

**OLD COBBLESTONES FAST DISAPPEARING**

Baltimore is rapidly becoming the best-paved city in the United States. Within the corporate limits of the 437 miles of streets and 135 miles of alleys, 244 miles of streets have been paved at an average cost of \$50,000

per mile, or \$16,200,000, and in the last two years 44 miles of alleys, varying in width from 4 to 20 feet. Those less than eight feet in width were paved with cement sidewalk construction. These alleys are private and were paved at the expense of the abutting property owners. All this is as of September 1, 1917.

There has been much paving work done in the environs of the city which does not come within the purview of the work of the Highways Engineer.

Much has been done in the built-up section in the county east of the city limits and in Roland Park and the northwestern section of the city.

**Much Done in Last Five Years.**

Most of this work has been done within the last five years, before which time Baltimore had the appearance of an overgrown village paved with cobblestones, unsightly, uncomfortable, noisy as to traffic over them and in almost every wise objectionable, although laid at a cost of some millions of dollars.

Up to the beginning of 1912 the city had 350 miles of cobblestone streets and alleys, aggregating 5,000,000 square yards, or, if diverted into a roadway 18 feet wide, a stretch 599 miles long of the worst type of paving surviving from primitive conditions which could be found anywhere in America. The fact that this condition is almost entirely eliminated, and very shortly there will be no vestige of it left, and every street and alley in the city paved with modern materials, is indicative of the new spirit which now

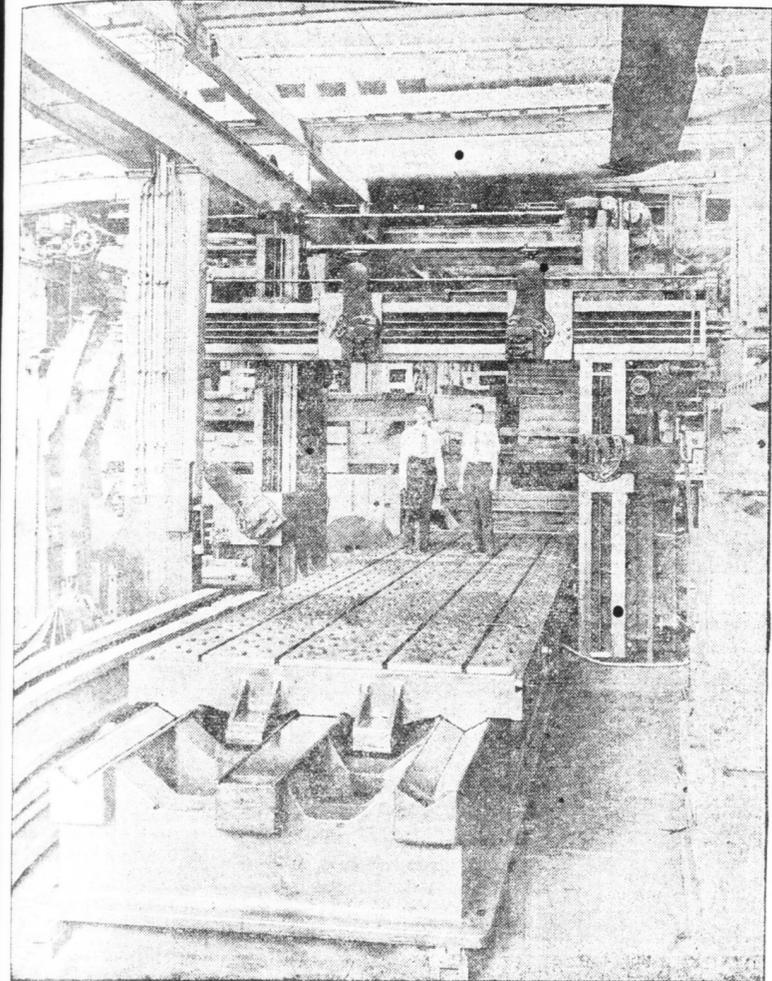
possesses Baltimore, and it gives this municipality pre-eminence as the first city in the world to undertake the repaving of all its streets.

Three commissions have charge of the work of repaving; the Street Paving Commission has charge of all the streets within the city proper; the Commission on the Opening of New Streets has charge of the paving in the annexed districts, and the State Roads Commission has charge of all State roads, even when they terminate in the heart of Baltimore city. The best

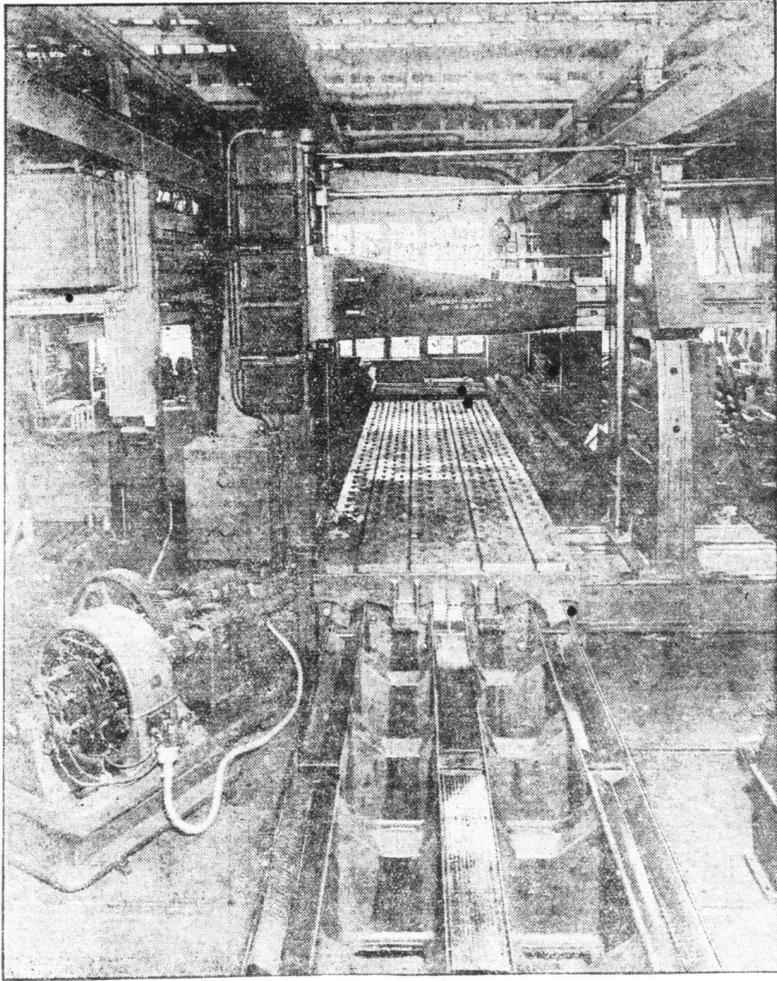
pavement applicable to the conditions of traffic in each case is put down. The various kinds of materials include bituminous concrete, asphalt block, vitrified brick, cross-tied wood blocks, and in the cases of some of the country roads asphalt-coated macadam.

The beginning of the movement for better streets began in 1911, when two loans were authorized, one of \$5,000,000 to be expended in paving generally, and the other of \$2,500,000 to be used exclusively in the annexed section of the city.

**Sectional Views Of The Detrick & Harvey Machine Tool Manufacturing Plant Of Baltimore**



Front View of Planer, Showing General Manager J. W. Neidhardt and Chief Engineer William Calvert Stewart.



Rear View of Planer.

Standing on Preston street, near the bridge over Jones Falls, is a machine shop—once a very insignificant little machine shop and later a much more important machine shop and finally a part of the great plant of the Bethlehem Steel Corporation, which is a striking example of what co-operation among employees means to a company or corporation.

This is the machine shop of Detrick & Harvey. Its founders were J. S. Detrick and the late Alexander Harvey. Along in 1881 it started at its present site. Then a two-story building stood there. It was more than the firm used. Detrick & Harvey occupied the first floor, while Ottmar Mergenthaler, famed the world over for the type-setting machine he invented, worked on the floor above.

In 1892 the firm was incorporated as the Detrick & Harvey Machine Company, but the men in charge remained the same. Mr. Detrick became the president and Mr. Harvey the secretary-treasurer. Associated with them were such men as Clinton L. Riggs, Randolph Barton, Jr., Brent Keyser and Lemuel Appold.

This company is the only one in the South manufacturing machine tools. It has competitors in the North, East and West—plenty of them—but in the South none.

As a part of the Bethlehem Corporation Detrick & Harvey is also extensively engaged in the manufacture of war machinery, but this alliance simply provides additional business. It interferes in no wise with the trade built up by Detrick & Harvey. The old business is maintained as usual.

Developed in the old plant of Detrick & Harvey is a planing machine, the only one of its type in the world—the open side convertible type. This planing machine is used in planing iron just as a carpenter uses the plane with which every one is familiar in planing a board. Planers of other designs are, of course, made, but none is exactly like this one, lacking its stiffness and rigidity—two factors essential in a machine of this kind. The machine is made in all sizes to meet the de-

mands of the trade and it has been shipped to the gold fields in South Africa, to China, Japan, Australia, Norway, Sweden and most anywhere else where man recognizes the superiority of iron tools over those made out of stone or wood.

At Detrick & Harvey's the men take a particular pride in this planing machine. It was they who worked out the ideas on which it was built, developing it little by little.

The first all-tobacco cigarette machine ever made was designed and built at Detrick & Harvey's.

Besides the planing machine already referred to the company also builds drilling, boring and milling machines of all sizes, the type being the same everywhere. It has also manufactured special machines such as tobacco working and cigarette machines and bag making machinery.

Also during the past 15 years the company has built great numbers of gun carriages, such as those used for 4.7-inch Howitzers, barbettes and those used for pillar and 6-inch disappearing guns for coast defense. Then, too, there is a special department for the manufacture of gun-sight mechanism for guns of large caliber. Machinery for the United States Government, installed in the model towing tank at the Washington Navy-yard, was built at the Preston street plant. This consisted of sawing, measuring and gluing machinery by the use of which models were made for vessels in contemplation of building by the Government.

Cutting of large stone columns, round-turning these large columns and fluting or grooving them at the same time were first done on a machine manufactured at the Detrick & Harvey Machine Company's shop. The whole operation was perfected without removing the column from the machine. Necessity was the mother of this invention. The great Baltimore fire had devastated a big part of the city. Rapid reconstruction was desired. The idea was original with Mr. Wilson of the Rullman & Wilson Company of this city. The men at the plant did the rest. This machine can do in 30 days what it would require 30 men to do in that time.

Two years ago the Bethlehem Steel Corporation purchased Detrick & Harvey Machine Company. Officers were chosen as follows:

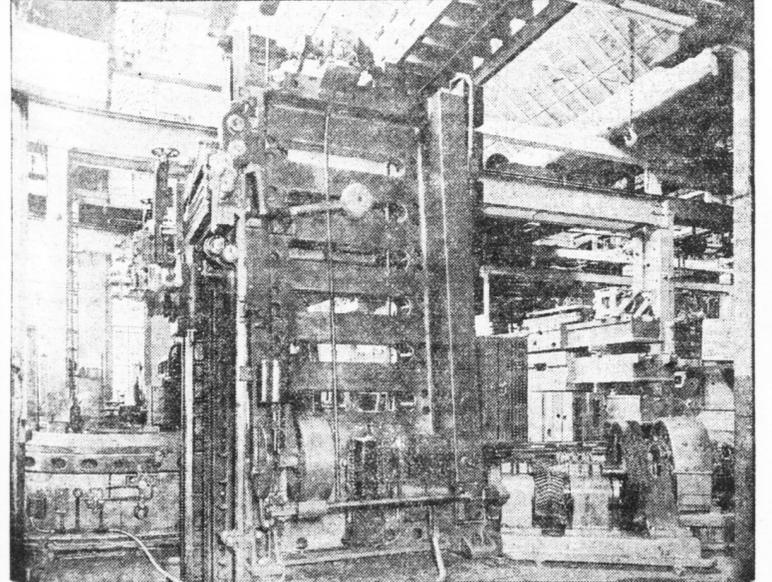
President—W. F. Roberts of South Bethlehem.  
 Vice-President and General Manager—J. W. Neidhardt.  
 Auditor—F. A. Shick of South Bethlehem.  
 Treasurer—D. H. Jones of South Bethlehem.  
 Assistant Secretary and Treasurer—George W. Schanberger.

Mr. Harvey had died before the purchase was made. His estate sold his interest in the business. Mr. Detrick retired.

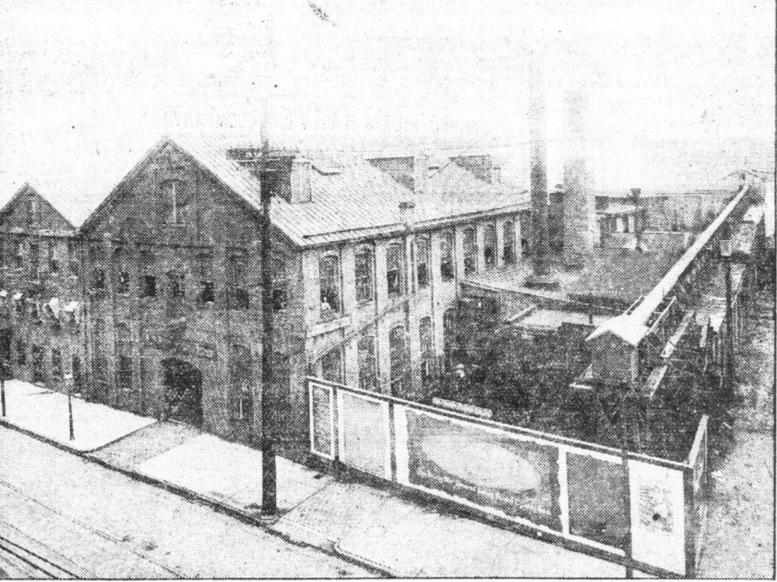
The organization as such remained intact with J. W. Neidhardt in charge. It is this old organization at the plant that is the most remarkable thing about it. At the shop there are 25 or more men holding responsible positions who have been together in the plant for 25 or more years. There has been no break among them, even death respecting, apparently, the close co-operation of this organization. None of them are old men now—the oldest of all but little past 60 years. They came to the machine shop as youngsters and steadily advanced until they reached the positions they now hold.

Interest in the plant on the part of the Bethlehem Steel Corporation was due to its excellent facilities for the making of gun-sight mechanism and the machinery for making gun parts. These needs of Bethlehem interfered in no way with the manufacture of the Company's regular product. The work that came to the Company because of its change in ownership went on side by side with the manufacture of the regular product of the plant. Since its acquisition by the Bethlehem Corporation the output of the plant has increased two and one-half times, due to the installation of various systems of operation.

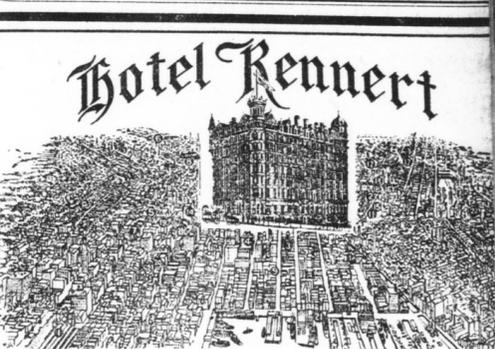
Before the Detrick & Harvey Machine Company passed into new hands the floor space needed for its business had grown tenfold from 1881 to 1915, a period of 34 years. The change in ownership made no change in the men who operated the plant. They remained the same—the men who had converted Detrick & Harvey from a one-floor plant shop to a machine plant that had increased its productivity perhaps twentyfold in one-third of a century.



Back View of Open-Side Convertible Planer.



General View of Plant.



1. Camden Station, B. & O. R. R., 10 minutes to the Rennert.
2. Cathedral, Cardinal's Home, 4 minutes to the Rennert.
3. City Hall, 8 minutes to the Rennert.
4. Courthouse, 5 minutes to the Rennert.
5. Department Stores, from 3 to 5 minutes to the Rennert.
6. Druid Hill Park, 15 minutes to the Rennert.
7. Elks' Clubhouse, 8 minutes to the Rennert.
8. Fifth Regiment Armory, 10 minutes to the Rennert.
9. Financial District, 10 minutes to the Rennert.
10. Johns Hopkins Hospital, 15 minutes to the Rennert.
11. Masonic Temple, 2 minutes to the Rennert.
12. Mt. Royal Station, 15 minutes to the Rennert.
13. Mt. Vernon Place, Washington Monument, 5 minutes to the Rennert.
14. Old Fellows' Hall, 1 minute to the Rennert.
15. Old St. Paul's Church, 2 minutes to the Rennert.
16. Penobscot Institute, 5 minutes to the Rennert.
17. Union Station, Penn. R. R., 15 minutes to the Rennert.
18. Walters' Art Gallery, 5 minutes to the Rennert.
19. W. B. & A. Terminal, 5 minutes to the Rennert.
20. Wholesale District, 6 minutes to the Rennert.
21. Harbor and Docks, 10 minutes to the Rennert.
22. Western Maryland R. R. Station, 15 minutes to the Rennert.

Does your mouth water your heart? The late United States Senators 2 years, as grandfather and grandfather's friends and neighbors recall the fame of the cooking at Guy's and Barnum's, these old hostesses that helped make Maryland famous as a gastronomic center? A lost art, will you say? Well, hardly.

At the Rennert Hotel, Liberty and Saratoga streets, the chef who prepared the meal for grandfather and grandfather's friends is still the chef. He has been there for 22 years. Two assistants, trained specially to prepare the canvass-back duck, the diamondback terrapin, the oysters, the crabs and "Maryland style" chicken under Robert Rennert, the founder, and Mrs. Rennert, are today preparing these dishes for the delight of those who know when good things are cooked as they ought to be.

The doors of the Rennert were first thrown open to visitors in 1885. In 1892 the building was enlarged. Mr. Rennert began his hotel career at Guy's. Later he started a hotel of his own, but the Government blocked the location at the site for the present Postoffice. He then opened a restaurant on German and Calvert streets. Hence he was raised in the art of catering to the tastes of Marylanders. Working side by side with him was Mrs. Rennert. Having grown up together in the hotel business, the Rennerts appreciate the worth of long training. Their cooks have it. Edward Davis, the present manager of the hotel, has been connected with it for 22 years.

Ex-President Taft appreciated the cooking at the Rennert Hotel. He has often eaten there. So has President Wilson. As long as anyone can remember the Merchants and Manufacturers Association has held its annual feast at the hotel. Most of the business organizations do likewise. Many grandfathers and grandmothers were trained by those who supervised the dishes enjoyed by the preceding generation are not the least of the big attractions.

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Once a candidate for the Presidency almost got lost at the Rennert. That was the late Senator K. of Indiana. When running with Bryan he came to Maryland to campaign a course, put up at the Rennert. He came for a big rally and stayed for a little while, speaking at the ward county-seat meetings night after night. The national headquarters of his party lost complete track of him. District calls were sent to Baltimore to locate him. He didn't want to be located. His home life at the Rennert is one of its conspicuous features. Every year many persons make it their business to move out in the spring. Only stay the whole year through. None ever known to quit. No doubt the hotel's location has something to do with this, for the shopping district and theaters are all close by.

Hundreds of Maryland families, willing to spend a few days in the city sometimes to sleep, sometimes to dine in the routine of their lives—come for a day or two. Often guests "see" in for the last week or two of the year. The Cathedral is only a block away. Old St. Paul's is just around the corner. And so it has always been—a real Maryland hotel is the Rennert. Famous for its cooking, its home life, quiet surroundings and many other things dear to the heart of Marylanders.

**MARYLAND ICE CREAM CO.**  
 MANUFACTURERS OF ICE CREAM.  
**Clover Brand Ice Cream**  
 19 EAST PRATT STREET  
 BALTIMORE, MD.  
 ST. PAUL 4590

Maryland Ice Cream Company is operated in conjunction with the Baltimore Cold Storage Company, thereby saving the expense of a heavy overhead.

The milk is gathered fresh from the farmers, separated and the cream pasteurized at their plant at Fowlersburg, practically everything but the sugar and flavorings coming from this creamery.

Having a large refrigerating plant, the refrigeration and ice is furnished at minimum cost and at the same time all the storage for freezing the cream. We see that with these facilities they can afford to make a better grade of Ice Cream than the average, and from a thorough investigation find that they are living up to their claims.

We also find that everything around the plant is kept in a perfectly sanitary condition and nothing but the best material is used in the manufacture of this Ice Cream.

**BLATTER BROS.**  
 Commission Merchants  
**Butter Eggs Poultry**  
 Consignments Solicited  
 119 W. PRATT STREET  
 BALTIMORE