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THE CALAMITOUS
TYPHOON

AT HONGKONG

18TH SEPTEMBER, 1906

BEING A

FULL ACCOUNT OF THE DISASTER

WITH ILLUSTRATIONS

PRICE 50 CENTS

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THE CALAMITOUS TYPHOON AT HONGKONG

18th SEPTEMBER, 1906

ON the morning of the 18th September, 1906, Hongkong was visited by a typhoon which, though of short duration, proved to be the most appallingly destructive visitation of the kind that the Colony has ever experienced, not forgetting the historic typhoons of 1844 and 1874. In the space of two hours enormous damage was done to shipping craft as well as to property ashore, while the number of lives lost in the waters of the Colony will probably never be known. Estimates range from 4,000 to 10,000. The enormous extent of the losses, both to life and property, is attributable to the fact that, according to the Report of the Meteorological Observatory, this typhoon "gave no indication of its existence until close to the Colony," and consequently no adequate warning of its approach was given by the Observatory.

Remembering the stories of other typhoons, Rudyard Kipling has written :—

The East Wind roared

Look—look well to your shipping ! By the breath of my mad typhoon
I swept your close-packed Praya and beached your best at Kowloon.

When the existence of a typhoon in the neighbourhood of the Colony is signalled it is scarcely necessary to state that every precaution is taken by the shipping in the harbour to ensure safety. During the typhoon season it is no unusual thing to see red typhoon signals hoisted in the harbour indicating the existence of typhoons 500 miles away, and when a typhoon travels to within a radius of 300 miles of the Colony red signals give place to black and due preparation is then made against the possibility of the typhoon striking the Colony in its full force. Sampans scurry away in scores to the typhoon

shelter ; the big lighters are towed to shelter, two, three or four together, by steam launches, while on the steamers deck awnings are reefed, the order is given to get up steam, more cable is paid out, and every other preparation made to safely ride out the storm.

Unfortunately in the case of the typhoon of September 18th the Observatory was unable to give the community more than half an hour's warning. At 8 o'clock orders were issued to hoist the black drum and at 8.40 a.m. to fire the typhoon gun, indicating thereby that the typhoon was rapidly approaching the Colony. As a matter of fact it had already arrived. The waters of the harbour, usually as placid as a mill pond, had suddenly become dangerous for small craft. The ferries ceased to cross the harbour, and frantic efforts were made by Chinese boatmen to get their craft to shelter. Captains of steamers who had been spending the night on shore and had been awakened to the impending danger by the ominous sound of the typhoon gun, found it a matter of the greatest difficulty to get off to their ships. Before nine o'clock as much as \$25 and \$30 were being paid by mariners to be taken off in launches to ships moored in the centre of the harbour, and then life-lines had to be thrown to them so that they might jump into the sea and be pulled aboard their ships. After nine o'clock no launch would have ventured away from its moorings for any consideration.

The strength of the hurricane was perceptibly increasing every moment. The barometer which was standing early in the morning at 29.74, dropped very rapidly after eight o'clock, and by ten o'clock it had gone down to 29.28. The wind blew with terrific force, estimated at something like a hundred and fifty miles an hour, and all the while there was a perfect deluge of rain which effectually obscured the view. Though it could now and then be seen that terrible havoc was being wrought among the shipping it was impossible until the storm had subsided to realise what enormous destruction had actually been caused in the harbour.

SCENES ASHORE

For the time being, however, spectators had sufficient to occupy their attention ashore. When the typhoon came there was to be heard in every direction, above the howling of the wind, the sound of banging shutters

and falling glass and tiles. On the hillside huge branches were being torn from the big trees while scores of smaller trees were being uprooted. In the streets rickshaws were overturned and the light sedan chairs were being blown about like feathers. Pedestrians were whirled off their feet or were clinging tenaciously to anything that afforded them a holding. One man near Blake Pier was blown across the road right into the raging sea and was only saved from being battered to death by the waves against the sea wall by an act of great gallantry on the part of a European.

Taking a survey of the destructive force of the typhoon from a point near Blake Pier, one saw the smashed coverings of this pier as well as the Queen's Statue Pier and the Star Ferry Wharf collapse one after the other like houses of cards. Opposite Blake Pier the new Post Office site had been covered by the contractor with a huge matshed supported by a perfect forest of scaffolding poles. For some time the whole structure swayed like a bamboo tree, but after withstanding the force of the gale for an hour and a half down it all came with a deafening crash, the débris completely blocking the approach to Pedder Street. It was extremely fortunate that no person was injured, as the thoroughfare was being used by people who were venturesome enough to proceed to the Praya to view whatever was to be seen of the devastation in the harbour. Conspicuous among the small crowd was H. E. the Governor who was accompanied by Mr. Ponsonby, his private secretary, and an aide-de-camp. An erection over the site of the new Law Court buildings shared the same fate as the Post Office superstructure.

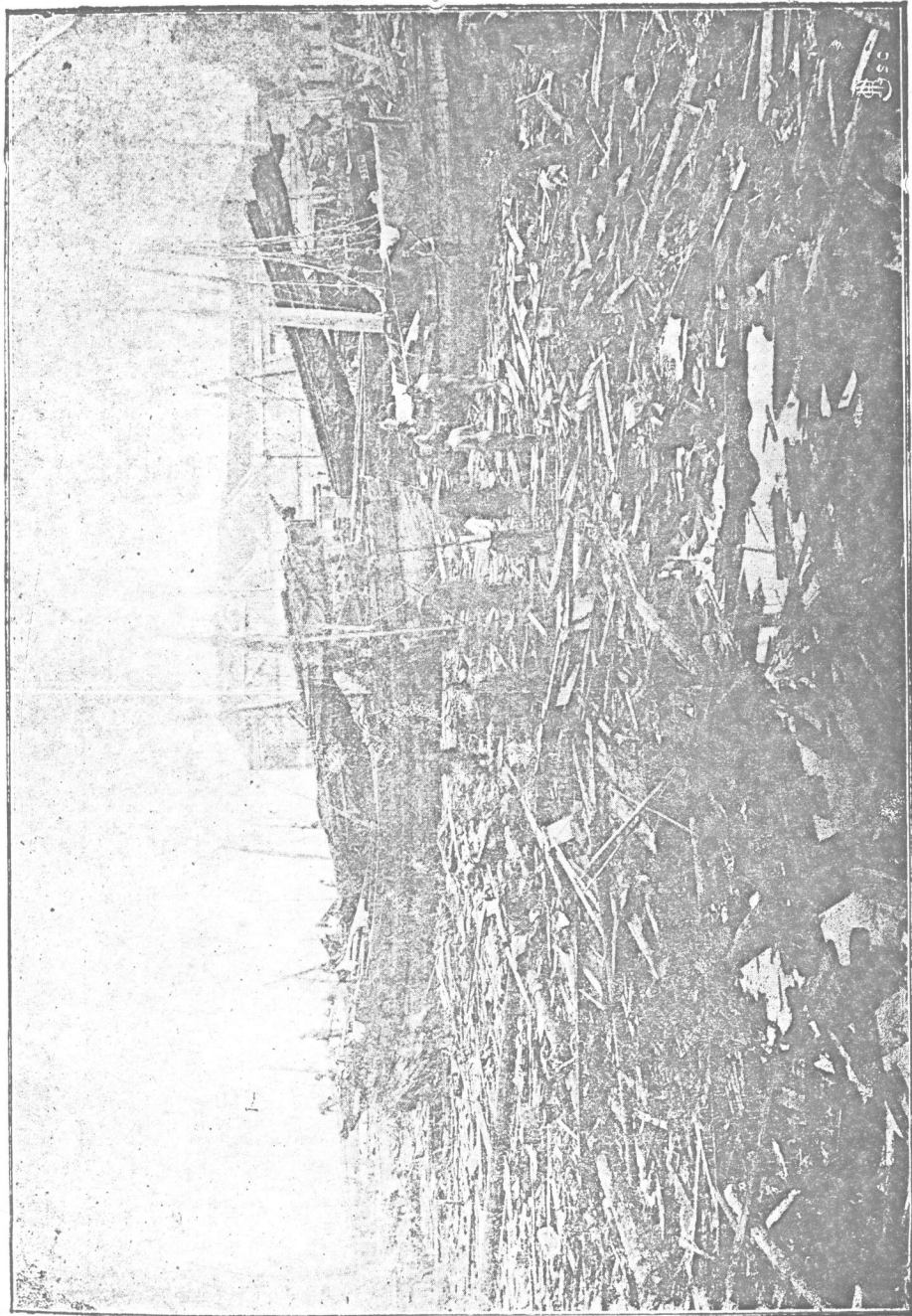
Westward the river steamer *San Cheung* was to be seen sinking alongside a wharf. She had broken away from her moorings, smashed down her own wharf, and went crashing into another, with her Captain (McGinty) at the helm, but unable to control her. She was perforated with holes below the waterline and, when made fast against the wharf, she slowly settled down.

All along the Praya from West Point to East Point could be seen sampans and lighters being dashed to pieces against the sea walls or substantial piers, and the roadway in many places was blocked by huge

piles of wreckage. Both at West Point and at Wanchai, godowns were to be seen stripped of their roofs or their front walls blown down. Especially was this the case at West Point where godowns belonging to Messrs. Jardine, Matheson & Co., and Messrs. Jebson & Co. were completely wrecked.

The trams on the lower level had ceased to run, for the track in many places was obstructed by wreckage, piled four or five feet high. One or two iron standards carrying the electric wires had also been broken, and here and there the track was damaged. It was noticed with surprise that the Peak cars were still running at ten o'clock, but it was shortly after this hour that branches of trees, whirled across the track, broke the telephone wires, which got foul of signal wires, and forming a circuit gave false signals, which made a suspension of the service necessary. Later a landslide occurred and covered part of the track near Bowen Road. The obstructions were speedily removed and by noon the cars were running again after a suspension of less than two hours. On the Peak the damage done was inconsiderable. But below the Bowen Road level broken trees and uprooted bamboos were abundantly in evidence. In the Public Gardens terrible havoc was wrought among the trees, shrubs and flowering plants, but the glass houses fortunately stood the strain and no damage was done in the zoological department.

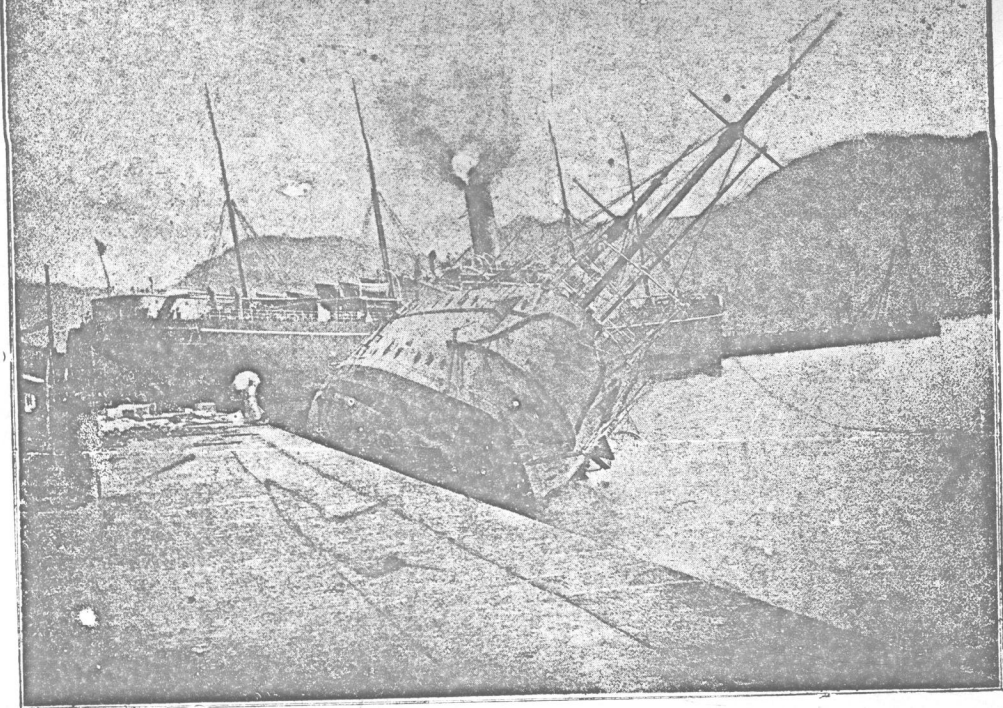
One act of heroism, performed by Mr. H. S. Bevan, has already been mentioned, but there must have been scores along the whole stretch of sea wall, for many Europeans, even while the wind was blowing at its greatest velocity, were making heroic efforts to rescue unfortunate Chinese from the boats which were being shattered against the Praya wall, thus inspiring equal bravery among the Chinese, and hundreds of lives in this way were saved. The European police nobly did their duty in this connection. Among other rescuers Mr. Andrews, manager of Fenwick & Co. and his staff, and Mr. A. Rodger and the staff of the China Sugar Refinery, may specially be mentioned, for between them—the one staff engaged at Wanchai, and the other at East Point—they must have saved 700 or 800 people from certain death. A boy named Stanfield rescued fourteen or fifteen Chinese from the Bowrington Canal. Sanitary Inspector Dawson leaped into the water to rescue a woman struggling with two children, but before he could reach



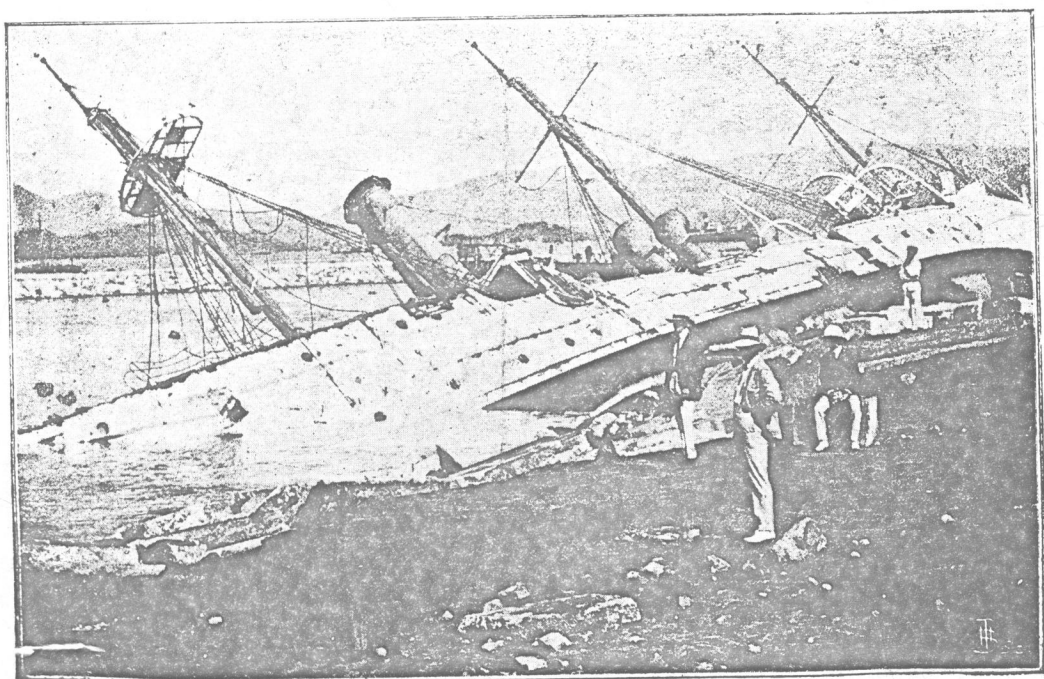
The wreckage-covered water near Bowerington.



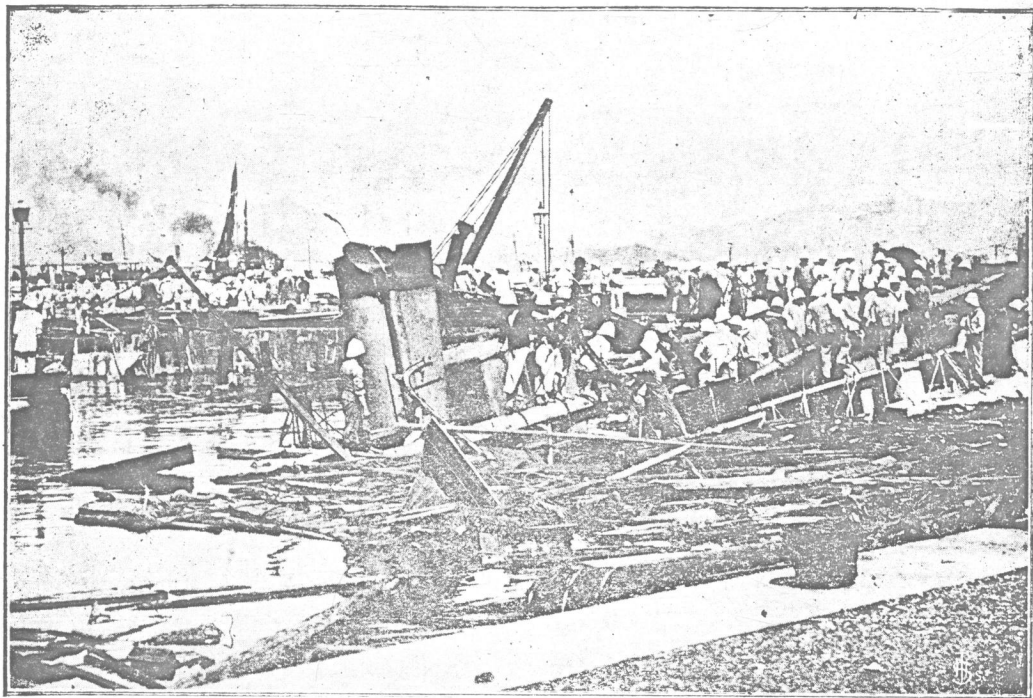
Scene near the Wharves at Kooloon



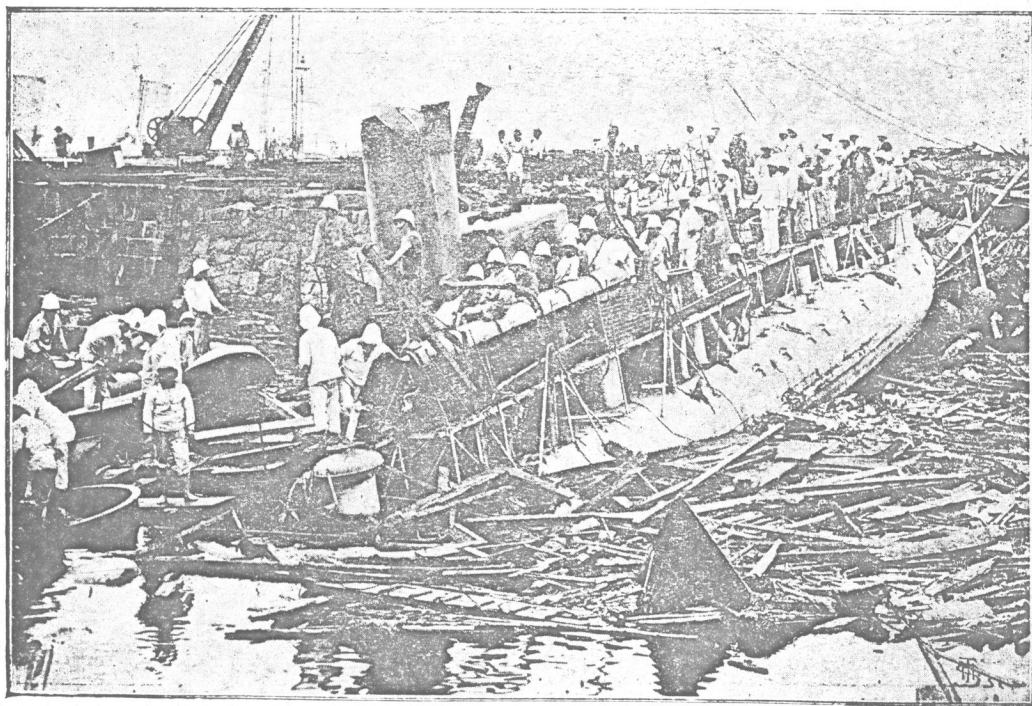
H. M. S. "Phoenix," and the C. P. R. "Monteagle," ashore at Kowloon



H. M. S. "Phoenix," another view



The French torpedo-boat-destroyer "Fronde," wrecked near the Torpedo Dépôt, Kowloon



The "Fronde" at low Water

them a huge wave threw him back on to the Praya, and the mother and children disappeared. These cases are but typical of many.

The typhoon, as before mentioned, was of short duration. By eleven o'clock it had passed away from the Colony, and then it became possible to obtain some idea of its appallingly destructive effects on the shipping craft in the harbour and on the Kowloon waterfront. Typhoons usually last eight or twelve hours; had this one lasted as long, or even half as long, nothing in the harbour could have escaped damage or destruction. The loss is sufficiently appalling. It will require many millions of dollars to cover it.

THE DEVASTATION IN THE HARBOUR

The foregoing description sufficiently indicates how terribly, to use Kipling's phrase, the breath of the mad typhoon had swept the Praya. When the storm had abated and it was possible to survey the whole line of the Kowloon waterfront, from the Docks to Shamsuipo, one perceived that the mad typhoon had indeed beached many a good ship there. The full force of the gale was experienced on this side and the whole waterfront was strewn with the wreckage of sampams and lighters and the cargoes they had contained. Within a few hundred yards of the wharves—or rather it should be said the one remaining wharf of the Hongkong and Kowloon Wharf and Godown Co. (for three of the four wharves had disappeared), one saw beached and badly damaged the German steamer *Petrarch*, 1,688 tons; H.M.S. *Phoenix*, a sloop-of-war of 1,050 tons displacement; the French torpedo-boat destroyers *Fronde* and *Francisque*; the Canadian Pacific Railway Co.'s big steamer *Monteagle*; and the American sailing ship *S. P. Hitchcock*. Between the solitary wharf of the Godown Company and the partly demolished Star Ferry Wharf one saw above the surface of the water the masts of lighters and the black funnel of the river steamer *Kwangchow* which had been swamped and sunk, Captain Mead, and the third engineer losing their lives. How many more lives were lost by the foundering of this ship is not known, but it was currently reported that 300 or 400 passengers were on board. In the same vicinity one saw all that remained of the river steamer *Hongkong* (Chinese owned) which was driven across the harbour and dashed to pieces against the wall of the police camber, which is also known as the Boat Club lagoon, Captain Maxfield, the Chief Officer, J. Williamson, and many of the crew and passengers losing their lives.

When the typhoon began it was considered that the Boat Club lagoon would be a haven for sampans and small craft, and in order to admit them several willing hands set to work to open the massive drawbridge. It was a difficult task, but after considerable trouble the bridge was opened and the small craft in the vicinity passed into the calmer water within. The lagoon, however, proved to be a trap, for when the storm increased the bridge was swept away, the sampans were destroyed, and so great was the wreckage that it was possible to walk on it across the lagoon.

Away to the Eastward, near the Docks, a small American steamer of 428 tons from the port of Manila had foundered, and the steamers driven ashore hereabout included the China Navigation Company's steamer *Changsha*, 1,463 tons; the Hongkong, Canton and Macao Steamboat Co.'s river-steamer *Fatshan*, 1,425 tons net; the Chinese-owned river-steamer *Sun On*; the German steamer *Johanne*, 852 tons; the new German steamer *Sexta*, 992 tons, net; and the German steamer *Signal*, 900 tons; while the Japanese steamer *Chinkai Maru* was ashore at Kellet Island, and was so badly damaged that she filled and sank when she was subsequently refloated.

Westward of the Victoria Recreation Club premises, which were utterly destroyed by the force of the gale, the Australian liner *Prinz Waldemar*, 1,736 tons net, was ashore at Yaumati; the German steamer *Emma Luyken*, 1,159 tons, was ashore at Taikoktsui; the river-steamers *Tak Hing*, *Chung Kong*, *Kongmoon*, and the *Castellano*, a small American steamer, were ashore at Shamsuipo; while at Stonecutters' Island the German steamer *Verona*, 3,036 tons, was also ashore and the river steamer *Wingchai*, owned by the Sam Wang Co., was a total wreck.

The *Wingchai* had left Hongkong at 7.30 on her daily trip to Macao, and the typhoon burst upon her as she was going through the Capsuimoon Pass. Captain Austin, finding it impossible to run before such a gale, turned back and ran the ship behind Stonecutters for shelter. He dropped anchor in what appeared to be a safe anchorage, but such was the force of the wind, and so heavy was the sea running, that the vessel dragged her anchor as far as Samshuipo and drifted on the rocks opposite the lime

kilns. The *Wingchai* had about 200 passengers on board, and when the vessel took the rocks a panic ensued and the officers were powerless to maintain order. As soon as they saw the rock many of the passengers jumped on to it, only to be carried off by the seaward rush of the waters. About twenty lost their lives in this way, but the loss would have been much greater had it not been for the gallantry of the chief officer, the carpenter and the boatswain, who at the risk of their own lives saved many who had been swept off the rocks. Captain Austin, who had previously been much knocked about while doing his utmost for the safety of the ship and passengers, now jumped from the bridge on to the rock on which his vessel had struck, but he had no sooner recovered his footing than he was washed off by a wave and became jammed between the ship and rock. From this dangerous position he was extricated by the Chief Officer (Mr. Brown) and the boatswain, but Captain Austin's injuries were such that he had to be conveyed to hospital.

DISASTERS OUTSIDE THE HARBOUR

Beyond the harbour limits disaster over-took some well-known local steamers. The *Albatross*, which ran between Mirs Bay and Hongkong, was caught by the typhoon while proceeding to Hongkong, and she foundered off Ninepins, Captain Patrick, Chief Engineer Wallace and about 120 Chinese passengers being drowned. The Hongkong Canton and Macao Steamboat Company's popular river-steamer *Heungshan*, which was coming down from Macao, encountered the typhoon when about half-way. Huge waves swept the deck from stem to stern, smashing the deck fittings and flooding the engine room so that the fires were extinguished, leaving the ship at the mercy of the waves. Finally she was carried on to the rocks at Sau-Chau, a small island near Lantao. There were over 500 Chinese and a few other passengers on board, and thanks to the firmness and tact of Captain Morrison and his officers only a few, who madly plunged into the sea hoping to reach the shore, lost their lives. All the others were safely taken off the ship next morning by a passing steamer and brought to Hongkong.

Yet a third steamer belonging to the Hongkong, Canton and Macao Steamboat Co. met with misfortune. The *Kinshan*, one of the fine

steamers plying between Hongkong and Canton, was driven ashore near Castle Peak.

The *Perseverance*, a small river steamer running to Macao, and owned by Chinese, met her fate at Chung Chow. She had left Hongkong at seven o'clock and was overtaken by the typhoon just before ten, and put in at Chung Chow, where the passengers were landed. The Captain attempted, it is said, to resume the journey, but deemed it prudent to put back again. By that time the violence of wind and wave had materially increased and the ship was dashed to pieces against the rocks, only one member of the crew surviving to tell the story of the disaster.

Another vessel lost was the *Ying Fat*, a large passenger launch which plied between Sam-chun and Hongkong. She was believed to have foundered near Capsuimoon and over 100 passengers were drowned; but nearly a month later she was found in about four fathoms of water near Killet Bank, west of Stonecutters' Island.

HEARTRENDING SIGHTS

Few ships in the harbour at the time escaped without damage of some description. Many indeed were badly damaged by vessels which had dragged their moorings and were being driven helplessly along by the wind and crashing violently against everything in their path. The captains and officers on the ships had an exceedingly trying time, and many were quite unnerved by the heartrending sights all around them. Dozens of sampans and lighters, bottom up, were being carried by the heavy seas swiftly past the big ships, men, women and children clinging for dear life to the wreckage and frantically appealing for help, which those on board were absolutely powerless to render them. The scene was vividly described by Captain A. W. Outerbridge, of the China Navigation Company's steamer *Taming*, which came safely through the terrible ordeal. "The whole harbour" he said, "was a mist of driving scud and spindrift. There was no seeing through it; it was like a wall of cutting fog. With my two officers I got up in the very bows of the ship, and crouching behind the steel plates we watched with horrible eagerness to see if the ship was holding. Ahead was only the flying rain and spray. Every now and

then a ship, dragging her anchors as if they were of wood, slid past us, fortunately clear. Until they were right upon us we had no warning, and they passed in a flash. Watching between the rifts of the mist, we tried to gauge the holding of our own ship, asking questions of each other as to whether she was going to leeward or holding fast, and doing all we could to make each other sure that we were not going to let go the bottom after all. But the worst feature of all was seeing the small boats go flying past bound for what we knew was destruction. There was nothing we could do. Our own fate was in the balance that trembled with every squall that came down heavier than the one before, and threatening to pull our 'mud hooks' out, or the bottom up. In the sampans, where entire families of Chinese live their whole lives, women would hold out their children to us begging in mad appeals that we could not even hear, only guess at from the expression of their faces, as they were whirled along the side of our ship, in much the same way that a piece of sea weed is hurled by the crest of a sea. We could only look at them, and pity them, and there we crouched for more than an hour, and most of the time the tears were streaming down the faces of the three of us, as we looked at the poor creatures going to death and could not lift a hand to save them."

THE LOSS OF CHINESE CRAFT, LAUNCHES, ETC.

It is calculated that fully fifty per cent. of the Chinese craft in the waters of the Colony met with disaster, either through being swamped in the raging seas, or dashed to pieces against the sea walls, wharves or big ships; but it is as yet impossible to accurately state the losses. Taking, however, this rough estimate of the losses suffered by the Chinese boating population, we may form some approximate idea of their extent from the fact that the number of licensed boats of all descriptions in the Colony exceeded 5,000, apparently exclusive of the junks comprising the large fishing fleets which operated beyond the harbour limits, and who suffered equally as much as the craft within the harbour.

Many steam launches owned by European and Chinese firms were among the craft that foundered or were smashed up, and a similar fate overtook a large number of pleasure yachts and houseboats owned by European residents.

THE EUROPEAN DEATH ROLL

Within a few days it was definitely ascertained that at least sixteen Europeans had lost their lives, viz :

Rt. Rev. J. C. Hoare, D.D., Bishop of Victoria.

Mr. W. F. Donaldson.

Mrs. Donaldson and two children.

Captain Patrick, s.s. *Albatross*.

Chief Engineer Wallace, s.s. *Albatross*.

Captain Mead, s.s. *Kwongchow*.

Third Engineer Morgan, s.s. *Kwongchow*.

Captain Maxfield, s.s. *Hongkong*.

Chief Engineer J. Williamson, s.s. *Hongkong*.

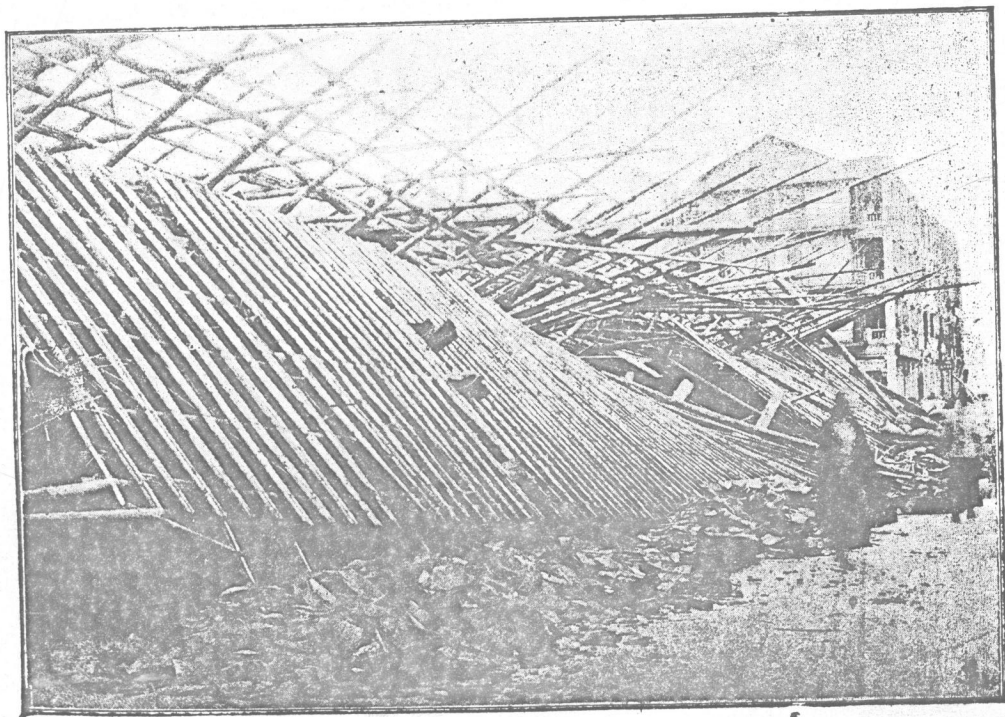
Three officers and two men of French torpedo-boat *Fronde*.

The Bishop was on a preaching tour embracing the villages along the coast in the direction of Castle Peak and Capsuimoon. It was his lordship's custom on these tours to live on his houseboat, and he was on board with four Chinese converts, when the typhoon burst. With the Bishop assisting at the tiller great efforts were apparently made to run for shelter, but the wind was so violent and the seas so heavy that no craft of that description could hope to live in it. The Bishop, who was reputed to be a strong swimmer, stripped himself to his singlet, as his companions had done, and knelt down in prayer. Just after this the boat was capsized and broken up by the heavy seas. This information was brought by two of the boat boys who had managed to hold on to some of the wreckage and were cast ashore near Laichikok. The Bishop was last seen in the water clinging to some of the wreckage. Search for the body was made for several days but without success.

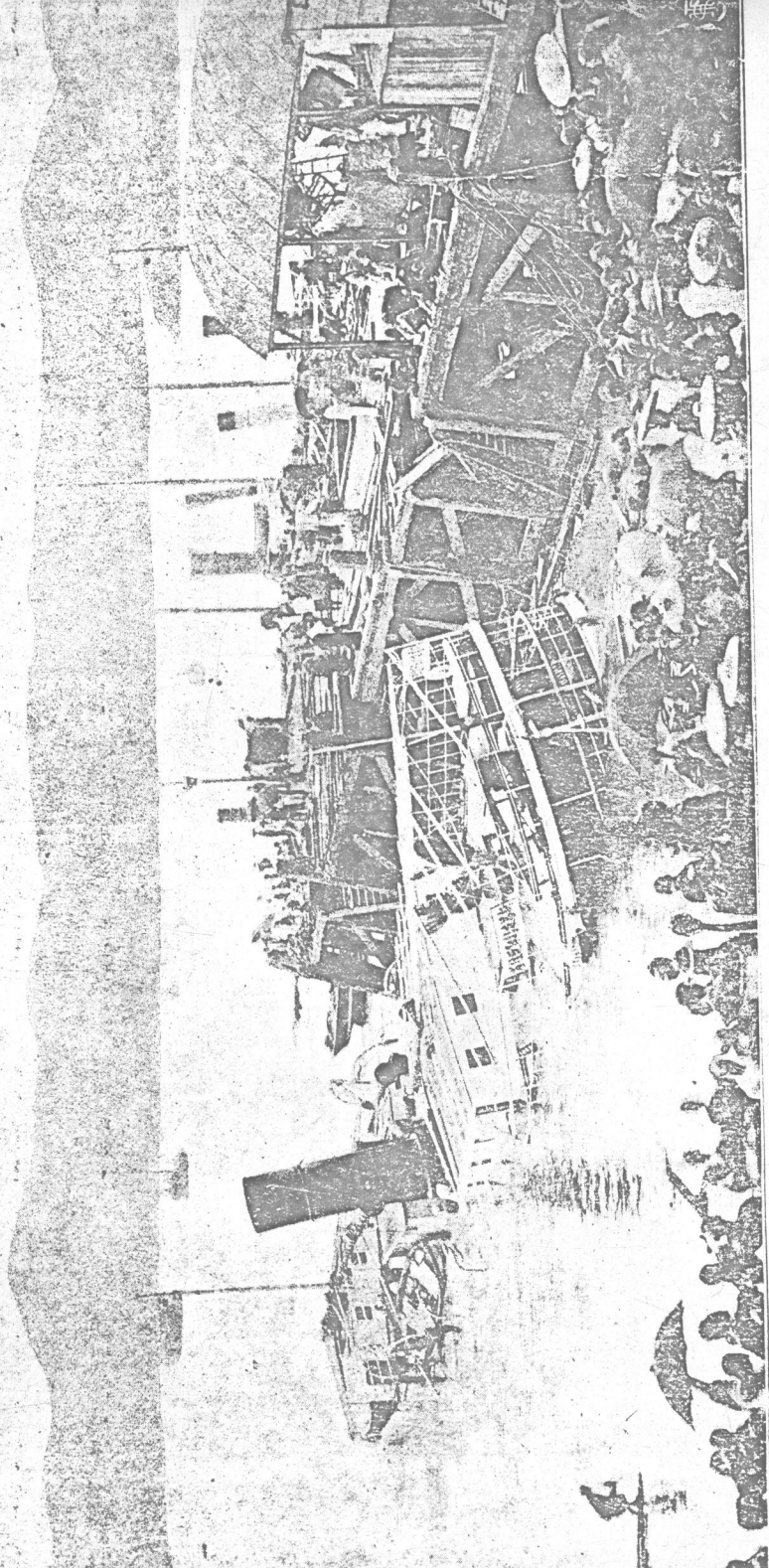
Mr. and Mrs. W. F. Donaldson and their two children were on the river steamer *Kongnam* which they had been using as a houseboat during the summer. The boat foundered at her moorings in Yaumati Bay, but whether the family were on board at the time, or lost their lives in trying to make for shore in the ship's boat is not definitely known. Mr. Donaldson was a book keeper in the office of Messrs. Butterfield & Swire.



Matshel Wreckage on the new Post Office site opposite Hotel Mansions



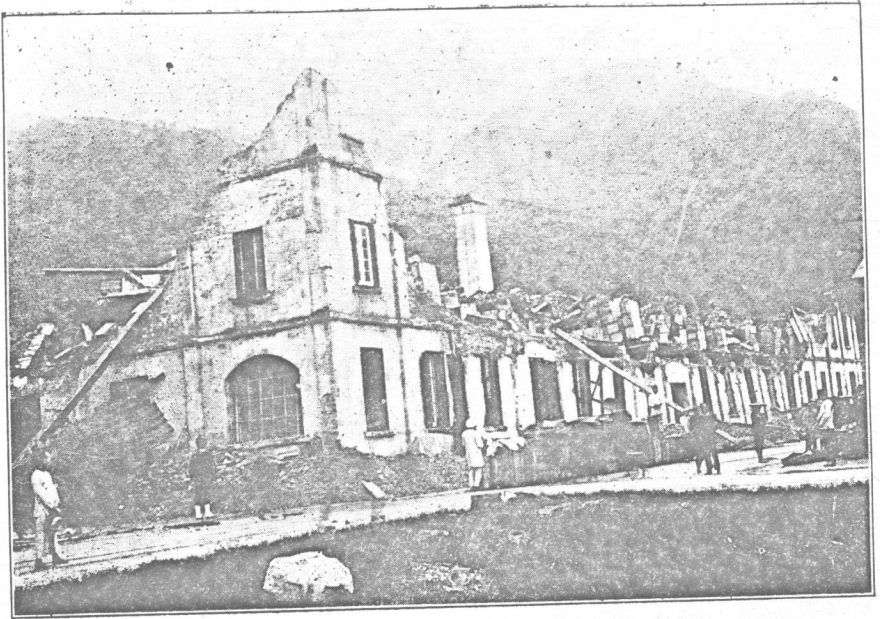
View of the fallen matshed from the waterfront



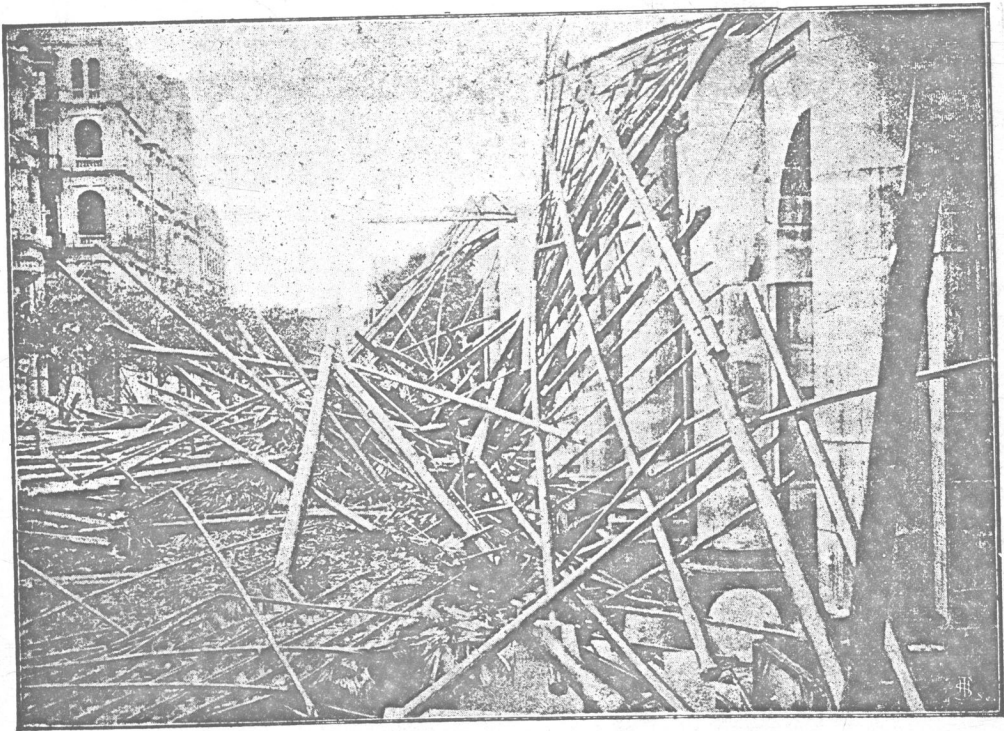
The river steamer "San Cheung" having knocked down her own wharf ran alongside another and foundered



Messrs. Jelsken & Co.'s godown at West Point



Another view of a damaged godown at West Point



Wreckage of the huge match shed which covered the building works at the new Law Courts

AFTER THE STORM—THE SEA GIVES UP ITS DEAD

No time was lost by the public authorities and numerous volunteers, after the storm had abated, in turning over wreckage, rescuing the injured, and removing the dead to the mortuaries. In this work the military assisted the Police and Sanitary authorities. During the night of the 19th there was another stiff blow and the sea then rapidly gave up its dead. All day long launches were scouring the harbour picking up dead bodies which were quickly coffined and interred. In this disagreeable duty the authorities received most material and valuable assistance from the committee of the Tung Wa Hospital which undertook to supply coffins free of charge and to see to the burial of all bodies recovered.

Day after day for a week or more this work was continued. Bodies, many of them ghastly by reason of mutilation, or partially skeletonised by the "corpse-fed conger eel" or other denizens of the deep, were constantly being picked up, and the ordeal of confining these was, as can well be imagined, a most trying one for all on whom the duty devolved. Their trials were increased by the difficulty of getting a sufficient number of coolies to assist, notwithstanding the inducement of a greatly enhanced rate of wages; but the Sanitary coolies rendered valuable service in this direction. The unclaimed bodies were interred in trenches. Before the end of the month over 1,500 bodies had been recovered, but how many were carried right out to sea no one can ever hope to know. Ships entering the harbour on the 18th and 19th brought in many survivors picked up on floating pieces of wreckage in the vicinity of the port, but the sad tales these survivors had to relate showed that they represented but a small fraction of the crews of the junks which had gone to the bottom. One man, for instance, reported himself as the only survivor of a crew of twenty-six.

MESSAGES OF SYMPATHY

Prompt messages of sympathy were received by His Excellency the Governor (Sir Matthew Nathan, K.C.M.G.) from H.M. the King, from the Imperial Government, from Sir Henry Blake, the Governors of Macao Singapore, Mauritius, and from Viscount Hayashi, Japanese Minister for Foreign Affairs. The King's Message was as follows:—

Lord Elgin to H.E. the Governor

"I am commanded by His Majesty the King to express the deep regret with which His Majesty has learned of the great calamity which has befallen the Colony of Hongkong.

"His Majesty grieved to read of the immense loss of life among the Chinese population which your telegram reports.

"I am to convey through you an expression of His Majesty's sympathy with the immediate sufferers and with the whole community."

RELIEF MEASURES

Within a couple of days of the disaster the Chinese of San Francisco, who have scarcely had time to recover from the earthquake catastrophe, telegraphed a sum of \$10,000 in aid of the relief of the sufferers, and a Chinese relief fund quickly amounted to \$80,000.

A Relief Fund had simultaneously been started by H. E. the Governor, and by the end of the month the Committee were able to announce the receipt of over \$90,000.

COMPLAINT AGAINST THE OBSERVATORY

Complaint was loudly voiced against the Observatory for not giving earlier notice of the typhoon, and the *Hongkong Daily Press* of the 19th September remarked that "the public will now not be satisfied unless there is an exhaustive enquiry held touching the whole conduct of this department," *i.e.* the Observatory. At a meeting of the Legislative Council the following day, H.E. the Governor announced that while he saw no reason for believing that it was possible to give earlier notice of the approach of the typhoon, he considered it due to the public and also to the Director of the Observatory that an enquiry should be held. The scope of the enquiry has since been extended to cover the administration of the department generally, as the opinion widely prevails that the lack of co-operation with the Observatories of Manila and Shanghai detracts from the efficiency of the department.

BUSINESS AT A STANDSTILL

The disaster has practically paralysed the shipping business for a time. Over 80 per cent. of the lighters were overtaken by disaster, many wharves destroyed, and consequently in the working of cargoes there is great delay. Merchants have suffered very heavily by damage done to cargoes. Most of the Kowloon godowns were flooded, and the value of the cargoes damaged in godowns and lighters on both sides of the harbour must run into millions of dollars.

THE GOVERNOR ON THE CALAMITY

At a meeting of the Legislative Council on the 20th September, His Excellency the Governor said :—

Gentlemen : Hongkong has just suffered from a catastrophe as calamitous, if not more so, than any which has previously befallen the Colony. The loss of life and property between the hours of nine and eleven on Tuesday morning are, as far as can be at present judged, greater than those incurred in the great typhoon of 1874. None of us are likely to forget the scenes of that morning. First of all we saw, when the typhoon gun was fired about nine o'clock, a crowd of helpless shipping drifting to the east before the wind. Then the whole scene was wiped out by the brown sheets of rain, and an hour later, the atmosphere being again clear, we saw that the junks and small craft had disappeared and that many of the large ships were aground or in distress. What had happened to the Chinese boats was evidenced by the appalling scenes of desolation along the Praya and the Kowloon shore. I need not, however, dwell on scenes nor recount the losses that were witnessed and are known to all of you. It has been suggested in the Press that much of the loss of life and property would have been avoided if the Observatory had given earlier notice of the approach of the typhoon, and that such earlier notice should have been possible. I see no grounds for believing that possibility, but it is due to the public, and also to the Director of the Observatory that an inquiry should be held into it. I have accordingly asked the Commodore to detail a senior officer of the Royal Navy to preside over a small committee of which I propose that the other members should be a master mariner, to be nominated by the Chamber of Commerce, and the manager of the Eastern Extension Telegraph Company, if he will be good enough to serve. A bright feature in the gloomy picture of this great calamity has been the many acts of heroism and of duty performed in saving life by civilians, police and sailors. I shall cause an inquiry to be made into these, so that they may be duly recorded and recognised. The Harbour Depart-

ment, which was fortunate in keeping all its vessels, has done the utmost possible with them, and will continue the work of clearing the harbour of débris as rapidly as possible. The Tung Wa Hospital had its launches out saving lives as long as it could be hoped that there were any left to be saved, and has afforded and is affording shelter to the many Chinese left destitute by the loss of their floating habitations. The Commadore readily met my request to send out all craft that were left to him, not themselves damaged, to pick up any persons that might be found clinging to wreckage outside the harbour. Unfortunately the new typhoon, signalled about six o'clock last night, brought an end to the period during which it could be hoped to save such persons. Two torpedo boat destroyers that were out on this duty last night were, I am glad to say, able to regain the harbour this morning. The Commander of the United States vessel *Callao* volunteered to co-operate with our own Naval Authorities, and his offer was gladly accepted. The Military Authorities kindly let me have 150 men yesterday to clear wreckage which it was thought might cover bodies, and my hon. and gallant friend on my right has been good enough to promise me other working parties to clear wharves at present so blocked as to prevent the business of loading and unloading ships proceeding (applause). We have now to consider what steps should be taken to afford relief to the large number of Chinese who have lost their homes and properties. The majority have, unfortunately, also lost their lives, and so are beyond relief. The Chinese charitable institutions are, I understand, looking after the immediate needs of those who are left destitute. But some more permanent assistance is required, and for this I propose that a public subscription should be started. I consulted yesterday morning the directors of the Tung Wa Hospital, and the Po Leung Kok and the District Watchmen Committee in this matter, and they agreed to at once raising a charitable fund. They agreed also that Dr. Ho Kai, Mr. Wei Yuk, Mr. Fung Wa-chun, Mr. Lau Chu-pak and Mr. Fang Chi-ngong (Chairman of Tung Wa directors) should represent them on a general committee, to which I propose to appoint also Sir Paul Chater, Mr. E. A. Hewett, Mr. W. J. Gresson, Captain Barnes-Lawrence, the Registrar-General and Mr. H. E. R. Hunter, if they will kindly consent to serve. I will ask Mr. Hunter to act also as treasurer to

the committee and to receive a donation of \$500 from myself and \$100 from the Colonial Secretary. I propose that this Council should vote to the fund a sum equal to that obtained from private subscriptions. As regards further assistance from the Government, I should like the committee to consider whether any scheme by which the Government would lend money on security, but without interest, for the building of native craft could be devised which would be helpful to junk-owners and not unduly onerous on the Government. They must bear in mind that the Government's losses have been heavy, and it would be ineffectual for Government to grant money with one hand and take it away by additional taxation with the other. In many cases of loss of life all that we can give is, from the nature of the cases, our sympathy. The Colony will, I am sure, grieve that a French torpedo-boat destroyer should have been lost while enjoying the hospitality of our port, and that this loss should have been accompanied by that of five brave sailors. I took it upon myself to express sympathy to Admiral Richard, the French Commander-in-Chief in the Far East, and have received a telegram in reply saying how deeply this expression had touched the whole French Far Eastern fleet. The Council will forgive me if I now refer for a moment to a personal as well as a public loss. I fear that there are no grounds for hope that we shall ever again see Bishop Hoare. He was a man we all respected, and those among us who knew him well loved him well. I am sure that the Council and the public sympathize deeply with his bereaved wife and children. The Colony in its turn has received sympathy which it will value."

His Excellency read the messages of sympathy received and the replies he had sent, and continued:—"In conclusion I have to express my confidence that the Colony will bear the trial that has come to it with that characteristic which was looked upon by the ancient Romans as the highest of virtues, and is certainly an attribute of every great people, including both the British and Chinese—I mean equanimity, or the equal mind. Hongkong has had a set-back, but this will, I feel sure, call forth additional energy and earnestness of purpose, so that it will not be long before it will have retrieved its losses and advanced further than before towards its great commercial and civilising ends." (Applause).

THE LIST OF DAMAGED SHIPPING

Following is an official list of the ships which suffered damage by the typhoon :—

BRITISH

Albatross, 83 tons, sank near the Nine Pins. 113 lives lost, including those of the Captain and Chief Engineer.

Canada, 51 tons, blown ashore and broken up on the rocks at the head of Junk Bay.

Changsha, 1,463 tons, stranded and slightly damaged at Kowloon Docks. Refloated on September 20th.

Chip Shing, 1,199 tons, port side damaged in collision with steamers *Loongsang* and *Fooksang*.

Choysang, 1,424 tons, damaged in collision and departed without repairs.

Coptic, 2,744 tons, in collision with s.s. *Petrarch* while at her buoy. Bowplates on both sides damaged. Steamer left port without being repaired.

Fatshan, 1,425 tons, broke loose from the Company's buoy and after colliding with the French Mail steamer *Polynesian* stranded in Hunghom Bay and was badly damaged. Refloated on September 28th.

Fooksang, 1,987 tons, slightly damaged in collision.

Haimun, 636 tons, minor damage.

Heungshan, 979 tons, ashore at San Chou Island with rock through her bottom plates and other serious damage.

Hoichung, river steamer, broken up in Yaumati Bay. Total loss.

Hongkong, 413 tons, foundered close to the Torpedo Depot, Yaumati Bay. Total wreck. Thirty-two lives lost.

Hygeia, Government hospital ship, roof blown away.

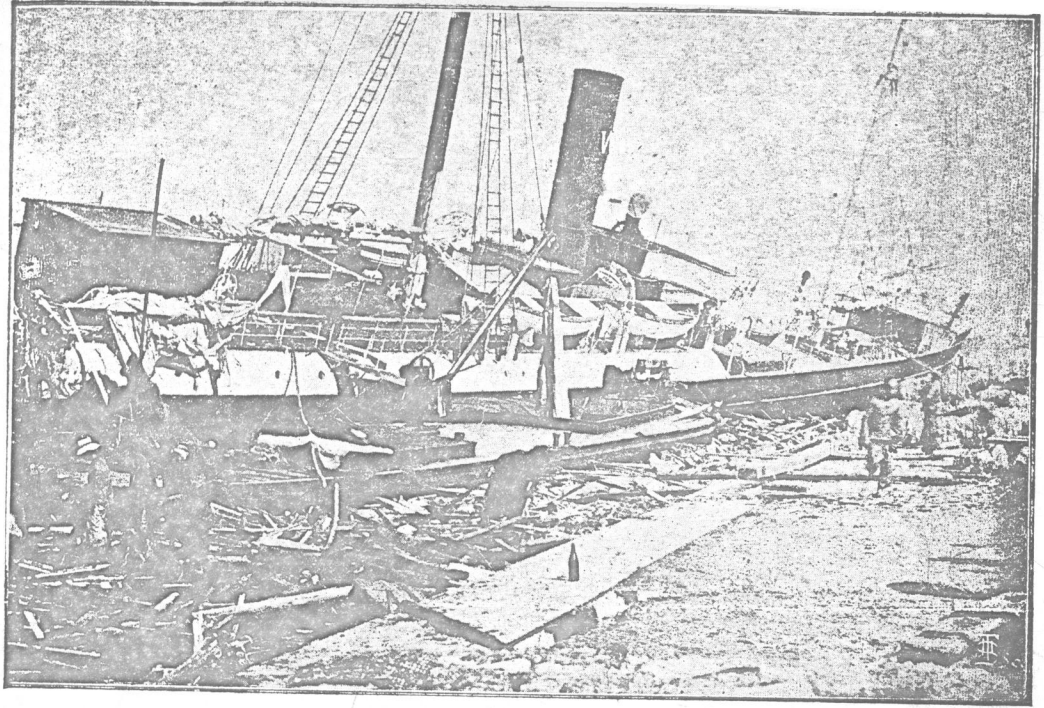
Kinshan, 1,092 tons, ran ashore at Tai Lam Chow Island.

Kongnam, 402 tons, sunk in Yaumati Bay. Ten lives lost, including four Europeans.

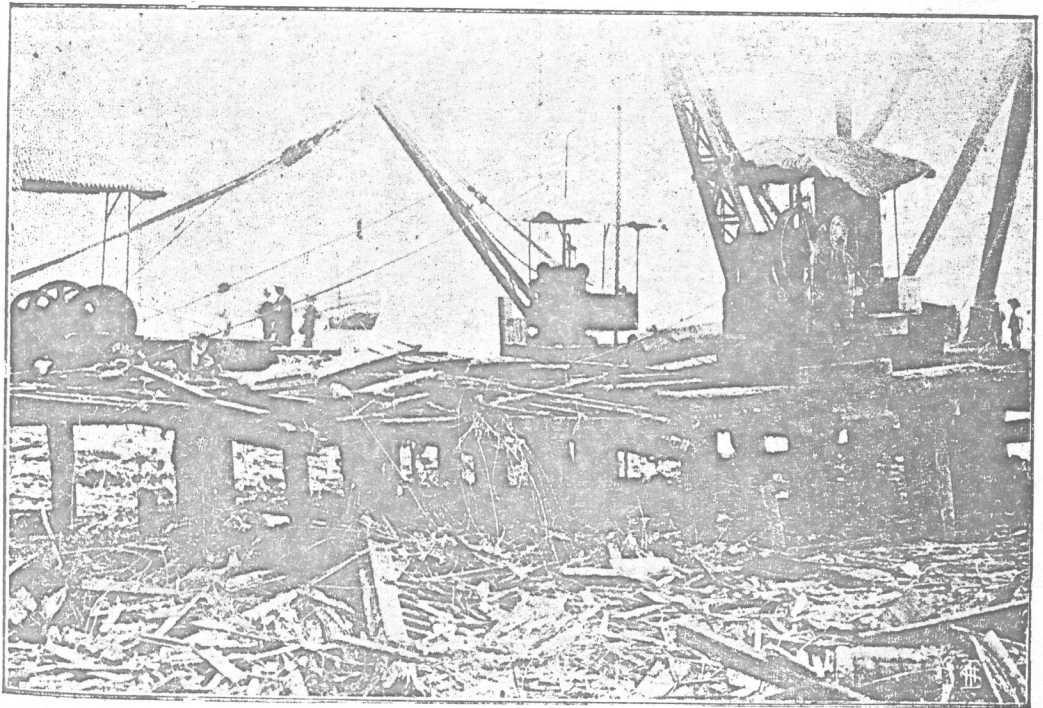
Kulsang, 3,110 tons, damaged in collision with steamer *Charles Hardouin*.

Kwongchow, 507 tons, sunk at Kowloon Point, 400 persons being reported lost.

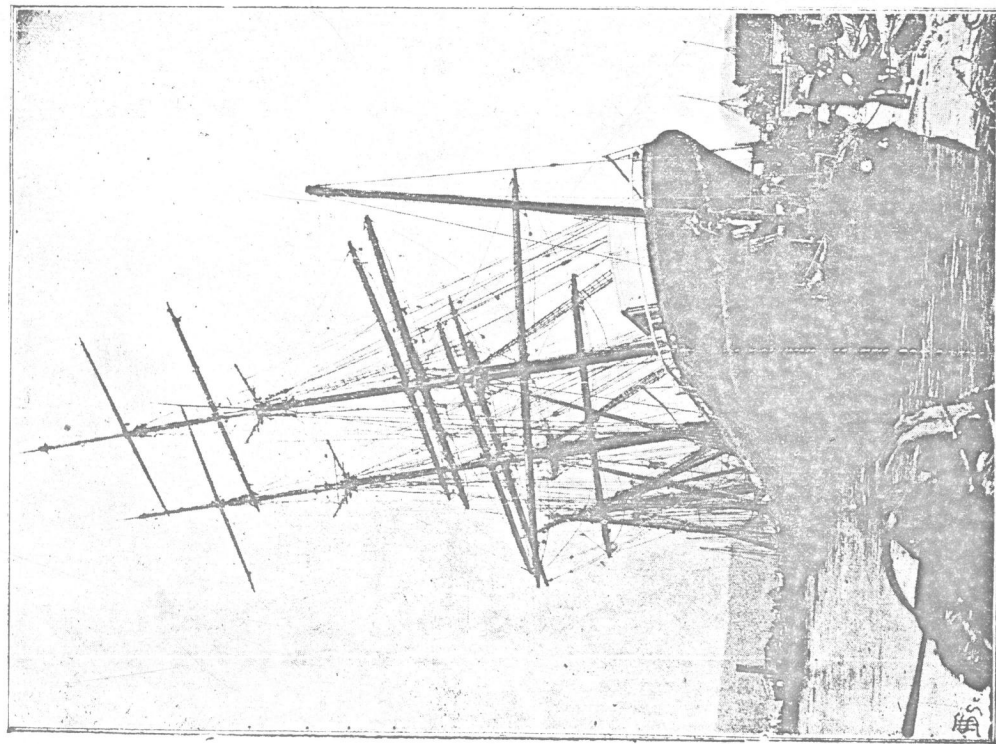
Loongsang, 1,093 tons, received slight damages in collision with steamers *Chip Shing* and *Haimun*.



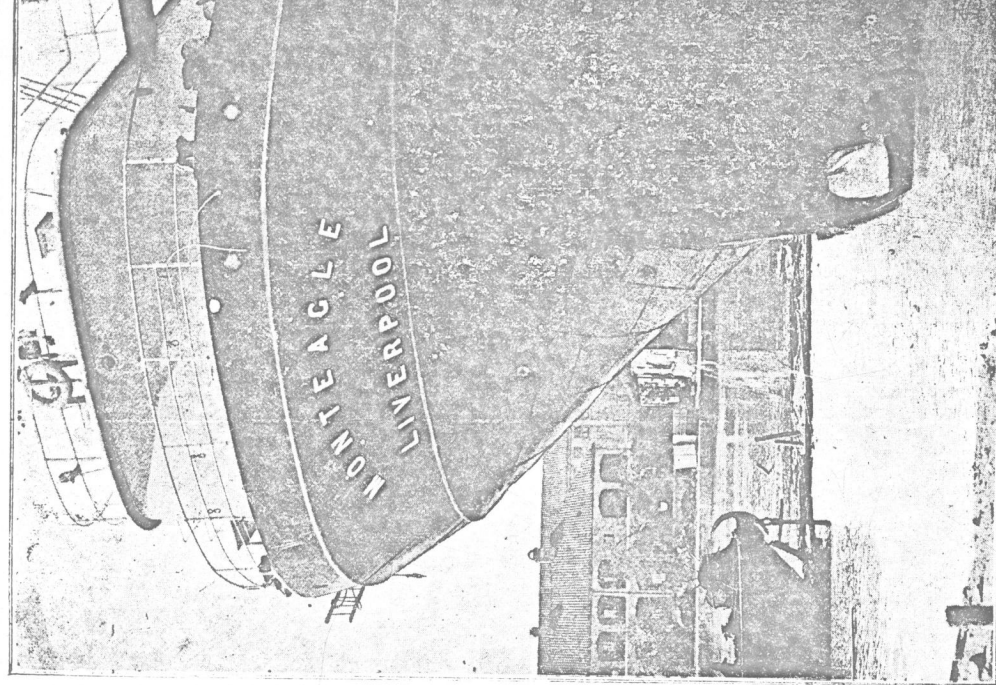
The s.s. "Petrarch" ashore close to Kowloon Wharves



A damaged wharf at Kowloon



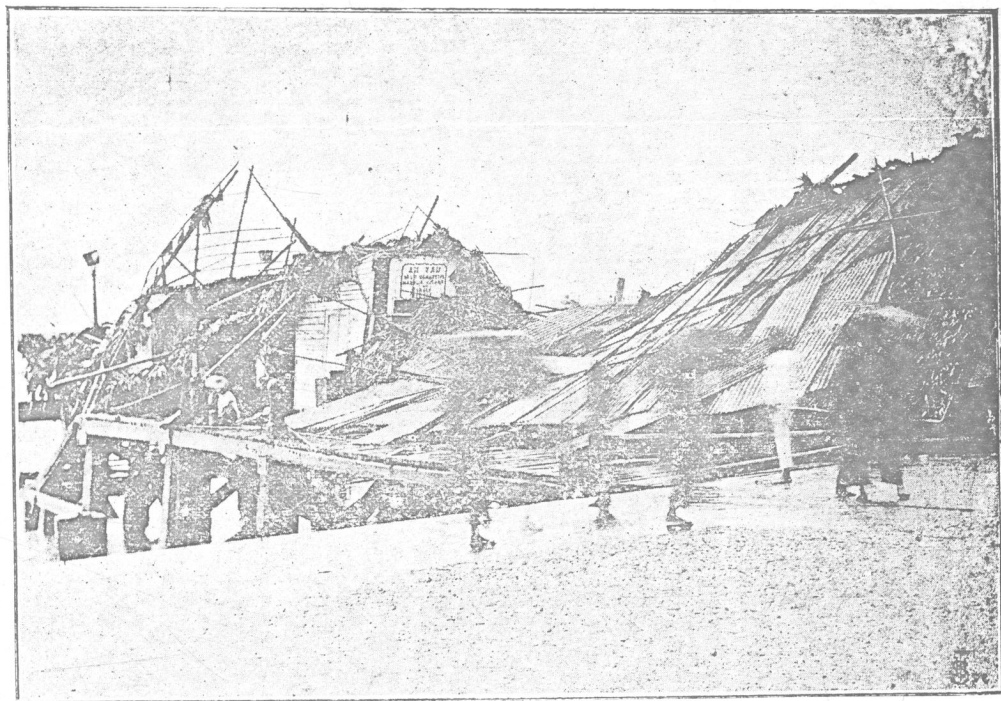
The S. P. Hitchcock ashore at Kowloon



The C. P. R. steamer "Monteagle" ashore at Kowloon.



*The Star Ferry Company's wrecked wharf at Kowloon, with the funnel of the
foundered river steamer "Kwongchoy" showing on the right of the picture*



The Star Ferry wharf on the Hongkong side of the harbour

Monteagle, 3,953 tons, stranded north of the Torpedo depot. Stern post and rudder stock broken. Refloated on September 20th.

Moorhen, H. M. S., gunboat, slightly damaged while inside Naval Camber.

Pakkong, 295 tons, total loss in Yaumati Bay.

Phoenix, H.M.S. 1,050 tons, ashore on her side close to the Torpedo Depot. Total loss.

Poona, 4,878 tons, slightly damaged while at Kowloon Wharf.

Radnorshire, 1,820 tons, stranded at Yaumati Bay, and bows damaged in collision with steamer *Monteagle*.

Robin, H. M. S., gunboat, slightly damaged.

San Cheong, 389 tons, sunk alongside of Canton wharf after being washed over that at which she was lying. Feared total loss.

Shun Lee, 380 tons, superstructure damaged while lying at the Company's wharf.

Sierra Marena, 2,283 tons, received minor damages while lying off Quarry Bay.

Strathmore, 2,296 tons, badly damaged in collision with steamer *Quinta*.

Sun On, 113 tons, stranded in Yaumati Bay. Since refloated with slight damage.

Takking, 395 tons, stranded at Samshuipo.

Taku, H. M. S. destroyer, damaged whilst in Torpedo Depot camber, Kowloon.

Tauian, 1,042 tons, slightly damaged.

Wingchai, 548 tons, ran on rocks at Samshuipo. Wreck sold at auction.

GERMAN.

Apenrade, 616 tons, sunk off west end of Stonecutters' Island. Salvage not started. Loss of life believed to 27.

Chow Tai, 1,115 tons, badly damaged in collision.

Emma Lukyen, 1,109 tons, stranded at Mongkoktsui, badly damaged.

Johanne, 952 tons, damaged in collision with steamer *Chow Tai*. Became partly submerged and was refloated by salvage ship *Protector*.

Petrarch, 1,252 tons, drifted from her anchorage at Stonecutters and collided with several vessels. Stranded at Kowloon wharves with large hole in side and several in bottom.

Prinz Waldemar, 1,737 tons, stranded and damaged in Yaumati Bay.

Quinta, 987 tons, slightly damaged in collision.

Sexta, 992 tons, stranded in Kowloon Bay, suffering minor damages.

Signal, 907 tons, stranded on rocks in Yaumati Bay and afterwards beached. Extensive damage.

Sulburg, 782 tons, damaged to the extent of \$4,000 in collision.

AMERICAN

Hermandia, 185 tons, badly damaged in collision.

I. F. Chapman, 2,018 tons, main royal mast carried away.

Rozario, old steamer brought from the Phillipines to be broken up, stranded at Yaumati Bay.

S. P. Hitchcock, 2,086 tons, stranded with hull badly damaged and fore top mast broken, at Kowloon, near Torpedo Depot.

Sorsagen, 420 tons, foundered alongside the Kowloon Docks.

FRENCH

Francisque, destroyer, stranded and slightly damaged, near the Victoria Recreation Club Kowloon.

Fronda, destroyer, total wreck near Torpedo Depot. Five lives lost.

Polynisien, 3,544 tons, slightly damaged in collision; left without repairs.

CHINESE

Kwonglee, 1,468 tons, damaged slightly in collision; left without repairs.

Macau, 237 tons, broken up in Yaumati Bay.

Revenue schooner, 80 tons, badly ashore in Yaumati Bay; probable total loss.

DUTCH

Tjilitwang, 3,062 tons, port side damaged in collision.

JAPANESE

Chiukai Maru, 1,564 tons, stranded and almost below water at Kellet's Island. Salvage rendered ineffective by subsequent typhoons.

Kanji Maru, bows damaged in collision at West Point.

Sado Maru, 3,860 tons, slightly damaged,

NORWEGIAN

Eri, 860 tons, damaged in collision at the south of Stonecutters' Island.

Skuld, 947 tons, driven on the Praya wall at West Point and sustained serious damaged,

MISCELLANEOUS

Castellano, 171 tons, hulk intended to be broken up, stranded at Yaumati.

Chun Kong, 150 tons, stranded and badly damaged at Hunghom Point.

Kat On, 160 tons, stranded in Hunghom Bay. Back broken and a total loss.

Of the smaller craft sunk or damaged, the returns made to the Harbour authorities included 70 launches, 54 lighters and 652 junks, but these returns, which were made up to October 5th, were regarded as incomplete.

OBSERVATIONS ON BOARD THE P. & O. S.S. "DELHI"

The P. & O. mail steamer *Delhi* (Capt. Andrews, R.N.R.) was just entering the passes of Hongkong with the London mails when the typhoon burst upon the Colony. The ship's log showed that at noon on the 17th a distinct E.N.E. swell was noted, wind blowing South, force 3. On the 18th at 4 a.m., when the ship was south of Gap Rock the report states that there was a "wet sunrise, hard clouds, greenish sky, north-east swell; short intervals." The breeze veered to the West at this time with occasional squalls. The *Delhi* dropped anchor not far from Green Island, when the wind freshened to hurricane force and rain fell with blinding violence. The following observations were taken on the ship on the 18th September:

Hour	Baro. (Corrected.)	Dir.	Wind Force.	Remarks.
Midnight	29.82	Var.	1	
4 a.m.	29.78	W.	3	Cloudy. Passing squally.
7 a.m.	29.76	N.W.	4.5	Rain overcast. N.E. swell.
8 a.m.	29.70	N.W.	4.5	Squally. Rain.
9 a.m.	29.65	W.N.W.	6	Wind increasing rapidly.
9.30 a.m.	29.41	W./N.	8	Blinding squalls of great fury.
10 a.m.	29.24	W./S.	10	Fierce storm of wind, rain and spray.
10.30 a.m.	29.31	S.W./W.	10	————
11 a.m.	29.41	S.W./S.	10	Storm abating.
Noon	29.61	S.	8 7	Moderate. Violent rain squalls.

Lowest reading: 9 hours 45 minutes: 29.14.

NOTES FROM THE SICAWAI OBSERVATORY

The authorities of the Sicawei Observatory (Shanghai) published two lengthy reports on the typhoon. In the first they stated :—

“The first signs of the new disturbance were once more given by the Japanese observations in the islands E. of Formosa, the importance of which cannot be over-estimated. With these and the telegrams from Formosa we were enabled to send the first warning ‘Typhoon South of Meiaco Sima’ to put ships leaving for the South upon their guard. This was cabled to the China Coast Semaphores on Saturday, 15th, at 11.30 a.m.

“The direction of the centre could not yet be surmised. The bulletin printed the following day, the 16th, noted that the movement was bringing the centre towards the S. end of Formosa. At the S. Cape, the N. breeze had freshened to force 6, and a N. gale, force 8, was setting in at the Pescadores. About noon a new signal was sent out telling that the cyclone was nearing the E. shores of the Island, with a slow motion.

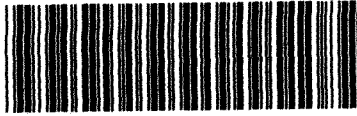
“All the stations seem to have been too far from the central vortex to determine more accurately its direction, though it was clearly moving towards Formosa and China. In the afternoon we had to forecast rough weather in the Channel, with strong N. winds along the coast N. of it up to the Chusan.

“The worst of the cyclone was not in the centre of the isobars, which are shown surrounding Formosa, on the Sicawei daily charts, but in the southernmost part, near the Bashee Channel. It may be that the violent vortex was formed not far from Formosa.”

The Sicawei reports embodied extracts from the logs of ships as enabling them to give “a definitive track of the storm,” and the conclusion was that “the typhoon of the 18th was formed in the South part of the depression signalled [from Formosa to Shanghai] on the 15th and 16th, coming from the Pacific to Formosa. The velocity, checked by the struggle against the very high pressures of the North, increased as the centre was coming nearer to the coast; the track was approximately W.N.W. or W/N; the swell was noticed at 420 miles distance on the China Sea.”

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