The Evening paper is the paper of Today, the morning paper is the paper of Yesterday.

# DESERET EVENING NEWS.

TRUTH AND LIBERTY!

5 O'clock -EDITION.-

NO. 263. WEDNESDAY, SEPTEMBER 30, 1896, SALT LAKE CITY, UTAH. VOL. XXIX

## SWEPT BY GALES

### Destruction From a West Indian Cyclone.

### MANY PERSONS KILLED.

### Ships Wrecked in the Harbors and on the Sea Coast.

### STREETS LITTERED WITH DEBRIS.

### The Pennsylvania Railroad Bridge—the Largest in the World, Demolished.

SAVANNAH, Ga., Sept. 29.—The West Indian cyclone that swept over this city yesterday has hardly been equaled in intensity and destruction within the memory of those living here. The wind reached the highest velocity shortly after 12 o'clock. The instrument at the weather bureau registered 52 miles per hour, and then went to pieces. The barometer went to 28.90, the lowest so even below the record of 28.61 of 1893, and the storm continued longer.

In the blow was practically over while the wind and rain lasted, but for less than eight hours. Nothing like it has been seen here.

The streets were filled with debris of all kinds, and hundreds of roofs were totally demolished. It is impossible to enumerate the buildings unroofed or partially demolished. Shade trees covered every street and house with hundreds of fallen trees made place streets impassable in places. The total damage is estimated at $200,000 to $1,000,000 in Savannah and the county.

The list of known fatalities is about six in or near the city. There has not no way of reaching an island where there are a few people, they the natives number a hundred. Wallace Johnson, a young white man, was killed by a falling roof. W. J. Thompson was killed in the wreck of A. S. Rowe's lumber mill. Four negroes were killed in a house on Twelfth street, another negro was killed by falling tree. Captain S. J. Murphy of the tug Turner, was sunk in the river early last week. C. J. McGuire, of the Savannah Fiber company, and a negro were drowned on a tug.

### DAMAGE TO SHIPS AND BUILDINGS.

NEW ORLEANS, Sept. 30.—A special to the Times-Democrat from Savannah dated yesterday says: A worse storm than that of August, 1893, if not the same in the memory of those living, was at its height at 12:30 today. Science is a sig was not called upon to hour, the storm being furious for that length of time. No person dared to appear on the streets. Immense crowds of people gathered in hotels and elevators stopped running, electric currents were shut off, through fear or because of breakage; windows and chimneys were blown in every where; wires rolled down, trees raised, fences blown down, houses unroofed and portions of big buildings were wrecked. Trees were turned over in the river. Church steeples toppled and the streets were literally strewn with debris of every imaginable kind. Pacific liners dread for an hour in Savannah. The stoutest buildings in the city trembled. There is the greatest apprehension for vessels out and for small craft that are known to have been in the bay.

Relatives of persons known to be at sea are frantic in their endeavor to receive news from them early. There are reports that there has been loss of life in the city. The loss is estimated, will reach 200,000 to $500,000.

There was no indication at 6 o'clock of severe wind and rain. The storm arrived and the wind was over thirty miles an hour. At 12:15 the velocity was sixty-six miles and the air thickly was filled with flying debris. At that time the instruments at the observer's office were blown out of working order, the barometer at 28.30. At 12:30 it was 28.90, and after that further reports from it could not be secured.

The last report of the observer received from Tybee was at 11:00. The wind was then blowing forty miles an hour there. Since that it has been impossible to secure connection with the island.

The damage to shipping was great. The tramp steamer at the Plant system wharf is aground; the bark Rancorite, Norwegian, was blown from its moorings and capsized. The bark Ida, of Boston, was blown from its moorings and capsized. The steamer Bienville, of the Ocean Steamship company, and the steamer Chattahoochee pulled away from her moorings and got aground in the stream, but is all right. The steamer Fleet left at 8 o'clock this morning with a heavy cargo for Brunswick. Nothing has been heard from her. The steamer Gov. Safford was to have left for Brunswick at 10 a.m. Grain ships are embarkated for the coast. She was due at Tybee at 11 o'clock. It is thought the storm waited for the tide to be at its height at the island. The bark Hinde, owned in Savannah, left here last night at 11 o'clock for Brunswick in tow of the tug H. M. Comstock. Those interested in the vessel and the owners of the tug are worried. The lighter Joseph Boutlier left at 6:00 a.m. with 350 bales of cotton bound for Brunswick. She was in tow of the tug Cyclone. The tug returned safe this afternoon and reports the lighter safe at her port.

Among the prominent buildings are City armories, Hebrew orphan asylum, John Rourke & Sons, Savannah gas factory, Savannah paper factory, Conmer & Co., the Gate factory, Henry Solomon & Son (wholesale grocery), Jones, A. S. Brown & Co's planing mill, Plant System shops, Central Railway of Georgia shops, Southern Express Co., Fe Bridges and Lathrem machine, the car shed of the City and Suburban Railroad company and the Savannah brewery.

Business houses generally are either totally demolished or damaged and many principal residences are suffering. There has not been such a disaster in this city in years. The loss of life, it is feared, will be great. Already ten deaths are reported and more will be forthcoming.

There are numerous islands about the city inhabited by negroes and the loss of life, it is believed, will be heavy on them.

Within two hours and a half after the storm began the sun was shining and the rain ceased. The streets were filled with curious sightseers this afternoon. The city is in total darkness tonight, owing to the blowing down of the electric light wires.

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### AN ILL-FATED BARGE.

The large mansion, the consort of the H. W. Arnold, from Chicago, with a load of railroad ties, consigned to the government jetty here this morning. Four sailors were drowned. The captain, mate and cook were rescued by a life-saving station crew. The sailors drowned were Arthur Burnette, Charles Hemmer, Patrick Petersen, Peter Anderson, all of Westway City. Rescued: Captain Arthur Johnson, John Herbeck, mate, and Ira Parker, the cook. The Sumatra was leaking all night. When she reached South Haven harbor she in the trough of the sea, and in a short time her hatches were washed off and the ties were carried away. The vessel rounded the whistle. The big dumpers cut out of the wreck. The sea was running high and great difficulty was experienced in getting out the remaining barge. The lie saving crew worked hard, but were unable to save all of the men on the barge.

MILWAUKEE, Sept. 30.—The disabled barge went down with seven by a moment's notice. The crew did not even have time to get in the vessel. In the moment the rigging after leaving the the vessel was bombarding. "She seemed to go down like a lot of lead," said Captain Johnson. The crew of the tug Captain Johnson described it. The captain jumped into a yawl boat and the rest of the men ran down the gangway. The yawl was half full of water and being knocked about in a manner that seemed certain to be its ruin. The men were in the yawl when the tug came up and, by turning the bottom of the yawl was making toward the wreck against a heavy sea. Captain Hanlin of the tug Captain Johnson described the yawl rapidly drifting toward the breakers and at the risk of getting himself, the tug and crew, cut the rope which attached his boat to the tug and began the life and death chase for the drifting yawl. After a lively run the tug overhauled the yawl, took the first mate and rescued Captain Johnson. The life boat now then put ashore and could be seen from the white waves washing over their head every moment, finally missing the harbor under sail. "The life boat was under sail," said Captain Hanlin, "and Captain Hanlin." "I never before have seen in Milwaukee such breakers. At times the sea passed entirely over the house at the lighthouse station, and the piers along the harbor were entirely covered by water when we were tied. Below stairs in the house most and crew, the big Sumpter made a trip to the Sumatra and dumped the mate and crew. It was very difficult among the wreckage. One member of the Sumatra's jawn was moved by Barnett Worley, the engineer of the tug Sumpter, by pulling some one from the jaws of the jaws of the head, but a heavy piece of drifting timber struck the engineer and knocked him down. He was literally strewn with debris of every imaginable kind. Pacific liners dread for an hour in Savannah. The stoutest buildings in the city trembled. There is the greatest apprehension for vessels out and for small craft that are known to have been in the bay.

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