

JONES' FALLS OVERFLOWS IN CITY STREETS

Heavy Rains Cause The Most Remarkable Flood In Years.

MUCH DAMAGE AT MOUNT WASHINGTON

Water Poured In Torrents Along The Valley Of The Falls For Over Four Hours—Losses Will Be Very Heavy.

Its waters reinforced by heavy rains to the north of the city Jones' falls overran the walls on its western side last night and flooded the streets immediately bounding it to a depth varying from two to four feet.

The flooded section extends from North and Pleasant streets to Saratoga, where it winds around the falls to Gay street, and thence to Harrison street, extending through that thoroughfare across Baltimore street and south of Second street, where the water was but a few inches in depth.

The cellars of all the big warehouses on North street, near Saratoga, on the south, and between it and Pleasant street, and on Holliday street, in the same section, were flooded, as were the many stores on Gay street and on Baltimore street near the bridge. Thousands of dollars' worth of damage was undoubtedly done to perishable goods.

The Edmondson avenue, Gay street, Fairmount avenue and York road lines of cars were stopped absolutely. Nearly all the cars crossing the Baltimore street bridge were brought to a standstill, although a few ventured across.

WOMAN WASHED FROM BRIDGE.

About 11 o'clock Miss Virginia Simms, 3 West Montgomery street, was carried over the dock into the river while attempting to cross Pratt street at Centre Market Space. At great risk to himself Patrolman John J. Sweeney, of the Central district, plunged in and rescued her. She was taken to Benje's Hotel, on Pratt street, near the Space, and after sending for dry clothes was able to go to her home.

At 1 o'clock it was still raining, but the water seemed to be receding and the alarm was over.

WITHOUT WARNING.

The flood came absolutely without warning. At 7.30 o'clock there was no sign of it. At 8 o'clock, according to Daniel O'Brien, 420 North High street, he crossed the Gay street bridge on a street car and, while the water was very high, no one seemed to be impressed by it, and there was no indication that it was going to overrun its walls. At 8.25 o'clock he returned and the cars had stopped and the street was flooded.

IN HARRISON STREET.

According to Nathan Goldfort, 118 Harrison street, it all came in half an hour.

"At 8 o'clock," he said, "there was a thin stream in the middle of the street and the children were playing in it. We were all sitting in front of our doors.

"From the little stream it grew until it extended from curb to curb, and suddenly we realized what it was and began to get out of the place. Some took what goods they could gather out of their stores with them; others were content to get the members of their families out. Some did not do that. The firemen who came along soon took many from second-story windows and carried them away in their wagons."

The people in Harrison street from Saratoga to Baltimore suffered the greatest damage. The countless second-hand stores which line it on both sides were flooded half way to the ceiling and probably all of the goods they contained ruined. By 9.30 o'clock the water was 3 feet high and continued to rise, until it was nearly to the backs of the horses forced through it by the firemen and police. Many fathers of families, Goldfort among them, waded through the flood, which reached to their shoulders, with their small children on their backs.

Around the edges of the water there was a mixed crowd of those who live in the houses and of sightseers. Some of the first were no more excited than the latter, but many children, frightened by the hurry and lost from their parents, ran about crying in fright, while some of their brothers and sisters played in the flood.

CARS WERE BLOCKED.

The cars were compelled to stop running about 10 o'clock on Gay, Lexington, Fayette and Holliday streets. The Gilmore street line afforded the only means of reaching Northeast Baltimore.

On Gay street the Central patrol wagon was impressed into service and did ferry duty. Several trips were made under dangerous conditions. Fearing that the horses would be carried off their feet or the wagon whirled away the ferry on wheels was discontinued.

POLICE RESCUE PASSENGERS.

Acting Lieutenant Forrest, of the Central district, was among the first to act in the matter, he having been apprised of the water by the policemen patrolling the posts affected. He sent the patrol wagon to take a lot of passengers from a Gay street car, which was unable to proceed, and to do what it could in Harrison street, and then turned his attention to notifying the people whose property was affected. Few of these had an opportunity to act.

HORSE DROWNED.

Although the only accident reported was the drowning of a horse which came down in the falls from somewhere north of Pleasant street, the bridges were rigidly guarded by the police. Two men were permitted to drive westward over the Gay street bridge in a runabout about 10 o'clock, and one negro, seeing an opportunity to win the applause of the crowds, rode across the Pleasant street bridge on a mule with a negro woman upon its back before him.

During the greater part of its course through the business section of the city it was only about a foot and a half from the tops of the walls on the east side and at varying distances from the top on the west, where it overran.

It rushed along in heavy yellowness, as if determined to make the best of its sudden strength.

HEAVY LOGS CAME DOWN.

Occasionally a heavy log, possibly from some of its tributaries up in the country, was borne down on it, striking the foundations of the bridges with heavy thuds and giving thrills to the crowds who stood about the ropes. On the west side above Pleasant street it ran close to the lighted windows of the manufactories which line it, threatening them. In the middle of the street at North and Saratoga there was a

heavy wagon, the water completely hiding the wheels and almost floating it.

On Baltimore street west of the bridge the people moved all of their belongings they could handle to the highest places in their houses, and waited anxiously for the flood to abate. It showed signs of doing this at about 11 o'clock, when it was temporarily strengthened by a downpour of rain.

MAYOR ACTS PROMPTLY.

Mayor Tilmanus was attending a meeting of the Park Board and heard the bells ringing at Mount Vernon. Telephoning to the City Hall, he learned of the flood.

At 11 o'clock the conditions downtown were so aggravated that Marshal Farnan called up the Mayor and explained the situation. Hardly waiting to don his coat, the Mayor rushed to the City Hall, where he maintained headquarters. He called out all the city officials who could aid in alleviating the distress. He issued orders for the care of the homeless, and as soon as the water had subsided he directed every city employe who could be reached to aid in clearing the sewer inlets.

Finding City Hall too far from base, Mayor Tilmanus transferred his headquarters to Frederick and Baltimore streets. Donning a fireman's rubber hat and coat, he co-operated with President Willis, of the Police Board, and Marshal Farnan in rescuing about 50 families on Harrison street. The people had been caught in their homes and were taken out by firemen and police and conveyed to comparatively dry land in the patrol wagons, which had been called from all the districts.

Later the Mayor arranged with Mr. George Rife for the opening of the Monumental Theatre to house the homeless. Few, however, took advantage of this shelter, preferring to go to the homes of friends.

No. 1 Hook-and-Ladder Company, on Harrison street, above Baltimore, was forced to vacate its quarters and move to No. 4 Engine House, Lexington street, near North.

Assistant Commissioner of Street Cleaning Larkins was early on the scene and gathered together his two sewer gangs, consisting of five men each. These he dispatched to the scene, with orders to do what they could to relieve the situation. He explained that nothing could be done by the city until the flood had subsided. Then, he said, the sewer inlets could be taken care of.

The safety of the bridges was the greatest concern of the city officials whom the Mayor had called together. The water was reported to be over the bridge floors, and it was feared that trees and debris would become jammed and weaken the supports of the bridges. All of the bridges are comparatively new and strong, but with such a strong pressure against them it was believed that they might not be able to withstand it.

AT MOUNT WASHINGTON.

The flood at Mount Washington was the heaviest since 1868, when all the bridges from Lake Roland to Baltimore were washed away. It reached Mount Washington at 6 o'clock. It was caused by the swelling of the Western run stream.

In a half hour the entire lower portion of the village was under water and the damage was the severest in the recollection of many of the present residents.

The lumber and coal and wood sheds of Mr. James Hamilton, who keeps the central store, were completely washed away and many tons of coal and lumber of all kinds were carried away by the current. The store was surrounded with from five to six feet of water, but withstood the pressure. Mr. Hamilton's loss will be great. The coal and wood yard of Mr. T. J. Bloom also suffered and much of the stock was washed away and the buildings damaged.

Fifteen tons of coal in the yard of John Durm & Co. were carried away.

The county fire engine house was flooded and the engine and horses were moved to a place of safety.

The entire property of the Mount Washington Mill Company was under water and the current was so strong that the doors of the factory were broken open and much damage done to stock and machinery. The occupants of the 40 or more houses on the mill property were compelled to vacate and they all sought refuge in Mount St. Agnes' Convent, which was thrown open to them.

Mrs. Howard Amos was critically ill at her home on the mill property with typhoid fever when the flood came. She was moved.

The Mount Washington Methodist Episcopal Church was surrounded by water and the footbridge leading to the church over Western run was washed away.

DESTRUCTION IN PATH.

At the Mount Washington bridge the waters of Western run were met by the waters of Jones' falls, and the two streams continued toward the city, leaving destruction in their path. The swelling of Jones' falls did not reach Mount Washington until a half hour after the Western run flood arrived, and the large volume of water coming from Lake Roland helped to swell the flood and the people looked for every house in the lower section of the village to be carried away. The railroad tracks at Mount Washington were covered with five feet of water and the station was flooded.

The water in Lake Roland began to rise soon after 5 o'clock, and it was not long before a strong stream began to pour over the dam into Jones' falls. The current was so strong and the volume of water coming into the lake so heavy that the narrow space at the dam could not carry it away, and the water soon backed so as to overflow the banks of the lake and cover the tracks of the Northern Central Railway.

At Brightside the tracks were washed away and the trains had to stop running after 7 o'clock. Every station from Ruxton to Mount Washington was flooded and much damage was done to the tracks.

The property of Mr. James Buchanan, which runs along Jones' Falls to Mount Washington, was badly washed, and the bridge near the cross roads was damaged.

The power house of the Mount Washington Electric Light and Power Company was flooded and the machinery damaged and the office was flooded.

The water washed over the bridge at

Mount Washington, which is a mark for floods along the falls. The bridge was badly strained, but it was still intact at a late hour last night.

CARS WERE STOPPED.

The cars of the Mount Washington and Electric Park line were stopped at the east side of the viaduct at 6.52 o'clock, as the water had covered the tracks to such a depth that it was not safe to use the viaduct.

Every small bridge along Jones' Falls and Western run was washed away.

Four horses and the wagons in the stable of Samuel L. Ensor, on Matfeldt avenue, Mount Washington, were taken to places of safety. Fifty benches at the Mount Washington Club were carried away and the wagons in the coal yard of Mr. James Hamilton were washed down the stream.

On the eastern side of Falls run the following families were obliged to vacate their homes:

Mr. S. J. Roache, who keeps a grocery. The house is built 15 feet off the ground, but the water rose 18 inches on the lower floor. His stock was badly damaged.

Mr. James Shipley's residence was built higher, but the water flooded the first floor. A vacant house next door was also flooded.

On the western side of Falls road the greater damage was caused to the house which is occupied by Mr. Michael Starr. He lost all his effects on the ground floor. The ladies of the house—Mrs. Starr and Misses Annie and Maggie Starr—were carried out by Messrs. Joseph McNeave and James Wolfingden. Mrs. White, who is ill with consumption and is a boarder at Mr. Starr's, was also rescued by Mr. McNeave. Reports from Mount Washington at midnight were that Western run had gone down to nearly its usual level, but the falls was still high.

The Mount Washington Engine Company moved back to its quarters at 9 o'clock, and many of the mill people who were driven from their homes were sheltered there. Washington avenue was badly damaged and many culverts were ruined. The dam at Lake Roland was still intact.

RESCUED AT WOODBERRY.

The valley at Woodberry in which are the plants of the Clipper and Meadow Cotton Mills was inundated, the water being from 6 to 15 feet deep. Six families living on Clipper avenue near the Clipper Mills were rescued from their houses. They were:

Joseph Lippe and family, 19 Clipper avenue.
August Laubach and family, 20 Clipper avenue.
Adam Bangert and family, 21 Clipper avenue.
John Wörheim and family, 22 Clipper avenue.
Edward Keyes and family, 23 Clipper avenue.
Wallace Coleman and family, 24 Clipper avenue.

In several cases it was necessary to take the families out of the second-story windows and put them on rafts hurriedly built.

The valley is commonly known as "The Meadow" and is about 600 feet wide throughout Woodberry. For a time the water was nearly to the second floor of the mills.

Shortly after the water began to rise the bells of the mills were rung, which called out all the employes, who moved the goods from the first to the second floor, thus averting great damage to the raw cotton.

All the footbridges leading to the mills were swept away and some of the workmen were compelled to float over on rafts.

FREIGHT CARS WASHED AWAY.

Eight empty freight cars of the Maryland and Pennsylvania Railroad, which were standing on a siding at Falls road and Glen Edward avenue, were washed away and at a late hour had not been found by the railroad men.

THE SITUATION AT MIDNIGHT.

At 11.20 the water on Saratoga street was within 25 yards of Calvert street and steadily rising. Romping and wading knee-deep in the murky elements were many children of the tenements, evidently thoroughly enjoying themselves, regardless of what the flood might mean in the way of monetary damage to their parents. These happy, careless youngsters romped at leisure until nearly midnight, when the sudden downpour sent everyone within doors.

At Pleasant street at 11.30 the water was a few yards east of North street and apparently at a standstill. The crew of an eastbound Edmondson avenue car, stalled by the rising waters, stood inactive on the track, the men evidently nonplussed. At Franklin street and Calvert Station there was no water.

C. E. SPECIAL DELAYED.

The Christian Endeavor special train from Buffalo, N. Y., bearing a large delegation from that city to the convention, which was due at Union Station last night at 6 o'clock, had not arrived at midnight.

The train was delayed by a washout and will probably arrive early today.

HIGH AT UNION STATION.

The falls at Union Station, while exceedingly high about 10 o'clock, began to recede somewhat toward midnight, and at that hour the flood was 10 feet from the southern wall and 6 feet from the northern wall. The passage at that point is very free, and although rushing at a tremendous rate of speed the water was not blocked to any perceptible extent.

ALARM AT LAKE ROLAND.

About 10 o'clock last night Joseph Boone, superintendent of Lake Roland, notified all the people in the neighborhood of the flood to move out, as he thought Lake Roland was in danger of breaking. If further rains occurred he was afraid the walls could not stand the pressure.

Hundreds of chickens, the property of people near the viaduct, were swept away, and a cow owned by Mr. McNeave had a narrow escape.

The United Railways Company's cars could get no farther than Buckley's shop after 6.52 P. M. Hundreds of the inhabitants of Mount Washington were either forced to spend the night in Baltimore or else go nearly two miles around the flood. Only a few of the stouter-hearted braved the darkness. Many persons who had been out to Lakeside were caught on the other side of the bridge.

The only way around the flooded territory was to the east of Falls road, and then a wide detour had to be made around the hills, the path finally leading out Belvedere avenue to Falls road.

At a late hour last night the water had not receded perceptibly from the viaduct and vicinity.

FLOODS AT EARLIER DAYS.

The first recorded flood along Jones' falls was in 1837, when all the bridges were swept away except the Belvedere, near Greenmount Cemetery.

In July, 1868, another great flood carried away most of the bridges. The Charles street structure was swept away, the abutments yielding to the force of the torrent. These were soon dashed to pieces and came down with a mass of debris against the Monument street bridge. The pressure at this point caused the water to rise and flow over the bed of that structure, and in a few minutes it floated from its abutments and was dashed to fragments.

The approaches to the fine structures at Madison and Center streets, and at Hillen and Swan streets, were carried away by the current. The Belvedere bridge was not injured, but the iron structure at Fayette street was destroyed.

October 2, of the same year, another great rainstorm visited Baltimore and a few bridges were swept away.