

FIVE THOUSAND DEAD

Term at Hong Kong Proves Disastrous to Life and Property.

LOSS WILL RUN INTO MILLIONS

Over Half the Native Craft in the Harbor Are Sunk.

FEW EUROPEANS REPORTED MISSING

Hundreds of Chinese Boatmen and Families Are Drawn.

LEAST FORTY-THREE SHIPS AFFECTED

Storm Was of Local Nature and Came Up Without Warning After Moderate Wind Was Predicted.

BULLETIN

HONG KONG, Sept. 19.—It is now estimated that 4,500 Chinese lost their lives in the recent typhoon.

Reports are daily increasing the mortality. The steamer Montague has been reported.

MANILA, Sept. 19.—Latest advices from Manila state that 1,000 lives were lost in the typhoon and that the damage to public and private will amount to \$1,000,000.

Twelve ships were sunk, it was reported, seven were damaged, and one-half of the native craft in the harbor.

The shipping trade has been paralyzed through lack of lighters.

Storm Was Local. HONG KONG, Sept. 19.—The typhoon which swept this harbor, destroying a great number of vessels and causing much loss of life, was of a local nature. It came suddenly and without warning.

The observatory had predicted moderate winds. Half an hour after the sun signal had been fired the storm was at its height.

It lasted two hours. Most of the damage done was wrought on the Kowloon peninsula. The losses are estimated at several million dollars.

Over 1,000 sampans and junka are missing from Hong Kong alone. Wharves were swept away and houses collapsed.

The military barracks are in ruins. The steamer Montague, Fairbank, Keungshan, Wing Chai, Hermanna, Castellano, Tak Hing, Emma Layken, San Rosario, Slav, Pakhong, Petrarck, Chum Lee, Sesta, Sunon, Chang Sha, Signal and Chinkai Maru are ashore.

The American ship S. P. Hitchcock was also driven ashore, as were many of the launches. The steamer Kwong Cheung, San Cheung, Sorogon and Kong-mong were sunk.

The steamers Apentade and Johanna are partly awash. The British reserve ship Phoenix and a small gunboat, the Dongola, are ashore.

The British torpedo boat destroyers Moother, Robin and Taku were damaged. The British gunboat, the French torpedo boat destroyer, Fremde was wrecked and the Francoise is ashore.

The guns of the Froinde were saved, but three petty officers and one seaman lost their lives.

A Chinese revenue cruiser is ashore and several Indian liners and Manila liners narrowly escaped disaster.

Many Chinese Perish. The harbor is strewn with wreckage thrown upon the shore.

Hundreds of Chinese boatmen and their families were saved by the bravery of the police and civilians, but many died.

Chinese water dwellers must have perished, many within short distances of the shore. The losses in lives and property among the Chinese were appalling.

Today the police stations in Hong Kong are surrounded by Chinese identifying their dead.

Several hundred Chinese bodies were found. The river steamer Fatsan drifted into collision with the French mail steamer.

The entire Chinese crew climbed aboard the French steamer, and left Captain Thomas, who was injured, one officer and two engineers, who were the Fatsan to the steamer.

The ship was blown ashore. The bishop of Victoria, Dr. J. C. Hoare, was on his way to visit some neighboring islands when the storm broke and is reported missing.

His launch has been found floating bottom up.

Several Europeans Missing. Many valuable steel lighters have been lost. Some of them were buried ashore.

FUNERAL OF GENERAL TREPPOF

Absence of Car from Services Causes Unfavorable Comment in St. Petersburg.

ST. PETERSBURG, Sept. 19.—General Dmitri Treppof, who died last Saturday, was buried today at Peterhof. Contrary to expectation the emperor was not present at the funeral.

His majesty is still cruising in Finnish waters on board the imperial yacht Standart.

A great throng of army officers and high functionaries followed the casket on foot, according to Russian custom, through lines of soldiery representing all the units of the St. Petersburg garrison.

From the villa where the general died to the cathedral and thence to the place of interment.

Although an attempt by revolutionists to interrupt the services was feared, nothing happened.

The fact that the emperor did not abandon his pleasure cruise to return and attend the funeral of a devoted subject, although his return was scheduled for yesterday, has aroused much unfavorable comment.

It is recalled that his majesty absented himself from the funeral of General Kondratiev, who lost his life at Fort Arthur. The emperor and the empress were represented today only by magnificent wreaths.

A high police officer explained to the Associated Press that the emperor's absence was due to Premier Stolypin, who had been in Grand Duke Boris's study.

Against his majesty and telegraphed him not to return.

With the exception of Controller of the Empire Schwanbech, no ministers were present.

The only members of the imperial family who attended the funeral were Grand Duke Nicholas, Nicholas's brother, Grand Duke Peter and Grand Duchess Elizabeth, widow of the late Grand Duke Sergius and a sister of the empress.

General Treppof, when he was prefect of Moscow, was on terms of close friendship with Grand Duke Nicholas.

The widow of Grand Duke Sergius came from Moscow especially to attend the funeral.

She walked with the widow and daughters of General Treppof behind the casket.

WESTERN MATTERS AT CAPITAL

Contracts for Irrigation Work in Wyoming and Nebraska.

(From a Staff Correspondent.) WASHINGTON, Sept. 19.—(Special Telegram.)—The secretary of the interior has executed the following contracts in connection with the interstate canal, North Platte irrigation project, in Wyoming and Nebraska.

For construction and completion of schedule 2, earthwork on about thirteen miles of laterals, Joy Hurley of Pratt, Wyo., \$5,830; schedule 4, earthwork on about seven miles of laterals, Hobbs, McElroy & McElroy of Merrill, Neb., \$9,467; schedule 4, earthwork on about twelve miles of laterals, D. R. Noy of Merrill, Neb., \$9,222.

Schedule 12, earthwork on about five miles of laterals, Frank Wynegar, Mitchell, Neb., \$3,360.

The secretary of the interior has granted an extension of time of forty-five days from September 1 to Orman & Crook, contractors, for the completion of their contract for the construction of dam and canals at the Belle Fourche irrigation project in South Dakota.

This extension was necessitated on account of the fact that the work was greatly hampered during the early part of the season by rainy weather and scanty water.

Rural carriers appointed: Nebraska—Inaville, route 3, Frederick J. Stoner carrier; Charles S. Stoner substitute. Iowa—Center, route 2, Silas W. Bryant carrier; Henry O. Crawford substitute.

DRUG MEN ENTER PROTEST

Some Do Not Like Proposed Rules Under the Pure Food Law.

NEW YORK, Sept. 19.—At today's session of the commission on rules and regulations for the enforcement of the pure food and drug act, Commissioner James I. Gerry read the tentative regulations proposed by the commission regarding the use of labels.

These regulations provide that the principal label shall be printed in English with or without a foreign label in addition. The substance, manufacture and place of production shall be conspicuously stated.

Objections were made to some of the proposed regulations by representatives of the drug trade who were present.

The tentative ruling provided further that no geographical name should be used on a product when it bore no relation to the place of manufacture of the food.

"If this rule prevailed," asked Edward Gudeman, "would it be possible for us to get Boston ginger snaps to make them any where outside of Boston?"

These regulations will be printed in English with or without a foreign label in addition.

SEARCHING FOR THE DEAD

Cimarron River Refuses to Give Up Bodies of Rock Island Wreck Victims.

SMOKING CAR STILL UNDER WATER

Three Persons Known to Be Missing and Sixteen Are Injured—Baby Dies of Pneumonia.

KINGFISHER, Okla., Sept. 19.—The Cimarron river has fallen eight feet from the stage at which it overflowed the Rock Island bridge yesterday, when part of train No. 12 went into the river, but the smoking car is still six or seven feet under the surface.

An attempt to explore it will not be made until tomorrow. It is not known positively how many persons were in the smoker when it fell.

Conductor Thomas says there were at least nine, and he believes that three escaped. B. P. Nicholson, who escaped from the smoker, says there were at least ten persons in the car and that persons with whom he had talked are missing.

Mr. Nicholson escaped from the rear door of the smoker. The car filled with water and he was unable to get out and he broke a vestibule glass door to make an exit.

Escape of persons known to have been riding in the front end of the smoker, separated from the rear door by a partition, is thought to have been an impossibility.

No bodies have been recovered. Herman E. Seila, aged 3 years, son of Mrs. Kate E. Seila of Payne, Okla., died today from acute pneumonia as a result of inhaling muddy water.

Missing and Injured. The following are missing and probably drowned: Mr. Gemel, mail clerk, Caldwell, Kan.; Littlefield, engineer, Tulsa, Okla.; Porter-Foreugh-Sells circus.

W. L. Douglas, negro porter. Injured: John Sullivan, aged 25, Chicago; hand cut; C. A. Smith, aged 23, New York City; hand cut; F. S. Ball, aged 35, El Reno; knee and leg cut.

John Wright, aged 68, Denver; cuts, bruises and exposure; floated seven miles down stream. David J. Baldwin, aged 30, postal clerk, Fort Worth; cut on head and bruise.

Frank Cullen, aged 35; cuts and bruises; floated several miles from scene of wreck. L. H. O'Brien, aged 30, Oklahoma City; brain and chest injured.

Mrs. Kate Seila, aged 39, Payne, Okla.; stock exposure and internal injuries. Robinson, aged 57, colored; slight cuts.

H. H. Balmer, aged 30, teacher in Haskell institute, Lawton, Okla.; bruises and carried fourteen miles down stream. S. D. Overton, postal clerk; carried 12 miles.

Mrs. C. E. Rutscher, Dallas, Tex.; back injured and nervous shock. George E. Brown, Comanche, Okla.; hand cut.

J. Lang, Hillsboro, Okla.; back injured, head and arm cut. Mrs. J. L. Robinson, aged 32, Enid, Okla.; cut and bruise on arm.

S. W. Bryan, fireman, aged 35; shoulder dislocated. One man whose name could not be learned was taken out of the river today at a point nine miles below Dover bridge.

He was nearly dead when brought to Kingfisher. He had been nine hours in the water, clinging to floating debris.

Message in a Bottle. Glad Alyea, a farmer living ten miles north of Kingfisher, Okla., who applied for a patent for his invention, reports to be a pathetic relic of the wreck.

It is a bottle containing a small slip of paper on which are written these words: "The one that finds this bottle write to Cleo, Oklahoma, to Eldon Camp. I love you."

The bottle was found at the Alyea farm, several miles below the fatal bridge in a pile of wreckage and driftwood. It is believed to be the dying message of some one imprisoned in the submerged smoker.

Other Bridges Washed Out. ALVA, Okla., Sept. 19.—As a result of the excessive rains, and a cloudburst at Ashland, Kan., eighty-five miles northwest of here, bridges are reported gone on nearly all streams in Western, Woods and Woodward counties.

The Santa Fe bridge across the Cimarron, near Wynoka, could not be crossed yesterday and the southbound train remained in Alva all night.

No Rock Island trains arrived here from the south. The Santa Fe bridge across the Cimarron is badly warped from the storm.

There is a rumor that cannot be confirmed that the bridge across the Cimarron in the southwest part of the county went out.

SIMPLIFICATION OF TARIFFS

Interstate Commerce Commission Promulgates Important Order and Issues Circular to Railroadmen.

WASHINGTON, Sept. 19.—The Interstate Commerce commission today promulgated an important order made September 16, providing for a hearing before beginning October 8, to construct rules for the simplification of rate tariffs, and in connection therewith has issued a circular advising carriers to request a change in their tariffs.

They include the filing of joint tariffs by the initial line; the printing of the schedules of each initial line as an independent document; the filing with the commission by participating lines of general authority to the initial line in the behalf of all tariffs or all joint tariffs of a special kind; the separation of class and commodity rates; the filing of a detailed index showing all commodity rates in effect so that each commodity can be easily located; limiting any tariff to five supplements and any classification to ten supplements; the entire classification of tariff to be reprinted where there are any excess, the observance of a uniform order in the compilation of tariffs; the proper specification in the tariff of the initial line of all terminal charges; the absorption of switching or terminal charges where it affects the total cost to the shipper shall be stated upon the tariff.

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EIGHT-HOUR LAW EXTENDED

President Directs that All Public Work Be Done Under This Statute.

OYSTER BAY, N. Y., Sept. 19.—President Roosevelt today extended the eight-hour law to apply to all public work under the supervision of any department of the government. This order affects more particularly work on river and harbor improvements.

Charles P. Neill, commissioner of labor, who, at the direction of the president, has made charge since last winter of the enforcement of the eight-hour law, has sent to the president a report of which the following is the concluding paragraph: "I might add here that I found very noticeable effect has already been produced by the respective departments all cases in which contractors fully realize now that the law is to be enforced with earnestness and they are to be longer disposed to as a matter of consequence. They probably like the law and they are rapidly changing into one of becoming respect for the statute."

To carry out Commissioner Neill's recommendations the president has today signed the following executive order: "I. All departments of the government under the supervision of which public works are being constructed or operated shall be directed to enforce the eight-hour law in their employ to work over eight hours in any one calendar day.

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TAFT HEARS ALL FACTIONS

Secretary of War Begins Straightening Out Cuban Tangle.

HAVANA, Sept. 19.—The presidents of the moderate and liberal parties this afternoon submitted to the secretary of War Taft and Assistant Secretary of State Bacon, representing President Roosevelt, their respective statements of the facts leading up to the revolution and the conduct of the belligerents.

Each of the presidents tomorrow will present a written statement of the facts leading up to the revolution and the conduct of the belligerents.

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NEBRASKA WEATHER FORECAST

Fair and Warmer in West. Showers in East Portion Thursday, Friday Fair.

Temperature at Omaha Yesterday:

Table with columns: Hour, Deg., Hour, Deg. Rows: 5 a. m., 8 a. m., 11 a. m., 2 p. m., 5 p. m., 8 p. m., 11 p. m.

TAMMANY CONTROLS GOTHAM

Murphy Can Force Unit Rule on Democratic Delegates in Opposition.

NEW YORK, Sept. 19.—According to the returns and the reported affiliation of the leaders elected at the democratic primaries, Charles F. Murphy will be in control of twenty-four votes in the executive committee of Tammany Hall, representing twenty districts, and will control sixty of the 106 delegates to the democratic state convention.

These sixty votes will enable the Tammany leader, if he so desires, to apply the unit rule and cast the vote of Tammany Hall solely for the candidates determined upon by a majority of the delegates.

Up to the present time Mr. Murphy has made no statement as to his intentions in this respect, but during the primary campaign it was generally understood that Mr. Murphy was friendly to Hearst.

Mr. Murphy is believed to preclude the possibility of District Attorney Jerome securing the New York county delegation to the state convention.

In Brooklyn State Senator Patrick H. McCarran remains control of the county democratic committee and will control sixty-two of the sixty-nine delegates to the state convention.

In the republican party Herbert E. Parsons, president of the county republican committee, defeated the forces headed by former Governor Odell and Samuel E. Elmer, who carried twenty-two of the thirty-five districts. The defeat of Odell in New York county may take from him the control of the state committee, of which he is chairman.

There was no opposition to William H. Hearst in the democratic primaries in Erie County yesterday and the full county delegation, including Buffalo, will be instructed for him.

TOM LEE STEPS OUT TODAY

Announces He Wanted to Hold Until After Primary and Now Will Retire.

CITY PROSECUTOR Tom Lee will yield the duties of his office tomorrow morning. He left Buffalo, N. Y., on Tuesday.

Mr. Lee told The Bee last night: "What are you going to do with the Ice trust tomorrow?"

He was then made known his intention. "I'll let the Ice trust off tomorrow," he answered. "I won't be there to prosecute."

Another feature of the suit is the fact that the St. Louis City and Rock Springs coal company has pending against the Union Pacific Railroad company a suit for \$80,000 damages for refusing to afford truckage facilities that the complainant company might make out of it.

HEARING ATTRAITS CROWD

The court room was crowded with prominent coal and railroad men and the utmost interest is being taken in the case.

The witnesses thus far summoned to testify in the case are: Warwick Saunders, president of the complainant coal company; John N. Baldwin, general solicitor of the Union Pacific Railroad company; and J. T. Marchand of Washington, general counsel for the Interstate Commerce commission, representing that body of the Union Pacific Railroad company.

Commissioner Prouty and Mr. Baldwin arrived in Omaha Wednesday morning from Chicago, where they had been attending the hearing of the Peavey Elevator company's case.

Mr. McCullough, official stenographer for the commission, is reporting the proceedings for the commission.

The first witness was Erastus Young, general auditor of the Harriman lines. His testimony was a bitter one, but the fact that as auditor of the Union Pacific Railroad company he had authorized and audited the payment of the sum of \$13,200 for the northwest quarter of section 28, township 21, range 102, in Sweetwater county, Wyoming.

He stated that the land in question had been deeded to him as a trustee of the Union Pacific Coal company, and that the transfer was made some time in 1905, the transaction being conducted through Warwick Saunders, who had bought the land from one A. F. Abbott, ostensibly for the Union Pacific Coal company.

Mr. Young's memory was a little faulty as to the date of the transaction and the amount paid. He insisted