

## STORY OF THE TYPHOON HORROR

### TANGO MURA BRINGS DETAILS OF DISASTER

#### Loss of Life and Property at Hongkong and Canton.

(From Wednesday's Daily).

The first detailed accounts of the devastating typhoon which swept Hongkong and Canton on July 26th, involving much loss of life and property, came to hand to-day by the steamship Tango Maru. From a two-page account of the disaster in the South China Morning Post the following account is condensed:

Peril and terror cloaked by darkness are the more terrible to those involved, for death comes with more mystery and swiftness, and although the typhoon of Monday night and Tuesday morning was awaited with steam up, small craft sheltered, and houses shuttered and barred, the daylight was never more welcome. While the typhoon of 1906 was immeasurably more terrible because it struck without warning, the extensive damage of this July storm indicates that it may be classed in power as practically as powerful as its great fore-runner. Many scores, and possibly hundreds of Chinese lives have been lost, probably because the owners of junk boats disregarded the warning signal and tarried till too late, and it is possible that some of the launches sunk were caught while endeavoring to save junks. The list of vessels sunk or stranded is a long one, but fortunately the great majority have been refloated or can be fairly easily saved from destruction. The saddest feature of all is the disappearance of the Canton steamer Ying King with its hundreds of lives. When the news that the steamer was missing was known in Hongkong there was a deep and genuine regret, and unfortunately the latest news does not make the disaster less terrible, as supposed. Heroinism shone as brightly amidst darkness in July 1908, as it shone in daylight in September 1906, and we may particularly praise the gallantry of those Astraea officers and bluejackets, who went into the typhoon in an open boat and never slackened effort till they had completed a rescue which should never be forgotten in Hongkong.

#### Loss of Ying King.

The Canton River steamer Ying King, Captain Page, left Canton on Monday night 9 o'clock. Other steamers report having seen her up to a certain time but then they lost sight of the steamer and shortly afterwards saw wreckage on the beach. She had 30 passengers on board, as well as Captain Page, Chief Officer Ferguson, and Chief Engineer Fortheringham. The Ying King was anchored at the wharf when the typhoon struck, and being the fastest boat reached the Brothers first. The Fatchan arrived next, and the Kwongsei (Capt. Crowe) last. The latter was the last to be anchored on Island but Capt. Crowe deemed it best that he should keep company with the others. His glass was then 28.60, and very erratic. A heavy squall came on with hurricane force and the ship was blown off her anchor. After the squall had passed he could see nothing of the Ying King. All doubt as to the fate of the vessel was settled when Mr. Ferguson, chief mate of the Ying King, arrived at the office of his ship's company at about 9:30 last night, along with a party of 40 or more Chinese, passengers and crew, having been brought in by the second of the two launches sent out to the scene of the wreck. Mr. Ferguson reports the vessel a total wreck but can say nothing as to the fate of either Capt. Page or Mr. Fortheringham, the chief engineer. The Tung Wah Hospital launch proceeds to the scene of the disaster in the morning, when it is to be hoped that some more survivors may be found. The Ying King, which was a boat of 425 tons net register, had 300 passengers. Not a trace of her is to be seen, except for her boats and deck wreckage along the shore. Captain Page is a married man with one child. His wife and child sailed for England less than three months ago.

A section of the building occupied by the Pacific Mail Steamship Company, collapsed during the storm, and the roof fell right through the interior of the building to the ground floor. Under great difficulties Mr. Halton, the manager, and his staff carried on their work.

The Persia went ashore near Hongkong Bay, a mud-bottom, lying easily, and it is expected that she will be got off on this morning's tide. It is surmised that she lost one anchor, and dragged the other. The Mongolia rode through the storm nicely, only losing a gangway. The Asia never moved an inch. Some injury has been done to one of the propellers of the Numantia, otherwise she is alright.

The Charles Hardouin, one of the Canton boats, was lying near Bailey's slip, but drifted away and went ashore on Kowloon beach.

The Katherine Park drifted right across the harbor during the storm. Those aboard the Mongolia saw a junk passing early yesterday morning, with about twenty Chinese on board, screaming and panicking. What became of them is not known.

The commander of the Juteopolis, Capt. Stewart, had gone to his cabin when one of the masts carried away. It fell on the cabin, wrecking it and Capt. Stewart was knocked down. Fortunately he escaped without further injury.

During the typhoon the P. & O. launch Jeannette ran ashore near Taumani and said: "It is expected that she will be refloated, as portion of her superstructure is showing above water, but the extent of the damage is not known."

The torpedo boat destroyer Whiting went ashore near Lyeemum Pass, but the officer commanding and all aboard were saved. The admiralty dispatched assistance to her early yesterday morning.

Several revenue cutters appear to

have suffered to the full the effects of the typhoon. The fate of their crews is unknown. The West river is a mass of floating wreckage, mostly junks and sampans.

All along the Praya were masses of floating wreckage—smashed sampans, wrecked junks, great beams and spars, overturned boats, and odd items of the cargo of lost lighters.

### CIVIL SERVICE COMMISSIONERS

(Special to the Times).

Ottawa, Sept. 1.—Professor Adam Shortt, of Queen's University, and M. G. Larochelle, a lawyer of Montreal, have been appointed Civil Service Commissioners.

### TWENTY-SEVEN DROWN IN WRECK OFF AMAZON

#### British Barque, Overwhelmed in Storm Off Iquique, Is Total Loss.

Neath, Wales, Sept. 1.—Cable advices to-day report the loss of the British barque Amazon, Capt. Garrick. Of the vessel's crew of thirty-five only five have been saved. The Amazon was en route from Port Talbot for Iquique and was wrecked near the latter port.

Six bodies have been washed ashore since the loss of the vessel and it is feared that all the rest of her crew, except the five now known to be safe, have been lost.

The barque was driven ashore during the height of the storm and she soon became a total wreck.

The British barque Amazon was a sailing vessel well known on the seas for the past twenty-two years. She was an iron barque of 1,901 tons net. The vessel was built early in 1886 by Barclay, Currie & Co. of Glasgow, and is owned by R. Hill, of Greenock.

She was 236 feet in length, 42 feet beam and 24 feet depth of hold. Her master, Captain A. Garrick, was a well known master of the British merchant marine.

### REPUBLICANS WIN IN VERMONT STATE

#### Geo. H. Prouty for Governor Has Plurality of Nearly 30,000.

White River Jct., Vt., Sept. 2.—Complete returns from yesterday's state election in Vermont on the vote for governor, received this afternoon show the following result:

"Geo. H. Prouty, Republican, 45,231; James E. Burke, Democrat, 15,953; Eugene M. Campbell, Prohibition, 826; J. H. Dunbar, Socialist, 497. The total vote of all parties was 66,747 and Prouty's plurality over Burke was 29,278."

The state ticket elected was as follows: Governor, George H. Prouty, of Newport; lieutenant-governor, John A. Mead, of Rutland; secretary of state, Guy W. Bailey, of Essex; treasurer, Edward H. Deavitt, of Montpelier; auditor, P. F. Graham, of Craftsbury; attorney-general, John Sargent, of Ludlow.

### FIRE BEYOND CONTROL IN PENNSYLVANIA TOWN

#### Twenty Buildings Ablaze While Flames Are Spreading—Rushing in Aid.

Harrisburg, Pa., Sept. 2.—A report which reached here this afternoon from Shermantown, near here, stated that twenty buildings were on fire, and that the fire was spreading beyond the control of the people who were fighting it with water from wells and the town supply. A number of people have been injured by falling walls.

Fire companies have been sent from this city and Mechanicsburg, Pa., with chemical apparatus, and a sufficient water supply can be obtained engines will be dispatched.

### WISCONSIN PRIMARIES

Defeat of Congressman John Jenkins Provides Sensation.

Milwaukee, Wis., Sept. 2.—One of the greatest sensations of the primary election was the defeat of Congressman John J. Jenkins, of the eleventh district, by Irvine L. Lenroot, formerly speaker of the state assembly, and a strong La Follette follower. For governor the Republican have chosen Jas. O. Davis, the present incumbent, to head their ticket. John A. Aylward will lead the Democrats, Winifred D. Cox the Prohibitionists, and Harvey D. Brown the Social Democrats.

### MONSTER SEQUOIAS SAVED.

Rangers Check Fire Advancing on Pride of California Forests.

Stockton, Sept. 2.—The latest at noon from the Calaveras group of giant sequoias saw the famous 1,380 trees, all between 65 and 104 feet in circumference, are saved as a result of the ranger's quick action in getting the fire under control this morning after back firing all the night. Reports are persistently circulated this forenoon that the "mother of the forest," monster dead sequoia 27 feet high, had been burning all night, but report is not confirmed.

### DAMAGING MONTREAL FIRE.

Montreal, Sept. 1.—Fire last night did damage to the extent of \$50,000 to the cold storage warehouse of Messrs. Gunn, Langlois & Co., at the corner of St. Vincent and St. Amable streets. The loss was fully covered by insurance.

### A Viaduct to a Kobe

A Viaduct to a Kobe paper says that the whole of the crew of the seized sealer Mye Maru, including those condemned to death for assaulting their guards, have been released on bail by the Russian authorities.

## MINNESOTA TO SPEED FOR RECORD PASSAGE

### Great Northern SS. Company Looking for More Silk Shipments.

Seattle, Wash., Sept. 2.—Steamship lines operating in the Oriental trade are engaged in a hot fight for the silk shipments from the Orient. The Great Northern Steamship Company is the latest firm to take up the fight for this kind of cargo, and the steamship Minnesota, which sailed from Seattle Sunday noon, will be put in drydock in the Orient and thoroughly overhauled to fit her for what is expected to be the fastest trip across the Pacific in the history of the ship. The object of this haste is to get the silk cargoes from the loom to the consumer in as short a space of time as possible. Silk makes a valuable cargo for a ship to handle, and if it be done with dispatch the heavy insurance rates are greatly reduced.

Steamships operated out of Victoria and Vancouver, B. C., have demonstrated in no uncertain way that they, too, are desirous of securing the silk cargoes, and only recently there was a race across the Pacific between the ships of two companies which were vying for the kind of freight. The Great Northern Steamship Company believes that with a thorough overhauling of the Minnesota, with a cargo of silk valued at more than \$1,000,000, surprised even her owners by the eagerness of her arrival.

When the Minnesota left Seattle on Sunday at noon, among her passengers was C. S. Lacey, of the Great Northern Steamship Company, who will have charge of the drydocking and complete overhauling of the ship. He is expected to return to Seattle in a few days.

Up to a few months ago, when the Express lines were placed on a slower service following the expiration of the "Overseas Mail" subsidy, the C. P. R. easily held the record for rapid trans-shipment of silk, and while the white liners continue to lead in this business the Great Northern Steamship Company believes that the Minnesota can be driven faster than the present time of the C. P. R. vessels.

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## DRAMATIC CHASE AFTER BURGLAR

### RECAPTURE OF SKELTON DEVELOPS MYSTERY

#### Empty Chamber of Revolver Provides Ladysmith With Sensation.

(From Wednesday's Daily).

The local police have been advised that Alfred Skelton, who on Saturday was taken from Ladysmith jail, where he was being held awaiting trial after being committed for burglarizing Simon Leiser's store at that place, was recaptured yesterday after an exciting chase in which they came near being some gun play. It was only by the quickness of Provincial Constable Cassidy in covering Skelton first with a revolver that this was avoided.

At the time Skelton was out in an open boat in the straits making for the mainland apparently.

How he secured this boat is one of the mysteries in connection with the affair, for it contained large amount of stuff which was stolen in Vancouver recently and for which the police of the province were on the look-out.

When Skelton escaped from the jail he took with him a loaded revolver and when re-captured one chamber of it had been discharged. It is thought, however, that Skelton may himself have rowed over from Vancouver in the boat and have left it hidden along the beach. All he had to do in that case was to go as direct as possible to the place where he had left the boat.

This he did by walking openly down the streets of the city and taking passage with a fisherman for some distance down the gap where he landed and made for his boat as quickly as possible. Incidentally he broke into a main close to the lighthouse at Cowichan gap.

Last night, writes the Times' Ladysmith correspondent, he was again brought before the local magistrates, and again sent up for trial, this time on the charge of breaking and entering.

The story of his recapture makes interesting reading, and places Skelton in a still more serious position. The most natural thing Skelton could have done when he gained his liberty was to take to the woods. For that reason Constable Cassidy suspected he might take to the water, and he determined to overhail the island before going round the point.

Accordingly he hired a launch yesterday morning and set off on a cruise round the islands, the lighthouse in Cowichan gap being his ultimate objective point. Arriving there they learned from P. Allison, the lighthouse-keeper, that a strange man had been round and had broken into a cabin. Mr. Allison pointed out where the strange man and Constable Cassidy perceived him heading out of the gap towards the Gulf, in a small boat.

He set out in pursuit in the launch and soon got within him. It was not until then that Constable Cassidy suspected the man was Skelton, and Mr. Trenbath, the manager of the big store, who accompanied him, also experienced some hesitation in identifying him owing to the fact that he had shaved off his mustache. However, Constable Cassidy shouted for him to come alongside the launch and he wanted to speak to him.

"What for?" yelled the man in the boat.

"Because you are reported to have broken into a cabin over there, and I want you," replied the constable.

"Come on," said the man, "I will run you down."

"Run down be d—d," was the pithy retort of the runaway, whereupon Constable Cassidy ordered his engineer to back into the boat. At this Skelton reached down to his hip for his revolver, but Constable Cassidy at once covered him with his revolver and as soon as the man saw the drop was on him, he hurriedly pulled back to the launch and Skelton, it should be explained, stole the revolver and some shells from the city police office when he broke jail on Saturday. The knowledge that he possessed this gun and the uncertainty as to whether or not he would use it have given a spice of excitement to the chase of him.

Once in the launch Skelton was quiet enough, and only too willing to talk. What he most desired to know was how Cassidy had got the "hunch" that he was a thief. At the trial he displayed the same smiling indifference as to his position and everything else. Asked if he had anything to say or any evidence to put in, he replied, "I saw chance to get away and took it," and clearly the inadequacy of the prison bolts is a continual source of merriment to him. Victor Harrison, son of Judge Harrison, who has set up a legal office in town, made his first appearance in court in the role of crown prosecutor.

Meanwhile the police are still engaged with another mystery involved in Skelton's capture. His story is that he walked out of prison and through town to the foreshore, where he got a sail out to the gap with a fisherman. There he stole the boat he was caught in, and here comes in the mystery. The boat was packed with stolen goods, there is reason to believe are goods that were stolen from Vancouver, and which the provincial police have been vainly seeking among other things, a mariner's compass, one binnacle compass, one H. P. R. lantern, one tool chest containing clothing and a variety of other things.

The simple theory, assuming that these goods were stolen in Vancouver, is that Skelton came across the Gulf in her and tied her up on the foreshore. When he gained his liberty he would make straight for the boat and get away. On the other hand his story is that he got the boat at the gap, where is the man that set out from Vancouver in her? The fact that one chamber of the revolver was fired, which was from the police office has been discharged, gives just a sinister touch of mystery to the whole mystery.

### ANGRY FATHERS IN THE POLICE COURT

#### Indignant Over Sons Being Summoned for Assaulting Old Woman.

(From Wednesday's Daily).

There were some angry fathers in the police court this morning, the reason being that their respective sons had been summoned for assaulting Mrs. Jane Verdere, an aged woman, who lives at 915 Richmond avenue. To say the least the woman's intellect has not improved with age, and from the statement of Acting Chief Redgrave the boys of the neighborhood take advantage of this fact to annoy her in various ways.

As a result of some trouble, a couple of days ago, Mrs. Verdere swore out an information against six boys, but as she did not know any of their Christian names, only their surnames were given as follows: Parberry, Halley, Hands, Macdonald, Townsend and Dixon. All either themselves or through their fathers, pleaded not guilty. When the cases were called Mr. Townsend took objection to the summons issued to his son as there were several Townsends in the neighborhood. His son had nothing whatever to do with the affair and apparently the summons had been served on the wrong family.

Magistrate Jay: "You can plead not guilty."

Mr. Townsend: "Oh, but what about the inconvenience I have been subjected to, financial and otherwise, in having to appear here to-day?"

Acting Chief Redgrave explained that it had been impossible to secure the correct Christian names of the boys.

Mrs. Verdere was then called to identify the boys, but in reply to a question as to whether she would point them out, all she would do was to repeat, "I know them all. They're bothering me all the time." After several attempts to get Mrs. Verdere to identify the youths in court, Magistrate Jay gave up the attempt and dismissed the case.

Then it was the turn of Messrs. Parberry and Townsend to commence. They inquired what redress they had for being brought to court for nothing, and severely criticised the officials for having issued a summons on the word of a woman like Mrs. Verdere, whom both termed irresponsible. It was explained by the magistrate and Mr. Moore that they had their recourse against Mrs. Verdere if they liked to take it, either in the police court or in the civil court, and Acting Chief Redgrave reminded them that Mrs. Verdere owned property in the city. Acting Chief Redgrave added that Mrs. Verdere was being continually annoyed by the boys of the neighborhood, and the police had been called to her place several times as a result. He did not know whether these boys were the guilty parties, but this was something that must be stopped.

William Turner was charged with assaulting Harold Allen, but the case was remanded until to-morrow owing to the absence of one of the principal witnesses for the prosecution.

### DR. HASSELL RETURNS FROM OLD COUNTRY

#### Was a Spectator of Marathon Race—B. C. Fruit Attracted Much Attention.

(From Wednesday's Daily).

Dr. Edward Hassell, medical superintendent of the Royal Jubilee hospital, is back again in Victoria, after an absence of six months.

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### FOUND BUSINESS DULL IN OLD LAND

#### W. E. Staneland Has Returned From London—Bought Heavily.

(From Wednesday's Daily).

W. E. Staneland has returned to Victoria from a business trip to England. He