

traffic, although trucks were allowed to proceed using the middle lane. Other cars were detoured down Cottage Street through Ludlow, Three Rivers into Palmer. Shortly before seven the water had receded, although the condition of the road still made necessary the detouring of motor cars.

A survey of the outlying roads in the town found practically all of them the worse for washouts, with Silver Street still remaining closed, and being so badly damaged that in several places it will have to be rebuilt. Burleigh Road was also almost impassable, with about 1400 feet washed out to a depth of from 2 to 3 feet in several places. Maynard, Monson and the Ridge roads were also washed out in several places.

The Connecticut River will reach a level of 12 feet at Springfield by Wednesday night, according to predictions from the U. S. Weather Bureau at Hartford yesterday with a possible greater crest to follow.

The river was rising yesterday at the rate of three tenths of a foot per hour, and this rate was expected to continue possibly until Wednesday night. Rainfall in the upper valley was reported to be spotty. The weather bureau rain gauge in Springfield measured a total fall of 3.96 inches since Saturday, less than has been reported from surrounding communities.

#### May Start Pumps

City Hall officials were in constant communication with the weather bureau office at Hartford throughout yesterday, but no necessity has developed for throwing the flood emergency communication system into operation. If predictions are correct as to future levels here, the pumps may have to be started at Washburn and Lowell Street stations late tonight or Thursday morning.

At Memorial Bridge yesterday afternoon, the flood gauge read 9.4 feet and it was expected the 11 foot mark would be passed before midnight. At Holyoke, the reading at the dam was 5.3 feet at 9 p.m. Flood stage at the dam is nine feet.

The Springfield Water Department has been preparing for a period of heavy rainfall for the last six weeks, and reservoirs have been drawn down gradually over that period to take care of expected downpours. Chief Engineer Elbert E. Lochridge said yesterday that it is expected the Cobble Mountain Reservoir will absorb all of the runoff from the present rainfall without overflowing. There has been slightly more than four inches of rain on the watershed, and the reservoir can accommodate two inches.

Borden Brook Reservoir had been drawn down as low as it ever is, Mr. Lochridge said, and is holding back water now as it fills again.

Preparations for starting pumping stations at Rowland Avenue and Washburn Street were started early last evening and at 11 p.m. George M. Granger, deputy superintendent of sewers, was standing by for the night to start the machinery when necessary.

#### Gates Are Closed

At 7 p.m. the gates to the pumping station were closed as the water neared a height of 10 feet. Pumping operations to prevent the river water from backing up into the sewers start at 13 feet.

Water poured into the municipal sanitary at City Hall to a depth of six inches on the floor, compelling attaches to close the premises.

Farmers in the low lying meadow lands in Northampton kept an apprehensive eye on the Connecticut River last night as a steady rain continued and the river continued its steady rise. Reported by observers to be up five feet from Monday's level, the Connecticut was still safely below flood stage but sporadic torrential downpours were expected to send the river to near flood stage by this morning. The Mill River, which bisects this city on its journey from Goshen to the junction with the Connecticut at Mt.

Tom Junction, maintained its midday level after a mercurial rise.

Chief flood threats came from the possibility that the Connecticut will rise to such a height that the Mill River will be backed up and will spill over its banks into the Hockanum Meadow section, where last of the season crops remain in the fields.

#### Little Damage Reported

Despite the heavy rain during the day, little damage was reported to highways and crops in this area.

All work on the Coolidge Memorial Bridge across the Connecticut between this city and Hadley was halted today by the rain and rising water.

In Westfield continued showers brought .86 inches of rainfall between 8 yesterday morning and nightfall, swelling the feeder streams leading into the Westfield River and keeping the level of the river in the Westfield area high above normal.

The intermittent showers raised the total rainfall for 36 hours to 3.26 inches.

Due to the fact a section of the Great River Dam has been taken out no serious flood threat is expected unless the rain continues for a prolonged period.

The removal of the center section of the dam, taking place after the partial collapse of the former Turner Falls Power Company Building at the Great River Bridge, is expected to prevent any backup of the water as in previous years whereby the former Whitney Playgrounds and the Tekoa Country Club links "went under" on the slightest provocation.

Residents of Stafford Springs were on edge late last night when it was reported that the Rhode Island Mill dam on the Willimantic River was ready to burst. The fire department said the fire alarm would be sounded if the dam went out, warning all residents in that vicinity. State police of the Stafford barracks stood by ready to warn the householders.

The Willimantic-Stafford Springs road was impassable, inundated to a depth of several feet.

The bridge on the Springfield highway in Stafford Springs was weak and motorists were warned to proceed over the structure at their own risk.

#### Hampden Isolated

Hampden was isolated and without telephone connections when the Scantic River overflowed and inundated the four main highways leading to

and from the town. Late last night two of the roads were passable but the Bennet Road to Monson and the Scantic road were still impassable. All roads in the town were washed out.

School children returning home today were transported in cars as far as the washed out traffic bridge over the brook in the Scantic section of the town. They crossed the turbulent stream on a plank and were taken home by automobile.

Deliveries of groceries into that section of town had to be made by crossing the stream in the same manner.

Miss Margaret Brooks donned a bathing suit to rescue a wild rabbit from drowning in the midst of a miniature lake formed by high water from the Scantic River near the farm of George Chapin. Numerous chicken houses floated down the river.

About 3 yesterday afternoon, the Quaboag River in Palmer crept over the Boston Post Road near the Central Vermont Railroad underpass at the Wickwire Spencer Steel Company and the highway was inundated by three feet of water. Roads were impassable.

#### Traffic Hampered

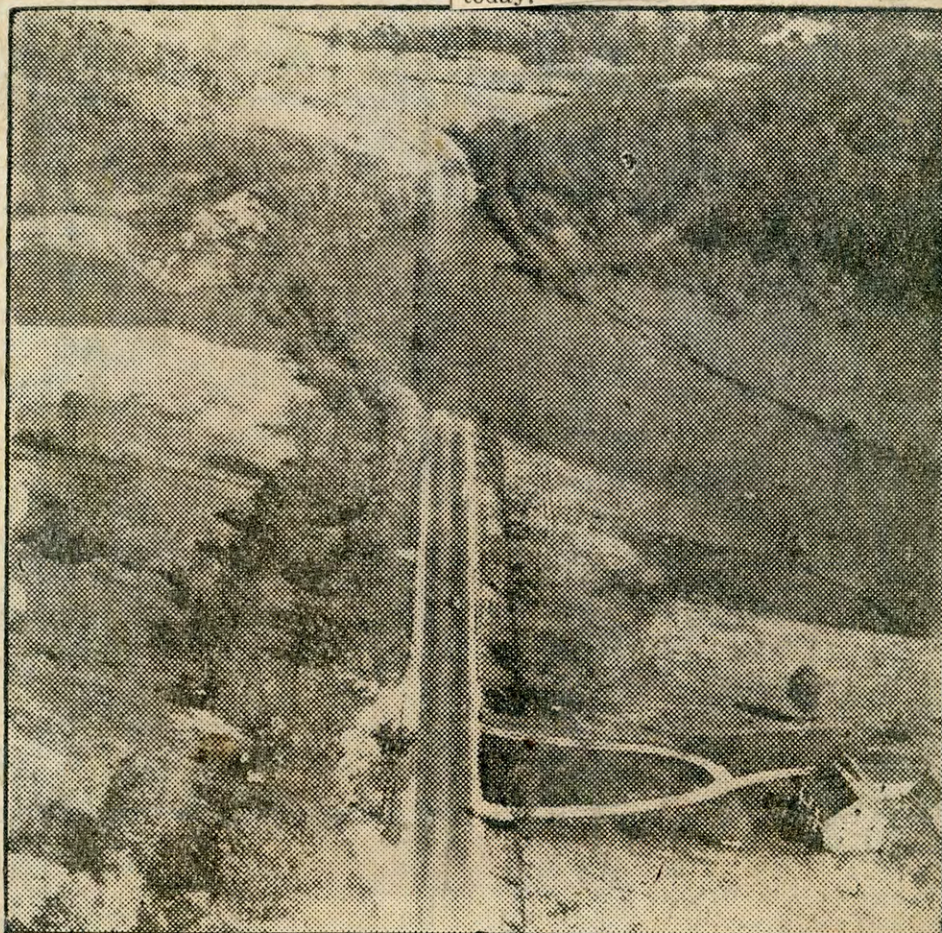
The Twelve Mile Brook at the foot of Butler Hill in North Wilbraham, usually a mild stream, rose to an unusual depth and at 1.30 p.m. had overflowed the Boston Post Road, hampering traffic considerably.

The dam at Overlook Pond near the wire mill gave way about 11.30 a. m. and considerable water rushed through a wooded territory along the shoulder of the state highway, tearing up a large section of the soft shoulder and depositing the debris and gravel upon the highway.

Boston Post Road, east of the town, was flooded when a dam burst at the Hinkson Paper Company mill at the old Palmer Carpet Mill property, and sent torrents of water down the hillside to the state highway. The water flooded several gasoline stations.

Sections of the Boston Post Road, east of the town, were damaged by the heavy rains, and where macadam patches had been made at various times, the rain forced them out. Driving conditions were hazardous.

The Quaboag River rose 20 inches from 7 a. m. until 2 p. m., and a total of 28 inches since Sunday afternoon. The river has been the forerunner of all Connecticut Valley floods to date and seemed to be setting the mark today.



MAIN HIGHWAY EAST OF PALMER SHOWS WHY BOSTON was inaccessible to travelers from west.

### Bridge Work Abandoned

The Hosmer Construction Company was forced to abandon work on the Dutton Bridge project until the high water receded. The steam shovel and pile driver and other equipment which was close to the edge of the low water during the operations cannot be reached, being completely surrounded by the high water of the Ware River.

In Ware the East Street Bridge was closed to traffic when the Ware River overflowed its banks. About eight inches of water flowed over the bridge while East Street itself was under several feet of water. Damage in the town was expected to run into thousands of dollars. Water invaded the water department pumping station cellar and an emergency crew was put to work with power pumps to keep the water clear of the apparatus. The dam at Camp Cook Pond was carried out and the Beaver Lake dam was considerably damaged.

Water overflowed the road at Ware Center, from Flat Brook. Gilbertville Road was badly washed just east of the Moriarty filling station. Crops on the lowlands were overflowed and damaged.

### Homes Evacuated

Homes were being evacuated by rowboat in Barre Plains, on the upper Ware River.

At the Wachusett dam in Clinton the rainfall in the last three days has been 5.84 inches.

The city engineer in Gardner reported conditions "worse than in March, 1936" and Parkers Pond dam there was being reinforced.

Two 1000-gallon storage tanks in different sections of Greenfield were brought to the surface of earth yesterday by the pressure of surface water accumulating from the constant rains of the last few days.

The first tank, owned by the Sterling gasoline station in the west end of the town, burst through the soil as a result of incomplete filling. The second, one of two recently installed in the Reed Apartments in Franklin Street, had not been completely covered. It was said that a several-inch hole over the tanks permitted water to seep down under the unfilled tanks and push them through the surface.

In North Adams City Engineer Irving H. Call after a survey said that the city "was in an ideal position for a flood." Branches of the Hoosac River were extremely high, nearing the flood mark. A minor landslide occurred in Beaver Street during the night, blocking the sidewalk, while hill streets in some sections were washed out. The meadows toward the south of the city in the vicinity of Hodge's Crossing were flooded. Mr. Call said, however, that unless a cloudburst followed the heavy rains, he did not believe the city in danger. Police Chief Michael W. Conlon made a survey during the afternoon and said he believed the river had receded slightly.

## YESTERDAY'S BIG BLOW RATES AS REAL HURRICANE

Yesterday's blow was a hurricane, judged on the basis of estimates of about 100 miles an hour. The blow again brought up the matter of wind velocities through the flood of questions pouring into newspaper offices.

The answer comes from the scale of wind force, which reads as follows:—

Calm—Less than one mile an hour.

Light—One to seven miles an hour.

Gentle—Eight to 12.

Moderate—13 to 18.

Fresh—19 to 24.

Strong—25 to 38.

Gale—39 to 54.

Whole gale—55 to 75.

Hurricane—Above 75.

# Four-Day Torrent Bursts Dams, Washes Out Bridges, Wrecks Roads in N. E. Areas

## Ten Deaths, Two Train Derailments Result of Heavy Rains — Flood Menace Grows in Several Massachusetts Sections

BOSTON, Sept. 21 (AP)—Rain-swollen streams washed out highways, bridges and railroad lines in Southern New England today and closed manufacturing plants in many New England communities.

The four-day storm, which already had caused 10 deaths, two train derailments and a number of injuries, presented a flood menace in sections of Massachusetts, Rhode Island, New Hampshire and Connecticut.

One hundred fifty workers were made idle in Gardner when water flooded five factories. Southbridge plants closed with engine rooms under water.

### Storm Damage Mounts

Connecticut reported mounting storm damage estimated unofficially at hundreds of thousands of dollars.

Flood conditions were called the worst since 1936. Overflowing small streams washed out bridges and highways, but

the Connecticut River still was far below the point at which it left its banks in 1936, causing heavy damage in Central Connecticut.

Fifty families evacuated homes in Peterboro, N. H., some being taken from second-floor tenements as the Contookook and Nukanusit Rivers raced through the town. A breeches buoy had to be pressed into service to rescue a young girl.

Several undermined farm buildings were pitched into both rivers and floated down stream. Business establishments in the main street were flooded. Two bridges, one a stone structure recently completed, were destroyed.

Authorities reported both rivers were between eight and 10 inches above the peak of the serious flood of two years ago, and prepared to take emergency measures to guard against loss of life.

The New Haven railroad issued "slow orders" for all trains westbound to New York. Five washouts occurred on Boston and Maine lines. The most serious derailed an engine and two cars at Winchendon and left passengers stranded through the night aboard two sleepers and a coach. Efforts to haul them back to Fitchburg failed.

### Dam, Bridges Carried Away

At Baldwinville, a dam and two bridges, which withstood the 1936 flood, were carried away. The released water flooded factories and homes.

Factory whistles were blown and fire engines raced through the streets with sirens screaming to warn residents. No lives were lost and no one was injured.

Millers River smashed down a concrete bridge on state highway 2, once part of the Mohawk Trail.

A smaller iron bridge in Memorial Street was carried downstream.

A 450-foot concrete dam at the Bourne Hadley & Fairbanks Co., furniture manufacturers, burst releasing water from a pond a mile and a half long and a quarter mile wide.

Approximately 400 employees of that firm and four other plants were forced into idleness by the flood.

At Keene, N. H., where six inches of rain had fallen since Saturday, officials declared conditions were "getting worse."

Portions of more than 25 streets were water-filled. Hundreds of cellars

were flooded. Telegraph and telephone service was crippled. No railroad trains could pass through the city because of a washout at Fitzwilliam. Police held boats in readiness in the event of needed rescues.

In Marlboro, N. H., where the main street was flooded, schools and shops were closed.

### State Highways Closed

State highways in the southwestern portion of the state were closed to travel because of floods and landslides.

Massachusetts State Police reported Stafford Springs, Conn., was completely isolated from Massachusetts. A road on a mountain top two miles out of Brimfield, Mass., was washed out, and route 19, between Brimfield and Stafford, Conn., was closed. Underpasses in Palmer were choked.

The Chicopee River, State Police said, was rising rapidly toward dangerous flood stage. A grist mill bridge in South Barre was wrecked and an Ashburnham bridge went out.

Boston to New York busses remained at their terminals after receiving reports some highways in Springfield and Worcester were under water.

Telegraphic communication was cut off in Springfield, Vt., and Winchendon, Mass.

### Southbridge Flooded

At Southbridge, the Quineboag River caused heavy damage in two low-lying sections of the town, and Police Chief Ulric Brault estimated the loss at \$200,000.

The water dug gaping holes 20 or 30 feet wide in the roadways, tore away foundations of a number of homes, buckled wooden paving blocks in Main Street, which at one time was nearly four feet under water, and forced evacuation of a hundred persons in police boats.

The town was cut off from Connecticut, Worcester and Western Massachusetts and Selectmen declared a state of emergency, giving police unrestricted permission to spend money.

One of four reservoirs serving the town collapsed early in the day but it held little water and caused little additional damage.

The storm set a rainfall record. More than seven inches had fallen late yesterday and the downpour was continuing today.

Two highway bridges collapsed at Gilbertsville, on the Ware River, and at Barre, Mass.

The Quaboag River at Warren and Brookfield, Mass., passed the 1936 flood level early today and was still rising.

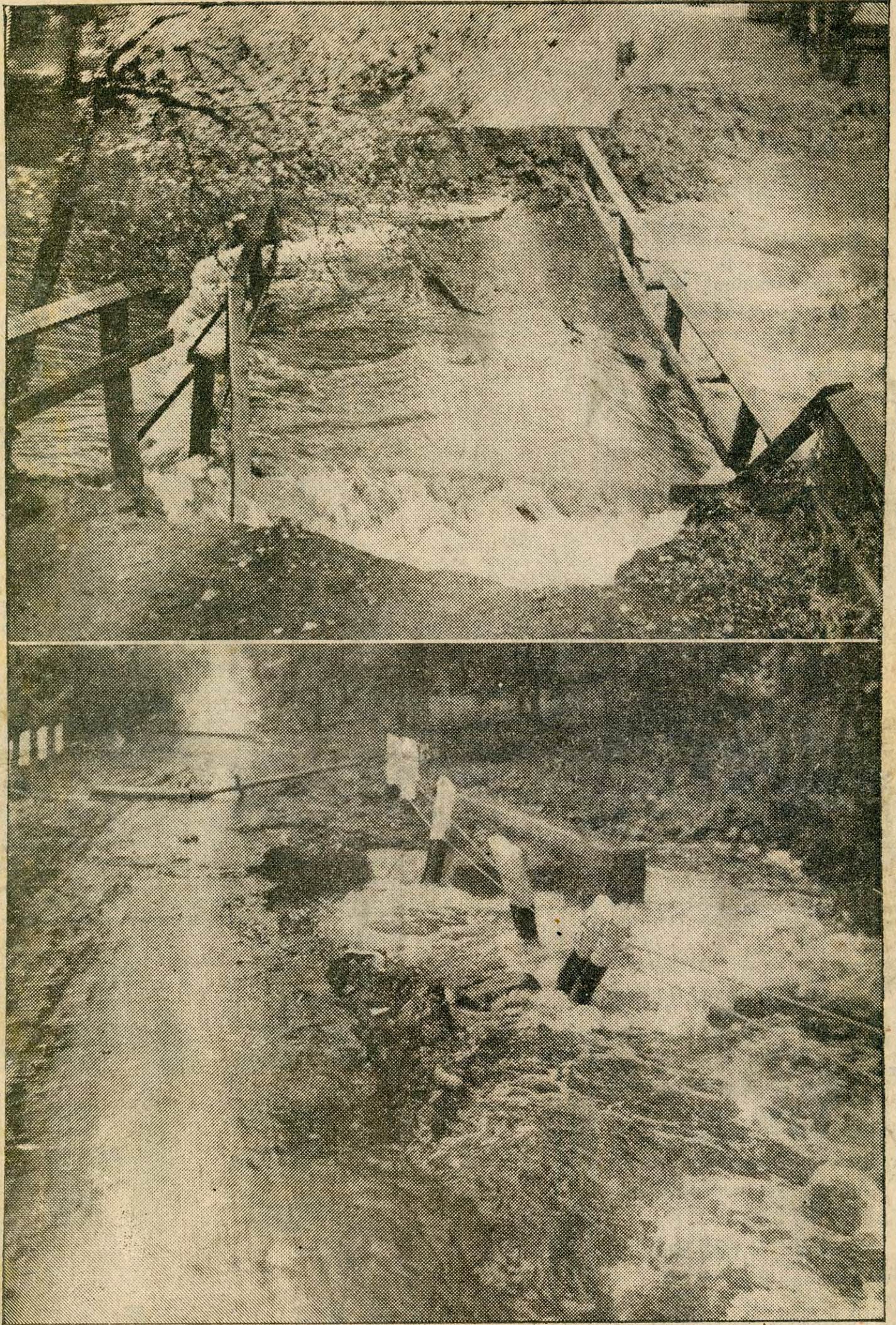
Two freight trains and a milk train were tied up by a washout at Fitzwilliam, N. H., close to the Massachusetts line. Other washouts at Gardner, Athol and Orange, Mass., forced the B. & M. to cancel all east-west trains through Greenfield but officials expected restoration of service later in the day.

### Dam Is Dynamited

At Gilbertville, Mass., 20 miles west of Worcester, workmen dynamited a dam downriver from the Charles G.

Allen Company's metal working plant to save the factory from undermining.

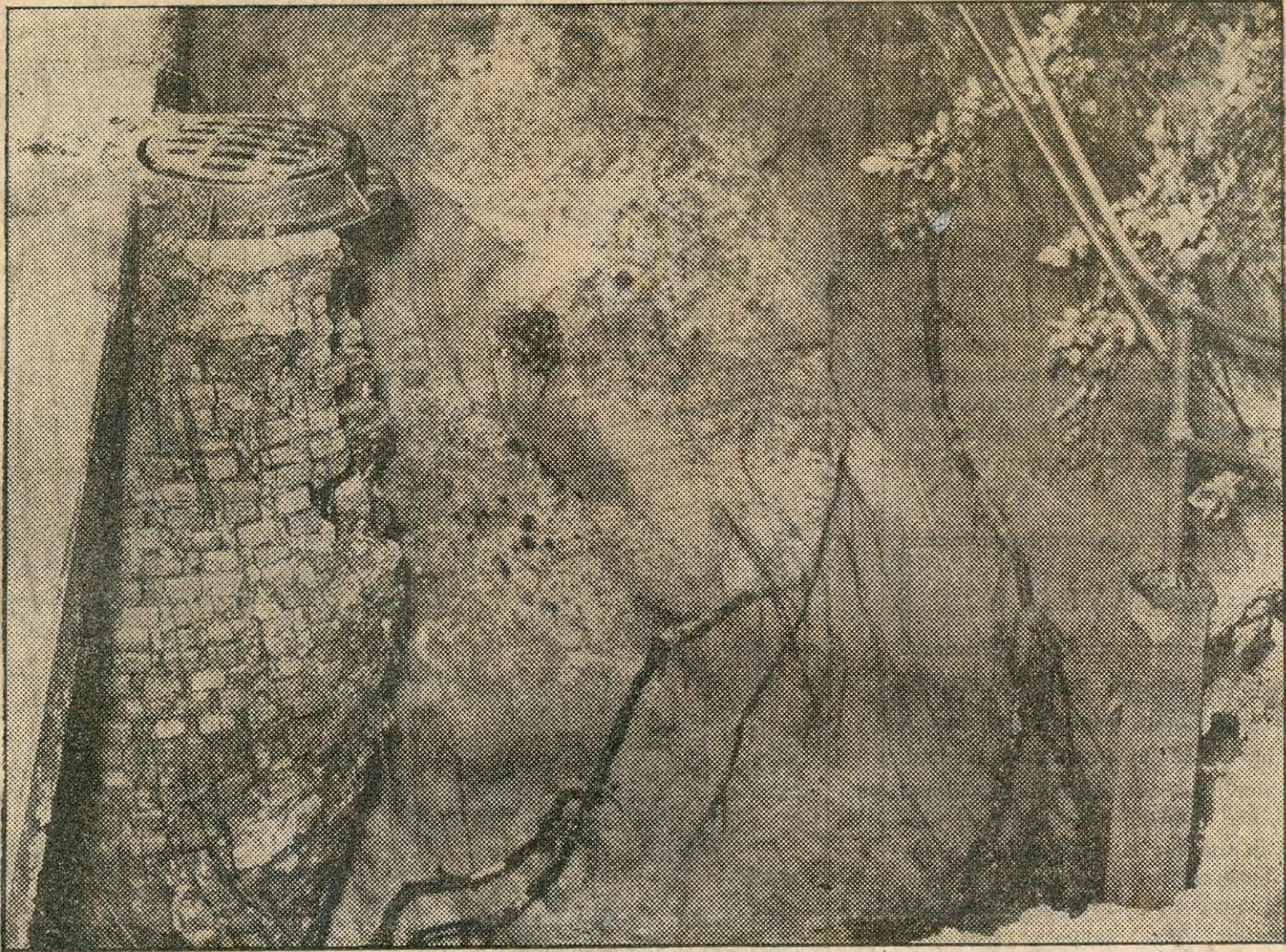
# Flood Rips Out Northern Conn. Bridges



*Springfield Union Photo*

The swirling current of the Scantic River in North Somers tore away this steel and cement bridge (upper view) near Kibbe's Grove. Only the wooden railing is left to the structure. In the lower picture is a section of Gulf Road, Somers, which was washed out. Scenes like this may be seen in several towns in the vicinity of Springfield.

# Storm Badly Damages Longmeadow Street



An example of the devastating results of the continued heavy rainfall is seen in this huge hole ripped in the pavement in Longmeadow Street, Longmeadow, during the night. There was little surface water to be seen, but the picture illustrates how many highways are being undermined.

## Bridges, Dams, Highways And Railroad Beds Carried Out by Flood in This Area

### Palmer-North Wilbraham Region Hit Seriously as Rain Continues; Connecticut River Is Rising Steadily

Inestimable damage to public and private property through Western Massachusetts resulted yesterday when streams throughout this section of the State, swollen by days of torrential downpours, went on a rampage, carrying bridges and dams, highways and railroad beds. The water supply of one town was cut off.

By far the most serious accident directly due to the flood occurred in South Deerfield when a landslide derailed a freight train killing three of the train crew.

#### River Steadily Rising

The Connecticut River was reported steadily rising and was expected to reach a peak of more than 11 feet by tonight. A wall of water more than five feet high poured over the Holyoke dam. Hydraulic engineers reported 120,000 cubic feet of water a second was pouring over the Turners Falls dam.

Continued downpours late last night brought all streams to possibly the highest point since the disastrous March, 1936, flood. In the Palmer-North Wilbraham area, however, the most severe effects of the downpour and flood were felt.

The worst damage caused by the flood occurred in Monson where one

dam burst, another was in imminent danger of bursting, three bridges were swept away and the town's water supply cut off when a water main broke.

Superintendent of Streets Edward J. Dunn estimated \$25,000 damages to roads alone while damage to private property was inestimable.

Added danger to the town appeared when it was reported late last night that a large dam in North Monson was ready to burst. Burdick's Dam gave way earlier in the day, sending a wave of water through adjacent property.

Three small bridges across swollen brooks were carried away during the day. Every road in town was inundated and washed out, including four and one half miles of newly completed highways.

The Monson Board of Health last night issued an order to all residents to boil all the water they use for cooking or drinking purposes. The break in the main water line could not

be located and town engineers were forced to draw on an emergency water line. Firemen were sent from house to house warning residents not to use the water until after it had been boiled.

Water to a depth of several feet marooned about 14 families in the Hospital road. Boats were being used to and from the isolated homes.

The dam at the Somerville Manufacturing Company in Somers, Conn., threatened to give away about 9 last night and emergency crews piled sandbags along the banks. A large portion of road around a nearby bridge was washed out. Water entered the wet finishing room and engine room of the factory and rose to a depth of a foot in an hour. Barrels of soap were placed on the floor to hold the boards in place. Most of the cloth was removed and all work was suspended due to the fact that the engines and pumps are under water.

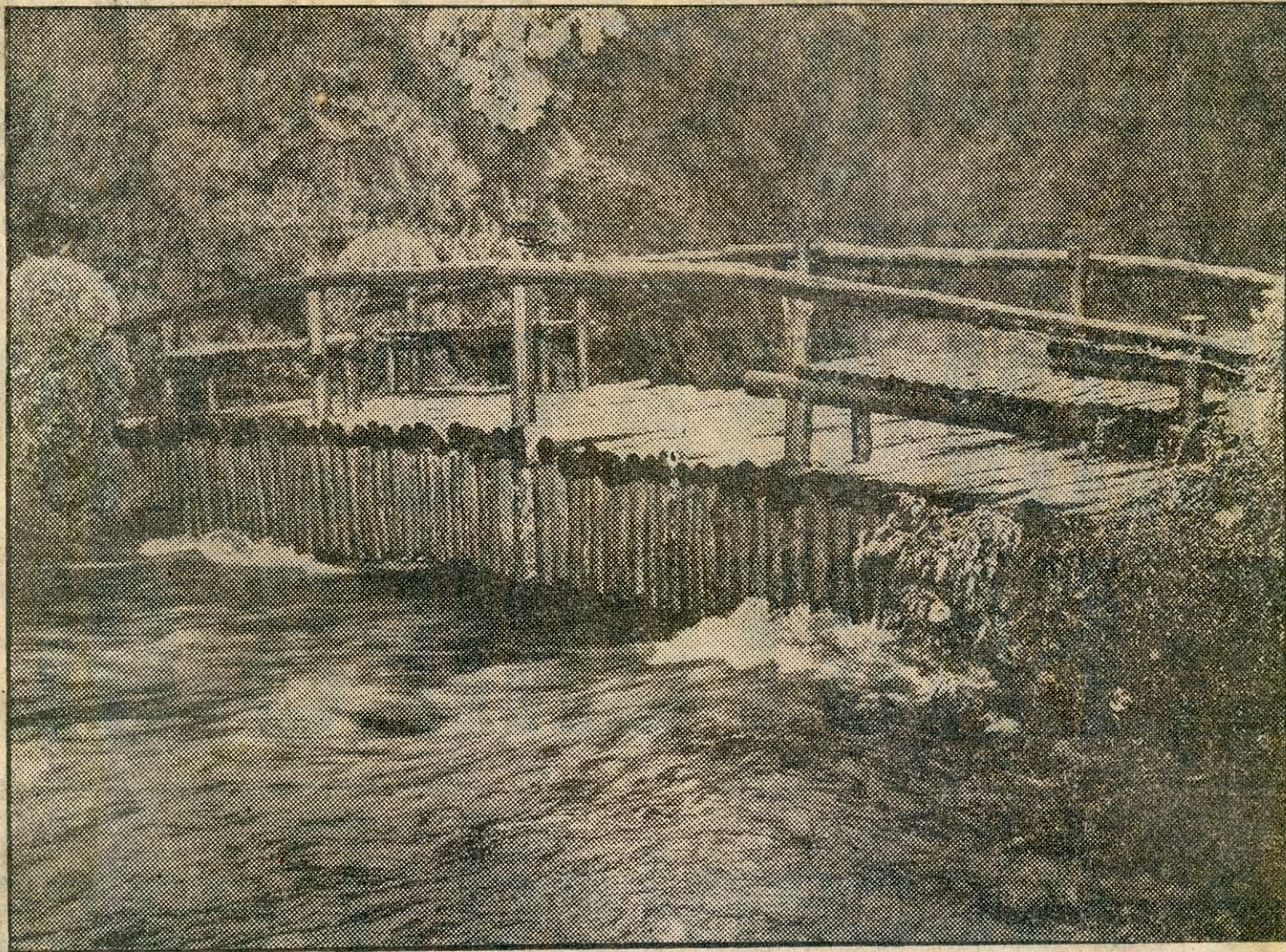
#### Bridges Washed Away

Many of the smaller bridges in Somers were washed away and highways closed to traffic. Both Springfield roads from the center were impassable, also the main road to Stafford Springs. The water was even with Scantic bridge between Somers and Somersville. Schools were closed at noon.

Shortly before 5 the retaining wall at the Collins Manufacturing Company dam in Twelve Mile Brook, East Wilbraham, gave way, carrying the gate house downstream. The water in this pond is piped across the Boston Road, down the Chicopee River to the Collins Manufacturing Co., where it is utilized in the manufacture of paper.

When the retaining wall gave way the rush of water from the brook, which empties into the Chicopee River at the foot of Butler Hill, undermined the Boston Road on the north side for a distance of about 75 feet. The brook overflowed onto the Boston Road halting east bound

# Forest Park, Too, Hit by Flood



Even Forest Park is feeling the effects of the long-continued downpour of rain. As seen in the picture, the water is nearly up to the floors of the rustic bridges and fears were felt that the structures might give way. [Springfield Union Photo]

A hundred volunteers worked all night in the same community to strengthen a dam across the Ware River.

A state highway between Ware and West Brookfield and another in Ashburnham were under water, and a landslide closed a third between North Brookfield and Ware. Highways 32 and 9 were cut at the latter town when police closed the East Street bridge, with its floor eight inches under water.

The Nashua River went out of its channel in Fitchburg and Leominster, flooding lowlands and making a Maine highway impassable. Other roads were under water. Highways in East Jaffrey also were flooded. Workmen sandbagged on dam in Gardner and several other small dams were threatened.

Assistant Locks and Canals Engineer Stanley S. Kent at Lowell said indications were that the freshet of 1927, not to be compared with the 1936 flood, would be duplicated in the Merrimack Valley.

He said heavy rainfall over the entire watershed as far north as Plymouth, N. H., had increased water flow over Lowell's dams by 15,000 cubic feet a second. Freshet stage is 72,000 cubic feet.

Maine was less seriously affected, several streets in low-lying sections of Portland were flooded. Paul L. Bean, river engineer at Lewiston, foresaw no danger providing the storm let up.

## Houses Undermined

At Tilton, N. H., the Winnepauke River, a tributary of the Merrimack, was a foot below the 1936 high mark and still rising. Smaller streams overflowed.

Two houses were undermined and the occupants moved. Cellars of Main Street business establishments were flooded.

At Nashua, N. H., the Merrimack River was up four feet and the Nashua River three feet. Both were rising an inch an hour with a continued rise predicted for the next 24 hours.

The Skowhegan River and Stony Brook rampaged, cutting off portions of the state highway between Lyndeboro and Milford.

Five mills and manufacturing plants were shut down and the lumber building of the Whiting and Sons mill was swept away.

The New England Telephone Company reported its office at Gilbertville was flooded, and that more than 3600 phones were out of order in the most seriously affected areas. The only exchange without service, however, was W. Trouble was experienced on three long-line Boston to New York cables somewhere between Danielson and Hartford, Conn.

New Hampshire officials expressed concern as they received reports that roads were awash in Hillsboro, Bradford, Weare and Henniker, and that highways north of Plymouth in Franconia and Crawford Notch in the White Mountains had to be closed. A dam of the Franklin Light and Power Company was sandbagged in an effort to save it.

Service on the Boston and Maine line north of Concord, N. H., was practically disrupted, but officials hoped to have it open to White River later in the day. A 1000-foot washout at Halcyon was interrupting service. Washouts between Concord and Laconia put the Concord-Woodsville line out of service.

The Maine Central's mountain division between Portland, Me., and St. Johnsbury, Vt., was blocked by a landslide west of Bartlett. The railroad was attempting to transfer passengers around the area by bus.

In Rhode Island, state officials moved to guard the Blackstone and Woonasquatucket valleys against the

possibility of collapsing dams as the Blackstone River flowed three feet above normal level and the Woonasquatucket was two feet above ordinary flow level.

Lowlanders in those valleys prepared to move out, while in Massachusetts, residents of Barre Plains near the rising Ware River, already have abandoned homes.

## Conditions Worse Than '36

Engineers reinforced Parker's Pond dam at Gardner City, Mass., as one of them reported conditions "worse than '36." Near the breaking point was a dam at Monson, where a rising brook already had partly undermined a machine shop.

The rising Connecticut River closed several highways in Western Massachusetts, while in the state of Connecticut, turbulent waters from streams and brooks forced many families to flee their homes and threatened public utilities with paralysis.

In New Hampshire, Keene's roads were hard hit as rivers and brooks went out of channels, while at Bennington, Vt., cellars were flooded by the Wallomsac and several small streams.

Death claimed three victims of a partial derailment of a 76-car freight train in a rain-induced landslide at East Deerfield, but was cheated of a toll in another partial derailment at Winchendon where the engine and two cars of a Boston-Montreal train left the tracks at a washout. In the latter accident, six passengers, sleeping in one of the cars, escaped injury, but a fireman and a baggage man were slightly hurt.

Autos swerving from slippery highways into rivers claimed four Canadian youths in Fort Kent, Me., and a Dedham, Mass., florist a short distance from his home. Also in Maine, two children were killed when run over by automobiles.

# Two More Days of Rain Are Forecast for Section

## River Here Reaches 14 Feet and May Go to 20 at Peak — 8.07 Inches of Rain Recorded — Ware, Palmer and Stafford Springs Practically Isolated — 1100 Thrown Out of Work at Fisk

A downpour of rain that up to this morning had continued with scant interruption since Saturday, today threatened to cause floods in various towns in this section equal to that of 1936.

Hardest hit section was at Ware where an estimated 500 refugees were being given emergency shelter in Town Hall, Odd Fellows Hall and the Knights of Columbus Building.

They were removed from inundated sections along Pulaski, West and Vernon Streets by police and volunteer workmen in boats.

### Peak May Reach 20 Feet in Springfield

The Connecticut River at Springfield reached a height of 14 feet at 8 a. m. The gage read 12 feet at 11 p. m. yesterday.

The river at Springfield had risen seven feet in 24 hours.

(The 1936 flood peak of the river was 28.7 feet.)

(The 1927 flood peak was 22.44 feet.)

Observers were inclined to believe the peak might reach 20 feet at Springfield. No official prediction was immediately available.

Rainfall in Springfield according to city figures was 8.07 inches between 4.40 p. m. Saturday and 8 a. m. today.

(The 1927 rainfall was 4.22 inches in two days.)

No hope for clearing weather was advanced by Boston meteorological observers who predicted two more days of heavy rain.

The Fisk Rubber Corporation Plant in Chicopee Falls was unable to open this morning when water inundated the power plant and some 1100 employes will be idle until the Chicopee River abates, it was reported.

At Palmer, hundreds of motorists were virtually marooned in the town as flood waters crept over highways. The only road remaining open was the Three Rivers-Ludlow road which was expected to close any minute, isolating the entire town. The old covered bridge spanning the Ware River at Forest Lake was in danger.

Pounding at the town the Ware River scored heavily against the Ware Woolen Company plant and carried away a corner of the building.

Police officials said the high water exceeded that of the 1936 flood. The town was isolated with all highways closed.

Town officials expected to be able to cope with the emergency temporarily without outside assistance.

Reports from other towns in this area indicated that the rain-swollen streams would continue to inundate highways for at least 48 hours. No immediate relief was in sight and the forecast was for more rain.

Reports reached Ware that the Gilbertville dam had been severely damaged.

Production in five Gardner factories was halted for the day when water entered the engine rooms. Plants in Southbridge were similarly affected. Two highway bridges were out at Gilbertville and Barre.

The Quaboag River at Warren and Brookfield early this morning passed the 1936 flood level.

**Stafford Springs Hard Hit**  
Inhabitants of Stafford Springs,

most of whom had been waiting all night, were warned at 5.20 a. m. by blasts of the fire siren that the Rhode Island mill dam in the west section was in danger of going out momentarily despite a night-long fight to save it.

It was still holding at 9 a. m.

All factories in the town closed at 8 a. m., and moved stock and equipment from their lower floors as water began to rise.

Schools, closed yesterday noon, remained in that condition.

Only road into Stafford Springs remaining open was Route 15 from Union, all other highways being blocked by bridge wash-outs and landslides. In the center of town business was at a standstill with the lower section of Main and Spring Streets under water, East Main and Main Street stores flooded two feet deep, and Main Street itself entirely cut off at both ends. In the east section of town residents living over garages were evacuated as small buildings began to cave in.

The post office was flooded. State Police from Stafford Springs barracks reported that the textile mill dam in Somersville was in danger.

**Northampton Situation**  
The Mill River at Northampton, near its confluence with the Connecticut went out of its banks in the Hockanum section early today and farmers were evacuating the lower sections.

At Northampton the river was up 11 feet since the torrent of rain began on Saturday and was rising fast this morning. Emergency crews at the Coolidge Memorial Bridge removed machinery and equipment as debris carried down river piled up against the temporary work trestle endangering the span.

The rising Connecticut early this morning reached a level which cut off the outflow of Mill River and that feeder stream was backing up rapidly to flood stage, dammed by the Connecticut.

Washouts were hindering the operation of B. & M. trains at Gardner, Athol, Orange and all east-west schedules through Greenfield were cancelled.

The Turners Falls dam reported 60,000 cubic feet per second flowing over the structure while Bellows Falls clocked 28,000 second feet and the Vernon Dam reported 55,000 cubic feet. Four hundred feet of flash boards were swept away overnight. Rain was falling steadily in watersheds to the north.

Cellars along Riverdale Street in West Springfield were taking in water and underpasses in Park Street and in the lower section of Merrick were blocked. Water in the Union Street underpass was nearly up to the tops of two cars stalled therein.

A washout on the Longmeadow highway opposite Greenacre Avenue caused an interruption in trolley and motor traffic, and the Brightwood section was hard hit in this particular by another washout at Rockrimmon Hill.

**Agawam River Rising**  
The Agawam River rose two feet

from 1.30 to 8.30 a. m., but was still approximately eight feet from the floor deck of the bridge beyond the Eastern States Exposition.

Three Hampden residents, Mr. and Mrs. Emil J. LaBonte and their six-years-old daughter Peggy, were forced to wade through three feet of water early this morning when they fled from their home in Main Street as the Scantic River burst its bounds. The LaBontes went to the home of a neighbor for the remainder of the night. Police warned them of their danger.

Two feet of water in fire headquarters forced removal of the apparatus to the home of E. P. Lyons.

Schools in the town were closed.

Two bridges went out at Winchendon early this morning and Route 12, the main highway between that town and Fitchburg, was closed to all traffic. Emergency crews started sandbagging other bridges spanning the Nashua River north to Gardner and East Jaffrey, N. H. There was grave fear that other bridges would be washed out at any moment.

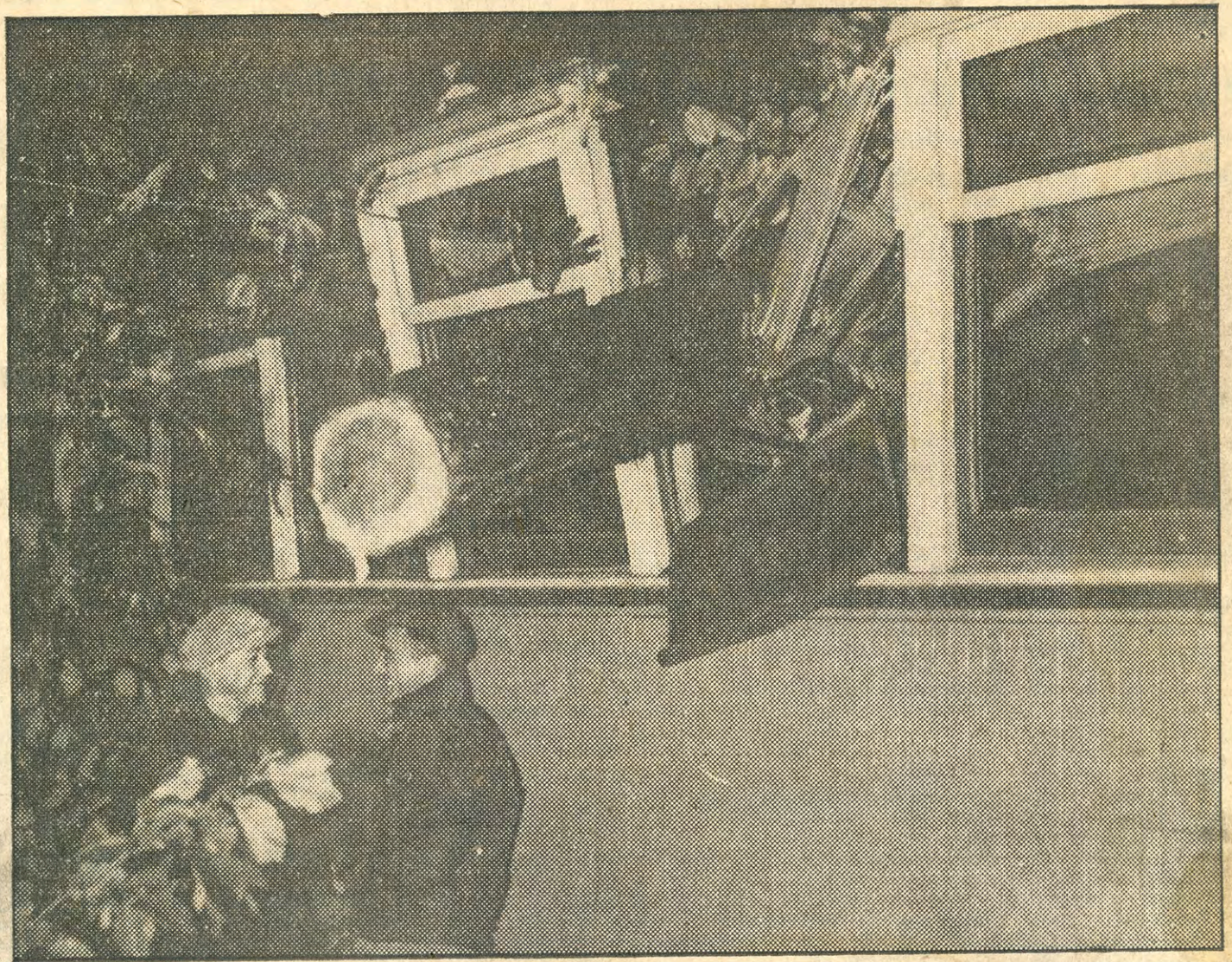
In Fitchburg, where a \$2,000,000 WPA flood control project has recently been completed, the river was at an all time high. Anxious officials, watched the rise of the waters with trepidation, fearing that the measures taken for prevention would not be adequate to stem waters at a higher level.

Nashua, N. H., reported lowlands under several feet of water. Flood control construction requested by the New Hampshire city had failed to be approved.



**FLOOD PROVIDED PRISONERS at county jail with brief trip when flood neared—but under heavy guard and return was made as soon as conditions permitted.**

# Street Car Halted by Falling Tree



Springfield Union Photo

Southbound Belmont Avenue trolley No. 477 struck by massive elm tree at southeast corner of Main and Rutledge Streets. Tree was completely uprooted and fell in a southwesterly direction, pinning trolley beneath it. Roof and windows bashed in and one woman passenger was reported taken to the hospital. Trolley was said to have been filled with passengers when struck.

## Springfield Withstands Hour and Half Battering By Terrific High Winds

### Hurricane Leaves Its Mark on Every Street; 21 Taken to Hospitals Mostly as Result of Injuries Due to Falling Trees

Sharing the fate of eastern cities lashed by a fierce hurricane, Springfield yesterday afternoon withstood an hour and a half of terrific damage by high wind.

Crashing through the city at 60 miles an hour, the hurricane left its mark on every street of the city in uprooted trees, broken windows and untold property damage.

Twenty-one persons had to receive hospital treatment from storm injuries as they were caught amid the unprecedented meteorological experience. Most serious accidents occurred from falling trees.

First loss from the wind, after a game fight against hopeless odds, was the Goodyear blimp at Springfield Airport. The \$72,000 airship was deflated when it was obvious the storm was overpowering the ground crew.

Large rips in the bag were made by the wind as the blimp which soared over Springfield peacefully Saturday was buffeted mercilessly at its mooring mast. The motors and gondola were reported undamaged.

Traditionally a city in which transportation by rail and motor plays an outstanding part, Springfield stood last night without a train or bus and none of its trucking facilities in operation. Violence of the storm and devastation by flood combined to create this complete isolation.

As though they had been in range of gunfire, trees in every street of Springfield lay uprooted, snapped in two or shorn of limbs.

Through the business district the shattering of windows was so widespread that some declared the scene resembled the aftermath of the Springfield Gas Company explosion.

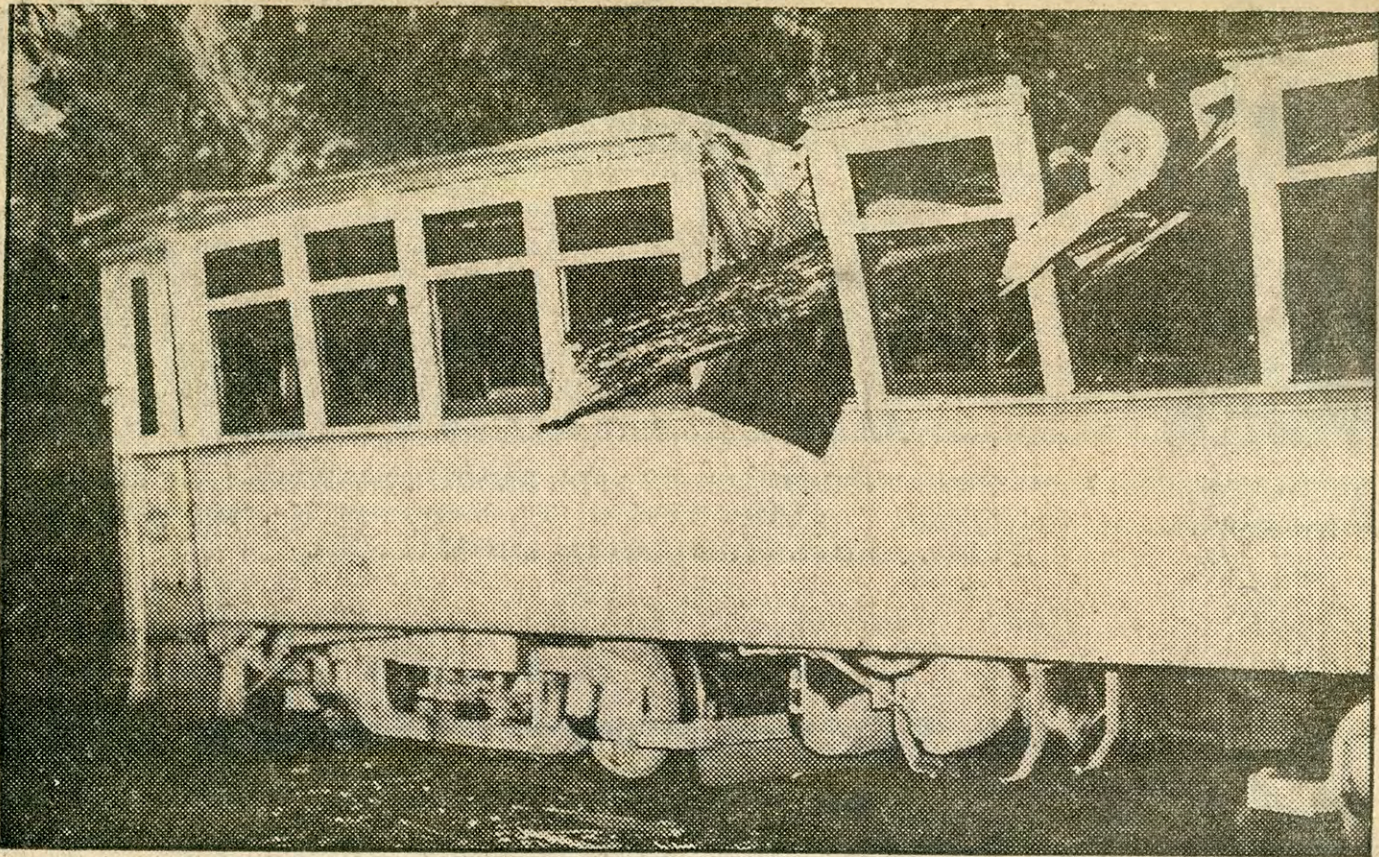
Springfield, with the exception of Forest Park section, had one advantage; the electric power was not in-



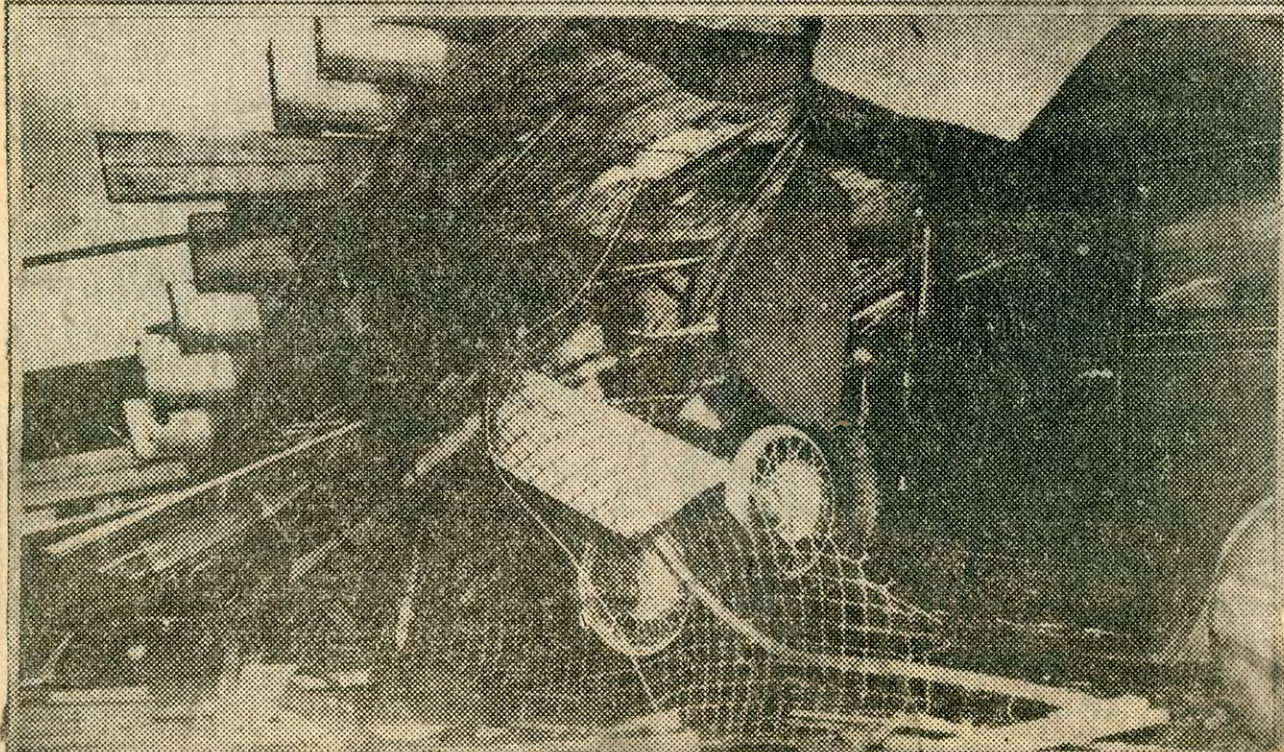
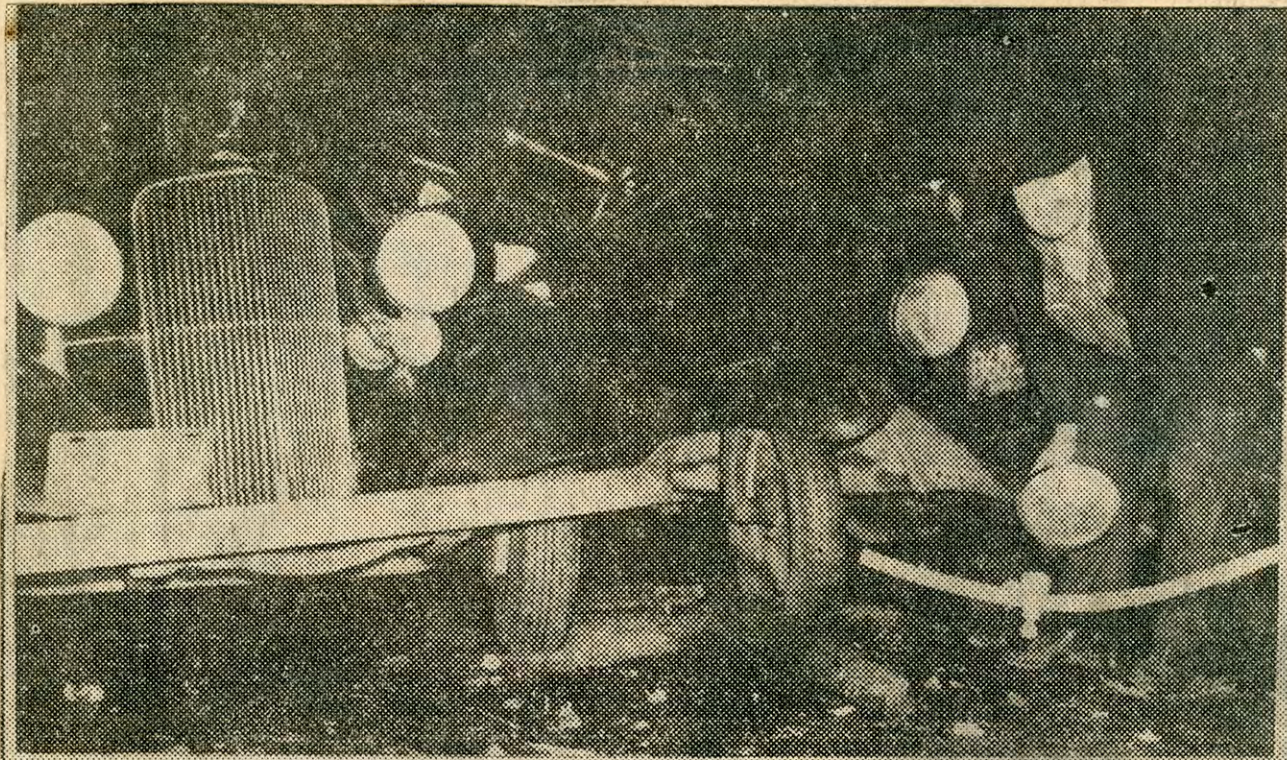
terrupted by the storm. Installation of new conduit systems since the 1936 flood was credited for this achievement by the United Electric Company whose officials maintained their service would not be impaired except by unavoidable damage from cave-ins.

#### 1500 Trees Lost

City Forester L. Fletcher Prouty, marshalling 70 men for night work, said 500 street shade trees had been destroyed and 1000 in Forest Park. Mr. Prouty said the Park Department could assume responsibility for only those in streets and on city property, private trees being the responsibility of property owners. The city loss on trees is nearly \$300,000, Mr. Prouty said, valuing a tree at \$200.



THERE WERE PASSENGERS ON THIS CAR ON MAIN STREET AT YORK STREET WHEN HUR-  
ricane Wednesday afternoon toppled tree upon it, crashing through roof. Trolly officials reported none  
hurt.



Two of scores of auto mobiles caught under falling timbers, trees or poles.



The Eastern States Exposition, struggling under the handicap of excessive rain, suffered the added blow of losing the roof of its grandstand. The hurricane ripped it from its moorings and leveled the tent city on the grounds.

#### School Damage

Spectacular damage occurred at Glenwood School where a 70 foot brick chimney crashed through the roof, through two floors of the building and into the boiler room. The damage might reach \$25,000, Julius A. Ryan, supervisor of maintenance of the Department of Public Buildings, estimated.

Four employees in the administration building of Springfield College were injured slightly when a section of slate roof blew off, and the shattered bits broke through a window into the office. Arrival of freshmen on campus was delayed by the storm.

Crescent Kennel Club, which was in the flood area of 1936, again suffered a loss as the wind damaged buildings at the dog track.

Another sporting center, Pynchon Park, had its grandstand damaged extensively by the hurricane.

#### Storm Broke Suddenly

The storm broke on an unsuspecting city about 4 p. m., catching hundreds who had been encouraged by a break in the clouds early in the afternoon to visit the business center. Those under cover and in the business area where they were not aware of the wholesale demolition of trees sensed the intensity of the storm by its roar.

From all sections calls of the toppling trees started to pour into The Union office. Within a short time these reports were including many instances of autoists trapped in their cars as trees blocked streets everywhere. A great many parked cars were damaged.

Transportation in the city collapsed completely because of the blocked lines, tieups developing particularly in South Main Street and State Streets. Knots of anxious persons seeking only the comfort of home stood in every doorway.

By 6 p. m. an outpouring of traffic was in progress though the wind was still whipping trees furiously.

#### Trucks, Busses, Halted

Springfield trucking concerns yesterday suspended business outside the city completely. They declared that efforts to take trips in any direction were fruitless. The flood conditions alone blocked every highway, and the storm destruction made it doubly certain.

No busses left Springfield Bus Terminal after 4.30 p. m. for the rest of the night but bus officials reported that every bus had reached its terminal and none had been stranded en route anywhere. The terminal remained open all night to accommodate about a dozen persons who would have been passengers had service been available.

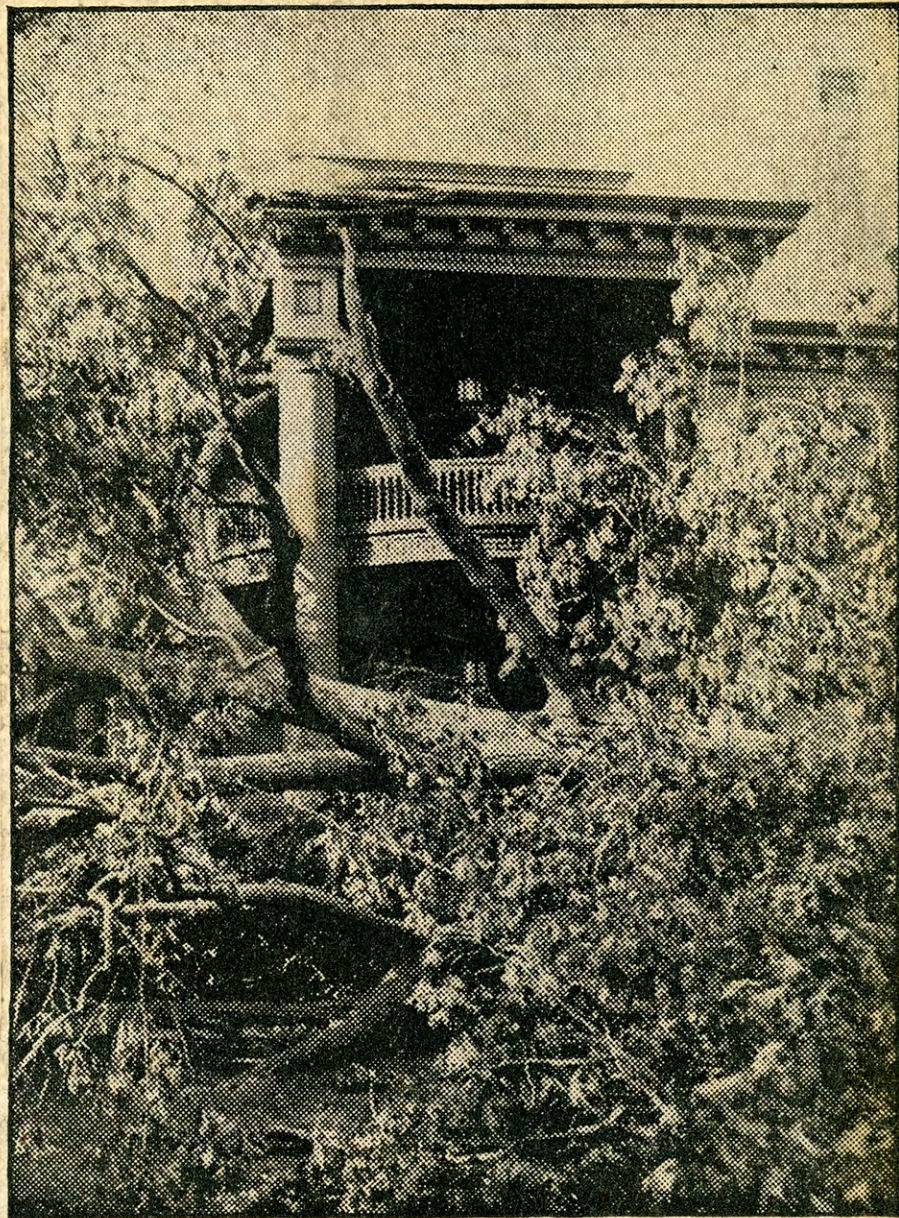
Fifty-six CCC youths from Agawam reported to the Park Department last night to assist in removal of fallen trees.

The Fire Department reported anxiety about its ability to reach certain vital points because of the blocked streets. Attention was being given first to clearing the area from Red Cross headquarters to facilitate the administration of relief work from the Maple Street office.

## WPA Orders Crews To Stand by for Emergency Duty

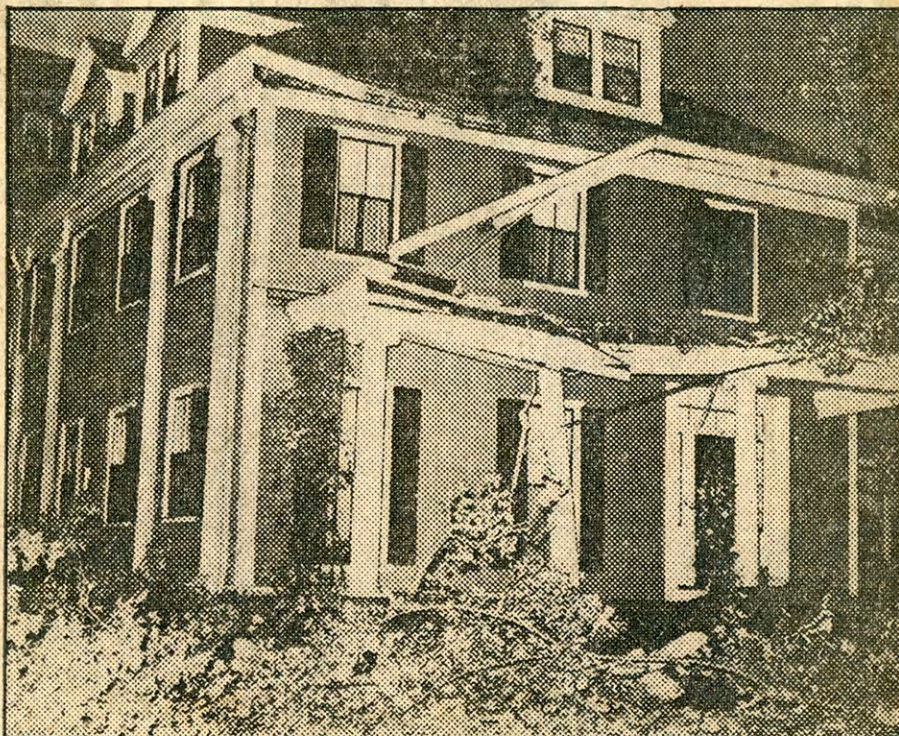
WASHINGTON, Sept. 21 (AP) —The Works Progress Administration ordered crews to stand by tonight for emergency duty in flooded areas of the storm raked North Atlantic Seaboard.

Aubrey Williams, acting WPA administrator, said men were to start clean up work as soon as the storm subsided.



**MAYOR'S TREES HIT: FOUR LARGE OAKS AND A GOOD sized ash tree were blown down and many others considerably damaged.**

## Damage at Old Maple St. Home



*Springfield Union Photo*

An instance of storm havoc wreaked on the old home at Maple and High Streets, now occupied by Dr. T. S. Bacon and John J. Murphy.

# Death, Destruction Spread Through New England Area By High Rivers and Winds

## At Least 80 Dead, Property Damage in Millions; Narragansett Bay Waters Are Swept Into Providence Streets

BOSTON, Sept. 21 (AP)—Rain-swollen rivers and winds of hurricane force spread death and destruction throughout New England tonight. The death toll was at least 80; the damage probably several millions of dollars.

## CLASON TO ASK FUND AT ONCE TO FINISH DIKE

### Says Present Flood Menace Should Spur Federal Action

With another flood threatening Western Massachusetts towns, the Federal government no longer should delay making funds available to construct and complete flood protection works as recommended by the War Department engineers, Rep. Charles R. Clason declared last night.

#### To Contact PWA Officials

The representative said he would get in touch with PWA officials immediately at Washington to urge their approval of a 100 per cent grant of funds to start work on the remaining dikes in Springfield's South End this year. The city already has applied for such a grant, and the application, forwarded through the War Department district office at Providence, has been pigeonholed somewhere in Washington.

"The gravity of the present situation should serve to impress Federal officials with the necessity of providing flood protection for Springfield, Chicopee and Northampton, as recommended by the Army engineers," Mr. Clason declared. "They should make funds available at once to start construction of the remaining stretch of unfinished dike in the Southern End of Springfield in order to allow use of the pumping stations already being constructed by the city, and also to protect these appurtenances."

#### Other Cities, Too

"It is equally important that protection be provided for Chicopee and Northampton," he stated. "The Riverdale section of West Springfield also is in an unprotected condition and in accordance with the advice given me by War Department engineers, I already have notified residents of that section that I will seek the authorization of Congress for funds to survey the area with a view to securing protection for it. There are many valuable homes there, as well as several hundred thousand dollars worth of highway recently constructed by the state.

"With flood protection plans already drawn and approved by the War Department, certainly Congress or Federal officials should delay no longer in providing the necessary money. Even now, it may be too late to prevent much damage being done, and should this flood pass safely, the threat of another always is imminent."

Four women perished when a bridge gave way at Weare, N. H., a nurse drowned when a dam burst at North Brookfield, roofs were torn from buildings and homes in Rhode Island, and Providence there was no electric power. The steamship Pacific sent out an SOS from Portsmouth, R. I., when she broke from her moorings. Four men were feared lost in Boston Harbor when a tug sank in the main ship channel. They were rescued later, however, by a passing fishing boat.

Weather Bureau officials at Providence estimated the force of the wind at 76 miles an hour. The waters of Narragansett Bay were being swept into the city's main streets, three feet deep in some places.

There was no light and little or no telephone communication; the roofs of the State House, the railroad station and several other large buildings were badly damaged. Officials estimated between 15,000 and 20,000 workers were stranded in the city, unable to get transportation to their homes. Even fire signals were inoperable.

Police warned the throngs marooned in Providence to remain in the city rather than risk electrocution by wires broken by falling trees. Damage was estimated at close to \$1,000,000 in the city and surrounding towns.

At least six persons were taken to a Brockton hospital, where later a fire broke out after a tree was blown against the building.

#### Woonsocket Lines Down

Officials of the Blackstone Valley Gas and Electric Company in Woonsocket, R. I., reported every power line into the city down.

As the menace to citizens from "live" wires rose, all police and firemen were ordered out.

Roofs were ripped from many houses. Firemen rescued a woman from the second story of her home when the crashing roof trapped her.

The Boston Weather Bureau reported the gale would continue with unabated fury at least until midnight and then diminish.

The East Boston Airport reported its instruments showed a wind velocity of 100 miles an hour, the highest limit of the instrument's recording capacity. A grounded 14-passenger plane was blown across the field into a swamp.

Airport officials said also that the Newark Airport meteorologist had notified them early tonight that "hurricane conditions" would continue for "seven to nine hours" in the New England area.

#### Hurt as Chimney Falls

At least 20 persons, five of them children, were injured by a falling chimney in Fall River, Mass., where roofs were blown off City Hall and other buildings in the downtown district.

Two tankers and a freighter broke from piers and were carried by wind up the Taunton River.

An agent of the New York, New Haven and Hartford railroad, and three employes, sent out appeals for help

from a railroad building in which they were marooned.

Storage sheds and railroad box cars were afloat.

The Central Congregational Church in Fall River was felled and almost every store window on South Main Street, a central shopping section, was blown out.

The din of clanging ambulances and fire apparatus could be heard above the howling gale.

Seven persons, including an 18-months-old child were rescued after being pitched into flood waters as a reservoir dam burst and an undermined road collapsed at Gardner, Mass.

#### N. H. Town Isolated

White Mountain streams, rushing wildly through valuable farmland and national forest reservations gave New Hampshire officials concern over cities and towns in the lower reaches of the river. Hillsboro, Bradford and Henniker, in that State, were isolated. Landslides closed sections of Franconia and Crawford Notch roads.

Scores of residents of the Rosemont district of Lowell, hard-hit by the 1936 flood, were ordered to evacuate their homes on the banks of the Merrimack River.

Massachusetts' Commissioner of Public Safety Eugene M. McSweeney and Capt. James P. Mahoney, executive head of the State Police, established headquarters at Holden Barracks after receiving a report from Public Works Commissioner William F. Callahan that the flood was "worse than that of 1936."

Callahan's survey indicated that thousands of dollars damage had been done to roads, bridges, reservoirs and riverwalls. The force of the water was so great in some sections that thick cement walls were smashed.

Southbridge, Mass., was virtually isolated with roads to Springfield and Worcester washed out. More than 100 persons were removed from homes in boats.

Health authorities took measures to chlorinate reservoir water in some sections of Massachusetts.

Police warned residents in several sections of Concord, New Hampshire capital, to leave their homes as the Merrimack River continued to rise.

The Weather Bureau reported indications were there would be more rain and that the present flood conditions would approximate those of the disastrous 1927 flood.

The only main roads open, the State Highway Department of New Hampshire announced, were the Daniel Webster Highway to Manchester and from Concord to Ashland.

The Merrimack was eight and a half feet over the dam at Concord with the water rising at about six inches an hour.

One of the biggest dams to go out was a 450-foot structure at Baldwinville, Mass.

#### Stranded in Trains

About 200 passengers were stranded in two trains near Brookfield.

A five-mile low-lying area between Wilton and Milford, N. H., was under water and serious damage was reported to business establishments and homes in neighboring towns.

The Ware River toppled a 100-foot chimney of the Thorndike Company mill in Palmer and officials feared the structure might collapse.

State Police reported three long-shoremen were blown into the ocean off the Boston fish pier and that police boats were making efforts to rescue them.

All outbound traffic from Boston harbor was canceled.

The barometer had fallen from the normal 29.90 to 29.28 and early tonight was still going down.

# WAVES CHURN UP CONNECTICUT TO EIGHT-FOOT HIGH

Usually Tranquil Stream Be-  
comes Awesome as  
Hurricane Hits

The Connecticut River, usually a placid waterway, became an angry, wind-tossed expanse of rolling billows at the height of the storm that gave it a startling and awe-inspiring appearance.

**Rollers Eight Feet High**  
Whipped by the wind that roared up the valley, the river's surface was transformed into seething white-capped rollers fully eight feet high.

The water lashed the shore, undermining trees, tearing boats from their moorings and battering the abutments of the South End and the North End Bridges with such ferocity that residents on the West Side were given considerable anxiety that they might be isolated from the city. Many calls were received at The Union office to ascertain if there was any likelihood of danger to the bridges and to call attention to the phenomenon.

From the North End Bridge in either direction the river was a heaving stretch of muddy water, alive with whitecaps and streaked with spume torn from the crests of the ocean-like waves. The rollers reached a height unprecedented in memory during the four-hour period the gale sent the river on a rampage.

The extraordinary sight was usually impressive from Pecousic Hill where, as far as the eye could see through the pelting rain to the westward, there was nothing but a tossing of angry waters that rose and fell and swept in a high surf against the Springfield shore.

Branches, whole trees and other debris littered the chaotic surface of the flood-swollen stream, pitching and twisting in the gale-swept turbulence.



FALLEN TREES BRING TROLLEY TO STANDSTILL; VERNON STREET CAR CAME TO A HALT WHEN TREES IN FRONT AND trees in the rear blew down.

# Tropical Storm Sweeps Up Seaboard, Hits New Jersey, Long Island, Conn. Coasts

## Beats Providence With Lashing Rains; Record High Tides Piled Up; Liner's Sailing Delayed; Winds Howl Among New York Skyscrapers

By The Associated Press

One hundred or more persons died last night in a devastating gale and tidal wave which smashed across the northeastern coast with tremendous force. Property damage mounted into millions of dollars.

A tropical storm which moved up the Atlantic seaboard swept the New Jersey, Long Island and Connecticut coasts late yesterday and struck in Providence, R. I., with lashing rains and a 78-mile-an-hour wind.

It tore off roofs of buildings in the Rhode Island city, marooned thousands of workers and shoppers, blotted out electric lights over a vast area and caused theaters to be emptied in alarm.

Shifting gales and drenching downpours marked its passage across the New York metropolitan area before it howled its way northeast into the New England States where a week's rain already had swollen rivers to the flood stage, bringing death and ruin.

More than 73 deaths—five of them women who drowned yesterday—were attributed to the storm in New England. One of the women was a nurse returning from a maternity case when an automobile in which she was riding was caught in the rush of water from a breaking dam. The four others were standing on a bridge at Weare, N. H., when it collapsed.

### Piles Up High Tides

With the storm's velocity only slightly diminished on its long course up the Atlantic—earlier in the week Florida was threatened—it moved across the New York metropolitan area, piling up high tides and a thunder of surf on the coast.

So terrific were the blasts of winds that struck New York's water front that the sailing of the Cunard-White Star liner Queen Mary was delayed because of the difficulty of getting the 82,000-ton ship safely out of her dock.

The high wind bowled over trees throughout the area, ripped loose signs and scaffolding, and imperilled pedestrians. A plate glass window in a Fifth Avenue store in New York City was smashed in the wind, and the rain pelting through the space ruined hundreds of dollars worth of women's apparel.

Great sheets of water ripped across the face of the city. The winds howling among the skyscrapers and around the corners of tall buildings, snapped umbrellas from the hands of men and women, and the rain flooded sewers in outlying areas, blinded motorists and in places halted all automobile traffic.

### Jam Railroad Station

Thousands of commuters, en route to their Long Island homes, jammed Pennsylvania Station after Long Island train service was disrupted.

Trains that were bound for New York found the tracks blocked by great uprooted trees or by failure of power, and were stranded. Outbound trains were held at the station.

Throughout Long Island and New England power and light failure were widespread.

Property damage in the New England States ran into hundreds of thousands of dollars in the rich industrial and farming sections as dams burst, houses and farm buildings were swept away, factories flooded, and the wash of rivers moved over highways and railroad beds.

Massachusetts State College at Amherst, Mass., measured a rainfall of 10 inches since Saturday.

At East Hampton, Conn., a 50-foot dam, holding back the waters of a big pond, was in danger of collapsing. Workmen labored desperately to save it. Town officials said the center of the town would be swept away if the dam went out.

### Story Repeated

From New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut the same story, varying only in details, was reported scores of times

—roads washed out, families evacuated from homes by rescue workers, traffic stopped, rivers still rising to the point reached by the devastating floods of 1936. A 700-foot railroad shed was wrecked at New Haven.

New Yorkers, in no danger of serious flood, sloshed to and from work in downpours which brought the total rainfall since Saturday to 7.5 inches. Movement of street and river traffic was slowed by the rain. Precipitation Tuesday and yesterday was six inches.

New Jersey reported the same heavy rains and rising winds, and from Maryland came reports of roads flooded on the eastern shore and many trees uprooted.

Philadelphia had more than six inches of rain in the last three days. Eastern New York fared only slightly better with 5.22 inches of rain in four days.

In the Southwest the lowlands of the Rio Grande near Presidio, Tex., were flooded as cloudbursts fed the Rio Conchos, a Mexican tributary of the boundary river.

The Midwest, however, was enjoying warm autumn weather after two weeks or more of rain in many sections. In parts of Wisconsin freezing weather was reported.

The U. S. Weather Bureau issued an advisory flood warning for the Hudson River between Albany and Troy. The crest of the flood, the warning said, would be reached Thursday afternoon.

# STORM DAMAGES EXPOSITION, BUT SHOW CONTINUES

## All Events Will Be Carried Out Despite Severe Raking by Wind

Though ravaged by wind and rain, its acres of canvas housing valuable exhibits and livestock flattened to the ground, its grandstand roof peeled off like cardboard, the Eastern States Exposition will continue to operate for the balance of the week with every activity carried out as scheduled as far as possible.

### Destruction Strikes Swiftly

Destruction struck swiftly on the exposition grounds, strangely enough, within a few minutes after Lucky Teter and his Hell Drivers had completed on the greasy, rain-swept race track one of the most thrilling performances in the three years they have been a feature.

Totally unprepared for such a disaster, the huge tents ballooned up with the gale, guy ropes snapped like thread and with a ripping and snapping they collapsed, enmeshing scores of cattle and horses together with many of the exposition personnel. More than 120 head of beef cattle were trapped under the heavy rain-soaked canvas at the east end of the grounds and amid their frightened bawling crews of attendants and volunteers hauled back the thrashing canvas and extricated them without injury.

One of the last tents to go was that housing the saddle horses of the rodeo performers. A brief but exciting turmoil broke out when that plopped down on the nervous mounts. Cavalrymen on the opposite side of the race track infield, realizing what

had happened, let go of their own tents which they were attempting to keep upright, and ran to the assistance of the cowboys. It was a wild melee while it lasted, the horses squealing and kicking in a mixup of hoofs and bodies and canvas. With the exception of Larry Curtis, who was struck on the head by the center pole when it snapped off, no one was injured. Curtis suffered lacerations and contusions but otherwise was unhurt, according to first aid station attendants.

### Roof Blown Off

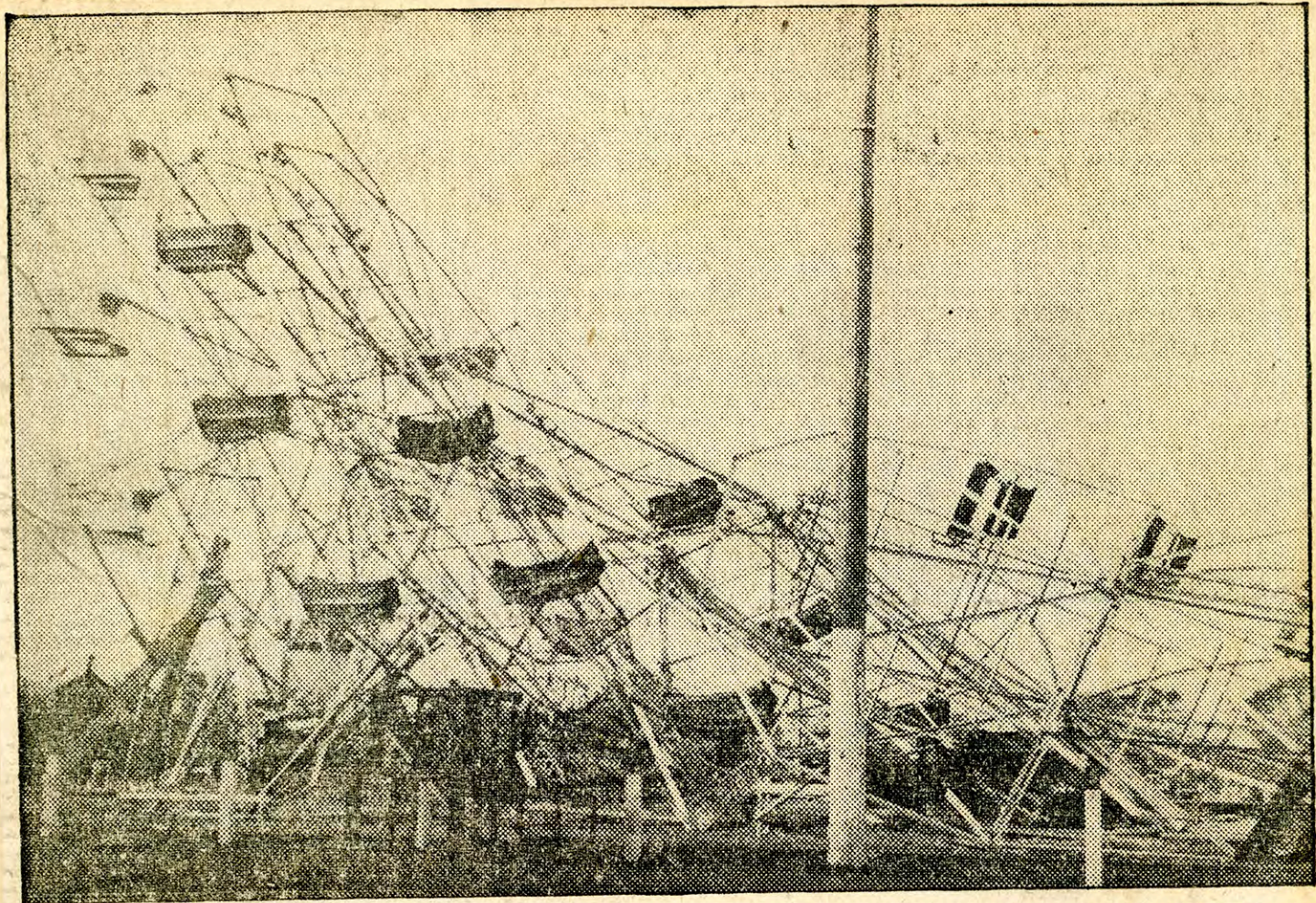
Just prior to the collapsing of the rodeo tent, the roof of the grandstand blew off, the sections being lifted off as though with a giant hand and flung with a thunderous roar to the ground below. A large coupe parked just below was damaged when a large section of the roof caved in the whole top. Its driver had just closed and locked the door and was making a dash for the coliseum when the crash came.

Everyone else within range of flying timbers and roof sections had been ordered out by members of the mobile police, though one of the stablemen was knocked unconscious by a flying stick. He was given first aid and then taken to the grounds hospital.

Scores of persons were treated at the grounds hospital, both before and after the roof was blown off. A fractured wrist was suffered by a young woman whose name could not be learned. Though rain drenched, hospital attendants and Boy Scouts quickly gathered up the wind-swept equipment in the hospital and re-established the emergency station in the Camp Vail Building where the work continued without letup until darkness.

### Official Statement

The statement issued by President Joshua L. Brooks and General Manager Charles A. Nash is as follows:



FERRIS WHEELS WRECKED AT EASTERN STATES GROUNDS AS HIGH WIND RAGED.



EXPOSITION GRANDSTAND ROOF GOES: THE WHOLE ROOF WAS BLOWN OFF AND HURLED to the ground below.

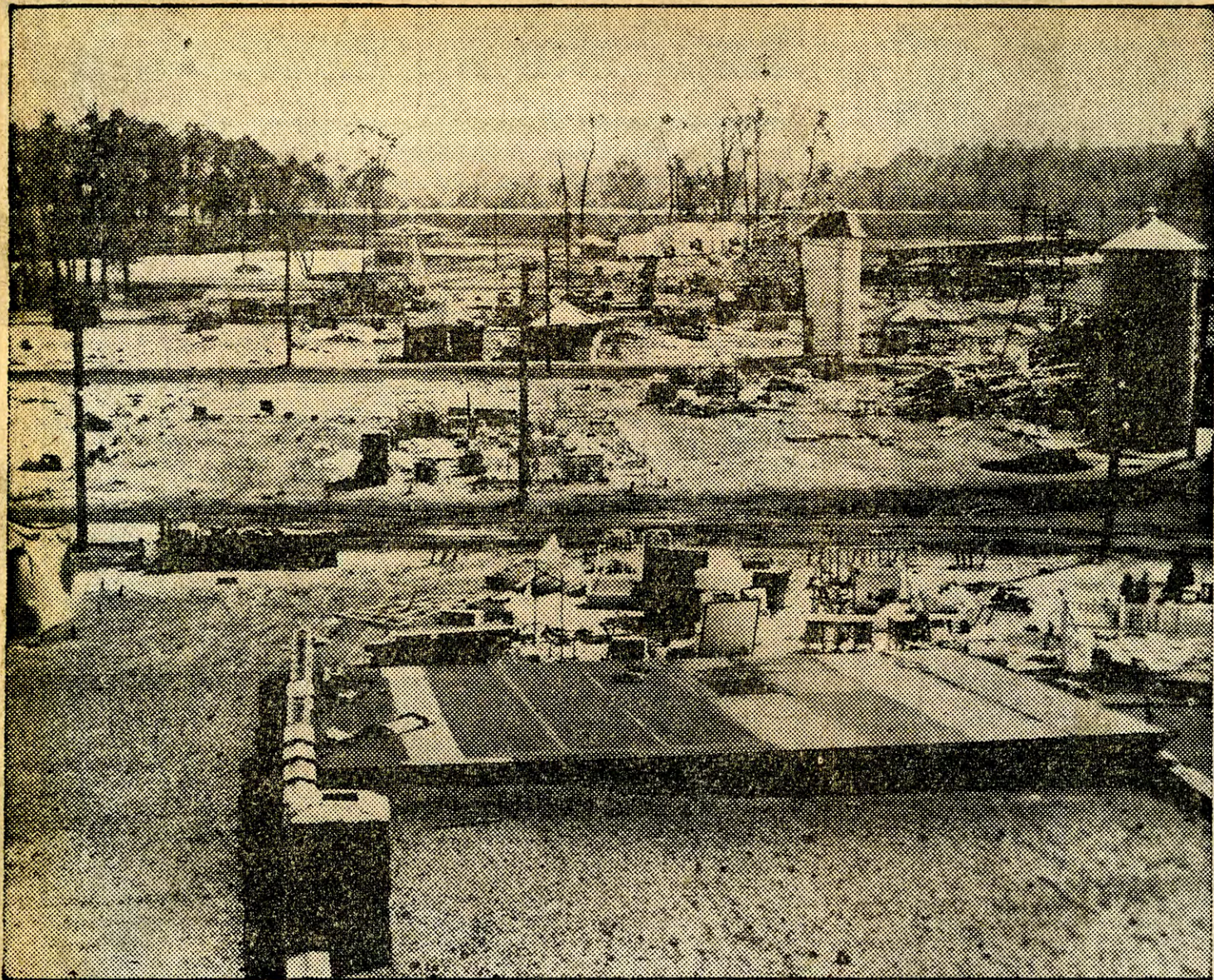
"The Eastern States Exposition will continue to operate as usual. It is not closed and will not close. Thursday's programs will be carried out as scheduled. Livestock judging will be completed Thursday night. All major permanent buildings are intact, and came through the storm with only minor damage. Several small temporary structures were demolished. The grandstand roof was blown off.

All canvas was flattened. Several trees were lost and the wiring service was crippled. Tomorrow morning 100 men will begin work at daylight to make the necessary repairs.

"If electrical service can be restored to the Coliseum Building by Thursday evening, the Springfield horse show session will be held. If not, and it becomes necessary, daytime horse show programs to complete the week's

classes will take place Friday and Saturday.

"While the grandstand has no roof its seating capacity has not been affected. Preparations have been made to go through with the races, the final appearance of Lucky Teter, the stage acts, automobile races of Friday and Saturday, and the evening rodeo performances.



**SWEEP OF HURRICANE LEAVES EXPOSITION DESOLATE: CLOSED AFTER VALIANT EFFORT** to keep open in face of adverse conditions, grounds were a scene of wreckage. Roofs of some structures were pulled off, tents were brought to ground, ferris wheels sprawled from thrilling heights, concessions scattered. Cattle had been removed to safety at Agawam, Camp Vail youngsters taken to shelter, and only those who had urgent need to be there kept vigil on otherwise deserted grounds.

"There were no major accidents reported on the exposition grounds during the storm. There were a few minor accidents to employes of concessionaires when their temporary tents were razed. Tonight every person on the exposition grounds was housed comfortably and safely. So was every animal. Those previously under canvas were placed in the Coliseum Building along with the men and transport of the First Squadron, Third U. S. Cavalry.

"A careful check with every available source of information has convinced the exposition management that the worst, so far as the Eastern States Exposition is concerned, has passed."

While no definite estimate of the amount of damage done on the exposition grounds could be obtained last night, it was believed it will run into several hundreds of thousands of dollars and perhaps more. Damage to the four ferris wheels alone which, together with one of the merry-go-rounds were tipped over by the gale, was estimated by one of the men in charge as fully \$20,000.

#### Cattle Judging Not Halted

Startling in its contrast to the uproar outside were the interior activities throughout the grounds. Despite the slashing, beating storm and an occasional shattering of glass as windows were blown out of the eastern end of the coliseum, the judging of the various classes of Holsteins and Ayrshires went on as casually as though nothing were happening.

Except for somewhat excited visitors who peered nervously from doorways stablemen in both the cattle and horse barns went about their tasks as unconcerned as could be. Livestock was fed and watered and cared for in completely routine manner.

Shortly after the rain ceased and dusk began to fall, looting broke out

at several of the concessionaires' booths. One dining pavilion proprietor reported to State Police that his icebox had been opened and a quantity of food stolen. However, the State Police, mobile police, civilian guards and the older Boy Scouts were thrown about these sections of the ground in a watchful cordon that prevented further thievery.

#### Power Lines Broken

Soon after the storm broke the electric power lines leading into the grounds were broken by a falling tree and the entire place was without lights or power. This added to the work of the police but so far as could be learned they were able to keep everything under control. Col. Roy D. Jones, commander of the mobile police, cancelled all rest periods for his men and all were on duty throughout the night as were the State Police.

With the exception of a few head of livestock none of the hundreds of show ring cattle and horses were evacuated from the grounds as exposition officials felt assured that the dike along the swollen Agawam River would function, even though the water was more than five feet higher than the level of the grounds and rising steadily. However, a patrol was maintained constantly to guard against any eventuality or possibility that weakness might develop in the dike. Well over \$1,000,000 worth of livestock is housed in the various barns.

Lieut. Col. Theodore Rees gave orders to the cavalymen to strike all tents and this was quickly done. By dark the soldiers were in the coliseum arena, together with some of the rodeo performers.

#### Tries to Save Paintings

One of the most emotional incidents of the entire storm occurred when the false front of the "Holy City" blew down, followed by the collapse of the tent housing the exhibit. The operator of the tent was struck on the fore-

head by a flying tent pole and suffered a deep cut. He labored frantically in a vain endeavor to salvage some of the fine paintings hung inside, with the blood streaming down his face and over his shirt.

Workers in the St. John's Church dining tent directly opposite, already frightened by their own immediate danger and seeing the condition of their neighbor across the way, immediately began exhortations and

prayers for safety. However, the time for those was brief for their own tent collapsed and they were obliged to seek shelter.

At the height of the storm the two huge pillars at the main entrance of the grounds crashed down, carrying with them floodlights and other decorative equipment. Electric current had been shut off, so danger from the scores of wires which dangled everywhere was averted.

Scores of signs were ripped from their fastenings, a large portion of the pennants and flags flying from the peaks of buildings and tents were ripped to shreds, and the smaller concession booths were tumbled about.

In the Camp Vail building, the 4-H boys and girls organized games and other activities, while others were kept busy serving hungry folk who crowded about the lunch counter.

Scouts were sent to various sections of the grounds in buildings and there gave immediate treatment to scores of persons slightly injured. The mobile police did equally good service in many instances in addition to their regular duties. As a protective measure physicians in charge of the hospital had several of the patients sent to local hospitals for treatment or observation in an ambulance, but one reported later that none was seriously hurt and it was more as a precaution and lack of room that prompted the action.

By nightfall a number of the concessionaires had backed trucks up to what remained of their dining tents or exhibits and were loading up preparatory to leaving while others were sorting out what had not been blown away by the wind and making plans for carrying on for the balance of the week.

By the time taps was blown in the coliseum by the cavalry bugler, the grounds had quieted down to normal for the night in preparation for its rehabilitation and continuance today.

## Storm Destroys Beaches in R. I.

### Loss of Life and Property Reported Great

*Special to The Springfield Union*  
WASHINGTON, Sept. 21 — With great loss of life and property the Fort Road section of Watch Hill, R. I. and also the Misquamicut, Weekapaug and other beaches were wiped out tonight by the storm that spread chaos over New England, it was reported in a radio message filed by Len Warner, Providence Journal reporter.

Warner's dispatch, picked up by amateur radio operator Roy C. Corderman, Chevy Chase, Md., stated that the National Guard was out in Westerly, R. I. and that the Red Cross was seeking help there. All roads in Westerly were blocked, according to Warner.

## Hurricane at a Glance

*By The Associated Press*

Dead: Ninety-eight or more persons, most of whom were drowned.

Injured and missing: At least 90 from Long Island cities alone, many more in New England.

States affected: New York, New Jersey, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire.

Hit worst: Long Island, Boston, New Haven and New London, Conn., Providence, R. I.

Damage: Uncounted millions in property destroyed, communities isolated and deprived of light and communication, buildings demolished or destroyed by fire, hundreds of square miles flooded; highways, bridges and railroads washed out.

## Stopped at Traffic Light, Auto Crushed by Crashing Tree Limb

One driver found it does not pay to believe in stop signs at the height of a hurricane. Driving up Pine Street, he obeyed the sign at Maple and came to a stop, even though Maple Street was obviously blocked anyway by fallen trees.

No sooner had he stopped than a large tree snapped off beside him and crushed the roof of the car directly behind the driver's seat, "like an eggshell," an observer related. All four tires blew out under the impact with a loud "Boong."



COMPROMISING POSITION. AUTO WAS TRAPPED SECURELY BY A HUGE ELM WHICH crashed on its hood at hight of the hurricane.



WHERE TWO GIRLS DIED AT NORTHFIELD: FRONT VIEW OF GOULD HALL AT NORTHFIELD seminary showing wreckage left by falling masonry which killed two students and injured others during Wednesday's hurricane.

## Six Are Killed by Hurricane That Smashes This Vicinity, Causing Big Property Loss

### Two Northfield Seminary Girls Among Storm Dead; Trees Uprooted, Windows Broken in Shopping Districts

Six persons were killed, several others seriously injured, and public and private property suffered large damage when the fury of a 60-mile hurricane was unleashed throughout the Connecticut Valley yesterday afternoon.

Two Northfield Seminary girls, Audrey Lucas of Yonkers, N. Y., and Norma Stockberger of Meriden, Conn., were instantly killed when a chimney, torn off a near-by house, crashed through the roof of their dormitory. Twelve other girl students were injured at the same time.

Charles H. Munsell, vice-president of the Monarch Life Insurance Company, was killed when his car skidded off a highway and down an embankment in Ludlow.

The wife of Postmaster Hallahan of Charlemont was drowned when the gale swept her from a bridge into the swirling water of the Green River.

#### Newsboy Killed

In Easthampton a 12-years-old newsboy was killed, struck by a falling branch while struggling to propel his bicycle through the storm.

William Reed of Pittsfield was a storm victim when he was asphyxiated by carbon monoxide in his automobile. He was attempting to start

the car after it had been stalled at a flooded point and the poisonous gas was forced up through the floorboards.

Reports of injuries were incomplete because of widespread loss of communication, but in Westfield Samuel Cunningham, 19, was knocked uncon-

scious by a falling tree.

Joseph Zawadski of Hatfield is on the danger list at Dickinson Hospital, Northampton, crushed by a tree. A 17-years-old Hadley girl was seriously injured when a barn door, swung violently by the wind, struck her.

Two Granby men, John and William Malone, were rushed to Providence Hospital with injuries when the wagon house in which they took refuge from the storm collapsed.

#### Troops on Duty

Vivid glimpses of the public emergency were contained in these excited reports from regions to the north:

Northampton had National Guard troops on duty aiding police; Amherst sounded its siren to summon Legionnaires for guard duty.

Smashed glass littered the streets of every city and town, exposing a large volume of costly goods; there was a rush to barricade and strengthen the windows of commercial property. State

Police, local officers, firemen and countless laborers were mobilized to restore order under skies which still threatened a repetition of the wind and deluge.

The storm broke about 4 p. m. generally over the valley and raged for two hours or more. The Hartford Weather Bureau placed the velocity officially at 60 miles an hour.

#### Picture Not Complete

Lack of communication withholds at present the full story of the storm, but its picture is graphically revealed in Chicopee, Holyoke, Northampton and Greenfield; the few other towns able to telephone brief reports affirmed the general picture of untold damage.

Amherst: Seemingly half the trees in town uprooted. Store windows shattered by the blast. Wires broken, roofs ripped off, in some instances flying slate endangering pedestrians.

Northampton: Electric power gone for the night. Fallen trees in every block of the city. All state troopers called for duty to Northampton barracks. Extensive damage to windows in the Smith College dormitories. The college faced possible loss of food as its refrigeration system, just filled to capacity for the opening of college, was shut down. Telephone service restricted sharply.

From the Northampton area reports of tobacco barns folded up like paper envelopes or tossed into pieces arose from the tobacco-raising farms of Hatfield, Whately and Belchertown.

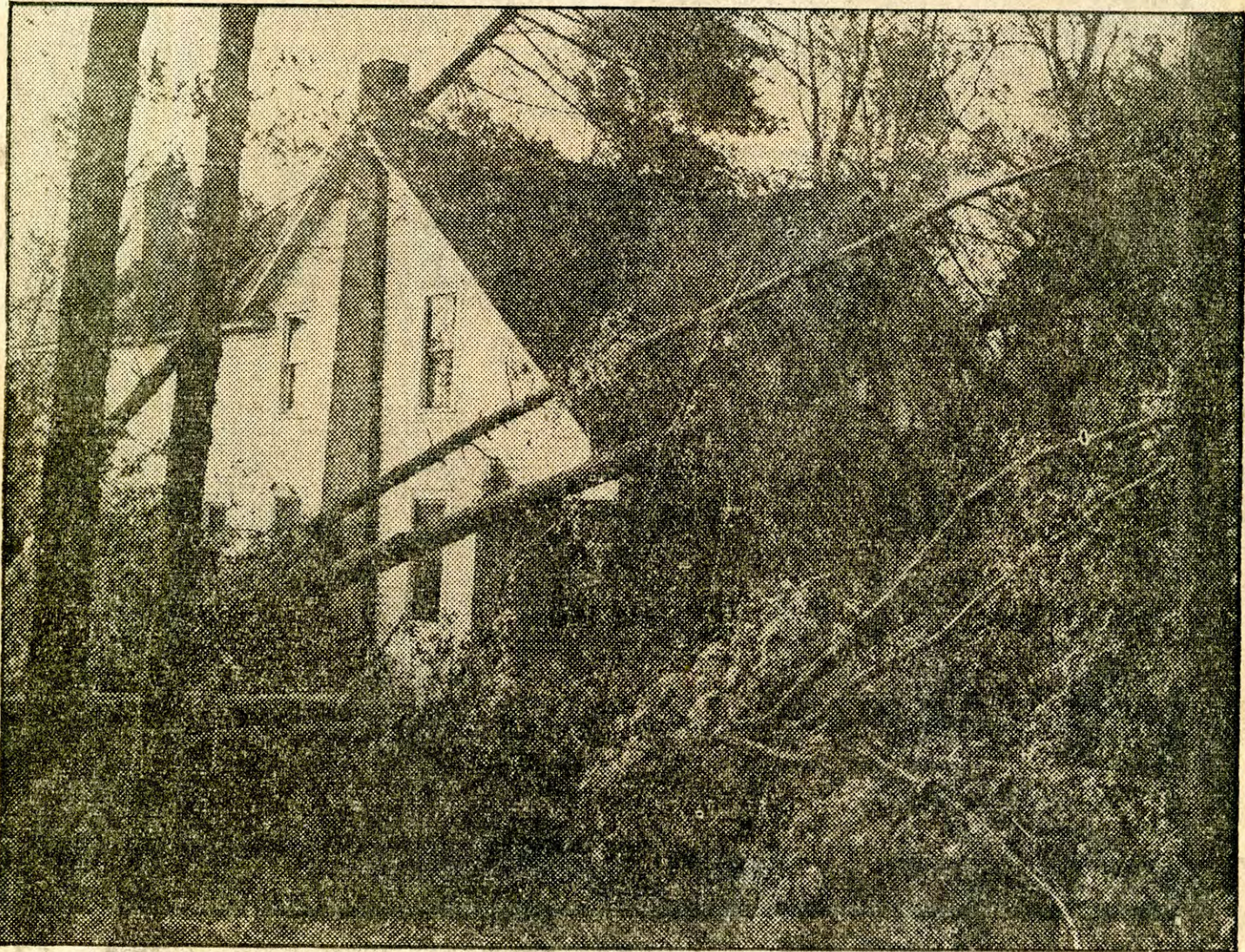
East Longmeadow: A washout in South Main Street requiring emergency sand-bag reinforcements to halt its spread. The town without lights.

Easthampton: Mobilizing of 400 WPA employes for 24 hours duty in removing trees, debris and clearing all streets of the town.

#### More Persons Hurt

Westfield: Strwn with wreckage, the Westfield River inundating large areas. Narrow escapes of employes in a drugstore as two windows were blown out as they hastily endeavored to remove merchandise.





TREES FELL EVERYWHERE. UPPER: AN EFFECTIVE BAR AT SMITH COLLEGE; LOWER: DESTRUCTION BROUGHT BY STORM AT HOME OF JOSEPH PAULK ON ELM STREET. *E. Longmeadow*

Holyoke: Injuries to four people, hit by flying glass and bricks. Raoul Bassette of Center Street, attempting to light a candle when electricity failed, burned himself and the curtains in his home. Spectacular damage in Elmwood and Churchill districts. Schools ordered closed today.

Chicopee: Ernest Allard, in Wesson Hospital, Springfield, with a possible fractured skull when hit by a tree limb. Damage to portable buildings

at the high school, the roof of Montcalm School torn off and a chimney demolished at City Hall.

To the south, Thompsonville, Conn., reported the hurricane had ruined many of the beautiful old trees bordering Enfield Street. In the business district the Estelle Building was damaged by a large falling tree. To the confusion was added a false alarm caused by broken wires.

Force of the hurricane collapsed

the freight station of the Boston & Albany railroad in North Wilbraham.

**Rush to Repair Damage**

Removal of fallen trees and limbs was hastened throughout the cities by youths from CCC camps, their strength and experience in such work being of great help.

Everywhere there was a rush to assemble repair crews for telephone and electric light lines, gangs for road repair work. A boom in business for

carpenters on repair work was forecast.

#### Electric Lines Torn Down

One fact was outstanding, a loss of electric power throughout the valley with the exception of Springfield, where only one section of the city was crippled. Overhead wires were torn down wholesale by falling trees.

The Holyoke storm brought prompt response of relief committees of the Red Cross, while the American Legion formed volunteer squads to aid directing traffic.

#### Buildings Damaged

Vicious blasts of wind took large sections of slate from the roof of Holyoke City Hall, the Holy Rosary Church. Expensive stained glass windows in the City Hall were shattered. A small spire on the Precious-Blood Church bent to the wind, but was not completely destroyed. Evidence of the wind's force was given at Elm and Wolcott Streets where the roof of an apartment block was blown 500 feet to Chapin Street, ending its flight against another building.

Holyoke schools will be closed today, Superintendent of Schools William R. Peck announced after a conference with Nathan P. Avery, chairman of the board. Bus transportation ended at 6 last night when the routes became completely blocked and no chance of maintaining service was left.

The highway to Northampton for a quarter of a mile near Mt. Tom Junction was under water to a depth of a foot. Traffic on it was stopped.

#### Cars Crushed

Former Mayor Henry J. Toepfert and Atty. John S. Begley were among many Holyoke citizens whose cars were damaged from the avalanche of trees. Neither man was hurt.

In Westfield two youths riding in Maple Street to view the river had a narrow escape from injuries when their car was crushed by a falling tree. Electric power in Westfield failed at 4.03 p.m., and the Fire Department was ready to provide a powerful searchlight to hospitals for emergency operations. Bus service to Springfield ended at 6 p.m. Turners Falls Power & Electric Company substation reported none of its lines or towers had been toppled by the wind, a striking contrast to the effects of the 1936 flood, when many were undermined.

#### Destroyed by Fire

The Summitt House on Whitcomb's Summit on Mohawk Trail was destroyed by fire last night when the hurricane ripped off the roof of the building, tossed it against some nearby high tension wires which in turn ignited the house. The building was burned to the ground, it was reported.

Thousands of trees were reported down on the Mohawk Trail and the hill towns in that area were virtually isolated last night. Telephone communication was impossible and electric power likewise gone. It was estimated that several days' work by emergency crews will be necessary before the towns will be back to normal.

In Turners Falls the roof and one side of an unused factory building were torn away by the force of the hurricane. The building is a three-story brick structure located near the new Turners Falls-Gill Bridge.

Two Greenfield persons were injured as a result of the winds. Patricia Akey, 10, of 16 Wildwood Avenue, was cut on the leg by flying glass, and Charles Richardson, 17, of Northfield, suffered a possible fractured arm and back injuries when an uprooted tree fell upon him. Both are in Franklin County Hospital.

In South Hadley Falls the wind played havoc with brick company kilns. Those of the Hampden Brick Company and the Lynch Brothers Company collapsed from force of the wind. The scaffolding used on the renovated St. Patrick's Roman Catholic Church was torn away and the driving rain poured through the open windows of the building. Tile shingle on the Methodist Church were torn away and the house occupied by Arthur Wiesel in Newton Street was crushed by a falling tree. Considerable damage to the several greenhouses in town was also reported.

## "Worst Cyclone," Says Telephone Manager; Much Damage Reported

### Miller and Ware Rivers Cause Great Damage; Central Offices There Abandoned

Carroll S. Parker, manager of the telephone company, last night described the storm as "the worst cyclone that has visited this area from our standpoint." He declared that a hasty survey of the damage indicated that it would take several weeks before service in this division, comprising Western Massachusetts and Vermont, is fully restored.

#### Calls Situation Serious

In Springfield the situation was quite serious, Manager Parker said, because of the many telephone wires and poles brought down in all sections of the city by the high wind and falling trees. He said that the telephone company had not begun to estimate the extent of the damage and that testing crews were reporting interruptions in service so fast that it was almost impossible to keep up with them.

Emergency repair crews are being employed and the work of putting the service back into shape again will be carried on night and day until completed.

The one bright spot in the picture, as far as could be seen last night by Mr. Parker, was that the business section of Springfield was not as seriously affected as in the 1936 flood.

There was no flood damage in Springfield. This, he said, is centered about northeast along the Miller and

Ware Rivers. The Millers River entered the central office in Orange, forcing operators and workmen to abandon the office for higher ground. North Brookfield's office has been isolated since early afternoon due to the swollen condition of Lake Lashaway, and the service has not yet been restored.

#### Mill Into River

At Ware the water is at 15 feet at the South Street Bridge. The Gilbertville office was abandoned yesterday morning. The mill opposite the office toppled into the river and the same fate was anticipated for the telephone building. It was impossible to approach the area from any direction.

In West Springfield, the Riverdale Street cable was in the street. Several toll circuits were working out of Pittsfield, but there was no toll service at Palmer. The 400-pair cable serving the Massachusetts State College was down from the wind, as was the Worcester-Fitchburg cable. The toll circuit south of Worcester and eight offices to the south are isolated.

The company has installed a dozen emergency power units in offices where the local lighting circuits have failed.

Toll service was intact to White River Junction, Mr. Parker said, but beyond there it was disrupted.

## Could Hear Booming Crashes of Falling Trees in All Directions

### Park Resident Gives Graphic Account of Height of Storm When Cyclone's Tail Hit City

One husky resident of the Park section gave a graphic description of the terrific force of the wind about 5 o'clock in the afternoon, when trees were going down like teppins by the hundreds all over this section, roofs were being wrenched partly from big buildings, light and telephone wires torn down, and sheds, henhouses and other lighter structures were being leveled.

"I could just barely stand against the force of the wind," he said. "I saw the asbestos shingles on a near-by house being stripped from the roof as if they were fly paper. You could actually hear almost continuous booming above the roar of the wind as trees fell, one after another all around this section."

The wind came in tremendous gusts that drove the rain southwesterly in great sheets, and people in the business section scurried for shelter like ants, some of them being all but bowled over.

Telephone calls began to come to The Union office in a steady stream shortly after 4 o'clock from excited and frightened people. Some of them said that their houses were being shaken like reeds and wanted to know if they should go into the cellar and how much danger there was from the tail of the cyclone.

Others reported that big trees had blocked streets, or windows had been blown out bodily; or trees had been laid low in rows like teppins.

Within 15 minutes excited voices told of people pinned in an auto beneath a tree near Hiawatha Street; of a tree that landed on top of a Park trolley car in front of Faith Church; of a roof that was twisted almost off a block near Court Square.

"There is a swell picture near the White Church over here in West Springfield," said a voice about 5 o'clock. "Trees are down everywhere and there is a tangle of power and telephone wires. I never saw anything like it."

"Trees have blown down at the Crosstown Boulevard bridge and taken wires with them in a mess," said another voice.

"Teachers are marooned in Eastern Avenue School and the windows are being blown out one by one."

"A tree just smashed a house in Manhattan Street."

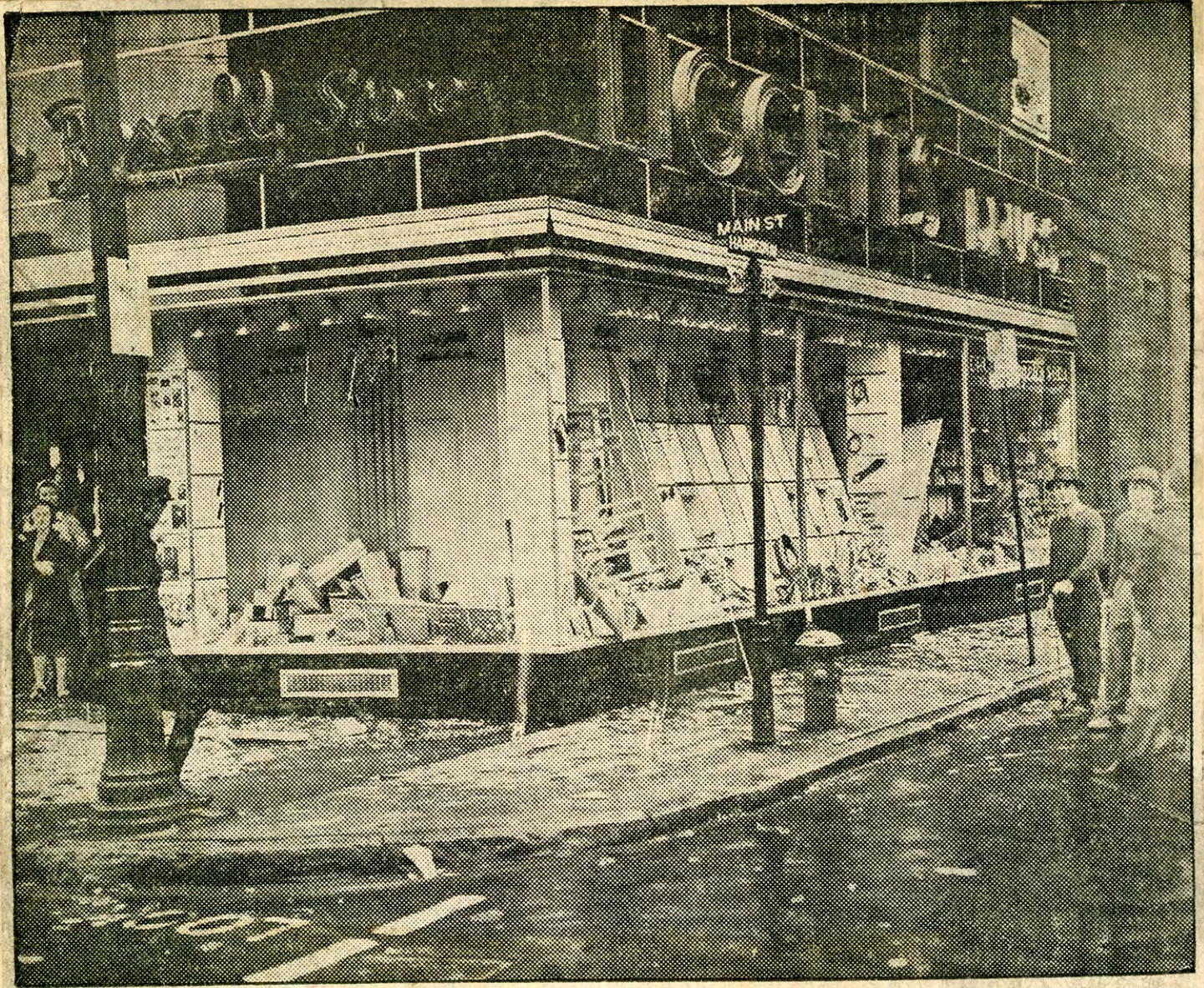
"The windows have just started to go in our store."

"Man killed by fallen tree in Westfield."

And so it went.

A member of The Union staff showed up to report that at the parking place where he left his car about 5.30, the operator told him he would not be responsible for what happened to the machine.

Gravel and sand and all sorts of debris were smashed up against buildings and windows. It was one of the most harrowing few hours that many Springfield people had ever spent.



**WINDOWS SMASHED BY HURRICANE. THE CORNER OF LIGGETT'S MAIN AND HARRISON avenue store after the windows were smashed in by Wednesday's hurricane. Merchandise was scattered along with broken glass over the street.**

## Side Lights of Hurricane

"What am I going to do?" queried a voice over the wire to The Union about 5.30.

"What do you mean?" was the reply.

"I'm in a house in West Springfield with four kids and I don't know what to do. Should we stay here or what should we do?"

"Better stick inside" was the advice.

The call came from a 16-years-old boy who was temporarily taking care of four frightened children. He said the house was shaking badly and that he was afraid the flood might catch them.

C. B. Cone of Middletown reported a typical example of the destructiveness of the wind. "You ought to see my place," he said. "There are five big trees down around my place and two of them fell on my house."

At the height of the blow a big plate glass window in the Liggett drugstore in Main Street crashed and flashlights and other articles on display went tumbling out into the street. They were scattered far and wide by the wind.

A number of persons, who could not resist the temptation to get something for nothing, risked the cyclonic wind and rain to pop out in the street and pick the things up and then disappear. They got away with quite a lot of merchandise before the police could get there to stop them.

The gale blew open the big doors at the Forbes & Wallace store at one point. The wind flipped the hats off the heads of two women standing there. The headgear sailed into the air and disappeared forever more.

Thousands of umbrellas were smashed into tangled wreckage. Owners would struggle with the gale as long as they could; then grimace at what was left of their rain protectors and stumble along in the heavy downpour; soaked to the skin, sour faced and just a bit frightened by the violence of the elements.

During momentary lulls between the terrific blasts of the storm, a strong peculiar odor of leaves was apparent. The smell was like that given off by dry, autumn leaves, but came from the millions of fragments of green leaves shredded by the wind.

An unidentified woman was hurled flat on her face by the force of the hurricane as it swept by Dwight and Worthington Streets near the telephone building. She was not seriously injured.

At the height of the storm a hook and ladder truck from headquarters station, responding to an alarm from upper Worthington Street, was stopped near Main and Worthington by street cars and parked autos. It took the truck almost five minutes to get up Worthington Street to a garage where the sprinkler system was accidentally turned on.

The gale tore away a large spotlight atop the Stearns Square Hotel, hurled it down to the street where it narrowly missed a passing policeman.

About 6.30 p. m. the wind leveled the Herlihy Barrel Company warehouse building in Roseland Street, destroying the wooden structure and scattering barrels all over the street.

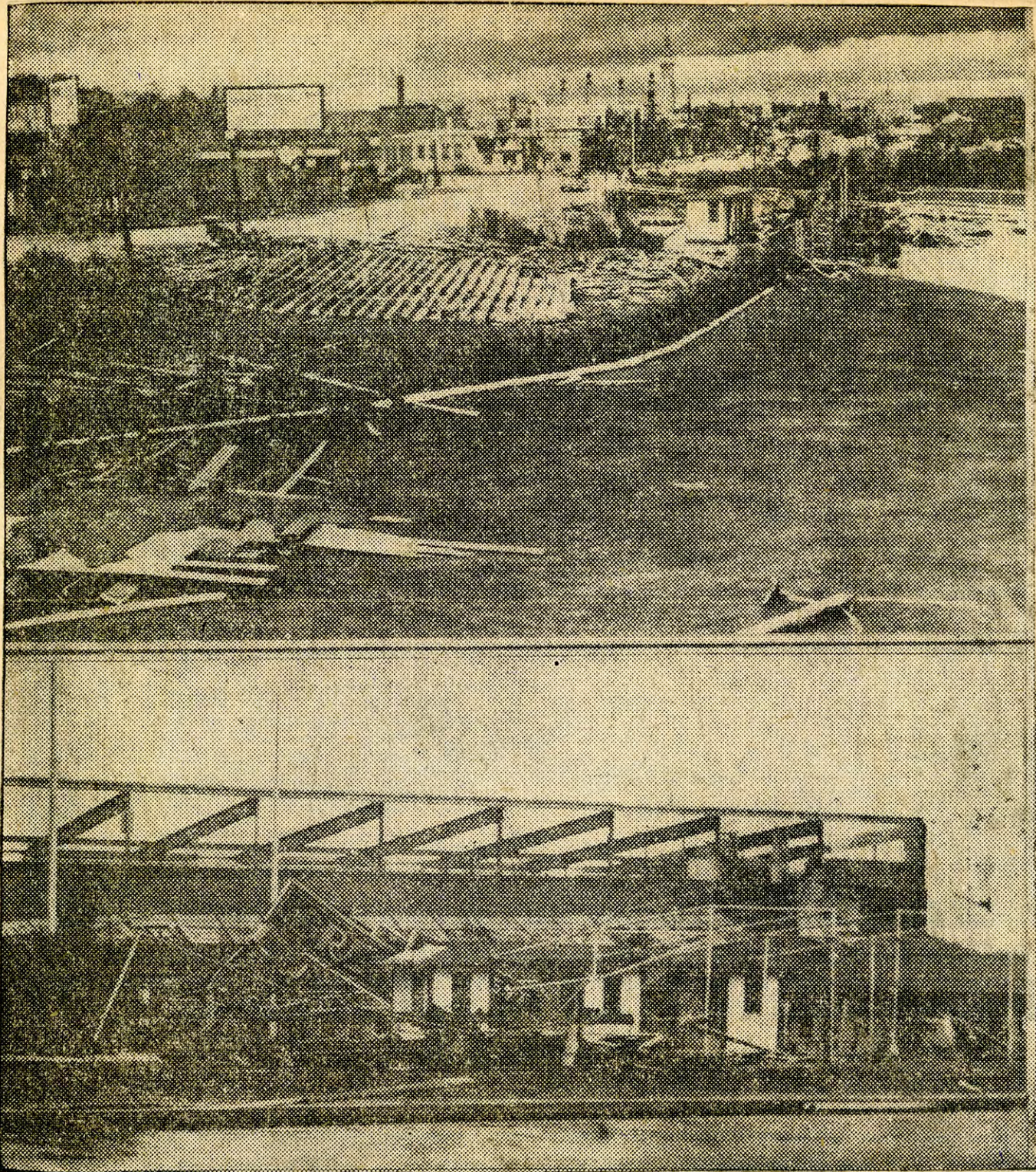
Lo, the poor seagull. High over the roof tops of Carver Street and the Forest Park section about 6.30 residents saw a white sea gull with a wingspread of about two feet swooping and careening with the wind. The gull appeared to be desperately trying to fly back in the teeth of the gale to Long Island Sound but the wind was pushing it nearer and nearer the Canadian border.

Thousands of goldfish, which have delighted many youngsters and grownups in the Forest Park ponds, and which have been cooped up there for years, are believed to have escaped to greater freedom and the reaches of the Connecticut River when the ponds overflowed their banks yesterday.

The hurricane did some damage to the Crescent Kennel Club grandstand in West Springfield. Debris was hurled a distance of several hundred feet. Three parked cars were damaged. The entire front entrance, including the two large brick pillars and sign were carried away by the winds. The judge's stand and tote board remained intact but a portion of the roof was torn away and crashed through the roof of the near-by dog kennels. The track itself was reported ruined from the torrential downpour of the last four days. The large glass windows on each side of the grandstand were blown out.

The grandstand and third base bleachers at Pynchon Park, after yesterday's storm, looked as though some gargantuan Jimmie Foxx with a Corrigan complex had been batting out homers.

As the wind whipped through the Arch on Main Street and sideswiped store windows with shattering effect, police officers in the vicinity had a



**WRECKAGE AT THE CRESCENT KENNEL CLUB, WEST SPRING-**  
**field, where elaborate dog track buildings were twisted and sections scattered over wide area.**

bad hour or so herding incautions pedestrians to the relative safety of doorways and out of the range of flying glass.

Under the supervision of the city building department the clock on the Davis Building at State and Main Streets was shored up and braced last night to protect it in the event the wind rises again.

Many downtown stores removed goods from show windows last night; some because of water damage to goods, others as a safety measure.

Two big trees were blown down on White Street between Sumner Avenue and Morningside Park late yesterday afternoon, blocking the street. One of the trees, opposite the home of John F. Madden, agent of the Welfare Department, crashed down on a small delivery truck. The driver was uninjured.

The storm levied a heavy toll on the flag staff and weather vane supports on Springfield roofs. The total number of freakish bits of damage in the storm area is probably beyond estimate and the money cost of making minor repairs will probably be enormous.

Round Hill, west of Memorial Square, was almost denuded of the fine old trees that had crowned it from the days when it was one of Springfield's most exclusive residential sites. Some lay sprawling in grotesque attitudes on the slopes of the hill, while others, that had managed to weather the storm, were shorn of branches and stood against the sky like fantastic skeletons of their former selves.

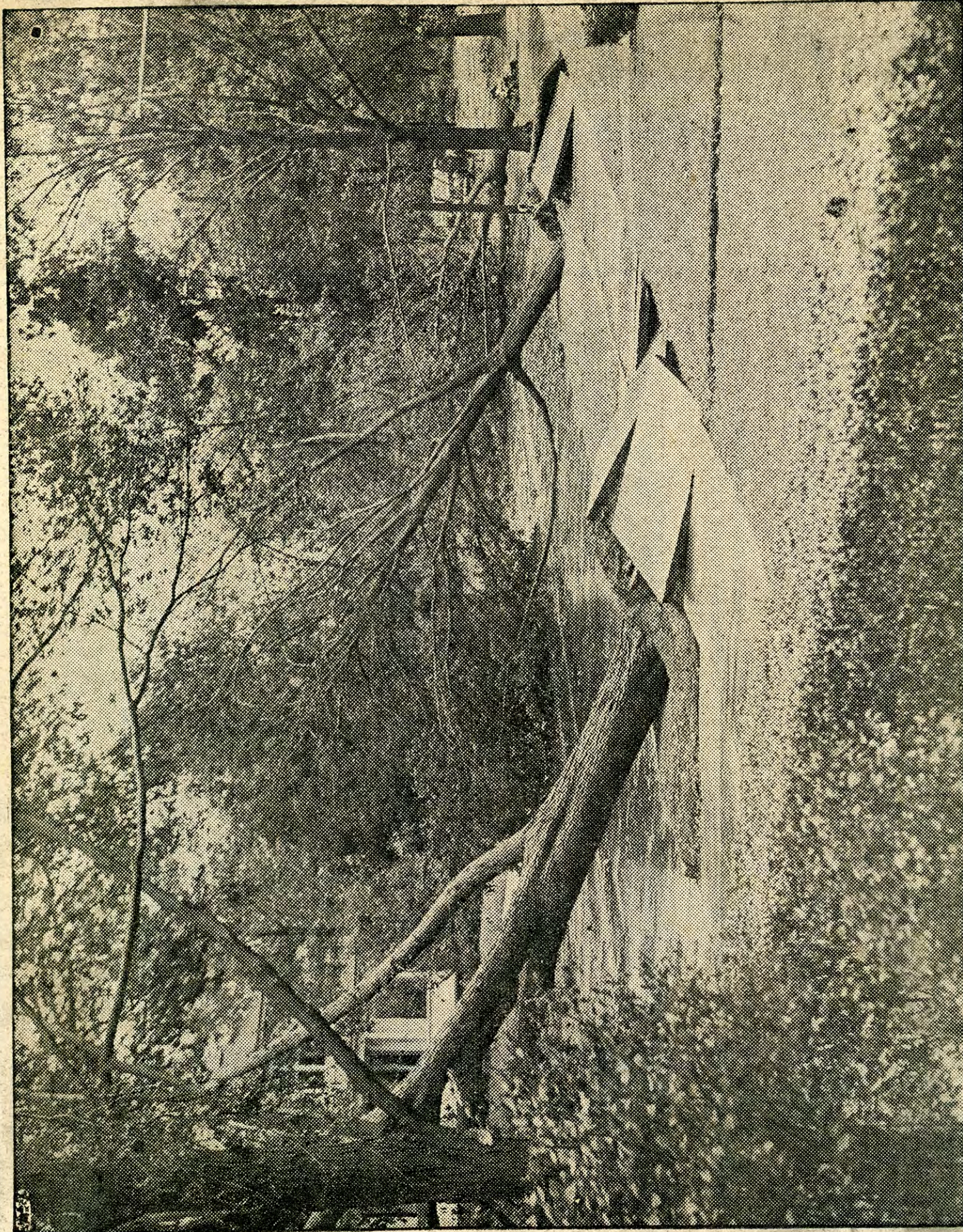
## Storm Side Lights

Quite a number of ordinarily well informed persons were surprised that the gale yesterday came in a series of terrific gusts instead of consisting of steady torrents of air that tore things apart.

When the wind was at its climax, a series of sharp explosions were heard. An investigation in each case revealed that another big pane of plate glass had shattered in some near-by store or office.

A two-car garage at the residence of John T. Oleksak of 459 East Street was picked up bodily by the wind and thrown into a neighbor's yard completely demolished. Two cars in the garage at the time were left unscathed by the storm. Another garage was reported felled by the wind at 358 Page Boulevard.

A high tension tower in the Agawam meadows, near the WSPR radio antenna, blew down during the worst of the blow, making necessary the switching over of power circuits at the United Electric Light plant.



TREES AND WALKS TORN UP: AFTER THE BIG WIND WHIPPED THROUGH THE TREES AT LONG HILL STREET, SIDE walks were destroyed as trees toppled over.

Harold Murphy, the Union's North Wilbraham correspondent, was among those who was ordered to evacuate his home in that town near the Red Bridge dam. He asked for a little leeway in rounding up the town news of the storm in order that he might first take care of his family.

While the storm yesterday was supposed to be the only the tail end of a cyclonic disturbance, the gusts were quite sufficient to cure many Springfield persons of any desire to make any further acquaintance with the type of storms that ravage the Florida coast. As one well-known Springfield man said:

"This probably would not mean much in Florida but it has been quite enough for me. When your house begins to shimmy and the air gets full of flying debris, you begin to get an idea of what a cyclone really is."

Ernest J. Hoskins of Forest Glen Road, Longmeadow, general manager of Harvey & Lewis, reported a quarter-inch drop in the barometer between 4 and 5 p. m., the swiftest drop in Springfield he ever witnessed. This brought the atmospheric pressure to 28.15 at 5.30, the lowest Mr. Hoskins has seen in 32 years experience in Springfield. The mercury turned upward, Mr. Hoskins reported later at 6.30, rising rapidly. Normally the barometer stands at 30.

Drivers were apparently wary of driving along Columbus Avenue during the traffic rush that developed about 6 p. m., as the storm abated, and crowded into Main Street, where traffic south toward Forest Park and Longmeadow crawled laboriously. By 7 p. m. traffic had cleared downtown.

A thought that struck home to many motorists and pedestrians alike was

the number of trees there are, or rather, were in Springfield, even along Main Street. It was not until they were, or seemed to be, about to crash down on one, that realization came of how many there are.

Grounds of the Hampden County Jail were strewn with debris from the adjacent excavations and the innumerable branches which collected on every open space. Young trees providing a border for the jail property suffered severely.

Two boats withstood the torrent of the Connecticut in front of the Springfield Yacht and Canoe Club until the storm approached. One was brought to shore by some "coast guard" members, but the second went down the river. Club officials reported it had come into shore later. The club dock was lashed to shore, but "might go at any moment" according to a late report. The fleet, otherwise, was safely ashore.

Many of the neon signs in front of downtown business establishments were performing queer antics during the most severe periods of the cyclone yesterday afternoon. Certain letters would flicker and go out, or the entire sign would dim and fade.

Signmakers probably will find prosperity has returned with a rush this morning when they open their places of business. In many parts of the city's business section, both electric and painted signs were blown loose or entirely from their fastenings. The lighter painted signs particularly were susceptible to the wind of hurricane proportions which tore and wrenched everything detachable. An expensive neon sign on the Howard Cafe at Columbus Avenue and Howard Street, was blown loose yesterday afternoon and was taken down to avoid endangering pedestrians.

Patrolman Horace Fountain, who was on duty in the traffic tower at Memorial Bridge, wasn't afraid to say that he was mighty nervous during the height of the windstorm in the late afternoon. He said broken signs and parts of buildings were swirling around the tower and he thought every minute the tower itself was going to be blown away.

The city was filled with youthful self-appointed traffic officers in the early evening. Many of the boys were doing good work as they advised motorists not to enter a street because trees were blocking the road when the motorists could not see these trees from the corner.

Police Headquarters was probably one of the busiest places in the city all night. All manner of calls were being received and there was a steady stream of persons seeking information. Many wished to know road conditions in this vicinity. Others were anxious to learn if they would have to get out of their homes. Still others wanted to see if police could put through telephone toll calls for them so that they could communicate with friends and relatives.

For a time late in the afternoon Springfield was cut off from telegraph service but early in the evening communication was re-established by both the Western Union and the Postal Telegraph. The local offices of the companies were crowded with people anxious to get messages off.

So heavy was traffic at the telephone company that a hurry call was sent out for all available telephone operators to handle the volume of calls.

As a precautionary measure to be prepared for possible developments, the United Electric Light Company fired up its 16 large boilers at the State Street steam plant about noon yesterday. Because of the amount of rainfall and volume of water in the river this summer, the company has been able to depend almost entirely upon hydraulic power from its up-river stations.

Telephone service continued without interruption locally, except where connections were broken by the storm, but those wishing to make calls had to wait sometimes for upward of a minute for the customary dial tone before dialing numbers.

During the afternoon the Retail Merchants Bureau of the Chamber of Commerce warned all stores in the downtown area to move merchandise out of their basements as a precaution against damage in anticipation of the Connecticut River reaching flood level during the night.

Drug and grocery stores in the residential sections had a demand for candles when the light service began to falter that soon exhausted supplies in many places.

One woman narrowly escaped serious injury on Hampden Street when wind ripped planks off a building under construction at the corner of Main Street and scattered them onto the sidewalk.

On Riverdale Street motorists who had the temerity to attempt passage were forced to run a hazardous gauntlet of flying branches and an archway of trees leaning precariously on electric light cables.

The fury of the storm struck early at the corner of Lyman and Dwight Streets and pedestrians approaching that intersection at 4.30 had a good foretaste of what was to come. The wind shook heavy automobiles as if to lift them from the pavement, and drove clouds of rain around the corner of the post office as persons grabbed at poles for support against the gale.

It was fun at first, and many were seen to laugh gaily as they pirouetted across the sidewalks or watched other people's umbrellas blow outside in, from the security of their automobiles. Later, expressions of concern were more numerous. Drivers held their breath as they proceeded along tree-lined streets to the crashes of trees being snapped off or their branches hurled to the pavement.

Even the steel mesh gates at the city yard in Taylor Street, which would appear not to offer much resistance to the wind, did not escape and early in the storm a large gate at the yard was swinging awry, twisted out of position.

## Exposition Side Lights

The tent housing the goat show succumbed like all the others and lest harm come to the little creatures one of the exhibitors ran for his personal automobile, loaded the goats into the tonneau and sped away to his barn with them.

In the poultry show building all the geese and ducks were honking and quacking vociferously during the storm as though they wished to be out in the turmoil.

It was with keen regret that attendants at the Maine State building watched the salt water fish "turn up their bellies" late yesterday. It was necessary that the genuine sea water with which their tanks were constantly supplied be kept constantly aerated. When the electric current stopped, the change of water stopped likewise, and within a surprisingly short time the fish were only a memory so far as their usefulness as an exhibit was concerned.

Phil Fogg at the Maine State Building was called from his slumbers in the wee hours of the morning yesterday when the water started backing up from the outlet of the beaver pool. The watchman noted it and telephoned Fogg. By the time he had arrived the water level was almost that of the top edge of the pool. Fogg quickly attached a siphon and soon had one suitable outlet even though there was one extra inlet.

But the interesting part was that as soon as the water began to rise the four beavers started operations for changing the height of the dam and had built it almost high enough to climb out over the wire fence, which, according to Fogg they would have done with the greatest delight.

Just before the general demolition of the dining tents behind the cattle barns yesterday afternoon, a weird figure dangled and jiggled about on the ridgepole on one tent in an almost prophetic manner. Closer inspection revealed it to be none other than Charlie McCarthy himself, who had, until then, perched with sardonic grin on the peak.

An intense deluge accompanied the wind in its early phases. The air was thick with flying water, thicker, it seemed, than the air has been since the blizzard in 'Way Down East. The rain appeared to cascade down the sides of buildings.

Along Main Street, groups clustered in store vestibules and watched apprehensively as they listened to the crash of plate-glass windows and shrieking of signs and other protuberances as they were wrenched from their supports.

Broken window fronts were a common sight along the street which in places, particularly the South End and also between Court Street and Vernon, looked as if the street had been subjected to bombardment from the air instead of by it. The large window on the Harrison Street side of the Liggett store was smashed as was a window in a woman's clothing store further down the street. Merchants removed the goods from many windows fearing others would go, too. In one of the empty windows last night, a plank had been set against the glass from the inside to help resist the return of the hurricane at midnight, which had been predicted.

Springfield citizens waited for that midnight blow with the anticipation of children watching for Santa Claus on Christmas Eve, but with less pleasure. At five minutes after 12, a man called The Union to know if the hurricane was coming or whether it wasn't. He had been expecting it, watch in hand, as if it had been a crack train due at a railroad terminal.

The quiet orderliness of cattle judging in the Coliseum arena throughout the chaos outside was like a physical shock to one entering the building from bucking the gale and flying debris. The judges' soft-spoken orders, the casual conversation of the ring-side left one with a feeling of unreality. Only a glance at the clusters of eager spectators crowding about the windows at the top of the tiers on seats gave any indication that anything unusual was in progress.

Several of the escapes of those obliged to remain outside during the storm were nothing short of miraculous. One in particular occurred in the race track infield. The guardian of the towering aerial acrobatic apparatus, after having fastened all guy wires tight, was standing underneath watching it sway.

The writer was talking with some of the cavalymen at their camp across the infield when a creaking and cracking was heard above the whistle of the wind and beat of rain. Looking up the towering apparatus slowly toppled forward over the race track, breaking up into segments like a child's mechanical toy. Then it fell and the form standing under it fell with it.

With a shout for the troop surgeon, half a dozen men and officers, together with the newspaperman ran as fast as they could through the clumpy muck to the base of the tower. Fortunately, the man was only stunned and had partially regained consciousness by the time the group arrived in breathless haste. The soldiers knelt down, spread their raincoats out to protect him from the gale and within a few minutes he was able to be helped up and start away under his own locomotion none the worse for his narrow escape.

The writer, together with a publicity man from another state, were standing watching the billowing folds of the flattened tents in Machinery Village at the east end of the grounds. It chanced they stood beside one of the huge steel wings of a snowplow. Suddenly, one of the tents let go and debris began flying in all directions.

# Crest of Flood Is Expected Here At 10 This Morning

Rising of Rivers Checked in  
Northern Portion of Con-  
necticut Watershed

LEVEL NOW HIGHER  
THAN IN 1927 FLOOD

National Guard Called Out  
in Emergency

The reading at 3 a. m. at the Holyoke dam was 12 feet. The river was continuing to rise but the rate of rise was slower than that of previous hours.

With the rising of rivers checked in the northern portion of the Connecticut River watershed, and less rapid rates of rise in the lower valley, predictions were that a flood crest would be reached at Springfield at about 10 o'clock this morning with the Memorial Bridge gage reading only 2½ feet below the 1936 flood level of 28.6 feet. Flood waters passed the mark set by the 1927 flood at 1 a. m. at this city, and the river was continuing to rise at the rate of six tenths of a foot an hour.

#### Higher Than 1927 Level

At 2 a. m. the gage reading was 23.2 feet, which was about 10 inches higher than the 1927 flood level. However, the emergency flood service reported that the river had reached its peak at Bellows Falls, and that it was rising less rapidly at Turners Falls.

The Deerfield River dropped eight feet between midnight and 2 a. m.

At Springfield and some other communities, the National Guard was called out and families were being evacuated from low-lying districts.

Evacuation in Springfield was on a precautionary basis as police moved out hundreds of families in the South End district below William Street which is not protected by a river dike, and housed them in the three high schools.

#### Take No Chances

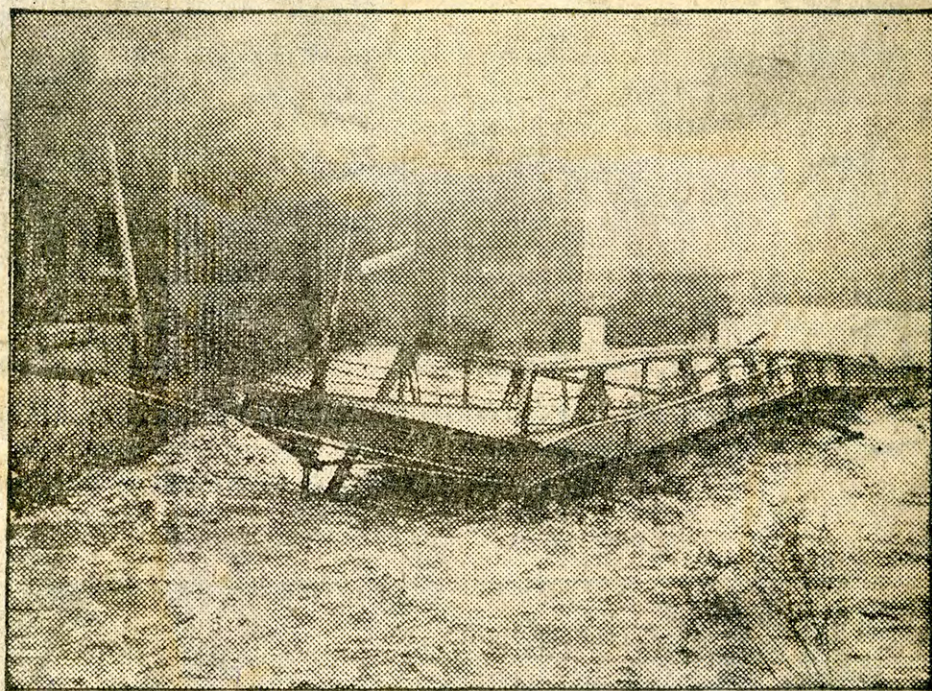
Should the 1927 peak be reached, officials expected only cellars to be flooded but they were not willing to take chances. The area includes the county jail in York Street from which prisoners were removed to the gymnasium at Springfield College by Sheriff David J. Manning, who had the help of State Police and the National Guard.

Chicopee was placed on an emergency basis by Mayor Anthony J. Stonina as it had no electric light or power, a decreasing water supply and as the Chicopee River passed its 1936 mark in height. The water supply was affected through inability of a pumping station to operate when it could not get electricity.

Without even glancing toward the source of the noise they ducked as one person. As they did so a large "two by four" hurtled by not six inches over their heads and splashed to the ground some 25 feet away. That was close enough so they went away from there temporarily, at least.



FALLS WESTINGHOUSE PLANT MAROONED: CHICOPEE Falls Westinghouse was walled by water, which at this point was 30 inches deep inside the buildings.



CHICOPEE FALLS BRIDGE LETS GO: LITTLE TRAFFIC IS TO be seen on this bridge. As inconvenient as the loss of the use of this bridge was to Chicopee Falls-Aldenville residents, it took with it a 20-inch water main, robbing the city of much of its water supply.

Most of the large industrial plants in Chicopee were forced out of operation by the rising river. Residents of the Ferry Lane and Oxford Country Club districts who were affected by the 1936 flood were evacuated. The Red Cross was organized and the city in general prepared for a repetition of the conditions of two years ago.

The Chicopee River was rising at a more rapid rate than other rivers in this area and for that reason officials of that city were particularly desirous of anticipating today's height.

The rise in the Connecticut River at the Memorial Bridge in this city was at the rate of six tenths of a foot an hour until 7 p. m. when the rain stopped, following the hurricane, and during the late evening hours it dropped to three tenths of a foot.

The North End of Springfield had the protection of the large dike constructed during the last year and therefore was not subject to flooding as was the South End. The dike stops at the Memorial Bridge.

### Heavy Damage in Ware

Damage running into \$200,000 was recorded in Ware as the swollen waters continued to rise early this morning. The East and South Street bridges were partly demolished at an estimated loss of \$100,000 and several Pulaski Street houses were carried away.

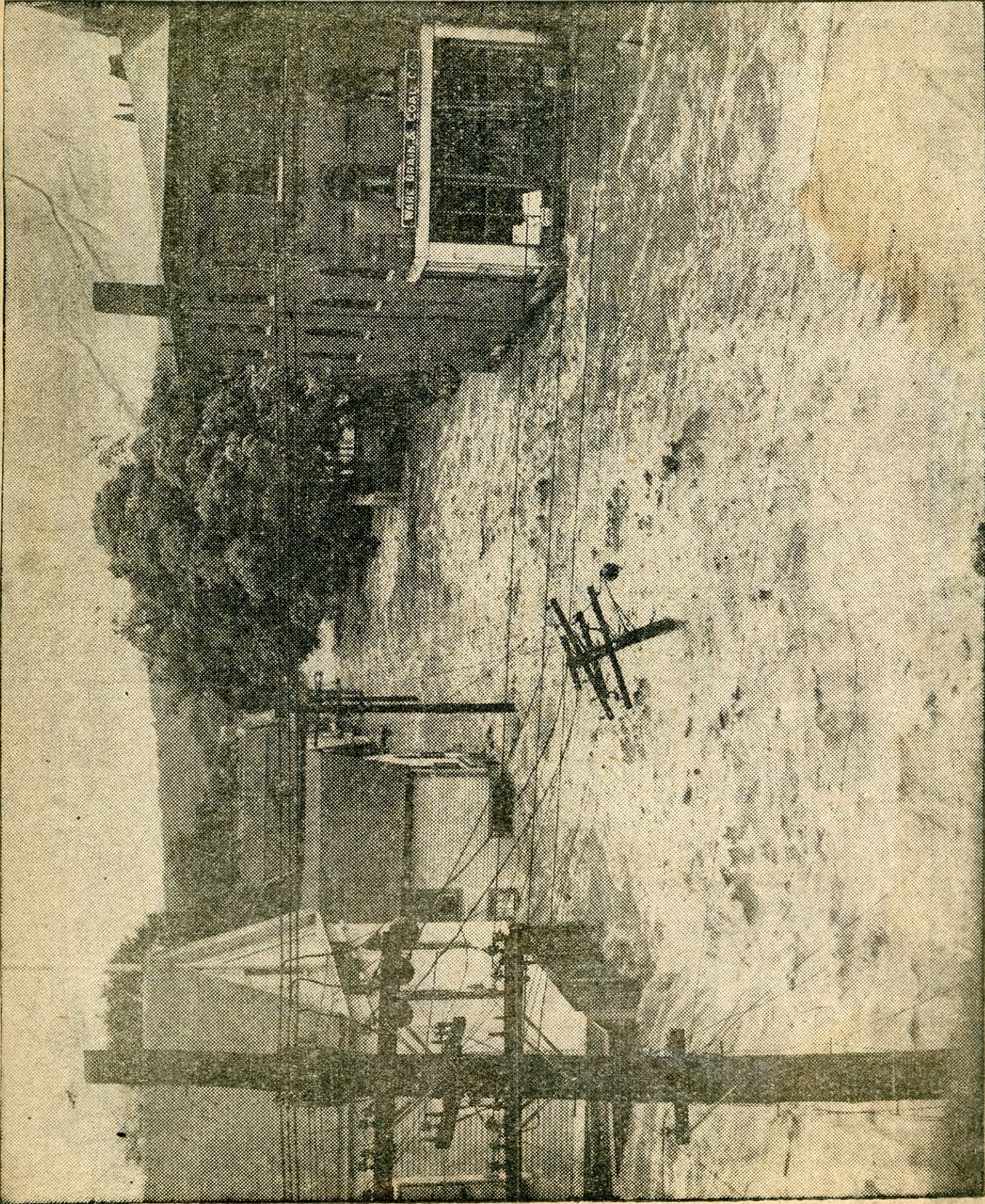
Water also covered the first floor of many houses and ruined furnishings. When the Ware Woolen Co. plant basement was flooded, the damage to raw materials ran into thousands of dollars. A section of the mill building was torn away.

Fire Department apparatus had to be removed from the central station when water reached the main floor and the building threatened to tip into the river.

### Town Isolated

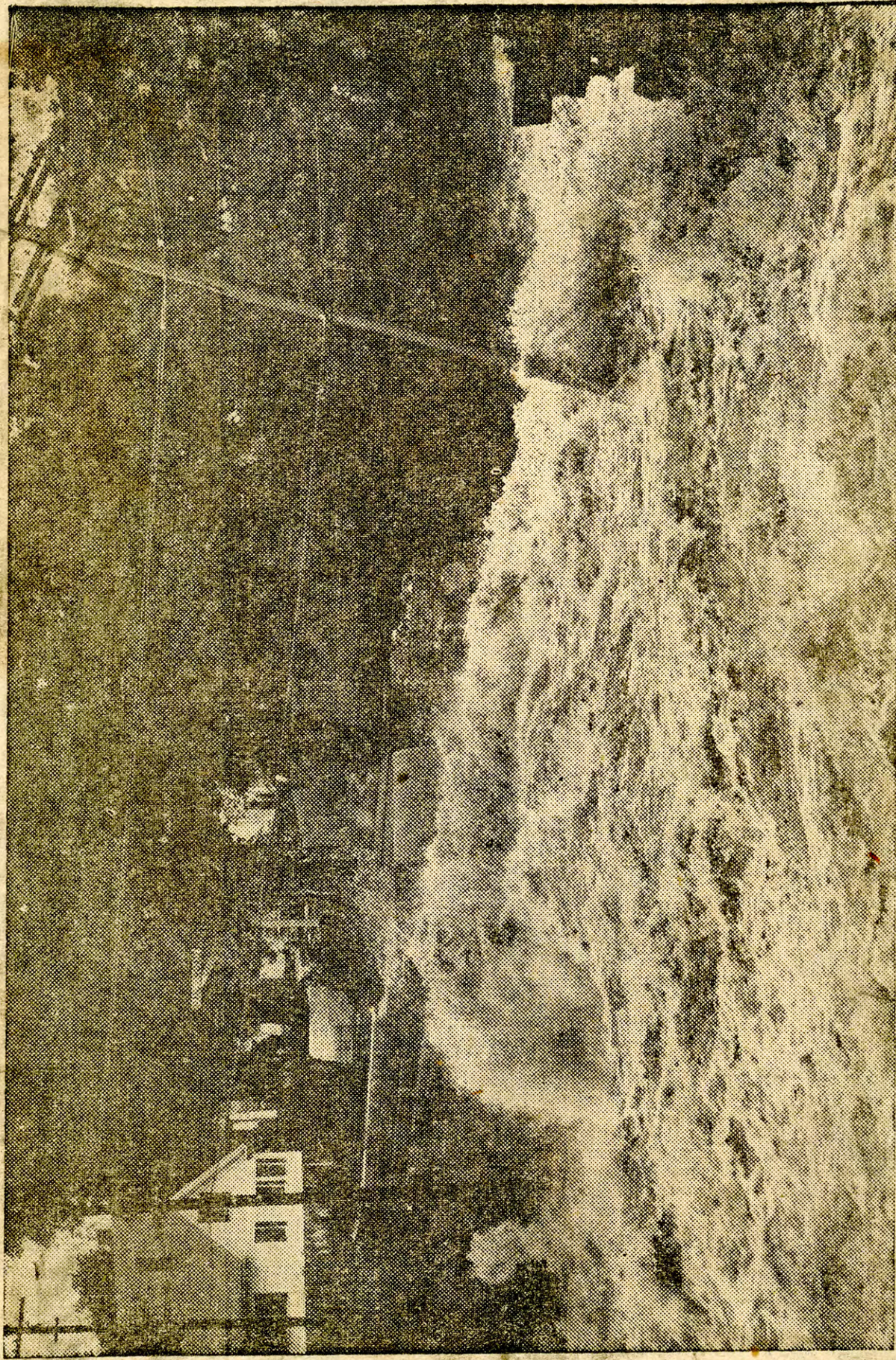
Ware was isolated from the rest of the world at an early hour. Evacuated families were housed in the town hall and other public buildings.

Police Chief B. W. Buckley ordered that sales of food be limited because of the inability to get new supplies. There was no telephone service. Beyond all doubt it was the greatest disaster ever to hit the town.

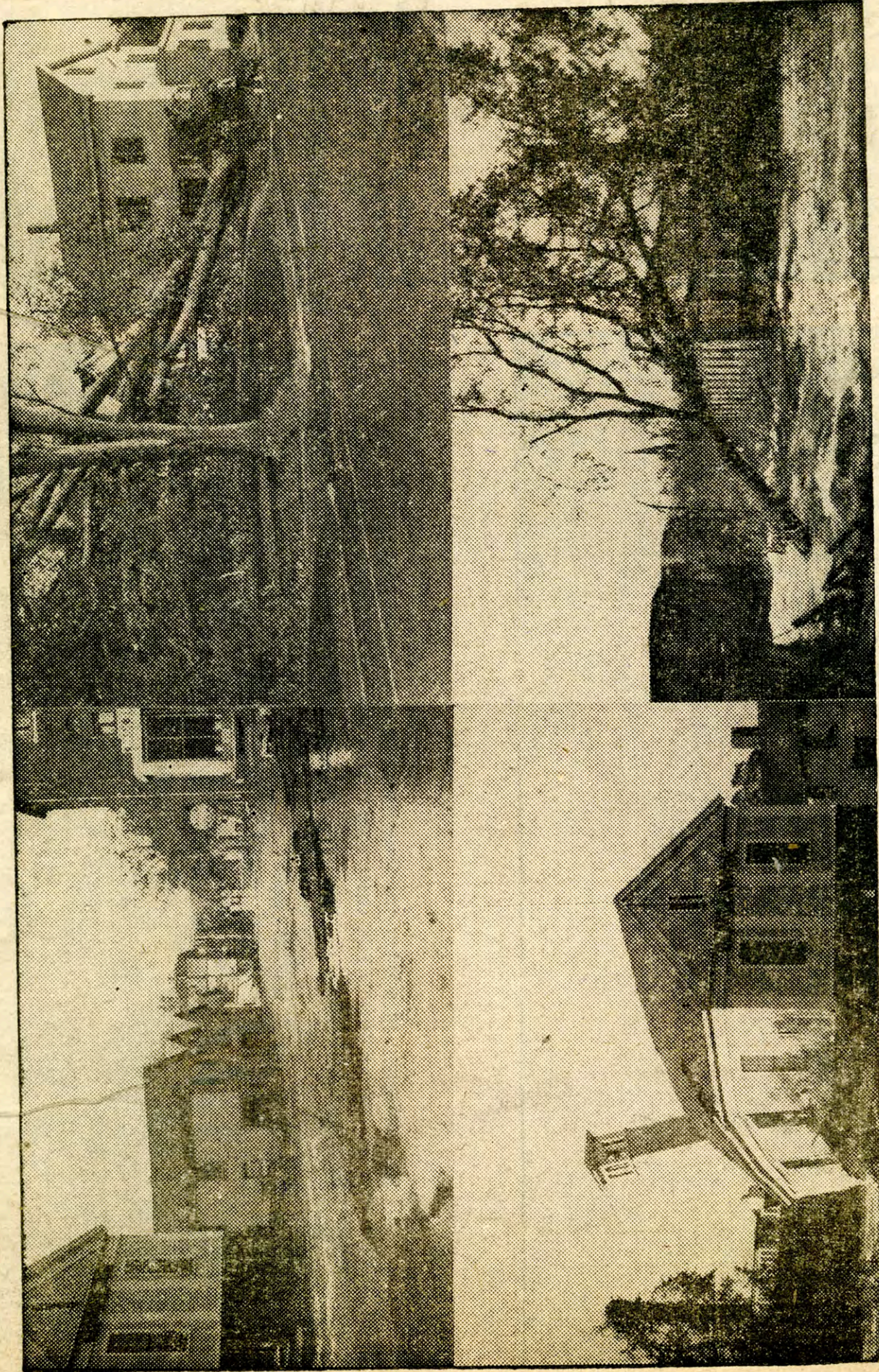


FLOODWATER POURS IN TORRENT THROUGH WARE STREETS; ALL LINES DOWN! THE WEIGHT AND FORCE OF THE RUSHING floodwater in Ware swept everything in its path aside.

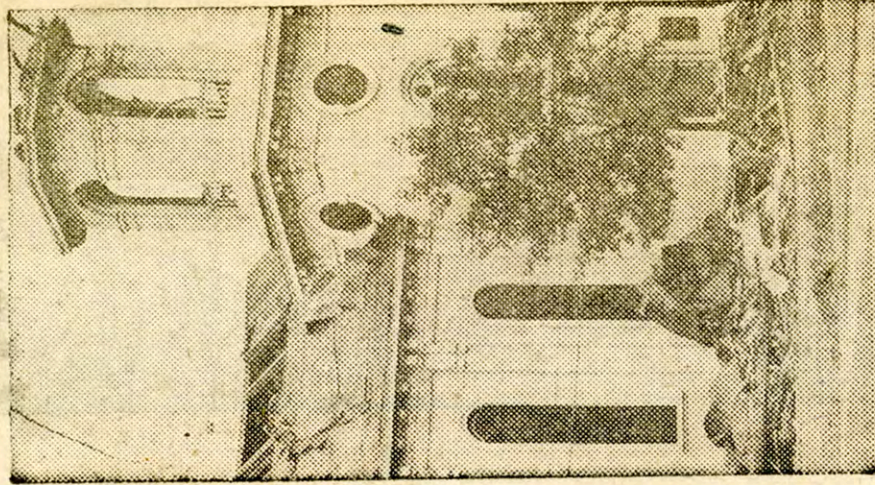




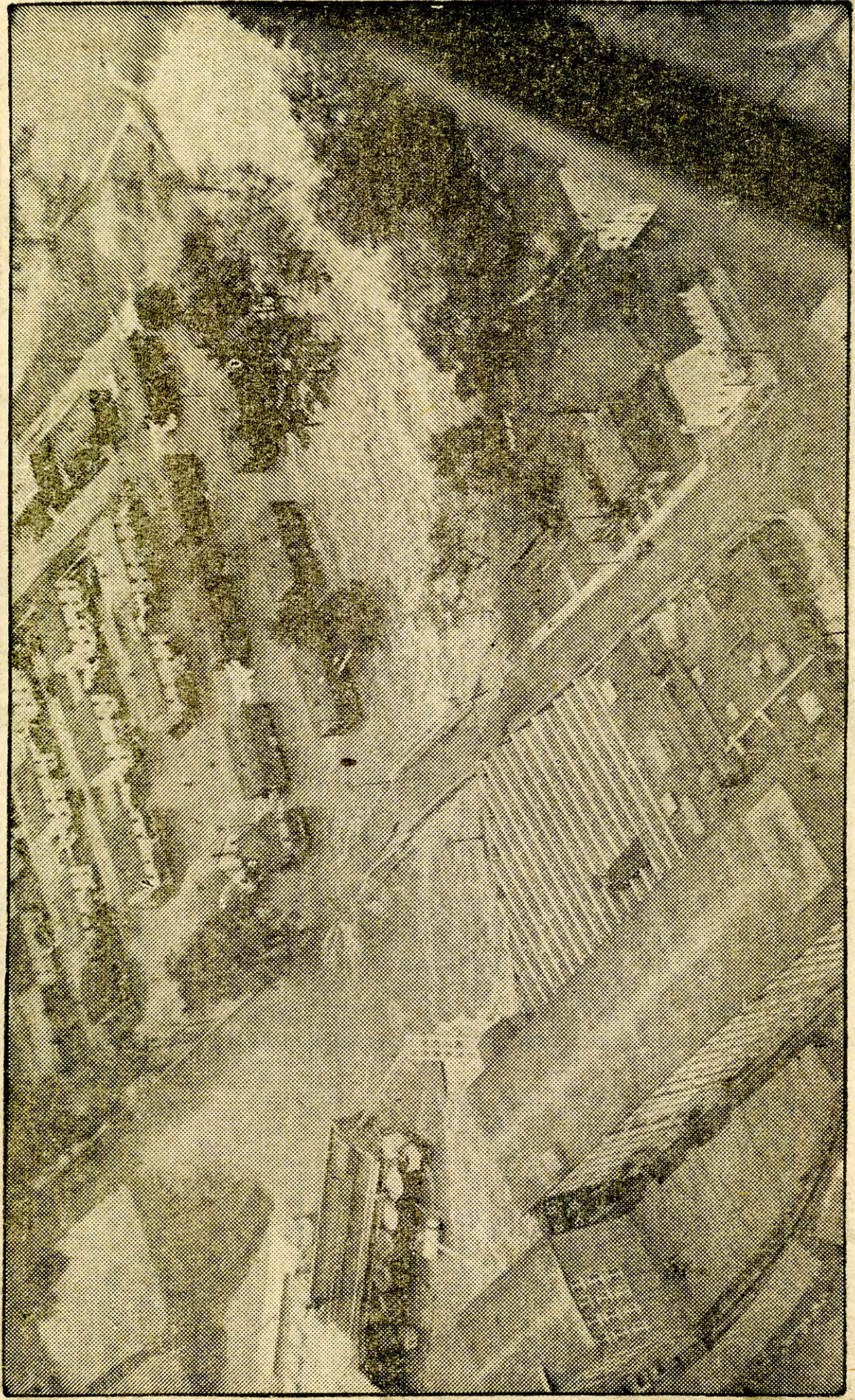
**RAGING STREAM RIPS AWAY BRIDGE OVER WARE RIVER: THE EAST STREET BRIDGE OVER THE WARE RIVER, JUST BELOW THE OTIS DAM, WENT OUT UNDER THE FORCE OF THE ONRUSHING WATER AND THE NOISE IT MADE WAS HEARD ALMOST A MILE AWAY.**



GREAT DAMAGE DONE BY STORM IN TOWN OF WARE. UPPER LEFT, LOOKING DOWN PULASKI STREET FROM LOUIS S. CHAR-  
 bonneau square; upper right, tree uprooted near home of Dr. D. M. Ryan at Bank street; lower left, rear of town fire station collapses; lower  
 right, waters pounding against J. T. Wood Shoe Co plant.



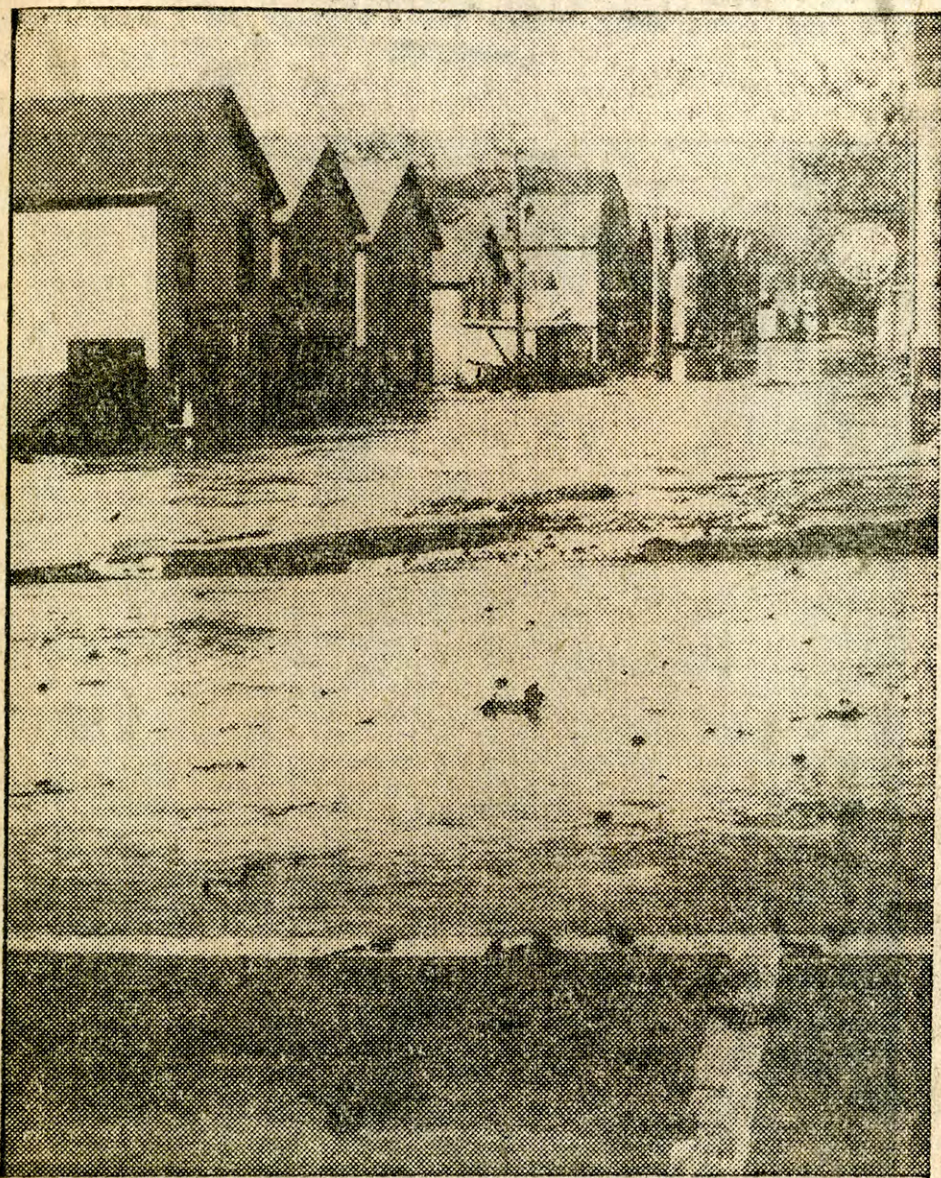
MONSON CONGREGATIONAL  
 church which lost its steeple and  
 section of roof.



AIR PHOTO SHOWS SECTION OF TOWN CUT OFF BY FLOOD.



CENTRAL FIRE STATION AT WARE



FLOOD AND HURRICANE AT WARE: HURRICANE AND flood joined in most costly disaster in town's history. Pulaski street was among hardest hit and many of its houses were reported crumbling.

In North Wilbraham disaster also impended as the rising waters of the Chicopee River threatened to wipe out the covered bridge between that town and Ludlow and to undermine the large factory of the Collins Manufacturing Co.

#### Families Forced Out

Fifty families living in Cottage Avenue next to the river and near the mill were evacuated early in the day and the factory closed after 10 feet of water flooded its lower section.

The Boston Post Road was flooded, cutting off all traffic in North Wilbraham. During the early morning, the water in the Chicopee River was several feet higher than during the 1936 flood.

#### Route 20 Blocked

One of the principal routes to Pittsfield became impassable last night about 7 when the Westfield River, coupled with the deep pools caused by the heavy rain, blocked all traffic on Route 20 in Woronoco near the Strathmore Paper Company. The river poured through the hydroelectric plant at Strathmore at the height of eight feet and was still rising. The river reached a height of 11 feet at this point in the March, 1936, flood.

#### New Bridge Threatened

A new \$65,000 steel and concrete bridge erected a year ago over the Ware River in Thorndike was bolstered with sandbags at 2 p. m. as the water rose rapidly and swept over Church Street. Water was pouring through the ground floor of one of the mills on the river side near the bridge and the bridge was closed to traffic. All traffic to Bondsville was sent along Commercial Street in Thorndike over the new lower bridge which appeared to be holding its own against the swollen river.

The only available route in the afternoon between Springfield and Palmer was via Ludlow to Granby to Belchertown through Bondsville. The reservoir brook in Belchertown threatened to rise over the highway and there was the likelihood that the road would be closed, completely isolating the town.

#### National Guard Called

Communities which called out the National Guard early for protection during the flood disaster included Northampton and Adams.

In Northampton there was no power or light. Even if the current had not failed, it would have been shut off to protect the public, officials said, after wires had been torn down by the hurricane. The National Guard alarm was sounded at 8 p. m. and the Red Cross mobilized at the State Armory to take care of 200 refugees.

Evacuation of families from flooded areas or those in danger of being inundated was hampered greatly by fallen trees and poles which blocked streets.

Expectations were that the flood would reach the proportions of the 1927 one, if not that of 1936. All available policemen and firemen were ordered on duty.

Lack of power and electric lights was a particularly serious problem to the Northampton hospitals and to Smith College where many live in large dormitories.

#### Damage in Berkshires

The largest damage in the Berkshires was centered in East Lee where the Tayford Dam burst at 8 p. m. and inundated the low-lying sections of the town. More than 50 families were taken from their homes by police in boats and trucks. The Tyringham bridge was washed away also.

A Pittsfield radio station was silenced when water seeped into the transmitting room.

The principal water main feeding Pittsfield broke in New Lenox, but emergency crews believed they could repair the damage before the city's water pressure was cut too greatly.

The militia was called out in Adams when the Hoosac River overflowed its banks. In the Armory were housed 250 refugees.

#### Westfield Hit

In Westfield, water rising rapidly after 6 p.m. forced residents out of many homes in Otis Street. They were cared for by the Red Cross. Electric power had failed at 4 p.m. and high water cut off the Springfield highway and the road to Russell.

Police Chief Allen H. Smith of Westfield called for assistance of CCC workers at Hampton Plains to help patrol the town. The Russell telephone exchange was reported abandoned in the face of rising water of the Westfield River in that town.

#### Five Feet Less Than 1927

Flood stage of nine feet at the Holyoke dam on the Connecticut River was reached during the afternoon and at midnight approximately 10½ feet of water was pouring over the concrete. The river was rising there at the rate of nearly four inches an hour.

The 1927 peak at Holyoke was 14½ feet and that of 1936 was 18 feet. Calculations of probable further rise at the dam were made difficult because of inability to communicate with Turners Falls and other points north.

Mayor William P. Yoerg ordered closing and sandbagging of the railroad gates at the Springdale dike and at the dam. The top of the dike is five feet higher now than in 1936. At midnight the water was eight feet from the top. The mayor said he did not intend to call out the National Guard at present.

#### Brooks and Ponds Swollen

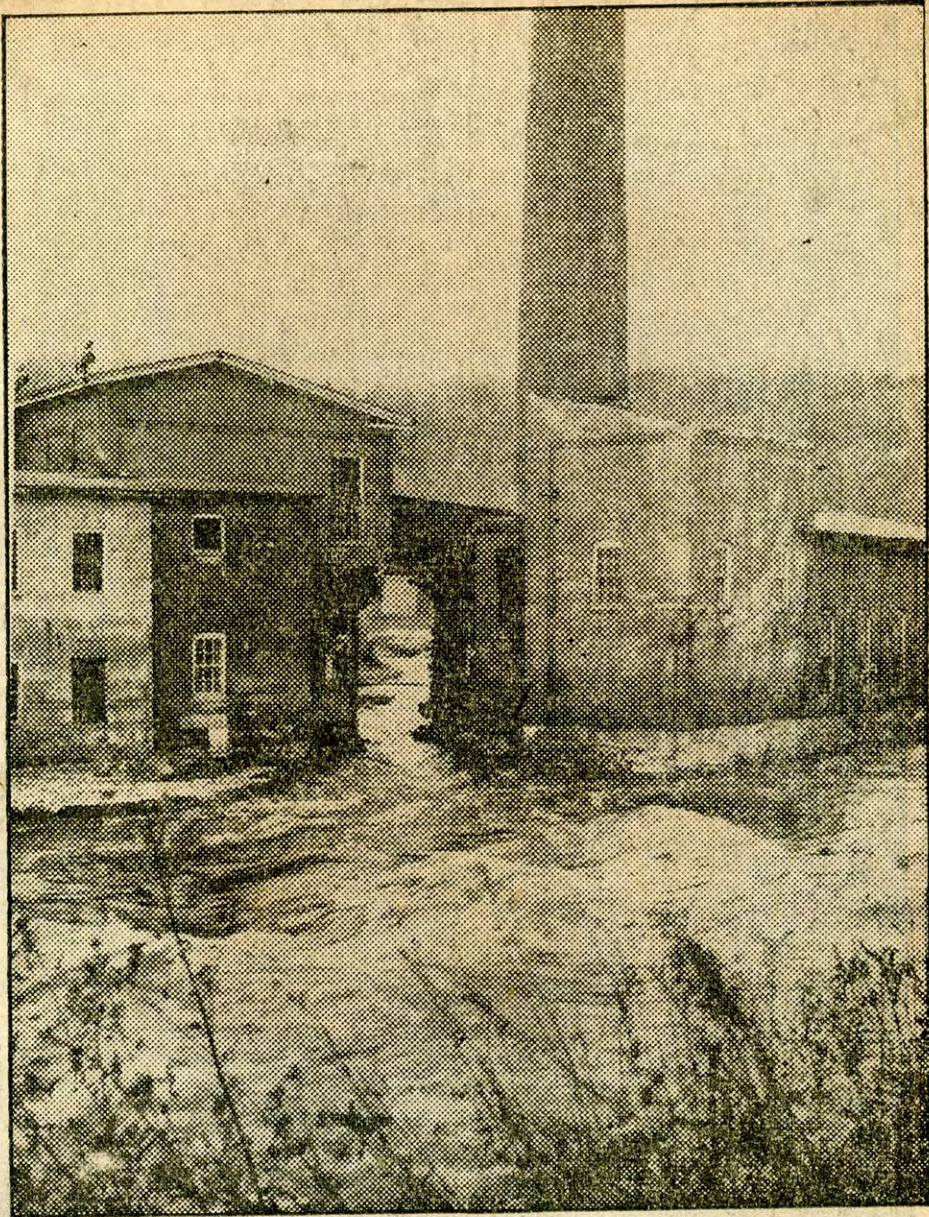
Officials of the Holyoke Water Power Co. warned store owners in South Hadley Falls' Main Street to remove all goods from their store cellars. They were not afraid of water rising over the concrete flood wall but of the overflowing of Buttery Brook near St. Patrick's Church.

Residents in Newton and Lamb Street districts in South Hadley Falls were warned by police there was danger of the dam in the LeGrand ice pond going out.

#### Orange Hard Hit

Along the Millers River, Orange received the brunt of the flood. Hundreds of persons were said to be homeless, factories were crippled and the waters were still rising hourly.

Three important dams in the village of Millers Falls were also the object of anxiety tonight, tired workers piling sand bags to save them from further damage. The newly improved Montague - Leverett highway was washed out in several places by the Sawmill River. This road was the only outlet to the east during the 1936 flood.



FLOOD-WRECKED THORNDIKE MILL: ONE RESULT OF THE savagery of the Ware river is shown.



WASHOUT ON BOSTON ROAD NEAR NO. WILBRAHAM.

### Rescued by Life Line

In Ludlow two men, trapped in the lower power house of the Ludlow Manufacturing Corp. by rising water in the Chicopee River, had to be rescued by the Fire Department, which used a life line shot from a gun.

Because Wilbraham was isolated by flood waters, Headmaster Charles L. Stevens postponed the opening of Wilbraham Academy to Sept. 29.

Selectmen ordered about 40 families near the Red Bridge dam section to evacuate their homes temporarily because of fear that the dam might possibly give way.

In Orange, flood waters were approaching the 1936 level and all factories along the banks of the Millers River had water in them.

### 100 Families Forced Out

Residents of the Deerfield Street area in Greenfield had to be moved out by police as the Green River left its banks. The Red Cross prepared to offer refuge to the 100 families made homeless.

Possibility that the Rhode Island Mill dam in the West section of that town might give way kept the greater part of Stafford Springs tense during the night. The rainfall of the last few days has been the heaviest in that town's history.

### Deerfield River Wild

The Deerfield River was on its worst rampage in years, washing over the new state highway in East Charlemont, rising three feet over Scott's Bridge west of Shelburne Falls and threatening to wipe out the iron bridge in the center of the latter village.

Conway was another tragic community, about 100 persons being forced to leave their homes in the center of the village as South River inundated the business section in more than five feet of water.

### Flood in Athol

The Millers River at Athol was rising at the rate of three inches an hour yesterday. There was a record flow of seven and one-half feet at the Starrett dam. Men were desperately sand-bagging the river bank at the Starrett and Athol Manufacturing plants. A large barn north of the Main Street bridge was washed away during the afternoon and threatened to obstruct the flow under the bridge. The Exchange Street bridge and Marble Street were flooded, causing large property damage. Some traffic on Route 202 was routed over the roadbed of the old B. and M. railroad but this traffic stopped when a big truck became mired. No trains are entering Athol in either direction.

## NORTH, SOUTH END RESIDENTS ARE EVACUATED

### Mayor Acts as Waters Rise; North End Dike Weak

Fearing that a weak spot in the North End dike at Springfield might give way, Mayor Putnam at 2 this morning ordered the residences in that section evacuated while Street Department crews struggled with sand bags to strengthen the weak spot. The threatened section of dike was near the end of Wason Avenue.

### Taking No Chances

The mayor's decision was made early this morning when Street Department engineers pointed out the possibility of the dike giving way at the weak point, and the evacuation was pure, a precautionary measure, he indicated. While the engineers believed they could hold the dike, no chances were being taken.

# Flood Bulletins

At 2 a. m., water from the Connecticut River was coming up through sewer openings in Columbus Avenue, Broad, Elmwood and York Streets, this city, filling the streets and flowing over into the house yards.

Shortly before 2 this morning, the large iron bridge across the Chicopee River at Chicopee Falls, just below the dam, was knocked off its supports and would have gone down river except that it was held temporarily by the large gas main that crosses the river on the span. The bridge suddenly sagged two feet and then was swept off its foundation only to be held by the gas main. If the main breaks, the bridge will be lost.

Early this morning water was entering cellars of Main Street establishments, backing up through sewers. In many stores workmen were busy throughout the night removing merchandise to drier quarters.

Both ends of the Agawam Bridge were closed to traffic last night as the Agawam River rose close to the bridge floorboards. At the same time all residents of the River Road were evacuated from their homes by police when the river overflowed its banks in that low-lying area.

At 3 a.m., two large jets of water were released to pour five feet of water into the newly excavated cellarhole at Main and Fort Streets in an effort to preserve the pressure within the area, as the height of surrounding water increased.

The area in the North End to be quitted by residents extended from the river to the railroad and from Washburn Street to Lowell Street. Indications were that all three high schools might be filled by morning with the refugees from the threatened areas.

Earlier, Mayor Putnam and his emergency flood committee had ordered the evacuation of 2500 South End residents as the turbulent brown waters crept slowly but inexorably

toward the overflow point in that section of the city.

Water first crept into city streets shortly after midnight coming into Columbus Avenue at York Street near the Hampden County Jail. Prisoners already were being moved out by Sheriff David Manning. The last load left in a street railway bus just as the water lapped at the jail steps at 1.30, leaving a wake in its rear like a sea-going tug. A row boat was pulled up to the jail entrance for the accommodation of Sheriff Manning and his helpers.



COLUMBUS AVENUE UNDER WATER: TAKEN FROM THE air, this photograph looking north shows Columbus avenue from Long Hill street. The jail, evacuated when floodwaters rose into the building, is seen in the upper left-hand corner.

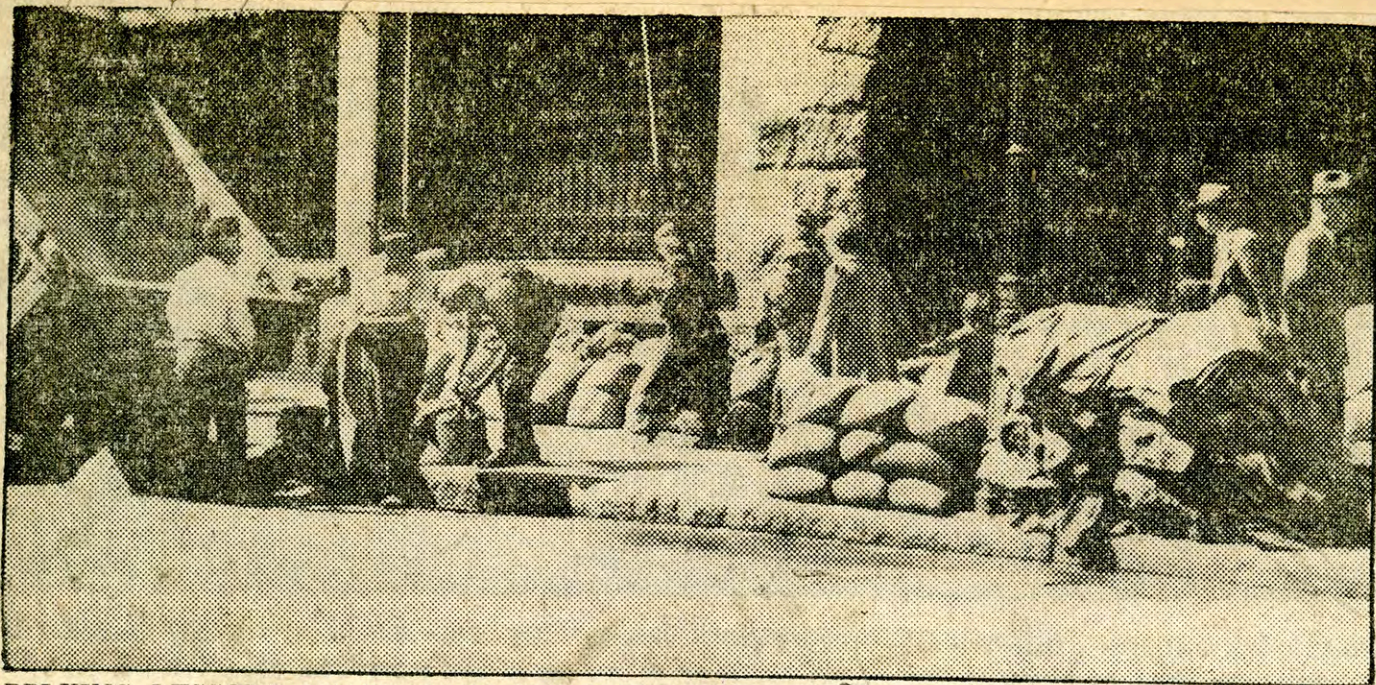


HEALTH OF REFUGEES CAREFULLY GUARDED: THE PHOTOGRAPH AT THE DISPENSARY at High School of Commerce shows Dr William S. Conway conducting an examination of a little refugee. Others in the picture are, left to right: Miss Irene Kelly, nurse; Mrs Jane Caswell and Mrs Florence Bartlett, Gray Ladies; Mrs Blanche Falkins, Red Cross nurse; Dr Conway, Mrs Mayme Pleau, and Miss Elizabeth Brear, Red Cross nurses.

## Flooded Section of South Main Street



This view of the long stretch of water, like a lake, in South Main Street is from Wilcox Street looking southerly. Numerous boats were being used by residents at the time to ferry themselves or to carry goods from their homes to safety.



**APPLYING LESSONS LEARNED IN 1936 DOWNTOWN BUSINESS MET RECENT THREAT WITH all precautions. Pumps were early at work clearing basements of inpouring water.**

National Guardsmen slowly quitted their posts at street corners throughout the district as the rising waters drove them farther and farther inland.

**School Filled**

The High School of Commerce was filled with refugees at 1 a. m. when about 800 persons had been registered there by Red Cross workers. The transportation was by street railway busses.

At about the same hour, Mayor Putnam broadcast an appeal to downtown merchants to take the stock out of their basements. Earlier, it had not been thought that this move would be necessary.

The Springfield Shopping News plant in the South End was slowly being surrounded by rising waters, and the management had moved all possible stock to the upper floor and loosened electrical equipment in the basement to carry it up also at the last moment.

Pumps were started to suck water from the basements of a few establishments, the building at the corner of State Street and Willow Street being one of the first. A fire pumper drew water from the basement of the emergency headquarters of the evacuation crew in the Margaret Street Station.

**Units Function Smoothly**

All emergency units in the city were thrown into action and functioned smoothly and without the confusion attendant to the evacuation in 1936. The experience gained from that disaster led to the formation of a definite plan to be followed should there be danger of a recurrence.

Springfield engineers went to Chicopee to assist in strengthening weak spots near the Springfield line in that city. Chicopee's sewer system has not yet been brought up to its necessary degree of perfection to withstand the increased pressures brought about by the dike construction there. Some manholes were being blocked to prevent overflowing from backed-up waters.

**Police in Charge**

The evacuation of South End residents, from William Street south to Mill and between the river and Dwight Street Extension, was carried on under the direction of the Police Department. Transportation was provided by the Red Cross and busses of the Springfield Street Railway Company.

One company of 60 men of the National Guard under the direction of Capt. Warner B. Sturtevant assisted police in directing traffic in the threatened area, and in excluding all cars not having business there. Capt. Thomas Moriarty of the Traffic Bureau worked out plans for policing the area.



**HIP BOOTS AND CANOES USED IN BRINGING GIRLS TO more comfortable locations.**



**Part of refugee throng registering at one of local high schools.**



The decision to move people out of the threatened area was reached by the mayor and his special emergency committee after a conference at City Hall when it appeared that the river eventually would rise above the 22-foot mark which is considered the highest the South End area can stand. Present were representatives of the National Guard, Red Cross, Police, School, Fire and Street Departments, the Planning Board, Boy Scouts and a group of City Council members.

#### To Use Schools

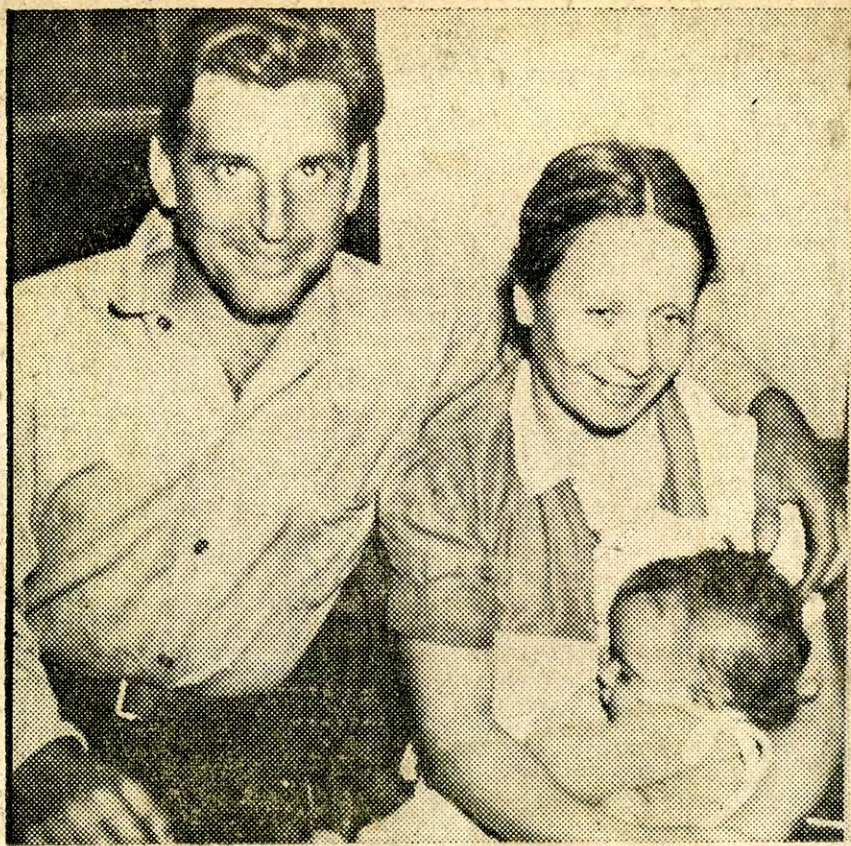
It was decided to move the evacuating families to city high schools, using first the High School of Commerce, then Classical High School, and finally Technical High School if necessary. Dr. John Granrud, school superintendent, ordered all the schools closed for tomorrow.

Mayor Putnam, in a broadcast from City Hall, warned persons in the threatened section to be ready to move out. Police carried the message as a motorcycle squad swept through the district.

As quickly as possible, Street Department employes blocked off streets and National Guardsmen and police were stationed around the closed section to warn out motorists other than those living in the area.

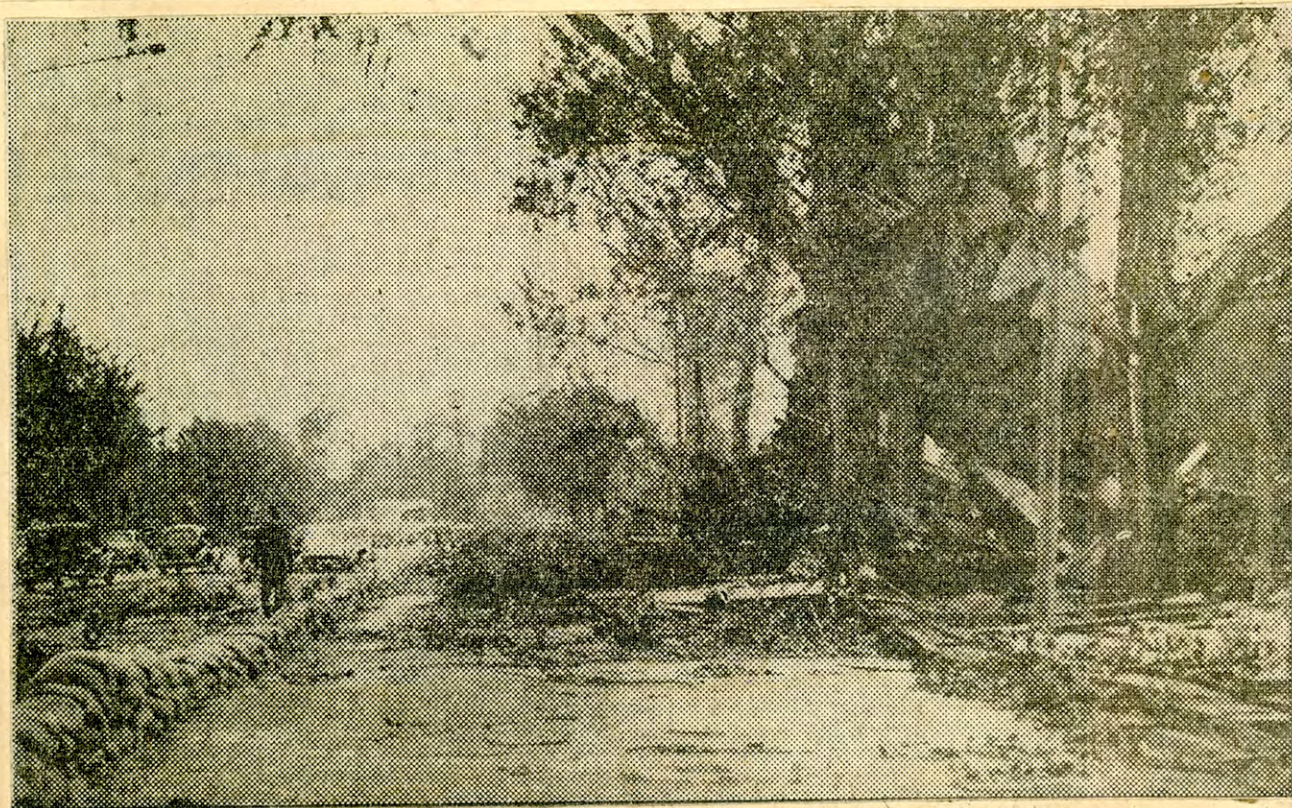
Householders who were able moved such of their belongings as could be handled easily onto the upper floors of their homes before leaving. All were told there was no immediate danger and that probably no more than the cellars would be flooded, but that all must be out of the area last night as a precautionary measure.

The Margaret Street Fire Station was commandeered as headquarters for those directing the exodus.



**REFUGEES FROM SOUTH END OF CITY TOOK EVACUATION ORDERS THURSDAY NIGHT WITH LITTLE COMPLAINT.**

**MR and Mrs Michael Germano and their 14-months-old daughter Dolores**



**Springfield lines sandbags a long street to prevent flood from Hampden park.**

## 200 PRISONERS ARE EVACUATED FROM JAIL HERE

**Sheriff Has Men Conveyed  
to College Gym, Women  
to Police Station**

More than 200 prisoners were removed from the Hampden County Jail in York Street shortly after 1 a. m. today. Eight women prisoners had been transferred last night by Sheriff David J. Manning from the jail to Police Headquarters. The male pri-

soners were taken to the Springfield College gymnasium in street railway busses.

#### Before Boats Necessary

Sheriff Manning made plans early in the night for the evacuation of the jail but until nearly midnight he felt that conditions might not grow severe enough to warrant the transfer. Twelve state troopers were at the jail most of the night awaiting orders for the evacuation. Sheriff Manning also had all of his deputy sheriffs and his guards on duty.

The sheriff secured some boats during the night and had made arrangements to obtain more but he carried out his intentions, made early in the night, to remove the prisoners if possible before boats were necessary. Under the guard of the state troopers, national guardsmen, deputy sheriffs and jail guards, the prisoners left the jail building and entered the busses in

single file. At the time of the evacuation the water had risen over the curbs in York Street and planks were stretched from the sidewalk to the busses for the prisoners.

#### Transfer Orderly

The transfer of the prisoners was carried out in a most orderly fashion. The busses backed into York Street from Columbus so they would not have to be turned around after they were loaded. Most of the guards were stationed in the immediate vicinity of the jail gate but some national guardsmen were kept on duty in Columbus Avenue. About a score of persons were on hand to watch the removal. Some of these recognized friends among the prisoners as the busses rolled past and shouted greetings to them.

There was no commotion among the prisoners and Sheriff Manning said the transfer was conducted without a single untoward incident. That the sheriff had watched the rise of the

# Evacuating Hampden County Jail Inmates



Springfield Union Photo

Prisoners were being evacuated from Hampden County Jail in street railway busses at 1.30 this morning. With the regular guards augmented by a detail of State Police under Sergt. Warner Eaton, the transfer was made to Springfield College in about an hour.

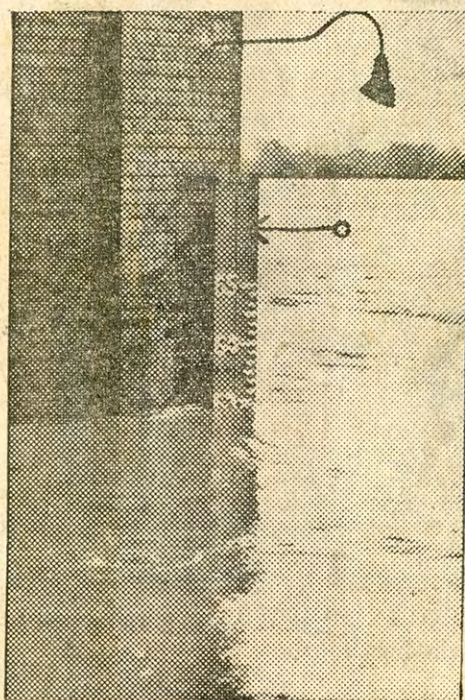
water carefully and used good judgment in removing the prisoners when he did seemed evident by the fact that while the transfer was being effected at the jail Columbus Avenue in that section became flooded from side to side.

Several prisoners whose cells are on the east side of the jail were fortunate they were eating at the height of the storm in the late afternoon as their cell windows were blown out. The glass is said to have smashed against the opposite side of the cells.

## RESIDENTS HERE RELUCTANT TO LEAVE HOMES

In streets along the north end dike at 9 this morning families while jittery were reluctant to leave their homes as they were greeted by the morning sun. At Chestnut Street junior high school preparations had been completed to care for 400 people but at that hour but one family had arrived. The water was well below the top of the dike. At the school with Principal Raymond Parker in charge and Red Cross activities under the direction of Curtis Brace and Dr Pease, arrangements had been made to provide meals during the day for the refugees and plans were made to furnish cots tonight.

The department of streets and engineering had done a good job in clearing the streets of the debris deposited by last evening's storm and in nearly all the streets of the north end one way traffic lanes had been opened.



GAUGE AT SPRINGFIELD on Friday showed the river to be only three feet below the record height of 1936, which was 28.6 feet. At the same time the official flood level was 25.57 feet.

ville and points south. Conditions for that line were further complicated when the river submerged sections of the track at 3.45 this morning.

The B. & M. road has not been able to move since early last evening, the last train leaving here shortly before 5 and getting no farther than Holyoke.

Many passengers remained in the coaches which officials had steam heated and parlor cars were attached for greater comfort. Hotels did a thriving business due to the influx from the bus terminal as well as the railroad station. Most of the people appeared to take the situation cheerfully and in their stride.

#### Pump Wins Fight Against River

A crumpling of the dike near the Springfield Rendering plant in Brightwood and a threatened break of a manhole along the Chicopee dike near the Chicopee Rendering plant caused grave concern this morning, but emergency crews were rushed to both sites and were apparently successful in holding the river back with sandbags.

A tense situation developed at the Washburn-avenue pumping station when it was feared that the river pressure would be so great as to force water back through the big sewer pump to flood a large area. When the pump was started again shortly before noon after the chambers had filled with sewage to be pumped out into the river, it appeared for a moment that the river water would force its way back against the pumping pressure, but the pump had just about power enough to win out against the tremendous river pressure.

Boston and Maine railroad and housed near the freight station on Columbus avenue, near Cypress street were put out of commission this morning by rising water and the railroad men will have to pump air into its air brakes on the trains from Brightwood where two more pumps have been placed on roofs of a building.

Rising water at the Brightwood section of the Connecticut was within one foot of going over the dike this noon, and it was feared by the railroad they would not be able to use their compressor pumps from Brightwood if the dike failed.

A threatened break in the new dike at the North End prompted Mayor Roger L. Putnam at 9.30 this morning to order all the remaining population out of that section of the city.

Many had stayed in their homes since the first evacuation order at 3 this morning, but after the dike weakened a large force of police were sent out with instructions to get everybody out of the danger area without delay.

Employees of the streets and engineering department started piling hundreds of sandbags at the break, which occurred at the old Rowland-avenue sewer outlet. They were making a desperate attempt to prevent the flood waters from overwhelming the entire north end of the city.

Cause for further concern was a report of a weakness in the dike near Washburn street with a possibility that the water might break through there also. Workmen were dispatched there in an effort to bolster up the barrier.

A crest of 28 feet at 10 o'clock tonight was predicted at 10 this morning by the flood emergency office at City hall.

The crest at White River Junction, Vt., was reached at 6 a. m. this morning, it was learned here at 9.45.

The peak there was 26.8 feet, and the river at that point had dropped to 26.6 feet at 9 a. m.

At Turners Falls, the river remained at 11.5 feet for an hour between 8.30 and 9.30 a. m., showing no rise.

Refugees by the hundreds from the lowland sections of West Springfield, including the heavily populated Merrick district, were registering at the town's church, the Community Y. M. C. A. and the monastery this morning as the persistent rise of the river flooded and threatened their homes.

Traffic was being directed away from the flood areas by a corps of special police, pressed into service to aid the regulars, hard-pressed and weary after the hectic night.

The city will escape a major flood catastrophe, it appeared from these figures, even though high water has already brought the evacuation of all residents in the lowland territory.

The reading at the Memorial bridge at 9 this morning was 25.25 feet, a rise from 25.2 feet an hour earlier.

General evacuation of all the lowland areas in the Connecticut valley was being completed this morning following a hectic night of terror as the river's rise continued on the heels of the hurricane and its devastation earlier last night.

#### Several Found Ill

While ordering people to evacuate their homes in the South end, police found several cases of illness, and ambulances were called.

Patrolman Robert B. Maloney, son of Police Chief John L. Maloney, who was on duty from 8 yesterday morning to 8.51 today, was assisted in removing people from their homes by boat by Patrolman Patrick J. Long. They took several from homes on Rutledge avenue, four from Wendell place, three from Acushnet avenue, four from a block on Main street near Gardner; three from York street and an attendant at a gasoline station at Main and York streets.

All members of the detective bureau supervised the rescue work and patrolled the flooded areas in boats and guarded against looting and the like. All members of the department were working on 16-hour shifts with the exception of the detective bureau members, who saw constant duty from 8 yesterday morning and who were still at work after 10 today.

#### 2500 Refugees at Schools

Local Red Cross headquarters reported shortly before noon today that more than 2500 refugees from the flooded areas are being housed at four centers here, the High School of Commerce, Classical high school, Technical high school and the Chestnut-street school, and at two West Springfield centers, the West Springfield Community Y. M. C. A., and the Mittineague Congregational church. The number of refugees was increasing constantly as the rising water forced further evacuations from inundated areas.

An emergency order for cots and blankets was sent from here to the national guard headquarters in Boston as soon as the seriousness of the situation here became apparent and officials here were hopeful that these supplies would arrive by tonight. The latest word was that the trucks filled with cots and blankets were headed for Springfield over a roundabout route and that they would probably



POLICE CLEAR WAY FOR SAND TRUCKS. TRUCKLOADS OF SAND IN BAGS WERE MOVED TO the North end where the fight was waged to save the protective wall along Connecticut river.

reach here in time to provide the refugees with more satisfactory sleeping arrangements than they had last night.

The mobilized relief forces working in cooperation with the Red Cross started evacuation of families from the flood areas at 9 last night, transporting the refugees to the centers in buses. The Red Cross canteen service made arrangements to feed the refugees, providing the food which was served in the school cafeterias.

#### National Guard Goes on Duty

Acting Chief of Police John P. Fleming announced that the flooded North and South end areas will be strictly closed, and national guard members have been put on duty there.

No one will be allowed to enter these areas without a pass, which will be issued by Fleming at police headquarters. These passes will be issued only in case of real emergency, he said. Fleming has instructed Capt Thomas M. Moriarty, who is handling the traffic situation, to control the sightseers and keep them out of the flooded areas and in other sections of the city where there is hurricane damage.

#### Working Frenziedly

Engineer Robert E. Lee and a crew of 60 to 75 men were working frenziedly this morning at West Springfield to stem flood waters coming through a leak in one of the dike gates, evidently caused when the current tore loose piles dropped in the gate.

Four or five privately-owned motor cruisers were commandeered and pushed into the gap in order to break the current and enable the men to plug the hole with sand bags and trap rock. It was expected that if the river did not rise too rapidly in the next several hours, that further flooding might be prevented.

All residents in the Merrick section have been evacuated as almost all the Main street and low areas are partially inundated. Twenty-five or 30 houses in the river section are under water.

All animals and vehicles are being hurriedly removed from the Eastern States exposition grounds in the face of rising waters along with the more valuable exhibits.

All communications to the north were disabled this morning, and the telephone company found it possible to get only limited messages through by circuitous routes, delaying calls by hours.

The flood emergency office tried frantically to reach the upper valley regions, and the telephone company was working to serve these officials with information.

Four companies of the national guard were prescribed by the mayor and one by Sheriff David J. Manning.

An order was issued from Boy Scout headquarters calling all Scouts for service in the emergency.

Basements in Main street stores were beginning to fill with water and the pumps were being used to pump out the water as it continued to rise. In the Capitol theater at 8 today water had spread over the orchestra floor. Motors and machinery in downtown stores were removed during the night to prevent water damage. A large pump was being used to pump water from the Sears Roebuck store on Main street.

Nearly 1000 refugees ordered out of the flooded areas of the city were housed at the High School of Commerce last night and were being fed there at the cafeteria today. Emergency gave no opportunity to get together cots and blankets and the men, women and children spent the night in the assembly hall, huddled up in the seats.

Most of those taken care of at this building were driven out of their homes in the South end during the night with some others from the North end area arriving this morning.

Over 800 men, women and children who refused to evacuate their homes in the South end early this morning had to be routed out from 5 o'clock on by police who commandeered trucks and used them in various sections. The police estimated that about 200 persons were removed in boats. A fleet of boats, including some with outboard motors, is plying in the areas between Main street and Columbus avenue. At 9.30 this morning the section flooded over was between Union and Main streets south to Acushnet avenue and Columbus avenue between Union street and Leet street and Longhill street. It is estimated that the deepest point is at Rutledge avenue where police said the water was between five and seven feet deep.

Chicopee was without drinking water today as the main across the

Chicopee bridge broke, and the supply of water drained out of the standpipe.

There was no power available to pump water for city uses. The power company was erecting an auxiliary station to pump water across the Davitt Memorial bridge, hoping to enable the resumption of water service sometime this afternoon.

The Willimansett section of Chicopee was under six feet of water this morning, and police were evacuating residents in the area by boats.

A section extending three-quarters of a mile up Chicopee street, and the area from the Chicopee river to the dry bridge were all under water. Refugees were being removed to the city infirmary.

The Chicopee Falls bridge was washed out at 6.05 this morning, and it carried with it all wires, severing communications.

All three underpasses in West Springfield were flooded and Riverdale road between the Springfield Country club and Ashley avenue was under about four feet of water and traffic could not get through.

The only route open to Holyoke was over Boulevard and Brush Hill. The area in the section of Frog Hole, Westfield, was under water and traffic to the west had to be detoured.

After the dike broke at the boat yard at the foot of Mosely avenue, water poured into the Merrick section of the town and flooded the southerly section to a point near East School street. Firemen, police and motorists rushed through the Merrick section notifying residents to evacuate.

#### Salvation Army Busy

The Salvation Army centers at Sterns square and Emery street functioned during the night taking care of people who had no place to go. During the night Army trucks traveled the streets serving coffee and doughnuts to relief workers, engaged in cleaning the streets.

The emergency rooms at the Stearns square headquarters were filled with stranded women. The eight trucks of the social service department were standing by ready for service at a moment's call from the mayor's emergency committee. Both centers of the Salvation Army here in Springfield have been standing by all night and will remain open while the state of emergency exists, it was announced.

#### South End Bridge Closed

The South End bridge was closed to all traffic because of its weakened condition and the rising water. This same action was taken during the 1936 flood.

Several hundred WPA workers were put on a schedule of emergency work program today by order of the mayor for clearing city streets and helping in the general project of work incidental to the flood.

The additional force of 200 extra men, who assisted the department of streets and engineering were relieved after 24 hours continuous service.

Supt Theodor R. Geisel of the park department stated that fully 1000 trees were blown down in Forest park itself.

#### Chicopee River Still Rising

Approximately four square miles in the Ferry Lane district of Chicopee here were under water today, and it was estimated that about 200 houses were inundated, with the water rising to the roofs of many of them.

The flooded area is bounded on the north by McKinstrie avenue near the Kirby school, on the east by Sandy hill and on the south by the West Springfield bridge, with the Connecticut river running to the west.

The Chicopee river was still rising but the rate of increase had slowed down. It stood at 66 feet, 24 feet above the normal level of 42 feet and only 4½ feet below the 1936 level. A morning reading showed a rise of four inches an hour, compared with eight inches an hour when the rise was fastest.

#### West Side Pump Gives Out

Shortly before 9.30 the pump at the sewage outlet near the Glazed Paper company at the West Springfield end of the Memorial bridge gave out under the ever increasing pressure of the swollen Connecticut river.

Supt of Streets T. Frederick Roche immediately put in a call for an electrician that the disabled pump might be repaired and so prevent an additional rush of flood waters into the already partially flooded Merrick section of West Springfield.

The pump, located at a strategic point on the West side, is used to keep flood waters from rushing up into the town's sewage system and inundating the houses in that section.

## MAROONED ONES JAM TELEGRAPH OFFICES HERE

### Theaters Forced to Cope With Problem of Rising Water

Business for the telegraph offices reached a new flood high today to all appearances. Both main offices of the Western Union and Postal Telegraph were packed to the doors with eager customers waiting to file their messages. Some of the senders couldn't get out of town; others wanted to let friends and relatives know they were safe and still others sought the aid of the telegraph in procuring additional funds with which to tide over their Springfield stay.

#### Theater Situation

In the theatrical district all of the houses with the exception of the Capitol Theater were prepared to open doors on scheduled time. Water put the Capitol out of commission but in the other houses with Thursday openings the problem of getting in the new feature was settled in various ways. Loew's Poli had its feature on time but at the Paramount there was a delay and the current feature went on the screen at the opening show.

In all of the theaters the water problem also was being met in different ways. Loew's Poli was battling with a surge that threatened to engulf the engine room where the generators are located. At least temporarily the battle had been a success and it was said that unless the river rose above the 1936 levels, there would be no "dark" house.

License Commissioner Samuel G. Simons viewed the damage at his home with considerable dismay. Outside of a lifted porch roof, a pair of garage doors and numerous other things about the place, there was nothing to worry about.

# Feared Pumping Stations May Not Stand the Strain; Food Supplies Adequate

**Mayor Putnam Orders Evacuation of North End After Rushing Waters Weaken Dike; Margaret Street Fire Department Headquarters Abandoned; Officials Declare Electric Light Service Will Be Maintained; Predicted River Will Reach Peak of 28 Feet Late Tonight**

A valiant struggle to maintain the dikes and to keep the pumping stations in operation was being made in the city early this afternoon as the Connecticut river continued to rise at a retarded rate.

Fears were felt for the dike near Rowland avenue and Washburn street and for the walls at Chicopee, just north of the city, near the Chicopee rendering plant.

Whether the pumping stations can stand the strain of the rushing waters was another apprehension, and there was the possibility that the Washburn-street station would give way, to let in the torrents of water.

At stake are the safety of thousands of persons still in lowland areas and millions of dollars of property, already inundated in whole or part all along the river front.

The river continued to rise early this afternoon, and the city's emergency flood office predicted that a peak of about 28 feet, the 1936 high, will be reached about 10 tonight.

At noon the reading at the Memorial bridge was 25.4 feet, a rise of only .05 feet from the level of 25.35 at 11 a. m. The rate of increase slowed down considerably during the morning and the crest had passed at White River Junction, Vt.

The emergency flood committee, headed by Mayor Roger L. Putnam shortly before noon reported that no food or milk shortage in the city appeared likely after an intensive survey of all grocery and food establishments in the city revealed that there was enough food here to last at least a week.

Action taken jointly by the large milk dealers in the city to have their supply trucked into the city this morning assured the emergency committee that there would be no shortage in the city's milk supply.

The city's bakers also added a note of reassurance when they reported at City hall flood headquarters that they had enough flour on hand to furnish the city with bread for at least two weeks.

At the same time Mayor Putnam issued an urgent appeal to the people of Springfield not to buy more food than is actually necessary for their own needs, stressing the fact that there are added hundreds to the citizen's population because of the many persons connected with the exposition and visitors who are completely marooned here.

The health department after a cursory survey of the grocery and food establishments this morning re-

The Margaret-street fire department was abandoned completely this morning due to the rising flood waters and all the equipment was moved to headquarters.

At noon today Agent Madden of the welfare department said that the welfare offices on William street had been abandoned and headquarters established at the old Worthington-street school. Welfare groups to report tomorrow are asked to report at the Winchester square fire station. At the same time Madden said that no flood relief would be issued by his department as yet.

#### West Side Break Repaired

West Springfield was reported virtually out of danger as the crew of more than 75 men who have worked feverishly at the dike break near Moseley avenue apparently won their desperate battle against time and the raging flood waters shortly before noon today. Providing that no other break occurs, either along the Connecticut again or along the Agawam river, it was believed the town was safe from further inundation.

Many anxious minutes were spent this morning when a pump near the old Glazed Paper company failed because of the terrific force of the flood waters rushing into the sewage system in the south part of the town. A crew of street department men repaired the pump shortly before noon and the added threat to the Merrick section was defeated.

#### Electric Service Maintained

Protective measures taken since the 1936 flood which proved so disastrous to the United Electric Light company enabled officials of the company to predict this morning with reasonable assurance that electric light service would be maintained today and tonight with the exception of some circuits that have been interrupted by falling wires brought down in the hurricane.

The water has not come through into the company's power plant on Columbus avenue but sandbags were being piled to strengthen the river barrier and all possible precautionary measures were being taken. The height of the river at the power station was reported about 11 o'clock this morning as about three feet below the 1936 peak there.

Flood-proof transformer boxes installed throughout the city after the 1936 inundation were reported to be dry, but some circuits were disrupted former boxes of the old type which had not been replaced. Electric light officials said that unless there is some unforeseen development the city will have electric light service tonight except for the circuits put out of commission by broken wires.

The rising water caused no trouble at the Springfield Gas Light company plant officials there reported. This plant is a little more elevated than the adjoining electric light plant.

#### West Side Gets City Water

As an emergency measure the Springfield water department at 10 this morning opened connections for supplying the entire town of West Springfield and part of the city of Chicopee with water. Chairman Albert B. Vincent of the water commission requested that it be made clear that the quality of the water is intact as there have been no breaks in the local mains to contaminate the water supply.

The emergency flood committee was notified at 10 this morning by officials of the New York, New Haven and Hartford railroad that there will be

no trains on the Hartford division today or tonight. Only one line is being kept open between New Haven and New York. The Shore line was reported blocked at East Greenwich, R. I., and local officials were also informed that the tracks between Worcester and Boston are blocked.

Representative Ralph W. Clampit suggested to Mayor Putnam today that he take steps to induce Gov. Charles F. Hurley to place before President Roosevelt the Massachusetts situation in the hope of securing federal funds for flood protection and

relief.

#### Railroad Service Discontinued

All railroad lines had suspended operations this morning in the face of increasing flood waters and the damage of yesterday's hurricane.

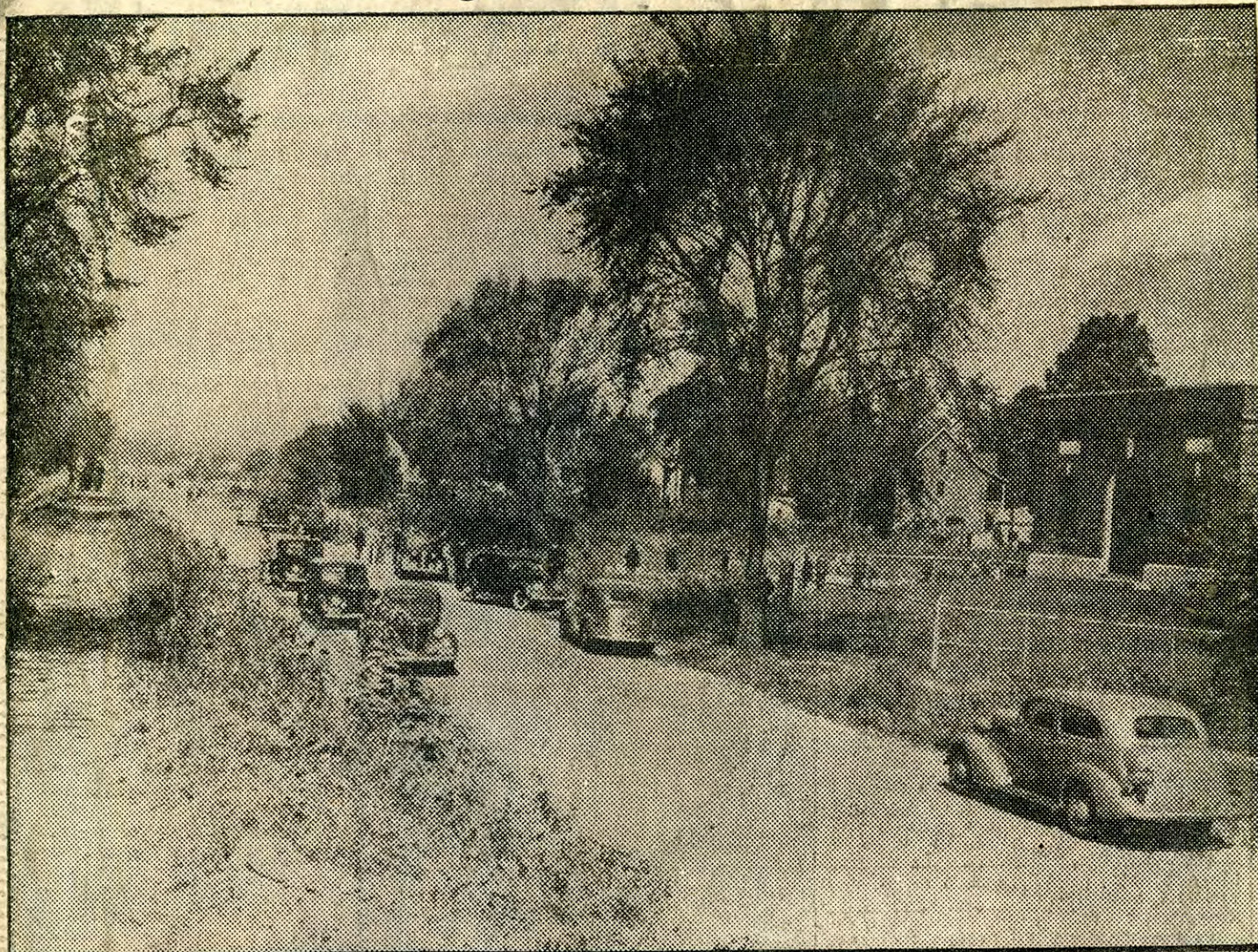
The station was crowded with stranded travelers and station employes were besieged with questions regarding road conditions and train information that they could not give. A number of the passengers made arrangements with the Springfield airport for plane service, and planes from other ports came here to ac-

commodate the overflow from local planes.

The outlook was dubious concerning the repairing of the B. & A. road between here and Worcester for several days. The main office here termed the washouts and track damage "unbelievable." Nothing can be done until the Quaboag river subsides and even then at least a hundred cars of filling material will be required. Washouts still blocked the west side.

The New Haven line was completely blocked last night when trees fell across the tracks at Thompson-

## Threatening Waters in the North End



Upper, dike opposite Washburn-street pumping station; lower, placing sandbags on the dike.

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The health department after a cursory survey of the grocery and food establishments this morning re-

ported that scarcely any of the food supply in the city had as yet been in contact with flood waters. This was mostly the result of the desperate measures taken last night and this morning to remove all foodstuffs from cellars throughout the lower part of the city.

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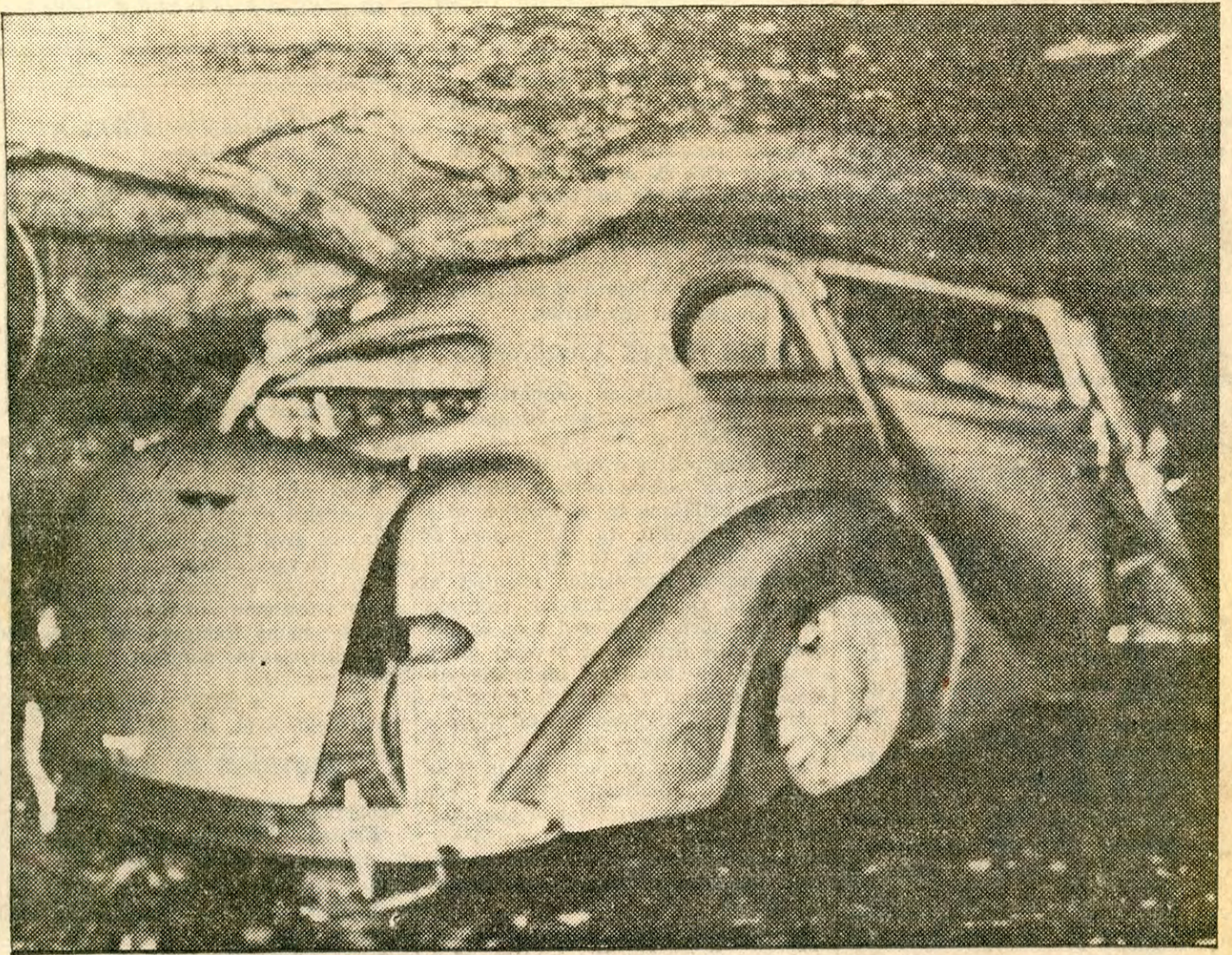
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## Just One of the Many Cars Wrecked



*Springfield Union Photo*

This coupe was supposedly parked safely by its owner on State Street, in front of Classical High School. The picture speaks for itself. Virtually hundreds of cars in Western Massachusetts were in about the same predicament.

## As Storm's Wrath Passed Its Hight



Top of Worthington street hill last evening as sun broke through for a few moments.



# 278 Known Dead in Stricken New England Communities; Loss Placed at \$125,000,000

## YACHT CLUB HEAD SAYS GALE AMONG WORST HE RECALLS

With barometer readings down to a record low of 28.3 and 28.25 on instruments of Springfield Yacht club members, yesterday's gale was characterized as one of the worst in the experience of Francis Farmer, commodore of the local club. Although it was impossible to take an inventory of damage to boats and equipment late last night, the commodore said that precautionary measures taken early Wednesday morning and late afternoon cut the possibilities of loss to a minimum.

Several small sailboats had blown away, one capsizing and one or two were completely lost when the wind dragged the boats from their moorings. Ed Thurston's 35-foot yawl, Isolde, tied to a huge tree on the Agawam shore, was seriously damaged when the tree blew down and Mr Thurston escaped personal injury by a quick leap to one side.

The 26-foot cabin cruiser of Robert Burns, reported loose on the Connecticut river, was rescued and returned to the Yacht club moorings. Two of the smaller sailboats which had been ripped away from their buoys, were caught, one opposite the Lone Eagle inn and the other about a quarter mile south.

While the rising waters did damage to the docks at the club and dismantled the runway and loosened many piles, the building of the club was not damaged and all other things were holding fast.

Earlier reports which said all boats of the Springfield Yacht club had been sunk by the high winds and heavy rains were denied. Yacht club members arrived during the height of the storm yesterday and found their work had been effective. As many as 15 or 20 men were busily engaged all during the blow, stopping only when every effort had been made to prevent damage.

Commodore Fowler declared only once previously had he seen any storm to compare with yesterday's high winds. That was during a tropical storm which blew with full hurricane force. Yesterday's blow was whipping the water four feet into the air at the yacht club and dissolving it in a fine driving mist, something which is only seen when the wind is really at its height, he said.

The barometer readings of members were a true indication of just how severe the gale was, Commodore Fowler said. While a winter gale seldom sends the glass below 29.4 the 28-plus recorded by the glasses of two Yacht club officials were down to the true hurricane level. The commodore was quick to point out that these readings were not official weather readings but he did believe because of the almost similar readings that they were not far from correct.

### Chief Danger Centers in Connecticut River Valley Where Armies of National Guardsmen, WPA Workers and Volunteers Are Sandbagging Key Points Where Waters Threaten to Break Through; Cape Cod Canal Choked With Cottages Swept From Shore by Hurricane

Boston, Sept. 22—With new dangers lurking in the churning waters of rising rivers, New Englanders joined today in combatting the effects of floods, hurricane and tidal waves that had reduced their picturesque countryside to a shambles.

A noonday poll of stricken communities scattered over five states listed 278 known dead, with the toll mounting hourly as isolated storm centers were contacted over emergency telephone lines.

Over 100 other persons were listed as missing, and it was feared that most of them had perished.

Storm losses in the five states which the West Indies hurricane struck without warning in the midst of a critical flood situation were variously estimated at \$100,000,00 to \$125,000,000—and some authorities believed the total might be even higher.

With the hurricane far off the North Atlantic coast, principal danger seemed to be centered in New England's biggest river, the Connecticut, which flows between Vermont and New Hampshire, through Massachusetts and Connecticut, into Long Island Sound.

Already, it had caused extensive havoc, and armies of national guardsmen, WPA workers and volunteers were sandbagging key points where the waters were likely to roar through as the river reached its crest at dusk.

The Connecticut, however, was not the only river which was out of hand. Rising with almost equal rapidity was the Merrimack, which flows through central New Hampshire and the Massachusetts textile cities of Lowell, Lawrence and Haverhill, to the sea.

In Vermont, the Winooski and White rivers boiled over their banks, and elsewhere in New England nearly a dozen other streams, large and small, sent lowland dwellers scurrying from their homes for the higher grounds that spelled safety.

Cooperating with 3700 National guardsmen who were on duty in 39 scattered cities and towns were workers of the American Red Cross,

Salvation Army, WPA, and hundreds of coastguards, police, firemen, Boy Scouts and other recruits.

Though the Massachusetts state health department believed there was little danger of an epidemic in the wake of storms and floods, they warned residents living in the inundated Springfield area to boil all drinking water.

Typhoid serum was flown from Boston to Providence, R. I., 40 miles distant, since interstate highways were virtually impassable for motor traffic because of a clutter of fallen trees, poles and power lines.

The Cape Cod canal was choked with scores of cottages which had been swept from the shore by last night's 100-mile-an-hour hurricane and resultant tidal wave.

Virtually every seaside community along the 50-mile arm of Cape Cod reported, with restoration of communication facilities today, death and destruction.

# All New England Paralyzed By Death-Dealing Hurricane; Food, Health Menace Grows

## Tidal Wave Churns 1000 Feet Into Coastal Cities, Adding to Destruction — Emergency Orders Issued by Governor

BOSTON, Sept. 22 (AP)—More than 180 were known to be dead today in the states of Massachusetts, Rhode Island, Vermont and New Hampshire alone—with 104 bodies already definitely identified and the toll rising fast.—as a rising flood threat added a new danger to storm wracked New England.

### New England Paralyzed

Accompanied by a destructive tidal wave that churned 1000 feet into coastal cities, carrying death and destruction, the hurricane paralyzed New England.

Not a vessel moved out of Boston Harbor. Not a train moved north to Montreal. Automobiles moved, if at all, in a wilderness of fallen trees on city streets and state highways.

Disaster piled upon disaster in a series of swift, piercing scenes.

First information received by the Coast Guard of conditions on Cape Cod indicated that eight persons perished near Buzzards Bay and six others were believed dead at Woods Hole.

The Coast Guard reported the finding of six victims in a house floating in Cape Cod Canal, the body of a woman in a flooded Buzzards Bay street and that of a young girl in water on an estate near the canal.

A woman drowned in the very center of the Providence business district.

Seven men met sudden death in Boston Harbor when a tugboat sank under them.

A gas tank holding 300,000 cubic feet of gas exploded with a roar in tide-ravaged Providence, rocking the waterfront in a half-mile radius.

Two girl students died at Northfield, amid a mass of toppling chimney bricks. Twenty others were hurt.

A school bus was reported engulfed by flood waters near Jamestown, R. I., and its five or six child passengers drowned.

A socially prominent Chestnut Hill, Pa., matron, Mrs. John C. Norris, was swept to death with her son, John, when a tidal wave struck Narragansett Pier, R. I.

Similar scenes flashed almost simultaneously throughout New England as rescue workers went to work.

So bad was the situation—with light, power and communication lines down in most of the area, tree-blocked highways isolating an undetermined number of cities, and some of the hardest-hit communities under military control—that Rep. Arthur D. Healy (D-Mass.) wired President Roosevelt and WPA Administrator Harry Hopkins urgent pleas for all available Federal aid for the stricken area.

At the same time, Gov. Charles F. Hurley declared a food and fuel emergency. His council approved a \$25,000 flood relief appropriation.

Parts of Rhode Island literally were reduced to a shambles during the terrific wind storm.

Reporter Jim Warner of the Providence Journal radioed his paper from isolated Westerly, "great loss of life and property." His terse message did not elaborate. The Journal received a report that eight members of a fishing party drowned at Portsmouth, R. I.

### General Mobilization

Every agency in the area was mobilized for relief work — National Guard, Army, Coast Guard, State Health Departments, police, firemen, American Legionnaires, and even Boy Scouts to direct traffic.

All railroad service on Boston and Maine lines between Montreal and Boston was suspended indefinitely. The line linking Boston and Troy, N. Y., was useless between Fitchburg and Greenfield. Milk trains had to be routed from New Hampshire by way of Montreal and Portland, Me.

Motorists found themselves unable to buy gasoline because service stations could not operate electric-driven pumps. Three babies were born by candle and lamplight in Somerville hospitals.

Providence, suffering heavy property damage, was isolated, without electricity or communication. Scores walked the streets through the night and hotels slept customers in lobbies. Looters had a brief fling after the wind blew out department store windows, but militiamen quickly took control.

Water receded in the center of the city from the record-breaking level it attained a half hour after yesterday's tidal wave. The Providence Bulletin and the Fall River Herald News printed their afternoon editions in the plant of the Boston Post.

In Pawtucket, R. I., the City Hall was opened as a haven for the homeless.

### Looters Active

Looters also plagued Woonsocket, R. I. A storage shed was blown down at the Herreshoff Shipyard in Bristol, R. I., birthplace of America's Cup yachts. Three ferry boats were wrecked at Newport.

Mountain streams turned into raging torrents in Vermont, isolating Rutland, where 150 families were carried from their homes.

The wind demolished a building of the Boston and Maine Railroad repair shops at Concord, N. H., and caused extensive damage to other structures.

In Massachusetts, \$75,000 worth of pleasure craft was wrecked by the tidal wave at Gloucester, but the port's hardy fishermen forgot their own city's loss to prepare dories for use in other stricken coastal cities. It was a repetition of the rescue work they performed in 1936, when they manned dories as far away as the Ohio River.

A newsboy was electrocuted by a live wire at Easthampton, and a Worcester man was blown through a window and killed in a 50-foot fall.

Nashua, N. H., called all municipal workers to clear away debris to permit restoration of power service.

An army of 2000 Works Progress Administration workers stood ready to throw up sand-bag levees in stricken communities along the Merrimack, Connecticut, Nashua and Blackstone Rivers and their tributaries, many of which threatened industrial plants.

### Night of Darkness

In the Merrimack Valley watershed, the industrial cities of Lowell, Lawrence and Haverhill, surveyed the wreckage of a night of darkness.

Observers at Wachusett Dam in Clinton, reported water pouring into the spillway leading to the Nashua

River at a higher level than ever before. The Nashua is a tributary of the Merrimack.

A \$100,000 fire added to difficulties at Worcester, at the height of the battle to restore disrupted communication. The fire seriously damaged the Winslow plant of the Woolen Waste Company. A dozen minor blazes broke out in homes and business blocks while firemen were fighting the mill fire.

Three thousand National Guardsmen on duty in a score of Bay State cities and towns tore at tree and debris blockades to insure passage of food, blankets and cots into stricken areas.

Boston's milk supply from Vermont and New Hampshire, delayed in transit by washouts on highways and railbeds, reached here after circuitous rerouting of motor and rail traffic. The Boston and Maine Railroad rerouted New Hampshire milk trains to Montreal and thence to Portland, Me., over the Canadian National Lines.

Milk trucks from Vermont reached Boston by way of Northern New Hampshire and Maine.

In Boston proper, 500 storm casualties were treated at hospitals. Property damage ranged from havoc along a wind-lashed waterfront to severe inland wreckage.

In Adams, Mass., relief workers found temporary sleeping quarters for 500 refugees in the State Armory, Y. M. C. A. and hotels. The National Guard was called out both there and in neighboring North Adams, and CCC Corps were pushed into service on repair work.

The gale blew off the roof of the Whitcomb Summit Hotel on the Mohawk Trail. As it fell, it struck a transformer, starting a blaze which burned the structure to the ground.

## Storm Side Lights

Ernest J. Hoskins of Forest Glen Road, Longmeadow, general manager of Harvey & Lewis, reported a quarter-inch drop in the barometer between 4 and 5 p. m., the swiftest drop in Springfield he ever witnessed. This brought the atmospheric pressure to 28.15 at 5.30, the lowest Mr. Hoskins has seen in 32 years experience in Springfield. The mercury turned upward, Mr. Hoskins reported later at 6.30, rising rapidly. Normally the barometer stands at 30.

Two boats withstood the torrent of the Connecticut in front of the Springfield Yacht and Canoe Club until the storm approached. One was brought to shore by some "coast guard" members, but the second went down the river.

Club officials reported it had come into shore later. The club dock was lashed to shore, but "might go at any moment" according to a late report. The fleet, otherwise, was safely ashore.

A two-car garage at the residence of John T. Oleksak of 459 East Street was picked up bodily by the wind and thrown into a neighbor's yard completely demolished. Two cars in the garage at the time were left unscathed by the storm. Another garage was reported felled by the wind at 358 Page Boulevard.

Patrolman Horace Fountain, who was on duty in the traffic tower at Memorial Bridge, wasn't afraid to say that he was mighty nervous during the height of the windstorm in the late afternoon. He said broken signs and parts of buildings were swirling around the tower and he thought every minute the tower itself was going to be blown away.

The city was filled with youthful self-appointed traffic officers in the early evening. Many of the boys were doing good work as they advised motorists not to enter a street because trees were blocking the road when the motorists could not see these trees from the corner.

# Break in West Side Dike

## Repaired After Long Fight

### City Put Under Virtual Martial Law—Water Spreads Over Streets in North and South Ends — River Now at 25.3-Foot Level

Police ordered Memorial Bridge closed to west-bound traffic at 1 p. m. following a report to police of both Springfield and West Springfield that the Agawam River dike behind the Eastern States Exposition grounds and a section of the Connecticut River dike just north of the west end of the bridge were in grave danger.

The North and South End sections of Springfield and the Merrick section of West Springfield were being inundated today as the rising waters of the Connecticut River, combined with the devastating hurricane of late yesterday, confronted this section with the worst dual disaster in its history.

Thousands of persons from the three affected areas on each side of the river were being evacuated to refugee centers while emergency crews who had battled the rising flood through the night fought to hold river dikes against the terrific pressure.

#### Crest Not Expected Here Until Tomorrow

The crest of the flood at Springfield was not expected until sometime tomorrow morning. At 1 p. m. the level was 25.45 feet and the rate of rise was .05 per hour. During the night the rate of rise had reached .6 of a foot an hour.

Meteorologists at Hartford predicted at 9 a. m. that the crest at Springfield would reach 28 feet, only .6 of a foot, under the 1936 record peak. Hartford said this crest might be expected here at 10 p. m. today.

(In view of Hartford's constant revision of its estimates in the past 24 hours, its predictions were regarded as probably conservative, at least. The river hit its peak at White River Junction at 6 a. m. Allowing a normal 18-hour interval, that would bring the peak to Springfield not earlier than midnight.)

#### Dike Break Closed

A heroic battle on the West Springfield river dike at 10 a. m. had closed a break which had opened at 6 a. m. and which for four hours threatened to put the Merrick section under water. All families were being evacuated and although the gap in the dike was sealed, back-flooding through sewers was still inundating the area.

The Riverdale section of West Springfield was under water and all families were being moved out.

In the South End in Springfield, all families were being evacuated to refugee centers in the high schools and the area was under virtual martial law, patrolled by most of the 600 National Guardsmen who were called out at midnight. Water was rising in South Main Street and that lower end of the city was in a condition definitely comparable with 1936, although not quite so grave.

In the North End of Springfield, crews fought to save the main river dike but sewer backflooding was inundating the area west of Plainfield Street and workers were thrown into a second line of defense to build an emergency dike down the middle of Plainfield Street in an effort to hold the flood out of the Brightwood section.

Between the two danger areas at both ends of the city, the downtown district was taking in basement water

at countless points. Merchants worked all night removing stock to upper floors and this morning pumps were trying to keep pace with the back-flooding through underground channels.

Rescue crews were taking families out of the South End in row boats by the score. The jail was evacuated at midnight and police began to arouse and route out sleeping families at 2 a. m., hastening their work as the morning wore on and the danger increased.

Closing of the West Springfield dike breach put the town "reasonably" out of danger for the present, officials declared. Evacuation from the Merrick section, however, continued. The filling of the 25-foot gap in the sea wall was an inspiring demonstration of courage and stamina and added much to the reassurances of town officials who sought to allay fears of the population.

A fleet of trucks speeding over a wide detour to a quarry in Westfield supplied sand for an army of several hundred workmen who closed the break with thousands of sandbags under the direction of Robert E. Lee, U. S. Army engineer, and T. Frederick Roche, highway superintendent.

#### Walls Strengthened

The break came at 6 a. m. just north of the concrete bulkhead at Moseley Avenue. Demonstrating the danger of the bulkheads, the break caused town officials to order that similar concrete walls at James Street and Chapin Street be backed up with earthen dike walls.

The North End dike was holding well through the morning, despite repeated reports that it had broken. These were due to sewer backflows which crews were attempting to check with sandbag barriers. Evacuation was being ordered, nevertheless, by police in the district, row boats were on hand for any emergency and Mayor Putnam urged by radio that all persons in the endangered areas at both ends of the city quit their homes.

#### Planes in Demand

Airplanes and pilots at Springfield and Westfield Airports were buried under demands for charter flights to carry persons marooned in this section by the blocking of highways and cessation of train service. A charter trip to Boston cost \$40 for a

ship carrying one to three persons. One man paid \$75 to be flown to Newark. Customers were bidding against each other for planes and the bidding skyrocketed as the day brought heavier demands.

Two pilots were preparing to take off from Springfield Airport carrying 300 loaves of bread which they intended to drop into Ware. That town was utterly isolated and without communications. Robert Gray and Leo McCaffrey prepared the large bundle of bread, assuming Ware would be short on supplies, and planned to fly as low as possible over the town and drop the bundle into some field.

Fr. Joseph Patrick at the Passionist Fathers' monastery in West Springfield was directing the housing and feeding of about 60 refugees at noon and arranging to care for more persons.

#### Water in Post Office

With no trains moving, mail was neither entering or leaving the city and only local mail was being "worked" by the post office. Water was coming into the basement of the Federal Building through sewer outlets and at noon was about 2 inches deep but was being handled all right, Postmaster Thomas J. Ashe said. He had completed plans to evacuate the Brightwood station in the event of trouble there.

With the city entirely cut off from railroad connection for the first time since the great blizzard of 1888 the problem of food supplies threatened to become acute.

Trolley service was wholly lacking, since power wires were sagging or grounded and no cars moved anywhere on the local system. Some bus service was being maintained.

Travel about the city was precarious in the extreme, since everywhere trees, large and small, littered the roadways. One of the first moves expected was the gigantic task of clearing the streets.

Hampered by broken circuits from last night's gale and buried under the burden of official emergency calls, the telephone company was refusing any toll calls except in the case of death or vital emergency.

#### Bridge Goes Out

The two-span steel bridge over the Chicopee River at Chicopee Falls was swept away at 6 a. m. It carried away a 20-inch water main, leaving the city without water until emergency links had been connected through Aldenville and Chicopee Center.

Families were being evacuated from the Ferry Lane section of Chicopee as the dikes began to crumble and were expected to let go momentarily.

#### Water in Wilcox Street

At 8.30 a. m. water has risen in Main Street in the South End as far as Wilcox Street and residents of the section were being carried out in rowboats.

Patrolman M. P. Murphy and Daniel Ellershaw, state conservation officer, had themselves carried out 50 persons in a single row boat since midnight and their work was typical of that being rendered by other rescue squads.

Sheriff David J. Manning precepted three companies of the National Guard at midnight to assist in transferring prisoners from the jail as it began to be surrounded with water.

Mayor Putnam took over these three companies and precepted the remainder of the Springfield outfit, comprising six companies numbering 600 men.

#### Orchard Hard Hit

Indian Orchard felt the devastating effect of both flood and storm. One of the older mill buildings of the Indian Orchard Company was being carried away by the Chicopee River this morning. The riverward side was swept away during the night and the water was disintegrating the remainder of the 65-foot structure this morning.

The steeple of St. Aloysius' Church was blown down even with the church roof by the storm.