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# The New Baltimore

A Guide Book Epitome

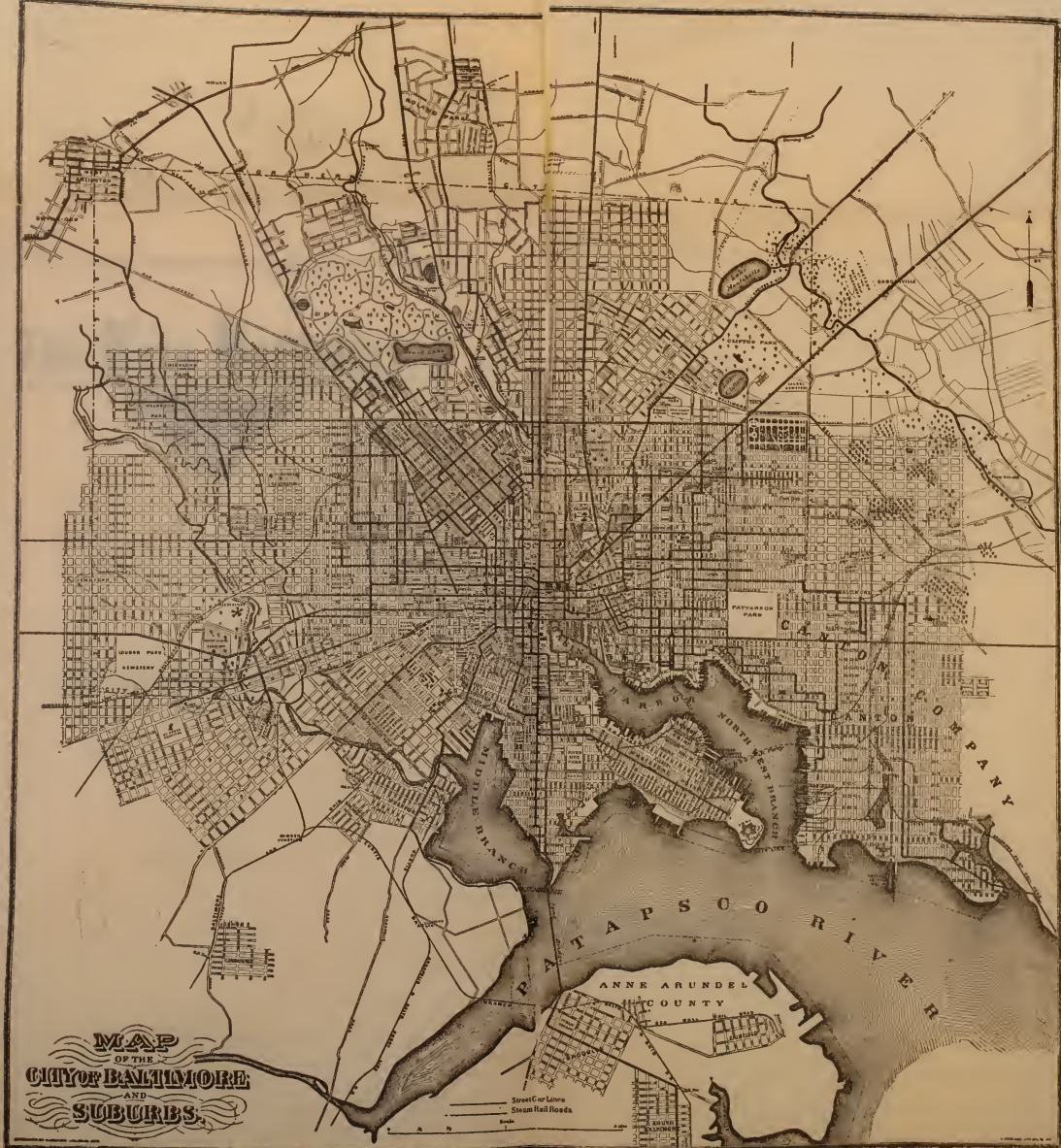


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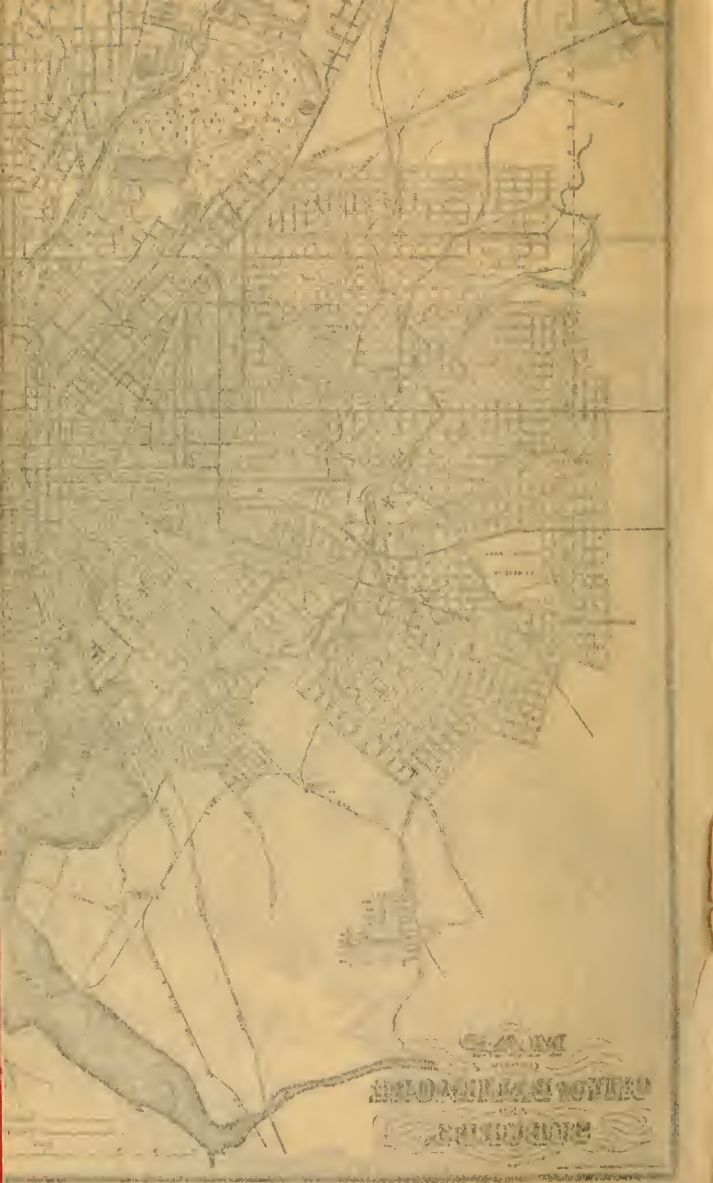








STREET RAILWAY MAP OF BALTIMORE—FOR ROUTES SEE PAGE 30.



BALTIMORE  
CENTRAL BALTIMORE

# The New Baltimore

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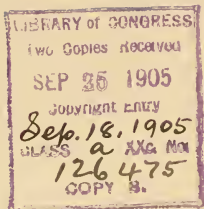


A GUIDE BOOK EPITOME

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1905  
GEORGE W. KING PRINTING CO.  
PUBLISHERS  
BALTIMORE, MARYLAND

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MT. VERNON PLACE. BALTIMORE, MD.

# An Invitation's Argument

Disaster is to strength a stimulant, to weakness ruin. Thus disaster has classed Baltimore with the strong. It is responding forcefully to its stimulant.

Before the great fire of February, 1904, organized civic interests were pressing a campaign of community promotion which placed it in rank with the most aggressive cities of America.

Twenty months of gigantic effort concentrated upon recovery held in apparent check that program of civic accomplishment.

In reality it marked birth of THE NEW BALTIMORE.

Gigantic effort has not collapsed with repair of the vast injury, but has gathered increasing force as the City's characteristic Twentieth Century gait.

This civic spirit prompted the great celebration planned to mark the new epoch in its career.

Most conspicuous expression of this new force and this new movement is Baltimore's avowed plan and purpose to "let the whole country and the whole world know what it has done and what it can do."

This very fact in itself is attracting to the Chesapeake port those forceful elements which seek centers of the most aggressive enterprise and so contribute to make it a choice field of commercial and industrial opportunity.

For projection of this publicity campaign is having a three-fold effect on Baltimore's new outreaching advance.

1. It is drawing outside trade and capital and population and business efficiency;

2. It is multiplying the internal civic activity to which it is itself due.

3. It is awakening Baltimore to a larger self discovery.

In preparing to "tell the world" it is marshalling before its own deeper appreciation an array of inspiring facts.

The spirit of aggressive invitation is the invitation's foremost argument, giving more telling force to the many considerations which beckon the vigorous to "The Gateway of the South."

For the enterprising, Baltimore is a place to make money.

For the buyer, it is a place to save money.

On top of great attainments, it offers greater prospects.

In the biggest meaning of the phrase, it is a city with a future.

Upon that distinctive future it has entered now.

Baltimore, Philadelphia, New York and Boston are the vertebrae in the backbone of world wide American business.

Of this Seaboard Four, Baltimore is first as fronting the great new South.

It leads in publications devoted to the South's development.

Its field and opportunity and prospect of big new growth is the greatest of the Four.

It is the trade metropolis adjoining the political capital of the United States.

It possesses the strategy factors to make it also the business capital.

As a port it has the elements to make it foremost in America.

Already it ranks second in point of exports, following New York in its hitherto undisputed primacy.

Significant of possibilities for the early future is the fact that while ten years before Baltimore was sixth in foreign trade, in 1900 it was third.

In population it is sixth among American cities, but in imports fifth.

It has the largest number of coastwise shipping entries on the Eastern Seaboard.

Standing at the head of the largest bay on the Atlantic coast, its opportunities for harbor expansion are unlimited.

The harbor admits ocean vessels that can enter any Atlantic port.

The Government is engaged in deepening the inner channels.

Great piers are utilizing the big outer harbor basins.

Nearly twenty steamship lines ply between Baltimore and Trans-Atlantic points.

Splendid railroad connections with the different States furnish the complementary reason for the importance of the Baltimore port.

It is closer by rail to the great Western centers of commerce than any other on the Atlantic coast.

Its distinctively Southern connections touch a bigger field than the distinctively Northern connections of the other cities of the Seaboard Four, and its bigger distinctive field has its greatest development still ahead.

Most centrally placed, and with half of the seaboard field chiefly to itself, obviously it is more truly the Eastern center of direct lines of distance spreading over the United States.

As a great seaport railway terminal its facilities for transfer between train and boat have recently been vastly increased.

This improvement, moreover, has only well begun: great further projects are under way.

Being latest, these facilities are best and most up-to-date.

They have made freight handling costs most attractively low.

This attainment, and this progress and this future as a port and as a terminal is the basic factor in making Baltimore a great commercial, industrial and agricultural center, attractive to the merchant buyer, to the manufacturing site prospector, to the business home seeker, to the work hunter and the visitor.

It is making Baltimore "the market of the country."

With its magnificent transportation service over sea and land it is naturally one of the most advantageous wholesale points in the United States.

It has attracted a great body of the most aggressive and enterprising traders of the world.

They meet the buyer more than half way.

They pay his railroad fare to Baltimore.

For some years recently the Merchants and Manufacturers' Association has been extending this substantially cordial "invitation" to wholesale customers.

In arguing that "goods well bought are half sold," the Baltimore market admits no superior in point of price, or quality, or design, or novelty, or comprehensiveness and full variety of stocks.

The manufacturer finds directly at hand freight boats for his foreign trade and finely equipped railroad terminals for his domestic business; proximity to varied supplies of fuel, iron and raw materials, and the great advantage of "conservative labor."

The City's civic organizations go to every proper length in facilitating his acquisition of site and his enjoyment of the greatest of conveniences.

Tax burdens have been lightened, and comprehensive corporate law revision is now planned as an incentive to Baltimore and Maryland industry.

Abundant room with dock facilities are open to the manufacturer's choice.

As the best meeting point for Cuban ore and Appalachian coal, a great steel industry has developed at the Baltimore harbor.

Baltimore has been widely known as a great food supply center, with its great and numerous packing interests, but its full resources are only in part realized.

In close touch with the greater bulk of American population, it is the metropolis of a bigger and better productive region than any other Eastern market.

This region, with plenty of low priced land and a congenial climate, offers splendid opportunities, at the command of limited capital, for the scientific small farmer who understands modern "intensive agriculture."

The variety of products for which this region is well suited are remarkable in the way of fruit and vegetables, poultry, stock and hides and all manner of farm and dairy produce.

The market advantage which local beef enjoys over Western storage meat has been a large element in making Baltimore conspicuous as both a stock and leather product center.

The great fire has made Baltimore an up-to-date building exposition.

In the burnt district, comprising much of the central office and business section, are concentrated numerous splendid specimens of the most recent architectural development.

This is of special importance and interest to builders everywhere as giving concrete illustration of the use to which cement is being put in the erection of tall

and solid buildings entirely without dependence on heavy structural steel.

As a Convention City, Baltimore holds a unique position. Practically a suburb of Baltimore, all that Washington offers belongs practically also to the former, and being several times as large, has the greater capacity for sheltering big gatherings.

It gives visitors the advantage of a rich selection in the way of incidental trips, brief or longer excursions to many points of rest or interest on the Chesapeake, or to Philadelphia by the ship canal, nearby mountain runs, and the choice, as different inclinations in a gathering demand, of reaching either the warm South or cool North by short ocean or railroad rides.

As a place of residence, combined with advantages in business, it offers the points of climate as satisfactory as the world affords and a pleasing and healthful topography. Baltimore is built on hilly land, and has free room for unlimited expansion over a charming and picturesque environment.

Baltimore is a city that grows upon the stranger's favor with time. Enthusiasm supplants indifference when a month's familiarity supplements the partial knowledge of a hasty stop for a careless and undirected business visit.

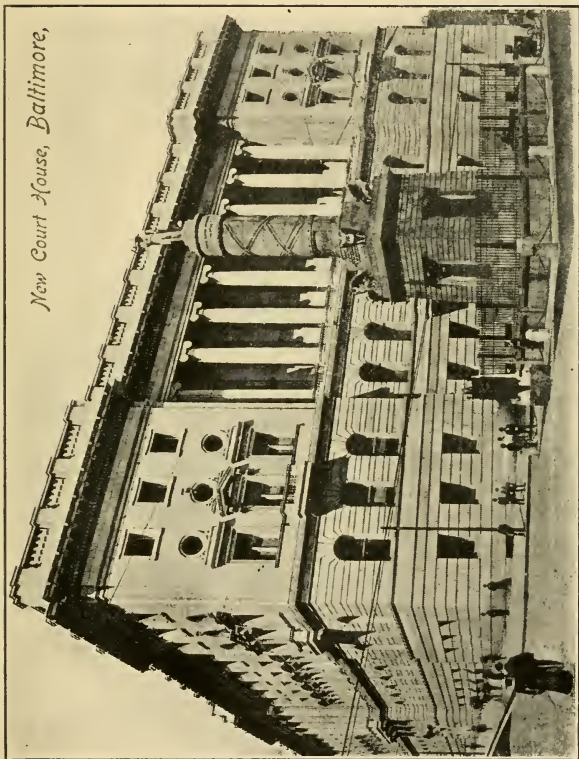
### **Millions for Progress.**

By a positive popular vote at the May elections of 1905 the whole Baltimore public heartily endorsed the "campaign of progress" in authorizing loans aggregating \$13,000,000 for great municipal improvements.

One provided for \$10,000,000 to be expended in the development of an extensive sewer and sewage disposal system, according to the best and latest plans worked out by modern civic engineering genius. These plans contemplate transmission of sewage to a central point outside the city limits, there to be treated



*New Court House, Baltimore,*





at a sewage disposal plant. The act authorizing the project prohibits the dumping of crude sewage in Chesapeake Bay or its branches.

The vote made immediately available the first million of an estimated \$3,000,000 involved in developing the greater system of parks and boulevards, under what is known as the Olmsted plan. Baltimore tax payers are not assessed for its park improvements, the Park Board's resources coming from a levy on receipts of the street railway company, this income being amply adequate to care for all future loans necessary to execute the whole magnificent scheme. The money is to be spent equally in the four quadrants into which Charles and Baltimore streets divide the city. Features of the project include a water front park along Spring Gardens, near upper Gwynn's Falls; play grounds and athletic fields in north and south Baltimore; extension of Patterson Park to the eastern city limits, and new squares in east and northeast Baltimore.

The remaining \$2,000,000 of the total is for opening, widening, extending and improving streets in a suburb, destined to become one of the foremost residence sections, known as the "Annex."

This \$13,000,000 or more is additional to the great sum being applied to the provision of new docks and to the deepening of the harbor channels.

Leaders in Baltimore's new "campaign of progress" have been its powerful and enterprising newspapers, like the Sun, American, News, Herald and World, its trade journals, including the Manufacturers Record and the Merchants and Manufacturers Journal, its business organizations, such as the Chamber of Commerce, the Merchants and Manufacturers Association, the Travelers and Merchants Association and the Credit Men's Association, and certain conspicuous firms and corporations among the wholesale, manufacturing and transportation interests.

## Visitor's Manual.

Baltimore is of abundant and varied interest to the general visitor for its harbor, wharves, shipping and markets, its many and important historic associations, its old forts, its excursion opportunities, its notable parks, numerous green squares and places, and its superb boulevards, its world famous educational institutions, its cathedral and churches, its produce, wholesale and shopping districts, its canneries, mills, factories, car shops and ship yards, its beautiful residence streets, its picturesque environs and its finely rebuilt business center.

The nucleus of the city's growth was the early settlement about the harbor "Basin," which is the amplified head of the bay-like Patapsco river's northwest branch. The central zone of Baltimore's present development extends from the old harbor northwestward to Druid Hill Park, the business center about its lower part, the residential center a mile or so toward the hill.

"Old Town" is sometimes used as the designation of the eastward of two hilly plateaus separated by the stream called Jones Falls, draining a wide, deep valley occupied by many factories. Broadway, a beautiful north and south boulevard, is prominent among the highways of the older eastern section.

Now, the two principal streets of the city are Charles and Baltimore. Charles street runs due north, one square west of the Basin, and along the border of the westward plateau. Baltimore street runs east and west, three squares north of the Basin.

From these the other streets are numbered east and west, or north and south, largely on the ideal plan of even hundreds to a block.

Two points of view give a quick general impression of Baltimore.

One of the most interesting is from the elevation of Federal Hill Park, just south of the Basin, on the west side of the Branch. This affords a general panorama of the shipping, the busy harbor region and the tiers of wholesale and office buildings ranging northward up the slope.

Another and more extensive view is from the top of the Washington Monument, 164 feet high, twelve squares from the Basin, on Charles street. The broad, varied and refreshing scene presented from an elevated hotel window or other lofty structure in this neighborhood inspires the thought: "This is certainly a nice place to live!"

Several hours' walk, embracing points along and near the twenty squares on Charles street from the Basin to the Union depot will give a fairly intimate acquaintance with the nucleus of the representative business and residence sections.

The disposition of the Court House, the Post Office and Government Building and the City Hall together on three blocks, one square north of Baltimore and one to three squares east of Charles street, is a neat example of "Group Plan" arrangement. Amidst them, on Calvert street, is Monument Square, containing the old and historic "Battle Monument," commemorating local engagements of 1814.

The six or seven squares westward from the City Hall and the four or five southward to the Basin comprise the main part of the office building and wholesale district, the office structures being concentrated more to the northward and the wholesale establishments more to the southward part of the solid tract, both conspicuously intermingling on Baltimore street.

The retail shopping houses and department stores have their most pronounced development about the

northwestern corner of this business tract, Lexington, towards Eutaw and the Market Place, being daily crowded with the patrons of numerous dry goods concerns in that neighborhood.

The intensely interesting produce region is that along and about Pratt street, eastward and westward from the Basin.

Baltimore has been called the "gastronomic center of the universe."

The great fire gave opportunity for the noteworthy project, whose execution will be finished by the spring or summer of 1906, to give Baltimore, "the country's market," the biggest and best wholesale and retail market in the world. For this purpose the Burnt District Commission acquired the large tract just west of Jones Falls, between Baltimore and Lombard streets. The "Marsh Market Space," in full operation, will be one of the leading sights of Baltimore. Ten or more other market places dot the city.

As much as anything about Baltimore, its food distributing activities will give poetic atmosphere to recollections of the Chesapeake metropolis. Over the whole country it is recognized as the capital of the oyster industry, but perhaps even more distinctively will its excellent crab dishes, served in the various styles devised by Maryland's culinary art, linger in table reminiscences, along with native Maryland biscuits, and equally associated with the stirring notes of the State song and the half hour clamor of multitudinous church clocks in ear memories, will be the early morning cry of the darkey vendor vocally advertising his "live crab" wares, freshly dipped from the teeming waters of the warm bay. All these, coming back to mind, will revive scenes encountered while dodging through the congested traffic wagon lines of the produce regions, such as the jam of small sailing craft loaded with huge, ripe melons from the neighboring

coasts, or the great banana steamers from the tropics, drawing their swarms of bargain hunting vendors and their rows of dusky urchins fishing out of the slip with long wires the over quickly ripened fruit that chance or Providence sends overboard for them.

Turning attention from the down town business points of interest to the westward part of the walk, the first of five neighborhood groupings into which its outline may be classified, comprises the Young Men's Christian Association, the prominent Hotel Rennert and the former home of Johns Hopkins, now Royal Arcanum headquarters, on Saratoga street.

Mulberry street, two squares beyond, has the Catholic Cathedral, and in its rear on Charles street the residence of James Cardinal Gibbons, the highest American dignitary of the Roman Catholic Church. The Enoch Pratt Free Library, headquarters of the city's public library system, with seven branch libraries, is a square and a half west on Mulberry.

Mt. Vernon Place, three squares north on Charles, is a cross shaped park of charming scenic effect, with statuary, fountains, flower beds and terraced approaches about the monument, erected by the State of Maryland in 1815 to the memory of George Washington. The monument contains an exhibit and interior access to the lofty observation windows at the top. In the eastern wing of the park is an heroic statue of George Peabody, founder of the Peabody Institute, which occupies the southeast corner. Nearby is the tall and elegant Hotel Stafford.

An educational and scientific group of structures is three squares west, on Howard street, comprising the buildings of Johns Hopkins University, also Baltimore headquarters of the United States Weather Bureau, the Maryland State Weather Service and the Maryland Geological Survey, and just south the City College, of the public school system.

Continuing out Charles street and passing the immense modern Hotel Belvedere, eight squares walk through the residence section brings the sightseer to Union Station and to the beautiful Baltimore and Ohio Mt. Royal Station, with its high tower, one square west.

At these stations the visitor is in walking distance of two features which should be objects of any satisfactory survey of Baltimore, the Eutaw Place boulevard and the famous Druid Hill Park, the one six squares southwest, the other about ten squares northwest, past the high Mt. Royal reservoir, with its broad view, and along Mt. Royal boulevard.

A city rich in arboreal charm, Baltimore is noted for its many park-like "Places," its boulevards and its open, shady squares. Among these Eutaw Place, an exquisite vista of elongated parkway, with winding walks and statuary and fountains and flowers and arboreal art, flanked by elegant residences, is one of the finest in America.

Druid Hill Park is an immense 700-acre tract of varied native forest upon diversified and hilly ground, with miles of finished driveways and a great reservoir lake on its nearer side. It contains public athletic grounds and tennis courts, a large botanical palace and a richly developed zoological collection occupying an extensive group of houses, dens, aviaries and pools. The mansion house dates from the days when the park nucleus was a private estate, whose oak groves suggested the pleasing name.

Street car routes to be chosen for rapid views of the city's different sections are outlined on the latter pages of this book.

To Baltimore's large stock of historic interest the great fire, of course, contributed the most recent conspicuous chapter. Starting from some unknown cause in John E. Hurst & Co.'s store, at the southeast corner of German and Liberty streets, about 10 o'clock



Sunday morning, February 7, 1904, and fanned by changing winds, it continued during that and the succeeding day, destroying 1,443 buildings, from Liberty and Fayette streets on the west and north to Jones Falls and the Basin on the east and south. The Court House, Post Office and City Hall were conspicuous for their escape from the general devastation of central office structures. No direct fatalities occurred, but the fire was the indirect cause of several deaths. A board was created, under the name of the Burnt District Commission, to turn the calamity into a blessing by organizing the work of rebuilding in a systematic and co-ordinated manner. The irregular mixture of old time brick buildings, which gave the region its characteristic appearance before the fire, have been succeeded by fine, tall and modern structures of harmonious architecture, with a vigorous dispatch which evokes the admiration and astonishment of every visitor.

The city derives its name from George and Cæcilus Calvert, the first Lord Baltimore and his son, high minded Catholics who, in the time of King Charles and Queen "Mary," founded the colony of Maryland as a haven of religious freedom from the same established church severity which prompted the Puritan excursion to Plymouth Rock in 1620. The grant for Maryland was sealed June 20, 1632. Baltimore was founded as the result of a local petition to the Maryland authorities submitted July 14, 1729.

The military vicissitudes of the Revolutionary War caused the Continental Congress to conduct its deliberations for a time in Baltimore, meeting in "Congress Hall," which stood at the southwest corner of Baltimore and Sharp streets. Here the Congress conferred plenary authority on Washington, December 20, 1776, and after the American victories of Trenton and Princeton, which eliminated the causes of the removal, it adjourned February 27, 1777, meeting in Philadelphia on the subsequent 4th of March.

“The Star Spangled Banner,” now the official American song, had its origin in a Baltimore episode of the War of 1812.

Fort McHenry, established by the colony in the course of the preliminaries to the Revolutionary War, and put in modern military condition during the Spanish-American, was unsuccessfully bombarded by the British, September 12-13, 1814. A Marylander, Francis Scott Key, detained on board a British man of war, after a night's anxiety, expressed his joy by writing:

“Oh, say, can you see, by the dawn's early light,

What so proudly we hailed at the twilight's last gleaming!”

September 12th has become a Baltimore legal holiday in commemoration of Fort McHenry, North Point and other heroic exploits of that time.

McHenry is at the harbor commanding Whetstone Point, between the northwest and middle branches of the Patapsco. On a small island beyond is the historic Fort Carroll, between Fort Howard, on the northeast, and Fort Armistead, on the southwest sides of the river's mouth.

The fortification used by General Butler during the Civil War has not been entirely obliterated in the process of transforming it into Federal Hill Park.

Aside from incidents associated with the first three wars of national history, further mentioned in the subsequent street railway guide, Baltimore offers a rich variety of historic interest. Here was erected in 1792 the first monument to Columbus in America, and in 1815 the first conspicuous monument to Washington. The first American water works enterprise was that of Baltimore, in 1792, and also the first gas light company, in 1816. Then there was the first railroad company in the United States, the Baltimore and Ohio, in 1827. William Howard, of the same city, patented the first American locomotive in 1828, and in 1830 Peter Cooper made from Baltimore the first railroad coach

run. Naturally related to these is the history of the Morse telegraph, whose first message connected Baltimore and Washington by instantaneous communication in 1844. The Baltimore College of Dental Surgery, founded in 1839, is the oldest school of its kind, and in 1819 the Independent Order of Odd Fellows had its inception in Baltimore. The temple is at Cathedral and Saratoga streets. The first Methodist Episcopal Church in the United States, "Lovely Lane Meeting House," formerly stood on German street, near Calvert.

The "Old Fountain Inn" was at the corner of German and Light streets. Here Washington lodged May 5, 1775, on his way as a delegate to the Second Continental Congress, and April 17, 1789, on his way as president elect to the inauguration at New York.

The Maryland Historical Society building, with relics, statuary, paintings, manuscripts and a library, is at St. Paul and Saratoga streets.

The old Merchants' Shot Tower, corner of Fayette and Front streets, near Jones Falls, and built in 1828, remains in spite of several proposals for its demolition, as a landmark now only of historic value.

During the great merchant marine growth of the United States in the early days, the "Baltimore Clipper" was unexcelled among the world's commercial sailing craft, and was an important factor in the development of the port.

The city holds a population of nearly 700,000 in an area of 32 square miles. Of American municipalities only New York, Philadelphia, Boston, Chicago and St. Louis excel it in size.

The harbor has become equipped with modern freight transferring facilities along the many miles of curving water front, within close limits of space, afforded by both the northwest and middle branches of the Patapsco, both branches, like the river, being practi-

cally bays. Development of the middle branch harbor has been more recent. The Government is carrying out a big program of channel improvement.

Most familiar among the wharves are those of Pratt street and Light street, respectively on the north and the west sides of the Basin. Of the latter, piers 1 to 3 are between Pratt and Camden, 4 to 7 between Camden and Conway, 7½ to 10, between Conway and Barre, 11 to 18 between Barre and Lee. The ocean steamers moor mainly at Locust Point, next to Fort McHenry. Potomac piers are 11 and 12 Locust Point. The Atlantic Transport pier is No. 1, at the foot of 8th and 9th avenues, Canton.

The water supply is from two sources among the distant hills, through the Jones Falls and the Gunpowder river systems, and the supply is conserved in a group of reservoirs, which include Montebella, Druid, Mt. Royal, Clifton, Roland, Hampden, High Service and Loch Raven.

The newest and best of the pumping plants is the Mt. Royal station, McMechen st. and Malster ave.

The whole street car and suburban electric service is under one management and ownership, that of the United Railways and Electric Company. It gives one transfer on a five cent fare to any intersecting line, and has put in practice a unique and convenient system for the designation of its twenty-seven routes by individual car numbers, each line being given one of the hundreds from 1 to 2699. These are shown by subsequent tabulation. Of the company's several power houses, the chief is that on Pratt street, just east of the Basin.

Baltimore has few railroad grade crossings, and its tunnels are one of the city's characteristic features.

Baltimore's leading industries are those connected with the manufacture of made-up clothing, and with the collecting, canning and distributing of oysters and

fruits, in which respect it is the foremost center in the world. It leads in the manufacture of straw hats. In fertilizer plants it is also first. Others conspicuous are the leather, tobacco and pottery industries. It backs up its newspaper, periodical and trade organization exploitation of the whole south with a substantial support which draws added attention to its attainments as a financial center. Its great Chesapeake steel mills and ship yards at Sparrows Point and its car shops at Curtis Bay place it in the list of iron centers with Philadelphia, Pittsburg, Cleveland and Chicago.

Baltimore's commercial development is suggested by this list of organizations:

Chamber of Commerce, (temporary 225 N. Charles),  
Water and Holliday.

Manufacturers and Merchants Association, Baltimore  
and Hopkins Place.

Travelers and Traders Association, Baltimore, Liberty  
and Hopkins Place.

Credit Men's Association, Md. Savings Bank Bldg.  
Coal Exchange, 9 E. Franklin.

Coffee Exchange, Gay and Lombard.

Fruit Exchange, 113-115 S. Calvert.

Stock Exchange, German near South.

Board of Trade, 200 E. Lexington.

Box Makers Exchange, 1108 Union Trust Building.

Builders Exchange, Charles and Lexington.

Canned Goods Exchange, 246 S. Broadway.

Florists Exchange, 505 N. Eutaw.

Lime and Cement Exchange, Charles and Lexington.

Lumber Exchange, Charles and Lexington.

Merchant Tailors Exchange, Hotel Junker.

Produce Exchange, Pratt and Hanover.

Provision Exchange, 104 South.

Clothiers Board of Trade, 224 St. Paul.

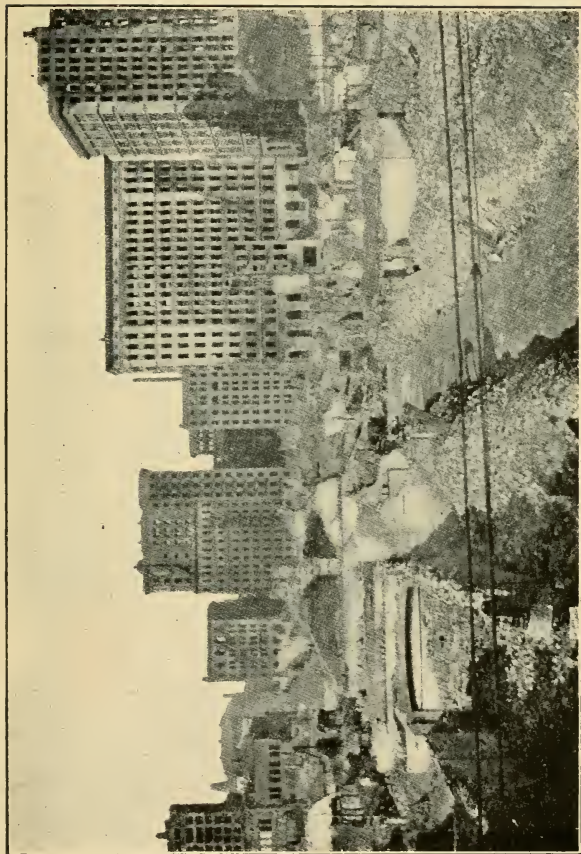
Shoe and Leather Board of Trade, 114 W. Baltimore.

Tobacco Board of Trade, 28 W. Pratt.

Educationally, Baltimore is one of the great centers. Johns Hopkins University, recognized as among the foremost institutions of the world, is particularly famous for its post-graduate work, and as leading in development of the individual research method of advanced training. Plans are under way to provide it suburban grounds and buildings in place of the group along Howard street near Druid Hill avenue. The Johns Hopkins Hospital, on Broadway, at East Monument street, and other institutions, have given the city a commanding place in progressive medical education.

The Women's College of Baltimore, on St. Paul street, at 23d, ranks with Vassar, Wellesley, Bryn Mawr and Smith.

The public school system was the first in the country to adopt manual training, and is especially strong in higher work specialization, as suggested by this list: Polytechnic Institute, Courtland, near Saratoga; City College, for boys, Howard, near Center; Western Female High School, McCulloh and Lafayette; Eastern Female High School, Aisquith and Orleans; Colored High and Manual Training School, Pennsylvania avenue and Dolphin. The Maryland Institute for the Promotion of Mechanical Arts, at North Howard and Fifth, is partly supported by the city. The University of Maryland, at Lombard and Greene, was founded in 1807 as a medical school. Plans are developing to consolidate with its several institutions elsewhere in this State. The Baltimore College of Dental Surgery, first of its kind in the world, is at Eutaw and Franklin. The Maryland Academy of Sciences at 105 West Franklin, is a factor in the promotion of American research, and a suggestion of the art atmosphere of Baltimore is the reputation of the Walters Art Gallery, at No. 5 Mt. Vernon Place, as the finest private collection in America. By trust instructions dated February 12, 1857, George Peabody



SCENE AFTER THE FIRE OF FEBRUARY 7TH AND 8TH, 1904.





founded in the Peabody Institute, standing at Mt. Vernon Place, with its great special library, school of lectures, academy of music, gallery of art and system of high school premiums, one of the world's unique agencies for the promotion of erudite culture.

Finally, it may be remarked, the "suburb of Washington," with all it offers, is an adjunct of Baltimore's educational, literary and scientific advantages.

Distinguished in early years as "the Monument City," Baltimore competes with others for the title of "the City of Homes" and "the City of Churches." Some especially mentionable among the latter are here listed:

**Protestant Episcopal**—St. Paul's, Charles and Saratoga, oldest church organization of any denomination in the city, dating back to 1693; Grace, Park and Monument, Christ Church, St. Paul and Chase; Emmanuel, Reade and Cathedral; St. Peters, Druid Hill avenue and Lanvale; St. Lukes, Carey, near Lexington; Mt. Calvary, Madison and Eutaw.

**Methodist Episcopal**—First Church, St. Paul and 22d, largest church auditorium in Baltimore, and descendent of first Methodist Episcopal Church started in the United States, back in 1774; Mt. Vernon Place Church, corner Charles; Madison Avenue Church, corner Lafayette; Grace, Lanvale and Carrollton; Broadway, south of Pratt; Harlem Park, Gilmor street; Eutaw Street Church, above Mulberry; Clark Memorial Independent Methodist, St. Paul, corner 27th.

**Roman Catholic**—Baltimore Archdiocesan Cathedral, Mulberry and Cathedral, corner stone laid 1806, dedicated 1821. (In Baltimore was consecrated the first Catholic Archbishop in United States); St. Vincent de Paul, Front near Fayette; St. Alphonsus, Saratoga and Park; St. Ignatius, Calvert and Madison; St. Martins, Fulton and Fayette; St. Michaels, Wolfe and Lombard; St. James, Eager and Aisquith.

**Presbyterian**—First Church, Park and Madison, organized 1792; Brown Memorial, Park and Lafayette; Westminster, Fayette and Greene, (where lay the remains of Edgar Allen Poe); Babcock Memorial, Madison and North.

**Baptist**—First Church, Lafayette near Fremont, organized about 1773; Eutaw Place, at Dolphin; Franklin Square, Calhoun and Lexington; Brantly, Schroeder and Edmondson.

**Unitarian**—First Independent Christ's Church, Charles and Franklin, erected 1817, pulpit occupied by Jared Sparks, the historian, up to 1823.

**Universalist**—Guilford and Lanvale.

**Associate Congregational**—Maryland and Preston.

**Lutheran**—First English, Lanvale and Fremont; St. Pauls, Fremont and Saratoga; St. Marks, St. Paul and 20th; Zion (independent), Gay, north of Lexington.

**Friends**—Eutaw and Monument; Park and Laurens.

**Hebrew**—Baltimore Congregation, Madison and Roberts; Oheb Shalom Congregation, Eutaw and Lanvale. These two temples are among the most impressive and most unique specimens of architecture in the city.

Prominent among clubs of the city are the Maryland Club, Charles and Eager streets, dating from 1857, the second formed in the United States, being antedated only by the Union Club, of New York; the University Club, Charles and Madison; the Baltimore Club, at 916 North Charles; the Athæneum, Charles and Franklin, an edifice in the style of the seventeenth century; the Charcoal Club, a flourishing artists' organization, at 501 North Howard; the Country Club of Baltimore County, Park Heights and Belvedere Avenues; the Maryland Country Club, 2028 Mt. Royal Avenue; the Phoenix Club, a leading Hebrew organization, at 1505 Eutaw Place; the Catholic Club, at 409 North Charles; Germania Club, at 408 West Fayette.

## Hotels.

NAME.	Rates per day		Accommodates
	American	European	
Academy..... Howard and Franklin.	\$2 00	\$1 00	100
Albion..... Cathedral and Richmond.	2 00	.....	75
Altamont..... Eutaw Place and Lanvale.	2 50	1 00	60
Avalon Inn..... Stevenson's Sta., N. C. Ry.	2 00	.....	85
*Breves..... 22-26 S. Liberty.	.....	50	20
Belvedere..... Charles and Chase.	.....	2 00	400
Brexton..... Park Ave. and Chase.	2 00	.....	60
Bristol..... 1529 Eutaw Place.	1 50	1 00	45
Carman, Mrs..... 21 E. Mt. Vernon Place.	1 50	.....	25
Caswell..... Baltimore and Hanover.	.....	.....	400
Chattolanee..... Chattolanee, N. Cen. Ry.	3 00	.....	200
Condon..... Fayette and Paca.	2 00	.....	125
Councill, Mrs..... 220 N. Eutaw.	.....	1 00	45
Cowman, Mrs. H. H..... 1219 Madison Ave.	.....	1 00	50
Cowman, Mrs. Charles..... 1214 Madison Ave.	1 50	1 00	20
Culverhouse, Mrs..... 214 W. Franklin.	1 00	50	30
Desch..... 1429 N. Charles.	1 50	85	25
Dorsey, John W..... 407 N. Charles.	1 50	50	20
Essex..... 1234 Eutaw Place.	2 50	1 50	36
Eutaw..... Baltimore and Eutaw.	3 00	1 50	200

Faithful, Mrs.....	1 50	1 00	40
102 F. Franklin.			
*Forbes.....		1 00	20
301 McMechen.			
Gaston.....	1 50	.....	50
111 W. Saratoga.			
Harper, Miss.....	1 00	50	20
117 W. Mulberry.			
Hopkins,.....	1 50	1 00	30
318 N. Broadway.			
Halstead's.....		1 00	20
Park Heights and Wylie Ave.			
Howard.....	2 00	.....	75
Park Ave. and Mulberry.			
Jefferson.....	1 50	75	20
106 W. Saratoga.			
Joyce.....		1 00	159
314-316 W. Camden.			
*Junker.....		1 00	125
20-22 E. Fayette.			
Kernan.....		.....	200
Franklin near Howard.			
Kelly.....		1 00	25
1425 N. Charles.			
*Kruger's.....		75	20
1431 N. Charles.			
*Kruse's.....	2 00	1 00	20
308 N. Eutaw.			
Lexington.....	2 00	1 00	80
Holliday and Lexington.			
McDaniel, Mrs.....	1 50	1 00	25
1019-1021 Linden ave.			
Mt. Holly Inn.....	2 50	.....	400
Windsor Hills, N. Walbrook.			
Marlborough.....	2 00	1 00	30
1709 Eutaw Place.			
Normandy.....	1 00	.....	30
424 N. Greene.			
Northampton.....	2 50	1 00	75
Charles and North ave.			
*Opera.....		1 50	10
312 W. Fayette.			

## THE NEW BALTIMORE.

25

Park.....	2 50	.....	25
509 Park ave.			
Raleigh.....		1 00	60
Holliday and Fayette.			
*Rasche.....	1 50	50	25
610 N. Calvert.			
Reed, Mrs.....	1 25	75	25
15 Pleasant.			
*Reilly's.....	2 00	1 00	45
410 W. Franklin.			
Rennert.....		1 50	600
Liberty and Saratoga.			
St. Charles.....		1 50	40
1437 N. Charles.			
St. James.....		1 00	85
Charles and Centre.			
Shelton.....	2 00	.....	75
Madison ave. and Dolphin.			
Sherwood.....	3 00	1 00	30
212 W. Monument.			
Shirley.....	2 50	.....	50
205 W. Madison.			
Shreves, Mrs.....	2 00	.....	50
13 E. Franklin.			
Stafford.....		1 50	300
Washington Place.			
*Studio.....		1 00	19
Charles St. and Mt. Royal av.			
Tennison.....		1 00	50
117 W. Lombard.			
Walsingham.....	1 50	.....	80
201-203 W. Franklin.			
Welbourne.....	2 00	.....	65
24 E. Madison.			
Westminster.....	1 50	1 00	70
418 W. Fayette.			
Whiteford, Miss.....	1 00	.....	25
2315 N. Charles.			
Wohnra.....		50	20
411½ W. Fayette.			
Woodlawn Hall.....	2 50	.....	100
Forest Park, N. Walbrook.			

Waldorf .....	1 00	125
North ave. and Calvert.		

\*For Men Only.

## Prominent Office, Bank, Newspaper and Armory Buildings.

- Abell, S. E. cor. Baltimore and South.  
 Administration Building, Public Schools, Madison and  
 Lafayette.  
 American, S. W. cor. Baltimore and South.  
 Atheneum, N. W. cor. St. Paul and Saratoga.  
 B. & O. Central, N. W. cor. Baltimore and Charles.  
 Bank of Baltimore, Baltimore and St. Paul.  
 Border State Savings Bank, N. W. cor. Park and  
 Fayette.  
 Brewer's Exchange, S. W. cor. Park and Fayette.  
 Alex. Brown, S. W. cor. Baltimore and Calvert.  
 Builders' Exchange, N. E. cor. Charles and Lexington.  
 Calvert, S. E. cor. Fayette and St. Paul.  
 Calvert Bank Building, S. E. cor. Howard and Saratoga.  
 Calvert Hall College, Cathedral and Mulberry.  
 Canton National Bank, S. E. cor. Elliott and East.  
 Carroll, S. E. cor. Baltimore and Light.  
 Central, 115 W. Fayette.  
 Central Savings Bank, S. E. cor. Charles and Lex-  
 ington.  
 Century, 211 N. Calvert.  
 Chamber of Commerce, Water, Holliday and Post  
 Office ave.  
 Chesapeake & Potomac Telephone, St. Paul and Bank  
 lane.  
 City Hall, Lexington, Fayette, North and Holliday.  
 City Hall Annex, Gay near Lexington.  
 Commonwealth Bank, S. E. cor. Howard and Madison.

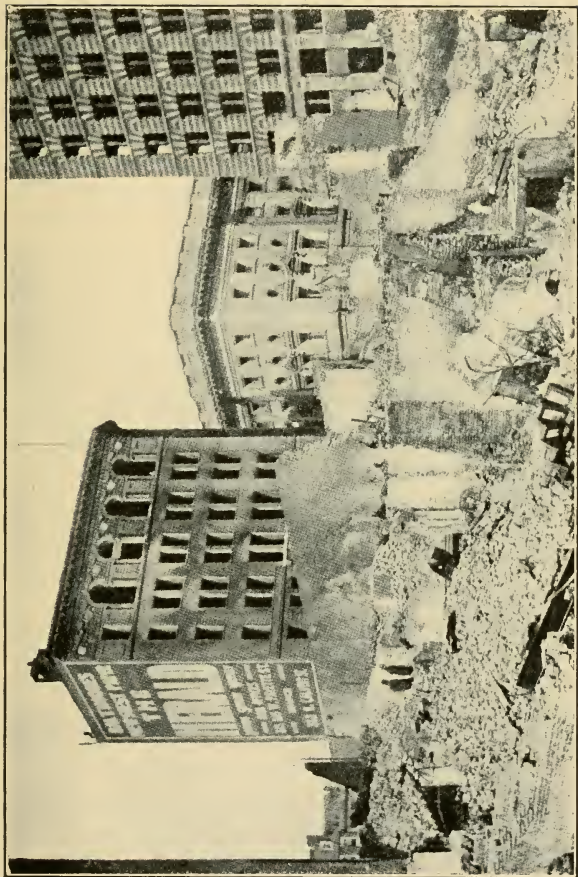
Continental, S. E. cor. Baltimore and Calvert.  
Court House, Calvert and Fayette.  
Custom House, Lombard and Gay.  
Deford, N. W. cor. Calvert and Lombard.  
Dime Savings Bank, 28 W. Lexington.  
Drovers and Mechanics Bank, N. W. cor. Fayette and  
Eutaw.  
Elk's Hall, Fayette near Howard.  
Equitable, S. W. cor. Calvert and Fayette.  
Farmers and Merchants National Bank, N. W. cor.  
South and Lombard.  
Federation Charities, 101 W. Saratoga.  
Fidelity, N. W. cor. Lexington and Charles.  
Gaither Estate, 105-111 N. Charles.  
German American Bank, 524 S. Broadway.  
Graham, 223 St. Paul.  
Gunther, N. W. cor. Fayette and St. Paul.  
Hamilton, Courtland and Saratoga.  
Heptasophs, Cathedral and Preston.  
Hoen, Holliday, Lexington and North.  
Home Friendly, Fayette and Goodwin.  
Johns Hopkins Hospital, Broadway and Monument.  
Johns Hopkins University, Howard, cor. Druid Hill.  
Keyser, S. E. cor. German and Calvert.  
Law Building, 225 Courtland.  
Mnfrs. Record, Lexington and North.  
Marine Bank, Gay and Water.  
Marshall, St. Paul and Lexington.  
Maryland and Pa. R. R., North ave. and Oak.  
Maryland Casualty, N. W. cor. North and Baltimore.  
Maryland Life Ins. Co., 8 and 10 South.  
Maryland National Bank, Hopkins and Lombard.  
Maryland Tel. and Tel., Lexington and Courtland.  
Maryland Trust, N. W. cor. Calvert and German.  
Masonic Temple, 225 N. Charles.  
Merchants Natl. Bank, S. E. cor. South and Water.  
Metropolitan Savings Bank, N. E. cor. Calvert and  
Lexington.

National Bank of Baltimore, Baltimore and St. Paul.  
National Bank of Commerce, 24-28 South.  
National Exchange Bank, Liberty, German and Hopkins.  
National Marine Bank, Gay and Water.  
National Union Bank, 3-5 E. Fayette.  
News, S. E. cor. Calvert and Fayette.  
Odd Fellows Hall, Cathedral and Saratoga.  
Old Town Fire Ins. Co., 336 N. Gay.  
Piper, S. E. cor. Baltimore and Hanover.  
Post Office, Fayette and Lexington.  
Pythion Castle, Gay and Lexington.  
Rayner, 8 E. Lexington.  
Richardson, 13-15 North.  
Rippel, 1-7 Clay.  
Stock Exchange, German near South.  
Sun, S. E. cor. Baltimore and Charles.  
Union Trust, Charles and Fayette.  
Vansant, 210 E. Lexington.  
Vickers, 227 E. German.  
Wallis, 215 St. Paul.  
Wilson, Charles and Saratoga.  
Women's Exchange, N. E. cor. Charles and Pleasant.  
World, 206 N. Calvert.  
Yakel, 105-116 N. Liberty.  
Y. M. C. A., Charles and Saratoga.

The new Fifth Regiment Armory, on West Hoffman street, near the Mt. Royal and Union Stations, has convention capacity for 20,000.

The proximity of this *huge structure* to the Mt. Royal Station of the Baltimore and Ohio and the Union Station of the Pennsylvania and other railroads, together with its situation in the heart of the residence section, makes it a factor of importance in regard to what Baltimore offers as the seat of great national gatherings.





SCENE AFTER THE FIRE OF FEBRUARY 7TH AND 8TH, 1904



## Cab and Carriage Rates.

Legal charges for single horse vehicles by the hour are 75 cents for the first and 50 cents for each additional hour, for two horse vehicles \$1.50 and \$1 respectively. Twenty-five cents may be charged for one passenger in a single horse vehicle to or from any point in limits, twenty-five cents for each additional passenger and fifteen cents for each additional mile. For a two horse vehicle the charge is fifty cents from a depot or pier, or seventy-five cents from other points, and for each further mile or additional passenger twenty-five cents. For each trunk or large package, fifteen cents, no charge for small parcels. Other extras are ten cents for telephone call, and after 11 P. M. twenty-five cents to the total, or fifty cents for two horse carriage by the hour. The limits mentioned are Broadway, east; North avenue, north; Pennsylvania avenue, Fremont street, Arlington avenue to Mt. Clare station, west; and Cross street to the harbor, south.

## Street Car Suggestions.

The subsequent matter presents the streets over which the different lines run, and, following that, the lines by which various points of interest may be reached. Lines indicated by the numbers given pass these down town points:

Baltimore, past Charles—1500, 1600, 1700, 1800, 1900, 2000.

Charles, past Baltimore—200, 300 (Linden).

By Post Office: on Fayette—0, 100, 700, 800; on Calvert—1700, 2500; on Lexington—300 (Emory.)

By City Hall, on Holliday—2300, 2600.

Charles and Saratogo—400, 1400.

Howard and Baltimore—1000, 1200.

# Street Railway Routes

In this table, and the classified guide matter following, the figures refer to individual car numbers, in Baltimore the different lines being designated by the hundred period of the numbers assigned to the cars on the route.

**Druid Hill Avenue Line, 0.** Park Terminal, Druid Hill, Paca, Fayette, North, South, Lombard, Exeter, Pratt, Patterson Park, to Patterson Park terminus. Returning: Patterson Park, Baltimore, Ann, Pratt, Exeter, Lombard, South, North, Fayette, Paca, Druid Hill to Druid Hill park terminus.

**Gilmor Street, 100.** Park Terminal Station, Fulton, Pennsylvania, Cumberland, Gilmor, Fayette, North, Guilford, North, Huntington, York Road terminus. Returning: via. same route to Pennsylvania, Fulton to park terminal.

**Carey Street, 200.** Park terminal, Fulton, Francis, Retreat, Pennsylvania, Cumberland, Carey, Mosher, Carrollton, Fayette, Charles, Fort, Ft. McHenry terminus. Returning: Ft. McHenry terminus, Fort, Charles, Fayette, Carey, Cumberland, Pennsylvania, Retreat, Francis, Fulton, Park terminal.

**Linden Avenue, 300.** Park terminal, Druid Hill, Whitelock, Linden, Fifth, Howard, Fayette, Charles, German, South terminus. Returning: German, Charles, Lexington, Howard, Richmond, Biddle, Linden, then over same route to park terminal.

**Emory Grove, 300.** Emory Grove, Dover road, Reisterstown pike, Slaid, Park Heights, Reisterstown pike, Pennsylvania, Fulton, Druid Hill, Whitelock, Linden, Fifth, Howard, Fayette, North, Lexington, Calvert, terminus. Returning: Lexington, Howard, Richmond, Biddle, Linden, Whitelock, Druid Hill, Fulton, via. same route to Emory Grove.

**Edmondson Avenue, 400.** Walbrook terminus, Liberty road, 12th, Bloomingdale road, Calverton road, Edmondson, Fremont, Franklin, Howard, Saratoga, Charles, Center, Calvert, Pleasant, Hillen, Monument,

Washington, Fayette, Rose, terminus. Returning: Rose terminus, Fayette, Washington, Monument, Hillen, Pleasant, Calvert, Center, Charles, Lexington, Franklin, then returning via. same route.

**Fremont Street, 500.** Charles and North terminus, North, McMechen, Division, Mosher, Fremont, Baltimore terminus. Returning: via. same route.

**Curtis Bay, 600.** Fort and Light terminus, Light, Marshall, Ferry Bar, (Light bridge) Brooklyn, First, Patapsco, Curtis, Narrows, Flood's terminus. Returning: via same route.

**York Road, 700.** Irvington terminus, Frederick, Pratt, Gilmore, Lombard, Howard, Fayette. Holliday, Hillen, Forest, Greenmount, York road, Arlington terminus. Returning: Arlington terminus, York road, Greenmount, Forest, Hillen, Holliday, Fayette, Howard Lombard, Frederick road, Augusta terminus, Irvington.

**Towson and Catonsville, 800.** Towson terminus, Baltimore, Chesapeake, York road, Greenmount, Forest. Hillen, Holliday, Fayette, Howard, Lombard, Frederick road, Catonsville terminus. Returning: Catonsville terminus, Frederick road, Pratt, Gilmore, Lombard, Howard, Fayette, Holliday, Hillen, Forest, Greenmount, York road, Pennsylvania, Baltimore, terminus at Towson.

**Wilkins Ave, 900.** Wilkins and Primrose, Wilkins, Gilmore, Saratoga, Schroeder, Dolphin, Brevard, Preston, Potomac terminus. Returning: via same route.

**Roland Park, 1000.** Roland Park terminus, Roland, Third, Chestnut, First, Huntington, 25th, Maryland, Biddle, Park, Howard, Pratt, Exeter, Stiles, Little Gough, Big Gough, Bond, Eastern, terminus. Returning: via same route.

**Dundalk and Lakeside, 1100.** The Dundalk and Highlandtown and the Lakeside and Roland Park "jerkwater" or shuttle lines are connected through the down town sections during excursion seasons over the Roland Park route, (1000.)

**John Street, (Columbia Avenue) 1200.** Terminus Madison park terminal, McCulloh street, North, John, Lafayette, Park, Liberty, Howard, Camden, Paca, Columbia to Columbia terminus.

**John Street, (Westport), 1200.** Madison and North terminus, North, John, Lafayette, Park, Liberty,

Howard, Camden, Paca, Fremont, Ridgely, Maryland, First House road, Westport, Kline's Park terminus. Returning: via same route.

**North Avenue, 1300.** Mt. Holly terminus, Windsor Hill road, Clifton, 12th, North, Washington, Preston terminus. Returning: via same route.

Electric Park terminus, Belvedere, Bellview, Garrison, Liberty road, Clifton, 12th, North, Milton, Preston, terminus.

**Ellicott City, 1400.** Ellicott City terminus, Main, private right of way, Edmondson, Monroe, Saratoga, Charles, terminus. Returning: Charles and Saratoga terminus, Charles, Lexington, Howard, Saratoga, Monroe, Edmondson, private right of way, Main, Ellicott City terminus.

**Gay Street, 1500.** Baltimore and Garrison lane terminus, Baltimore, Gay, B. & O. Bridge terminus. Returning: Gay, B. & O. Bridge, Gay, Ashland, Ensor, Gay, Baltimore, Garrison lane terminus.

**Belair Road, 1500.** Garrison lane and Baltimore terminus, Baltimore, Gay, Belair road, Overlea terminus. Returning: Overlea terminus and Belair road, Belair road, Gay, Ashland, Ensor, Gay, Baltimore, Garrison lane terminus.

**Madison Avenue, 1600.** Druid Hill park and Madison terminus, Madison, Eutaw, Baltimore, Broadway, Thames terminus. Returning: via same route.

**Calvert Street, 1700.** York road and Waverly terminus, Waverly, St. Paul, 25th, Charles, Reade, Calvert, Baltimore, Eutaw, Camden and Howard terminus. Returning: via same route.

**Pennsylvania Avenue, 1800.** North and Cumberland terminus, Cumberland, Pennsylvania, Green, Baltimore, Albermarle, Trinity, Exeter, Bank, Patterson Park, Essex, Chesapeake, Elliott, Clinton, Tome and 3d terminus. Returning: 3d and Tome terminus, Clinton, Elliott, Chesapeake, Fait, Essex, Patterson Park, Bank, Exeter, Fawn, High, Baltimore, Green, returning over the balance of the route to terminus, North and Cumberland.

**Harford Avenue, 1900.** Lauraville terminus, Harford road, Harford, Central, Madison, Aisquith, Lexington, Gay, Baltimore, Sharp, Stockholm, Ostend,

Charles, Fort terminus. Returning: Charles, Ostend, Stockholm, Sharp, Lee, Hanover, Baltimore, Aisquith, Madison, Central, Harford, terminus at Lauraville.

**Orleans Street, 2000.** Light and Wells terminus, Lee, Hanover, Baltimore, Aisquith, Orleans, Patterson Park, North terminus. Returning: Patterson Park, Monument, Chester, Jefferson, Broadway, Orleans, Aisquith, Fayette, North, Baltimore, Sharp, Lee, Light, over same route to terminus.

**Preston Street, 2100.** Park terminal, Fulton, Lanvale, Myrtle, Dolphin, Argyle, Biddle, Bolton, Preston, Caroline, Lancaster, Broadway terminus. Returning: Broadway, Shakespeare, Caroline, Preston, Bolton, Biddle, Argyle, Lanvale, Fulton, Park terminal.

**Canton, 2200.** Preston and Caroline, Preston, Washington, Chase, Wolfe, Aliceanna, Washington, Fountain, Chester, Canton, Cannon, Hudson, Canton, O'Donnell, 1st, 4th, Clinton and 5th terminus. Returning: via same route.

**Fairmount Avenue, 2300.** Highlandtown and 8th terminus, 8th, Lombard, 3d, Baltimore, East, Fairmount, Wolfe, Fayette, Caroline, Lexington, Gay, Fayette, Holliday, Baltimore terminus. Returning: Baltimore and Holliday terminus, Holliday, Fayette, Gay, Lexington, Caroline, Fayette, Wolfe, Fairmount, East, Baltimore, 3d, Lombard, 7th, Bank, 8th, Eastern terminus.

**Sparrows Point, 2400.** Eastern and 8th terminus, Eastern to cut-off, Dundalk Junction, Private right of way to 4th, D terminus. Returning: via same route. In excursion season cars run past post office on Fayette.

**Electric Park, 2500.** Baltimore and Calvert terminus, Calvert, Reade, Charles, 25th, Huntington, Chestnut, 3rd, Falls road, Viaduct, Kelly, Park Heights, Belvedere, Bellview, Gwynn Oak, Liberty road terminus. Returning: via same route.

**Back River, 2600.** Baltimore and Holliday terminus, Holliday, Fayette, Gay, Lexington, Caroline, Fayette, Wolfe, Fairmount, East, Baltimore, 3d, Lombard, 7th, Bank, 8th, Eastern, Back River Bridge, Hollywood terminus. Returning: via same route.

### Shuttle Lines.

**Gorsuch Avenue.** York road and Gorsuch terminus, via Gorsuch, Taylor, Jackson, Harford terminus.

**Stock Yard.** Wilkens and Brunswick terminus, via Brunswick to Stock Yard.

**Presstman Street.** Fremont and Mosher terminus, via Fremont, Presstman to Prestbury place.

**Falls Road.** Charles and Lafayette terminus, via Lafayette to Falls roadi Union.

**East Monument Street.** Patterson Park and Monument terminus, via Monument to Lonely Lane terminus.

**Union Avenue.** Roland and 3d terminus, via 3d, Falls road, Union to Hoopers Race run.

**Dundalk.** Eastern and 8th terminus, via Eastern, 15th, Thompson's curve, private right of way, River View, Dundalk Junction.

**Curtis Bay.** Charles and Fort terminus, via Charles, Cromwell, private right of way, Marshall terminus.

**Pikesville.** Arlington Junction terminus, via private right of way to Pikesville and Reisterstown Pike terminus.

**Dickeyville.** Mt. Holly or Windsor Hill terminus, via private right of way to Dickeyville.

**Middle River.** Homburgs Back River Bridge terminus, via Eastern to Middle River Bridge terminus.

**Lakeside.** Roland Park terminus, via Roland to Lakeside.

**Gwynn Oak.** Walbrook terminus, via Liberty road, Gwynn Oak, Powhattan, Woodlawn terminus.

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### Railroad Stations.

Union, Charles street Bridge, 1000, 1700.

(Pa., W. M., B. & S. P., P. W. & B.)

Mt. Royal, Cathedral and Mt. Royal, 900, 1000, 1700,  
(Baltimore and Ohio.) 2100.

Hillen, Hillen and Exeter, 700, 800, 1500.

(W. M., W. V. C. & P.)

Calvert, Calvert and Franklin, 400, 1700.

(Pennsylvania.)

North Avenue, North avenue Bridge, 500, 1360, 1700.

(Maryland and Pennsylvania.)

Camden, Howard and Camden, 1200, 1700.

(Baltimore and Ohio.)

President Street, President and Canton ave., 1800.

(Pennsylvania.)



## Theatres.

- Academy of Music, Howard, near Center,  
300, 400, 1000.
- Auditorium, Howard, near Franklin, 300, 400, 1000.
- Blaney's, Eutaw, near Mulberry, 1600.
- Bijou, Baltimore, corner East, 1600, 1900, 2000.
- Ford's Opera House, Fayette, and Eutaw,  
1, 200, 1600.
- Holliday Street, Holliday, near Fayette, 700, 800, 2300.
- Maryland, Franklin, near Eutaw, 300, 400, 1000, 1600.
- Lyceum, Charles, near Preston, 900, 1000, 1700, 2100.
- Lyric, Mt. Royal Avenue, 1000, 1700, 2100.
- Monumental, Baltimore street Bridge,  
1600, 1800, 1900, 2000.

## Parks, Monuments and Special Points of Interest.

Druid Hill Park, northwest border, 1-99, 200, 300, 1600, 2100.

Eutaw Place, northwest section, 300, 1600.

Broadway, East Baltimore, 400, 1500, 1600, 2000, 2100, 2300.

Federal Hill Park, overlooks harbor, 200, 2000.

Patterson Park, overlooking harbor, contains the original earthworks thrown up in 1814 by citizen volunteers at time of British bombardment of Fort McHenry, 1-99, 1000, 1800.

Clifton Park, northeastern suburbs. Formerly estate of Johns Hopkins, intended as location of the University, but acquired by the city for a park. The country residence of Johns Hopkins still stands as the park mansion house, 1300, 1900.

Carroll Park, southwestern section. Contains the old Carroll Mansion. 1200 (Columbia avenue.)

Riverside Park, southern section. Site of Fort Covington, whose guns in 1814 saved Fort McHenry from a night attack in the rear. 200.

Fort McHenry, 200.

Washington Monument and Mt. Vernon Place, 1700.

Battle Monument, between Post Office and Court House. To the memory of city's defenders in 1814, and erected soon thereafter.

Maryland Line Monument, Mt. Royal avenue and Cathedral street. Erected by the Sons of the American Revolution in memory of Maryland participants in the Revolution. 1000, 1700.

Columbus Monument, erected October 12, 1792, 300th anniversary of America's discovery. Grounds of the Samuel Ready Orphan Asylum, North avenue, near Harford road. 1300, 1900.

Columbus Monument, Unveiled October 12, 1892. Druid Hill Park. 1-99, 200, 300, 1600, 2100.

Armistead Monument, Federal Hill Park. In memory of Lieut. Col. George Armistead, defender of Fort McHenry, September 12-13, 1814. 200, 2000.

Wells and McComas Monument, Gay and Aisquith streets. To the memory of the youths who shot the British Commander at North Point in 1814. 1500.

Mexican Monument, Mt. Royal avenue near Lanvale street. 1000.

Confederate Monument, Mt. Royal avenue, between Mosher and Lafayette. 1000.

Poe Monument, Westminster Churchyard, Fayette and Greene streets. To the memory of Edgar Allen Poe, by the Public School Teachers' Association of Baltimore. 1-99, 200, 1500, 1800.

Wallace Monument, Druid Hill Park. In memory of Sir William Wallace, "liberator of Scotland." 1-99, etc.

Wildey Monument, Broadway, near Fairmount ave.

Erected by the Odd Fellows to the memory of Thomas Wildey, founder of the order. 1600, 2300.

Ridgely Monument, Harlem Park. In honor of James L. Ridgely, the distinguished secretary of the Grand Lodge, I. O. O.F. 100, 400.

Residence of Charles Carroll, of Carrollton, last surviving signer of the Declaration of Independence, Lombard and Front streets. 1-99.

National Cemetery (Loudon Park), Frederick ave. Burial place of many Union and Confederate soldiers who fell during the Civil War. 700, 800, 900.

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### Suburban Resorts.

Fort McHenry, 200.

Electric Park, 2500.

Gwynn Oak Park, 400, 1300, 2500.

Lakeside Park, 1000.

River View Park, 1000, 1600.

Sparrows Point, 1100, 2400.

Back and Middle river resorts, 2300.

Ferry Bar resorts, 2000.

Darley Park, 1900.

Spring Garden resorts, "Westport" cars on 1200.

Ellicott City, 1400.

Emory Grove, 300.

Belair road resorts, 1500.

Palm Garden, Catonsville, 800.

Curtis Bay, 2000.

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### River and Bay Steamers.

Baltimore and Philadelphia Steamboat Company, (Ericsson Line), Pier 1, Light street. 200, 1000.

Baltimore, Chesapeake and Atlantic Railway—Railway division to Atlantic City, Choptank, Wicomico,

Nanticoke and Piankatank river lines. Piers 3 to 5, Light street. 200, 1000. Pocomoke and Occohonock river lines, South street wharf.

Baltimore Steam Packet Co., (Old Bay Line). Piers 10-13 Light street. 200, 1000, 2000.

Chesapeake Steamship Co., Chesapeake line to Norfolk and York river line to Richmond. Piers 18-19 Light street. 200, 2000.

Chester river line, Pier 7, Light street. 200, 2000.

Merchants and Miners Transportation Co., for New England and Savannah by Newport News. Long dock. 1000.

New York and Baltimore Transportation Company. Reeder's wharf. 1000.

Queen Anne's Rd. Co., Pier 10, Light street, 200, 1000.

Tolchester Steamboat Co., Piers 14-17 Light street. 200, 1000, 2000.

Weems Line, Patuxent river, Rappahannock river, pier 2, Light street, Potomac river, pier 9. 200, 1000, 2000.

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### Ocean Steamers.

Atlantic Transport, Canton, 1800, 2200.

Baltimore and Jamaica, 1000, 1600.

Blue Cross, Locust Point, 200.

Donaldson, Locust Point, 200.

Earn, Canton, 1800, 2200.

Empire, Canton, 1800, 2200.

Hamburg-American, Canton, 1800, 2200.

Johnston, Locust Point, 200.

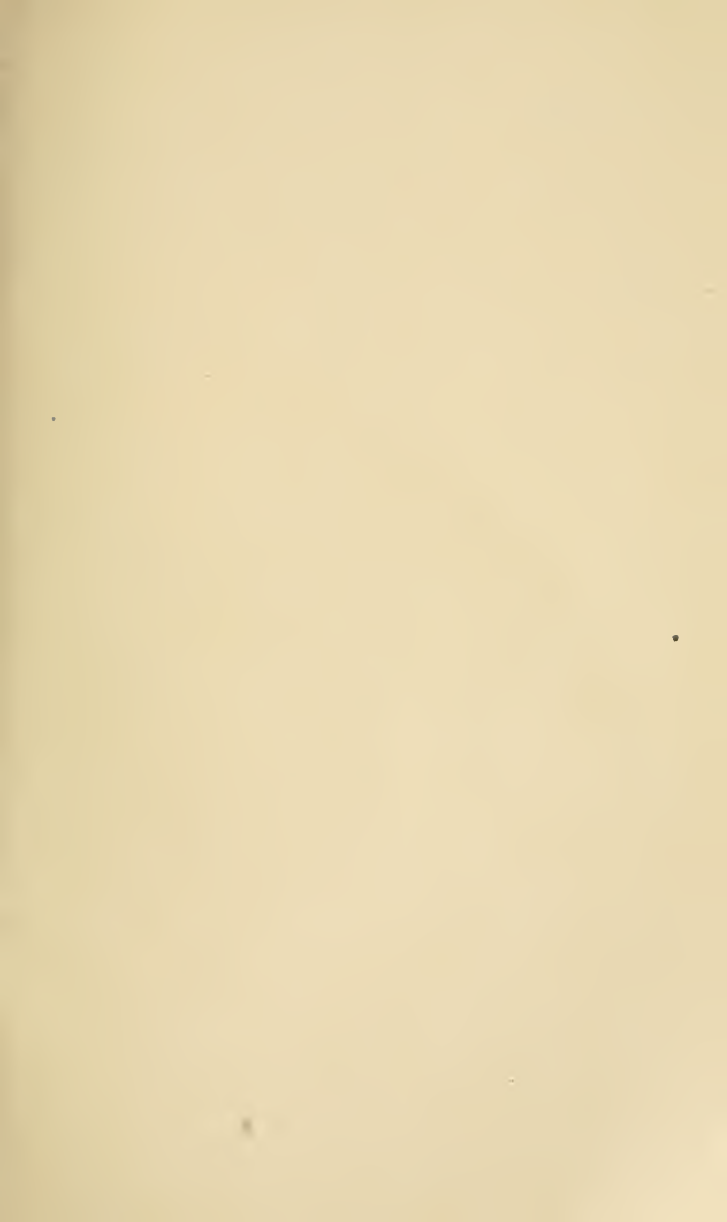
Lord, Canton, 1800, 2200.

Merchants and Miners, 1000.

Neptune, Locust Point, 200.

North German Lloyd, Locust Point.

Puritan, Locust Point, 200.



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