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THE TYPHOONS IN CHINA.

Rise and Progress of the Great Storm Visitation—Losses and Scenes in the Port of Hong Kong.

[From to-day's New York Herald.]

HONG KONG, Oct. 16, 1867.—Hong Kong has for the last month been treasuring up stories of its excitement from various causes. Two severe typhoons have visited the island since the 5th of September. In the first, of which the full force was felt locally on the 5th of that month, an immense amount of damage was done to the shipping, both in harbor and at sea. The Grand China Mail thus notices the casualties which occurred:

Sank (exclusive of yachts), one bark, one schooner, two water boats, one chop. Wrecked, one ship, three barks, two schooners and the government junk. Of other damages eight vessels are seriously injured, while an immense number have more or less "come to grief." There are no means of accurately estimating the loss of native junks and native life, but however great it may have been in the harbor and neighborhood of Hong Kong, there is reason to believe that the number of lives sacrificed at sea is, in proportion, far greater.

Altogether it was one of the most fearful storms which ever visited this port, and the range of the typhoon spread over a large distance. Canton narrowly escaped being exposed to its full fury. The following quotation from the same paper of September 7, will perhaps give a better idea of the scene within the harbor than any description of my own:

The typhoon, which yesterday commenced about the P. M. on the 5th, gave no public warning; of its approach. The afternoon skies betokened wind, and at about seven P. M. a tremendous gust swept over the town, accompanied by a pelting rain. It was not, however, till nearly ten o'clock that the storm burst in all its fury. The first to suffer were the native boats, numbers of whose crews would have been drowned but for the capacious nature of the water police, who did everything in their power to afford help. As the night wore on the force of the wind rose yet higher, and numbers of vessels either sank or were wrecked and seriously injured. To commence with the former, the Minerva, Spanish bark, sank in mid-channel, just ahead of the United States ship Hartford. Her crew were saved, with one exception (the steward), saved. They were picked up by the boats of the Hartford, whose men showed every possible attention to the half drowned sailors, who had been an hour and a half in the water before being rescued. The Zaida, bark, lost her foremast and bowsprit, and sustained other damage; the W. Sass is also injured, and the Maria Rosa is dismasted. The Eagle, American schooner, also sank, but her crew were saved. She ran into the Undine and foundered almost immediately. The crew jumped on the Undine, but the captain missed his footing, and was lost. The crew, by a fortunate chance