by the chief steward, who seemingly had charge of this work. One of the sailors, named Swanson, was in charge of the boat. He was assisted by two other men.

"It seemed impossible to get the boat away from the steamer's side, and they are of the impression that perhaps the boat was stove in. They drifted to the stern of the boat.

"Our boat pulled out some distance from the steamer, and I was relieved to see us as though the fire could be extinguished.

"Our boat was away from the steamer for about four hours. It did not seem that long, however. We were the last to return to the steamer.

"The Queen is 330 feet long, 38 feet 5 inches beam and 20 feet 2 inches depth of hold. Her registered tonnage is 1,637 tons, and her engines are 45 and 50 of 68 inches.

After entering service she was kept on the Portland route until 1883. That year, when en route to Portland, she met with the only serious disaster in her whole career.

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"We lost no personal effects, and after we were taken aboard the officers were exceedingly kind. They dried our clothes for us and could not have been more attentive.

"The next service in which the vessel was employed was that on the company's southern route from San Francisco, on the Northern Pacific Railway. She put in this service, where she has since been operated.

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VICTORIAN HOME FROM OLD LAND

CHRIS. SPENCER VISITS COMMERCIAL CENTRES Business Depression in the United Kingdom Attributed to Various Causes—A Quick Trip.

Chris. Spencer, of the Victoria's big departmental store, returned last night from his regular buying trip to the continent. Mr. Spencer has been absent for three months, during which time he visited all the great manufacturing centres in Britain, as well as making a trip to Paris.

On the subject of tariff revision the tradesmen are curiously divided, different men placing entirely contrary constructions on the same set of circumstances. One wool merchant in Bradford told him that he had this year sold 500,000 worth of raw wool to German manufacturers, and 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, as it enabled Mr. Spencer to buy cottons which have recently shown such an upward tendency, at the old rate—an unexpected 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, Leicester, Nottingham, etc. In London he called on 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.

The trip home was an exceptionally fast time. Liverpool was left two days ago, and out of that time a day and a half was spent in New York, one in Chicago, one in Toronto and one in Montreal.

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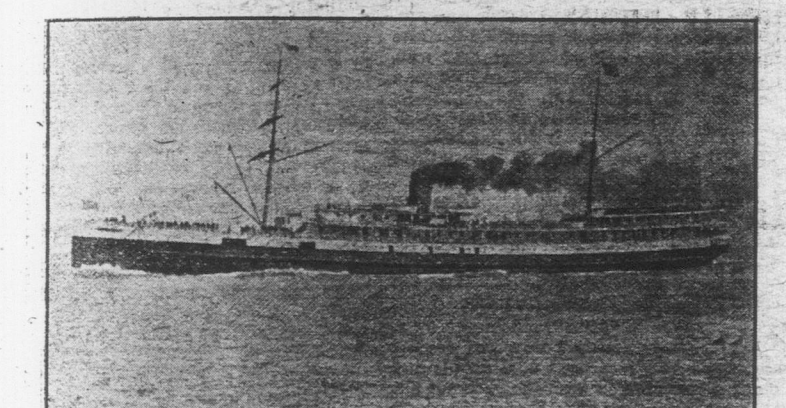
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STEAMER QUEEN.