

THRILLING TALES TOLD

First Ships to Arrive Bring Stories of Destruction In Bahama Islands.

Pomeroy, owner and his own master, W. E. Morley, chief engineer, G. F. Haugen, of Shuttles & Brown; William R. Roger, Miss Marcella Ott, Mrs. Lillian T. Hill and Miss Marian Atkinson.

While the gale was at its worst, waiting in life belts for whatever happened. The radio was turned on and from time to time a brief snatch of music emitted from the horn. Finally that ceased, and the groans of the women called for the negro cook, who was in the galley, to adjust the set.

The cook, according to another member of the party, was alternately supplicating for relief and helping with whatever could be done to make those on board comfortable and assure the ship's safety.

The concrete block church was wrecked. Across one house, a coconut tree had fallen. A freak of the gale twisted one coconut tree from its roots, picked it up by its feathery top and set it down again, the butt end piercing the roof of a shack.

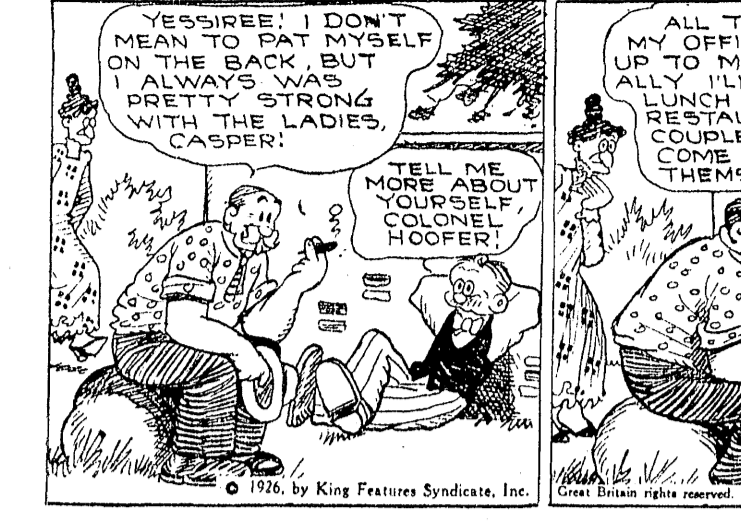
One of the schooners sank entirely. It was raised. The second started to capsize under urge of the wind, but its masts caught on the deck of the other schooner, preventing it from going entirely over.

Everywhere coconuts were scattered. Around the hotel, where the wind had a clean sweep across the narrow tip of the island, all the coconut trees were down.

The wind still was blowing a gale, although subsiding somewhat. Later in the morning Captain Pomeroy was able to stop his engines, to halt additional damage that was being done by the running sea.

Later in the morning Captain Pomeroy jumped aboard, swam and waded to shore to obtain provisions. NEARBY, the yacht Zuleita II of Miami with an excursion party on board, survived a hard night.

TOOTS AND CASPER—An Object Lesson For Uncle



THE GULF STREAM TO MIAMI. Members of the party verified reports that had been received in Miami early yesterday that the liquor fleet was almost wiped out.

The Perceler, a three-masted schooner, was lying on the rocks near Cat Cay, the Cinnabar's party reported; the steamship Ballama was lying on a sunken rock near the Cat Cay shore; a liquor schooner owned by a man named Smith was beneath the water, her spars floating nearby; and another owned by a dealer named Crowell had drifted a mile further south before beaching.

The hotel at the southeast point was built by Thomas J. Peters, Miami real estate operator, and it was operated for a time soon after prohibition was declared in the United States.

The liquor fleet moved to Gun Cay, in order that liquor runners from Florida might escape surveillance of the commissioner at Bimini, who was required under the liquor trade control agreement between the United States and Great Britain, to enforce customs regulations against all craft entering from the United States.

Gun Cay is a small island, 12 miles south of Bimini, inhabited only by a lighthouse keeper, several fishermen who have shacks on the island for temporary use rather than for permanent homes and a liquor cutting plant in which liquors are opened and diluted or doctored, in many instances before being sold to smuggling craft.

A request that a coast guard boat from the Seminole was made by friends of the party when it was learned that the hurricane which passed through the Bahamas and up the Florida coast, had struck in the vicinity of Gun Cay, where the yacht was known to be lying.

John H. Phillips and Michael Phillips, sons of the owner, at a particular moment, were on the island, where the coast guard cutter, and several guests to the Seminole's expedition.

The coast guard cutter braved head on the wind and the declining hurricane winds to search for the Seminole. Captain Lind reported, high regard for the courage and high respect for the crew of the vessel expressed by Mr. Phillips.

LAKE REGION DAMAGED



HURRICANE LOSS IN SECTION AROUND OKEECHOBEE ESTIMATED TO BE APPROXIMATELY \$1,000,000; UPPER EAST COAST CITIES AND TOWNS MAKE CHECKUP OF STORM'S TOLL.

Losses which may reach \$1,000,000 are reported in the south central lake section of Florida following a check-up after the 60-mile-an-hour wind, which cut in from the East Coast Monday and Tuesday, had abated Wednesday morning.

A heavy rainfall accompanied the gale. Residents state that the storm was the most severe experienced here in many years. The home of D. R. McNeill, one of the finest residences in Okeechobee, was damaged to the extent of \$1,400. Loss estimated at \$1,000 was suffered by the People's Bank.

Water was blown from Lake Okeechobee into the main street of town. Fish were carried along with the water and were deposited some distance from the shore.

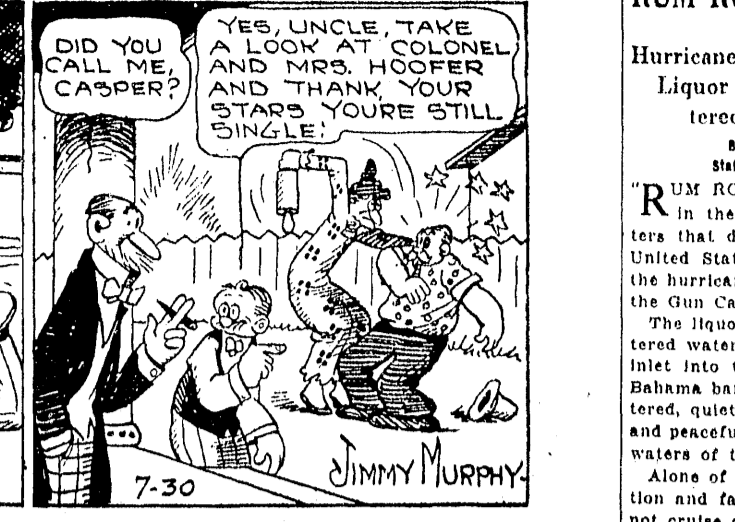
At Pahokee, much damage was done to small houses. Numbers of small houses were unroofed and drenched by the rain. At Mayaca, the north end of the new field office was in ruins. The loss estimated at \$1,000. Construction camps were flattened.

Damage at Eau Gallie will reach \$10,000. Eau Gallie, Fla., July 29.—Loss estimated at \$10,000 was suffered by this community when visited by the East Coast hurricane Tuesday and Wednesday.

West Palm Beach man GALE'S LONE CASUALTY. WEST PALM BEACH, Fla., July 29.—The only casualty so far known as a result of the hurricane which did \$2,500,000 worth of damage in the greater Palm Beach area Monday night and Tuesday is Frank Romington, a boatman, who died in a hospital here shortly before noon today.

Stuart storm loss MORE THAN \$150,000. STUART, Fla., July 29.—The tropical storm which made its appearance here Monday night at 9 o'clock continued to gain in severity until the peak was reached at 4 p. m. Tuesday, the wind shifting from southeast around to east, then to north between 2 and 4 p. m. The gale was blowing 70 to 80 miles per hour, with heavy rain the greater part of the day.

LIQUOR BOATS ARE HIT



LIQUOR BOATS ARE HIT. Gun Cay Fleet Suffers In Hurricane; Many Vessels Are Missing.

Gun Cay, Bahamas, July 29.—The Gun Cay liquor fleet disappeared during the storm Monday night and only three or four more than an hour ago are accounted for definitely.

The battered fragments of the liquor fleet still are doing business, although not quite "at the same old stand," since they went inshore somewhat more than a mile from their former positions behind Gun Cay.

Communication between Gun Cay and Cat Key has been impossible because of the heavy sea. The cause of the trouble is the heavy sea, which is still running high.

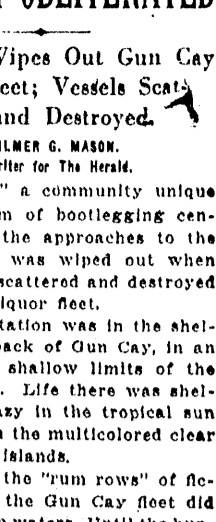
Heroic tale revealed IN RESCUE OF STEAMER. ST. AUGUSTINE, Fla., July 29.—A heroic tale of the sea was revealed last night in the meager description of the rescue of the Italian steamer Ansaldo San Giorgio II, which was rescued by the United States navy.

Schooner Richmond BEING TOWED TO PORT. JACKSONVILLE, Fla., July 29.—The schooner Richmond, bound from New York to Fort Lauderdale, Fla., was being towed to port here by the United States navy.

U. S. SHIPS SAFE AFTER BATTLING HURRICANE. KEY WEST, Fla., July 29.—The United States destroyer Maury and Mahan, with 150 Texas naval reserves aboard, put into this port today after battling a 50-mile gale for more than 24 hours.

Storm changes beach LINE NEAR LAUDERDALE. FORT LAUDERDALE, Fla., July 29.—The beach line for more than a quarter of a mile was completely changed by the storm Monday, involving an expense of approximately \$50,000 to replace the washed out road bed.

RUM ROW OBLITERATED



HURRICANE WIPES OUT GUN CAY LIQUOR FLEET; VESSELS SCATTERED AND DESTROYED.

Along all of the "rum rows" of fiction and fact, the Gun Cay fleet did not cruise deep waters. Until the hurricane, it feared no storms, for it was sheltered from all ordinary weather.

Public utility damage between Miami and Jacksonville as a result of the recent hurricane will exceed \$100,000, it was estimated yesterday as service was being restored.

Ship locations given. Vessels Resuming Schedules Following Lay Overs In Ports To Escape Hurricane.

Florida Power & Light, Telegraph and Railway Companies Roughly Estimate Storm Damage As Workers Labor To Restore Crippled Service.

Florida Power & Light Company was the heaviest loser, according to figures of Joseph H. Gill, vice president and general manager.

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