

SUPPLEMENT

TO

The Hongkong Government Gazette

Of FRIDAY, the 18th of SEPTEMBER, 1908.

Published by Authority.

REPORT ON THE TYPHOON OF 27TH-28TH JULY, 1908.

*Laid before the Legislative Council by Command of
His Excellency the Governor, September 17th, 1908.*

No. 228.

HONGKONG.

GOVERNMENT HOUSE,
HONGKONG, 4th September, 1908.

MY LORD,

I have the honour to confirm my telegram of the 30th July which was as follows:—
“Disastrous typhoon 27th, 28th July. One river steamer lost, about 250 passengers.
“Otherwise loss of life as far as known not heavy. Damage on shore very serious. Loss
“of Government property alone estimated at \$100,000. Private losses not yet estimated.”

2. Your Lordship's reply dated the 3rd August was as follows:—“Your telegram of
“30th July. News of typhoon received with great regret by His Majesty's Government, who
“desire me to convey to Community at Hongkong sincere sympathy at this second disaster
“within 2 years.” I read Your Lordship's telegram to the Legislative Council on the 6th
instant, and have to thank Your Lordship on behalf of the Community of this Colony for
the expression of sympathy telegraphed by you in the name of His Majesty's Government.

The Right Honourable

THE EARL OF CREWE,

His Majesty's Principal Secretary of State for the Colonies,

&c.,

&c.,

&c.

3. I am now in a position to supplement my telegram of the 30th July by forwarding the following documents :—

1. A report by the Director of the Observatory.
2. A report by the Harbour Master.
3. A report by the Director of Public Works.
4. A report by the Captain Superintendent of Police.
5. A report by the Superintendent, Botanical and Forestry Department.
6. The finding of the Marine Court appointed to inquire into the circumstances attending the loss of the British steamship *Ying King* between Castle Peak and Pillar Point at about 2.30 a.m. on the 28th July.
7. A report by the Chief Resident Engineer, Kowloon-Canton Railway.
8. Two reports by the District Officer, Taipo.
9. A report of the Government Marine Surveyor on damages sustained by Government launches.
10. A report by the Registrar General on relief of distress caused by the typhoon.

4. From these reports Your Lordship will observe that 26 privately owned buildings collapsed with a loss of 59 lives, while the total number of buildings seriously damaged was 67. Three minor Government buildings collapsed, and damage was done to 77 Government buildings with a loss of one life. The cost of the necessary repairs to Government buildings, roads, etc., is estimated by Mr. Chatham at \$79,440.

5. The casualties to native craft of all descriptions during the typhoon were as follows :—

| | <i>Sunk.</i> | <i>Wrecked.</i> | <i>Damaged.</i> | <i>Persons Missing</i> so far as is known. |
|---|------------------------------|-----------------|-----------------|---|
| Trading, Fishing and Unlicensed Junks, { | Inside Harbour Limits, } 17 | 7 | 2 | 39 |
| | Outside Harbour Limits, } 66 | 25 | 7 | 219 |
| | — | — | — | — |
| | 83 | 32 | 9 | 258 |
| Cargo and Other Boats and Sampan, ... { | Inside Harbour Limits, } 36 | 5 | 1 | ... |
| | Outside Harbour Limits, } 6 | 6 | 1 | 13 |
| | — | — | — | — |
| | 42 | 11 | 2 | 13 |
| Total Native Craft of all descriptions, { | Inside Harbour Limits, } 53 | 12 | 3 | 39 |
| | Outside Harbour Limits, } 72 | 31 | 8 | 232 |
| | — | — | — | — |
| | 125 | 43 | 11 | 271 |

6. Of the casualties to European craft, by far the most serious was the wreck of the river steamer *Ying King*, and I deeply regret that in this case the loss of life was even heavier than that estimated in my telegram of the 30th July. From the sworn evidence given before the Marine Court, it appears that the number of persons on board the *Ying King* at the time she foundered was approximately as follows :—

| | |
|--|------------|
| European Officers, | 3 |
| „ Passengers, | 3 |
| Chinese Passengers, | 427 |
| „ Crew (including Compradore's Staff), ... | 33 |
| Total, | 466 |

Of these only 42 are reported as being saved, so that it would seem that 424 persons were lost, including the Master and the 3 European passengers.

7. Excluding the *Ying King*, the casualties to European craft were as follows :—

| Description of Vessels. | In the Harbour. | | | | Outside the Harbour. | | | |
|--------------------------|-----------------|---------|---------------|---------------------|----------------------|---------|---------------|---------------------|
| | Sunk. | Ashore. | Dam- aged. | Persons Missing. | Sunk. | Ashore. | Dam- aged. | Persons Missing. |
| Man of War,..... | ... | ... | ... | ... | ... | 1 | ... | ... |
| Ocean Vessels, | ... | 3 | 9 | 1 | ... | 3 | 4 | ... |
| River Steamers, | 1 | 1 | 1 | ... | ... | 1 | 4 | ... |
| Steam-launches, | 6 | 10 | ... | ... | ... | 2 | 1 | ... |
| European Lighters, | 10 | 1 | 7 | 4 | ... | 1 | ... | ... |
| Total,..... | 17 | 15 | 17 | 5 | ... | 8 | 9 | ... |

The total number of casualties was, therefore, 71 involving a loss of 5 lives. The cost of the necessary repairs to Government launches is estimated by the Government Marine Surveyor at \$4,106.40.

8. The loss of life among the Chinese—more especially at sea—cannot be stated with accuracy, and it is probably far heavier than I have stated it to be in the foregoing paragraphs, which are based on the police reports received.

9. The damage done to the railway was fortunately slight, the most serious items being the unroofing of the coolie quarters and the power house at the North Face of the tunnel.

10. The New Territories suffered only slightly from the typhoon, as the crops had to a great extent been already harvested. The District Officer at Taipo reports that no appeals for special help have been made, that there were no serious collapses, and that the only loss of life occurred owing to the wreck of a trading junk on the East Coast.

11. The damage done to trees, shrubs and plants all over the Colony was very considerable, and is much greater than that caused by the typhoon of September, 1906. Indeed, it would seem that the force and violence of the wind in this last typhoon was considerably greater than in the disastrous storm of two years ago; but, as the Anemometer on the Island was completely wrecked, and that at the Observatory much damaged, any precise comparison is impossible. The results in the harbour were not so terrible as on the former occasion, owing in the first place to the fact that it was possible for the Observatory to give much more adequate warning, and in the second place to the fact that the typhoon came from the N.E., and not from the N.W., as in 1906. The devastation caused on land is, however, much more marked than in the former catastrophe, and many years must elapse before the traces of this visitation in the form of broken and disfigured trees disappear. The storm swept on to Canton—an unusual occurrence—where great destruction of river craft and much loss of life is reported to have occurred.

12. There being a considerable surplus of subscriptions and donations in hand from the funds raised in relief of losses and distress caused by the typhoon of 18th September, 1906, it has not been necessary to raise any special subscriptions in aid of the relief of sufferers by the typhoon which forms the subject of this report. Investigations have been made into cases requiring relief by the Committee of the Tung Wa Hospital and the Registrar General, whose report dated the 31st August, I have the honour to enclose.

13. I am glad to be able to inform Your Lordship that the disaster gave occasion for many exhibitions of gallantry in saving life, and that the Police of the Colony sustained their reputation for courage and devotion to duty. I would specially invite Your Lordship's attention to the letter of the 11th ultimo from the Tung Wa Hospital enclosed in Mr. Irving's report. I have already conveyed to the officers and sailors concerned my appreciation of their courageous act.

I have the honour to be,

My Lord,

Your Lordship's most obedient,

humble servant,

F. D. LUGARD,
Governor, &c.

Enclosure 1.

REPORT BY DIRECTOR OF OBSERVATORY.

The typhoon which struck the Colony on the night of the 27th to 28th July last was possibly formed on the 25th to the Eastward of the Balingtang Channel. But as this typhoon must undoubtedly be classed as one of small area, in the absence of any data from the Pacific, this cannot be certainly affirmed. There is, in any case, no evidence whatever of its existence prior to the 25th. On this day a slight fall of the barometer took place in Luzon and S. Formosa, although pressure remained slightly above the normal over both areas.

On the morning of the 26th a sharp fall, amounting to just over a tenth of an inch since the previous day, was noted at Koshun (S. Formosa) 29.71, and at Aparri (N. Coast of Luzon) 29.69, and the wind circulation, a strong N.E. breeze at the former, and a light S. breeze at the latter station, gave evidence, in conjunction with pressure conditions over surrounding areas, of the existence of a depression in the Balingtang Channel. The position assigned to the centre on our Weather map was $19^{\circ}\frac{1}{2}$ N., 121° E., and information in accordance therewith was issued in Hongkong and the shipping notified by signals at 10.45 a.m.

The afternoon observations received from Koshun and Aparri indicated some movement of the depression to the Westward. The barometer had risen at both stations, the wind had veered to E., a strong breeze at Koshun (bar. 29.73) while a light S.W. air blew at Aparri (bar. 29.73).

High pressure lay over the Pacific between the Bonin and Loochoo islands on this day, an area of low pressure was situated over Manchuria, while conditions over S. China were practically normal.

The morning observations of the 27th showed a moderate increase of pressure in Luzon (Aparri 29.78, wind S.E., a light air, clear sky). The observations from Koshun did not reach the Observatory, but at Swatow the barometer read 29.71, wind N.E. force 1. In Hongkong, where pressure had given way two hundredths of an inch only, during the past 24 hours and was below the normal by the same amount, the barometer at 10 a.m. read 29.75, wind E. force 1. At Gap Rock a gentle breeze blew from N.E. These observations faintly indicated the existence of the depression but gave no clue whatever as to its severe character. It was believed to be situated at that time about 300 miles to the S.E. of the Colony and notice to that effect was given, and the Red signals were hoisted at 12.15 p.m.

Pressure on this day had weakened slightly but was still high over the Pacific between the Bonins and Loochoos. The Manchurian depression had moved to the N.E. and a slight increase of pressure had taken place over N. China. In the South the only abnormal feature was the light N.E. wind along the S. coast of China.

Perhaps the best evidence of the existence of the typhoon was furnished by clouds. The morning broke fine, the sky being almost cloudless. Shortly after noon a bank of clouds of the cirro-stratus type was observed bearing S.E. by E., its advancing edge being at an altitude of about 30° . At 4 p.m. this pall had covered nearly the whole sky except just above the N.W. horizon where it was still clear. A few patches of alto-cumulus below it were seen to be coming from N.E. by E. in the afternoon. The direction however was backing, a significant fact. At 6 p.m. they came from N.E. by N. and it was then that the Black signals were hoisted.

The barometer, still only 0.02 inch below the normal at 4 p.m., now began to fall and the wind, which had been chiefly a light breeze from E. during the day, shifted to the North. Gap Rock at 4 p.m. reported "slight swell from S.E.", the wind there at the time being a gentle breeze from N.E. At the same hour Waglan reported a moderate breeze from E.N.E. At 7 p.m. it blew a fresh breeze from N.N.E. at Waglan and a gentle breeze from N. at Gap Rock, the swell still being reported from the latter station as "slight from S.E.". It thus appears that sea swell in this instance had not outrun the advancing storm to any considerable distance. Rain commenced to fall at the Observatory at 8 p.m.

The following observations show the conditions prevailing at 9 p.m. Observatory barometer 29.64, wind North force 5, Waglan 29.58, N.N.W. 7, Gap Rock 29.57; N.N.W. 6. The swell reported by the latter station was now "moderate from E.S.E.". These observations appeared to indicate the probability of the typhoon centre reaching the coast in the neighbourhood of the Colony, and I then wired a message to that effect to Hongkong for distribution. The barometer at the Observatory still read only 0.12 inch below normal, but the gradient between here and the lighthouses was increasing.

The barometer now commenced to fall quickly and the wind to rise and at 11.15 p.m. (Standard Time) No. 3 night signal, accompanied by the firing of three bombs, was made. This indicated that the gale then blowing was likely to increase to full typhoon force. The following observations are from the Observatory records, the time being given in Hongkong Mean Time.

| | Barom. at M.S.L. | Wind. | |
|-------------------|------------------|------------|------------------------------|
| | | Dir. | Velocity. Miles per hour. |
| July 27th, 6 p.m. | 29.65 | N. | 8 |
| " 7 " | 29.65 | N. | 12 |
| " 8 " | 29.63 | N. | 17 |
| " 9 " | 29.64 | N. | 26 |
| " 10 " | 29.60 | N. | 39 |
| " 11 " | 29.49 | N. | 53 |
| " midt. | 29.24 | N.E. by N. | 75 |
| July 28th, 1 a.m. | 28.93 | E.S.E. | 72* |
| " 2 " | 29.30 | S.S.E. | 81 |
| " 3 " | 29.48 | S.S.E. | 54 |
| " 4 " | 29.58 | S. by E. | 42 |
| " 5 " | 29.63 | S. by E. | 36 |
| " 6 " | 29.67 | S. | 23 |

The barometric minimum, 28.85, occurred at 1 hr. 3 m. a.m. The wind moderated somewhat at about 1 a.m.—the direction was veering quickly towards S.E. and S.—but rose again a few minutes later and blew with greater fury than before, the squalls being not only terrific but also of long duration between 1.15 a.m. and 1.45 a.m. At about 2 a.m. the wind began to moderate. It is probable that the greater part of the damage on shore occurred during this interval. In the Observatory compound nearly all the damage was caused by the S.S.E. wind, trees and other debris falling towards N.W. and N.N.W.

Rain which practically ceased to fall between midnight and 1 a.m. set in again at the latter hour, and lightning which had been first observed at 11 p.m. continued until 2 a.m. With the exception of the typhoon of September 18th, 1906, this is the only occasion on which lightning has been observed here near the centre of a typhoon during the past 25 years. Thunder was not heard.

Observations subsequently received from Waglan and Gap Rock show that it blew with full typhoon force at the former station, from N.E. at midnight and from E.N.E. at 1 a.m., the barometer falling to 28.70 at the latter hour. At Gap Rock typhoon force was not recorded. The lowest barometer reading, 29.24, occurred at 1 a.m. with the wind a whole gale (force 10) from West, and subsequently at 2 a.m. and 3 a.m. from S.W., when it began to moderate. The gradient between the Observatory and Waglan at midnight was equivalent to just over half an inch in 15 miles.

These observations show that the centre of the typhoon passed within a distance of 10 miles to the Southward of the Observatory near 1 a.m.

Subsequently at about 7 a.m. the typhoon passed to the South and West of Canton. It had probably filled up to some extent but was still a severe storm.

* The record of wind velocity is not reliable probably from midnight. The spindle carrying the cups snapped just above the supporting arms at some time during the night. The cups however continued to revolve, but loss of speed during the high velocities is certain to have occurred.

The accompanying track of the disturbance has been laid down from such observations made on shore and at sea as are at present available. It shows that the centre of disturbance was situated at noon on the 26th in about $19^{\circ}\frac{3}{4}$ N., $120^{\circ}\frac{1}{4}$ E., on the 27th at noon in $20^{\circ}\frac{3}{4}$ N., $116^{\circ}\frac{1}{2}$ E. and at 9 a.m. on the 28th in $23^{\circ}\frac{1}{2}$ N., $112^{\circ}\frac{1}{2}$ E. Between noon on the 26th and the same hour on the 27th it moved towards W. by N. at an average speed of about $9\frac{1}{2}$ miles per hour. It curved more to the northward between noon on the 27th and 9 a.m. on the 28th, and moved with increasing speed, the average direction being towards N.W. by W. and the average speed about 14 miles per hour. It probably increased in depth from the time it left the Balingtang Channel until its arrival on the coast at Hongkong, when it doubtless commenced to fill up on its passage over the land.

This typhoon was of very similar type to that of September 18th, 1906. Some features were common to both, such as the absence of early barometrical indications, the presence of lightning at and near the centre, and the absence of sea swell, at any considerable distance in advance of the storm. As far as the Colony itself is concerned, this typhoon was certainly more severe than that of September, 1906. The storm area was somewhat larger on this occasion, possibly in the proportion of 5 to 3, but the radius of the area over which strong gales blew does not appear to have exceeded 35 miles on an average, and the typhoon must certainly be classed as a small one for this latitude. The rainfall due to it was only 3.2 inches, which having regard to the fact that the centre passed practically over the Colony, is comparatively small.

Unfortunately the record of the Victoria Peak anemograph was entirely lost. The cups blew away with the Northerly wind and later the entrance door on the S. side of the "Look-out" blew in and carried the recording apparatus over to the N. wall, snapping the connecting rods off at the ceiling.

It remains to be stated that the observations from Gap Rock and Waglan proved of the utmost value and the lightkeepers deserve credit for the promptitude with which they forwarded them as long as telegraphic connection remained intact.

F. G. FIGG,
Director.

Hongkong Observatory,
8th August, 1908.

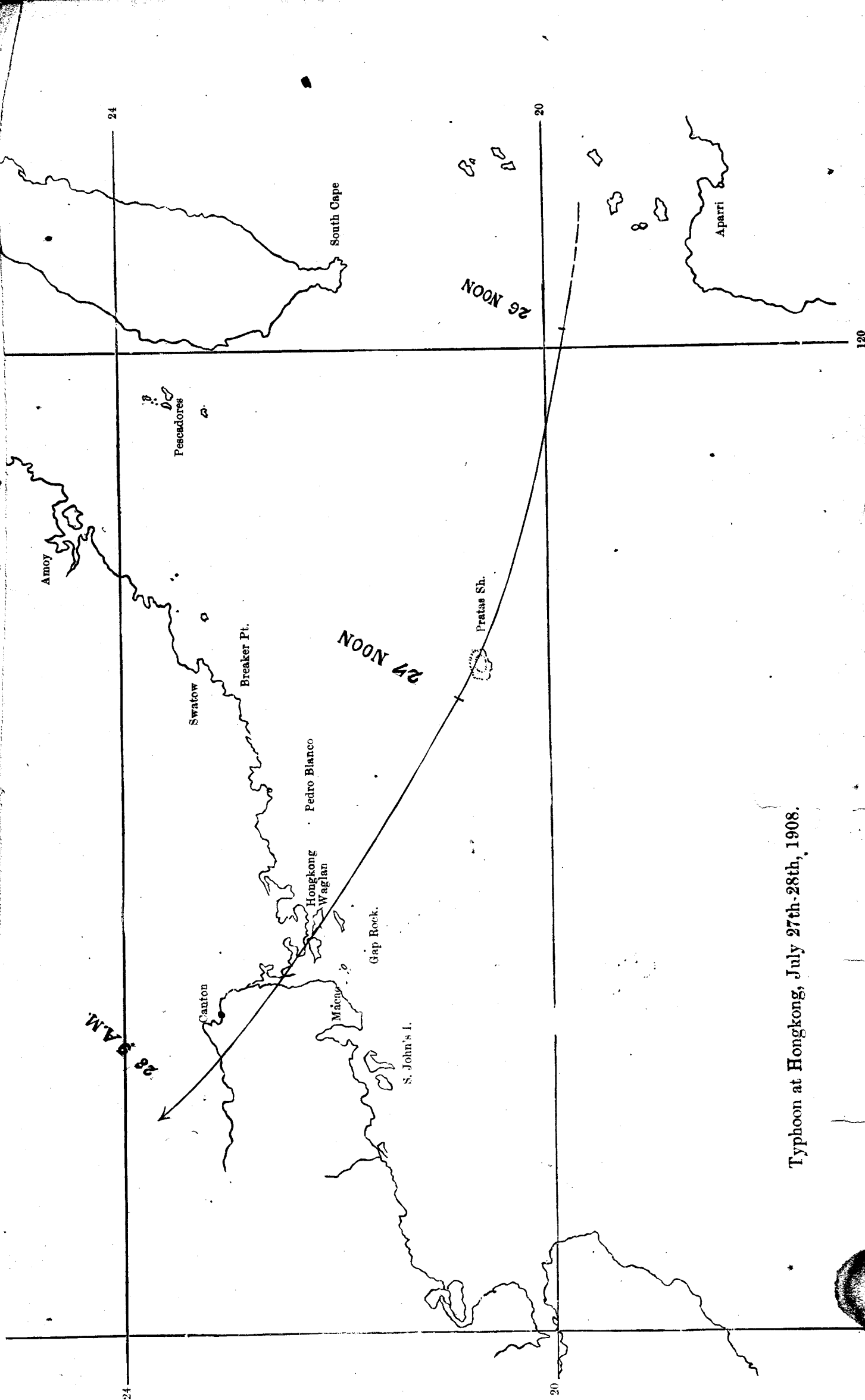
P.S.—Appended is a map showing stations reporting daily observations by telegraph.

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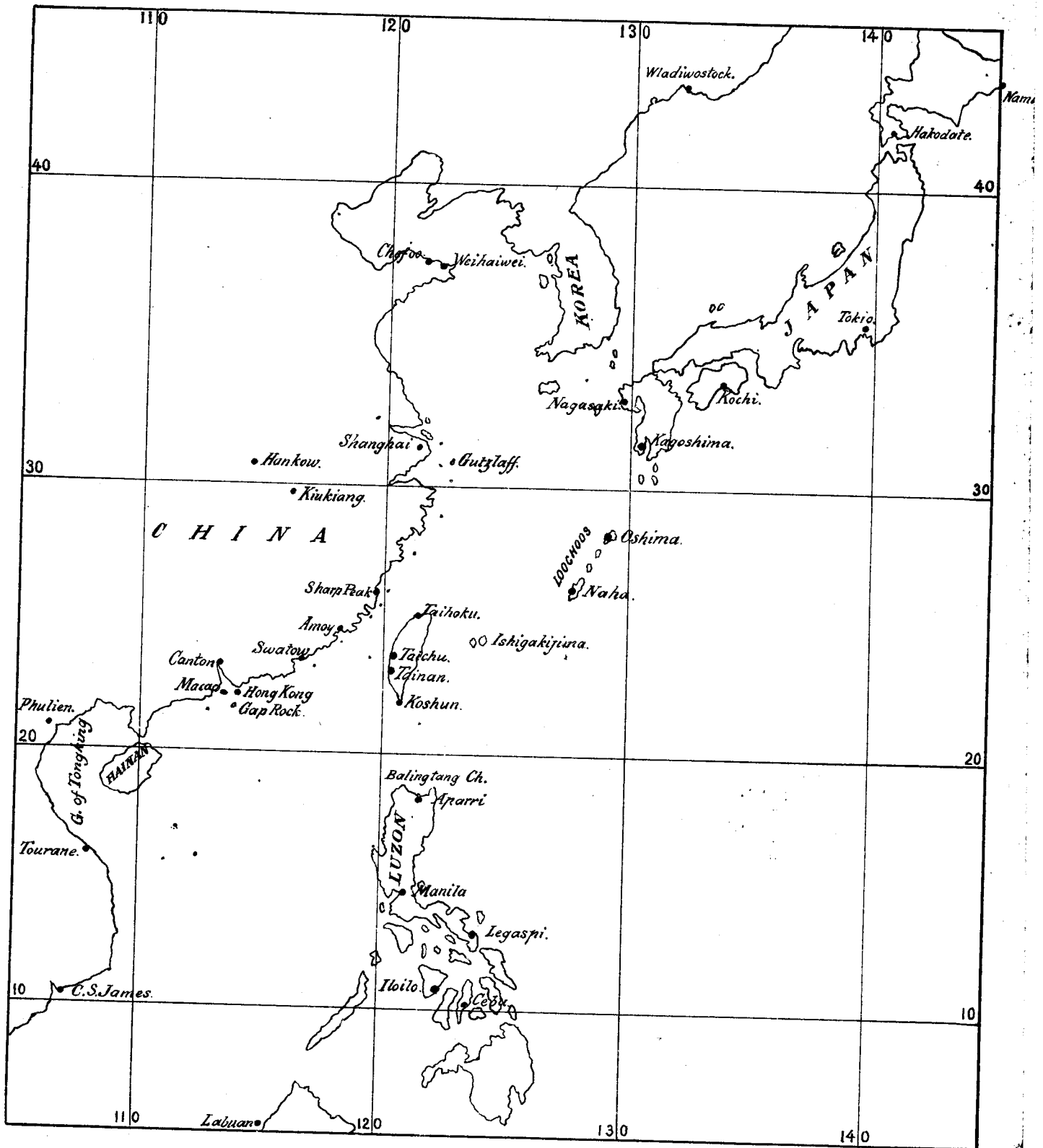
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Typhoon at Hongkong, July 27th-28th, 1908.

Map shewing meteorological stations reporting daily observations to Hongkong Observatory by telegraph.



Enclosure 2.

REPORT BY HARBOUR MASTER.

Typhoon of 27th-28th July, 1908.

REPORT ON DAMAGE IN AND OUTSIDE THE HARBOUR.

Causeway Bay and Wanchai.

- 1 steam water boat sunk.
- 2 European lighters sunk.
- 3 junks sunk.
- 5 native cargo boats sunk.
- 1 coolie boat sunk.
- 1 person reported missing.

Sea Front, Victoria.

- 1 European lighter sunk off Blake Pier.
- 5 Do. damaged at Canton Steamboat Pier.
- 2 Do. sunk do.
- 1 Do. sunk in front of Harbour Office.
- Chinese River steamer "Sun On" sunk alongside her wharf.
- 24 native cargo boats, 3 junks sunk.
- 2 junks and 3 cargo boats wrecked.
- 12 persons reported missing.
- Temporary bamboo wharf in front of Telegraph Office wrecked.
- Matsheds on Queen's Statue and Blake Piers destroyed.
- Canton and Macao Steamboat Pier damaged at shore end by lighters, outer iron shed destroyed.
- Slight damage to several wooden piers.
- Standard Oil Co.'s wharf seriously damaged at shore end.

Stonecutters' Island.

- 1 steam launch the "Lee Ka" badly ashore.
- 1 European lighter ashore, no loss of life.
- 1 motor boat sunk at moorings.
- 8 junks and 2 sampans sunk, 24 persons reported missing.
- 1 junk damaged.
- 2 British steamers, "Lai Sang" and "Pocahontas" ashore. No loss of life, "Lai Sang" towed off in morning of 28th July.

Chung Hué.

- British S.S. "Schuylkile" badly ashore; towed off in morning of 28th. No loss of life.
- 2 night soil junks sunk. No loss of life.

Capsuimun.

- U.S. S.S. "Aeolus" dragged from Yaumati, fouled British S.S. "Taiwan" and "Linan", crew deserting and climbing on board those vessels. Cleared and drifted to Capsuimun where she grounded on N.E. point of Lantao Island. No loss of life.

Laichikok.

- One new steamer (un-named) ashore on mud, apparently undamaged.
- One steam launch "Kwong Hoi" ashore on mud.
- One ferry "Morning Star" badly ashore on rocks.
- One European lighter ashore.
- 2 junks sunk and damaged.
- Ah King's pile driver boat lost and 2 men missing.

Mong Kok.

P. & O. launch "Jeanette" badly ashore on rocks in front of Arnhold Karberg's premises.
3 launches ashore on mud at head of Yaumati Bay.
1 launch "Sun Lee" sunk at wharf.
1 junk and 1 cargo boat sunk.

Mongkoktsui.

1 junk wrecked, 1 person missing.

Yaumati.

1 Chinese river steamer "Ta Hing" damaged.
1 steam launch "Tow" sunk at Naval coaling wharf.
2 European lighters damaged.
3 junks wrecked. No loss of life.

Taikoktsui.

3 boats sunk, 1 boat damaged.

Kowloon Wharf.

2 lighters and 1 junk sunk, 4 persons reported missing.

Sea Front, Kowloon.

Three bamboo piers destroyed.
4 steam launches ashore and 1 steam launch sunk in Hung Hom Bay.
3 cargo boats damaged. No loss of life.

Kowloon Docks.

2 steam launches, 3 lighters and 1 cargo boat sunk.

Kowloon Bay.

British S.S. "Persia" ashore.
1 steam launch "Ilha de Coloane" ashore.
2 European lighters and 4 junks sunk. No loss of life.

Aberdeen.

1 junk sunk.

Lyeemun.

H.M.S. "Whiting" ashore.
1 junk sunk.

Castle Peak Bay.

British river steamer "Ying King" sunk; master, chief engineer and 401 crew and passengers reported missing; mate and 42 passengers and crew saved.
1 coal boat sunk with 10 persons missing.
1 junk sunk. 3 persons missing.

Lamma Island.

2 fishing junks and 1 unlicensed junk sunk, 15 persons missing.

Lantao Island.

7 junks sunk.
3 junks wrecked. 9 persons reported missing.

Mirs Bay.

No. 3 Police launch damaged.

Tai Po.

3 trading junks sunk.
1 fishing junk sunk.
1 trading junk ashore.
5 trading junks damaged.
No loss of life.

Sha Tau Kok.

1 junk sunk with 3 persons missing.

Sha Tin.

6 small sampans ashore. No loss of life.

Tai O.

16 fishing junks wrecked.
1 trading junk capsized.
No loss of life.

Cheung Chau.

13 junks etc. sunk with 51 persons missing.

Tun Mun.

3 junks sunk with 16 persons missing.

Shaukiwan.

1 coal junk sunk.

Quarry Bay.

3 junks sunk with 2 persons missing.
1 junk wrecked.

Ping Chau.

1 junk sunk.

Outside the Waters of the Colony. (Chikwan, Taichan, etc.)

14 junks sunk with 133 persons missing.

Other damage to vessels in Harbour.

- "Amara", British steamer, dragged and lost port anchor and chain ; fouled steamships "Standard" and "Barra", damaging both.
- "Barra", British steamer, damaged by "Amara". Lost one man overboard.
- "Katherine Park", British steamer, dragged in Kowloon Bay, brought up in Telegraph Cable Ground. Fouled cables and dragged shore ends out of cable hut. No damage to ship.
- "Cranley", British steamer, fouled by S.S. "Vandalia" and badly damaged. plates to be renewed.
- "Juteopolis", British four masted barque. Mizzen and jigger masts went board doing considerable deck damage.
- "Linan", British steamer, fouled and damaged by "Aeolus".
- "Standard", Norwegian steamer, fouled by "Amara", very little damage.
- "Taiwan", British steamer, fouled and damaged by "Aeolus".
- "Vandalia", U.S. steamer, fouled by "Cranley" and sustained slight damage.

SUMMARY.

| | |
|---|-----|
| Man-of-war, ashore, | 1 |
| Ocean vessels ashore, | 6 |
| do. damaged, | 13 |
| River steamers sunk, | 2 |
| do. ashore, | 2 |
| do. damaged, | 5 |
| Steam-launches sunk, | 6 |
| do. ashore, | 12 |
| do. damaged, | 1 |
| European Lighters sunk, | 10 |
| do. ashore, | 2 |
| do. damaged, | 7 |
| Junks, cargo-boats, sampans, etc. sunk, | 125 |
| do. do. wrecked, | 43 |
| do. do. damaged, | 11 |
| Persons redorted missing in Harbour, | 44 |
| do. outside Harbour, | 633 |

DAMAGE TO GOVERNMENT PROPERTY.

Harbour Offices :

A few panes of glass broken. Bamboo wharf destroyed.

Steam-launches :

“Stanley” badly strained by S.S. “Honam” colliding with her. “Victoria”, damage to stern through collision by another launch.

“Daisy” damage to rail and awning, spars, and stanchions, due to other craft colliding with her.

“No. 20 hired in lieu of “Lily” under repair. Damage to rail and awnings, stanchions, etc., collision by other craft.

“Sibyl”, considerable damage to deck fittings and rails.

Lighthouses :

Cape Collinson : considerable damage to quarters. Gap Rock and Waglan report by passing steamers all correct so far as lights are concerned. Apparently some damage to quarters, etc.

Capsuimun : roof badly damaged.

Government Gunpowder Depot :

Damage to roof, etc.

Signal Station, Blackhead's Hill, damage to roof, etc.

South Fairway buoy fouled by something. Buoy dragged 300 feet to West. Camp guard bent and light extinguished.

“Hygeia”, starboard side roof demolished.

BASIL TAYLOR, Comdr., R.N.,
Harbour Master, &c.

7th August, 1908.

Enclosure 3.

REPORT BY DIRECTOR OF PUBLIC WORKS.

SUMMARY OF
ESTIMATED DAMAGE TO GOVERNMENT BUILDINGS, ROADS, &C., CAUSED
BY THE TYPHOON OF JULY 27TH-28TH, 1908.

| | |
|---|-----------|
| Buildings inside City, | \$ 20,945 |
| " outside City, | 8,565 |
| " in New Territories,..... | 4,500 |
| " Miscellaneous, | 715 |
| Roads in City, | 9,925 |
| " in Kowloon, | 1,820 |
| " outside City, | 6,395 |
| " in New Territories, | 2,500 |
| Telephones, (including repairs to cable across Harbour, \$2,000),..... | 4,500 |
| Piers and Sea-Walls,..... | 5,732 |
| Miscellaneous Rainstorm Damages,..... | 6,622 |
| | \$ 72,219 |
| Allow 10% for Contingencies, say, | 7,221 |
| | \$ 79,440 |

BUILDINGS INSIDE THE CITY.

| <i>Name of Building.</i> | <i>Extent of Damage.</i> |
|---|--|
| Government House. | The roof to back verandah carried away. A covered-way badly damaged. Small brick building collapsed also Laundry matshed. A quantity of the rubberoid roofing damaged. General repairs to doors, windows, jalousies, &c. |
| Government Offices. | General repairs to roof, windows, &c. Overseers' Matshed partly blown over. |
| Queen's College. | The roof to large Hall partly carried away. General repairs to all roofs and to many of the jalousies, doors and windows. |
| Belilios School. | Portion of roof carried away and small repairs. |
| Kennedy Town Hospital. | Matsheds blown down and portion of roof to brick building damaged. |
| Kennedy Town Police Station. | Roof badly damaged and small repairs. |
| Disinfecting Station. | Matsheds badly damaged. |
| Central Police Station. | Damage to roofs, sunshades, covered-ways, main gates, jalousies, windows, doors, gutters, &c. |
| D. S. P.'s Quarters. | Roof badly damaged and jalousies and windows badly knocked about. |
| Married Sergeants' Quarters and Armoury. | Ditto. |
| Magistracy. | Ditto. |

| <i>Name of Building.</i> | <i>Extent of Damage.</i> |
|---|--|
| Victoria Gaol. | The roof over C III Ward in a state of collapse. Other roofs badly damaged and general repairs are necessary to doors, &c. |
| Assistant Supdt.'s Quarters. Warders' Quarters. Supreme Court. | Damage to roof, gutters, jalousies, &c. Ditto. |
| Post Office and Treasury. Wanchai Stores. | The tiling to roof on West side of Land Office stripped and small repairs are necessary to windows, &c. Small repairs to roof over Supreme Court. |
| Plague Coolie Quarters. Harbour Office. Central Market. Botanical & Forestry Department Superintendent's Quarters Gardeners' Cottages. Government Laundries. No. 1 Police Station. No. 2 Do. Volunteer Head Quarters. Victoria School. Old Vaccine Institute (now Forestry Store). Sokonpo Market and Latrine. Wanchai Market. Wanchai School. Refuse Enclosures (3). | Damage to roof, guttering, jalousies, &c. Matshed badly damaged and roof to Compradore's Quarters damaged. Matsheds badly damaged. Damage to sashes, jalousies and roof. Ditto. |
| Tank Lane Latrine. No. 8 Police Station. | Ditto. Ditto. Ditto. Ditto. Ditto. Ditto. |
| Despatch Box, Robinson Road. Government Civil Hospital— "A" Block. | Damage to windows and brickwork. Roof damaged and repairs are necessary to sashes, doors, &c. |
| "B" Do. "C" Do. Coolies Quarters. Medical Staff Quarters. Lunatic Asylum. Maternity Hospital. | Ditto. Ditto. Ditto. |
| Saiyingpun Market. | Ditto. |
| No. 7 Police Station. Coolies Quarters, Pokfulam. Public Mortuary. Shektongtsui Market. Animal Depôt, Kennedy Town. New Western Market. No. 5 Police Station. Despatch Box Shelter, Collinson Street. | The corrugated iron has been torn off and blown into the sea. Roof tiling damaged. Roof badly damaged. 3 new sash frames, 7 new sashes and 5 new jalousies required; small repairs. Roof damaged. |
| Do. Bonham Strand. Do. Fat Hing Street. | Roof damaged and general repairs to jalousies, windows, doors, &c. |
| Bath House, Pound Lane. Possession Street Latrine. Bacteriological Institute. Old Western Market. Opium Searchers' Hut. | Ditto. Ditto. Ditto. Ditto. Ditto. Ditto. |
| | Zinc eaves gutter badly damaged. Damage to roof, jalousies, &c., of Coolie Quarters. Slight damage to roof, windows, &c. Damage to roof, zinc guttering, jalousies, windows, &c. Ditto. Ditto. |
| | Damage to roofs and brickwork. Slight repairs to roof. Damage to roof, windows, jalousies, &c. Damage to roof and door. |
| | Ditto. Ditto. |
| | Slight damage to roof. Roof badly damaged and small repairs. Damage to roof, windows, jalousies, &c. Ditto. |
| | Badly damaged. New iron piles, braces, ties, &c. required, tiling to roof badly stripped. |

BUILDINGS OUTSIDE THE CITY.

| <i>Name of Building.</i> | <i>Extent of Damage.</i> |
|-------------------------------|---|
| Mountain Lodge. | A considerable amount of plate glass broken. 9 teak sashes damaged beyond repair. Wall around main building down. Tiling to roofs damaged. Jalousies &c. damaged. |
| Victoria Hospital. | Landslip at rear of Coolie Quarters. Coolie Quarters badly damaged and will have to be reconstructed. Damage to tiling to main roofs, &c. |
| Mount Gough Police Station. | Roof, jalousies, windows, &c. damaged. |
| No. 6. Police Station. | Ditto. |
| Government Villas. | Ditto. |
| Government Pavilions. | Ditto. |
| Stanley Police Station. | Matshed blown down. Roof and windows damaged. |
| Aberdeen Do. | Remove landslip. Damage to roof, windows, doors, &c. |
| Bay View Do. | Slight damage to roof and windows. |
| Tsat Tsz Mui Do. | Damage to roof, jalousies and doors. |
| Kowloon City Do. | Ditto. and verandah. |
| Kowloon British School. | Repairs to ceilings, doors, windows, &c. Damage to roof. |
| Water Police Station. | Roof badly damaged. Damage to flagstaff, jalousies, windows, &c. |
| Ricksha Shelter, Kowloon. | Renew a portion, blown down, and lay new felt to the existing portion. |
| Observatory. | Matshed blown down. Roof to Magnetic Hut badly damaged. Fence blown down. |
| Kowloon Disinfecting Station. | Roof to Quarters and Engine Shed badly damaged. Several doors and jalousies damaged. |
| Green Island Lighthouse. | Roof to powder depôt badly damaged. Windows to Telephone room blown in and sundry small repairs to jalousies, &c. |
| Cape Collinson Do. | Roof slightly damaged. Verandah roof blown away. Small repairs to jalousies, &c. |
| Waglan Do. | Ditto. |
| Cattle Depôt at Mataukok. | General repairs. |
| Market at Sai Wan Ho. | Ditto. |
| New Time Ball Tower. | Trap door on roof blown away, window frames considerably damaged and glass blown out. |

BUILDINGS IN THE NEW TERRITORIES.

| <i>Name of Building.</i> | <i>Nature and Extent of Damage.</i> |
|--------------------------------|---|
| Sha Tin Gap Block House. | Completely destroyed. |
| Do. Police Station. | Matsheds blown down and tiling to roof of Station badly damaged. |
| Tai Po Do. | Roof, jalousies, sashes and sunblinds damaged. |
| Do. | P.W.D. Matshed blown down. |
| San Tin Do. | Roof and jalousies damaged. |
| Ping Shan Do. | Roof to outbuildings badly damaged. |
| Cheung Chau Do. | Matshed at front of Station blown down and slight damage to roof of Station. |
| Tai Ho Do. | Roof of Verandah carried away and damage to jalousies, &c. |
| Segregation Camp, Lai Chi Kok. | Suffered a good deal of minor damages and the North ends of sheds 9 and 10 are blown out. (These sheds were covered with mat roofs which offered little resistance to the wind.) Most of the glass is broken and many window frames are destroyed. The main framework and the roof woodwork has stood the stress very well. |

ROADS IN THE CITY.

| <i>Name of Road.</i> | <i>Nature of Repairs.</i> |
|--|--|
| Praya East. | Macadam and blinding. |
| Pennington Street. | Ditto. |
| Yee Woo Street. | Ditto. |
| Wongneichong Road. | Decomposed granite and blinding. |
| Percival Street. | Macadam and blinding. |
| Morrison Hill Road. | Blinding. |
| Road between Morrison Hill & Wongneichong Roads. | Macadam and Lime and Cement Concrete. |
| Gap Road. | Macadam and blinding. |
| Road between Gap Road and Wanchai Road. | Decomposed granite. |
| Wanchai Road. | Blinding. |
| Heard Street. | Blinding and macadam. |
| Burrow Street. | Ditto. |
| Queen's Road East. | Blinding. |
| Wardley Street. | Ditto. |
| D'Aguilar Street. | Macadam and blinding. |
| Pottinger Street. | Ditto. |
| Jubilee Street. | Ditto. |
| Queen Victoria Street. | Ditto. |
| Gilman Street. | Ditto. |
| Cross Street West. | Ditto. |
| Des Vœux Road Central. | Blinding. |
| Wing Lok Street. | Ditto. |
| Queen's Road Central and West. | Ditto. |
| Connaught Road Central. | Macadam and blinding. |
| Des Vœux Road West. | Blinding. |
| Praya West. | Ditto. |
| Pokfulam Road. | Macadam and blinding. |
| Victoria Road. | Ditto. and decomposed granite. |
| Bonham Road. | Macadam and blinding. |
| Robinson Road. | Ditto. |
| Kennedy Road. | Decomposed granite. |
| Wellington Street. | Lime and Cement Concrete. |
| Old Bailey. | Ditto. |
| First Street. | Ditto. |
| Second Street. | Ditto. |
| Third Street. | Ditto. |
| High Street. | Ditto. |
| Battery Path. | Landslip and extending retaining wall. |

ROADS IN KOWLOON.

| <i>Name of Road.</i> | <i>Nature of Repairs.</i> |
|----------------------|--|
| Station Street. | Blinding macadam. |
| Salisbury Road. | Ditto. |
| Garden Road. | Ditto. |
| Robinson Road. | Ditto. |
| Chater Road. | Ditto. |
| Elgin Road. | Ditto. |
| Des Vœux Road. | Ditto. and replacing macadam. |
| Austin Road. | Decomposed granite. |
| Kowloon City Road. | Removing landslips and new decomposed granite. |
| Boundary Road. | Ditto. |
| Tai Kok Tsui. | Decomposed granite. |
| Ngau Chi Wan Road. | Ditto. |

ROADS OUTSIDE THE CITY.

| <i>Name of Road.</i> | <i>Nature of Repairs.</i> |
|---------------------------------------|--|
| Hatton Road. | Macadam and blinding. |
| Harlech Road. | Ditto. |
| Mount Kellett Road. | Blinding and repairs to macadam. |
| Barker Road. | Blinding. |
| Coombe Road. | Blinding and Macadam. |
| Magazine Gap Road. | Ditto. |
| Wanchai Gap Road. | Ditto. |
| Blacks Link. | Blinding. |
| Victoria Road. | Remove landslips and put decomposed granite where necessary. |
| Pokfulam Road. | Blinding and removing landslips. |
| Peak Road to Pokfulam. | Ditto. |
| Wongneichong Village. | Decomposed granite. |
| Do. do. Road. | Ditto. |
| Mount Parker Road. | Ditto. |
| Tai Tam Road. | Ditto. and removing landslips. |
| Tai Tam Tuk Road. | ditto. |
| Shek O Road. | ditto. |
| Road from Shaukiwan to Tytam Tuk. | ditto. |
| Stanley Road. | Blinding and repairs to macadam. |
| Road from Wongneichong to Golf Links. | Removing landslips and blinding macadam. |
| New Aberdeen Road. | Ditto. |
| Old Aberdeen Road. | Ditto. |

ROADS IN THE NEW TERRITORIES.

| <i>Name of Road.</i> | <i>Nature of Damage.</i> |
|----------------------|--|
| Tai Po Road. | Remove landslips, rebuild retaining and parapet walls. Repairs to Causeway. Blinding macadam and new decomposed granite. |
| Shun Wan Road. | Repair bridges and make good slopes. Lay new decomposed granite where washed away. |

TELEPHONES.

| <i>Locality.</i> | <i>Extent of Damage.</i> |
|---|--|
| Lines in Hongkong, Kowloon and New Territories. | Practically all the telephone routes were down and it will be weeks before all the communications are restored. The Time Ball has been temporarily put in working order and the Central Police Station is in connection with the C.S.O. Exchange. It has been impossible to test the cables as the Kowloon end of the 8-cored cable has been dragged from the cable hut and is buried in the sand at present. It is being dug out and will be tested as soon as the end is free. Several boats and lighters dragged their anchors through the cable reserve and some of the cables were lifted when the anchors were weighed. Communication with Observatory has been restored owing to Telephone Co. kindly lending the Government a core in their cable. |

BUILDINGS—MISCELLANEOUS.

| <i>Description.</i> | <i>Extent of Damage.</i> |
|--|--|
| Chapel, green house & sexton's quarters at Colonial Cemetery. | Tiles damaged in the roofs of the Chapel and sexton's quarters; glass broken and casement windows blown down in the green house. |
| Matshed fernery at Colonial Cemetery. | Blown down. |
| Matshed for sexton at Kai Lung Wan Cemetery. | Do. |
| Matshed for sexton and Watchman at Cheung Sha Wan Plague Cemetery. | Do. |
| Custodian's matshed at Wongneichong Recreation Ground. | Damaged. |

PIERS AND SEA-WALLS.

| <i>Description.</i> | <i>Extent of Damage.</i> |
|--|--|
| Harbour Master's Bamboo Pier. | Entirely blown away. |
| Queen's Statue Wharf. | Mat covering blown down. |
| Temporary Murray Pier. | Shore end blown away. |
| Blake Pier. | Matshed shelter blown down. Damage to railing and standards, etc. |
| Kowloon City Pier. | Damaged. |
| Cheung Sha Wan Plague Cemetery Pier. | Entirely washed away. |
| Bamboo Pier at Green Island Gunpowder Depôt. | Blown away. |
| Tsim Sha Tsui Police Pier. | Slightly damaged; a flight of steps was washed away and other minor items. |
| Pitched slope at end of Arsenal Street. | Damaged. |
| Pitched slopes in Cadogan Street and adjoining Marine Lot 293. | Slightly damaged. |
| West abutment of the Bridge at Bowrington Canal. | Damaged and stones dislodged. |

MISCELLANEOUS RAINSTORM DAMAGES.

| <i>Description.</i> | <i>Extent of Damage.</i> |
|--|--|
| Notice Boards on Wongneichong Recreation Ground. | All blown down and damaged. |
| Headstones at Colonial Cemetery. | 64 headstones including those belonging to the Naval and Military were blown down and otherwise damaged. |
| Nullahs below Barker Road. | Broken. |
| Bank at Colonial Cemetery. | Collapsed. |
| Bank at rear of "Braeside". | Do. |
| Bank at Forbes Street. | Do. |
| Gas Lighting. | Lamp glasses, mantles, shades, posts, &c., broken, caused by rain and wind. |
| Nullah at Aberdeen adjoining the Paper Mills. | Wall partially collapsed. |

PARTICULARS OF PRIVATE PROPERTY DAMAGED BY RAINSTORMS OF
18-25TH JULY OR BY TYPHOON OF 27-28TH JULY, 1908.

Damage due to Rainstorms of 18-25th July when 16.20 inches of rain fell.

| <i>Location or description of property.</i> | <i>Particulars with reference to Collapse.</i> |
|--|---|
| No. 26 Leighton Hill Road. | The Verandah in front of No. 26 collapsed about 4 a.m., July 26th, no one injured. No apparent cause for collapse. |
| "Beaconsfield"—temporarily occupied by Registrar General's Office and Sanitary Dept. | The retaining wall to the East of "Beaconsfield" collapsed shortly after midnight on the 25th of July. No one was injured. The collapse was apparently owing to the soil having got thoroughly saturated owing either to drain leakages, or defects in paving. The wall itself appeared to be very badly constructed at this point. |
| Nos. 72-74 Bonham Strand West—Kitchens collapsed. | The Kitchen roof North, and West wall of No. 72 collapsed prior to Typhoon, on the 27th July. No one injured. Cause of collapse defective walling, building was an old one. |
| Rural Building Lot 6—Gough Hill Road. | A portion of the retaining wall of the Tennis Ground on Rural Building Lot 6 abutting on Gough Hill Road collapsed on July 24th. The collapse was caused by the heavy rain getting behind the wall. |
| No. 87 Stone Nullah Lane. | A portion of the end wall and roof collapsed here on the 24th July. No one injured. The wall was defective and gave way, causing the roof to collapse. |
| "Abertholwyn", Peak Road and May Road. | Large portions of the retaining walls in front and in the rear of this house fell. Some of these blocked May Road for a length of about 50 feet and demolished about 40 feet of the Government boundary wall between May Road and "Clovelly". No one was injured. Large masses of earth fell with the retaining walls. |

DAMAGE DUE TO TYPHOON OF 27-28TH JULY.

| <i>Location or description of property.</i> | <i>Particulars with reference to Collapse.</i> |
|--|---|
| Nos. 40-42 Market Street, Hung-hom. | The rear walls on the first floors collapsed. No one injured. These are old buildings and the walls were in a defective condition. |
| Nos. 62, 64 and 66 Kowloon City Road. | The roofs, party walls and West flank wall collapsed. These were old stone buildings with very defective walls. |
| Nos. 36, 38 and 40 Portland Street, Mong Kok. | The flank, party walls and roofs of these houses collapsed on the 28th. A considerable loss of life occurred. Cause of collapse, defective walling—the buildings had been tied together previously with iron tie rods. |
| Nos. 1, 2, 3, 4, 5, 6, 7 and 8 Fook Shing Lane, Yaumati. | The whole of the 8 houses were practically demolished with the exception of the kitchens. A considerable loss of life occurred. These houses were old ones and, as they occupy a sheltered position, the collapse must be ascribed to the defective condition of the buildings. |

DAMAGE DUE TO TYPHOON OF 27-28TH JULY,—*Continued.*

| <i>Location or description of property.</i> | <i>Particulars with reference to Collapse.</i> |
|---|---|
| "Kingsclere", South East portion. | A heavy chimney stack was blown down. It fell on the roof which gave way and in turn wrecked a portion of the upper floor. One man (European) was injured. |
| No. 117 Temple Street South, Yaumati. | The flank wall and the roof of this house collapsed. No one was injured. No special reason for collapse. |
| No. 55 Temple Street, Yaumati. | This house completely collapsed. No one was injured. Cause not defined so far. |
| No. 62 Temple Street North, Yaumati. | This house completely collapsed. It was used as a Godown and was consequently unoccupied by human beings. |
| No. 136 Praya East. | The roof and portion of the West wall collapsed. No one injured. Collapse caused through defective wall. |
| Nos. 23, 24 and 25 Praya, Kennedy Town. | These were Godowns and have collapsed as far as 1st floor level, a great deal of No. 23 however is razed to the ground. No one injured. The cause of the collapse has not been defined so far. |
| No. 94 Des Vœux Road Central. | The roof and 3 floors of Verandah (over Crown land) have collapsed. No one injured. It was probably due to defective timbers. |
| Nos. 163 and 164 Connaught Road West. | Only portions of these Godowns have collapsed, the ground floor still standing. No one injured. No cause for collapse has been traced so far. |
| No. 52 Connaught Road West. | One bay of Verandah (there are three bays to this house) collapsed on all floors; no one injured; no apparent cause for collapse has been discovered. |
| No. 73 Queen's Road Central. | The roof of Verandah collapsed. No one was injured. The cause of collapse was defective roof timbers. |
| No. 29 Morrison Hill Road. | The North wall of this house partially collapsed, no one injured. Cause of collapse not yet apparent. |
| No. 24 Temple Street North, Yaumati. | This house was rendered dangerous by the Typhoon. The Police were asked to see that occupants were moved out and notices have been served for shoring. |
| Nos. 15, 16 and 17 Connaught Road Central. | A large pediment on Verandah front collapsed causing damage to roof and walls. No one injured. |
| King's Buildings. | A chimney on the Eastern front of building fell and carried with it a considerable portion of the roof and 3 upper floors, which were occupied as offices by some of the leading mercantile firms. No one injured. The cause of collapse has not been traced. |
| Nos. 52, 54, 56 and 58 Station Street North, Yaumati. | The rear wall collapsed. No one injured. Cause of collapse defective walling. |
| No. 67 Kennedy Street, Yaumati. | The flank wall, portions of other walls and the roof collapsed. No one killed. Cause of collapse has not been traced. |
| Workshops, Quarry Bay Shipyard. | Several of the workshops (steel frame construction) in course of erection here have been entirely demolished, the force of the gale causing the bolts to be drawn out of the concrete in some cases and the head stripped off in others. No one was injured. |
| Soy Factory on Shaukiwan Inland Lot 104. | A portion of this building has collapsed, the collapsed portion was built of old blue brick and was in a defective condition. No one was injured. |
| Nos. 1 and 2 Mission Street, Shaukiwan. | One house is completely demolished, the other partially so. Four persons were killed and one injured. These buildings were old and constructed of rubble masonry, set dry. |
| No. 20 Shaukiwan West. | The roof and front wall of this building collapsed. No one was injured. This is a very old stone house built of rough stonework set dry. |

No. 36 Shaukiwan West.

The front wall on the 1st floor collapsed. No one was injured. This is an old building built of rough stonework set dry.

Factory on Shaukiwan Inland Lot 22.

A portion of this factory collapsed. No one was injured. This is an old building built of rough stonework set dry.

Nos. 21-29 Shaukiwan West.

The rear walls on the two upper floors collapsed, demolishing 4 very old two-storied stone-built houses at the rear. The cause of collapse has not yet been investigated. 17 persons occupying the latter houses were killed and 4 injured.

No. 84 Shaukiwan West.

The roof and front and end walls collapsed. This was an old stone-built house; the greater portion of stonework being laid partially dry. It was not sufficiently strong to withstand a Typhoon. No one was injured.

No. 28 Praya, Shaukiwan.

The roof only collapsed here. No special reason can be assigned for collapse.

No. 17 Sai Wan Ho.

This house was built of stones laid dry, the joints just pointed on the face. Such work has not strength to stand the fury of a Typhoon. A woman and boy were killed here.

House at Chung Lung.

Do., Do., Do., but there was no pointing even to this house. One woman was killed.

Two houses on Marine Lot 10, Shaukiwan.

The flank walls on top floor and the roofs collapsed. The open staircases and the windows which were stated to have been open at the time gave the wind an opportunity to get at the temporary flank walls of these houses. These flank walls which will be party walls at a later date were also slightly weakened by the chase left for taking the concrete floor which is to be formed later.

No. 27 Ho Min Tin—Dyeing Shed.

This shed was supported on 22" brick piers and was insufficiently braced to withstand the Typhoon—3 persons were killed.

Brickworks, Aberdeen—Coolie Quarters.

These quarters are entirely demolished, the Southern house collapsing first. The brickwork is exceptionally good and the collapse can therefore only be attributed to the extreme force of the wind. From the fact that nearly all the walls collapsed outwards, it appears certain that the wind gained access to the interior of the building, probably through some insufficiently secured window or door.

PRIVATE PIERS.

There does not seem to have been much damage caused to permanent private piers beyond destruction of temporary shelters on them; of course bamboo structures have suffered.

W. CHATHAM,
Director of Public Works.

Enclosure 4.

REPORT OF CAPTAIN SUPERINTENDENT OF POLICE.

A Typhoon of extraordinary velocity struck the Colony on the night of the 27th of July. Coming as it did so soon after the heavy rains of the previous week, which culminated in a severe thunderstorm on the 24th, the damage done on land was very great, and most of the houses in the Colony suffered some damage. At "Kingsclere" Hotel a chimney was blown down, which, falling through the roof caused considerable damage, and the debris buried a European for some hours. I have received a letter from Messrs. Shewan, Tomes & Co. thanking the Police for their "splendid work in rescuing him". The party was in charge of Chief Inspector Baker. A similar mishap in King's Buildings caused a collapse, which was doubtless made more serious by the presence of some heavy iron safes on the upper floors. Fortunately no loss of life occurred. A number of old houses collapsed at Yaumati and Shaukiwan, resulting in 66 deaths. Several Mission houses in Cheung Chau were blown down. Trees suffered severely everywhere: telephones and telegraphs also. With the exception of the loss of the S.S. "Ying King" which foundered in Castle Peak Bay the damage done afloat was not so serious as might have been expected. Several ships went ashore, including H.M.S. "Whiting", or dragged their moorings. Seven launches were sunk and seven went ashore. A water boat and several lighters were sunk. A Star Ferry boat went ashore. Three of the Police launches were damaged. They sheltered at the Naval Yard Camber with the kind permission of Commander Penfold, R.N. Many junks were reported sunk or missing. The total number of drowned and missing being 532, of whom 5 are Europeans and one a Japanese. The Secretary of the H.K. & K. Godown Company has written to tender thanks for the services rendered by Inspector Langley and the Water Police.

The crew of the H.M.S. *Astræa's* Cutter gallantly rescued six Chinese and were assisted ashore by two Officers of the Middlesex Regiment and a Civilian. The Police in the Eastern District did good work under Inspector Fenton. Sergeants Clarke and Devney and P. C. Ogg received some injuries and P. C. Pepperell, in charge of a launch, is suffering from Bronchitis in consequence of the inclement weather. Sergeant Boole, in charge of No. 1 Launch, fell overboard in the Naval Yard Camber owing to the launch heeling over from the impact of another launch, and was pulled up by Seaman 465 Lam Kun Hoi, just in time to avoid being crushed by a launch; this seaman deserves recognition for his prompt action. The Police had the misfortune to lose their Club matshed, which was completely wrecked.

F. W. LYONS,
Captain Superintendent of Police.

Enclosure 5.

**REPORT OF SUPERINTENDENT, BOTANICAL AND FORESTRY
DEPARTMENT.**

SIR,—I have the honour to make the following preliminary report on the damage done by the typhoon of 27th-28th instant to Government property under my charge.

Buildings.

Superintendent's quarters and quarters at So Kun Po Nursery slightly damaged. Matsheds at West End Park, Kang Hau, Nga Iu Tau, Kun Tong and Colonial Cemetery blown down. Plant houses in Gardens: roofs off Nos. 1, 2, 3 and 4. End of one hot house blown in, roof of others damaged. Plant houses at Cemetery much damaged.

Botanic Gardens.

Old Gardens.—A large proportion of the big trees damaged, several destroyed. A large quantity of shrubs blown out of the ground.

New Gardens.—Five large trees including a palm tree blown down.

Blake Garden.

Six banyan trees blown down, of which 5 can be raised ; one blown into a neighbouring street and killed. Most of the young trees, planted during the last three years, destroyed.

Peak Garden.

Trees and fence damaged.

West End Park.

A few trees down.

Government House Grounds.

The large *Poinceana* at West of house killed ; the two large banyans in front of the house wrecked. Several other trees blown down or otherwise damaged.

Mountain Lodge Grounds.

Garden shrubs much damaged.

Colonial Cemetery.

A large quantity (more than 200) of the biggest trees especially pine trees broken off and killed.

Loan Plant Compound.

Gate and part of wall blown down.

Albany Nursery and So Kun Po Nursery.

Stock much damaged.

Glenealy.

Several large pine trees and tree ferns killed, the large Champac tree much damaged.

Bank opposite the Main Entrance of Government House.

Large proportion of the big pine trees killed, some tree ferns and smaller trees blown away.

Street Trees.

About 10 large banyan trees blown down of which 4 can be re-erected. About 40 trees of other kinds killed. Caine Road, Albany Road, Albert Road, Garden Road and others were impassable at daylight on the 28th but a path was cleared for traffic by mid-day. The removal of branches and litter is now in hand and making good progress. The Sanitary Department has received instructions to deal with the streets below Bonham Road, Caine Road, Upper Albert Road and Kennedy Road. These roads and the higher ones are being cleared by this department and will probably be finished by this evening. The trees planted in Kowloon during the last few years are decimated.

Reports on damage to trees in outlying Government plantations are not yet to hand.

I have, &c.,

S. T. DUNN,
Superintendent.

30th July, 1908.

The Honourable, The Colonial Secretary.

Enclosure 6.

FINDING OF THE MARINE COURT.

We find that the British Steamship *Ying King*, Official No. 116,031 of Hongkong, of which ERNEST JAMES PAGE, Certificate of Competency No. 491 of New South Wales, was Master, left Canton at 6 p.m. on the 27th July, 1908, on a voyage to Hongkong, with a full general cargo, about 430 passengers, of whom 3 were Europeans, and 23 crew, besides about 10 in the Compradore's staff, making about 465 souls all told. This is a rough estimate by the Mate.

After leaving Canton, with a light North-easterly breeze, weather clear, sky overcast, barometer falling, all went well until after passing Bogue Forts, when the wind and sea rose, the barometer falling rapidly. At about 11.30 p.m. the Master decided to anchor, on account of the very heavy sea, between Pillar Point and Castle Peak. Two anchors were let go, and with the assistance of the engines held the ship. The weather continued to get worse, the sea breaking over the ship, which finally took a heavy list, from the cargo shifting, and large quantities of water found its way into the engine room, extinguishing the fires at about 2.30 a.m. At about 2.50 a.m. the list suddenly increased and the ship foundered. Of the 465 souls on board only 42 appear to have survived. The Master and about 420 others perishing.

We find that the cause of the foundering was the Typhoon, which passed over the Colony during that night. That all reasonable precautions were taken to ensure the safety of the ship and passengers. That the state of the sea rendered any recourse to boats for saving life out of the question. Finally we desire to record our expression of regret at the grave loss of life.

Given under our hands at Victoria in the Colony of Hongkong, this Eleventh day of August, 1908.

BASIL TAYLOR, Commander, R.N.
Stipendiary Magistrate and President of the Court.

HENRY BUTTERWORTH, Lieut., R.N.,
H.M.S. Tamar.

E. BEETHAM,
Master, British S.S. Empress of India.

CHAS. V. LLOYD,
Master, British S.S. Fatshan.

E. EVANS,
Master, British S.S. Hoi Ming.

Enclosure 7.

**REPORT OF CHIEF RESIDENT ENGINEER
KOWLOON-CANTON RAILWAY, BRITISH SECTION.**

Kowloon, 4th August, 1908.

TYPHOON DAMAGES.

SIR,—I have gone right through the line since the typhoon and find that the damage done is very small considering the strength of the typhoon.

Most damage was done at the North Face Tunnel, where the most serious items were, the unroofing of the coolie quarters and the power house.

The unroofing of the coolie quarters drove all the coolies into Hongkong which forced the work to close down for a week. The miners' quarters on the top of the hill suffered also.

A start was made next day to provide quarters for the coolies who were to repair the more permanent ones, and to-day I believe, there were to be sufficient coolies out there to start the heading.

At the South Side no miners' quarters were injured but the roofs were blown partly off a couple of coolie quarters but this did not stop the work as the coolies went to Kowloon and came to the work daily.

Mr. Valpy whose house is at the top of the hill at Sha-tin said his house was greatly protected by the mosquito gauze netting which was all round the verandah and which evidently formed a sort of cushion as he was able to remain in his verandah during the height of the storm.

On the rest of the line the damage by the typhoon was small and not such as to cause any delay to the work. The launch *Marlow* was driven on shore in Tide Cove and a couple of lighters slightly damaged. Some of the jetties were also damaged but very little material was lost.

The heavy rain previous did more damage really than the typhoon. 12¼ inches was reported from Taipo in twenty-four hours. This caused a heavy flood in the river that runs through the Causeway at Taipo, the water being three feet higher on the inside than on the outside.

On the reclamation works at Kowloon work stopped for a considerable time and as none of the contractors' European foremen did much, work was a long time in getting started again.

I have, &c.,

(Signed) G. W. EVES,
Chief Resident Engineer.

To the Honourable, The Colonial Secretary.

Enclosure 8 (1).

REPORT BY DISTRICT OFFICER, TAI PO.

The New Territory N. suffered wonderfully little from the typhoon. Apart from the case of the *Ying King* on the West, and of one trading junk on the East—No. S. 1,503 H.—I can hear of absolutely no loss of life. The loss from the junk the Police have not been able to ascertain exactly, but even there most of the crew escaped.

At Tai Po and Sha Tin a number of junks were driven ashore and of course damaged—details in the Morning Reports of the two days succeeding the storm; in Plover Cove one junk was sunk; but in none of these cases was there any loss of life. I am leaving the Railway damage out of consideration.

The crops over most of the Territory had been harvested before the typhoon; the wet ten days of July had done a lot of harm, and the people worked hard in the two fine days between the wet weather and the typhoon to get in all they could. The rest was of course further damaged by the typhoon, but was far from being entirely ruined. It was beaten flat quite early and so escaped much shaking, and as it was fit to cut, it has all been taken off the fields since, and there was no need to choose between reaping unripe grain and leaving it a little to ripen at the risk of rotting. The San Tin district alone may have suffered very badly; the flood there is only now subsiding sufficiently to allow of harvesting, and much of the crop not previously reaped will no doubt be rotted. No appeals for special help have however been made, and the Crown Rent in each district seems to be coming in at least as fast, if not rather faster than before.

The barometer at Tai Po read 29.15 at 3 a.m. in the typhoon.

No serious collapses, and practically no important shore damage in the villages.

E. R. HALLIFAX,
District Officer.

• 2nd August, 1908.

Enclosure 8 (2).

REPORT BY DISTRICT OFFICER, TAI PO.

There seems to have been absolutely no loss of life ashore ; one Ping Hoi junk was sunk off Bluff Head, and (probably) two lives lost. The rescued members of the crew took the first opportunity of returning to Ping Hoi by another junk, and no further information can be gleaned. There was a rumour of another Ping Hoi junk sunk in Mirs Bay, but we have failed to discover anything definite about it, and I think these rumours referred to the wreck off Bluff Head.

There was a further rumour that all the men from a village in Sha T'au Kok District had been drowned in a salt junk in Deep Bay, on a voyage to Canton. Also not substantiated, and no cases of destitution have come to the notice of the Police.

As for the boats blown ashore around Tai Po, the boats have been damaged but in no case do the owners seem to have been left destitute. They have of course been to the Station, to see if anything was being given away.

San T'in District suffered in the matter of crops—as usual. I gather however that the state of things compares not unfavourably with other years—the harvest was to have been very good, and became about normal. We are having no trouble with the Crown Rent, and no appeals for help.

E. R. HALIFAX,
District Officer.

20th August, 1908.

Enclosure 9.

REPORT OF GOVERNMENT MARINE SURVEYOR.

GOVERNMENT MARINE SURVEYOR'S OFFICE,
HONGKONG, 21st August, 1908.

SIR,—I have the honour to report as follows with reference to damage sustained by Government launches during the typhoon of the 27th July :—

| | |
|---------------------------------|------------|
| 1. Stanley, | \$1,209.00 |
| 2. Sybil, | 832.60 |
| 3. Daisy, | 358.00 |
| 4. Despatch, | 188.30 |
| 5. C. 2 (acting for Lily),..... | 123.00 |
| 6. No. 1 Police Launch,..... | 50.00 |
| 7. No. 2 Police Launch,..... | 600.00 |
| 8. No. 7 Police Launch,..... | 599.00 |
| 9. No. 5 Police Launch,..... | 96.50 |
| 10. Lily,..... | 50.00 |
| | <hr/> |
| | \$4,106.40 |

I have, &c.,

WILLIAM A. CRAKE,
Government Marine Surveyor.

The Honourable
Commander BASIL TAYLOR, R.N.,
Harbour Master, &c.

Enclosure 10.

REPORT OF REGISTRAR GENERAL.

(No. 58.)

REGISTRAR GENERAL'S OFFICE,
HONGKONG, 31st August, 1908.

SIR,—As directed, I have the honour to report on the relief which it is desirable to extend to the victims of the recent typhoon.

Following the procedure adopted in 1906, I called a meeting of the Tung Wa Hospital Committee on 8th instant, and a Typhoon Relief Committee was formed, consisting of the present directors of the Tung Wa, together with a few gentlemen outside that body, whose assistance it was considered desirable to secure. I give in Enclosure A the names of the Committee. At the first meeting it was arranged that only such cases should in the first instance be considered as had been forwarded by myself, or through me by the Police and Harbour Departments. The object of this precaution was to check the rush, which was sure to be made, and was indeed made, to secure compensation by people, who neglected to report their losses at once. Such late reports need very careful scrutiny; and it is fair and convenient that they should be dealt with last.

2. At a second meeting of the Committee, on the next day, the following further general principles were agreed to:—

- (i.) Big junks and fishing junks, which are financed on methods approximating to an insurance, and which contemplate loss by storm as a risk of the trade, should receive no compensation. This was the course followed after the typhoon of 1906. Charity should however be extended to necessitous survivors of such wrecks, especially to widows and orphan children.
- (ii.) A sub-committee was appointed to enquire into cases referred to them by the Registrar General, and to report to the General Committee.
- (iii.) The Committee further recommended that a letter should be addressed to the Government to be forwarded to the proper quarter, expressing the thanks of the community for the action of the crew of H.M.S. *Astræa* in rescuing certain Chinese. A translation of this letter is attached, Enclosure B.

3. The sub-committee sat regularly, and made an interim report to the General Committee at a third meeting held on 18th instant, and a final report on 29th instant.

The recommendations of the sub-committee which were adopted, are as follows:—

- (a.) \$6,645 to be paid to the owners or crew of 75 craft, given in Enclosure C.
- (b.) \$500 to be paid to the victims of the collapse of houses, as given in Enclosure D.
- (c.) \$1,000 to be subscribed to the Blindenheim, Kowloon.

4. Claims raised in connection with 44 craft were disallowed. Besides these, 116 cases of loss or damage were reported; but the sufferers in these cases have failed to appear, although notices have been posted up five times calling on them to do so, and other steps taken to find them. The great majority of these cases are either bogus, or cases where the injury inflicted is trifling, or where in no case could compensation be awarded. The Committee now recommend that the enquiry be considered to be closed.

5. As regards the third recommendation, on which the Committee laid great stress, you are in a better position than the Committee or I to judge of the necessities of the case. But so far as our information goes, this institution, which does good work as is well known, suffered considerable loss in the typhoon. The roof was blown off, and temporary quarters have had to be engaged.

6. The sums detailed in Enclosures C and D of the Committee's report should be paid at once. They can in part be met by the interest on the 30,000 taels now with the Tung Wa; and the balance can be provided from the balance of the 1906 typhoon fund now with the Government together with the interest which has been accrued thereon.

I have, &c.,

EDWARD A. IRVING,
Registrar General.

The Honourable
Mr. F. H. MAY, C.M.G.,
Colonial Secretary.

A.

Typhoon Relief Committee.

The present Directors of the Tung Wa Hospital to whom are added:—

Hon. Dr. Ho Kai, C.M.G.
,, Mr. Wei Yuk, C.M.G.
Messrs. Fung Wa-chun,
Lau Chu-pak,
Ho Kom-tong,
Ng Hon-chi,
Li Yau-tsun,
Li Fung-shan,
Mak Fuk,
Tam Hok-po,
Chan Lok-chun,
Chan Tin-shan,
Li Yue-tong,
Wong Shiu-tong,
Tsui Chung-yik,
Chan Cheuk-hing,
Ng Shau-shang,
Cheung Tseung-chi,
She Tat-tsoi,
Tse Sz-ping,
Tse Shui-cho,
Hung Chi-leung,
Cheung Sz-kun, and
Li Mau-chi.

B.

Translation.

(No. 124.)

PO LEUNG KUK,
HONGKONG, 11th August, 1908.

Hon. Mr. E. A. IRVING.

SIR,—During the typhoon of the 27th ult. the cutter lowered by H.M.S. *Astræa* was the cause of saving the lives of many persons from those junks which were late in making for shelter. We understand that an Officer and 12 sailors showed the greatest bravery in risking their own lives at a time when the sea was high in order to save the lives of others. This deed of heroism is greatly admired by all sections of the Community of the Colony. In our letter No. 115 we stated a desire to make a small presentation to them as a token of our appreciation. We regret to learn from your letter No. 194 that the cruiser has already returned home thus preventing us giving effect to our desire.

The Officers and crew of H.M.S. *Astræa* have gained a wide reputation for their disinterested bravery. Being endowed with love for their fellowmen, they used their energy to save the lives of others, and, in picking up the drowning, gained honour for themselves. Although we cannot requite them with a presentation, this act of humanity will for ever exist in our memory. We shall consider it a great favour if you will be so kind as to convey for us our sense of gratitude.

We have, &c.,

*Tung Wa Hospital Committee
and Representatives of the Community.*

COMPENSATION AWARDED FOR LOSS, DAMAGE, &c., OF BOATS REPORTED AT THE HARBOUR OFFICE.

| Date. | By whom reported. | Name of junk. | No. | Business. | Course of damage. | Date. | 1. Where anchored. 2. Where occurred. | | Life Missing. | Cargo and Quantity left on board during typhoon. | Value of damage in | | | Compensation awarded. |
|-------|----------------------------------|------------------|------------|------------|-------------------|-------|---|----------------------------|----------------|--|--------------------|-------------|--------|-----------------------|
| | | | | | | | Cargo. | Junk. | | | Furniture. | Total Cost. | | |
| 28/7 | Ip Lu, (Boatwoman) ... | Wong Fuk | 1,464 | Cargo Boat | Smashed | 28/7 | 1. Near Wing Lok W. 2. Do. | ... | ... | ... | \$ 400 | \$100 | \$ 500 | \$150 |
| " | Cheung Kam Shing ... | Cheung Kam Shing | 631 | " | Total loss | 27/7 | 1. Yeung Tai Hing W. 2. Do. | ... | ... | ... | 1,100 | 200 | 1,300 | 120 |
| " | Kwok Chun | Kwok Chun | 1,445 | " | Smashed | " | 1. Wing Lok W. 2. Do. | ... | ... | ... | 1,400 | 200 | 1,600 | 250 |
| " | Chan Yau | Chan Yau | 1,306 | " | Sunk | " | 1. Do. 2. Do. | ... | ... | ... | 700 | 100 | 800 | 200 |
| " | Kwok Wa | Shun Fat | s.1,844 H. | Ballast | " | 28/7 | 1. Dock Yard 2. Do. | ... | ... | ... | 400 | 80 | 480 | 150 |
| " | Ip Hoi To | To Lee | s.1,598 H. | " | Wrecked | " | 1. Hunghom 2. Do. | ... | ... | ... | 250 | 50 | 300 | 150 |
| " | Leung Sai Kun | San Lee | s.1,657 H. | " | Smashed | " | 1. Do. 2. Do. | ... | ... | ... | 200 | 50 | 250 | 60 |
| " | Lo Kun | Kun Lee | s.1,659 H. | " | " | 27/7 | 1. Do. 2. Do. | ... | ... | ... | 200 | 50 | 250 | 50 |
| " | Kwok Kam Hi, (brother of owner). | Kwok Kam Mun | 997 | Cargo Boat | Total loss | " | 1. Kam U Hong 2. Stonecutters' Island | ... | ... | ... | 750 | 50 | 800 | 200 |
| " | Chow Choi Shing | Chow Choi Shing | 1,340 | " | Smashed | " | 1. Alongside the Praya 2. Wall of Kam U Hong | ... | ... | ... | 700 | 50 | 750 | 150 |
| " | Ton Ng, (Boatman) | Wong Mun | 913 | " | Wrecked | 28/7 | 1. Wing Lok W. 2. Kennedy Town | ... | ... | ... | 700 | 50 | 750 | 150 |
| " | Lo Su, (Boatman) | Tsu Fuk | 915 | " | " | " | 1. Wing Lok W. 2. Do. | ... | ... | ... | 425 | 25 | 450 | 100 |
| " | Tam Tim | Tam Tim | 1,272 | " | Smashed | 27/7 | 1. Do. [Bay 2. Entrance of Causeway | ... | ... | ... | 450 | 50 | 500 | 100 |
| " | Yeung Loi Shing | San Sam Lee | s.453 H. | Coal Boat | Sunk | 28/7 | 1. Castle Peak 2. Do. | 5 man 4 boys 1 woman | 10 Black stone | ... | 1,800 | 200 | 2,000 | 150 |
| " | Chow Sai Lo, (Boatman). | Chow Sai Lo | 220 | Cargo Boat | Total loss | " | 1. Wing Lok W. 2. Do. | ... | ... | ... | 45 | 5 | 50 | 80 |
| " | Chan Sam | Ho Tim | 1,375 | " | " | 27/7 | 1. Alongside the Praya 2. Wall near Kam U Hong | ... | ... | ... | 100 | 20 | 120 | 50 |
| 29/7 | Chan Mun | Chan Mun | 170 | Sampan | " | " | 1. Stonecutters' Island 2. Do. | ... | ... | ... | 160 | 40 | 200 | 30 |

Carried forward,\$ 2,140

C,—Continued.

COMPENSATION AWARDED FOR LOSS, DAMAGE, &c., OF BOATS REPORTED AT THE HARBOUR OFFICE,—Continued.

| Date. | By whom reported. | Name of junk. | No. | Business. | Course of damage. Date. | 1. Where anchored. 2. Where occurred. | Life Missing. | Cargo and Quantity left on board during typhoon. | Value of damage in | | | Compensation awarded. | |
|-------|-------------------------------|----------------|---------|-----------------|-------------------------|--|------------------------------|--|-----------------------|--------|-----------------------|-----------------------|-------------|
| | | | | | | | | | Cargo. | Junk. | Furniture. | | Total Cost. |
| 29/7 | Lo Tso, (Boatwoman) | Tam Sai | 1,386 | Cargo Boat | Total loss | 1. Wing Lok W. 2. Do. | ... | ... | Brought forward,..... | \$ 200 | \$ 60 | \$ 260 | \$ 2,140 |
| " | Fung Yun | Leung Kam Shui | 1,163 | " | Sunk (can be raised) | 1. Tang Lung Chow. 2. Do. | ... | ... | | 1,000 | 200 | 1,200 | 60 |
| " | Kwok Luk | Pun Fu Lee | 1,370 | " | Total loss | 1. Wing Lok W. 2. Do. | ... | ... | | 400 | 150 | 550 | 75 |
| " | Chan Kau | Chan Kau | 1,257 | " | " | 1. Do. 2. Do. | ... | ... | | 400 | 100 | 500 | 100 |
| " | Lo Wa Yan (brother of owner). | Ho Kee | s.1,221 | H. Canton T. J. | " | 1. Stonecutters' Island 2. Do. | 8 men 2 women | ... | | 3,000 | 1,000 | 4,000 | 100 |
| " | Chan Chu | Chan Chu | 1,092 | Cargo Boat | " | 1. Off Kam U Hong 2. Do. | ... | ... | | 800 | 200 | 1,000 | 200 |
| 30/7 | Ho Fu | Ho Fu | 1,421 | " | " | 1. Yeung Tai Hing W. 2. Do. | ... | ... | | 600 | 100 | 700 | 150 |
| " | Kwok Kan | Kwok Kan | 1,347 | " | " | 1. Do. 2. Do. | ... | Sundries | | 500 | 150 | 650 | 150 |
| " | Chan Lok | Chan Lok | 690 | " | " | 1. Do. 2. Do. | ... | ... | | 750 | 100 | 850 | 150 |
| " | Li Chee | Li Chee | 988 | " | " | 1. Do. 2. Do. | ... | ... | | 700 | 100 | 800 | 200 |
| " | Ng Kan | Ng Kau | 480 | " | " | 1. Kwong Tung Steamer 2. Do. | ... | ... | | 500 | 100 | 600 | 180 |
| " | Ip Sam | Ip Sam | 1,184 | " | " | 1. Kin Hing Wharf 2. Jardine's Wharf | ... | Fire crackers | | 400 | 50 | 450 | 120 |
| " | Leung Kan | Leung Kan | 1,392 | " | " | 1. Yeung Tai Hing W. 2. Do. | ... | ... | | 800 | 100 | 900 | 200 |
| " | Leung Fuk | Leung Fuk | 1,119 | " | " | 1. Do. 2. Do. | ... | ... | | 300 | 100 | 400 | 120 |
| " | Yeung Loi Shing | San Shing Yik | s. 350 | n. Coal Boat | Sunk (can be raised) | 1. Tai Chan 2. Do. | 2 men 3 children 1 boy | Rice (3,200 ps.) | | 3,000 | 300 | 3,300 | 100 |
| " | Cheung Loi | Cheung Loi | 1,535 | 3rd Cl. P. B. | Total loss | 1. Salt-fish Lane 2. No. 2 Police Station | ... | ... | | 35 | 5 | 40 | 20 |
| | | | | | | | | | | | Carried forward,..... | \$ 4,140 | |

C, —Continued.

COMPENSATION AWARDED FOR LOSS, DAMAGE, &c., OF BOATS REPORTED AT THE HARBOUR OFFICE, —Continued.

| Date. | By whom reported. | Name of junk. | No. | Business. | Course of damage. | Date. | 1. Where anchored. 2. Where occurred. | Life Missing | Cargo and Quantity left on board during typhoon. | Value of damage in | | | Compensation awarded. | |
|-------|---|---------------|-------------|--------------|-------------------------|-------|--|-------------------------------|--|--------------------|--------|-------------------------|-----------------------|-------------|
| | | | | | | | | | | Cargo. | Junk. | Furniture. | | Total Cost. |
| 30/7 | Kwok Lin | Hi Lee | s. 504 n. | Coal Boat | Total loss | 28/7 | 1. Tai Chan 2. Do. | { 2 men 1 woman } 1 boy | Coal (115 tons) | Unknown | \$ 800 | \$ 200 | \$ 1,000 | 4,140 |
| " | Leung Chi | Leung Chi | 1,085 | Cargo Boat | Sunk (cannot be raised) | 27/7 | 1. Wing Lok W. 2. Do. | ... | ... | ... | 200 | 70 | 270 | 80 |
| " | Kwok Ut (son of owner) | San Man Fat | s. 1,508 n. | Macao T. J. | Sunk (cannot be seen) | 28/7 | 1. Tun Mun 2. Do. | { 2 men 2 women } 4 | Coal dust | Unknown | 2,000 | 500 | 2,500 | 50 |
| " | Li Kan | Li Kan | 1,218 | Cargo Boat | Sunk (can be raised) | 27/7 | 1. Wing Lok W. 2. Off Aberdeen | ... | 200 bags of sugar | Do. | 800 | 150 | 950 | 200 |
| " | Ip Mui (Boatman) | Po Kan | 1,196 | " | " | " | 1. Wing Lok W. 2. Do. | ... | ... | ... | 1,800 | 200 | 2,000 | 200 |
| " | Lo Ju | Lo Ju | 1,472 | " | Total loss | " | 1. Wanchai 2. Do. | ... | ... | ... | 80 | 50 | 130 | 50 |
| " | Chow Choi | Chow Choi | 1,483 | " | " | " | 1. Wing Lok W. 2. Wanchai | ... | ... | ... | 90 | 60 | 150 | 40 |
| " | Wong Kau | Wong Kau | 894 | " | " | " | 1. Tun Mun 2. Do. | ... | ... | ... | 550 | 10 | 560 | 100 |
| 28/7 | Ho Sze | Ip Wai | 1,394 | " | Smashed | 28/7 | 1. Near Wing Lok W. 2. Do. | ... | ... | ... | 450 | 50 | 500 | 100 |
| " | Officer in charge, Cheung Chau Police Station | ... | s. 1,829 n. | Junk | | " | 1. Cheung Chau 2. Do. | 4 persons | ... | ... | ... | ... | ... | 200 |
| 29/7 | Chit Wo Shop (Des Vaux Road West) | Ho Sam | 1,359 | Cargo Boat | Wrecked | " | 1. Ah King's 2. Do. | ... | 300 p. sapan wood | ... | ... | ... | 250 | 100 |
| 28/7 | Wong Tseung | Wong Tseung | s. 865 n. | Passenger B. | " | " | 1. Wanchai 2. Tang Lung Chow | ... | ... | ... | 20 | 15 | 35 | 5 |
| 29/7 | Ma Kim Hoi | Ma Kim Hoi | 820 n. | Unlicensed | Total loss | 27/7 | 1. Yat Mun-tan Kin I. 2. Do. | 2 men | Stundries | \$ 1,300 | 350 | 150 | 1,800 | 75 |
| " | Lo King Choi | Lo King Choi | 17,603 | Fishing Junk | " | " | 1. Do. 2. Do. | " | ... | ... | 300 | 50 | 350 | 50 |
| " | Ho Kan (friend of the owner) | Kam Fat Lee | s. 1,118 n. | Coal Boat | Sunk (can be raised) | 28/7 | 1. Tai Chan 2. Do. | { 2 men 2 women } 4 | ... | Brick damage | 2,500 | 900 | 3,700 | 100 |
| | | | | | | | | | | | | Carried forward,.....\$ | 5,540 | |

C, — Continued.

COMPENSATION AWARDED FOR LOSS, DAMAGE, &c., OF BOATS REPORTED AT THE HARBOUR OFFICE, — Continued.

| Date. | By whom reported. | Name of junk. | No. | Business. | Course of damage. | Date. | 1. Where anchored. 2. Where occurred. | Life Missing. | Cargo and Quantity left on board during typhoon. | Value of damage in | | | Compen- sation awarded. | |
|-----------------------|----------------------|-------------------|----------|------------------------|-------------------------|-------|--|---------------------------------------|--|--------------------|---------|--------------------|-------------------------|-------------|
| | | | | | | | | | | Cargo. | Junk. | Furni- ture. Cost. | | Total Cost. |
| 30/7 | Ip Sang Wing | Yee Sang | 837 n. | Canton P. B. | Total loss | 28/7 | 1. Tai Chan 2. Chik Wan | 1 woman 1 child 1 girl | 6 Coal (100 tons) | Un- known | \$1,600 | \$200 | \$1,800 | 50 |
| " | Kwok Wo | Hing Lee | 786 n. | Coal Boat | Sunk (cannot be raised) | " | 1. Do. 2. Do. | 1 man 2 boys 2 girls | 5 " (120 ") | \$1,000 | 1,200 | 200 | 2,400 | 50 |
| " | Leung So | I Hing | 520 n. | " | Total loss | 27/7 | 1. Do. 2. Do. | 4 men 2 women 2 boys 4 girls | 11 " (1,600 p.) | 750 | 1,500 | 50 | 2,300 | 150 |
| " | Ng Kau | Ng Kau | 594 | Passenger B. | Wrecked | 28/7 | 1. Tai Kok Tsui 2. Do. | ... | ... | ... | ... | ... | 60 | 15 |
| " | Kwok Mui | Ng Ching | 436 | " | Sunk (can be raised) | " | 1. Do. 2. Do. | ... | ... | ... | 70 | 40 | 110 | 15 |
| 5/8 | Ng Yung | Ng Yung | 3,323 | Buin Boat | " (") | " | 1. Do. 2. Do. | ... | Sundries | 50 | 90 | 20 | 160 | 25 |
| 12/8 | Ip Kam (Boatwoman) | Leung Cho I | 508 n. | Cargo Boat | Total loss | 27/7 | 1. Kwong Tung Wharf 2. Do. | ... | ... | ... | 650 | 100 | 750 | 50 |
| " | Tan Tong | Tam Tong | 1,519-07 | Passenger B. | " " | " | 1. Jardine's Wharf 2. Do. | ... | ... | ... | 38 | 5 | 43 | 10 |
| 13/8 | Cheung Shing Chau | Cheung Shing Chau | 509-07 | " | " " | " | 1. Tang Lung Chow 2. Do. | ... | ... | ... | 60 | 10 | 70 | 15 |
| 14/8 | Chan Kam Shing | Chan Kam Shing | 943 | Cargo Boat | " | 28/7 | 1. Near Wing Lok W. 2. Do. | ... | ... | ... | 120 | 40 | 160 | 15 |
| " | So Kam | So Kam | 368 | " | " " | " | 1. Do. 2. Do. | ... | Firewood | 40 | 260 | 50 | 310 | 50 |
| " | Wong Fat | Wong Fat | 524 | Passenger B. | " | " | 1. Stonecutters' I. 2. Do. | ... | ... | ... | 180 | 120 | 300 | 40 |
| " | Pung Sai (Boatwoman) | Chan Tsun | 347 | " | Wrecked | " | 1. Tai Kok Tsui 2. Do. | ... | ... | ... | 60 | 40 | 100 | 15 |
| " | Leung Kan | Leung Kan | 3,351 | 3rd Class Passenger B. | Total loss | " | 1. Off Western Market 2. Do. | ... | ... | ... | 38 | 5 | 43 | 10 |
| " | Leung Fat | Fat Ki Ho | 206 n. | Coal Boat | Sunk (can be raised) | " | 1. Tai Chan 2. Do. | 1 man 2 boys 2 girls | 7 Stone 700 piculs | 120 | 900 | 70 | 1,090 | 75 |
| " | Leung I Shing | Leung I Shing | 944 | Cargo Boat | " (") | " | 1. Wanchai 2. Do. | ... | ... | ... | 600 | 50 | 650 | 50 |
| Brought forward,..... | | | | | | | | | | | | | \$ | 5,540 |
| Carried forward,..... | | | | | | | | | | | | | \$ | 6,175 |

D.

Assistance to persons rendered homeless at Yaumati.

| Name. | House Collapsed. | Amount of Assistance. |
|--|--------------------------------------|-----------------------|
| | | \$ |
| Cheng Fan Shi and Cheng Wong Shi, | No. 1 Fuk Shing Lane, 2nd Floor,... | 100 |
| Sun Wan Tin, Sun Chan Shi and Sun Ah Kam,... | " | 30 |
| Leung Wing, | " | 10 |
| Wong Shi, blind, and Chan Ho, | No. 2 Fuk Shing Lane, | 20 |
| Leung Yam and Leung Li Shi, | " | 10 |
| Wan Mi Shi, | No. 4 " | 100 |
| Tam Li, | " | 20 |
| Wong Pui and Wong Shing Shi,..... | No. 5 " | 20 |
| Au Mak Shi and Au Ying, | " 6 " 1st Floor, | 20 |
| Tam Tsung, | " 8 " Ground Floor, | 40 |
| Ng Chiu, | " 8 " 1st Floor, | 60 |
| Pong Fuk, | " 8 " | 40 |
| Wong Tak and Chan Shi, | " 4 " Ground Floor, | 20 |
| Tui Mo and Lai Shi,..... | „ 36 Portland Street, 1st Floor, ... | 10 |
| | Total,.....\$ | 500 |