

On this 19th day of September, 1935, at Ft. McPherson, Fulton County, State of Georgia, before me, O. E. Hawk, a Field Examiner of the Veterans' Administration, personally appeared John Nibouar, who having been first duly sworn according to law, deposes and says:

Q. State your full name and address.

A. John Nibouar, 3621 N.W. Bouvier Street, Philadelphia, Pennsylvania.

Q. Are you a veteran?

A. Yes.

Q. What is your age?

A. Thirty-seven.

Q. Who is your nearest relative?

A. My father, Frank Nibouar, and my mother, Mrs. Janet Nibouar, at the same address.

Q. Were you employed at the veterans' camps?

A. Yes. Number Three.

Q. Were you at camp during the hurricane?

A. Yes.

Q. Were you injured?

A. No, sir.

Q. At what time were you rescued?

A. Wednesday in the afternoon about two or three o'clock. A number of small boats came in, private boats, that volunteered to take us out. About ten of us on two small boats went out first.

Q. Prior to the storm, did any one discourage you from leaving the storm area?

A. No, sir.

Q. Since the storm, has any one attempted to prevent you from making a statement regarding it?

A. No, sir.

Q. Did you identify any of the dead?

A. No, sir. I did the cooking.

-2-

Q.

Do you know the name of any veteran who left camp and went to one of the nearby towns and was not in the storm area during the storm?

A.

I couldn't say. Saturday morning I was asked to go on a fishing party by a civilian near Craig Island. I went down there Saturday morning. Three of us stayed there until Sunday. On Sunday the man in the next boat house, a civilian, and his wife said they heard the storm was about 250 miles off of the Florida Straits now and that the barometer seemed to be going down also. I heard from a fisherman that Mr. Craig was calling on the telephone and happened to overhear this conversation between Mr. Ghent and a railroad official, requesting two sight-car trains to take the veterans off the Keys. There seemed to be some misunderstanding between them, this party said. The railroad official was bawling him out or something of that sort. Of course, I didn't hear this conversation. That was Sunday around two o'clock. I left immediately. The other two fellows stayed but I went back to camp. It was about two o'clock that the fisherman told me about the telephone conversation that Mr. Craig overheard.

Q.

Who was Mr. Craig?

A.

It was one and a half or two miles down the railroad track. He had a store there, a sort of supply station and landing there, for these private yachts. There was a telegraph office and post office and a little settlement there. The fisherman who told me about Craig's overhearing this conversation was only gone about two hours when he came back with this story. He returned about two o'clock Sunday afternoon. I returned to camp after hearing this conversation and remained there during the storm.

Q.

Were there sufficient trucks at your camp to have taken the men out of the storm area?

A.

I couldn't state the number. I would say between eight and twelve over near the power house. I understand there were no keys to those trucks. That's all.

Q.

Do you know who was in charge of the transportation?

A.

A number of weeks before that, they had some question about that and I think they decided that Mr. Sherman was to have charge of the trucks in that camp. We were told that we couldn't have the trucks to go to the movies without his permission.

-3-

Q.

According to your understand, Mr. Sherman was in charge of the trucks?

A.

Yes.

I have read the above and my statements have been correctly recorded. I make these statements of my own free will.

Affiant

Subscribed and sworn to before me this 19th day of September, 1935, and I certify that the contents were read by the affiant before signing.

O. E. HAWK, Field Examiner,
Veterans' Administration,
Authority: V. A. 4505.