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THE
BALTIMORE
BOOK

FIFTH EDITION



THE
UNIVERSITY OF CHICAGO
PRESS





FLAG OF THE CITY OF BALTIMORE

Baltimore was one of the first cities to adopt a municipal flag. The idea had its inception with Mayor Preston early in 1914, and a Commission was appointed pursuant to an ordinance approved July 10, 1914.

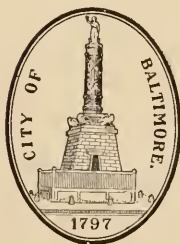
The Flag Commission, composed of Mayor James H. Preston, President *ex officio*; Judge Henry Stockbridge, chairman; Mrs. Hester Dorsey Richardson, historian; Wilbur F. Coyle, City Librarian; Carroll Lucas, artist, formulated a set of rules governing the submission of designs and offered a prize for the one selected. This Commission, with the Art Commission acting in an advisory capacity, finally authorized Hans Schuler to plan a flag, which design was formally adopted by ordinance February 11, 1915.

THE BALTIMORE BOOK

A RÉSUMÉ OF THE
COMMERCIAL, INDUSTRIAL AND
FINANCIAL RESOURCES, MUNICI-
PAL ACTIVITIES AND GENERAL
DEVELOPMENT OF THE CITY OF
BALTIMORE

Published by
THE MUNICIPALITY
(Fifth Edition)

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Issued at the Instance of
HON. JAMES H. PRESTON, Mayor
by
WILBUR F. COYLE, City Librarian

1788
D. 1788

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BALTIMORE, MD.



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MAYOR AND CITY COUNCIL
OF BALTIMORE

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79 the marvelous



BALTIMORE IN 1752

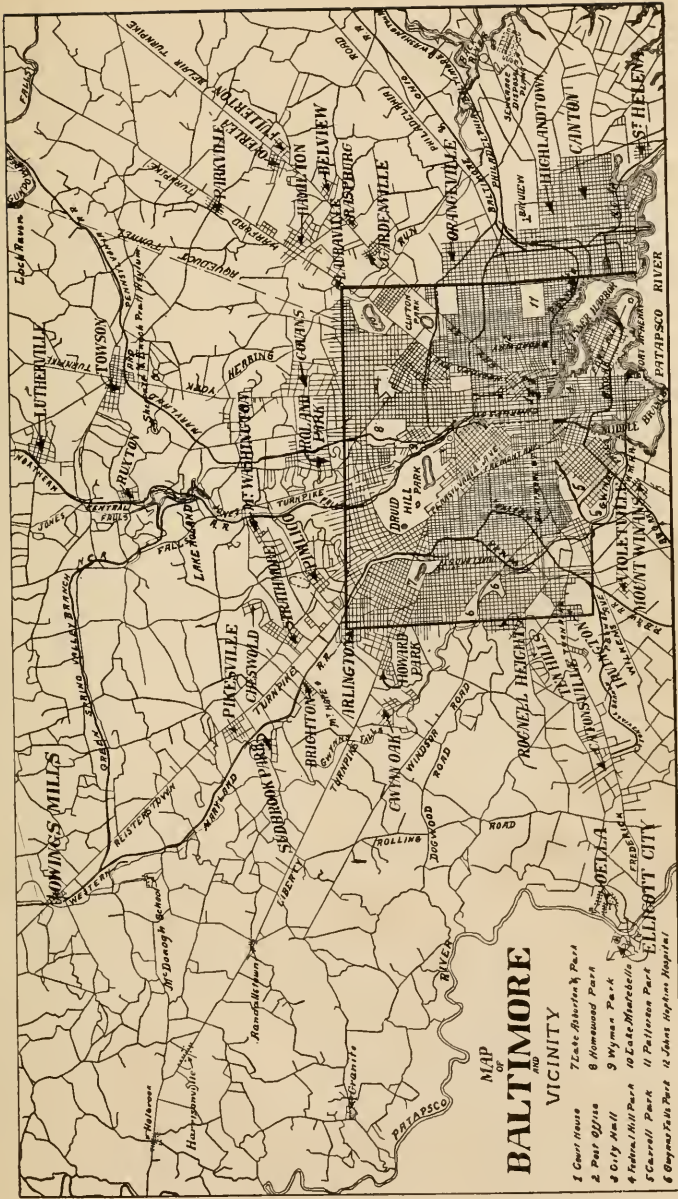


COURTESY OF J. W. SCHAEFER. COPYRIGHTED

1904—February 7-8, fire swept over 140 acres, destroying 86 blocks of buildings in the business center of Baltimore, loss, \$125,000,000. This picture is a partial view of the ruins



This comparison picture, taken in 1911, includes the burned section above. It shows the marvelous rehabilitation of the burned district and bears testimony to the pluck and energy of Baltimoreans, who courteously declined outside aid after the great disaster



MAP
OF
BALTIMORE
AND
VICINITY

- 1 Court House
- 2 Post Office
- 3 City Hall
- 4 Federal Hill Park
- 5 Carroll Park
- 6 Bayview Park
- 7 Lake Arthur Park
- 8 Homewood Park
- 9 Wyman Park
- 10 East Mountbello
- 11 Patterson Park
- 12 Johns Hopkins Hospital

“Baltimore, Our Baltimore”

(The Municipal Anthem)

Baltimore, where Carroll flourished,
And the fame of Calvert grew!
Here the old defenders conquered
As their valiant swords they drew
Here the starry banner glistened
In the sunshine of the sea,
In that dawn of golden vision
That awoke the song of Key:
Here are hearts that beat forever
For the city we adore;
Here the love of men and brothers—
Baltimore, our Baltimore!

Here the clipper ships of story
Brought the cargoes of their day,
From the ports of seven oceans
Homing white-winged up the bay.
Here immortal Poe illumined
Living letters with his lyre;
Here Lanier's uplifting measures
Taught the world a fresh desire:
Here the tradesman and the statesman,
Here the gallant hearts of yore,
Came to build a beauteous city—
Baltimore, our Baltimore!

Here the charm of parks and gardens;
Here the spirit of the home;
Here the music of the morning
In the wind across the foam.
Here the teacher and the prophet,
Here the sermon and the song,
Keep the higher beauty burning
And the nobler purpose strong:
Here the church and here the temple
Teach our hearts their hallowed lore;
Here hath Science wed with Healing—
Baltimore, our Baltimore!

God of grace, thou great Jehovah,
Make us grateful, keep us true,
That these gifts of light and leading
May enchain our hearts to you;
That in clearer vision growing
Men may follow still the gleam,
As a righteous city blossoms
In the golden years of dream:
Here where Art and Learning beckon,
Justice pleads for rich and poor,
God to guide, and man to worship—
Baltimore, our Baltimore!

—*Folger McKinsey.*

THE MUNICIPAL ANTHEM, "BALTIMORE, OUR BALTIMORE"

June 29, 1915, circular letters were sent out at Mayor James H. Preston's request setting forth an offer of \$250 in gold for the best original poem on Baltimore suitable for a musical adaptation. Another prize of like amount was offered for the best musical setting for the poem selected.

The Judges on the poem were: Virginia Woodward Cloud, Author; John C. French, Associate Professor of English at Johns Hopkins University; Robert M. Gray, Professor of English at Goucher College; Wilbur F. Smith, President of the Baltimore City College; Edward Lucas White, Author. The rules of the competition for the poem were announced on June 15, 1915. The prize was awarded to Folger McKinsey on September 28, 1915.

Harold Randolph, Director of the Peabody Conservatory of Music; Henrietta Baker Low, former Supervisor of Music in the Baltimore Public Schools; John Itzel, Composer and Conductor, were the Judges on musical composition. Rules of the musical competition were announced by the Judges on December 1, 1915. The prize was awarded to Emma Hemberger on January 5, 1916.

This a page in the patriotic as well as the municipal history of the City was written on February 22, 1916, when the Municipal Anthem was given its first public presentation. Three hundred young women from the high schools and the United Singers of Baltimore took part in the singing of the Baltimore Song, which followed the presentation by the Mayor of a prize to Folger McKinsey, known as "The Bentztown Bard," writer of the winning poem, and a similar prize to Emma Hemberger for the best musical setting of the poem. One of the first cities to adopt a municipal flag, Baltimore was the first City to adopt a municipal anthem, which attracted national attention. Words and music were selected separately by literary and musical committees of acknowledged ability and impartial judgment. None of the Judges knew the identity of the winning candidates until final judgment had been pronounced. Both competitions were nationwide, and poems and musical settings were received from every State in the Union.



HON. JAMES H. PRESTON
Mayor of Baltimore

EXPLANATORY



HIS book is written in response to the demand for accurate information concerning Baltimore, its resources, its general development, and its municipal activities.

The Baltimore Book is published by the Municipality. It has no private purpose to serve. It deals primarily with the Baltimore of TODAY.

Baltimore reveres her traditions, is proud of her history, glories in her honored past, but Baltimore, rich in all these priceless blessings, has been very practical and has given much thought, much aggressive energy, to the solution of the material problems that confront her as an important member of the Great Family of American Municipalities.

What Baltimore is and what Baltimore is doing are herein presented as eloquent and convincing facts. The case is rested without argument.

The development of Baltimore along industrial, commercial, governmental, financial and all civic lines, during recent years, has been extraordinary. Imagination plays no part in that statement.

Baltimore, as far as the memory of man runneth, has always been big. It started with all the natural prerequisites of a great city. But Baltimore is not only big. It is bigger than ever; not only bigger, but better. This is not a vain boast. A few cities are bigger than Baltimore; find a better one. Baltimore has been bountifully endowed by nature, and nature is being assisted by those most skilled in civic development. The following pages will tell how. That is the STORY.



CITY HALL



CITY GOVERNMENT OF BALTIMORE WHAT IT IS DOING

A résumé of great projects under way: The \$23,000,000 Sewerage System; Repaving the City; Civic Center; Colossal Municipal Docks; Factory Site Commission; Splendid Parks; Sanitary Regulations; Health, Fire and Police Departments; Public Schools; Free Baths, etc.



THE Municipal Government of Baltimore is alert, creative and constructive. It is not sufficient to say that the administration is in sympathy with the great forward movement in this City. It is an inspiring part of the movement. Loyal support and encouraged by citizens in all walks of life, it is engaged in a systematic scheme of modernization and beautification, and is pursuing a masterful constructive policy. It is a policy that does not balk at obstacles. An obstacle is something to be overcome; that's all.

Since 1904, when the heart of Baltimore was burned out, when smoldering ashes and hideous debris stretched over 140 acres, Baltimore has been building, and building big. The great disaster was turned into opportunity. The loss, approximately \$125,000,000, was a staggering blow. No effort is made to minimize this fact, but it was a blow that awoke the fighting spirit. It was not a knockout.

At this crisis, what did the City Government do?



BALTIMORE'S \$3,000,000 COURTHOUSE
Its mural decorations are among the finest works of art in American public buildings

It refused all outside aid; declined it courteously and with grateful thanks, for stricken Baltimore was very grateful. It wasn't false pride that impelled Robert M. McLane, then Mayor, to take this stand. He voiced the sentiment of the community when he notified the world that Baltimore would take care of its own, and would rebuild through its own effort. Before he could get this on the wires \$60,000 had actually been received, and "draw on us" telegrams brought the amount up to \$200,000. Every cent went back, but the generous sentiment which prompted the givers will always be treasured. The whole world seemed eager to hasten to the aid of Baltimore. Hundreds of sympathetic messages were received.

Some months prior to the 1904 fire, the City had sold its interest in the Western Maryland Railway for \$8,751,000. Upward of \$4,500,000 of this fund was immediately used for public improvements and the rehabilitation of the burned area.

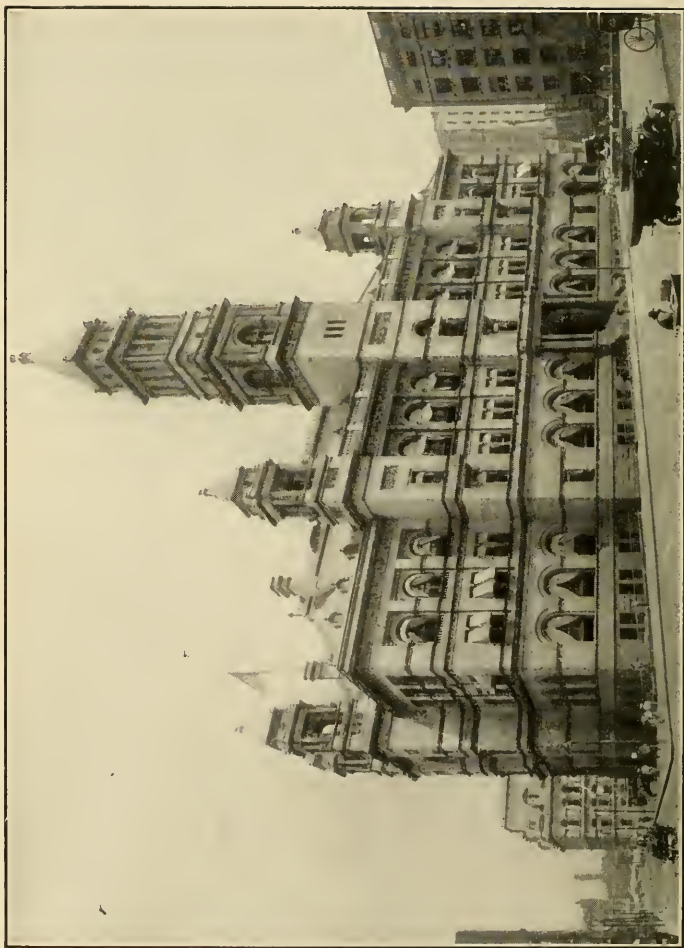
A Burnt District Commission was created by an Act of the Legislature, which was then in session. The Commission widened streets; it reduced grades. Baltimoreans built; they built wisely and built well. Old picturesque Baltimore had been partly wiped out by the fire, but before the flames were extinguished at one end of the destroyed district a new Baltimore was springing up at the other. Those who saw the City in the throes of devastation wonder at the metamorphosis presented today. It is simply marvelous. Following the work of the Burnt District Commission other millions were spent according to a definite plan of City development. So much for the past.

What is the City Government doing today?

It has just built the finest sanitary Sewerage System in the world, expending about \$23,000,000 for this purpose.

It has spent \$9,500,000 on its magnificent Municipal docks, which includes a combined commercial and recreation pier.

It has constructed a broad street (Key Highway) paralleling the south side of the harbor for several miles.



POSTOFFICE
Calvert Street (Monument Square) side

It is grappling the paving problem, and a Commission is now engaged in a general repaving plan for the entire City. The Commission has a working capital of \$5,000,000. This will be increased by means of the paving tax to \$10,000,000.

Since 1912, 113 miles have been repaved with improved material. The highways are being paved under a general plan. It is the aim of the administration to make Baltimore second to none in this particular branch of civic development. The latest standard specifications are followed and four pavements—namely, Granite Block, Vitrified Block, Sheet Asphalt and Wood Block—are being used.

Aside from the above-mentioned \$10,000,000, an additional \$4,500,000 are being spent on street improvement in the "Annex" (northern and western extremities).

Seventy-three miles (based upon a width of 30 feet between curbs) have been paved in this particular section during the last few years. These streets, with those within the older parts of the City repaved in accordance with the general plan of 1910 referred to, total 186 miles paved or repaved—and the work is still being pushed forward with great energy.

For the enlargement of Baltimore's water supply, \$5,000,000 were expended in erecting a large storage reservoir at Loch Raven, also a filtration plant (the second largest in size in the United States) and covered storage reservoirs near Lake Montebello.

A high-pressure water pipe line through the business section was laid at a cost of \$1,000,000. This is a very important addition to Baltimore's fire-fighting equipment, and materially reduces the cost of fire insurance.

Baltimore has also recently spent thousands of dollars on the Fire Department, for motor apparatus and new buildings. This exclusive of the sum annually appropriated for maintenance.



U. S. CUSTOM HOUSE

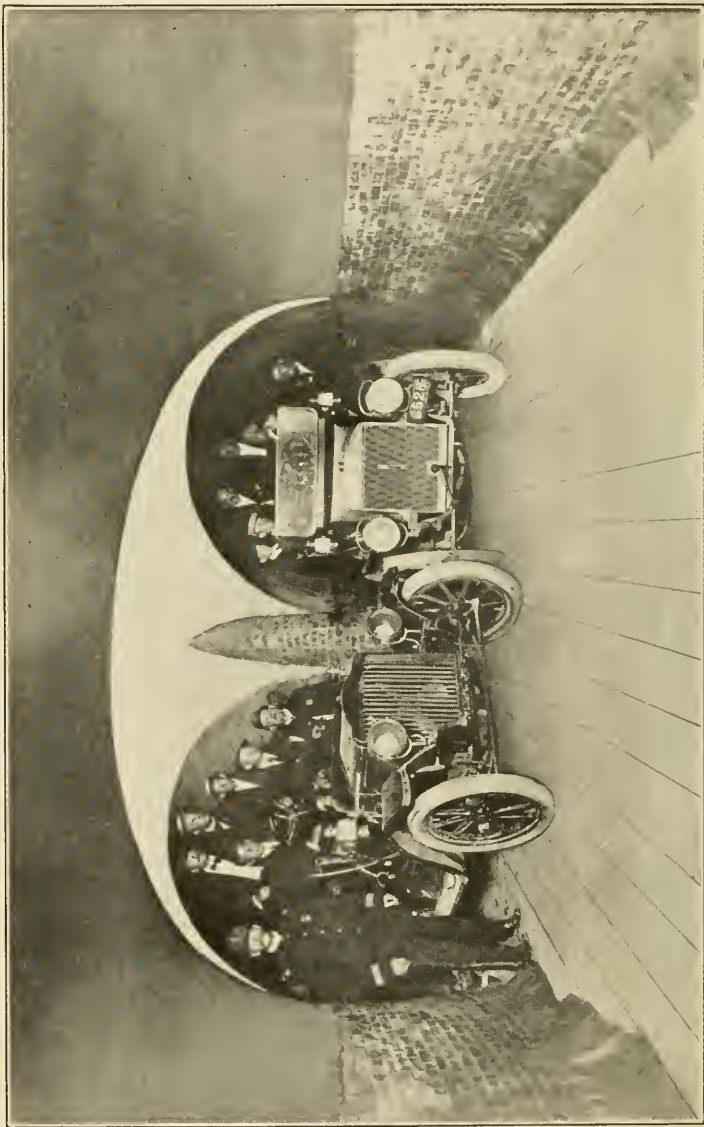
By means of an electric conduit system, overhead telephone, telegraph and electric wires have been placed underground; nearly \$5,000,000 have been spent for this purpose.

There are hundreds of other things which the City Government is doing. In matters of Municipal routine it is kept right to the notch. Departments are "keyed up" as are those of great private enterprises, and the whole organization is working in systematic harmony. Baltimore is not only enjoying a business administration, but a progressive business administration.

The following pages will describe concisely some of the projects in which it is engaged.



Boat Lake—Druid Hill Park



AN AUTOMOBILE TRIP THROUGH BALTIMORE'S SANITARY SEWERS

This picture conveys an idea of the magnitude of the great drains Baltimore is now building. The system will be the finest in the world

A GREAT SEWERAGE SYSTEM

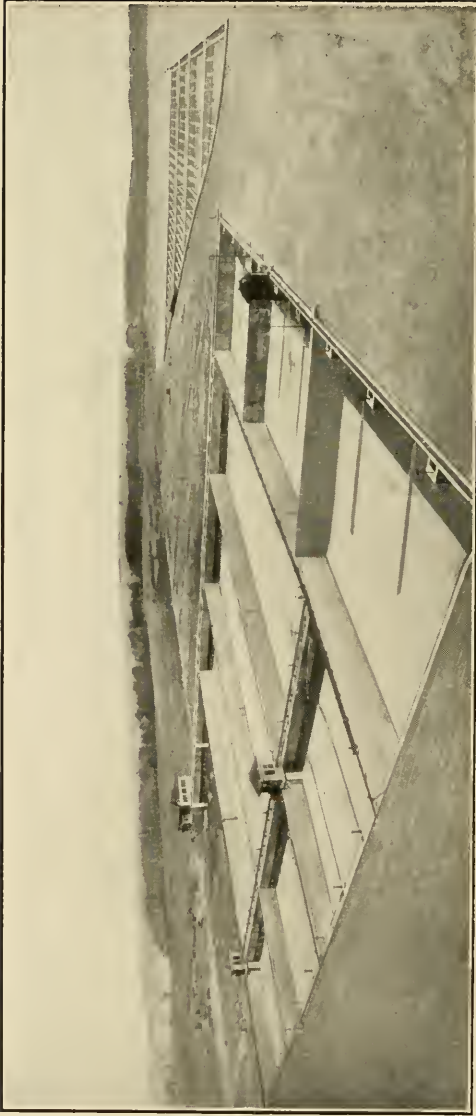
Baltimore spent \$23,000,000 on its Sewerage System. The work was begun in 1905 and practically completed in 1916. The City is now equipped with what has been declared the most modern plant in the world. The system represents the most advanced ideas in the solution of this great Municipal problem.

It is impossible to realize the magnitude of the work or the diversified engineering problems that were solved every day during the construction of the work, covering about 750 miles of sewers and storm-water drains. It is a big task well done.

The requirement of the Legislative Act, that all sewage must be purified before being discharged, made it necessary to keep the storm-water separate from the sanitary sewage, allowing the former to discharge through its own system of drains into the nearest natural outlet. The sanitary sewage is carried to the disposal plant and purified. The sewage then, by bacterial treatment, becomes about 95 per cent. pure.

Two-thirds of the sanitary sewage of the City flows by gravity to the disposal plant on Back River, about six miles from Baltimore. The other third is pumped through huge iron force-mains to the outfall sewer, an elevation of 72 feet, from which point it also flows by gravity to the disposal plant. The pumping station building is equipped with three engines, each having a pumping capacity of 27,500,000 gallons a day. The station will house five of these enormous pumps, the additional two to be installed later.

The difficulties of the work were doubled because of the necessity of constructing two systems of sewers—sanitary and storm-water—which cross and recross each other in thousands of places. In some cases two large sewers of the different systems come together on the same level, which required the siphoning of one beneath the other. In one instance this re-



SEWERAGE SYSTEM DISPOSAL PLANT, BACK RIVER

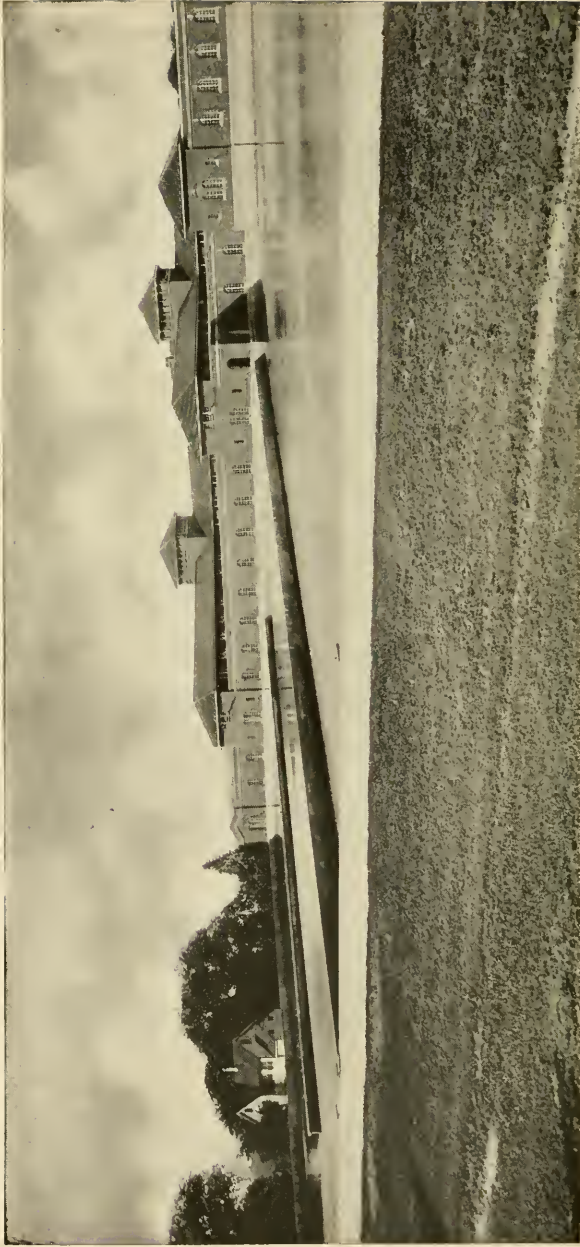
Disposal of sewage is a great municipal problem. At this plant, by bacterial treatment, the sewage becomes more than 95 per cent. pure
The great tanks shown cover many acres

sulted in the construction of one of the largest siphons in the world.

The purified sewage, discharged from the disposal plant, in flowing to its outlet, operates turbines. These run dynamos, which produce current for lighting the plant at practically no cost. The solid matter is sold for fertilizer, producing a handsome revenue to the City.



Baltimore's Water Supply — Mt. Royal Pumping Station



BALTIMORE'S GREAT FILTRATION PLANT
Coagulating Basins and Rear View of Filter Buildings

BALTIMORE'S WATER SUPPLY

The Water Department of the City of Baltimore has invested about \$25,000,000 in its water-works system, which includes a filtration plant, reservoirs, pumping station, conduits and mains.

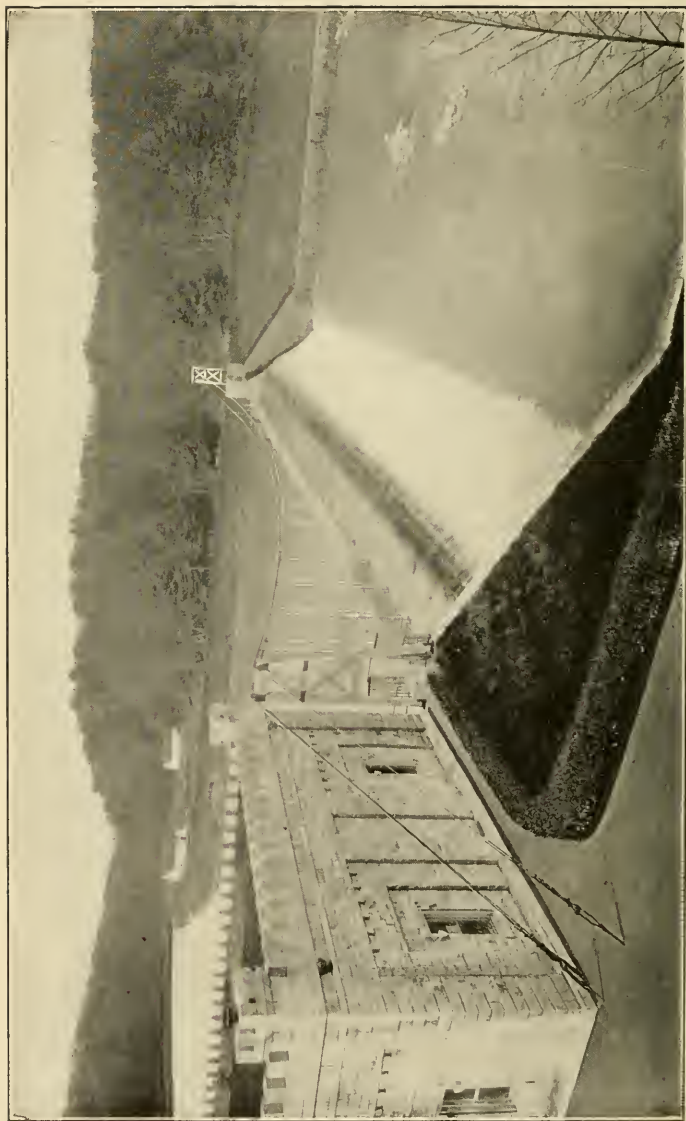
The new impounding reservoir constructed across the Gunpowder River at Loch Raven has a capacity of about 2,000,000,000 gallons, and, with the abandonment of Jones Falls, comprises the entire water supply for the City. The average daily flow of the Gunpowder River is about 270,000,000 gallons, from a watershed of approximately 300 square miles.

The water from the impounding reservoir at Loch Raven is conducted directly through a reinforced conduit to the Montebello Filters on the Hillen road. This new filtration plant, completed in August of 1915 at a cost of \$1,700,000, is of the mechanical or rapid sand type and represents the latest construction of its kind. It is one of the finest in the United States and produces water in quality equal to that of any large municipality in the world.

The filtration plant consists of 32 filter units, each having a rate of 4,000,000 gallons per day. This gives the plant a full capacity of 128,000,000 gallons, which will in all probability accommodate the water consumption of the City of Baltimore in 1940.

The water from the filtration plant is distributed to three services of distribution. The Low Service is a direct gravity supply, while the Middle and High Services are pumping services.

The entire City is now supplied directly from the underground plant and from covered reservoirs and standpipes, which further insure the quality and purity of the water supply.



BALTIMORE'S WATER SUPPLY
The Big Dam at Loch Raven, Gunpowder River

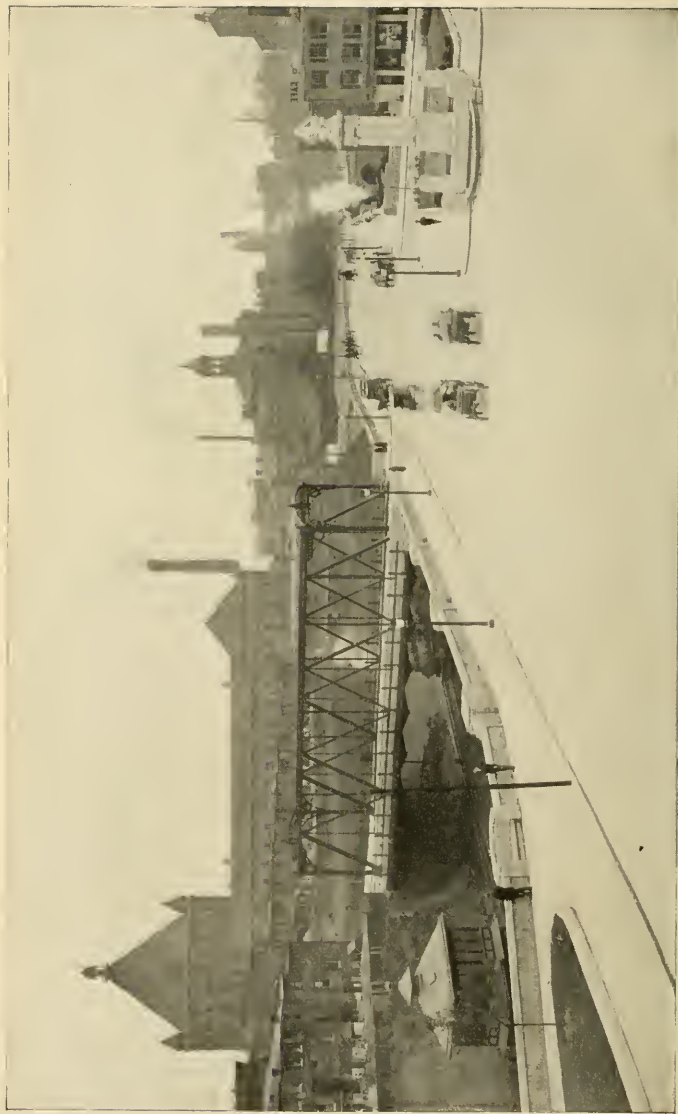
CIVIC CENTER—JONES FALLS AND KEY HIGHWAYS

THOSE charged with the administration of the City Government have given much thought to the future. What is done is done on a large scale. Every succeeding day finds the City a bigger, better, busier Baltimore, and improvements are made with a comprehensive idea of the demands of the future. They are, as nearly as human calculation can make them, for all time.

The development now going on is in accordance with a pre-conceived plan of city building. One of the most important features in the City betterment plan was the covering of the stream (Jones Falls) which formerly flowed in an open channel through the center of the City. The flow is now through three concrete tubes, consisting in part of the largest drainage tunnel in the world.

The top of these conduits and tunnel is now a highway of a minimum width of 75 feet. This drive provides a direct highway on an easy grade running diagonally across the City from the docks to the railroad terminals. This great improvement is a part of an elaborate and connected scheme of future development, an important feature of which is a Civic Center to the east of the City Hall. To the west, forming a part of the general plan, are the Postoffice and Baltimore's three-million-dollar Courthouse.

Another project of importance which the City has successfully consummated is the construction of Key Highway, a wide thoroughfare extending from Light street, along or very near the waterfront, to Fort McHenry—a distance of several miles.



FALLSWAY AND MONUMENT
Under which flows Jones Falls, once an open stream



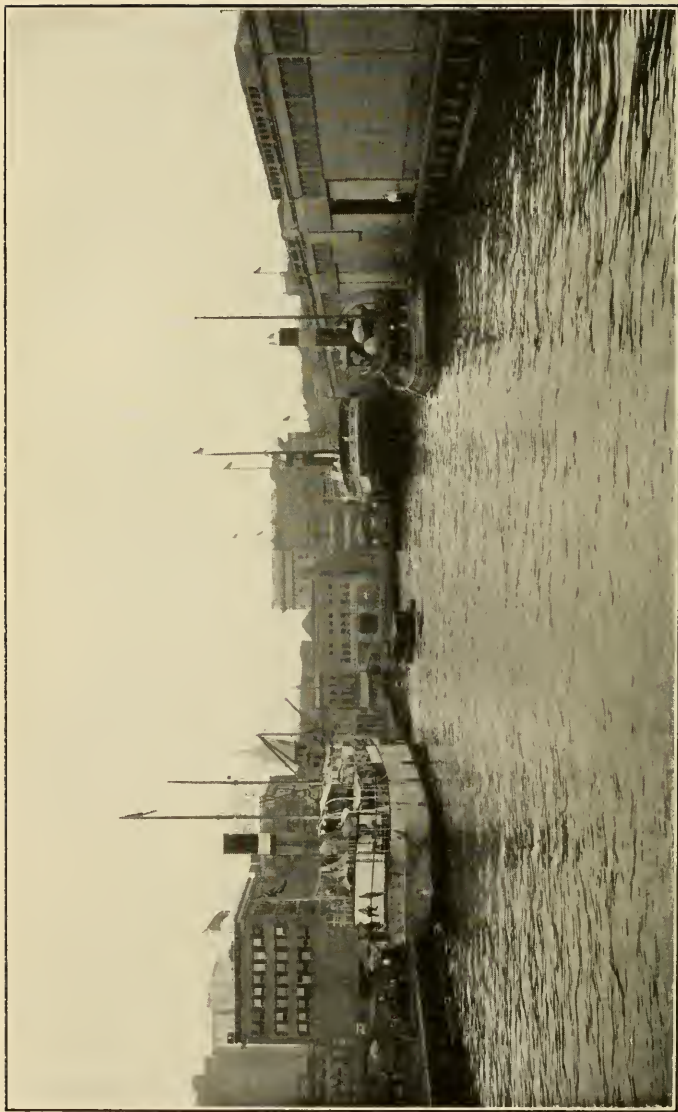
THE BALTIMORE BOOK



This highway, named for Francis Scott Key, author of "The Star-Spangled Banner," opens up a splendid avenue of approach to the southern side of Baltimore's extensive harbor. A Municipal Railway System of switches and tracks, on the Key Highway, places all plants and piers in direct touch with railroad lines entering Baltimore.



The Vista—Druid Hill Park



ONE OF BALTIMORE'S GREAT MUNICIPAL DOCKS
Baltimore is spending over \$11,000,000 on City owned piers



BALTIMORE'S MUNICIPAL DOCKS

The Municipal docks of Baltimore are not mere ornaments. They are not solely colossal specimens of engineering skill. They are for use. When the City put acres of land under water and spent millions of dollars, its object was, and is, to provide the best maritime terminals that could be built. These docks are leased to responsible parties for 36 cents a square foot per year. Those who have not seen the great marine stations have little idea of their magnitude, and it is important to remember that they are not a private monopoly, and are not controlled by private parties to selfish ends. The City of Baltimore OWNS them and throws them open to the commerce of the world. Those who would enter the shipping business here have the first and most vexatious problem, namely, terminal facilities, solved in advance. Magnificent docks are available.

Prior to the fire of 1904 the City owned little wharf property of importance. The fire made it possible to acquire all of the burned district fronting on the harbor. The City purchased the property, removed all buildings, streets, etc., and laid out a system of public wharves and docks along Pratt, President and Albemarle streets. The piers are situated in the upper harbor and are intended for the coastwise and bay trade. The transatlantic steamers, at present, find ample accommodations at the railroad piers in the lower harbor.

Along Market Place the City has erected three handsome, commodious buildings, a fish market and wholesale markets all within a stone's throw of Pier 4, which is set apart for the use of the market boats.

A two-story recreation pier at the foot of Broadway was completed early in 1914. The lower floor of this structure is used for commercial purposes; the upper section for a recreation center.



AN ATLANTIC COAST STEAMSHIP LEAVING ONE OF THE MUNICIPAL PIERS
Baltimore's domestic commerce is extensive and a large portion is carried in commodious steamships

MUNICIPAL FACTORY SITE COMMISSION

THE City Government has a specially organized department that handles all industrial problems. It is a public agency created for the purpose of promoting any movement that has for its end the development or enlargement of Baltimore's industrial activities.

It is a department of the City Government; supported by the City Government. There are no charges, costs nor fees connected with its work.

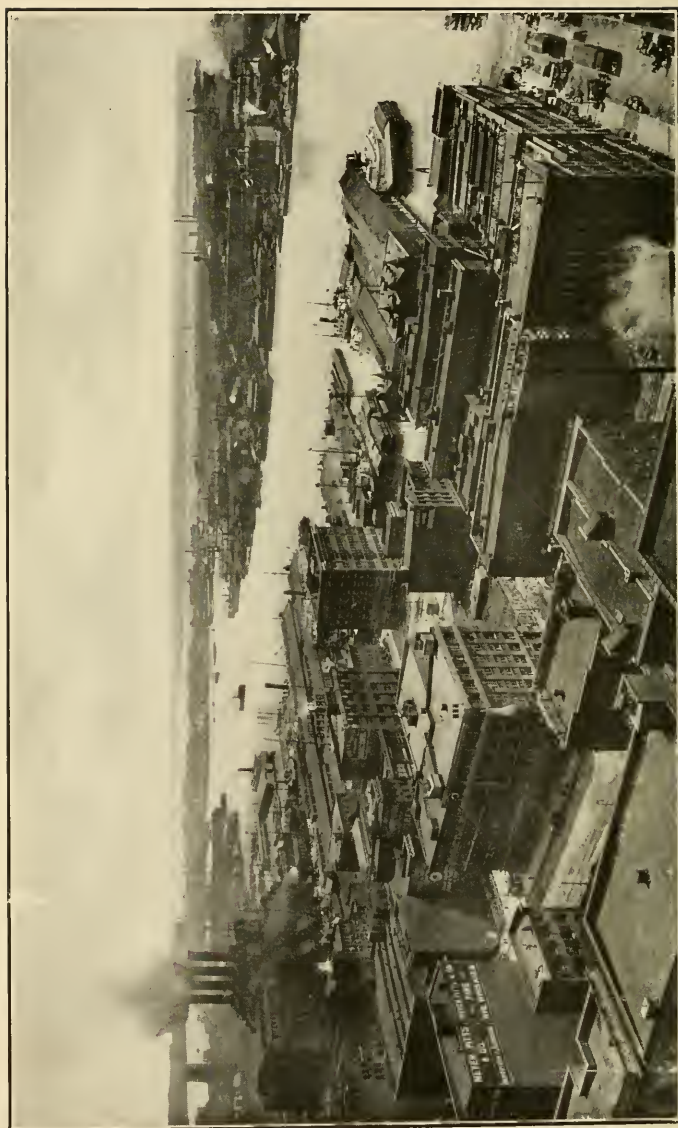
Any service performed by the department or any information given by the department is absolutely free of any financial burden to the person who seeks its aid or takes advantage of its co-operation.

If you want to know anything about the business possibilities of Baltimore; if you want to get in touch with the City's financial interests; if you want to know what factory sites are in the market; in fact, if you want to know anything at all about any phase of the industrial affairs of the City or any of the problems incident thereto—communicate with the Municipal Factory Site Commission, City Hall.

You will find it ready to give help in any particular or in any direction whatsoever.

The Commission is organized on a basis that puts it in touch with all the different business interests in Baltimore.

It is composed of a member of the Chamber of Commerce; a member of the Merchants and Manufacturers' Association; a member of the Travelers and Merchants' Association; a member of the Old Town Merchants and Manufacturers' Association; a member of the Federation of Labor; a member of the Builders' Exchange; a member of the Real Estate Exchange; a representative of the Pennsylvania Railroad; a representative of the Baltimore and Ohio Railroad; a representative of the Western Maryland Railroad.



BIRD'S-EYE VIEW OF BALTIMORE HARBOR
Showing water frontage for terminal development and industrial opportunities

The Commission has a finely-developed system under which a wide range of factory sites is listed. Real estate dealers, as well as prospective manufacturers, are constantly referring to the Commission's list whenever they have inquiries for industrial property.

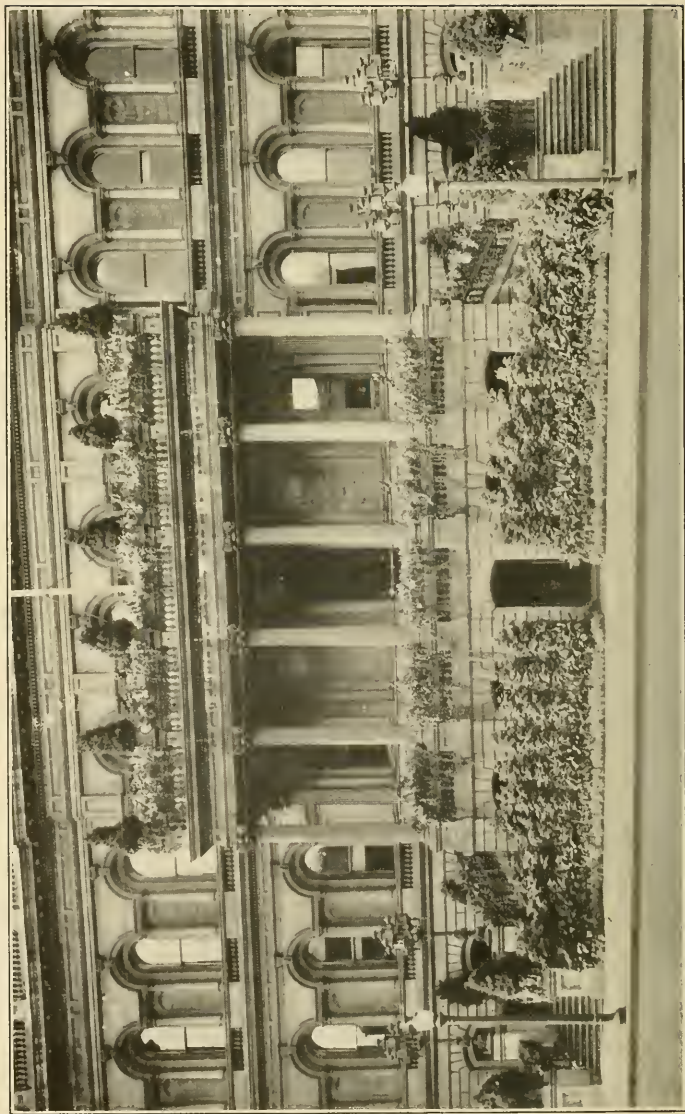
The City itself controls about one hundred and seventy acres of waterfront territory with direct railroad connections.

The Commission is in touch with a combination of magnificent buildings which have been converted into "beehive industrial colonies." All of the most modern appliances, power and other manufacturing advantages are readily available on attractive terms. These buildings are situated near the junction of two railroads.

The Factory Site Commission will put anyone in touch with any of the above propositions.

MUNICIPAL JOURNAL

The City is issuing a semi-monthly publication known as the MUNICIPAL JOURNAL. It is devoted to the exploitation of facts about the operations of the City Government, and through this agency the public, both at home and abroad, is kept in intimate touch with all the plans and achievements of the Municipal Government. The public is provided with frequent reports of all moneys collected and how the same is being spent. It is conducted in a manner intended to familiarize Baltimoreans with all the most important data about their City. Its columns are filled with exceedingly instructive matter which never finds its way into the columns of any other publication. It lays before its readers things that are planned to be done, as well as things that have actually been done, and has established itself as an institution of practical value to the community, and the community is giving it cordial support.



HANDSOME PORTICO OF THE CITY HALL IN SUMMER DRESS
A permanent botanical display which is very pleasing to the eye and decidedly unique

GOVERNMENT OF BALTIMORE

The government of Baltimore is vested in the Mayor and City Council, the corporate entity.

The Mayor, the Comptroller and City Council are elected by the people for a term of four years; so is also the President of the Second Branch City Council, who acts in the Mayor's stead when the latter is absent and who succeeds to the Mayoralty in event of a vacancy during an unexpired term. The Mayor appoints all heads of departments, boards, commissions, etc., subject to confirmation by the Second Branch.

Baltimore is divided into 24 wards and four councilmanic districts. Each district is composed of six wards. Each ward has a representative in the First Branch and each district has two in the Second Branch. Including the President, there are nine members of the latter body.

The Board of Estimates, composed of the Mayor, President of the Second Branch City Council, Comptroller, City Solicitor and Highways Engineer, is a co-ordinate body and passes on many measures in conjunction with the City Council, particularly those that relate to finances, granting of franchises and such.

All contracts are let by the Board of Awards, the personnel of which is the same as the Board of Estimates, with the exception that the City Register takes the place of the Highways Engineer.



Harbor, North Side



SCENES IN DRUID HILL PARK

Madison Ave. Entrance

Columbus Monument and Lake Drive

Boat Lake

PARKS OF BALTIMORE

BALTIMORE has a splendid system of parks. These are one of the features of the City. The reservations are, or will be, all connected; that is, they may be reached one from the other by especially constructed boulevards, the whole system being generally referred to as "Baltimore's chain of parks."

The City for years has been blessed with an abundance of park area, but very recently large sections of the suburbs, north and west, were acquired, which added many acres of beautiful and picturesque territory. In making these purchases, Baltimore looked far into the future.

The topography of the country in some instances is almost mountainous, with beautiful streams winding in and out, the scene retaining much of its natural environment.

Druid Hill is Baltimore's largest park. It is famous, for among the parks of the country it is unequalled in natural beauty. It was purchased in 1860, and has an area of nearly 700 acres.

The rugged scenery of Gwynn's Falls Park, through which flows the stream Gwynn's Falls, at times rushing like a torrent, arises to challenge Druid Hill's claim to pre-eminent beauty. Here nature's handiwork is sublime.

As has been stated, the scheme of park development embraces, as one of its important features, broad boulevards, which represent the most advanced ideas and skill in highway construction.

The parks play an important part in City life, and in their administration and management are kept "abreast of the times." Many have swimming pools, which are enjoyed by thousands, and from which graduate each year scores of youthful expert swimmers. There are playgrounds for the tots, and these especial reservations are under the direction of the Playground



SCENES IN BALTIMORE'S MAGNIFICENT PARKS

The Old John's Hopkins Mansion, Clifton Park
Swimming Pool in Patterson Park

View in Riverside Park
View in Carroll Park



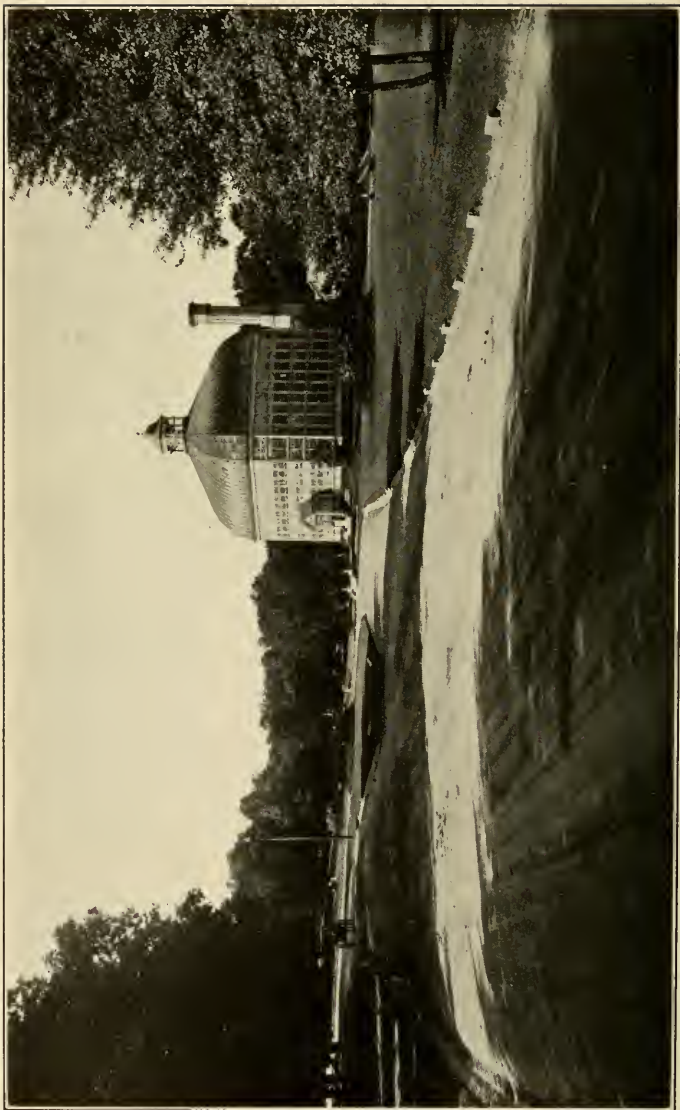
Association, which has professional instructors or teachers in attendance. All the parks are supplied with baseball grounds, tennis courts and other facilities for healthy sport.

The parks are not supported by direct taxation, but from the receipts of the street railways, 9 per cent. of the gross receipts being devoted to this purpose. The fund thus raised, which is increasing yearly at the rate of 6 per cent., cannot be diverted from the parks.

This amounts to approximately \$500,000 annually, which, with other sources of revenue, brings the total available for park purposes to \$510,000 as a yearly income, exclusive of any loan for park improvement and enlargement.

The parks and squares of Baltimore are as follows:

	Acquired.	Acreage.
Mt. Vernon Squares (2).....	1815	1.4
Washington Place Squares (2).....	1815	.9
Eastern City Spring Square.....	1818	1.3
Patterson Park.....	1827	132.8
Franklin Square.....	1839	2.3
Jackson Square.....	1844	.6
Union Square.....	1847	2.0
Broadway Squares (19).....	1851	6.9
Ashland Square.....	1851	.01
Madison Square.....	1853	3.4
Eutaw Place Squares (9).....	1853	5.6
Lafayette Square.....	1859	2.9
Druid Hill Park.....	1860	674.61
Park Place Squares (7).....	1860	1.7
Riverside Park.....	1862	17.9
Fulton Avenue Squares (17).....	1866	3.2
Harlem Park.....	1869	8.3
Wilkens Avenue Squares (7).....	1870	1.1
Perkins Spring Square.....	1873	1.5
Mt. Royal Squares (7).....	1874	2.0
Johnston Square.....	1877	2.5
Federal Hill Park.....	1879	9.9
Collington Square.....	1880	5.7
Liberty Triangle.....	1880	.02
Taney Place Squares (2).....	1881	.8
Mt. Royal Terraces (3).....	1884	2.0
Carroll Park.....	1890	176.74
Bolton Park (Mt. Royal Station).....	1891	3.52
Frick Triangle.....	1892	.05



CONSERVATORY—DRUID HILL PARK



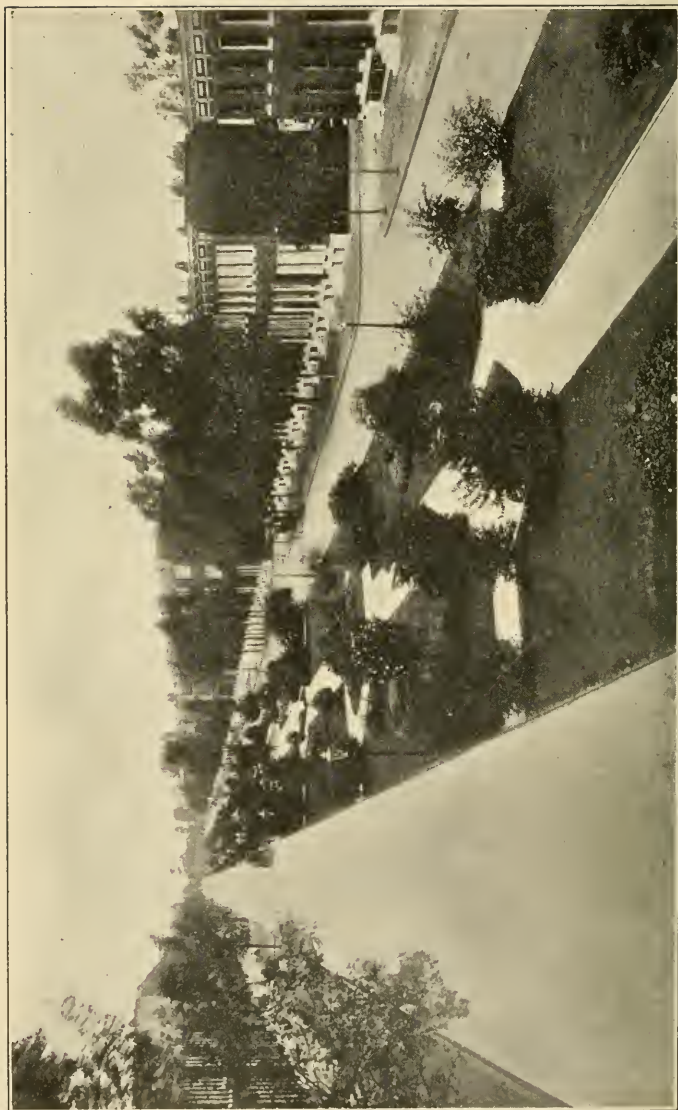
THE BALTIMORE BOOK



PARKS—Continued.	Acquired.	Acreage.
Brewer Square.....	1892	.39
Bo-Lin Square.....	1893	.23
Maple Place.....	1893	.07
Clifton Park.....	1895	316.4
Linden Avenue Triangle.....	1895	.01
Green Spring Avenue.....	1896	20.5
Callow Triangle.....	1898	.03
Gwynn's Falls Park.....	1902	351.70
Latrobe Park.....	1902	13.80
Swann Park.....	1902	11.31
Wyman Park.....	1903	135.54
Fifth Regiment Armory.....	1904	.25
City College Lot.....	1904	.14
Riggs Triangle.....	1905	.02
Venable Park.....	1907	50.23
Ashburton Park (including Reservoir).....	1907	92.65
Herring Run Park.....	1908	180.79
Charles Street Boulevard.....	1908	2.87
Philadelphia Road Triangle.....	1910	1.0
Easterwood Park.....	1911	6.8
Mondawmin Squares.....	1911	.26
Fort McHenry Reservation.....	1914	49.6
Total Park Acreage.....		2,306.24



Baltimore's Water Supply — Loch Raven Reservoir



NORTH BROADWAY

Baltimore has many streets which have been "parked" as here shown. People of moderate circumstances are enabled to live on just such a highway



BALTIMORE A HEALTHY CITY

BALTIMORE is naturally a healthy City, but nature has an ally in the form of a Department of Health, which does very effective work and has attained most successful results. This Department wages its warfare with thoroughly modern and scientific methods. With the combination—nature, vigilance and science—enlisted on the side of health, pestilence and epidemic are practically unknown. To fight against the importation of disease there are very strict regulations. The Quarantine Station, connected with the Health Department, is some distance from the City, and all incoming vessels are boarded and must be given a clean bill of health by a medical officer representing the Municipality before they are allowed to proceed.

Exceptional measures to combat tuberculosis are applied, and a corps of vigilant nurses is constantly working throughout the City with this object in view. These efforts have been crowned with the most gratifying results. In fact, the State, City and private organizations are rendering splendid service in the prevention of tuberculosis. There is in operation a Municipal hospital (Sydenham) for the treatment of infectious diseases. Exceptionally effective laws are enforced in the interest of sanitation. Inspectors pass upon edibles offered for sale to determine whether they are fit for consumption. If not, they are destroyed summarily. There is also a regulation which prescribes the quality of milk that may be sold, and inspectors with facilities for making tests are constantly at work.



THE JOHN HOPKINS HOSPITAL
Baltimore's world-famous medical institution



BALTIMORE HOSPITALS

The hospitals of Baltimore are by no means the least of its features. The City has developed into a mecca to which persons requiring the most scientific treatment come in search of cure, and thousands from afar are entered as patients yearly. Some of the most distinguished men and women of the country have come to Baltimore in search of health, and have gone away singing praises of Baltimore hospitals. The City is very proud of its development and equipment in this respect, for to be a leader in the world's work for humanity is a very enviable reputation to enjoy.

The great Johns Hopkins Hospital is a Baltimore institution. It is known all over civilization and has an unexcelled record of accomplishments. This establishment has many departments, one of the most recent of which is The Henry Phipps Psychiatric Clinic; for the erection and endowment of the building Mr. Henry Phipps donated nearly one million dollars. The purpose of this clinic is primarily for the study of nervous and mental diseases and affords exceptional opportunities for scientific treatment of these cases. Its laboratories are equipped with every modern appliance known to medical science.

As stated elsewhere, Baltimore makes especial effort to combat tuberculosis, and several large State and City sanatoriums are devoted to this purpose. Sydenham Hospital, supported by the City and under the direction of the Commissioner of Health, treats infectious diseases exclusively.

Some of the other leading hospitals are:

Presbyterian Eye and Ear Infirmary,	Hebrew Hospital,
Maryland General Hospital,	University of Maryland Hospital,
Hahnemann General Hospital,	Union Protestant Infirmary,
Franklin Square Hospital,	United States Marine Hospital,
Church Home and Infirmary,	Quarantine Hospital,
Mercy Hospital,	St. Joseph's Hospital,
Hospital for Women of Maryland,	St. Agnes' Hospital.



BALTIMORE'S PUBLIC BATHS

A Typical Bathhouse

The largest artificial Swimming Pool in the United States
Patterson Park



BALTIMORE PUBLIC BATHS

The Public Baths of Baltimore represent one of the chief agencies in the City for the promotion of health and cleanliness. The system provides for cleansing baths, which are open all the year round in congested City districts, and recreative swimming pools, open during the summer.

There are six indoor cleansing baths, which contain 225 cabins and accommodate 700,000 patrons annually, erected at a cost of \$200,000.

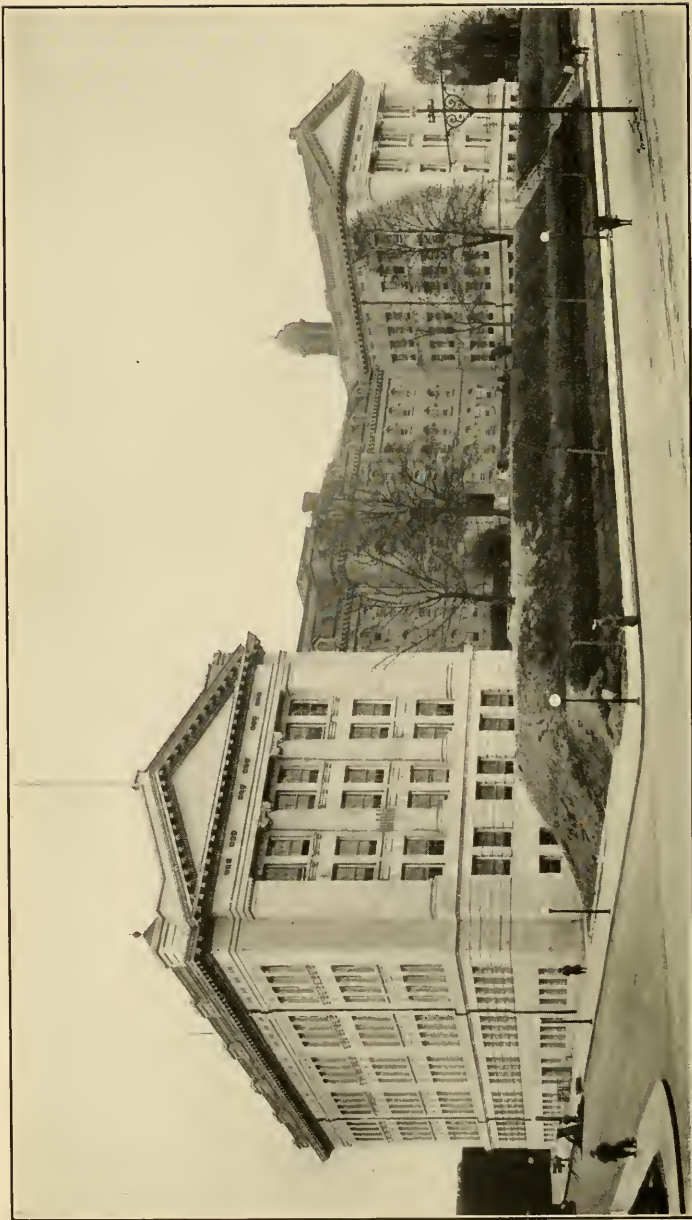
There are also three recreative swimming baths in parks and on the riverfront, which have 400,000 patrons annually. Three portable baths (which scheme originated in Baltimore) are small houses carried from one street corner to another in crowded sections. They afford hot and cold water shower baths to over 60,000 persons yearly.

Two recreative centers in public parks are also equipped with shower and swimming baths. The one at Patterson Park has the largest artificial swimming pool in the United States. A concrete swimming pool, 3 3-10 acres in extent, has been completed in Clifton Park and greatly adds to the City's bathing facilities.

The annual net cost to the City for maintenance of the entire Public Bath System is about \$60,000.



Lake Montebello—Water Supply



POLYTECHNIC INSTITUTE
Baltimore's noted public school, devoted to technical branches

PUBLIC SCHOOLS

In providing educational facilities for children, most liberal provision is made, and a compulsory educational law is strictly enforced. The schools are of exceptionally high standard. There are kindergartens for the very young. Night schools for those who have advanced in years, but not correspondingly in scholastic attainment. A summer vacation school and a vocational school are a part of the system. The course of public school training terminates with graduation from the City College, Polytechnic Institute or the Girls' High Schools.

Teachers entering the educational service are not only required to be proficient along general lines, but they must take a two-year course of training in the Teachers' Training School.

There were 100,129 pupils and 2,163 teachers during the last scholastic year. There are 148 schools of all kinds.



Soldiers and Sailors Monument, Druid Hill Park



BALTIMORE CITY COLLEGE



EASTERN FEMALE HIGH SCHOOL

POLICE DEPARTMENT

The Police Department of Baltimore consists of 1,150 persons, all told, from Commissioners down. The department, though supported by the City of Baltimore, is under the direction of a board appointed by the Governor of the State.

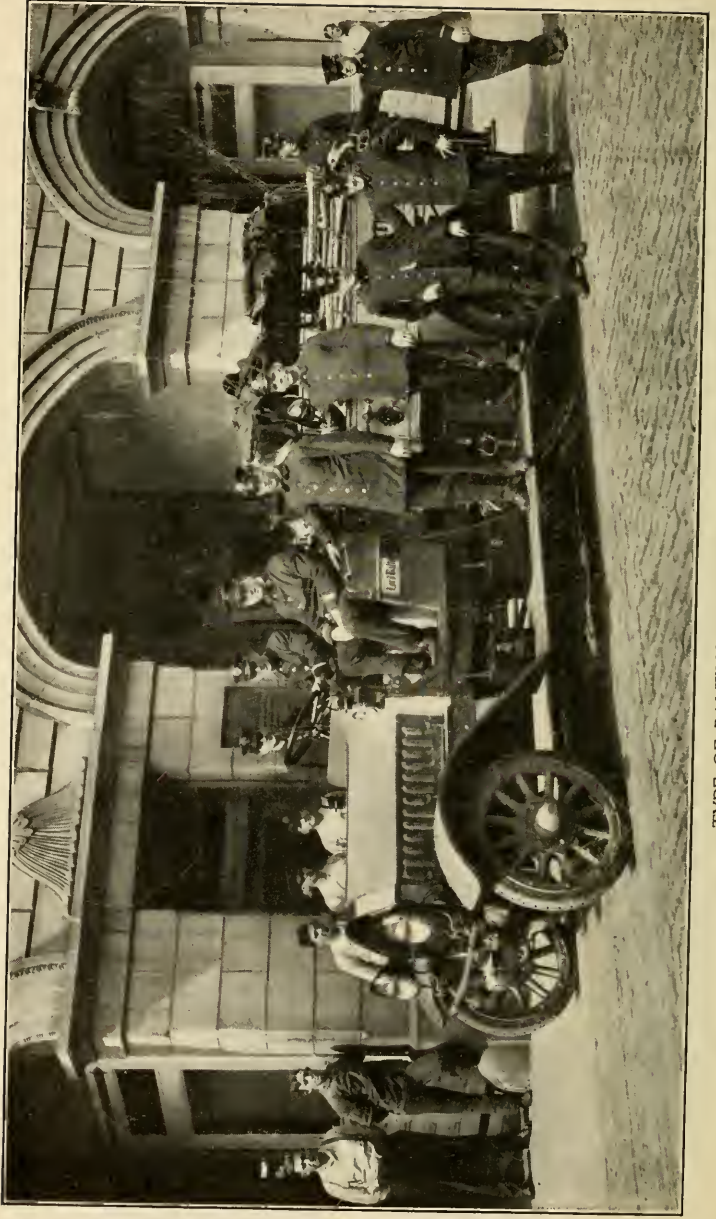
Police headquarters are at the Courthouse. Here the Police Board, the Marshal and the detectives are located.

"Traffic officers" are stationed at all points where traffic is congested. Their duty is to "keep things moving." These officers have large powers. They may summarily arrest any who show a disposition not to obey to the letter the very exacting traffic laws. The officer keeps vehicles and cars "on the move" or stops them by means of semaphores. In this way the problem is solved to the best advantage. The immovable "jam" that once occurred on down-town streets is now absent. Cars, great motor vans, automobiles and the collection of miscellaneous vehicles that crowd the thoroughfares pass along without confusion and unnecessary delay.

Aside from the traffic squad and main body of the force, there are mounted police, motorcycle and bicycle men and automobile patrol wagons; a harbor patrol, which uses a steamer and a gasoline launch.



Fort McHenry



TYPE OF BALTIMORE'S FIRE APPARATUS
The City's department is modern in every particular and of the highest efficiency

FIRE DEPARTMENT

Baltimore's Fire Department has been officially declared by experts to be one of the most thorough in the United States. It has all known mechanical devices for fighting fires.

The high-pressure pipe line, which has been extended over an area of 170 acres in the business district (completed 1912), is the latest device and the most modern auxiliary of the fire-fighting establishment of the City.

The pipe line system consists of three powerful pumps, which force water through large pipes at tremendous pressure. These pipes are, of course, all underground, but are tapped at intervals of 170 feet and connected with hydrants that bring the water to the surface. The hydrants, which are depressed below the sidewalk and protected by covers that can be easily removed, are systematically placed through the "down-town" district. There are at present 226 hydrants, and the number will be increased as the system is extended. Water, under great pressure, may be thrown in or against a building by means of various nozzle devices connected directly to the hydrants or with hose especially adapted to pipe line service.

Baltimore has spent \$1,000,000 on its pipe line. Insurance rates in the area protected by the service have been greatly reduced.

The personnel of the Fire Department is of the highest type. Recruits must pass an examination, mental and physical, before entering, and the training which they subsequently receive makes them exceptionally fit for their exacting duties.

The department consists of 40 hose and engine companies, 19 hook-and-ladders, two fireboats, two water towers, two automobile hose companies for high-pressure pipe line service, automobiles for the chief, deputy and district chiefs. The force numbers 862 men. Automobile apparatus has practically replaced horses in the department.

An interesting feature in connection with the signal system is a portable telephone which may be connected to the fire alarm boxes to establish communication with headquarters. Each company carries one of these portable telephones.



FAR FAMED LIGHT STREET WHARF

Piers of this character extend for blocks along Light Street Wharf, which is one of the City's busiest thoroughfares

BALTIMORE'S WIRES UNDERGROUND

In maintaining its own electrical conduit system, Baltimore stands unique as being the first American City of importance to provide underground accommodation for wires and cables transmitting all classes of electrical energy.

About 75 per cent. of the area of the City is served by the Municipal system, and the work of laying extensions to the more remote sections is progressing rapidly. Loans amounting to \$5,000,000 have been authorized for the construction of this system.

By virtue of certain Legislative enactment, it is made mandatory on the part of wire-operating corporations and individuals to remove, upon notice of the completion of the system in various given districts, their poles and overhead wires and, in substitution therefor, to install cables in the conduits. The electric light and power, telephone and telegraph companies, realizing the advantages to be derived in the way of greater protection and more facile access to their equipment, heartily co-operate with the City authorities in the prosecution of the work. Furthermore, the Municipal ownership of the system insures a uniform and reasonable rate of rental for the underground space thus provided.



Patapsco River — Quarantine



SECTION OF BALTIMORE'S \$11,000,000 DOCK SYSTEM

Chesapeake Bay Market Boats

Lumber Pier

Steamships unloading fruits



(Industrial Section)

INDUSTRIAL ADVANTAGES OF BALTIMORE



MANUFACTURER must have facilities for assembling raw material at his plant. He must have facilities for getting a finished product on the market, and he must have a MARKET.

Baltimore furnishes these accessories.

First—The City has splendid railroad service in all directions. It offers transportation facilities by water that are unexcelled. It is a great seaport, foreign and coastwise. It also utilizes the great Chesapeake Bay and its numerous tributaries, thus connecting with scores of towns and landings, penetrating far into Maryland and Virginia.

Second—Baltimore is the natural feeder of its immediate vicinity in all directions. It has at home about 700,000 persons for whom it must provide; but it has other natural markets—that tremendous area to the North, South, Southwest and West. The South is Baltimore's undisputed sphere of industrial and commercial influence.

Third—No Chinese Wall, in the form of excessive freight rates, separates the manufacturer from his market. Baltimore enjoys lower rates than other cities, as the table of comparative rates, given elsewhere in this book, will show.

Fourth—The manufacturer in Baltimore is not harassed by labor troubles.

Fifth—Manufacturing implements — machinery, apparatus, — mechanical tools actually employed in the manufacture of articles of commerce—are not (upon application) taxed in Baltimore for City or State purposes.

Sixth—Insurance rates on manufacturing and mercantile establishments in Baltimore are lower relatively than in other cities.

Seventh—Power, fuel and light are cheap. Wheels turn more economically in Baltimore than anywhere else.



Great warehouses of this character are one of the principal features of Baltimore's railroad terminal facilities



Grain Elevator and Freight Sheds



BALTIMORE'S TRADE AND INDUSTRIAL ORGANIZATIONS

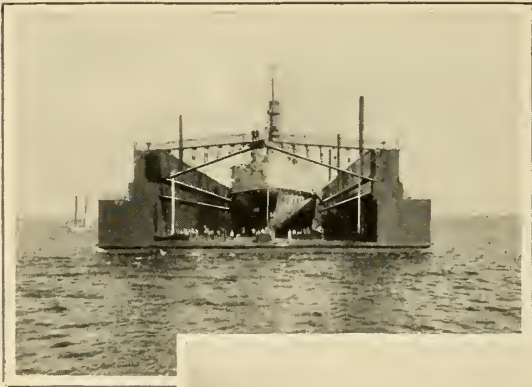
The business associations of Baltimore, particularly the large central bodies, are important elements in the City's commercial and industrial life. There are a number of such organizations united in one Common Center called the Board of Trade, which exert a tremendous influence. Though they have their respective spheres, they are bound by ties of business and social relationship. By cohesive action and unity of purpose, they have time and again made their influence felt to the mutual benefit of the City and the thousands who maintain business relations with it. Through them the business interests of Baltimore operate upon an organized and systematized basis. The good effect is not merely local, for Baltimore is the great commercial and industrial headquarters of thousands of miles of territory.

Organization and combined force have not only helped those who trade in Baltimore, but are largely responsible for placing the City in the front rank of the great commercial centers of the country.

The usefulness of these associations is not confined to the avenues of trade. They have been aggressively active in the many successful projects for the proper civic development of Baltimore, and are vital forces in the City's welfare.



Fire Boat "Deluge"



Drydock Dewey

SHIPBUILDING INDUSTRIES
Magnetic Cranes General View, Md. Steel Co.'s Plant
A Baltimore Built Ship



BALTIMORE'S GREAT INDUSTRIES

MANY ENTERPRISES FLOURISH IN THIS INDUSTRIAL DISTRICT

Baltimore leads in Canning and Preserving; Millions worth of Fertilizer shipped; the great Straw Hat Industry; foremost Clothing Manufacturing Center; Copper Refining; large Cotton Duck Plants; Steel Rails; Shipbuilding Interests, etc.; cheap Light and Fuel; no Labor Troubles.

ACCORDING to the United States Census of 1914, there were then within the City limits of Baltimore ($31\frac{2}{3}$ square miles) over 2,500 manufacturing establishments, employing 84,924 wage-earners, who are paid annually \$48,978,000. The annual value of their output is \$215,172,000. The capital represented by these enterprises amounted to \$177,301,000, not including the value of rented buildings. The Baltimore Industrial District (the City and its contiguous area) produces annually manufactured products to the value of \$353,319,000. This makes Baltimore one of the foremost industrial centers of the United States.



BALTIMORE'S PICTURESQUE HARBOR

Chesapeake Bay Pungies

Unloading tropical fruits

Immigrants disembarking



LEADS IN CANNING AND PRESERVING

Baltimore ranks first among the cities of the United States in the canning and preserving industry, which employs thousands of workers. Its annual product is valued at millions of dollars.

MANUFACTURE OF CLOTHING

In the manufacture of clothing, Baltimore occupies a leading position, the value of this product (U. S. Census, 1910) amounting to \$41,000,000 annually. This industry employs 24,000 persons. Most of this clothing is of the higher grades. There are 324 establishments, some of them the largest in the world.

NECKWEAR

The manufacture of neckwear (Industrial Survey of Baltimore, report of 1914) has reached large proportions. Baltimore ranks second in the production of this article.

SHIPS MOST FERTILIZER

More fertilizer is shipped from Baltimore than from the combined manufacturing plants of any other State.

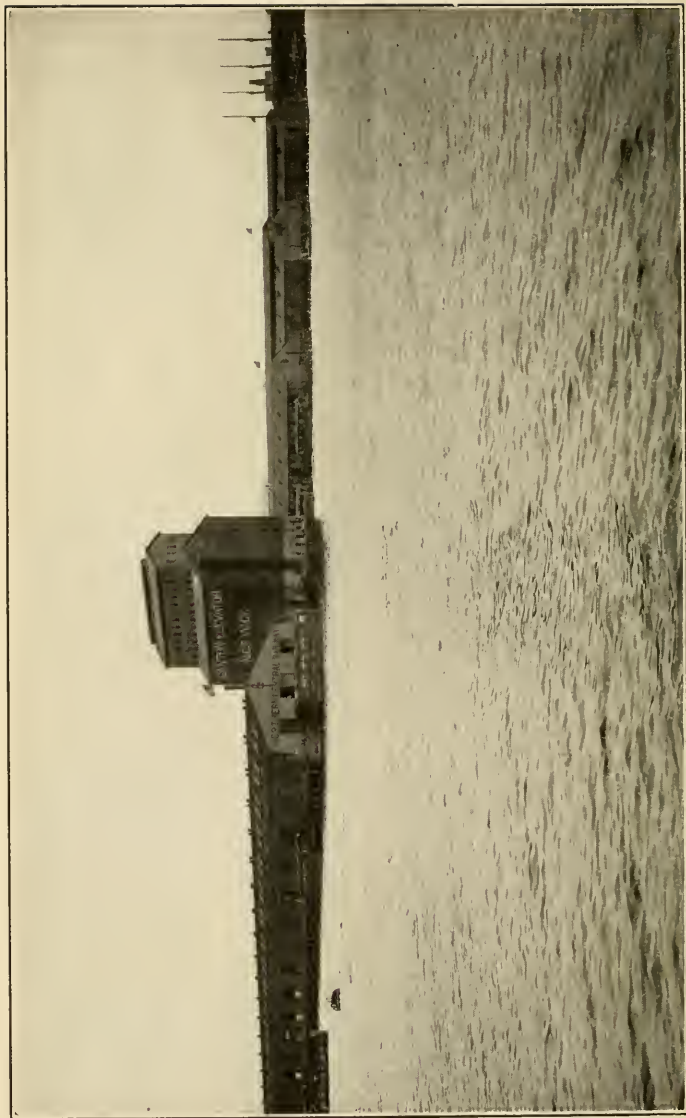
THE GREAT STRAW HAT INDUSTRY

The straw hat industry is represented by establishments employing thousands of hands, producing millions of dollars' worth of goods yearly.

COPPER

The copper smelting and refining works and copper-smithing in Baltimore represent for plants an investment of \$20,000,000. Baltimore has the largest copper refining plant in America.

Baltimore's industrial activity extends to so many branches that it is impossible to discourse specifically upon all, but the following are some of the chief enterprises, in many of which the City leads, and in all occupies a foremost position as a producer:



BALTIMORE'S TERMINAL FACILITIES

Grain Elevator, N. C. Railroad—The harbor is flanked on either side by elevators and piers, where the largest ships find accommodations



THE BALTIMORE BOOK



IRON AND STEEL

FERTILIZER

STRAW HATS

CLOTHING

CANDY

COPPER

CANS

SOAP

FLAVORING EXTRACTS

SHOES

BOTTLE STOPPERS

OYSTER INDUSTRY

COTTON DUCK

MEDICINES

GAS ENGINES

UMBRELLAS

STEEL RAILS

DRUGS, SPICES, TEAS, COFFEE ROASTING

CANVAS AND LEATHER BELTING

SLAUGHTERING AND MEAT PACKING

SASHES, DOORS, BLINDS, LUMBER

PRINTING AND PUBLISHING

FLOUR AND GRIST MILLS

BREAD AND BAKERIES

FURNITURE

CAR BUILDING

GAS RANGES, WATER HEATERS AND GAS METERS

GLASSWARE, BOTTLES AND WINDOW GLASS

STOVES, RANGES AND PLUMBERS' SUPPLIES

CANNING AND PRESERVING VEGETABLES

MACHINERY AND MACHINISTS' SUPPLIES

TOBACCO (CIGARS AND CIGARETTES)

CHEMICALS, MEDICINAL SUPPLIES

SHIRTS, OVERALLS, ETC.

NECKWEAR



McCALL FERRY DAM ON SUSQUEHANNA RIVER

The electric current generated at this mammoth plant turns the industrial wheels at Baltimore, 40 miles away



ELECTRIC POWER FROM THE SUSQUEHANNA

THERE has been developed for Baltimore a tremendous source of electric energy. Across the Susquehanna River, at McCall Ferry, is one of the longest dams in the world, exceeded only by such dams as at Keokuk, Iowa, on the Mississippi River, and at Assouan, on the Nile. Behind this barrier, which is half a mile long, 55 feet high and 65 feet thick, the Susquehanna River forms a lake eight miles in length.

Their foundations resting on the bed rock of the river, the power-house and dam contain 300,000 cubic yards of concrete. The power-house provides space for ten units, with a total maximum capacity of 135,000 horse-power.

From McCall Ferry, in a straight line, the steel towers and the aluminum cables of the transmission line stretch to Baltimore, 40 miles away, where the harnessed river drives the wheels of the City's industries and lights the homes and streets.

Independent steam generating stations, storage batteries and an unexcelled distribution system assure adequate, efficient, never-failing service. Baltimore offers the manufacturer cheap electric power in abundance. The rates for electric power in Baltimore are the lowest on the Atlantic Seaboard.

The harnessed river furnishes the power necessary to propel the street cars of the extensive transit system of Baltimore and its suburbs. Power from the Susquehanna moves the trains in the Belt Line Tunnel of the Baltimore and Ohio Railroad, beneath the City of Baltimore, one of the earliest electrically-operated tunnels in the world. The entire power requirements of the Maryland Electric Railways Company, which operates the converted steam road connecting Baltimore with Annapolis, come from the same source.

Abundant power at low rates, with an efficient and comprehensive service, gives Baltimore a tremendous advantage, which no manufacturer can afford to overlook.



PLAY-GROUND SCENES

Recreation centers have a telling influence on city life



NO LABOR TROUBLES

Baltimore rarely has labor troubles. After the great fire, the City was rebuilt without a single strike. Owing to conditions that obtain in no other large community, the capitalist and laborer maintain a status which enables them to operate to their mutual interest, and to the benefit of the whole industrial situation.

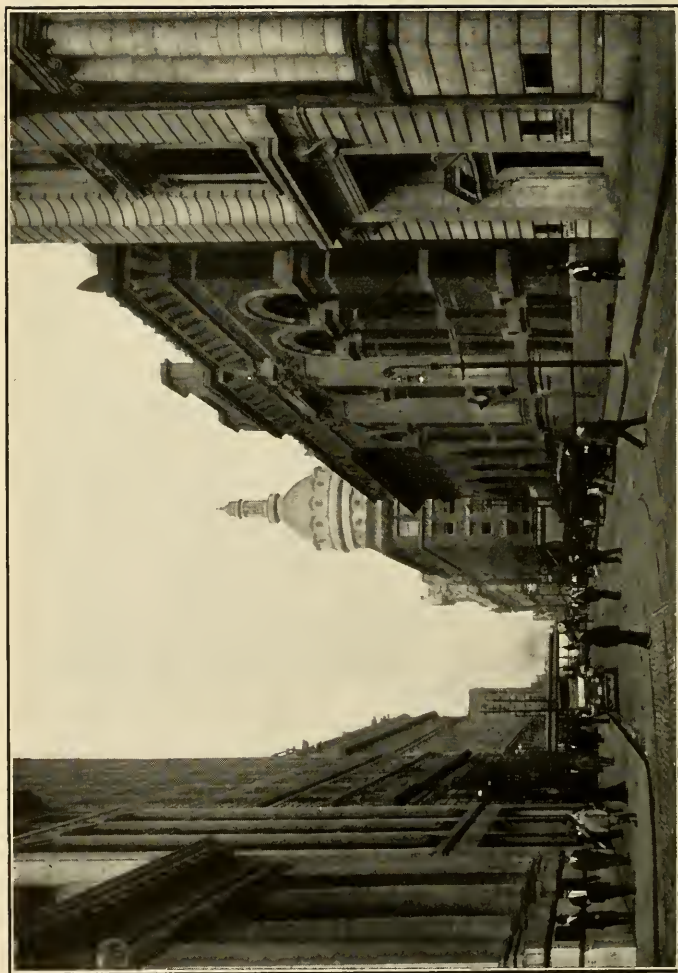
Baltimore seems totally unaffected by those periodic gusts of labor agitation that sweep over one section of the country or another, unsettling conditions, causing industrial distress and financial loss.

The City is exceptionally fortunate in this respect, primarily because of natural conditions. The working class is enabled to live well. The abundance of seasonable foodstuffs at reasonable prices, cheap rents, the opportunity to buy homes on the easiest terms, are elements which contribute to the contented condition of the laboring man. In Baltimore he gets the most out of life for himself and his family. The average laborer owns his home. Tenements are practically unknown. Then there is plenty of work and plenty of workmen.

Industrial tranquillity usually lasts the year round.



A Bee Hive of Industry



SOUTH STREET, NORTH FROM GERMAN — PART OF BALTIMORE'S FINANCIAL CENTER
Baltimore is noted for the large number of successfully conducted banks and other financial institutions



BALTIMORE'S FINANCIAL INSTITUTIONS

Few cities enjoy the enviable reputation of Baltimore for sound financial methods, or have a larger number of successfully conducted banks and trust companies. Baltimore is noted for its excellent banking facilities.

There has not been a bank failure in Baltimore for many years, and the conflagration of 1904, which caused a loss estimated at more than \$100,000,000, resulted in no embarrassment to the City's financial organizations, except that arising from the destruction of buildings.

There is ample capital in Baltimore for legitimate enterprises. It is not a City given to the encouragement of "wild-cat" schemes, but sound projects can find substantial backing.

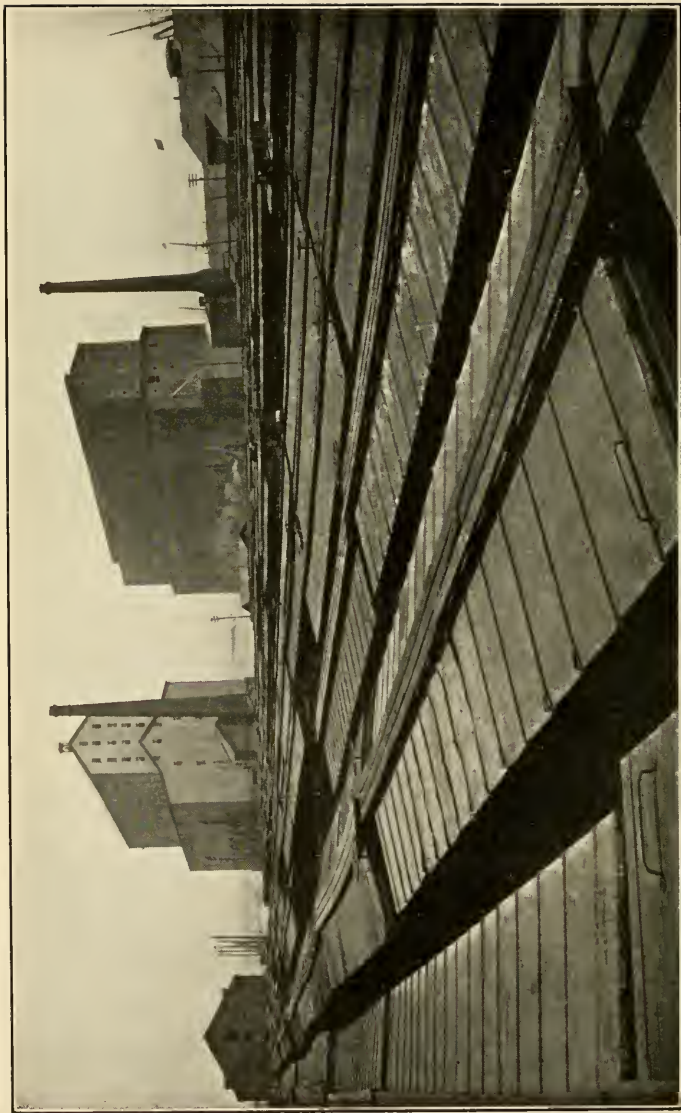
BONDING

The first bonding or surety company was organized in Baltimore. This City occupies a commanding position in this branch of finance.

Millions of dollars are invested here in bonding enterprises. The assets of numerous companies total millions. They have branches practically all over the world; in fact, Baltimore is the bonding headquarters of the world.

INDUSTRIAL BUILDINGS

Baltimore has a series of modern "Industrial" or "Beehive" buildings, where heat, light, power and space in proportion to the large or small needs of any and all kinds of industries can be had on terms and conditions attractive even to infant enterprises. This enables enterprises to be started without the usual capital outlay required for investment in land and building. It offers to local industries and to those outside the City, desiring to establish operations here, every essential factory requirement that can be obtained by the most successful manufacturers.



SEA OF FREIGHT CARS, LOCUST POINT—BALTIMORE AND OHIO R. R.

This is a striking exhibit of Baltimore's terminal and transportation facilities, giving an idea of the arrangements for handling freight



(Commercial Section)

COMMERCE AND TRANSPORTATION

A Splendid Harbor; Grain rapidly handled; low Freight Rates; Magnificent Piers; Steamship Lines; Great Railroads, with terminals at deep water, center in Baltimore; Colossal Municipal Piers; Great Jobbing Trade; Plants and Machinery Exempt from Taxation, etc.



Y reason of its geographical location, the City, from the very first days of the "iron horse," became a railroad center. It has, also, always been one of the important seaports of the country.

That Baltimore lived and flourished may be attributed to its natural maritime advantages. It early became a distributing point for merchandise that came over all seas and from all lands. It sent, and still sends, back ships burdened with products of every section of this country.

Long before steam became the propelling force of commerce, Baltimore's supremacy was assured. The Baltimore clipper was famous; it was sailing every sea and was seen in every port.

The City has a largely-developed trade in every respect, particularly through the South. Being of the South, this seems natural, but Baltimore is not dependent upon sentiment alone.

As the metropolis of the South, Baltimore is the natural source of supply of this section, and its trade throughout this vast country is large and ever-increasing. Nor is Baltimore's sphere of commercial influence confined to the great region south of the Mason and Dixon Line. Its merchants are invading the North. They have captured a good percentage of trade of Pennsylvania and New York State, and are successfully operating in the Ohio Valley.

Baltimore is one of the foremost jobbing centers of the United States.



STEAMBOATS AT LIGHT STREET WHARF

Vessels of this type carry passengers and merchandise from Baltimore to points on Chesapeake Bay and its numerous tributaries



THE HARBOR OF BALTIMORE

Baltimore has a splendid harbor. The channel leading from Baltimore is 35 feet deep and 600 feet wide, and there is a project under way to deepen it to 40 feet and to make it 1,000 feet wide.

Baltimore is on the Patapsco River, a tributary of Chesapeake Bay, and is about 150 nautical miles from the Atlantic Ocean as vessels travel. The harbor may be said to begin where the Patapsco and the bay meet, about 14 miles from the center of the City.

There are 18 miles of dockage and waterfront within the contracted City limits, and many times that area in the immediate environs.

Baltimore harbor, even within the City limits proper, can accommodate the largest vessels. Such, for instance, as liners of 20,000 tons displacement or more enter and leave Baltimore harbor. Baltimore has a busy waterfront. It is very picturesque and is a shelter for all manner of craft, from the ponderous Atlantic liner to the Chesapeake Bay oyster pungy.



Typical Chesapeake Bay Steamer



LOCUST POINT

Showing a portion of Baltimore's splendid terminal facilities—railroad and shipping



BALTIMORE A GREAT GRAIN PORT

Baltimore ranks second in American ports for exports of grain, and at times leads other ports in exports of corn and oats.

At the railroad owned and operated elevators of the Baltimore and Ohio, Pennsylvania Railroad and Western Maryland Railway there are facilities for the prompt unloading and storage of rail-hauled grain, also for immediate transfer to ocean vessels lying in deep water alongside.

All the export elevators are supplied with grain driers, so that the product that needs conditioning can be taken care of in a manner to avoid depreciation. Aside from the large elevators for ocean ships, the Baltimore and Ohio and Pennsylvania railroads have up-town elevators for domestic grain.

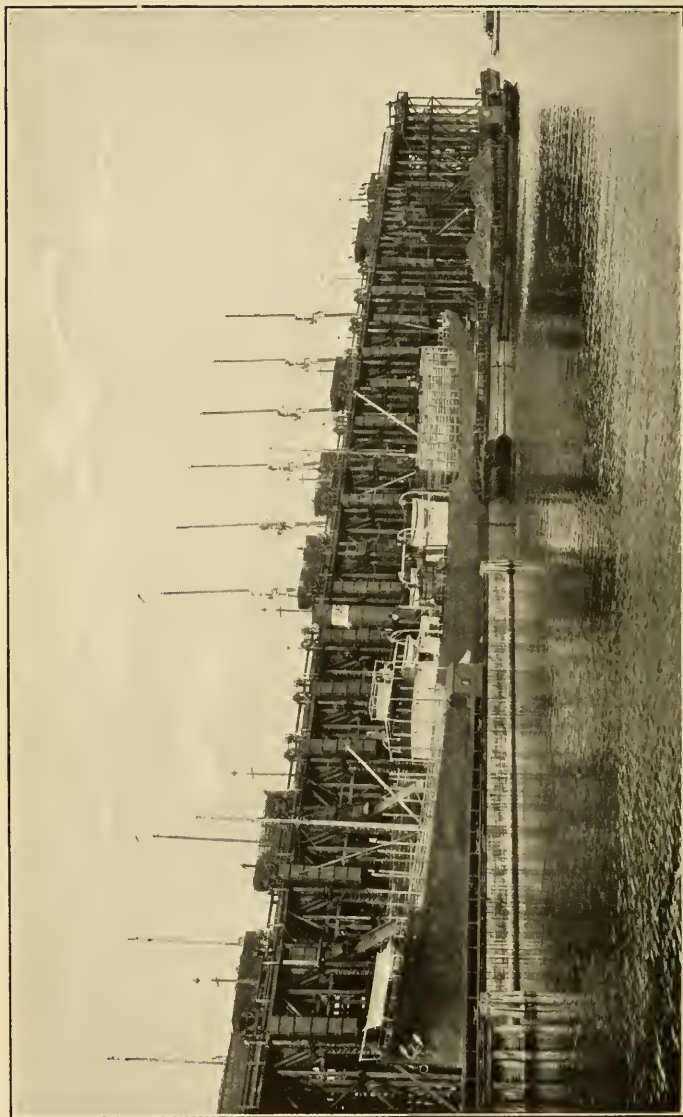
The Western Maryland Railway recently completed a modern fireproof elevator to serve both domestic and export purposes and is now doubling its capacity.

Baltimore Chamber of Commerce Weighing and Inspection Departments have highest standards and maintain them, thus giving satisfaction at home and abroad.

The financial institutions of Baltimore render excellent service in supplying funds for the handling of these exports. Foreign exchange to the extent of \$50,000,000 per annum is created by our grain merchants.



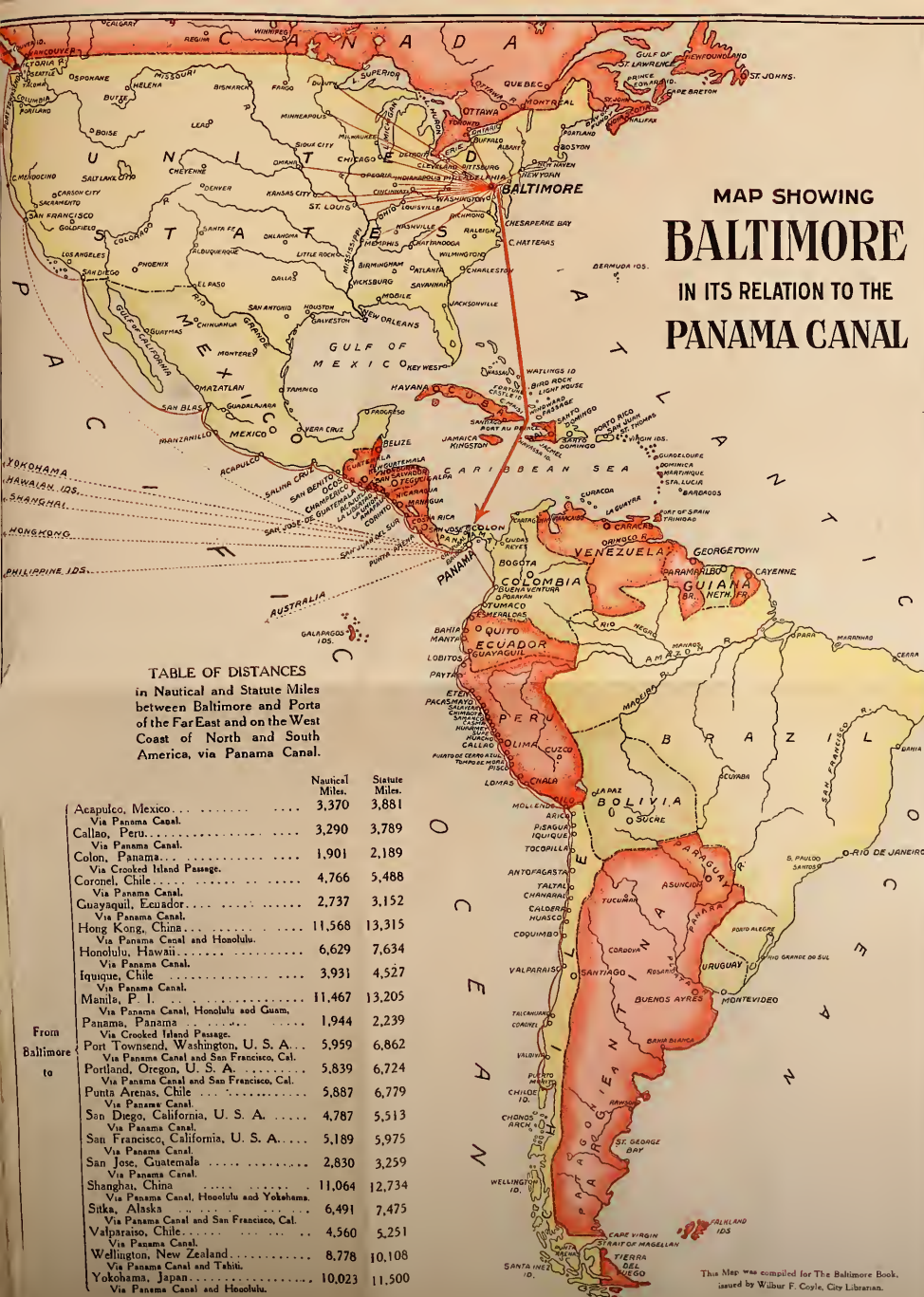
One of Baltimore's Great Grain Elevators



BALTIMORE'S TERMINAL FACILITIES
One of the immense coal piers of the Western Maryland Railway

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MAP SHOWING BALTIMORE IN ITS RELATION TO THE PANAMA CANAL

TABLE OF DISTANCES
in Nautical and Statute Miles
between Baltimore and Ports
of the Far East and on the West
Coast of North and South
America, via Panama Canal.

	Nautical Miles.	Statute Miles.
Acapulco, Mexico	3,370	3,881
Via Panama Canal		
Callao, Peru	3,290	3,789
Via Panama Canal		
Colon, Panama	1,901	2,189
Via Crooked Island Passage		
Coronel, Chile	4,766	5,488
Via Panama Canal		
Guayaquil, Ecuador	2,737	3,152
Via Panama Canal		
Hong Kong, China	11,568	13,315
Via Panama Canal and Honolulu		
Honolulu, Hawaii	6,629	7,634
Via Panama Canal		
Iquique, Chile	3,931	4,527
Via Panama Canal		
Manila, P. I.	11,467	13,205
Via Panama Canal, Honolulu and Guam		
Panama, Panama	1,944	2,239
Via Crooked Island Passage		
Port Townsend, Washington, U. S. A.	5,959	6,862
Via Panama Canal and San Francisco, Cal.		
Portland, Oregon, U. S. A.	5,839	6,724
Via Panama Canal and San Francisco, Cal.		
Punta Arenas, Chile	5,887	6,779
Via Panama Canal		
San Diego, California, U. S. A.	4,787	5,513
Via Panama Canal		
San Francisco, California, U. S. A.	5,189	5,975
Via Panama Canal		
San Jose, Guatemala	2,830	3,259
Via Panama Canal		
Shanghai, China	11,064	12,734
Via Panama Canal, Honolulu and Yokohama		
Sitka, Alaska	6,491	7,475
Via Panama Canal and San Francisco, Cal.		
Valparaiso, Chile	4,560	5,251
Via Panama Canal		
Wellington, New Zealand	8,778	10,108
Via Panama Canal and Tahiti		
Yokohama, Japan	10,023	11,500
Via Panama Canal and Honolulu		

BALTIMORE AND THE PANAMA CANAL

The Panama Canal is having a direct and far-reaching influence upon Baltimore.

Why?
Almost every page of this book contributes to the answer. Baltimore, to begin with, is on an almost direct line with the west coast of South America, and is nearer the Canal than any other of the large cities of the Atlantic Coast.

These important facts are very comprehensively shown on the accompanying map.
With that rugged barrier, the Isthmus of Panama, no longer barring the way, the great west coast opens up untold and incalculable opportunities for commerce.

But why Baltimore?
Because trade, like almost everything, follows the course of least resistance. It traverses natural lanes if it can, and the thing that makes a lane natural or unnatural is largely geographical position.

Baltimore's position is splendid.
Because of this, the Canal has had and is having direct influence upon this City.

South American trade comes to or is carried through Baltimore, because it benefits those who take advantage of the opportunity the City offers. Baltimore does not expect people to bring their business here for its enrichment. The point is, they benefit and enrich themselves by so doing.

Look at the situation.
THE BALTIMORE BOOK is laden with facts that bear out the assumption that Baltimore is a natural trade route on Panama and is destined to become a great distributing depot for transoceanic trade. Lower freight rates than enjoyed by any other city of the Atlantic Coast will draw merchandise here from an extensive area of the United States, and just here an important combination is effected.

Low freight rates, a shorter land and sea distance. Hence the natural lane; the course of least resistance. No obstacles in the guise of excessive rates to, or from, the western and northwestern sections of the United States, and a short voyage to the Canal.

There are many other considerations, all arguments in favor of Baltimore.

Its splendid harbor. Covered wharves, from which ships lying in deep water alongside may be loaded; devices for the rapid handling of bulk cargoes, including coal.

Three great trunk line railway systems connect Baltimore with the rich mining and agricultural regions of the West. Baltimore lies nearer these regions, let it be repeated, than any other large city of the Atlantic Coast.

Then there will always be return cargoes for ships—a most important consideration.

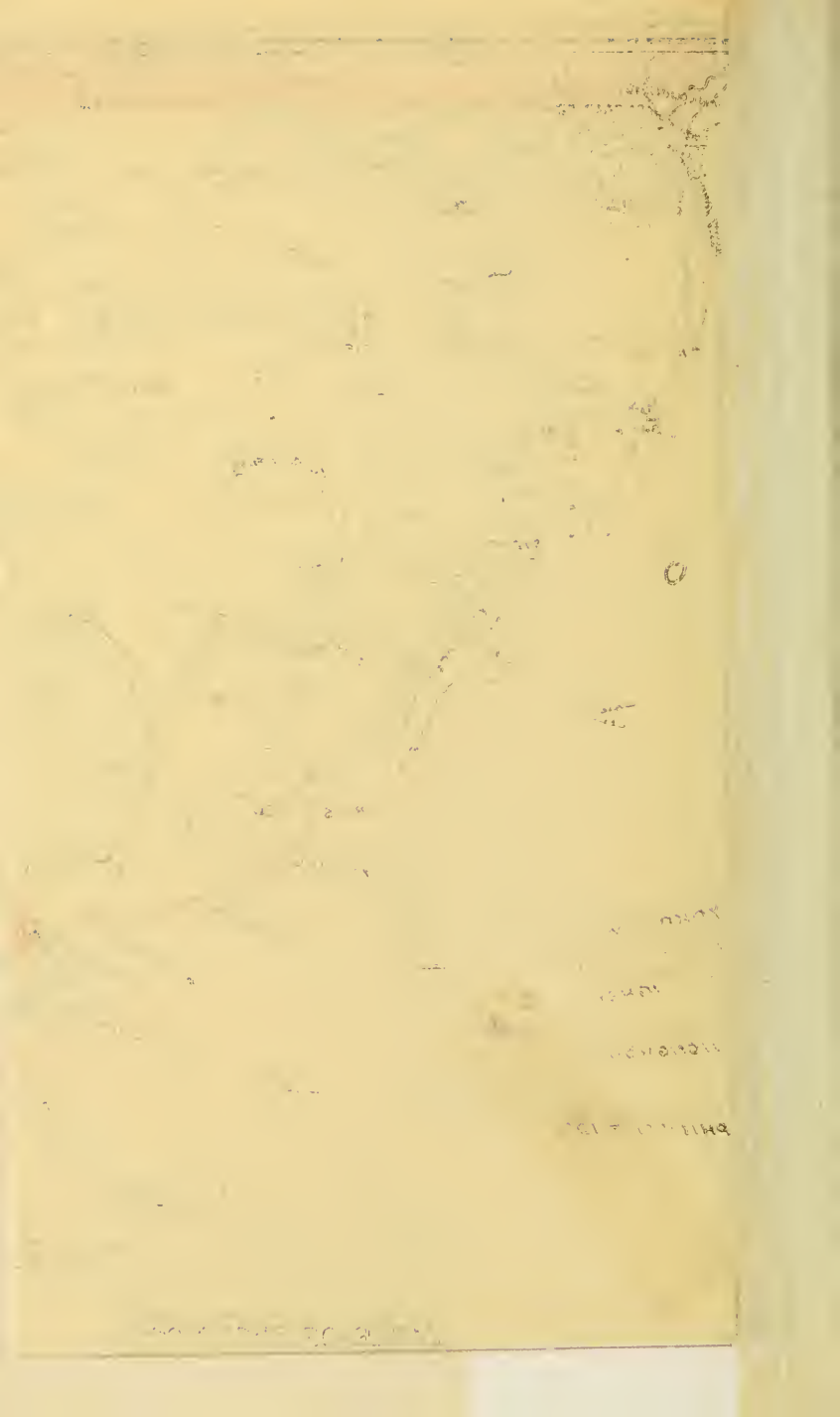
The vessel that comes here with the forest products of the North Pacific Coast, fruits or vegetables from California, bulk commodities from Central or South America, goes forth again freighted with coal, manufactured products of iron and steel, machinery, paints and mixed merchandise, for Baltimore is very near the producing regions of these commodities.

Central and South American countries require railroad equipment. Their agricultural and industrial development depends upon such. These countries want machinery of all sorts, clothing, hats, etc., and Baltimore stands ready to supply such needs, for it is in the manufacture of these articles that it occupies a commanding position.

Truly, there is no need for apprehension concerning return cargoes.

With great railroad piers, open and covered; with storage warehouses; with a great Municipal pier system, which is being extended; with shorter rail haul to Northern and Western cities and manufacturing districts than is enjoyed by other Atlantic ports; with the activities of the City Administration earnestly employed in the development of these facilities; with these and the multiplicity of other advantages set forth in THE BALTIMORE BOOK, who can successfully dispute that commerce with the West Coast via the Panama Canal will be greatly stimulated and developed. It is gaining impetus. Baltimore has a splendid plant, which is being utilized to the mutual advantage of the City and commercial interests.

This Map was compiled for The Baltimore Book, issued by Wilbur F. Coyle, City Librarian.



COMPARATIVE freight rate tables and mileage schedule, which shows conclusively the great advantage enjoyed by Baltimore, because of its geographical location. These were compiled from information furnished by Mr. Herbert Sheridan, Traffic Manager of the Chamber of Commerce, whose courteous assistance is gratefully acknowledged.

A TELLING FREIGHT RATE EXHIBIT. (No. 1.)

Freight Rates from Baltimore, Boston, New York and Philadelphia to SOUTHERN Points, Showing the Great Advantage Enjoyed by Baltimore.
 Water and Rail except as noted. Rates in cents per 100 pounds. Governed by Southern Classification except as noted.
 (As of January 1, 1916.)

FROM TO	BALTIMORE						BOSTON						NEW YORK						PHILADELPHIA					
	CLASSES						CLASSES						CLASSES						CLASSES					
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
ABERDEEN.....MISS.	136	117	103	87	71	58	148	127	112	93	76	63	143	123	108	92	75	61	143	123	108	91	74	61
ALBANY.....GA.	107	92	81	68	56	46	119	102	90	76	63	51	114	98	86	73	60	49	114	98	86	73	60	49
ALLENDALE.....S. C.	92	85	70	58	49	40	103	96	81	67	58	49	98	91	76	62	53	44	98	91	76	62	53	44
ANDERSON.....S. C.	99.6	92	74.2	61	50.8	45.6	112	102	88	72	61	51	105.6	97.4	79.2	65	52.8	47.6	103.6	95.4	77.2	63	51.8	46.6
ANNISTON.....ALA.	112	96	85	72	59	49	124	106	94	80	66	54	119	102	90	77	63	52	119	102	90	77	63	52
ATHENS.....GA.	107	92	81	68	56	46	119	102	90	76	63	51	114	98	86	73	60	49	114	98	86	73	60	49
ATLANTA.....GA.	107	92	81	68	56	46	119	102	90	76	63	51	114	98	86	73	60	49	114	98	86	73	60	49
AUGUSTA.....GA.	90	79	70	55	46	39	102	89	79	63	53	44	97	85	75	60	50	42	97	85	75	60	50	42
BIRMINGHAM.....ALA.	112	96	85	72	59	49	124	106	94	80	66	54	119	102	90	77	63	52	119	102	90	77	63	52
BRUNSWICK.....GA.	{ 87	47	37	29	24	19	{ 86	51	41	32	27	21	{ 87	47	37	29	24	19	{ 87	47	37	29	24	19
	{ 67	57	47	33	26	20	{ 91	77	72	65	55	44	{ 67	57	47	37	26	20	{ 67	57	47	37	26	20
CHARLESTON.....S. C.	{ 54	44	34	26	22	17	{ 62	51	41	32	27	21	{ 57	47	37	29	24	19	{ 57	47	37	29	24	19
	{ 71	59	56	51	43	35	{ 83	69	65	59	50	40	{ 78	65	61	56	47	38	{ 78	65	61	56	47	38
CHARLOTTE.....N. C.	85	74	61	49	42	32	96	85	72	58	51	41	91	80	67	53	46	36	91	80	67	53	46	36
COLUMBIA.....ALA.	118	102	90	75	62	51	130	112	99	83	69	56	125	108	95	80	66	54	125	108	95	80	66	54
COLUMBIA.....S. C.	89	75	65	53	43	34	101	86	75	63	52	42	96	81	70	58	47	37	96	81	70	58	47	37
COLUMBUS.....GA.	107	92	81	68	56	46	119	102	90	76	63	51	114	98	86	73	60	49	114	98	86	73	60	49
DANVILLE.....VA.	63	54	44	32	26	21	74	65	55	41	35	30	69	60	50	36	30	25	69	60	50	36	30	25
DARLINGTON.....S. C.	92	81	68	56	46	35	103	92	79	65	55	44	98	87	74	60	50	39	98	87	74	60	50	39
EMPORIA.....VA.	68	55	46	33	28	22	83	73	60	44	39	33	73	60	51	37	32	26	73	60	51	37	32	26
GREENVILLE.....S. C.	99.6	92	74.2	61	50.8	45.6	112	102	88	72	61	51	105.6	97.4	79.2	65	52.8	47.6	103.6	95.4	77.2	63	51.8	46.6
JACKSONVILLE.....FLA.	{ 67	57	47	33	26	20	{ 72	61	51	36	29	22	{ 67	57	47	33	26	20	{ 67	57	47	33	26	20
	{ 79	67	63	57	48	39	{ 91	77	72	65	55	44	{ 79	67	63	57	48	39	{ 79	67	63	57	48	39

MACON..... GA.	102	89	78	65	55	45	114	99	87	73	62	50	109	95	83	70	59	48
mMEMPHIS.....TENN.	101	82	65	47	39	34	109	90	68	50	42	37	109	90	68	50	42	37
MERIDIAN.....MISS.	127	109	97	81	66	55	139	119	106	89	73	60	134	115	102	86	70	58
{g75 MOBILE..... ALA.	{	65	54	44	38	33	g77	66	55	45	38	34	h75	65	54	44	38	33
{100 MONTGOMERY..... ALA.	{	85	69	54	46	39	100	85	69	54	46	39	100	85	69	54	46	39
nNASHVILLE.....TENN.	92	75	60	44	37	33	100	83	63	47	40	36	100	83	63	47	40	36
NATCHEZ.....MISS.	115	95	79	62	50	44	127	105	88	70	57	49	122	101	84	67	54	47
NEW BERN.....N. C.	55	46	38	33	27	22	66	57	49	42	36	31	61	52	44	37	31	26
{d71.7 NEW ORLEANS..... LA.	{	61.5	51.2	40.9	35.8	30.6	i72	61	51	41	35	31	i70	60	50	40	35	30
{100 NORFOLK..... VA.	{	85	69	54	46	39	100	85	69	54	46	39	100	85	69	54	46	39
e27.6 RALEIGH..... N. C.	e	23.4	19.2	17	13.8	10.6	h42.3	37	32.7	28.5	24.3	21.1	g33.6	28.4	24.2	21	15.8	12.6
78 RICHMOND..... VA.	78	67	55	43	37	28	89	78	66	52	46	37	84	73	61	47	41	32
n27.6 SAVANNAH..... GA.	n	23.4	19.2	17	13.8	10.6	47.3	41	35.7	31.5	26.3	23.1	33.6	28.4	24.2	21	15.8	12.6
{b57 SPARTANBURG... S. C.	{	47	37	29	24	19	m62	51	41	32	27	21	m57	47	37	29	24	19
{76 SUMTER..... S. C.	{	64	60	55	46	37	88	74	69	63	53	42	83	70	65	60	50	40
99.6 TUSCUMBIA..... ALA.	99.6	92	74.2	61	50.8	45.6	112	102	82	72	61	51	105.6	97.4	79.2	65	52.8	47.6
92 WILMINGTON..... N. C.	92	81	68	56	46	35	103	92	79	65	55	44	98	87	74	60	50	39
119 WINSTON-SALEM... N. C.	119	102	90	76	62	51	131	112	99	84	69	56	126	108	95	81	66	54
57	46	37	32	24	16	{	h57	47	37	29	24	20	150	40	34	28	20	15
78	67	55	43	37	28	{	68	57	48	37	31	24	63	52	43	35	28	19

Freight rates are very important factors in the transactions of the merchant and manufacturer. Some one pays these rates. Some one is richer to the extent of money saved on freight rates. Some one can sell goods cheaper in proportion to the money thus saved. A great opportunity is offered those who purchase, trade and manufacture in Baltimore. The above table is to Southern points. Consult, also, the comparative rate tables to and from Western points. Note the tremendous advantage Baltimore enjoys. These figures are a telling exhibit. Read the comparative mileage schedule, showing how much nearer Baltimore is to Southern and Western cities than are those northeast of Baltimore. Note, too, the map of Baltimore's sphere of commercial influence. These exhibits present a powerful argument in Baltimore's favor.

KEY TO NOTATIONS:

- a Governed by Official Classification.
- b All water via M. & M. T. Co.
- c Via M. & M. T. Co.--Savannah and rail.
- d Via Old Dominion Steamship Co.
- e Via all water or all rail.
- f Via Baltimore & Carolina Steamship Co.
- g All water via New York and Mallory Line.
- h All water via Mallory line.
- i All water via New York & Morgan Line.
- j All water via Morgan Line.
- k All water via New York & Clyde Line.
- l All water via Clyde Line.
- m Via Ocean Steamship Co. of Savannah.
- n Via water and rail or all rail.

A TELLING FREIGHT RATE EXHIBIT. (No. 2.)

STANDARD ALL RAIL Freight Rates from EASTERN to WESTERN Points, Showing the Lower Rates Enjoyed by Baltimore.

Governed by Official Classification.

Rates in cents per 100 pounds. (As of January 1, 1916.)

FROM / TO	BALTIMORE						BOSTON, NEW YORK						PHILADELPHIA					
	CLASSES						CLASSES						CLASSES					
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
CHARLESTON .. W. VA.	60.6	51.4	42.7	29	24.4	19.9	68.6	59.4	45.7	32	27.4	22.9	62.6	53.4	43.7	30	25.4	20.9
c CHICAGO.....ILL.	70.8	60.3	49.5	33.8	28.5	23.3	78.8	68.3	52.5	36.8	31.5	26.3	72.8	62.3	50.5	34.8	29.5	24.3
CINCINNATI.....OHIO	60.6	51.4	42.7	29	24.4	19.9	68.6	59.4	45.7	32	27.4	22.9	62.6	53.4	43.7	30	25.4	20.9
CLEVELAND.....OHIO	47.9	40.5	34.3	23.1	19.4	15.7	55.9	48.5	37.3	26.1	22.4	18.7	49.9	42.5	35.3	24.1	20.4	16.7
COLUMBUS.....OHIO	53.5	45.3	38	25.7	21.6	17.5	61.5	53.3	41	28.7	24.6	20.5	55.5	47.3	39	26.7	22.6	18.5
DAYTON.....OHIO	58.2	49.4	41.1	27.9	23.5	19.1	66.2	57.4	44.1	30.9	26.5	22.1	60.2	51.4	42.1	28.9	24.5	20.1
DETROIT.....MICH.	53.5	45.3	38	25.7	21.6	17.5	61.5	53.3	41	28.7	24.6	20.5	55.5	47.3	39	26.7	22.6	18.5
EVANSVILLE.....IND.	78.7	67.1	54.8	37.5	31.7	25.9	86.7	75.1	57.8	40.5	34.7	28.9	80.7	69.1	55.8	38.5	32.7	26.9
GRAND RAPIDS..MICH	67.6	57.6	47.4	32.3	27.2	22.2	75.6	65.6	50.4	35.3	30.2	25.2	69.6	59.6	48.4	33.3	28.2	23.2
HUNTINGTON .. W. VA.	60.6	51.4	42.7	29	24.4	19.9	68.6	59.4	45.7	32	27.4	22.9	62.6	53.4	43.7	30	25.4	20.9
INDIANAPOLIS.....IND.	65.3	55.5	45.8	31.2	26.3	21.5	73.3	63.5	48.8	34.2	29.3	24.5	67.3	57.5	46.8	32.2	27.3	22.5
LOUISVILLE.....KY.	70.8	60.3	49.5	33.8	28.5	23.3	78.8	68.3	52.5	36.8	31.5	26.3	72.8	62.3	50.5	34.8	29.5	24.3
PEORIA.....ILL.	78.7	67.1	54.8	37.5	31.7	25.9	86.7	75.1	57.8	40.5	34.7	28.9	80.7	69.1	55.8	38.5	32.7	26.9
PITTSBURGH.....PA.	39.3	33	28.5	19.1	15.9	12.8	a47.3	41	31.5	22.1	18.9	15.8	b41.3	35	29.5	20.1	16.9	13.8
ST. LOUIS.....MO.	84.2	71.9	58.4	40.1	33.9	27.8	b52.3	45	34.5	25.1	21.4	17.8	86.2	73.9	59.4	41.1	34.9	28.8
TERRE HAUTE....IND.	70.8	60.3	49.5	33.8	28.5	23.3	73.8	63.3	52.5	36.8	31.5	26.3	72.8	62.3	50.5	34.8	29.5	24.3

a New York rates. b Boston rates.

c Baltimore has differential rates and routes to Western points, as illustrated below.

* Steamship lines via Norfolk and Newport News and thence by rail.

(Other cities named above also have differential routes and rates.)

To Chicago, Ill.—

	CLASSES					
	1	2	3	4	5	6
	*When lake navigation is open.....	54	46	38	27	22
**When lake navigation is closed.....	62.8	54.3	45.5	30.8	26.5	21.3
Routes via Erie, Fairport and Lake, during season of open navigation..	54	46	38	27	22	18

A TELLING FREIGHT RATE EXHIBIT. (No. 3.)
STANDARD ALL RAIL Freight Rates from WESTERN to EASTERN Ports, Showing the Lower Rates Enjoyed by Baltimore.
 Governed by Official Classification. Rates in cents per 100 pounds. (As of January 1, 1916.)

TO FROM	BALTIMORE						BOSTON						NEW YORK						PHILADELPHIA						
	CLASSES						CLASSES						CLASSES						CLASSES						
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	
CHARLESTON W. VA.	65.6	56.4	42.7	29	24.4	19.9	75.6	65.4	50.7	36	30.4	24.9	68.6	59.4	45.7	32	27.4	22.9	66.6	57.4	43.7	30	25.4	20.9	
^a CHICAGO	75.8	65.3	49.5	33.8	28.5	23.3	85.8	74.3	57.5	40.8	34.5	28.3	78.8	68.3	52.5	36.8	31.5	26.3	76.8	66.3	50.5	34.8	29.5	24.3	
CINCINNATI	65.6	56.4	42.7	29	24.4	19.9	75.6	65.4	50.7	36	30.4	24.9	68.6	59.4	45.7	32	27.4	22.9	66.6	57.4	43.7	30	25.4	20.9	
CLEVELAND	52.9	45.5	34.3	23.1	19.4	15.7	62.9	54.5	42.3	30.1	25.4	20.7	55.9	48.5	37.3	26.1	22.4	18.7	53.9	46.5	35.3	24.1	20.4	16.7	
COLUMBUS	57.7	49.6	37.4	25.3	21.3	17.3	67.7	58.6	45.4	32.3	27.3	22.3	60.7	52.6	40.4	28.3	24.3	20.3	58.7	50.6	38.4	26.3	22.3	18.3	
DAYTON	33.2	54.4	41.1	27.9	23.5	19.1	73.2	63.4	49.1	34.9	29.5	24.1	66.2	57.4	44.1	30.9	26.5	22.1	64.2	55.4	42.1	28.9	24.5	20.1	
DETROIT	58.5	50.3	38	25.7	21.6	17.5	68.5	59.3	46	32.7	27.6	22.5	61.5	53.3	41	28.7	24.6	20.5	59.5	51.3	39	26.7	22.6	18.5	
EVANSVILLE	IND.	79.7	68.7	52.1	35.6	30.1	24.6	89.7	77.7	60.1	42.6	36.1	29.6	82.7	71.7	55.1	38.6	33.1	27.6	80.7	69.7	53.1	36.6	31.1	25.6
GRAND RAPIDS	MICH.	72.6	62.6	47.4	32.3	27.2	22.2	82.6	71.6	55.4	39.3	33.2	27.2	75.6	65.6	50.4	35.3	30.2	25.2	73.6	63.6	48.4	33.3	28.2	23.2
HUNTINGTON W. VA.	65.6	56.4	42.7	29	24.4	19.9	75.6	65.4	50.7	36	30.4	24.9	68.6	59.4	45.7	32	27.4	22.9	66.6	57.4	43.7	30	25.4	20.9	
INDIANAPOLIS	IND.	70.3	60.5	45.8	31.2	26.3	21.5	80.3	69.5	53.8	38.2	32.3	26.5	73.3	63.5	48.8	34.2	29.3	24.5	71.3	61.5	46.8	32.2	27.3	22.5
LOUISVILLE	KY.	75.8	65.3	49.5	33.8	28.5	23.3	85.8	74.3	57.5	40.8	34.5	28.3	78.8	68.3	52.5	36.8	31.5	26.3	76.8	66.3	50.5	34.8	29.5	24.3
PEORIA	ILL.	83.7	72.1	54.8	37.5	31.7	25.9	93.7	81.1	62.8	44.5	37.7	30.9	86.7	75.1	57.8	40.5	34.7	28.9	84.7	73.1	55.8	38.5	32.7	26.9
PITTSBURGH	PA.	39.3	33	28.5	19.1	15.9	12.8	52.3	45	34.5	25.1	21.4	17.8	47.3	41	31.5	22.1	18.9	15.8	41.3	35	29.5	20.1	16.9	13.8
ST. LOUIS	MO.	89.2	76.9	58.4	40.1	33.9	27.8	99.2	85.9	66.4	47.1	39.9	32.8	92.2	79.9	61.4	43.1	36.9	30.8	90.2	77.9	59.4	41.1	34.9	28.8
TERRE-HAUTE	IND.	75.8	65.3	49.5	33.8	28.5	23.3	85.8	74.3	57.5	40.8	34.5	28.3	78.8	68.3	52.5	36.8	31.5	26.3	76.8	66.3	50.5	34.8	29.5	24.3

^a Baltimore has differential rates and routes from Western Ports during season of Lake Navigation, as illustrated below:
 There are differential rates and routes to other eastern cities.

CLASSES					
1	2	3	4	5	6
60	52	40	27	23	18

From Chicago to Baltimore, via Lake and Rail.....

A TELLING FREIGHT RATE EXHIBIT. (No. 4.)

SHORT LINE RAIL MILEAGE. Revised to January 1, 1916.

	BALTIMORE		NEW YORK		BOSTON		PHILADELPHIA	
	MILES		MILES		MILES		MILES	
ATLANTA	689		876		1088		784	
AUGUSTA	613	GA.	780		1012		708	
BUFFALO	382	N. Y.	411		476		403	
CHARLESTON	552	S. C.	739		951		647	
CHICAGO	782	ILL.	908		999		817	
CINCINNATI	578	OHIO	751		923		659	
CLEVELAND	449	OHIO	576		659		484	
COLUMBUS	505	OHIO	631		797		540	
DETROIT	609	MICH.	638		703		630	
GRAND RAPIDS	727	MICH.	790		855		762	
INDIANAPOLIS	686	IND.	812		943		720	
JACKSONVILLE	795	FLA.	982		1194		890	
LOUISVILLE	692	KY.	865		1035		773	
PEORIA	875	ILL.	1002		1120		910	
PITTSBURGH	314	PA.	441		653		349	
RICHMOND	156	VA.	343		555		251	
ST. LOUIS	917	MO.	1054		1184		962	
SAVANNAH	658	GA.	845		1057		753	
TOLEDO	562	OHIO	689		772		597	
WASHINGTON	40	D. C.	227		439		135	
WILMINGTON	399	N. C.	586		798		495	
WINSTON-SALEM	357	N. C.	544		756		452	

Baltimore is nearer to Southern and Western cities than are New York, Boston and Philadelphia, as shown above.
Baltimore thus enjoys Cheaper Freight Rates. (Consult Exhibits 1, 2 and 3.)



SPLENDID RAILROAD TERMINAL FACILITIES

BALTIMORE is the local and reshipping market for the fish, oyster and crab supplies of the fertile waters of the Chesapeake Bay and tributary rivers and streams.

The railroads—Baltimore and Ohio, Pennsylvania and Western Maryland—have carfloats, large docks with warehouses, cranes and facilities for receiving, storing and shipping all kinds of raw material and manufactured articles. Lighterage companies have a multiplicity of tugs, scows and lighters, expediting commerce of the port, which is rapidly growing.

The Baltimore and Ohio system has domestic and export elevators, hay sheds, terminals and storage warehouses, coal piers, and maintains general offices in Baltimore. The Baltimore and Ohio freight yards are extensive and reach all portions of the City. About 10,000 employees are located in Baltimore. The yearly Baltimore pay roll of this company is \$6,900,000.

The Pennsylvania Railroad system has division offices in Baltimore and extensive terminals. The company's export and domestic elevators, hay sheds and many terminal and storage warehouses are of the usual high type, and a new passenger station facilitates travel.

The Western Maryland Railway, like the other railroads above named, has freight terminals in the business district and storage warehouses at convenient locations. In addition, docks, grain elevator, coal piers and warehouses on the waterfront give it opportunities for prompt handling of export, import and domestic shipments.

The co-operation between the Western Maryland and New York Central lines through the extension from Cumberland to Connellsville, and connection with the Pittsburgh and Lake Erie Railroad, greatly benefits Baltimore, since new tonnage is



NEW UNION STATION, PENNA. R. R.



MT. ROYAL STATION, B. & O. R. R.



handled between Baltimore and the West under attractive conditions.

The Maryland and Pennsylvania Railroad, operating between Baltimore and York, Pa. (77 miles), has a large dairy and slate, as well as suburban passenger business.

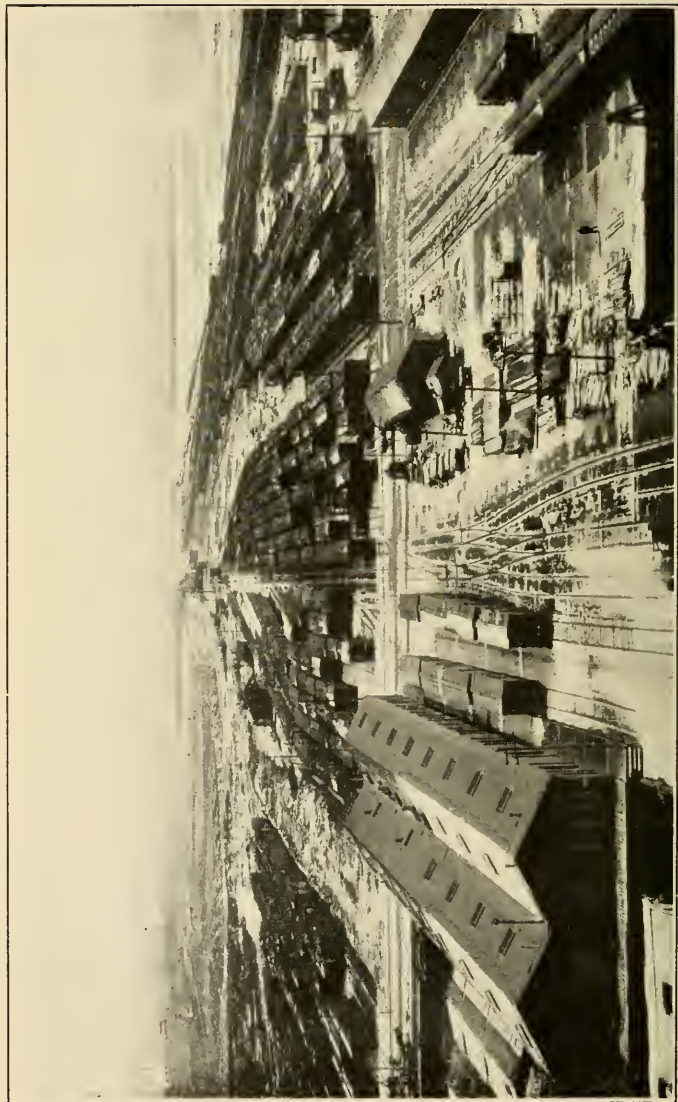
The Canton Railroad is a terminal railroad of Baltimore, offering connecting line switching service on advantageous terms to industries located on the extensive waterfront property of the Canton Company. This is an industrial company offering exceptional opportunities to factories.

PLANTS AND MACHINERY THAT ARE EXEMPT FROM TAXATION

Mechanical tools, implements, machinery and manufacturing apparatus actually employed in the manufacture of articles of commerce in Baltimore are exempt from City and State taxes, provided application be made annually before a specified time.

Following is a table of exemptions from 1896 to 1915:

1896.....	\$3,405,055
1897.....	4,695,518
1898.....	4,829,912
1899.....	4,178,945
1900.....	5,593,270
1901.....	4,671,730
1902.....	4,875,396
1903.....	5,734,446
1904.....	6,203,784
1905.....	6,177,262
1906.....	7,527,328
1907.....	8,067,442
1908.....	8,842,573
1909.....	8,868,644
1910.....	9,434,978
1911.....	9,829,312
1912.....	10,406,817
1913.....	11,415,810
1914.....	11,789,867
1915.....	13,498,632



EXTENSIVE FREIGHT YARDS OF THE NORTHERN CENTRAL (PENNA.) RAILROAD

Baltimore's freight facilities are constantly being enlarged. Millions of dollars will be spent in development in the near future



COAL AND COKE

The position Baltimore occupies in its ability to move, by rail and water, bituminous coal from the enormous deposits in Maryland and West Virginia gives the City a commanding position in the soft coal trade.

Baltimore is very near these great deposits and in this and other respects is at a decided advantage, with particular reference to its railroad terminals.

The Baltimore and Ohio is increasing its facilities for handling coastwise and export coal by building another huge coal pier, and the Pennsylvania Railroad is also constructing another colossal coal pier.

The Western Maryland Railway's Port Covington coal terminal, like the others, is always a scene of shipping activity and thousands of tons are put aboard vessels annually.

The United States Collier "Newton" took on 7,500 tons of coal in three hours and forty-five minutes at the Baltimore and Ohio Railroad pier. This is a sample of rapid loading.

The short haul from the coke ovens to Baltimore and nearness of limestone deposits makes this City an ideal place for the smelting of foreign ores. Steel, too, is manufactured and converted into railroad and building supplies under advantageous conditions, to be later sent by water at low cost to home or foreign ports.



Picturesque Lazaretto Light, at the Entrance of Baltimore Harbor



WHERE IMMIGRANTS LAND

Thousands of foreigners annually find their way into America through this gateway



STEAMSHIP LINES

(These lines run under normal conditions. It is understood, of course, that the whole maritime world has been disorganized by the European War, and the Port of Baltimore with all others has been affected.)

Baltimore, being one of the great ports of the Atlantic Coast, is in constant commercial intercourse with all parts of the world. There is a score or more lines of steamships engaged regularly in foreign trade, and they are represented by a multiplicity of vessels.

Foreign steamship lines having regular sailings, under normal conditions, from Baltimore are:

To—

Aberdeen, Scotland—Handled by trans-shipment, via Leith, Scotland.

Amsterdam, Holland—Holland-America Line.

Antwerp, Belgium—Red Star Line.

Belfast, Ireland—Lord Line.

Bremen, Germany—North German Lloyd.

Christiania, Norway }
Copenhagen, Denmark } Scandinavian-America Line.

Dublin, Ireland—Lord Line.

Dundee, Scotland—Handled by trans-shipment, via Leith, Scotland.

Emden, Germany—North German Lloyd Line.

Glasgow, Scotland—Donaldson Line.

Hamburg, Germany—Hamburg-American Line.

Havana, Cuba—Munson Line.

Havre, France—Atlantic Transport Line.

Leith, Scotland—Furness Line.

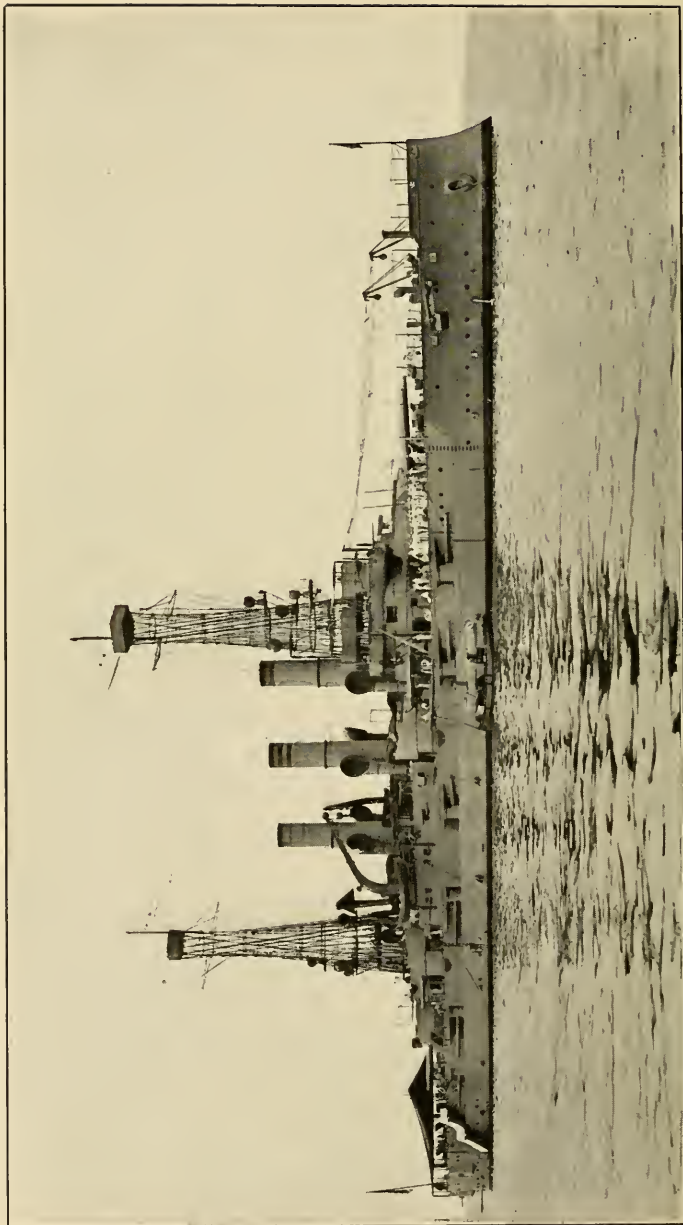
Liverpool, England—Johnston Line.

London, England—Atlantic Transport Line.

Manchester, England—Furness-Johnston-Manchester.

Newcastle, England—Handled by trans-shipment, via Leith, Scotland.

Rotterdam, Holland—Holland-America Line.



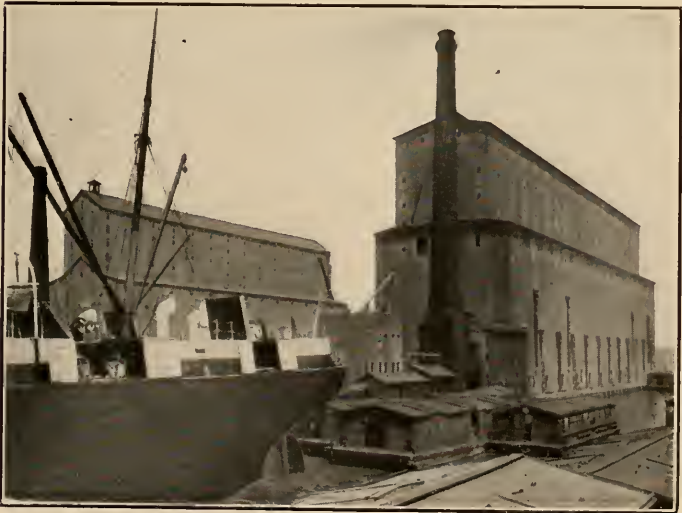
U. S. S. 'NEW HAMPSHIRE' IN BALTIMORE HARBOR
Great warships, as well as big merchant liners, contribute to the impressiveness of the water front



Aside from the above, there are hundreds of steamships of the "tramp" or transient class, which are constantly arriving or leaving port; also that rapidly-vanishing class of vessels, the "square riggers."

Steamships which regularly ply between Baltimore and Atlantic Coast ports are fitted for first-class passenger service, as well as freight. Commodious steamers leave daily, going north and south, carrying many passengers and tons of freight.

It is estimated that 13,000 craft of all character sail between Baltimore and points on Chesapeake Bay and its tributaries. These vessels traverse all navigable waters of Maryland and Virginia, touching at the larger cities and numerous obscure landings. Bay steamers, as a rule, are large and modern, having excellent passenger accommodations. The oyster pungy, other small sailing craft and a multitude of power boats carry much of Baltimore's Chesapeake Bay commerce.



Great Grain Elevators of the Baltimore and Ohio Railroad



A GLIMPSE OF THE SUBURBS

The country is very picturesque and offers limitless opportunities for splendid development



(Domestic Section)

LIVING CONDITIONS

Baltimore a City of Owned Homes; Reasonable Food Prices; Cheap Rents and Fine Markets; Excellent Street Car Service; Exceptionally Good Climate; Oysters, Crabs and all Edibles in Abundance; Baltimore offers a Great Opportunity to "Live Well."

IT has been stated that Baltimore is a City of homes. It is more than this. Baltimore is a City of OWNED homes. Houses of any class may be purchased upon terms that place OWNERSHIP within reach of the most humble wage-earner.

The report of the British Board of Trade, which some years ago made an exhaustive inquiry into the cost of living in American cities, lends force to this statement. It says:

"House ownership among the working classes of Baltimore has made great progress, and among American cities Baltimore claims to take a leading place in this respect. The single family dwellings enjoy an absolute predominance in Baltimore.

"The number of building loan societies is very large, some 200 having meeting places in the City. The future owner (purchaser) must, as a rule, provide about one-third of the proposed cost of the dwelling, and the society advances the balance and issues shares to the same amounts, upon which interest of 6 per cent. is charged until they are paid up; but in the meantime the borrower is entitled to dividends upon these shares."

Although this report, as stated, is not a recent document, nevertheless the situation concerning Baltimore, as it impressed the foreign investigators, is not only interesting, but highly important. It gives one an opportunity to see Baltimore "as others see it."



SUBURBS OF BALTIMORE

Well paved streets and boulevards, flanked by stately mansions

Baltimore is described as a "City of practically no tenements," as the tenement evil is understood in connection with other cities, and the report is authority for the statement, which is an established fact, that a house in Baltimore can be rented for about one-half a similar house in a like neighborhood can be rented for in New York.

Baltimoreans, at least, know how to live. Of the 115,795 private dwellings (apartment houses not included) in the City, about 55 per cent. are two stories in height, modern in every detail, and are usually very attractive. Many of the latest styles are "detached," have ornamental bay windows, and each, by law, must be provided with a bathtub and the best sanitary appliances.

A real home in Baltimore is within reach of all. And this home is on a good street, in a respectable neighborhood. Baltimoreans are not stowed away in the uppermost stories of unhealthy, insanitary tenement houses, with dubious and doubtful associates under the same roof, and in an atmosphere of social, physical and moral impurity.

Baltimore has many stately mansions amid the environment of wealth and dignity, which are very impressive, but the thousands of small dwellings, sheltering thousands of contented families, each dweller in his or her own "castle," offer a splendid object-lesson.

The excellent system of street car lines enables a person to reach any part of Baltimore for a 5-cent fare, which also includes one free transfer. This is a great boon to the wage-earner who desires to live in the open, away from the office, factory or workshop.



BALTIMORE MARKETS

Three views of Lexington Market, possibly the most famous in the country



BALTIMORE MARKETS

The habit of "going to market" is so fixed a custom, and so generally practiced as a part of the domestic routine by the Baltimore housekeeper, that markets are supported and flourish as they do nowhere else. Moreover, the markets, on market days, are one of the sights of the City. Few strangers come to Baltimore who do not join the picturesque throng at one of these centers. To see these markets in "full blast" is indeed interesting. Not only the markets themselves, but all approaches for squares take on the market environment. Along the streets are hundreds of wagons, converted into stalls, and scores of improvised shops line the curb; the flower-girl, the ubiquitous faker, the country folk, the thrifty housewife, making her discriminating purchases, is a spectacle well worth witnessing.

Lexington Market is the most noted and is, possibly, without a serious rival in the country. It is very central, being contiguous to, in fact within, the retail shopping district. It is three squares long, but the market's "sphere of influence" extends for squares in all directions.

All markets are owned and under the control of the Municipality.

Centre Market, built after the fire of February, 1904, on the site of Marsh Market, which was destroyed, is a splendid modern structure. It cost \$500,650 and the buildings extend from Baltimore to Pratt street, three blocks. There are two great halls over the northern (Baltimore street) end, which are used by the night classes of the Maryland Institute. Twelve hundred pupils may be comfortably accommodated here. There is also another large hall above the produce section, which will seat 2,500 persons. The wholesale and retail fish market, connected with the Centre, has been pronounced the most complete in the world.

The Baltimore markets are: Belair, Canton, Centre, Cross Street, Fells Point, Hanover, Hollins, Lafayette, Lexington, Northeast, Richmond.



BALTIMORE'S FOOD SUPPLY
Produce and Fish Markets



A NOTED FOOD SUPPLY CENTER

BALTIMORE'S markets are a success because of the great variety and character of the food-stuffs on sale. The investigators for the British Board of Trade who some years ago made a study of living conditions in American cities, were struck by this advantage, and in their report said:

"Baltimore is a noted food supply center—fruits, vegetables, dairy products, poultry and meat are produced in the fertile districts of the State of Maryland, and the shores of the Chesapeake are especially favorable for those branches of agriculture. The City is remarkable among the large cities of the United States for the abundance and varied character of its retail markets. In the principal districts of the City are covered markets, where all kinds of meat, vegetables, fruit, butter and eggs are on sale."

The report also refers to the extensive patronage enjoyed by the markets, and the great number of butcher stalls receive particular mention.

Baltimore is singularly fortunate as to food supply, as the British report says. Things regarded as luxuries elsewhere are here matters of every-day commonplace diet. The City being situated within two hours' ride of the mountains, and at the very door of a great trucking region (the adjacent counties of Maryland), has a wonderful advantage. The great Chesapeake Bay and the Patapsco River yield up an enormous supply of crabs, oysters and fish. Several lines of steamers bring tropical fruits in abundance. Maryland is the home of the terrapin and the canvas-back, and Baltimore is the gastronomic center, where these delicacies are prepared and where they are consumed in large quantities.

Baltimore offers the best of foodstuffs in abundance; its markets bulge with the products of the season; reasonable prices make it possible for those of limited income to enjoy the benefits of these exceptional advantages, facts that contribute to Baltimore's reputation as an exceptionally desirable place of residence.



WASHINGTON MONUMENT AND VICINITY
This is the first monument erected to George Washington



MISCELLANEOUS SECTION

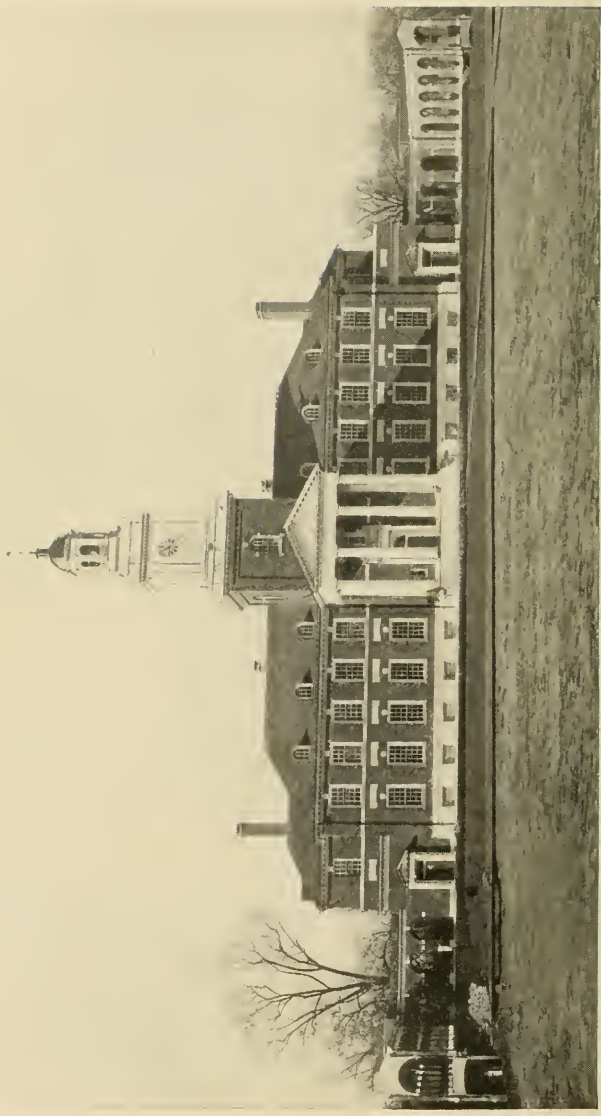
Population; Baltimore a leading Educational Center; Aquatic Sports; Theatres; Hotels; Churches; Monuments; Climate; Points of Interest; Chronological History from 1608 to 1916.

A VERY unique situation is presented in connection with the enumeration of the population of Baltimore. According to the United States Census Report for 1910, its population within the City limits was then 558,485; while its population, including those persons who reside just beyond the City limits, was 647,884. Each of these totals has, of course, increased since that time (1910), but as they are the latest United States Census figures, they are used.

Baltimore's unusual condition was of sufficient import to call from Director Durand of the Census a special report (August, 1911). In this he refers to the distinction to be made in favor of Baltimore when comparing the population of cities. The numerical peculiarity concerning Baltimore's population arises from the fact that its corporate limits have not been extended correspondingly as the City's inhabitants have multiplied.

The census reports show that Baltimore is the most densely populated City in the country, but that thousands of Baltimoreans who live "just over the line" are not listed as residents. At the same time they are not divided from the corporate limits by squares of unimproved lots, but live on well-paved streets, in "built-up" sections, which, in some instances, extend a mile beyond the present limits.

According to the United States Census of 1910, 90,000 persons (since greatly increased) thus outside the technical bounds of $3\frac{1}{3}$ square miles are so essentially a part of Baltimore in their business and social relations that they should be included when a comparison of cities is made.



JOHNS HOPKINS UNIVERSITY
Administration Building — Gilman Hall, Homewood



BALTIMORE AN EDUCATIONAL CENTER

Baltimore, as a center of learning, is proud of one of the leading institutions of the world—the Johns Hopkins University. This is the foremost institution in the United States devoted to research work.

The great Johns Hopkins Hospital, with its Medical School and other educational features, is unequalled by any similar organization. It, too, is world famous.

The Goucher College of Baltimore, formerly the Woman's College, has a fixed place among the advanced educational institutions of the country.

The City also boasts of the Peabody Institute, which consists of an art gallery, a library and a conservatory of music which is recognized as one of the leading schools of music in the country; the Maryland Institute of Art and Design, the Walters Art Gallery, which is far-famed; the Enoch Pratt Free Library, with its multiplicity of branches; the Maryland University, with its various departments of learning, and a score of other institutions devoted to culture and intellectual pursuits. Aside from these, there are the Baltimore public schools, with their several colleges. These are referred to at length elsewhere.

There are many medical colleges in Baltimore, as well as others devoted to law. The City, in fact, may be aptly described as a "College Town." Thousands of students, representing not only this but almost every country of the civilized world, have received and are receiving their education in Baltimore, which occupies a commanding position in the arts, sciences and culture generally.

For the study of painting, music and sculpture, Baltimore offers unexcelled opportunities, and large numbers of pupils from various sections are taking advantage of these.

The Baltimore College of Dental Surgery is the oldest college of its kind in the world.



THE UNIVERSITY OF MARYLAND



PEABODY INSTITUTE

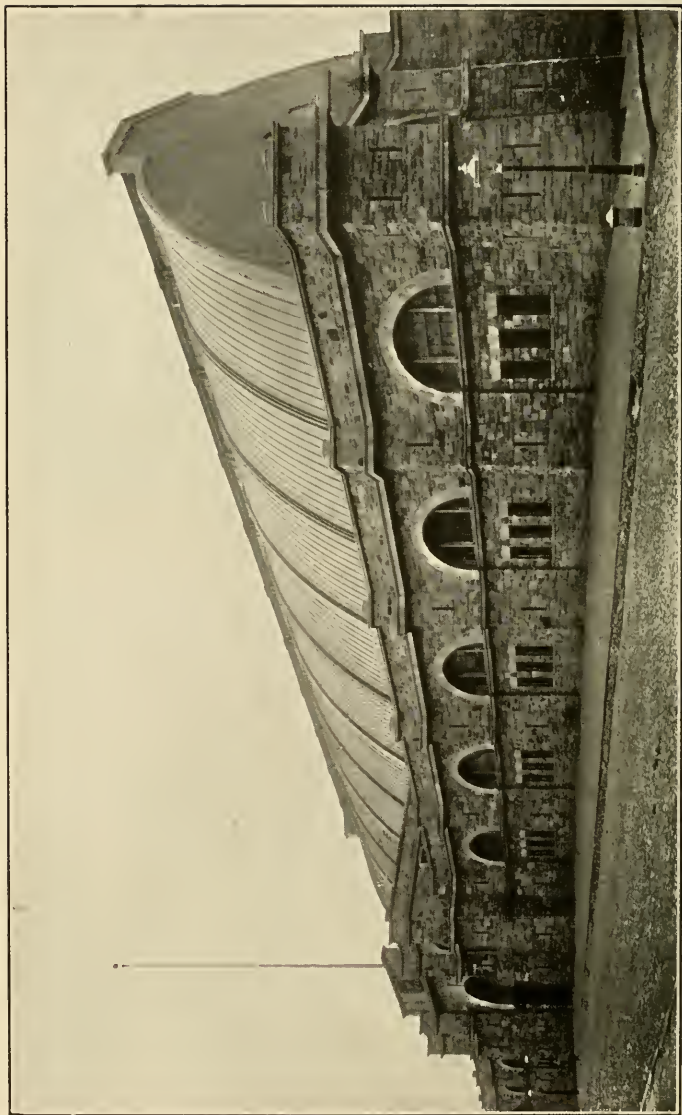


BALTIMORE SYMPHONY ORCHESTRA

Baltimore is written in bold type on the musical map. As a result of a movement begun by Mayor James H. Preston in 1915, and consummated in 1916, Baltimore is the only City in the country that has established and maintains exclusively a real Symphony Orchestra under patronage and support of the Municipal Government. The orchestra is composed of sixty musicians under the conductorship of Gustav Strube, who has long been known as a conductor and composer of commanding gifts. Concerts are given monthly, when soloists of international reputation are heard. One of the interesting facts about the orchestra is the way it is used educationally. The final rehearsal before each concert is given before the students of one or another of the City high schools; and a short explanatory address on the program and composers, made by some well-known local musician, precedes the rehearsal.

That the Municipal authorities realize that a city is very definitely measured these days by its attitude toward the fine arts is shown by the large appropriations they have made to further the cause of art.

The size and character of the audiences at the symphony concerts prove convincingly that the Municipal movement, which has made possible the establishing and maintaining of the organization, is emphatically approved by the general public, for at every concert the demand for tickets has been so great as to make it necessary to carry a standing line in the newspaper advertisements: "All Seats Sold."



FIFTH MARYLAND REGIMENT ARMORY—EXTERIOR VIEW

Baltimore's great convention hall. This is the home of "The Dandy Fifth." The building cost \$450,000 and is 360 x 290 feet. It has an unobstructed drill space 200 x 300 feet. The great hall was designed to accommodate large conventions, as well as for military purposes



BALTIMORE'S FINE CONVENTION HALLS

IN inviting conventions to Baltimore, the City feels it has something very attractive and advantageous to offer in the way of halls. Baltimore's claim to superiority in this respect is put forth without the slightest misgiving, for the City is equipped with halls that will meet the requirements of any convention, be the demand large or small.

Persons who have attended conventions realize how important it is that commodious, sanitary, well-lighted and well-aired buildings be provided, and it is just such that Baltimore places at the disposal of its guests.

Conventions assemble primarily to transact important business. Delegates may be compelled to practically live in the convention hall for days. If this room is ill-conditioned, badly lighted, crowded or poorly equipped, delegates suffer accordingly. The deliberations become an ordeal, and the meeting that was anticipated with so much pleasure resolves itself into a disappointment.

Baltimore has solved this problem by having State and Municipal owned halls, which are maintained largely for convention purposes.

The great Fifth Regiment Armory is one of these. It was here the National Democratic Convention, that nominated President Wilson, met. Thousands attended each session, but the colossal structure was equal to the extraordinary demands of the occasion. The armory, as stated, was planned for conventions as well as for military purposes. It cost \$450,000. It is 290 by 360 feet and has a main room of 200 by 300 feet. This space is unobstructed by columns and the hall can, without discomfort to the occupants, seat 16,000 persons. The gallery will seat 4,000 additional, and around the main audi-



FIFTH MARYLAND REGIMENT ARMORY—INTERIOR VIEW
Showing running and 100 yard dash tracks



torium are a multiplicity of committee rooms, capable of accommodating several thousand persons.

Holliday Street Theatre, owned by the City, is another of Baltimore's convention halls. This will house gatherings that demand a seating capacity of about 2,000.

Aside from the buildings mentioned, all the hotels in Baltimore have halls especially for smaller conventions.

There is also the Lyric, a big auditorium, and a variety of other places.



On a Cruise down the Broad Chesapeake

Visitors should not miss the chance to take a trip on the bay, sniff the salt air, and come back feeling "fine." Many boats of the character shown daily ply the Patapsco River and bay, leaving Light Street or Pratt Street Wharves.



TYPES OF HOTELS

Baltimore hotels are modern and commodious. The City is equipped to comfortably and hospitably house thousands of visitors. Hotel rates are moderate and service excellent.

Belvedere—Charles and Chase Sts.
Emerson—Baltimore and Calvert Sts.

Stafford—Charles and Madison Sts.
Rennert—Liberty and Saratoga Sts.



BALTIMORE'S EXCELLENT CLIMATE

Baltimore has an excellent climate. The City is so situated that it does not experience the extremes of weather. It is free from the rigors of the North and yet it is not inflicted with the continued enervating heat of the South. The changing seasons are one of the delights of the locality. There is no monotony; no prolonged hot, dry spell to face in summer and no long, dreary, severe winter, with its accompanying hardships. The winters are short, being relieved by beautiful spring and fall conditions. The rainfall is well distributed throughout the year and destructive storms are practically unknown.

Baltimore is, likewise, free from all other elemental disturbances, which, in some sections, are a source of constant unrest, if not actual peril.

AMPLE HOTEL ACCOMMODATIONS

Baltimore has splendid hotels. In this respect it is abreast of any city of the country of its size, and far ahead of the majority.

Just at present it is better equipped than ever, owing to the recent establishment of several large hotels. These are great institutions, designed on a large scale, built on a large scale, and operated in accordance with advanced ideas and methods.

There are scores of hotels, so the visitor will have no difficulty finding accommodations at reasonable rates.

Baltimore as a "Convention City" has entertained thousands of visitors without inconvenience to guests, and it is now better prepared than ever to assume this agreeable responsibility.



BALTIMORE'S HOTELS—Continued

Baltimore boasts a variety of types of hotels; hence visitors are not restricted in their choice.

Woodland Hall—Garrison Ave.,
Forest Park
Mt. Holly Inn—Western suburb

Hotel Lexington—Lexington and
Holliday Sts.
Hotel Joyce—Camden St.,
near Howard



AMUSEMENTS—AQUATIC SPORTS

Miles of waterfront afford Baltimoreans unlimited opportunities for aquatic sports. Yachting, boating, crabbing, fishing are pastimes within reach of the most humble.

Any man may have his little power or sail boat, which at once extends his suzerainty, not only over the Patapsco River, but the great Chesapeake Bay. Here he may disport himself at will. Baltimore offers a great opportunity to the man with a boat. A race on the Patapsco, between the trained crews of rival clubs, is a sight never to be forgotten.

The pleasure seeker, who disdains the lure of salt water and the thrills of the nibble, has a splendid collection of theatres, including grand opera, for Baltimore boasts of first-class, wholesome amusement features, where the cream of the passing show may be seen.



The Shepherd and his Flock—Druid Hill Park



SEVERAL OF BALTIMORE'S FINE THEATRES

Visitors to Baltimore are assured in advance that they will see the best of "The Passing Show" under most pleasing conditions.

Auditorium—Howard St., near Franklin
 Academy of Music—Howard St. near Franklin

Ford's Opera House—
 Fayette St., near Eutaw

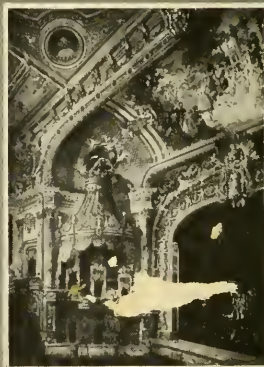


BALTIMORE THEATRES

Everything good in the theatrical line is to be seen in Baltimore. One may take one's choice from grand opera (in season) to first-class vaudeville. "The passing show" of the moment may be seen in any of its phases—opera, tragedy, comedy—one has but to choose. Moreover, these shows are seen under the most pleasing surroundings. The theatres of Baltimore are well worth while. They are all commodious; they are modern; they are attractive. The Academy of Music, Ford's Grand Opera House, the Hippodrome, Maryland Auditorium, the Garden, the Lyric (where the grand operas are sung) are right up to the mark, and there are many others that might be mentioned if space would permit. A multiplicity of moving-picture theatres, within easy distance of any point where conventions are likely to assemble, are not to be overlooked, so the visitor may feel assured that Baltimore understands and appreciates the efficacy of proper amusement and is amply prepared to meet the situation.



Great Fiers of the Baltimore and Ohio Railroad



BALTIMORE'S THEATRES—Continued

The City's amusement "plant" is very extensive. One may choose any form of theatrical entertainment, from high-class vaudeville to grand opera.

- | | |
|--|--|
| Lyric—Mt. Royal Ave. and Cathedral St. | |
| Maryland—Franklin St.
near Eutaw | Garden (interior view)—Lexington St.
near Park Ave. |
| Hippodrome—Eutaw St., near Baltimore | |

CONTIGUOUS POINTS OF INTEREST IN
BALTIMORE

(See classified list, pages 131 to 141.)

NOTE—The places listed are approximately contiguous; that is, in order named, one is not far removed from another. Hence, it will be possible to "swing around the circle" by going from point to point, beginning at Washington Monument.

Washington Monument (180 feet high)—The first monument to George Washington. Charles and Monument streets (Mt. Vernon Place).

In the immediate vicinity of the monument are:

The Peabody Institute, school of music, art, library, statuary and paintings—Monument and Charles streets.

Statues of:

George Peabody—Mt. Vernon Place; Chief Justice Roger Brooke Taney, General John Eager Howard—Washington Square (Charles and Madison streets); Severn Teackle Wallis—Washington Square (Charles street north Centre street).

Mt. Vernon M. E. Church—Northeast corner Monument and Charles streets (Mt. Vernon Place). Attached to the wall of this building is a tablet bearing the following inscription:

"Francis Scott Key, author of 'The Star-Spangled Banner,' departed this life on the site of this building, January 11, 1843."

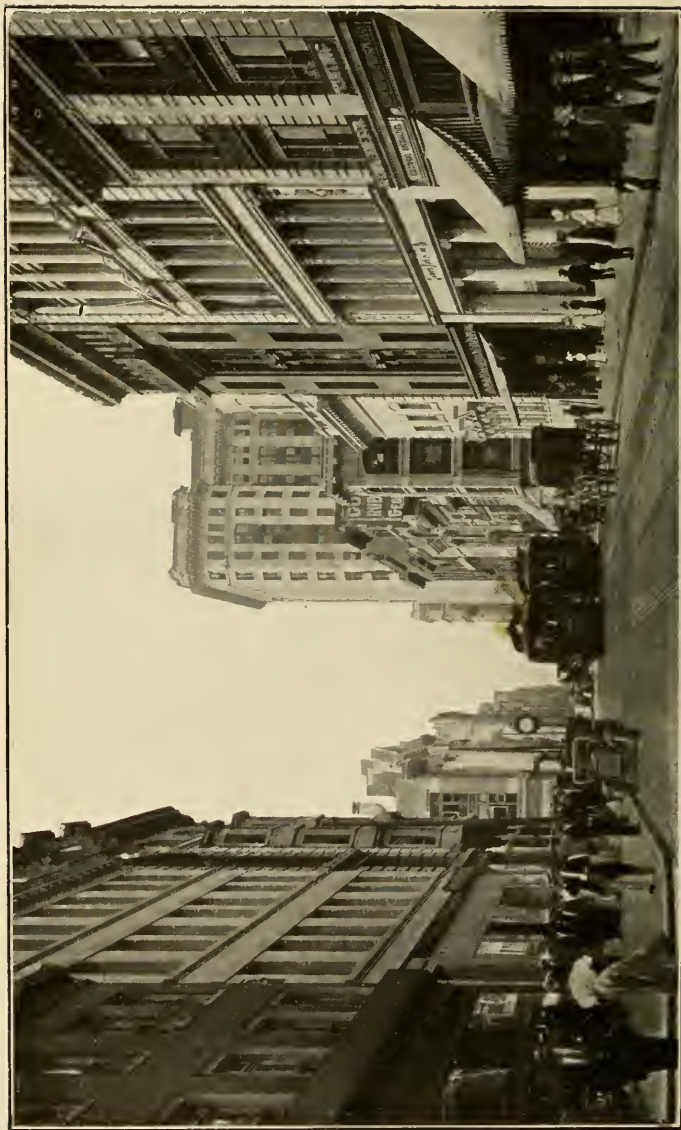
Walters Art Gallery—The finest private art collection in America. Northwest corner Charles and Centre streets.

Unitarian Church—Magnificent specimen of colonial architecture. Northwest corner Charles and Franklin streets.

Y. M. C. A. Building—Cathedral and Franklin streets.

Calvert Hall—Southwest corner Cathedral and Mulberry streets. A tablet attached to the wall of this building marks the site of encampment of the army of Count de Rochambeau on its return from Yorktown.

Roman Catholic Cathedral—Cathedral and Mulberry streets.



BALTIMORE STREET, WEST FROM NEAR CALVERT
All buildings in picture were erected since fire of 1904



Cardinal's Residence—Charles and Mulberry streets.

Enoch Pratt Free Library — Main Building, Mulberry street, near Cathedral.

The Johns Hopkins University Buildings—Howard street and Druid Hill avenue.

Baltimore City College—Howard street, opposite Centre.

Lee House—Residence of Gen. R. E. Lee (with United States Engineer Corps) during erection of Fort Carroll at entrance to Baltimore harbor. Madison avenue, near Biddle street.

Fifth Regiment Armory—Baltimore's great convention hall. Hoffman and Bolton streets.

Mt. Royal Station (B. & O. R. R.)—Cathedral street, Preston street and Mt. Royal avenue.

Bryn Mawr School—Cathedral and Preston streets.

Revolutionary War Monument—Mt. Royal avenue, Cathedral and Oliver streets.

Union Station (Pennsylvania R. R.)—Charles street and Jones Falls.

Polytechnic Institute—North avenue, from Calvert street to Guilford avenue.

Goucher College, formerly "Woman's College"—St. Paul street, between Twenty-second and Twenty-fourth streets.

Homewood Park—Johns Hopkins University. Charles street and University Parkway.

Druid Hill Park—Six hundred and seventy-four acres, noted for its natural beauty. One of the finest parks in America.

Soldiers and Sailors' Monument—Druid Hill Park, between Druid Lake and Mt. Royal Reservoir.

Watson Monument—Mexican War shaft. Mt. Royal avenue and Lanvale street.

Maryland Institute—School of art and design. Mt. Royal avenue and Lanvale street.



CALVERT STREET, NORTH FROM BALTIMORE STREET
In the center is Battle Monument



Confederate Monument—Mt. Royal avenue, near Lanvale street.

Francis Scott Key Monument—Erected to author of "The Star-Spangled Banner." Lanvale and Eutaw streets.

Oheb Shalom Synagogue—Eutaw Place and Lanvale street.

Lexington Market—Baltimore's famous market. Lexington street, from Eutaw street to Pearl street.

Edgar Allan Poe's Tomb—In Westminster Presbyterian Churchyard. Southeast corner Fayette and Greene streets.

Fourth Regiment Armory—Fayette street, near Paca.

Maryland Workshop for the Blind—Southwest corner Fayette and Paca streets.

Camden Station (B. & O. R. R.)—Camden and Eutaw streets.

Mt. Clare Shops (B. & O. R. R.)—Where early locomotives were built. Pratt street, from Poppleton street to Carey street.

Carroll Park—With colonial mansion of Charles Carroll, barrister. Monroe street and Columbia avenue.

Fort McHenry—During bombardment of which Francis Scott Key composed "The Star-Spangled Banner."

Fort Carroll—Mid-stream at entrance of Baltimore harbor. Erected 1848-1852 under direction of Gen. R. E. Lee, then of United States Engineers.

Piers at which large ocean steamers dock—Locust Point, near Fort McHenry.

Riverside Park—Formerly Fort Covington, which prevented a land attack upon Fort McHenry during bombardment in 1814. Randall and Johnson streets.

Federal Hill Park—Used as a fort during the Civil War. Hughes street and Battery avenue.

Armistead Monument—To memory of Lieutenant-Colonel George Armistead, War of 1812-14. Federal Hill Park.



LEXINGTON STREET, EAST FROM HOWARD

A section of Baltimore's busy shopping district, where one is always assured of meeting an animated crowd



Key Highway—A recently opened commercial highway, from near Fort McHenry to the Light Street Wharves.

Otterbein Church—The oldest church building in Baltimore City.

Where the Fire of 1904 started—Southeast corner German and Liberty streets.

Congress Hall—A tablet on the wall, east side of Liberty street, south of Baltimore street, says:

"On this site stood Old Congress Hall, in which the Continental Congress met December 20, 1776, and on December 27, 1776, conferred upon General Washington extraordinary powers for the conduct of the Revolutionary War."

Baltimore and Ohio Office Building—Main offices of the B. & O. R. R. Northwest corner Charles and Baltimore streets.

On Lexington street, about 60 feet west of Charles street, is a tablet marking "Crooked lane," a part of the Great Eastern Highway between North and South in Revolutionary War days.

Maryland Historical Society Building—Historical documents, paintings, statuary, etc. Northwest corner St. Paul and Saratoga streets.

Court House—One of the finest courthouse buildings in America. Calvert and Lexington streets.

Battle, or Baltimore, Monument—Erected in memory of soldiers who fell in defense of Baltimore during British attack, September 12-13, 1814. Calvert street, between Fayette and Lexington streets (Monument Square).

Postoffice—Fayette and Calvert streets.

City Hall—Fayette, North, Holliday and Lexington streets.

Merchants' Club—German street, between Calvert and South streets. A tablet on the west wall says:

"Upon this site stood, from 1774 to 1786, the Lovely Lane Meeting House, in which was organized (December, 1784) the Methodist Episcopal Church in the United States of America."



HOWARD STREET, NORTH FROM LEXINGTON STREET
Another view of the shopping district



A tablet on the wall of building on Pratt street, west of Light street, marks the site of the first railroad station of the Baltimore and Ohio Railroad, and where the first electric telegraph message, "What hath God wrought," was received. This tablet also marks the point of beginning of the first survey of Baltimore Town on January 12, 1730.

Custom House—Gay and Lombard streets.

Centre Market—Market Space and Baltimore street.

President Street Station (P., B. & W. R. R.)—President and Fleet streets. Shortly after leaving this depot, the Sixth Massachusetts Regiment was attacked, April 19, 1861.

The Flag House—Northwest corner of Albemarle and Pratt streets. In this building was sewed the flag that inspired Francis Scott Key to write "The Star-Spangled Banner."

Carroll Mansion—Northwest corner of Lombard and Front streets. Where Charles Carroll, the last surviving signer of the Declaration of Independence, died.

The Fallsway—A street completed in 1915, covering Jones Falls from Baltimore street to Mt. Royal avenue.

Fallsway Monument—Commemorating the completion of the Fallsway. Fallsway, Chase street and Guilford avenue.

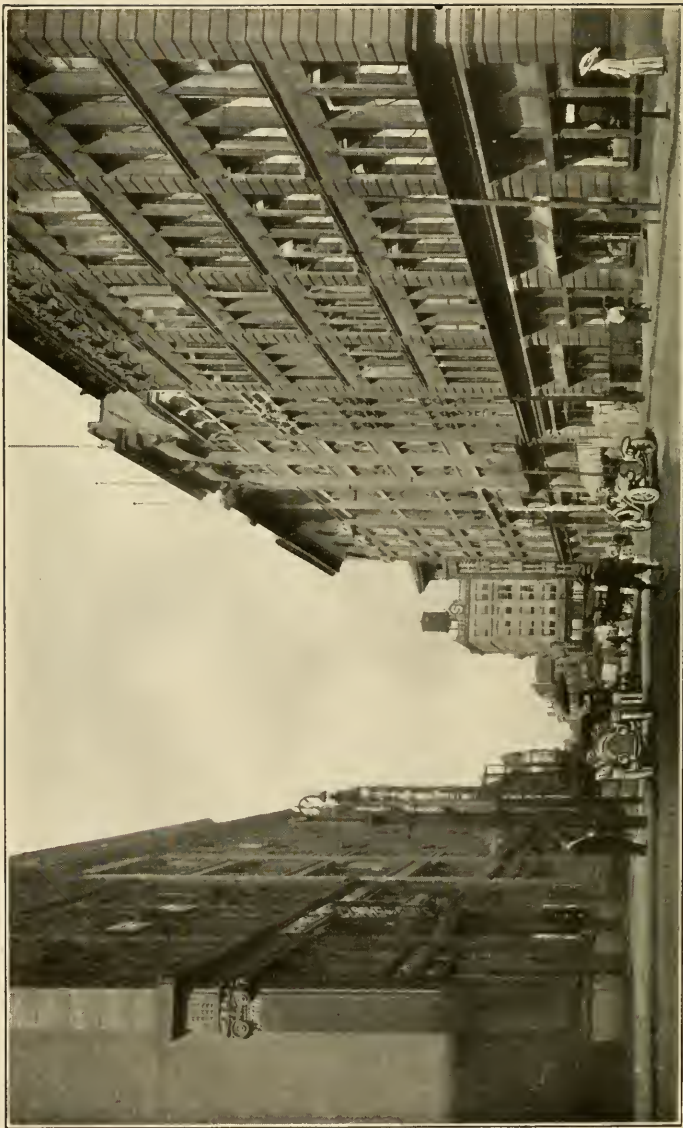
Wells and McComas Monument—To the memory of two sharpshooters who shot Major-General Ross, September 12, 1814. Ross commanded the British forces at Battle of North Point. Gay, Monument and Aisquith streets.

The Johns Hopkins Hospital—World-famous institution. Monument street and Broadway.

Wildey Monument—To Thomas Wildey, founder of first lodge Independent Order of Odd Fellows in America. Broadway Square, near Fayette street.

Monument to Ferdinand C. Latrobe, seven times Mayor of Baltimore—Baltimore street and Broadway.

Patterson Park—One of Baltimore's finest public reservations. Contains breastworks erected during War of 1812. Patterson Park avenue and Baltimore street.



SHARP STREET (HOPKINS PLACE), NORTH FROM LOMBARD STREET
A part of Baltimore's wholesale district



Columbus Monument—In grounds of Samuel Ready School, North avenue and Bond street. The first monument erected in the United States to Christopher Columbus.

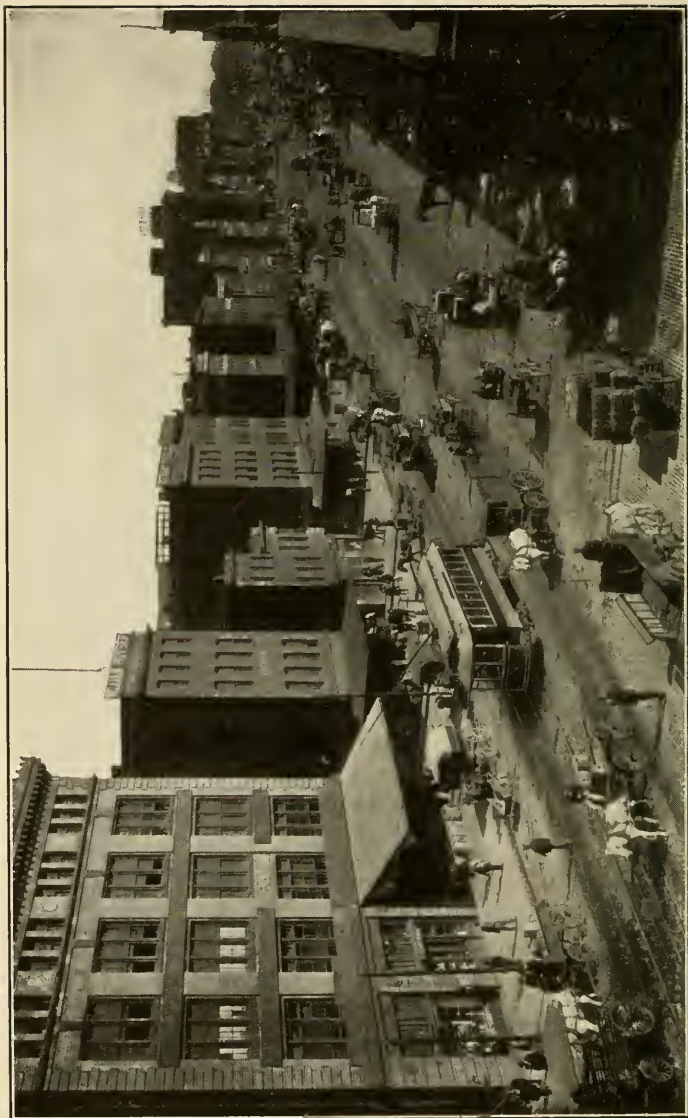
Eastern Female High School—Southeast corner Broadway and North avenue.

Clifton Park—With the summer residence of the late Johns Hopkins, founder of university and hospital bearing his name. Harford road and Washington street.

Montebello Filters—These filters, the second largest in the United States, filter the entire water supply of the City of Baltimore. Near Lake Montebello.



Enoch Pratt Free Library, Main Building



PRATT STREET, EAST FROM LIGHT STREET

POINTS OF INTEREST—*Classified.*

(See "Contiguous Points of Interest," suggestion for tour of City, pages 119 to 129.)

MONUMENTS AND STATUES

Armistead Monument—To the memory of Lieutenant-Colonel George Armistead, who commanded Fort McHenry during the bombardment of September 12-13, 1814. Fort McHenry, near the seawall.

Armistead Monument—Another monument to the commander of Fort McHenry. Federal Hill.

Babcock and Covington Monument—Cannon erected in memory of the gallant defense of Forts Babcock and Covington in 1814. Port Covington, Western Maryland Railroad terminals.

Battle Monument—Erected in memory of the defenders of Baltimore who fell during the Battle of North Point, or bombardment of Fort McHenry, September 12-13, 1814. Calvert street, between Fayette and Lexington streets.

Columbus Monument—The first monument erected to Columbus in America. Bond street and North avenue.

Columbus Monument—Druid Hill Park, near the northwest end of Druid Lake.

Confederate Monument—In memory of the Maryland soldiers and sailors who fought for the Confederacy. Mt. Royal avenue, near Lanvale street.

Covington and Babcock Monument—Cannon erected in memory of the gallant defense of Forts Babcock and Covington in 1814. Port Covington, Western Maryland Railroad terminals.

Fallsway Monument—Commemorating completion of the Fallsway. Guilford avenue, Chase street and Fallsway.

Key Monument—To Francis Scott Key, author of "The Star-Spangled Banner." Eutaw and Lanvale streets.



CHARLES STREET, NORTH FROM FAYETTE STREET



Latrobe Monument—To Ferdinand C. Latrobe, seven times Mayor of Baltimore. Baltimore street and Broadway.

Mexican War Monument—Mt. Royal avenue and Lanvale street.

Poe Monument—To Edgar Allan Poe. Fayette and Greene streets.

Revolutionary War Monument—To the memory of soldiers in the Maryland Line during the Revolutionary War. Mt. Royal avenue and Oliver street.

Ridgely's Monument—To James L. Ridgely (I. O. O. F.). Harlem Square, Gilmore street and Edmondson avenue.

Rogers Monument—To Commodore John Rogers. At the Rogers Bastion, Patterson Park, near Observatory.

Union Soldiers and Sailors' Monument—To the soldiers and sailors of the Federal Government. Druid Hill Park, between Mt. Royal Reservoir and Druid Lake.

Wallace Monument—Erected to Sir William Wallace. Near the west end of Druid Lake.

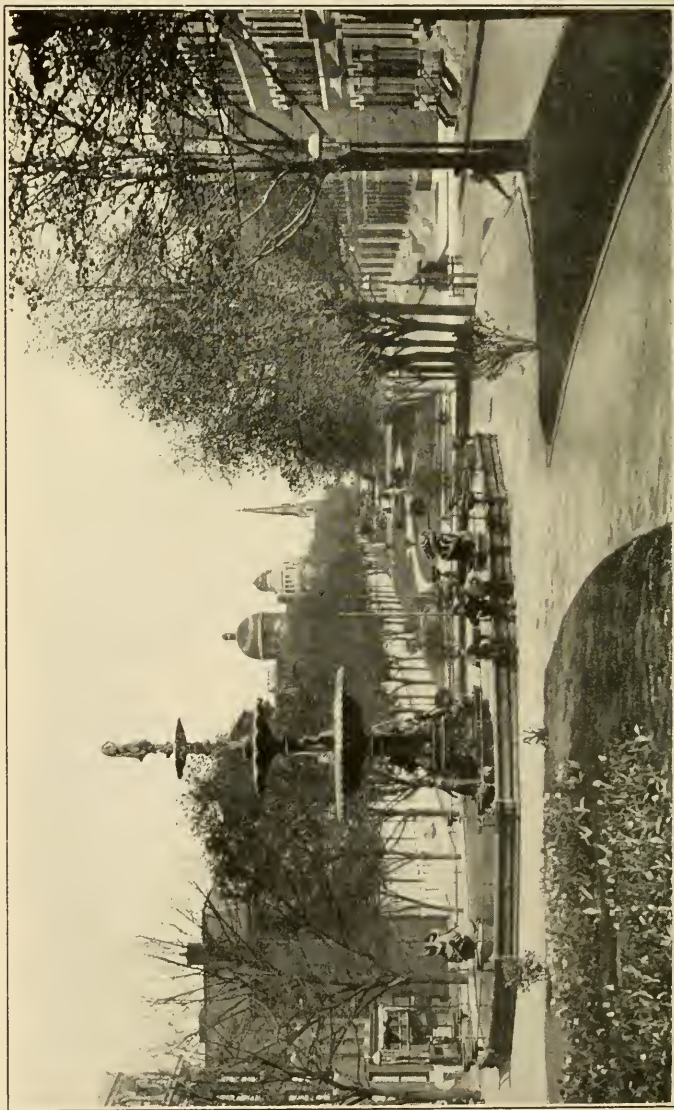
Washington Monument—The first monument erected to George Washington. Monument Square and Washington Place (Charles and Monument streets).

War of 1812 Monument—Cannon to the privateersmen. Fort McHenry.

Watson Monument—To Col. William H. Watson, Maryland officer killed in the Mexican War. Mt. Royal avenue and Lanvale street.

Wells and McComas Monument—To two sharpshooters killed in Battle of North Point. Gay, Monument and Aisquith streets.

Willey Monument—To the founder of Odd Fellows in America. Broadway, near Fayette street.



EUTAW PLACE, SOUTH FROM WILSON STREET



STATUES

Calvert Statue—To Cæcilius Calvert, second Lord Baltimore. Court House steps, St. Paul street.

Hood Statue—To John Mifflin Hood, president of the Western Maryland Railway from 1874 to 1902.

Howard Statue—To General John Eager Howard. Charles and Madison streets.

McKinley Statue—To William McKinley, former President of the United States. Postoffice.

Peabody Statue—To George Peabody, founder of Peabody Institute. Mt. Vernon Place.

Taney Statue—To Chief Justice Roger Brooke Taney. Washington Square, Charles and Monument streets.

Wallis Statue—To Severn Teackle Wallis. Washington Square, Charles and Centre streets.

Wallis Statue—To Severn Teackle Wallis. Near St. Paul street entrance to Court House.

Washington Statue—To George Washington. Druid Hill Park, at end of driveway from Madison avenue entrance.

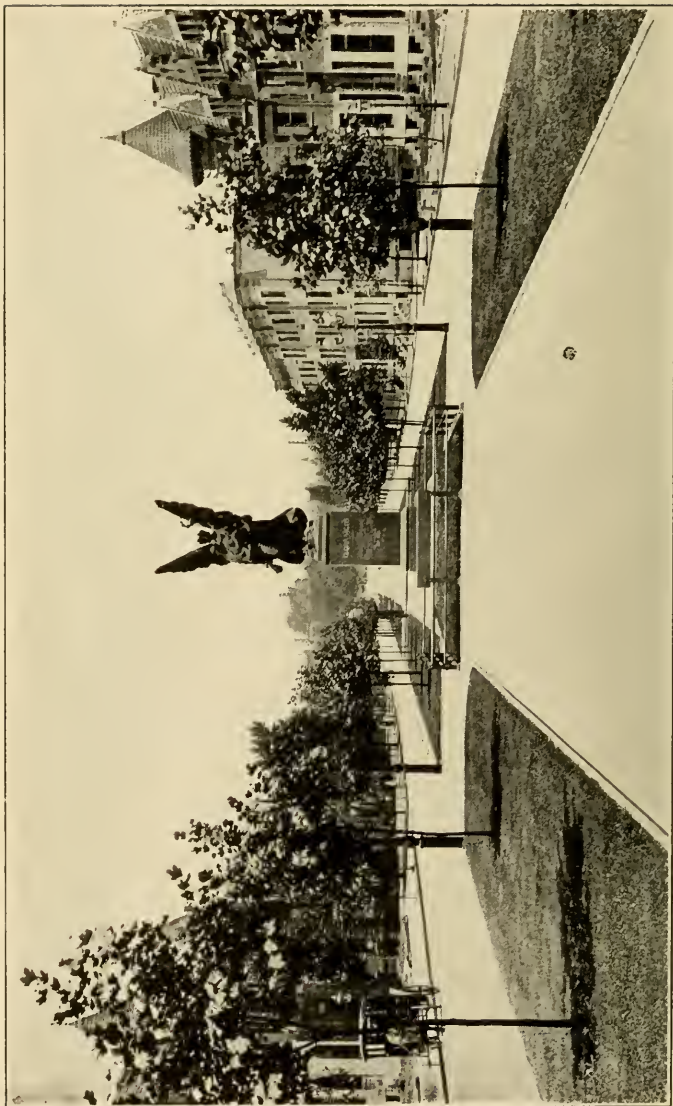
TABLETS MARKING SITES OF POINTS OF HISTORIC INTEREST

Baltimore and Ohio Railroad Station—Where the first telegraph message was received. Pratt street, west of Light street.

Beginning of the official survey of Baltimore Town, January 12, 1730. Pratt street, west of Light street.

Calvert Hall College—Where Count de Rochambeau's army camped when returning from Yorktown, Va. Cathedral and Mulberry streets.

Carroll Mansion—Where Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence, died. Front and Lombard streets.



CONFEDERATE SOLDIERS AND SAILORS MONUMENT, Mt. Royal Avenue, near Mosher Street



Congress Hall—Where Congress met from December 20, 1776, to February 27, 1777. Liberty street, south of Baltimore street.

Crooked Lane—A part of the Great Eastern Highway between the North and the South in Revolutionary War days. Lexington street, about 60 feet west of Charles street.

First Railroad Station in America—Where the first telegram was received; also the point of beginning of the laying out of Baltimore Town, January 12, 1730. Pratt street, west of Light street.

Flag House—Where the flag that inspired Francis Scott Key to write "The Star-Spangled Banner" was made. Pratt and Albermarle streets.

General Smith's Headquarters during the attack on Baltimore, September 12-13, 1814. Patterson Park.

Lovely Lane Meeting House—In which was organized (December, 1784) the Methodist Episcopal Church in the United States of America. North side of German street, between Calvert and South streets.

Key Tablet—Marking the site of building in which Francis Scott Key, author of "The Star-Spangled Banner," died. Northeast corner Washington Square and Mount Vernon Place (Charles and Monument streets).

Poe Tablet—On wall of Church Home and Infirmary, where Edgar Allan Poe died. Broadway and Fairmount avenue.

St. Paul's Burying-ground Tablet—To the men who fought in the War of 1812 and the Revolutionary War. Lombard street and Fremont avenue.

Moore Tablet—To Captain Nicholas Ruxton Moore. St. Paul's Church, Saratoga and Charles streets.

"Star-Spangled Banner" Tablet—On flagpole in Star Fort, at Fort McHenry, marking position of flagpole which supported the flag that inspired Francis Scott Key in writing "The Star-Spangled Banner."



MT. VERNON PLACE

Where one meets beauty and impressive dignity on the threshold of teeming city life



HISTORIC BUILDINGS

Carroll Mansion—Where Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence, died. Lombard and Front streets.

Flag House—Where the flag that inspired Francis Scott Key to write "The Star-Spangled Banner" was made. Northwest corner of Pratt and Albemarle streets.

Lee House—Occupied by Robert E. Lee, from 1848 to 1852, while with the United States Engineers and in charge of the erection of Fort Carroll. Madison avenue, near Biddle street.

Mt. Clare Mansion—Home of Charles Carroll, barrister, the oldest building in Baltimore. Carroll Park, Monroe street and Columbia avenue.

Patterson Mansion—Where Betsy Patterson and Jerome Bonaparte are said to have resided during their honeymoon. Exeter Hall avenue and Taylor street.

Shot Tower—The only survivor of its kind. Cornerstone laid by Charles Carroll of Carrollton, June 2, 1828. Fayette and Front streets.

CHURCHES, SCHOOLS, ETC.

Cathedral and Cardinal's Residence—Cathedral, Mulberry and Charles streets.

City College—Howard street, opposite Centre street.

Enoch Pratt Free Library—Founded by Enoch Pratt, (18 branches). Main building, Mulberry street, near Cathedral street.

Goucher College (formerly Woman's College)—St. Paul street, from Twenty-second street to Twenty-fourth street.

Johns Hopkins Hospital and Medical School—World-famous institution. Broadway and Monument street.



BALTIMORE HAS OVER 450 CHURCHES OF ALL DENOMINATIONS
Cathedral, R. C. First Baptist Christian Temple St. Paul's, P. E.

Johns Hopkins University Buildings—Howard street and Druid Hill avenue and St. Paul and Thirty-fourth streets.

Maryland Institute—School of art and design. Mt. Royal avenue and Lanvale street.

Maryland University—Lombard and Greene streets.

Peabody Institute—Art gallery, library and school of music. Washington Place and Monument Square (Charles and Monument streets).

Polytechnic Institute—North avenue, from Calvert street to Guilford avenue.

Walters Art Gallery—Containing the finest collection of art in America. Washington Place (Charles and Centre streets).

Young Men's Christian Association Building—Cathedral and Franklin streets.

PUBLIC BUILDINGS

City Hall—Fayette, Holliday and Lexington streets and Guilford avenue.

Court House—Fayette, Calvert, Lexington and St. Paul streets.

Custom House—Water, Gay and Lombard streets.

Fifth Regiment Armory—Where President Wilson was nominated. Bolton and Hoffman streets.

Postoffice—Fayette, Calvert and Lexington streets and Guilford avenue.

Peale's Museum—The first building in America illuminated with gas. Holliday street, near Lexington street.



TYPES OF BALTIMORE CHURCHES (Continued)

Mt. Vernon, M. E. Oheb Shalom Synagogue St. Mark's Lutheran First Presbyterian



BALTIMORE HISTORY

1608-1916

To begin at the very beginning of direct historical information concerning Baltimore, one must go back to the year 1608.

June 2nd, 1608, Capt. John Smith, whose life is reputed to have been saved by Pocahontas, having settled Jamestown, started from the vicinity of Cape Henry on the first of his two famous explorations of the Chesapeake Bay. During this expedition, which lasted nineteen days, he visited every inlet on both sides of the Bay, from the Capes to the Patapsco River (named by Smith, Bolus), sailed up that stream, and from him we get the first information concerning the region, now Baltimore. Smith and his followers were, therefore, the first white men to set eyes on the present site of the City. There is no question about Smith's visit to this locality. He prepared an excellent map of the Chesapeake and its tributaries. The Patapsco River, then, of course, unnamed, he called "Bolus," because of the red clay resembling "bole armoniack" along its banks. The red clay, or "bole," was a covering for deposits of iron ore, afterward discovered and mined. The first of these mines was owned and worked by John Moale, at Moale's Point, along Spring Gardens. Smith's map indicates quite an extensive knowledge of the topography of this section. He went up the "Bolus" for a considerable distance. On his voyage he had fourteen companions and used a barge, of between two and three tons, propelled by sail and oar. He had exciting and interesting experiences with Indians.

Following Captain Smith's explorations in this vicinity, there is a lapse of years before the thread of the narrative can be taken up by the historian.

In the absence of proof to the contrary it must be assumed that Indians roamed over the site of Baltimore at will, or at



A FEW MONUMENTS OF BALTIMORE

Washington

Howard

Watson



least without interference from white men; for it was not until 1661 that history records the second step in the advance of civilization.

In 1661 the first surveys were made, pursuant to land grants, and henceforth this section became the permanent habitation of white men. Tract after tract was taken up by settlers, and in 1706 Locust Point, then "Whetstone Point," now within the City limits (southern section), was made a port of entry. Iron ore deposits had been discovered near the Point in 1723, which produced trade and attracted population.

Baltimore Town site, some miles to the northwest, was laid out pursuant to an Act of Assembly, approved by the Governor of the Province, August 8, 1729. A Commission was, by this Act, appointed to select a site. This body met on December 1, 1729, and on January 12, 1730, the official survey was made. The original tract, part of "Cole's Harbor," consisted of sixty acres, divided into sixty lots, which were sold for forty shillings an acre—tobacco being accepted in payment at the option of the buyer. The new settlement was named in honor of Cæcilius Calvert (Lord Baltimore). The tract is in the heart of the "down-town" business section today.

In 1797 Baltimore passed from a town form of government to an incorporated Municipality, with the "Mayor and City Council" as the corporate entity. Under this form it has since remained.

A great book could be written on Baltimore; its history, its commercial resources and its institutions; but this is not a great book. It is a compilation limited to facts, briefly stated, and with this idea in view the following chronological arrangement was prepared from various sources:



MONUMENTS OF BALTIMORE (Continued)

Key or Star-Spangled Banner	Revolutionary War	Battle Monument
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INTERESTING EVENTS IN HISTORY OF BALTIMORE
GIVEN CHRONOLOGICALLY

- Captain John Smith sails from lower Chesapeake on the first of his explorations of Chesapeake Bay. He and his followers were the first white men to see the locality, now City of Baltimore, 2 June, 1608
- Cæcilius Calvert, second Lord Baltimore, becomes Governor of Maryland under Charter from Charles I of England; from Cæcilius (Lord Baltimore) this City derives its name. 1632

NOTE—The original grant of the territory called Maryland was obtained by Sir George Calvert, first of the Barons of Baltimore, in 1632. Sir George died before the Charter was actually issued, and the grant devolved upon his son Cæcilius, who became the real founder of Maryland, although he never visited the Colony. Cæcilius, however, sent out settlers under his younger brother Leonard.

- Colonists under Leonard Calvert settled on Maryland soil at St. Mary's. 27 Mar., 1634
- Charles Gorsuch, a member of the Society of Friends, patents 50 acres at Whetstone Point (Locust Point). Whether Gorsuch actually resided on the Point is not known. 24 Feb., 1661
- David Jones, reputed to be the first actual settler, "took up" and had surveyed 380 acres of land along the eastern bank of a stream, now Jones Falls, the Falls inheriting its name from the original resident. Jones built a house in the vicinity of what is today Front street, near the stream. (The bed of Jones Falls was covered in 1915, and is now the Fallsway). 15 June, 1661
- Alexander Mountney "takes up" two hundred acres of land on each side of Harford Run, a stream since covered, and now Central avenue 1663
- John Howard patents a tract, which includes a large part of South Baltimore, between the Middle and Northwest branches of the Patapsco 1668
- Thomas Cole took five hundred and fifty acres, bounded now approximately by Paca, Mulberry, High and Lombard streets, the tract known as Cole's Harbor. 1668
- James Todd obtains a warrant for Cole's Harbor and has it re-surveyed, granted a patent June 1, 1700, under the name of Todd's Range 1698
- Whetstone Point, by Act of Legislature, was made a port of entry, the first within the now City limits. 1706



MONUMENTS OF BALTIMORE (Continued)

Poe

Wallace

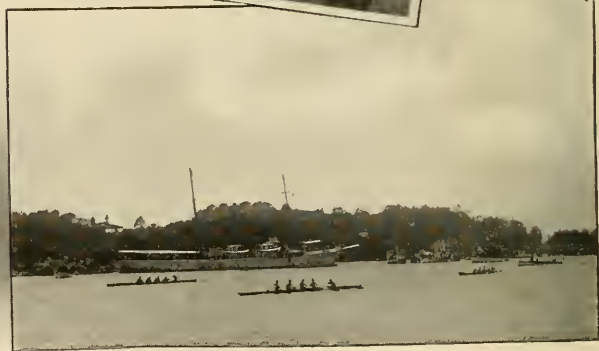
Cælius Calvert (Lord Baltimore)



- Mill erected by Jonathan Hanson, who acquires 31 acres, at about the point where Bath and Holliday streets intersect..... 1711
- Iron ore discovered at Whetstone Point. This tract was resurveyed March 29, 1723, and passed into the hands of the Principio Furnace Company, which concern seems later to have started smelting works in other parts of the Colony of Maryland.... 1723

NOTE—There is no little confusion concerning the early grants and patents, which were sometimes reconveyed, and others became the subject of litigation, but the foregoing, as conspicuous transactions and incidents, are sufficient for present purposes to show that the history of Baltimore antedates 1729-30, when the town was officially laid out.

- Act authorizing "erection" of Baltimore Town passed....8 Aug., 1729
- First meeting of Town Commission.....1 Dec., 1729
- Town Commission meet and officially survey 60 acres....12 Jan., 1730
- Jones Town, east of Baltimore Town, laid out.....22 Nov., 1732
- P. E. Parish Church, built on site afterwards occupied by St. Paul's Church, corner Charles and Saratoga streets, begun 1730, completed 1739
- Baltimore and Jones Town consolidated and incorporated as Baltimore Town 1745
- Subscription of £100 by citizens for building a market-house and town-hall, erected 10 years later, at northwest corner Gay and Baltimore streets.....23 Apr., 1751
- Thirty-two acres annexed, known as "Hall's Addition," to Baltimore Town 1753
- Mount Clare House erected by Charles Carroll, barrister, built of imported brick..... 1754
- A number of Acadian exiles settled in Baltimore..... 1756
- Baltimore made the county seat, and courthouse erected where Battle Monument now stands..... 1763
- Mechanical company organized, and a fire-engine purchased..... 1769
- First umbrella in the U. S. (brought from India) used here..... 1772
- Baptist Church erected corner Front and Fayette streets, afterwards site of the Shot Tower..... 1773
- First newspaper, the Maryland Journal and Baltimore Advertiser, established by William Goddard; first issue.....20 Aug., 1773
- Stage route opened to Philadelphia..... 1773
- First Methodist meeting-house in Baltimore built in Strawberry alleyNov., 1773
- Lovely Lane Methodist Meeting-house erected in Baltimore...Oct., 1774



Baltimore's splendid water front offers unexcelled opportunities for all manner of aquatic sports and pastimes



THE BALTIMORE BOOK



Capt. William Perkins arrives at Marblehead with 3,000 bushels of Indian corn, 20 barrels of rye and 21 barrels of bread sent by the people of Baltimore for the poor of Boston.....	28 Aug., 1774
Baltimore contains 564 houses and 5,934 inhabitants.....	1775
St. Peter's Church (Roman Catholic), on Saratoga and Charles streets, built and occupied.....	1770-1775
Continental Congress holds its session in Congress Hall, corner Baltimore and Liberty streets.....	20 Dec., 1776, to 20 Jan., 1777
First notable riot in Baltimore. Mr. Goddard of the Maryland Journal beset in his office by excited members of the "Whig Club," who took exception to an article in his paper lauding King George and Parliament.....	25 Mar., 1777
Count Pulaski organizes his corps in Baltimore.....	Mar., 1778
First custom-house erected.....	1780
Paving of the streets begun.....	1781
First brick theatre in Baltimore erected on East Baltimore street, nearly opposite the Second Presbyterian Church; opened with the play, "King Richard III".....	15 Jan., 1782
Regular line of stage coaches established to Fredericktown and Annapolis	1783
Policemen first employed.....	1784
Three new market-houses erected.....	1784
Streets first lighted with oil lamps.....	1784
The Methodist Episcopal Church in the United States of America organized	Dec., 1784
Methodist Church built on northwest corner Light street and Wine alley; begun Aug., 1785; dedicated by Bishop Asbury, 21 May, 1785	
First destructive flood recorded.....	5 Oct., 1786
St. Mary's College (Seminary of St. Sulpice) established.....	1791
Presbyterian Church erected on northwest corner Fayette and North streets (afterwards razed to give place to the U. S. Courthouse, 1860; later torn down, in 1908, to make way for Postoffice extension)	1791
Bank of Maryland organized.....	1791
Yellow fever epidemic.....	Aug. to Oct., 1794
Bank of Baltimore incorporated.....	24 Dec., 1795
First directory of Baltimore Town and Fell's Point published....	1796
Act passed to lay out and establish a turnpike from the city of Washington to Baltimore Town.....	31 Dec., 1796
Baltimore Town incorporated as a city; population 20,000, 31 Dec., 1796; began as an incorporated institution.....	1797



Y. M. C. A. BUILDING—FRANKLIN AND CATHEDRAL STREETS

The Association is splendidly housed in Baltimore, and
its beneficial influence is far-reaching



THE BALTIMORE BOOK



- First Mayor, James Calhoun, elected.....16 Jan., 1797
- Marine Observatory was first established on Federal Hill..... 1797
- Library Company of Baltimore, afterwards merged with the Maryland Historical Society, incorporated. (Library contained 4,000 volumes in 1800).....20 Jan., 1797
- Maryland Society for promoting the abolition of slavery, and the relief of free negroes and others unlawfully held in bondage, formed in Baltimore; the fourth in the U. S.....8 Sept., 1798
- Baltimore American and Daily Advertiser first issued. (Successor of Maryland Journal and Baltimore Advertiser, established 1773).....14 May, 1799
- On the 15th of December news of the death of General Washington reached Baltimore, and on the first day of January, 1800, commemorative funeral rites were held. The militia, including the regulars at Fort McHenry, and citizens, many from the country surrounding Baltimore, formed a procession at the "Head of Baltimore street," where an appropriate address was delivered by Rev. Dr. Allison. From thence the procession went to Christ Church. A bier was carried into the edifice, and the funeral services were conducted by Rev. Dr. Bend. There was a concourse present.
- As a result of this demonstration, sundry bills against the Mayor and City Council of Baltimore were rendered, generally upon fragments of paper. These have been mounted, and are on exhibition at the City Library.
- President Adams passes through Baltimore, June 15, 1800, from Washington. The Mayor and City Council presented him an address of welcome.....15 June, 1800
(Original document—President's reply—at City Library.)
- Petition of protest against erection of a City Hall..... 1801
(Original document at City Library.)
- Jerome Bonaparte and Miss Elizabeth Patterson married in Baltimore.....24 Dec., 1803
- Union Bank of Maryland organized and chartered..... 1804
- Mechanics' Bank incorporated..... 1806
- Corner-stone of Roman Catholic Cathedral laid.....7 July, 1806
- Baltimore Water Company formed with capital of \$250,000, 30 April, 1804, and water first supplied through cast-iron pipes (water taken from Jones Falls).....May, 1807



GOUCHER (Woman's College) COLLEGE



MARYLAND INSTITUTE—School of Art and Design



THE BALTIMORE BOOK



Courthouse building on North Calvert street, corner Lexington, begun, 1805; occupied..... 1809

NOTE—The above building was torn down to make place for the present marble structure.

Mob destroys the office of the Federal Republican.....27 July, 1812
 "New Theatre," afterwards called "Holliday Street Theatre," opened.....10 May, 1813

First steamboat built in Baltimore, the Chesapeake, constructed by William McDonald & Co..... 1813

British forces under General Ross advance against the City, 12 Sept., 1814

Engagement at North Point, General Ross killed.....12 Sept., 1814

Fort McHenry bombarded by British fleet.....12-13 Sept., 1814

"The Star-Spangled Banner" was composed by Francis Scott Key, while on board the United States ship Minden, during the bombardment of Fort McHenry.

"The Star-Spangled Banner" printed in the Baltimore American and Daily Advertiser.....21 Sept., 1814

Corner-stone of the Washington Monument laid (height of monument, 180 feet) (completed 25 Nov., 1824).....4 July, 1815

Corner-stone of Battle Monument laid (erected in honor of Baltimoreans killed defending the City in 1814) (monument finished 12 Sept., 1822).....12 Sept., 1815

Population of Baltimore increased 16,000 by annexation of the precincts 1816

Maryland Hospital incorporated.....29 Jan., 1816

St. Andrew's Society incorporated.....1 Feb., 1816

Medical Society of Maryland incorporated.....1 Feb., 1816

First building lighted with gas, Peale's Museum on Holliday street, afterwards Old City Hall..... 1816

Several months later, the Gaslight Company of Baltimore (the first company in America), producing and selling gas for illuminating purposes, was incorporated. The original incorporators were Peale, Long, William Lorman, James Mosher and William Gwynn.

St. Paul's P. E. Church erected on corner Saratoga and Charles streets; corner-stone laid 4 May, 1814; completed at cost of \$126,140 1817

Disastrous freshet in Jones Falls; part of the City called the "Meadows" overflowed to depth of 10 to 15 feet....8 Aug., 1817

President Monroe visits Baltimore..... 1819

(For correspondence relative thereto, see exhibit at City Library.)



NIGHT VIEW OF THE BUSINESS SECTION

Countless electric lights produce a very brilliant and pleasing effect



THE BALTIMORE BOOK



- First Odd Fellows' Lodge in America, Washington Lodge No. 1, organized at Fell's Point, 13 April, 1819, through the efforts of Thomas Wildey. It received a charter from the Duke of York's Lodge at Preston, Lancashire, England.....1 Feb., 1820
- Exchange Building (Custom-house, torn down 1902), Water, Gay, Lombard streets, opened for business.....June, 1820
- Roman Catholic Cathedral (begun 1806) consecrated by Archbishop Mareschal.....31 May, 1821
- Disastrous fire; 3 lumber yards and 25 to 30 buildings, mostly warehouses, burned.....23 June, 1822
- Statue placed on Battle Monument.....12 Sept., 1822
- Corner-stone of Baltimore Athenæum at southwest corner St. Paul and Lexington streets, laid.....10 Aug., 1824
- General Lafayette visits Baltimore.....7-11 Oct., 1824
- Washington Monument (the first monument erected in honor of George Washington) completed.....25 Nov., 1824
- Mrs. Ellen Moale (first white child born within the town of Baltimore) dies.....Mar., 1825
- Erection of Barnum's City Hotel begun.....1825
- Maryland Academy of Science and Literature incorporated. (Continued until 1844).....16 Feb., 1826
- First exhibition of Maryland Institute.....7 Nov., 1826
- Subscription books for stock of Baltimore & Ohio Railroad opened; \$4,178,000 taken by 22,000 subscribers.....20-27 Mar., 1827
- First banking-house opened by Evan Poultney in Baltimore street, June, 1828
- Foundation stone of the Baltimore & Ohio Railroad laid by the Masonic Grand Lodge of Maryland, assisted by Charles Carroll of Carrollton.....4 July, 1828
- Shot-tower (Phoenix Company), 234 feet high, circular, and of brick, built without scaffolding, completed.....25 Nov., 1828
- Corner-stone of the Baltimore & Susquehanna Railroad (later Northern Central Railroad) laid, and centennial of Baltimore celebrated.....8 Aug., 1829
- First public school opened.....24 Sept., 1829
- Old Baltimore Museum, northwest corner Baltimore and Calvert streets, opened.....1 Jan., 1830
(Building sold to B. & O. R. R., March, 1874.)
- First steam car was run on the Baltimore & Ohio R. R. on 28 Aug., 1830
- Epidemic of cholera.....July-Sept., 1832



NORTH CHARLES STREET AT NIGHT (RESIDENTIAL)

Union Station in the middle distance. Streaks of light in the street are due to the headlights of moving cars and automobiles



THE BALTIMORE BOOK



Charles Carroll of Carrollton, the last survivor of the signers of the Declaration of Independence, aged 95, dies at Baltimore....	14 Nov., 1832
Bank of Maryland fails.....	24 Mar., 1834
Baltimore and Washington Railroad was opened.....	25 Aug., 1834
Riot, growing out of failure of Bank of Maryland.....	Aug., 1835
First issue of the Baltimore Sun.....	17 May, 1837
Sudden freshet in Jones Falls; 19 lives lost; Harrison and Frederick streets 10 feet under water.....	14 July, 1837
City of Kingston, first steam vessel from Baltimore to Europe direct, leaves port.....	20 May, 1838
Baltimore Academy of Visitation opened, 1837; chartered.....	1838
Baltimore College of Dental Surgery, the first of dental colleges, and for many years the only dental college in the world, was chartered	1839
Greenmount Cemetery dedicated.....	13 July, 1839
Mercantile Library Association organized.....	14 Nov., 1839
St. Vincent de Paul's Church, corner-stone laid by Archbishop Eccleston, 21 May, 1840; dedicated.....	7 Nov., 1841
Explosion of steamer Medora, just about to start on her trial excursion; 27 killed; 40 wounded.....	15 Apr., 1842
Francis Scott Key, author of "The Star-Spangled Banner," died	11 Jan., 1843
Adams Express Company was established in Baltimore.....	1843
Historical Society of Maryland organized; Gen. John Spear Smith, first president.....	27 Jan., 1844
Omnibus line established.....	May, 1844
Magnetic telegraph from Washington city to B. & O. R. R. depot, Pratt street, near Light street, wires covered with rope-yarn and tar, completed; first communication, "What hath God wrought!" received.....	27 May, 1844
Corner-stone of St. Alphonsus' Church laid, 1 May, 1842; church dedicated.....	14 Mar., 1845
Maryland Institute for the promotion of the mechanics' arts organized.....	12 Jan., 1848
Fire destroys 60 dwellings, breaking out in a cotton factory in Lexington street, near Fremont.....	28 May, 1848
Howard Athenæum and Gallery of Art, northeast corner Baltimore and Charles streets, opened as a theatre.....	12 June, 1848
Baltimore Athenæum opened and edifice inaugurated.....	23 Oct., 1848
Baltimore Female College opened 1848; chartered.....	1849



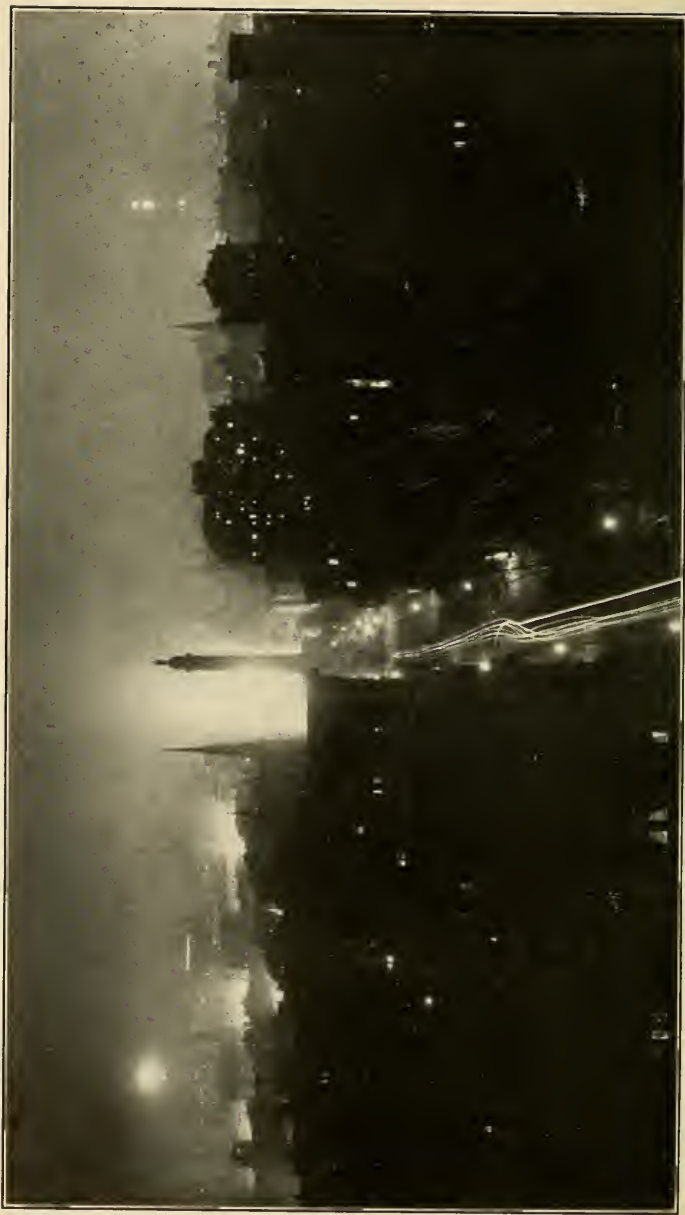
"THE GREAT WHITE WAY"
Baltimore Street, east from Charles. A specimen of the City's splendid lighting system



THE BALTIMORE BOOK



- Edgar Allan Poe dies in Baltimore, aged 40 years.....7 Oct., 1849
- Jennie Lind arrives in Baltimore (J. H. Whitehurst, "daguerreo-
typist," bids \$100 for first choice of seats at her first concert)..
8 Dec., 1850
- Corner-stone of Maryland Institute, Baltimore street and Marsh
Market Space, laid March 13, 1851; the building was
opened.....20 Oct., 1851
Building destroyed in fire of 1904; new one (Centre Mar-
ket) erected near same site, 1907.
- Reception to Louis Kossuth.....27 Dec., 1851
- Loyola College, Calvert street, near Madison, opened...15 Sept., 1852
- Remains of Junius Brutus Booth, tragedian, arrived in Baltimore, his
home, from Louisville, Ky., where he died 2 Dec....9 Dec., 1852
- Loudon Park Cemetery dedicated.....14 July, 1853
- Maryland School for the Blind opened..... 1853
- Baltimore Orphan Asylum, Stricker street, near Saratoga, opened..
10 Nov., 1853
- Excursion train returning to Baltimore from Rider's Grove collides
with accommodation train from Baltimore, near the Relay
House; over 30 killed and about 100 injured.....4 July, 1854
- Water-works purchased by the City..... 1854
- Trial of a steam fire-engine, the "Miles Greenwood," built at Cin-
cinnati for the corporation of Boston; the first seen in Balti-
more.....2 Feb., 1855
- Erection of the new First Presbyterian Church, corner Madison
street and Park avenue, begun.....July, 1855
- Melee among the firemen; 2 killed; many injured.....18 Aug., 1855
- St. Paul's P. E. Church burned, 29 April, 1854; rebuilt and dedi-
cated.....10 Jan., 1856
- Battle between Rip Rap Club and the New Market Fire Com-
pany; many wounded; City election dispute.....8 Oct., 1856
- Election riot; Democrats and Know-nothings.....4 Nov., 1856
- Disastrous fire, 37-41 South Charles street; 14 persons killed by a
falling wall.....14 Apr., 1857
- Strike on the Baltimore & Ohio Railroad, and encounter between
the militia and rioters.....29 Apr.-2 May, 1857
- Banks suspend specie payment.....28 Sept., 1857
- Maryland Club incorporated.....24 Feb., 1858
- Clearing-house established.....8 Mar., 1858
- Steam-fire engine, the "Alpha," the first owned by the Baltimore
Fire Department, arrives in the City.....18 May, 1858



NORTH CHARLES STREET AT NIGHT (RESIDENTIAL)

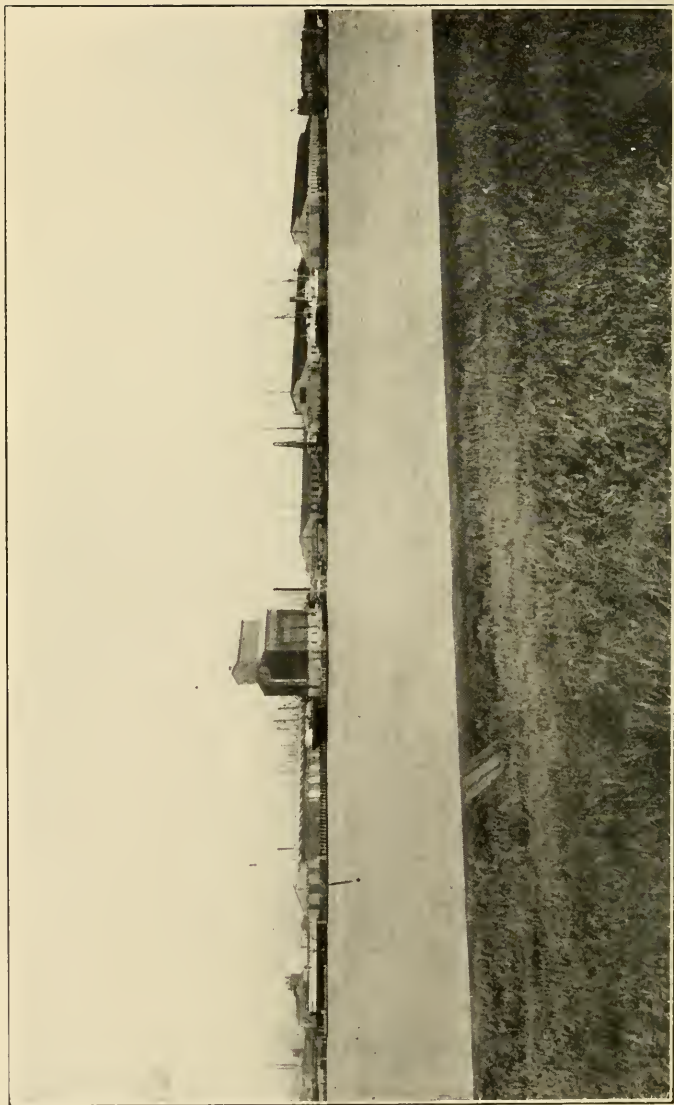
Looking south toward the center of the city. Washington Monument in the middle distance



THE BALTIMORE BOOK



- Flood, almost as destructive as that of 1837, occurs.....12 June, 1858
- Ordinance passed for a partial paid City fire department....Sept., 1858
- Reform Association organized at a mass-meeting in Monument Square.....8 Sept., 1858
- Peabody Institute, endowed by George Peabody with \$1,300,000, 1857; incorporated 9 March, 1858; corner-stone laid..16 Apr., 1859
- Police and fire-alarm telegraph adopted June, 1858; first put in operation.....27 June, 1859
- First car placed on the City Passenger Railway on Broadway, and line opened.....27 Oct., 1859
- Baltimore police force placed under State control.....2 Feb., 1860
- Reception to Japanese Ambassadors, guests of the United States Government.....8 June, 1860
- Druid Hill Park, purchased by the City in September, 1860, opened.. 19 Oct., 1860
- Attack upon the Sixth Massachusetts and Seventh Pennsylvania Regiments while attempting to pass through the City to Washington; 12 citizens and 3 soldiers killed; 23 soldiers and several citizens wounded.....19 Apr., 1861
- NOTE—Seventh Pennsylvania Regiment sent back from President Street Depot in direction of Philadelphia.
- Scharf says: Citizens killed, 12; soldiers, 4; citizens wounded, 4; soldiers, many.
- Colonel Jones of Sixth Massachusetts: Soldiers killed, 3.
- Mayor G. W. Brown: Soldiers killed, 4; citizens killed, 12; soldiers wounded, 36.—W. F. C.
- Gen. B. F. Butler takes military possession.....13 May, 1861
- Thomas Wildey, the "Father of Odd-Fellowship in the U. S.," dies in Baltimore, aged 80 years.....19 Oct., 1861
- Corner-stone of St. Martin's Roman Catholic Church, southeast corner Fulton avenue and Fayette street, laid.....9 July, 1865
- The Wildey Monument, erected by the Odd Fellows, corner-stone laid 26 April, 1865, is dedicated.....20 Sept., 1865
- Southern Relief Fair, in aid of the suffering poor of Southern States, held at the hall of the Maryland Institute, receipts \$164,569.97.....2-13 Apr., 1866
- Maryland State Normal School opened..... 1866
- Dedication of the Peabody Institute.....25 Oct., 1866
- Corner-stone of Masonic Temple, North Charles street, laid.. 20 Nov., 1866
- Corner-stone of new City Hall laid.....18 Oct., 1867



GREAT PIERS AND ELEVATORS OF THE NORTHERN CENTRAL (PENNA.) RAILROAD

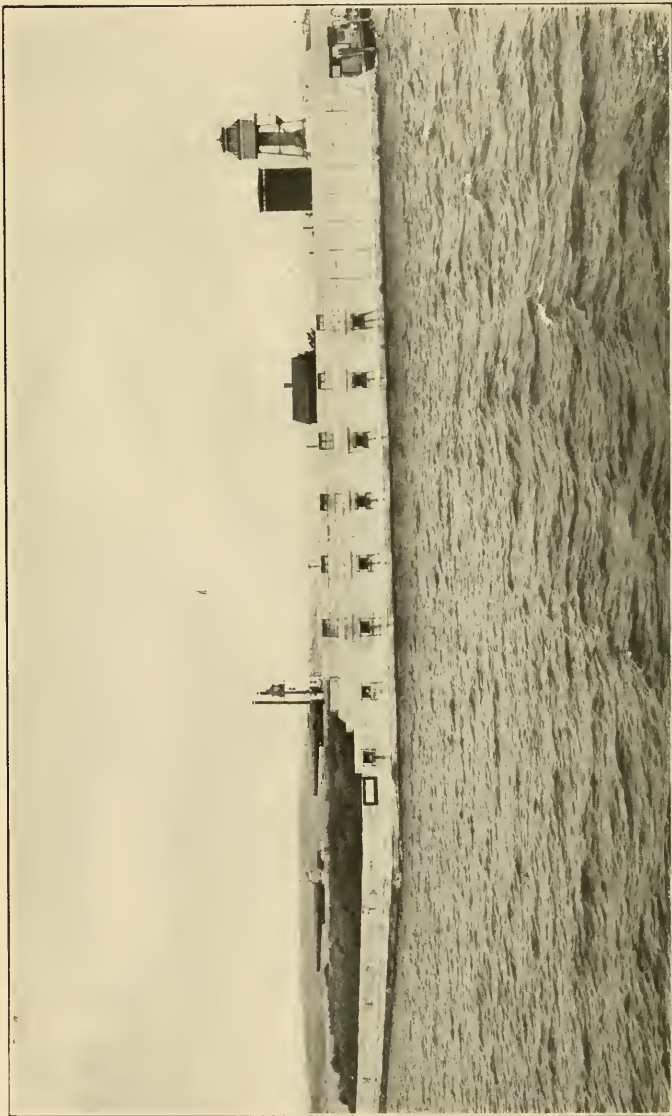
Baltimore has miles of such terminals, where the largest steamships find comfortable berths



THE BALTIMORE BOOK



- Excessive heat; thermometer 97 to 101 in the shade; 30 cases of sunstroke; 21 fatal.....16 July, 1868
- Most disastrous flood on record. A street car floats down Harrison street; the water reaches to the second story of buildings, and most of the bridges over Jones Falls, including the heavy iron bridge at Fayette street, are swept away.....24 July, 1868
- Maryland Institution for the Blind, on North avenue, near Guilford avenue (removed to Parkton, 1910), dedicated.....20 Nov., 1868
- Corner-stone of Mount Vernon Place Methodist Episcopal Church laid.....26 Sept., 1869
- Ford's Grand Opera House inaugurated. Shakespeare's "As You Like It," the opening play.....3 Oct., 1871
- Third National Bank robbed between banking hours Saturday and Monday; loss over \$220,000.....17-19 Aug., 1872
- Initial number of the Evening News.....4 Nov., 1872
- Thermometer 10 below zero night of.....29 Jan., 1873
- Church of the Ascension, Protestant Episcopal, destroyed by fire..
12 May, 1873
- Baltimore and Potomac tunnel, about 1½ miles in length, begun June, 1871, and first passenger train passed through to Calvert Station.....29 June, 1873
- Union Railroad tunnel (Greenmount avenue to Bond street) begun May, 1871; completed June, 1873, and first train through..
24 July, 1873
- Most extensive fire to date (1873) in the City breaks out in a planing mill on Park and Clay streets; 113 buildings destroyed, including 2 churches, 3 schoolhouses; loss, \$750,000.....25 July, 1873
- Johns Hopkins dies, aged 79.....24 Dec., 1873
- Morning Herald established..... 1875
- City Hall completed..... 1875
- Monument to Edgar Allan Poe (Westminster Presbyterian Church-yard) unveiled.....17 Nov., 1875
- Johns Hopkins University, incorporated 24 August, 1867, endowed by its founder with \$3,000,000, is opened..... 1876
- Following a strike on the Baltimore & Ohio Railroad, on July 16, 1877, rioting occurred, and on the 18th troops were sent to Martinsburg—the President having issued a warning proclamation to the rioters. This was succeeded by strikes and riots on most of the leading railroads in the United States, accompanied by immense destruction of railroad property and freight. The riots were quelled by troops with considerable loss of life. On July



HISTORIC FORT CARROLL

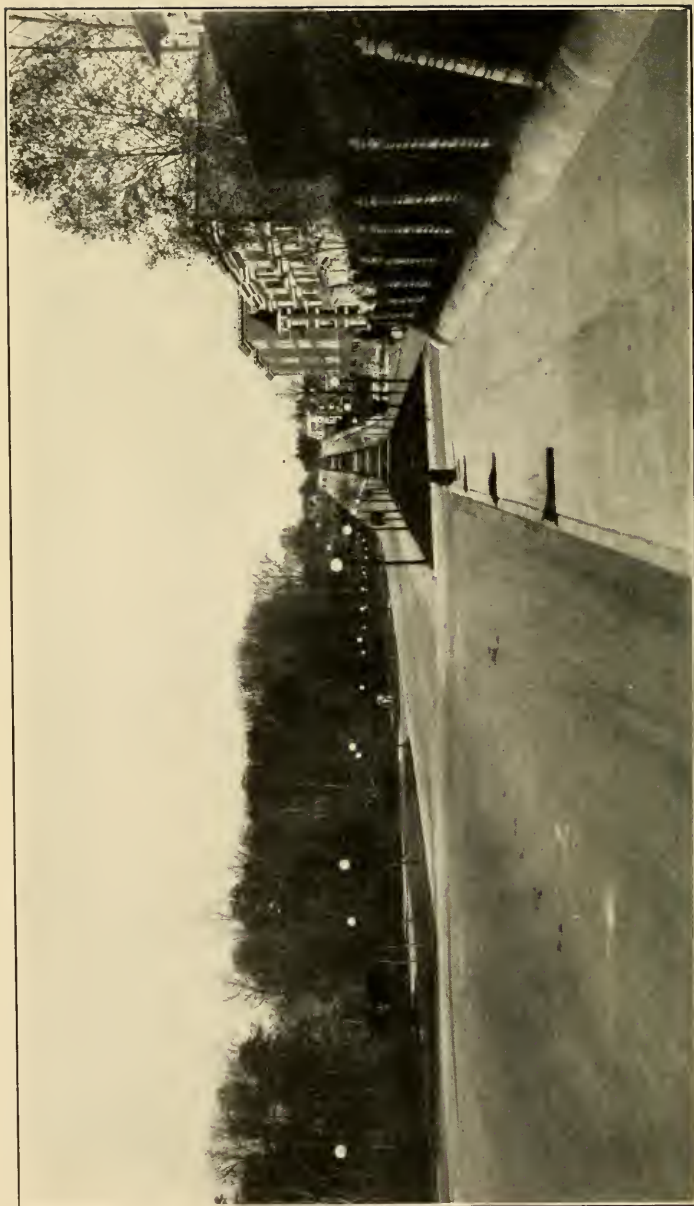
One of Uncle Sam's bull dogs which defends Baltimore, Robert E. Lee was the engineer in charge of this fortification prior to the Civil War



THE BALTIMORE BOOK



- 20th a riot occurred at the Sixth Regiment Armory, in Baltimore, in which eleven persons were killed and several wounded. The occasion was the movement of the regiment to assist in quelling the railroad rioters. The trouble continued until the end of the month; on the 30th railroad travel was partially resumed July, 1877
- 150th anniversary of the foundation of the City celebrated, 10-15 Oct., 1880
- Over 65 excursionists, principally from Baltimore, drowned by the giving way of the pier at Tivoli.....23 July, 1883
- Enoch Pratt Free Library, founded by Enoch Pratt with \$1,250,000 in 1882, formally opened to the public.....5 Jan., 1886
- Great fire in Hopkins Place; loss, \$2,000,000; 7 firemen killed and 6 injured.....2 Sept., 1888
- Asylum for Feeble-Minded Children opened.....Jan., 1889
- The Johns Hopkins Hospital, endowed with \$3,500,000, opened.. 7 May, 1889
- Six days' celebration of 75th anniversary of the defense of the City, begun.....9 Sept., 1889
- Twenty-two persons rescued from the wrecked steamship "Astoria" landed at Baltimore by the steamship "Decatur H. Miller".. 31 Aug., 1893
- Panic during Yiddish performance at Front Street Theatre; 23 persons killed; others injured.....27 Dec., 1895
- Governor Lowndes approved the Act of the General Assembly, granting a new Charter to the City of Baltimore....24 Mar., 1898
- Great fire, which traversed 140 acres and destroyed 86 blocks in the heart of the City. Loss, variously estimated, possibly about \$125,000,000.....7-8 Feb., 1904
- "Greater Baltimore Jubilee" to celebrate the rehabilitation of the City, begun.....10 Sept., 1906
- Y. M. C. A. building fund of \$500,000 completed.....13 Nov., 1906
- New Custom-house opened.....2 Dec., 1907
- Maryland Home Coming. The event was celebrated in Baltimore by parades and various official functions and festive demonstrations.....13-19 Oct., 1907
- New building of Maryland Institute, School of Art and Design, on Baltimore street and Market Space, dedicated.....26 Nov., 1907
- William Pinkney Whyte, who had been State Comptroller, Mayor of Baltimore, Governor of Maryland, U. S. Senator and leading member of the Bar, died, aged 83.....17 Mar., 1908



UNIVERSITY PARKWAY

Type of thoroughfare not at all rare in Baltimore

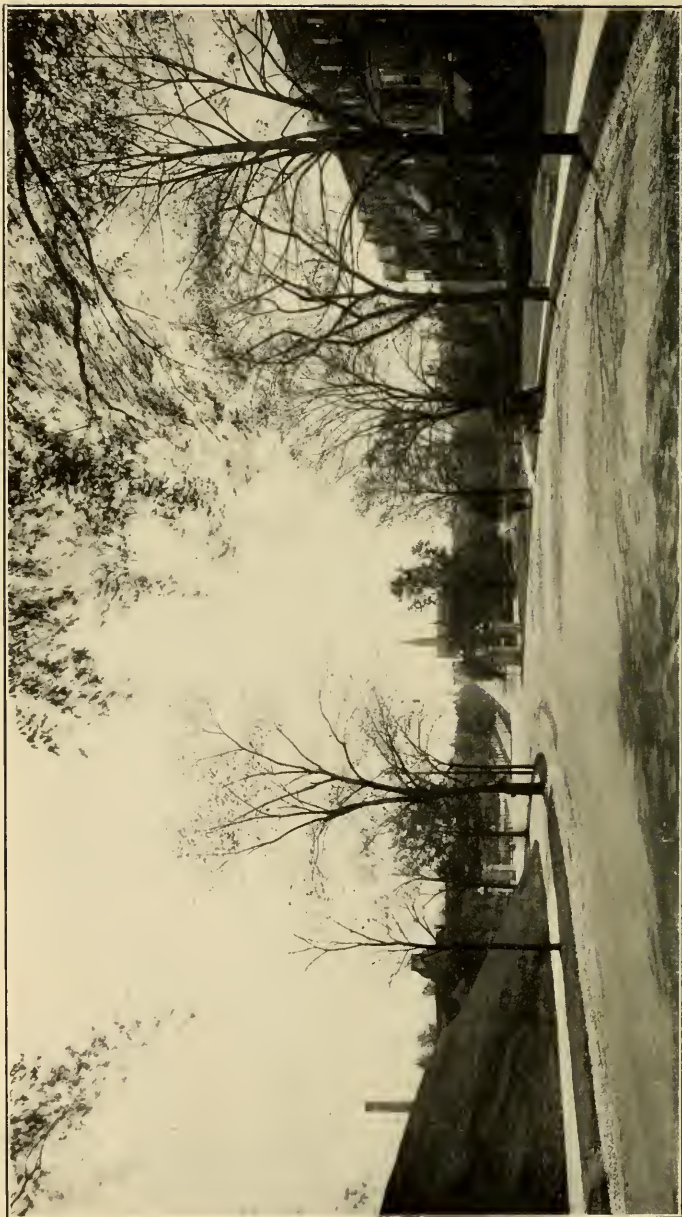


THE BALTIMORE BOOK

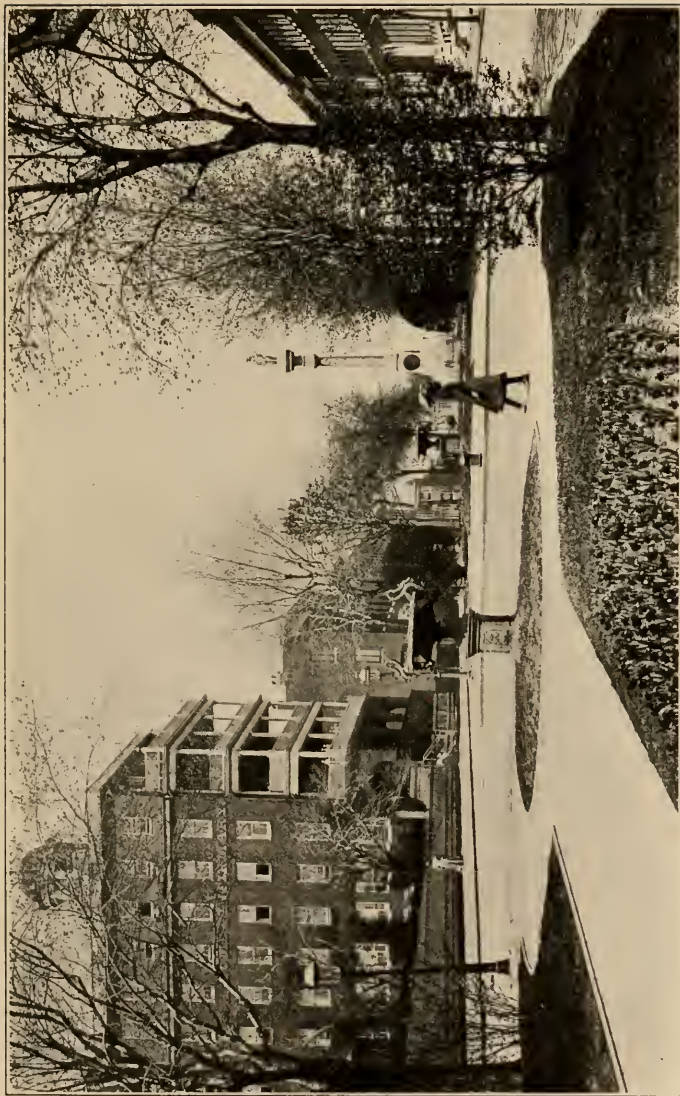


- New building, Maryland Institute, Mt. Royal avenue and Lanvale street, dedicated.....23 Nov., 1908
- New building of Walters Art Gallery (containing the finest private collection of paintings in America) opened.....3 Feb., 1909
- Electric current, generated at McCall Ferry, Susquehanna River, introduced in Baltimore.....14 Oct., 1910
- F. C. Latrobe (seven times Mayor of Baltimore City) died, 18 Jan., 1911
- John M. Hood Memorial unveiled.....11 May, 1911
- Key Monument unveiled.....15 May, 1911
- Celebration of 50th anniversary of the ordination of Cardinal Gibbons and the 25th anniversary of his elevation to the rank of Cardinal.....6 June, 1911
- S. S. "Friedrich der Grosse," largest steamship to visit port, Baltimore to Bremen, sails.....28 June, 1911
- High pressure fire pipe line placed in service.....23 Apr., 1912
- Henry Phipps Psychiatric Clinic of Johns Hopkins Hospital opened. 1913
- Ferdinand C. Latrobe (seven times Mayor of Baltimore) Monument, Baltimore street and Broadway, unveiled.....1 June, 1914
- Centennial Celebration commemorating the Battle of North Point, bombardment of Fort McHenry by the British fleet and the writing of "The Star-Spangled Banner" by Francis Scott Key.....6-13 Sept., 1914
- Baltimore Flag adopted.....11 Feb., 1915
- Fallsway completed; Fallsway Monument, Guilford avenue, Fallsway and Chase street, unveiled.....28 Feb., 1915
- Buildings of the Johns Hopkins University at Homewood dedicated.....21 May, 1915
- Montebello Filtration Plant accepted by the City.....13 Sept., 1915
- Baltimore Symphony Orchestra concerts—instituted by Mayor Preston—under Municipal support and patronage, began..11 Feb., 1916
- Baltimore prize song, "Baltimore, Our Baltimore," the words by Folger McKinsey and the music by Mrs. Emma Hemberger, was sung the first time in public.....22 Feb., 1916

CHRONOLOGY COMPILED FROM VARIOUS SOURCES, INCLUDING HARPER'S BOOK OF FACTS
COPYRIGHTED



MOUNT ROYAL TERRACE.
Just inside the gates of picturesque Druid Hill Park.



BROADWAY, NORTH FROM BALTIMORE STREET

The large building on the left is the Church Home and Infirmary, where Edgar Allan Poe died
The Wildey I. O. O. F. Monument is in the center background



BUSY BALTIMORE STREET
East from Charles Street



A BALTIMORE DINING ROOM
Well appointed hotels are an important feature of the city



WITHIN THE REALM OF THE EPICURE.

Type of hotel dining room where one's appetite is sharpened by pleasant surroundings



COLLEGE FRATERNITY DANCE

Just to show that student life in Baltimore is not all work, but has its very pleasant diversions



DEMOCRATIC NATIONAL CONVENTION (FIFTH REGIMENT ARMORY)

Where President Wilson was nominated



IN THE REALM OF THE SPORTSMAN

Mr. Sportsman, these pictures are for your special benefit. Isn't a visit to Baltimore worth while if only to go down to the water front and make a catch like this, or shoot the far famed Maryland canvas-back, like the chap in the "blind?"



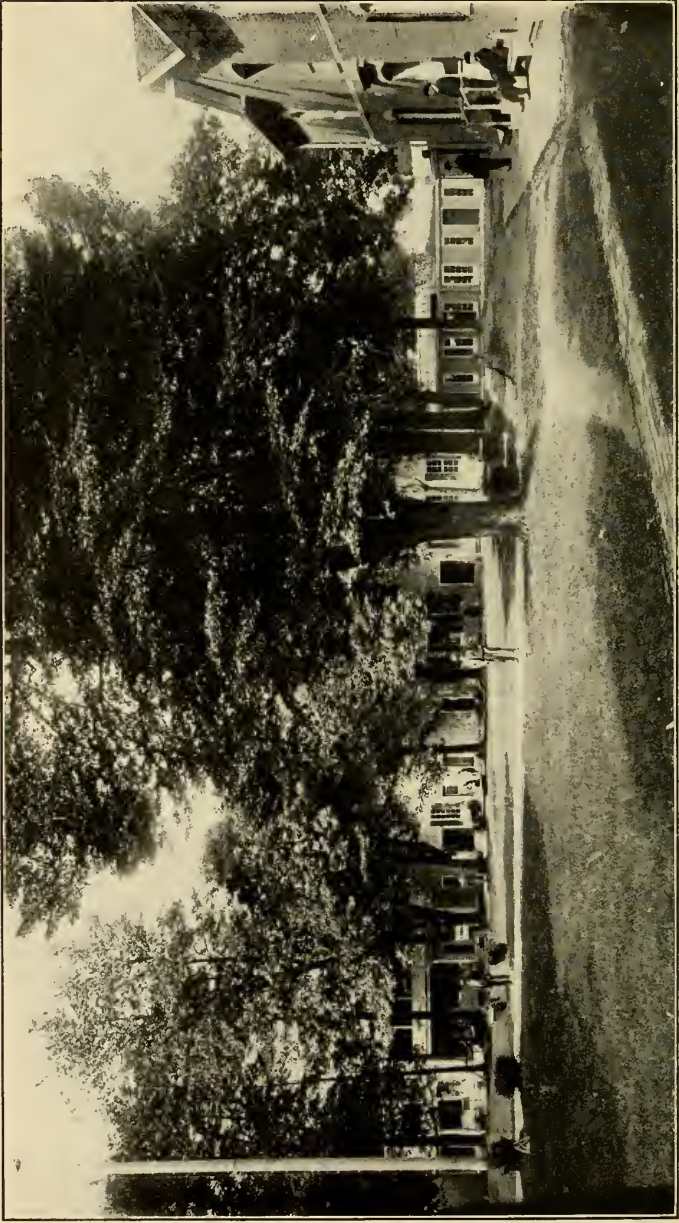
RACING ON THE CHESAPEAKE BAY

All cities have buildings of one kind or another; many have certain things in common, but none have Baltimore's splendid water front with the unrivaled opportunities it affords for pleasure



A YACHTSMAN'S HAVEN

Waters contiguous to Baltimore have many snug harbors and safe anchorages. Boat clubs are numerous along the shores; the whole situation being one of enjoyable aquatic activity



CONFEDERATE HOME, NEAR BALTIMORE.

Where many of the Maryland "boys" who wore the gray are spending their declining years. The institution is supported by the State and by private contributions



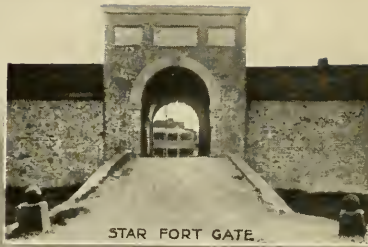
A MOTOR BOAT DASH

This thoroughly modern sport, with all its exciting accompaniments, is in great vogue among Baltimore watermen. The speed attained by these little boats is marvelous.



ONE OF BALTIMORE'S SALT WATER RETREATS

From this pleasure resort pier one gets a view, obstructed only by the horizon, down the Chesapeake Bay



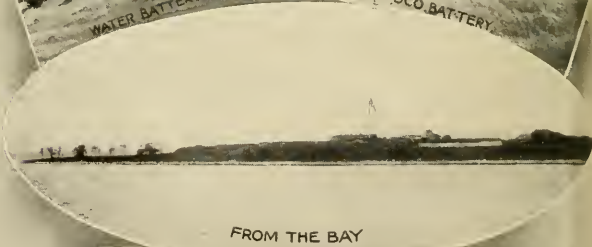
STAR FORT GATE



WATER BATTERY



PATAPSCO BATTERY



FROM THE BAY



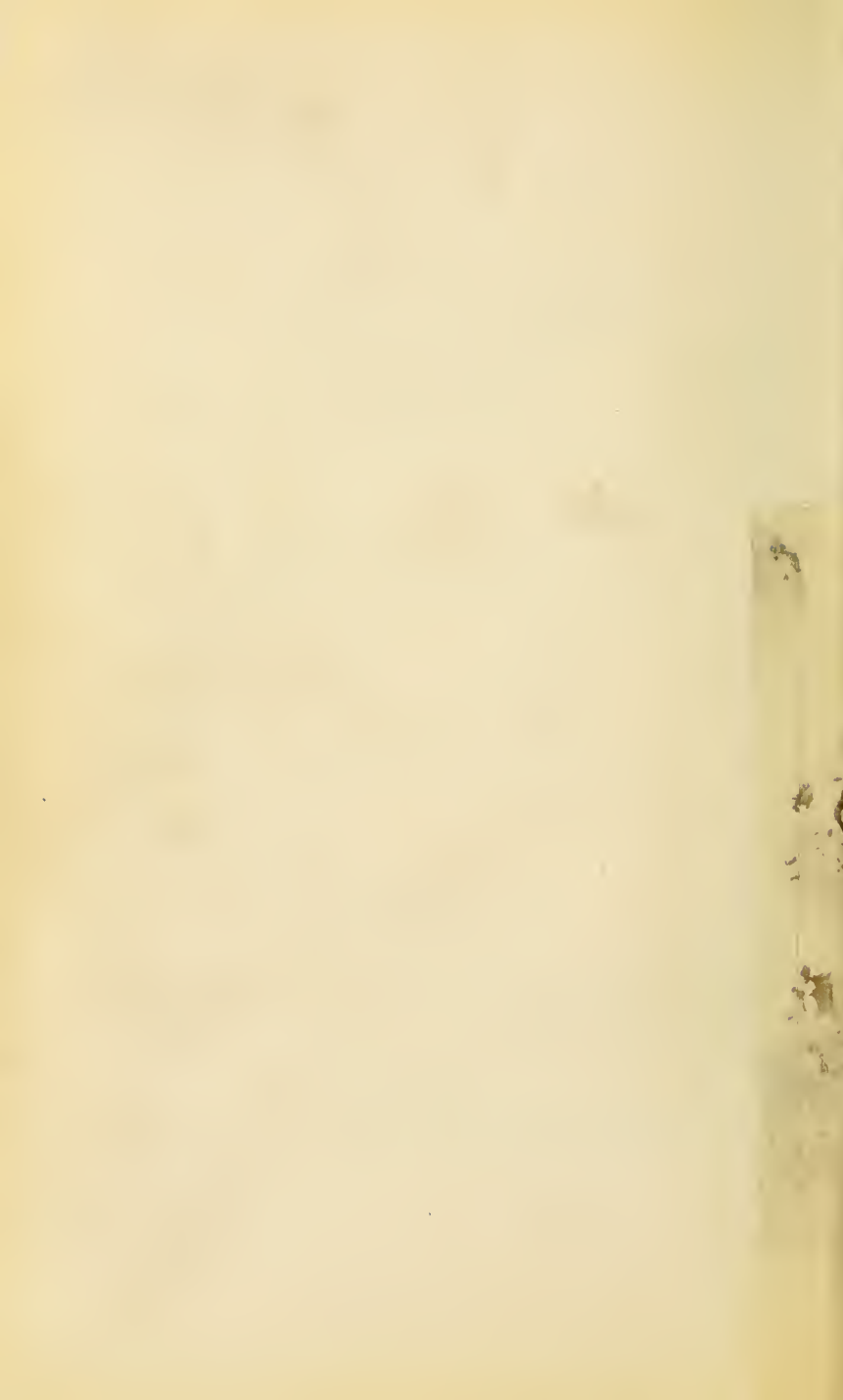
OUTER GATE

FORT McHENRY—NOW A PUBLIC PARK



HISTORIC POINTS—WAR OF 1812

North Point Monument, where fighting occurred. Old Methodist Meeting House (General Stricker's Headquarters) still standing. Hampstead Hill (Patterson Park) Earthworks.





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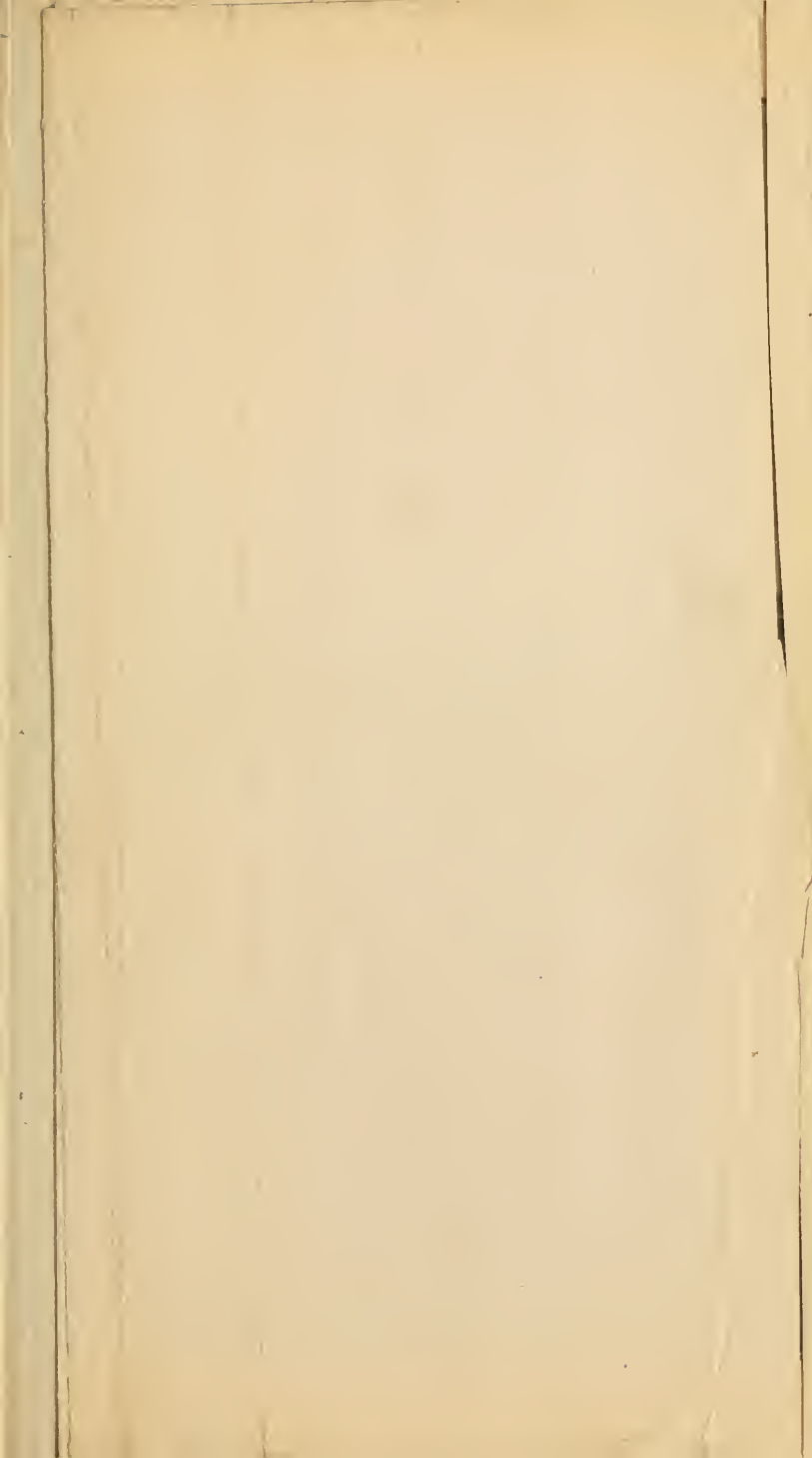
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George Peabody, Founder Peabody Institute





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VIEW OF THE BUSINESS DISTRICT FROM THE UPPER HARBOR

The greater part of the section shown above was in ruins after the fire of February 7th and 8th, 1904, which resulted in an estimated loss of \$125,000,000

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