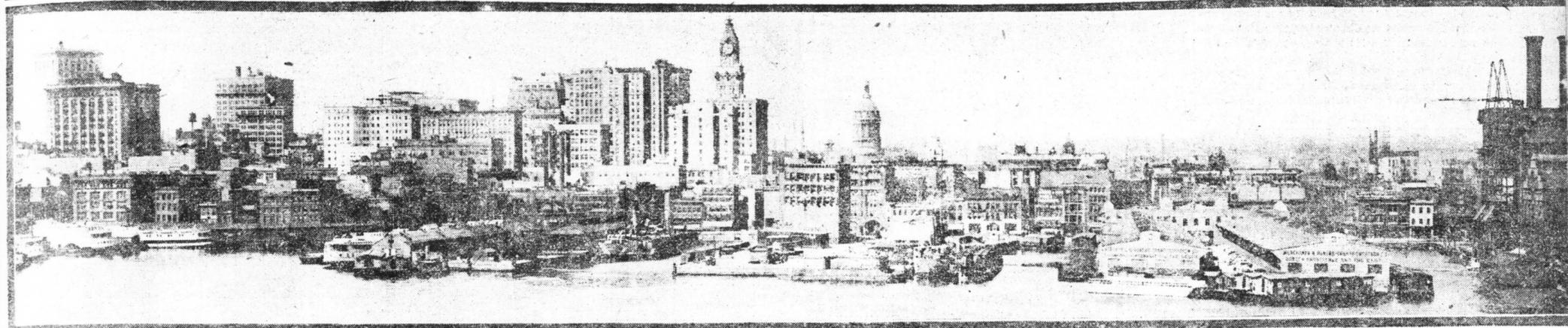


THE DEMOCRATIC ADVOCATE

AND THE BALTIMORE NEWS



THE APPROACH TO BALTIMORE BY WAY OF THE WATER-FRONT SHOWS AN IMPOSING SKYLINE BROKEN BY AN ARRAY OF TALL BUILDINGS. THE MUNSEY BUILDING, THE HOME OF THE NEWS, IS THE TALL STRUCTURE IN THE CENTRAL GROUP, AND THE PUBLIC SERVICE BUILDING, THE MOST RECENT ADDITION TO THE CITY'S SKYSCRAPERS, IS SHOWN ON THE EXTREME LEFT.

THE ADVOCATE IS ONE OF STATE'S OLDEST JOURNALS

History Of Carroll County's Leading Newspaper Dates Back To 1838: Publication Has Enjoyed Long Career Of Uninterrupted Success.

In February, 1838, about nine months after the inauguration of the first government, William Shipley founded the Democrat and Carroll County Republican, which he continued to publish in Westminster until 1845 when he sold it to the late Joseph M. Parke, who was a man of wide experience, liberal education and strong Democratic principles. In 1846 he sold half interest to Joseph T. Bringham and then the paper became the Carroll County Democrat.

On October 20, 1851, Augustus C. Appler purchased the paper and published it until May 15, 1855. On July 3, 1855, Joseph Shaw purchased the paper and continued it until 1865, when he was shot and killed in his room in this city, and his office burned by a number of men. W. H. Davis took charge of the editing of the office in November following and published the first number of the Democratic Advocate.

ENTERED UPON ITS LONG CAREER

In February, 1856, Joseph M. Parke purchased the paper, but in the following month he sold it to the late William H. Vanderford and the Democrat and Carroll County Republican entered upon its long career of uninterrupted success. The present editor is Carroll County's educational and social progress.

Charles H. Vanderford was associated with his brother William until his death in January, 1906. In March, 1906, a corporation was formed with the late Mr. Jones H. Billingslea as president.

Baltimore Noted For Its Monuments

Baltimore has well earned its name as the Monumental City. Its shafts and monuments are widely known and are among the most attractive features of the city. Chief among them are the Washington monument, the monument erected to the Father of His Country, and the Battle Monument on the site of the earliest Baltimore "townhouse." This latter monument, which commemorates the brave deeds of the defenders of the city during the British invasion of 1776, is reproduced in the great seal of the city.

The Washington monument, erected in 1856, is the first of which the city is justly proud. It is in the open space between the Courthouse and the Postoffice. The cornerstone was laid one year after the repulse of the British at North Point and was completed in 1822.

Several other monuments commemorate the exploits of soldiers who distinguished themselves in the defense of the city. In Federal Hill Park is the memorial to Lieutenant Colonel George Armistead, who was in command of Fort M'Henry during the bombardment, and at Gay and Aisquith streets is a memorial to Wells and McComas, sharpshooters who killed Gen. Robert Ross, who destroyed the city on September 26, 1814.

To the memory of Edgar Allan Poe, who spent his last days in this house, a monument is being erected in the vicinity of Johns Hopkins Hospital. At the corner of Howard and Broadway, Broad Street and Monument Avenue, where he died on October 7, 1849, is a tablet in his honor.

The Washington Monument, in Mount Vernon place, where Charles West broods out into a plaza of quiet dignity and dignity. The monument is an archway, broad avenues lined with spreading trees furnish magnificent vistas of noble architecture near the square. It is a most impressive spot. The cornerstone of the monument was laid July 4, 1815, six years after the work was started.

It was originally proposed to erect a monument in the Courthouse square when a corner was taken down in 1810. Residents in the neighborhood, however, protested against having so tall a column erected near their homes fearing it might fall, so the monument was built on ground granted by Col. John Eager Howard, friend and fellow-soldier of Washington. The cornerstone was laid with Masonic rites in 1815 and a salute of 29 guns was fired commemorative of the number of years then elapsed since the Declaration of Independence. It required 29 years to build the monument, which was completed November 2, 1849.

It is a Doric column that rises 214 feet and is built of Maryland stone quarried at Beaver Dam. Its total cost was \$250,000. It rests upon a base 50 feet square and is surrounded by a circular court.

The View Of City. Those who climb the 228 steps to the top gain a magnificent view of the city and harbor.

The statue of the city and harbor. The statue of Washington is of white marble, 18 feet high, weighing 16 1/2 tons. It was sculptured by Andre Cassacia. In the niche at the south entrance is a marble bust of Washington by Canacci, an Italian sculptor who lived in Philadelphia. A replica of this bust was presented to the Emperor Napoleon, and later Canacci made a bust of the Emperor. Some time afterward Canacci was accused of being a participant in a conspiracy against Napoleon, was found guilty and, with 24 Frenchmen, was executed.

The battle monument was erected at about the same time as the Washington monument. It is in the open space between the Courthouse and the Postoffice. The cornerstone was laid one year after the repulse of the British at North Point and was completed in 1822.

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Baltimore's Industrial Growth On a Firm Basis

FOR even an approximately complete survey of what Baltimore has accomplished since the fire along lines of material progress would fill many more pages than are devoted to the subject in this Industrial Edition of The News. An attempt has been made only to assemble some facts that may be regarded as an index to the city's industrial, commercial and civic development in recent years.

Baltimore of the years antedating the great fire of 1904 may be likened to a chrysalis in which were for long developing the elements that, with the fire, burst the shell of satisfied self-complacency that seems then to have characterized its people. While conservative, Baltimore had for many years been a commercial and manufacturing city. Its banking and business houses were old-established and prosperous. As a railroad center it was "the throat of the South"; it did a large volume of business in Southern States. While its industries developed with a degree of conservatism, they grew uniformly, with diversity of products, if not rapidly with the gradual enlargement of maturity. Then came the fire and rehabilitation. But it was a newer and more progressive city.

Then, beginning with the spring of 1911, after the trying period of reconstruction, there was born a spirit of ambitious achievement and the constructive era was ushered in. The new Baltimore of today is the present result and it would seem that the city is just beginning to find its stride.

A statement prepared about a year ago showed that Baltimore had added to its material resources by the investment of about \$100,000,000 of new capital in industrial plants and development. More recently, during the past 12 months, it has been conservatively estimated that this amount has been increased by not less than \$50,000,000, so that in the past 24 months Industrial Baltimore has been growing at the rate of \$6,000,000 per month.

AN interesting phase of this phenomenon is that the city's industrial growth has not been solely due to war conditions or by the development of plants built only to fill large war contracts, but through the establishment of industries whose business will continue long after the war and will create a staple and permanent growth in our industrial activities and future development. A close study of those industries which have located within the industrial district of Baltimore will clearly demonstrate the truth and force of this statement.

Another feature that has been clearly demonstrated is that each new important industry almost invariably brings an allied industry, so our industrial growth may be compared to the increase in size of a rolling snowball.

The advantages offered by Baltimore's waterfront had long been recognized by our citizens, but new impetus was given to this growth when new, outside interests represented by Mr. J. E. Aldred and Mr. Charles M. Schwab and others had these advantages brought to their attention. When they grasped the opportunities that Baltimore offers the city began to grow industrially, as it should have grown years before. With their coming Baltimore financiers have grown in confidence. They no longer look askance at big business projects. Their vision has broadened. The Baltimore former "captains of finance" are now rapidly developing into "captains of industry."

THERE are many reasons why Baltimore should be a great industrial center, the more important factor being our extensive waterfront with a 35-foot channel direct to our harbor. Baltimore is one of the six cities of the world having a channel into its harbor with a depth of 35 feet.

Our climate is such that it is rare that the river is frozen over to such a depth that movement of vessels cannot be maintained, while ice in other ports is a factor of very considerable importance.

The economy of handling shipments in Baltimore is, likewise, a factor in that this city does not have any port charges. The ability to purchase sites of sufficient area to permit of the establishment of a large plant within a close distance of our channel, thus eliminating excessive costs of dredging and maintaining a private channel to a wharf, is likewise an important factor.

BALTIMORE'S location as the most inland harbor on the Atlantic coast creates the advantage of a freight differential to the Middle West. Our location as a shipping center between Northern and Southern seaports on the Atlantic coast gives shippers the advantage of sending their commodities through our coastwise shipping, which enables us to deliver freight to Savannah and Jacksonville at lower cost than can be obtained from Atlanta and perhaps points north of it.

The upper harbor conditions in Baltimore are being improved and with the completion of the municipal freight line extending through Key highway, Light, Pratt, President streets, etc., we will have four facilities for distribution of freight to our waterfront that will permit the receipt and delivery of carload shipments on any of the railroad lines at the Baltimore flat rate and by barge to any of the steamship lines for export or coastwise delivery. This will bring about a demand for dormant property for manufacturers who maintain plants in the West and it is not difficult to foresee absorption of this sleeping waterfront by the erection of large distributing warehouses, which will materially increase the business of the port.

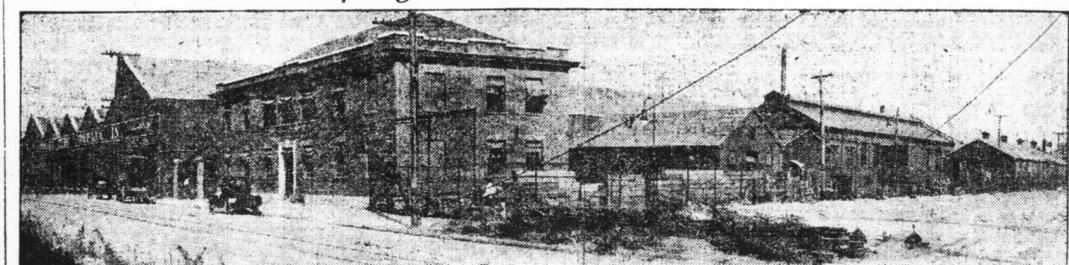
BALTIMORE'S Metropolitan District offers the unrivaled field for location of the great steel industries that in the near future will be compelled to center at some point on Atlantic tidewater. The great iron mines of the Northwest are approaching exhaustion, and for the raw supplies of iron the country must depend on Cuba and South America. Our immense harbor extending on both sides of the river from the city to the bay and the available sites for steel and shipbuilding plants, together with our inland location, offer unrivaled facilities for vast development in this respect, and Baltimore will get these plants if her people will properly go after them.

Already one such great plant is in progress of organization, a \$50,000,000 concern financed by a syndicate of bankers, to be located on Marley's Neck, below Curtis Bay, and the Baltimore and Ohio Railroad Company is planning extension of its lines to that district.

UNLIKE many waterfront cities, the land adjacent to our rivers and bay is reasonably free from marshes—so much so that in many locations industries can be located directly on the waterfront without the necessity of placing piling for their structures, making for economy in the locations of the plants.

The free lighterage in vogue in Baltimore's harbor permits the delivery of carload shipments carrying a freight rate of 7 cents per 100 pounds or more at Baltimore rate to any of our waterfront locations within a prescribed area from any of the railroad terminals or steamship lines having terminals in our city.

Baltimore Tube Company's Works, Ostend And Wicomico Streets



The only plant of its kind south of New York and one of the largest in the country. Established about four years ago, it has grown to be one of Baltimore's most important industries.

MARYLAND RANKS EIGHTH AS INDUSTRIAL STATE

Also Far-Famed For Its Great Fishery And Can Products—State Highways Are The Finest In The United States.

Of Maryland's 12,327 square miles of area, 2856 are water and land. The Chesapeake bay and its tributaries contribute enormous supplies of the conditions that make the State industrially great. waters are famous for wild fowl, oysters and fish. The State high, in proportion to area and population, among the States of Union in commerce, agriculture, manufacturing, mining and fish. While in population it ranks twenty-seventh among the States and first in land area, in manufacturing it is eighth. In the canning and manufacturing of fertilizers it stands first. In 1915 Maryland's 36.4 per cent. of all the tomatoes packed in the United States, 1 cent. of the corn and 6.2 per cent. of the peas. In the product-tobacco the State has eighth place; in iron and shipbuilding, second the manufacture of clothing, third; in iron and steel, tenth, and in goods, thirteenth.

The soils are famous for their productivity and are adapted to the raising of farm products generally and fruit of all varieties grown in this latitude. According to the census report of 1915, Maryland had 479 manufacturing concerns representing an investment of \$295,394,000; persons engaged in manufacturing, 131,332; proprietors and firm members, 5014; salaried employees, 14,801; average number of wage-earners, 111,518; salaries, \$18,008,090; wages, \$53,821,000; cost of material, \$28,888,000; value of products, \$27,764,000, an increase of 19.7 per cent. over 1909. In the absence of compiled data for the past two years, it may be said that the volume of business along all lines has greatly increased in the period since 1915. In 1916 more than \$50,000,000 of copper was refined in and exported from Maryland. The value of the annual pack of fruits, vegetables, fish and oysters is placed at \$15,000,000.

The Chesapeake bay is the largest natural oyster-producing area in the world, comprising 123,700 acres and fully one-half of the water area of 650,000 acres is capable of producing oysters. In the last half century it is estimated that more than 600,000,000 bushels of oysters have been taken from the waters of Maryland, and the annual output of fish and oysters is valued at more than \$5,000,000. The industry gives employment to about 25,000 persons and in 1916 their wages amounted to \$2,724,641.

Home Of The Shad. The Chesapeake bay is the home of the shad and in the shad and alewife industry not less than 25,000 persons are employed, and 7500 are engaged in the crab industry. The aggregate value of Maryland's annual farm crops last year, as estimated by the Department of Agriculture, was \$87,000,000, to which was added \$28,492,000, and special crops, such as potatoes, sweet potatoes, other tubers, nursery and greenhouse plants, small fruits, orchard nuts, farm, forest products and crops made up the balance \$48,208,000. A business of growing importance is the commercial culture of flax and plants, to the amount of \$6 and of nursery products, \$300,000.

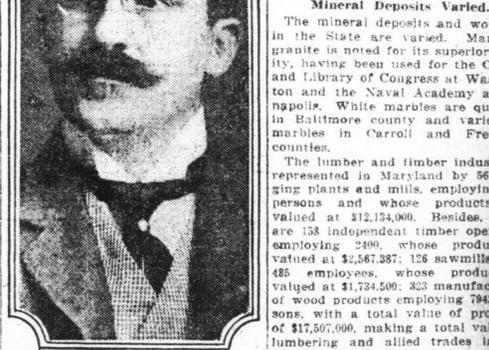
Modern State Highways. Maryland is the first State in Union to have completed a continuous, connected main-arterial system of modern State highways, radiating from the industrial and geographic center of the State at Baltimore, connecting the county seats of the 23 counties, and with each other and with Baltimore. This is the longest continuous scotch modern road in the United States, being 406 miles from Oakland, in the north, to Ocean City, on the Atlantic coast. The State has gathered more than 1000 miles of proved roads, and in addition 300 miles of State aid roads. The mineral products of the State form an important part of its wealth. In Allegany and Garrett counties the great coal fields, each 100 miles long and 5 miles wide, along the western edge of the coastal plain (the Eastern Shore) there is abundance of clay suitable for the manufacture of tile and fire brick. In Cecil county is one of the most important beds of kaolin in the United States. Glass sand is chiefly in Anne Arundel county, slate deposits in Harford county, extensive and the Peach Bottom quarries have been worked for more than a century.

Mineral Deposits Varied. The mineral deposits and work in the State are varied. Mary granite is noted for its superior quality, having been used for the Capitol and the Naval Academy at Annapolis. White marbles are quarried in Baltimore county and various marbles in Carroll and Fred counties.

The lumber and timber industry represented in Maryland by 561 sawing plants and mills, employing persons and whose products valued at \$12,134,000. Besides, there are 158 independent timber operations employing 2400, whose products valued at \$2,167,387; 126 sawmills, 485 employees, whose products valued at \$1,734,500; 323 manufacturers of wood products employing 7042 sons, with a total value of products of \$17,507,000, making a total value of State \$31,381,837 and number of employees 16,780.

Exclusive of Baltimore city, in counties including Baltimore city, Mother Hubbard's children. Unlike the old lady of the nursery rhyme, however, he knows just what to do with each and every one of his projects and is doing it.

CAPTAIN OF FINANCE INDUSTRIAL WIZARD



J. E. Aldred Mr. Aldred's enterprises in Baltimore are almost as numerous as Mother Hubbard's children. Unlike the old lady of the nursery rhyme, however, he knows just what to do with each and every one of his projects and is doing it.

Charles M. Schwab The acquisition of the Maryland Steel Company's property at Sparrows Point by the Bethlehem Steel Company, Schwab interests, has given renewed impetus to the plant. Mr. Schwab announced recently that the Bethlehem Company proposed to spend \$50,000,000 in improvements at Sparrows Point.