

THREE-FOOT FLOOD UPTOWN.

FIVE BLOCKS OF MADISON AVENUE A RIVER FOR HOURS.

Torrents in the Side Streets, Houses Cut Off, Basements Awful, Cars Stalled, and the Central's Trains Drenched in the Park Avenue Tunnel—48-inch Water Main Burst and the Department Was Slow in Stemming the Tide—Host of City Damage Suits in Prospect.

Madison avenue, from Fifty-fourth street to Fifty-ninth, was a river from a foot to three feet deep, according to locality, between 9:30 o'clock and midnight, last night. A flood, it is reported, burst from a water main at the Fifty-fifth street corner, ran up and down the avenue, brimming over the sidewalks, filling the arcways and basements of dozens of houses, pouring down the side streets to the east, and by direct canal through Fifty-fourth street rushing down to Park avenue and turning a torrent into the New York Central's tunnel.

To get in and out of the houses folks travelled by soap box stepping stools and usually got very wet in transit. The cars were stalled in the water, at the first rush of the flood and no other vehicles braved the torrent, so the district was practically isolated. A fire alarm was rung, but the men naturally were not equipped for fighting water, and there was every prospect for a time that the tenants might have to take to the roofs.

The break in the main occurred at the northeast corner of Fifty-fifth street and Madison avenue at 9:35 o'clock. With a rush the water lifted up the pavement and started a geyser. Dr. Samuel H. Tucker of 51 East Fifty-fifth street was passing. Not knowing what else to do, he ran to the nearest fire-alarm box and sent in an alarm. Two minutes later Engine 8, from East Fifty-first street, in charge of Capt. Freed, dashed up the avenue.

Freed at once assumed command of affairs. He sent his men in every direction to open up the sewer manholes. By this time the water had covered a big hole in the street and the water was rushing out in torrents. It ran east through Fifty-fifth street toward Park avenue in a flood fully three feet high and spread up Madison avenue in a lower, but steady stream. It flowed through the side streets above, toward the east, but didn't cover the sidewalks there. In Fifty-fifth street there was a roaring torrent.

The flood didn't by any means subside when the manholes were opened, so Capt. Freed telephoned the police Department to send men to shut off the water. That was before 10 o'clock. At midnight the water had not been shut off and the flood was as high as ever. It had run into the water and the prospects of being drowned in bed before it, raged at the Water Department, but in vain. Capt. Freed sent men to shut off the water and they turned their attention to half a dozen or more electric cars which at the first rush of water had stalled in Madison avenue from Fifty-second to Fifty-fifth street. The water had come on the cars so suddenly that they were stalled completely. They had been running on a stream of thick molasses, and as the water struck the passengers in them, especially the women, began to shout that they wanted to get out.

Capt. Freed ordered the fire engine tenders to rescue service. The tenders were backed up to the cars and water was carried in them to dry places, which already were at some distance then. The street railroad people sent an automobile to help out in the rescue of the stranded cars, but still the vehicles mustered were too few to suit some of the women. Then the big fire engine turned around to help to speed the work. They waded through the flood to the cars and carried off the female marooned on their backs in the "nifty-lark" fashion. From a crowd of irreverent persons gave advice to the terrified women as to the height to which they should lift their skirts. Some of the more gallant of the crowd offered to carry them to get wet and do the carrying rather than let the firemen do it.

The cars were finally emptied, and after half an hour or so were drawn out of the flooded by horses. The northbound cars were stopped at Forty-second street and switched back downtown, passengers on being transferred to the Lexington avenue line. Above Fifty-ninth street the car service was crippled because of the lack of water. The cars were stalled. Within the flood zone, where the depth of water was not great, watermen and policeman manhandled improvised temporary bridges across the gutters with boards and heavy planks and in this way managed to make it fairly easy for pedestrians to get around. Those who didn't belong in the flood district were kept out by the police, who early in the trouble stretched ropes across the streets.

Capt. Freed acted as tactically as might be expected for a Water Department man. He waited until 10:45 P. M. more than an hour after the break occurred. They came from two streets in the north and south to repair station. The inspectors waded didn't rattle up very rapidly. Capt. Freed dashed impulsively to the two men to help up and down the street.

What's the matter? asked one of the men. It's a big break, and you ought to get some one to stop the water quick," cried Capt. Freed. "You have to find the place first," replied the man. "The department man, naturally and honorably. "Where are they?" asked the captain. "After that," replied the man. "Where are they?" asked Capt. Freed. "Where are they?" asked Capt. Freed.

Well, you are the only man coming from the street? "Yes, I am," replied the man. "You can't depend on the telephone to get any message to stop the water quick," cried Capt. Freed. "You have to find the place first," replied the man. "The department man, naturally and honorably. "Where are they?" asked the captain. "After that," replied the man. "Where are they?" asked Capt. Freed. "Where are they?" asked Capt. Freed.

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OF THE FIRE SUPPLY IN THE DISTRICT FED BY THE 48-INCH MAIN.

The regular service got to work as soon as the water was turned off, and though it may be some time before the broken pipe, or pipes, can be replaced, it is probable that some temporary expedients will be arranged at once at the point of the break.

When the flood was at its height the water in the side streets reached some distance toward the west from Madison avenue, nearly reaching Alfred Gwynne Vanderbilt's house at Fifty-sixth street and Fifth avenue and E. H. Harriman's residence at 1 East Fifty-fifth street.

The houses whose basements suffered the most were those on Madison avenue between Fifty-fifth and Fifty-sixth streets. These houses and their occupants were: Nos. 55, Mr. and Mrs. Henry S. Lawrence; 57, Mr. and Mrs. Daniel Eaton; 59, Mr. and Mrs. John Hanson Rhodes; 61, Mr. and Mrs. George H. Jones; 63, Mrs. Robert Bonner.

In East Fifty-sixth street No. 7, occupied by Dr. and Mrs. Alexis M. Lee; No. 83, tenanted by Mr. and Mrs. F. M. Wyle; No. 85, which is the Lordey apartment house, tenanted by Mr. and Mrs. Robert M. Lordey; and the basement ceilings. In all these houses and those in Madison avenue and in East Fifty-fifth street all the furnaces were ruined.

On East Fifty-fifth street the houses flooded and their occupants were: 54, Mr. and Mrs. C. G. Muller; 56, Mr. and Mrs. J. H. Harper; 60, Mr. and Mrs. W. B. Dillon; 64, Mr. and Mrs. F. Spies; 66, Mr. and Mrs. R. P. Chatter; 68, Mr. and Mrs. Robert M. Lordey; 70, Mr. and Mrs. George G. De Witt; 72, Mr. and Mrs. E. De Grove; 74, a family named Armstrong, who got the house recently from the late Mrs. Robert M. Lordey; 76, Mr. and Mrs. George G. De Witt; 78, Mr. and Mrs. E. De Grove; 80, Mr. and Mrs. E. De Grove; 82, Mr. and Mrs. E. De Grove; 84, Mr. and Mrs. E. De Grove; 86, Mr. and Mrs. E. De Grove; 88, Mr. and Mrs. E. De Grove; 90, Mr. and Mrs. E. De Grove; 92, Mr. and Mrs. E. De Grove; 94, Mr. and Mrs. E. De Grove; 96, Mr. and Mrs. E. De Grove; 98, Mr. and Mrs. E. De Grove; 100, Mr. and Mrs. E. De Grove; 102, Mr. and Mrs. E. De Grove; 104, Mr. and Mrs. E. De Grove; 106, Mr. and Mrs. E. De Grove; 108, Mr. and Mrs. E. De Grove; 110, Mr. and Mrs. E. De Grove; 112, Mr. and Mrs. E. 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