

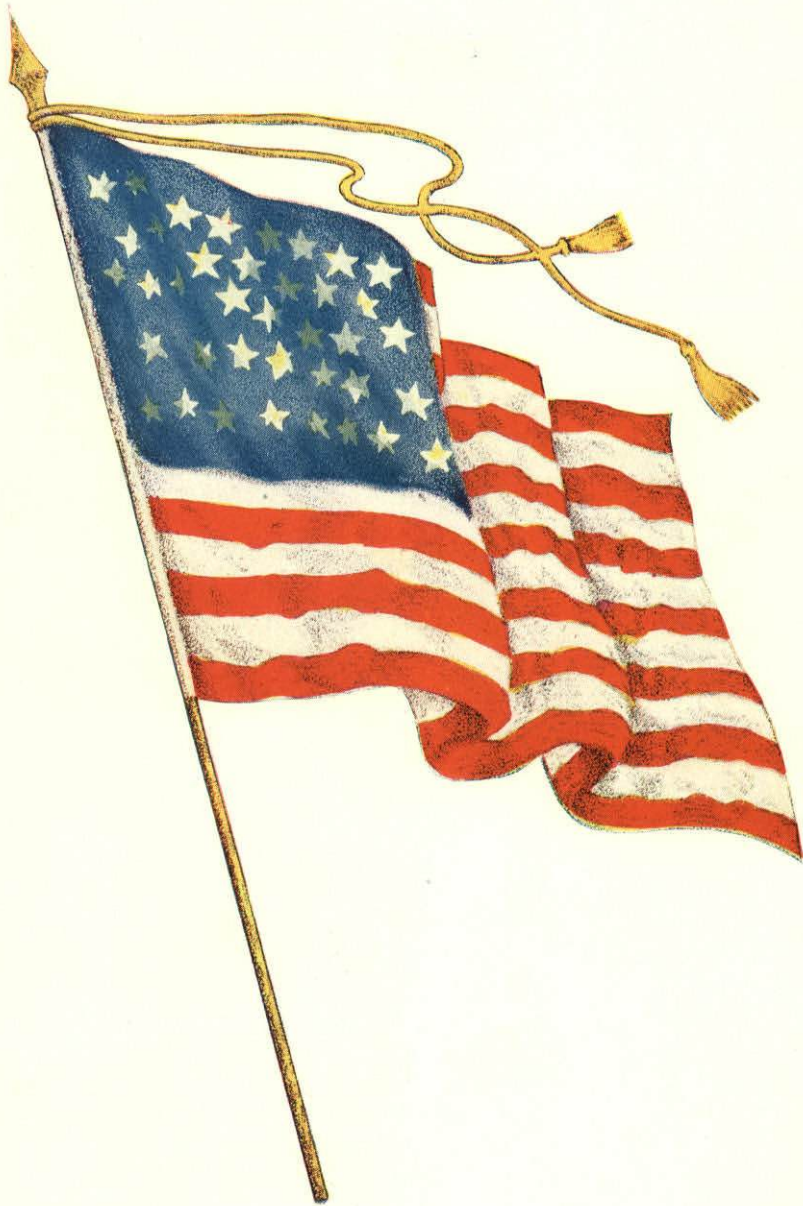


"THE FLAG WAS STILL THERE"

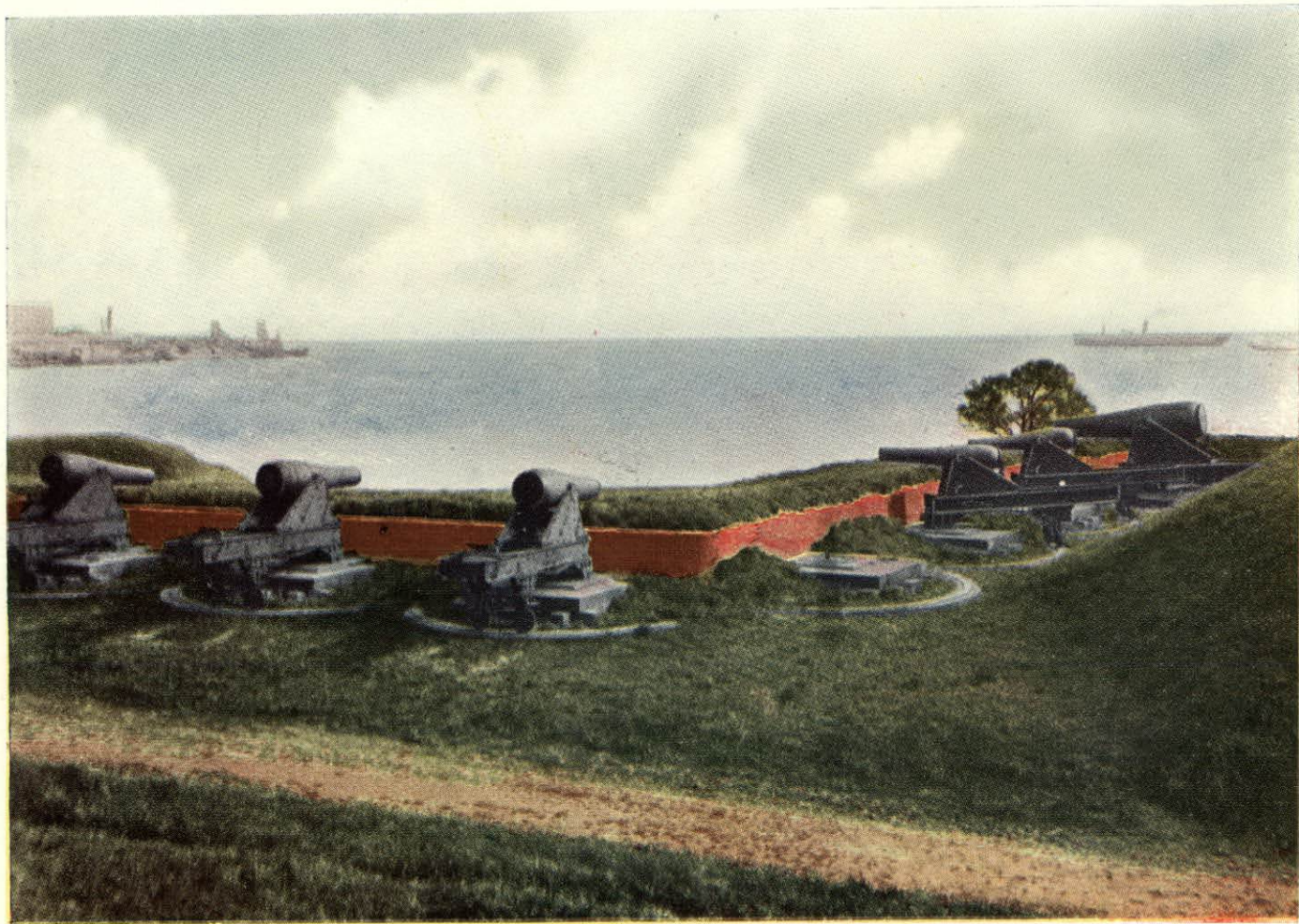


DEDICATED  
to the  
Star Spangled Banner Centennial,  
Baltimore, Maryland,  
September Sixth to thirteenth,  
Nineteen hundred and Fourteen.

The Horn-Shafer Company  
Baltimore, Maryland, U.S.A.



"Tis the Star-Spangled Banner—O long may it wave  
O'er the land of the free and the home of the brave!"



#### INTERIOR, FORT McHENRY

The little fort which nobly withstood the terrific bombardment of the British and where gallantly waved the original "Star-Spangled Banner" which incited the immortal anthem by Francis Scott Key on the morning of September 14th, 1814.



**FRANCIS SCOTT KEY**

A Marylander, born in Frederick County on August 9th, 1780. An attorney, statesman and poet, but most prominently known as the author of "The Star-Spangled Banner". He died January 11th, 1843, in Baltimore, but in compliance to his poetic request, now rests in his native soil, Mt. Olivet Cemetery, Frederick, Md. Over his grave the U. S. Flag flies constantly day and night and is taken down only when replaced by a new one.



#### MT. VERNON PLACE

The church in upper right-hand corner is on the site where Francis Scott Key died. The picture shows Washington Monument, the first one erected in commemoration of George Washington. Corner-stone was laid July 4th, 1815, and is 180 feet high. It is one of the prettiest spots in Baltimore, and anyone who has perchanced to see the monument standing out on a cloud-driven day, will never forget the sight afforded by its clean, sharp lines.

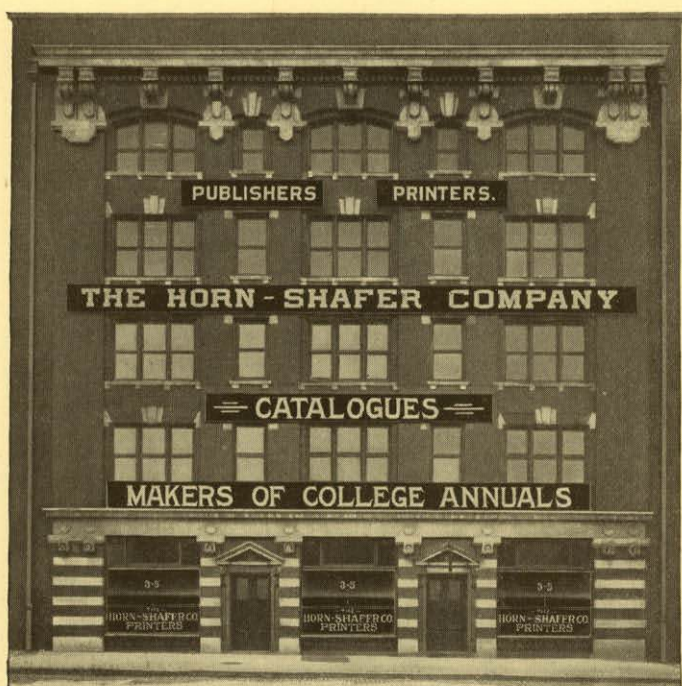
# BALTIMORE

"THE CITY OF MONUMENTS"

J. FRED SHAFER  
*President*

WILLIAM E. READ  
*Vice-President*

WILLIAM G. HORN  
*Sec'y-Treas.*

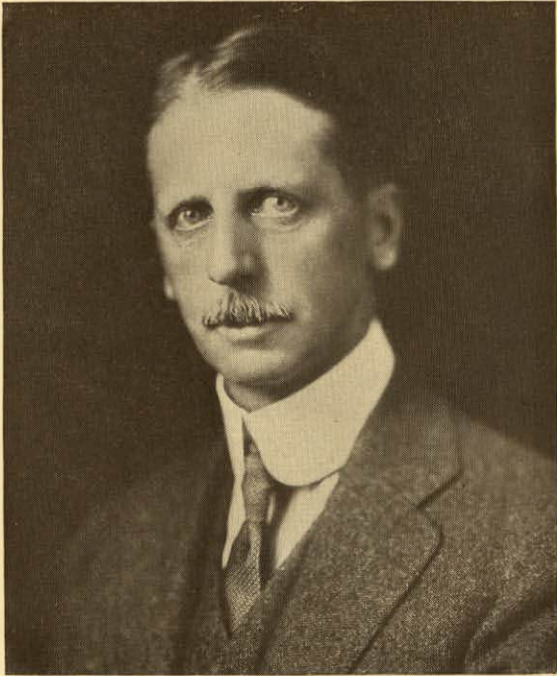


3 and 5 E. GERMAN STREET

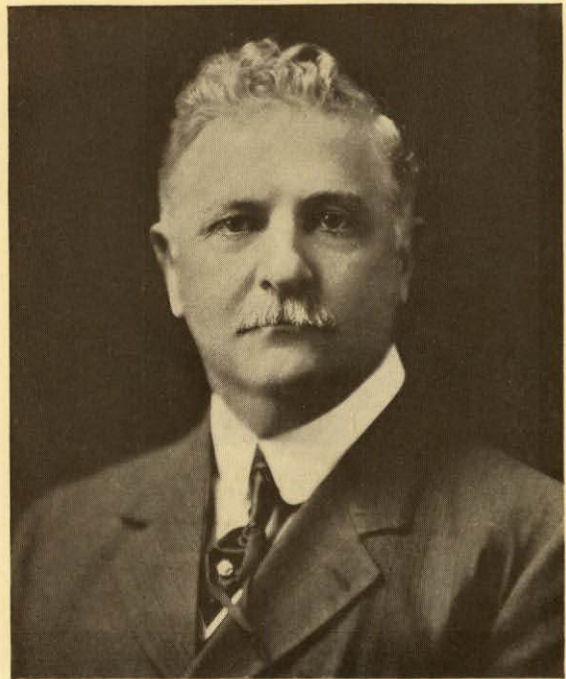
## Foreword

The Star-Spangled Banner Centennial Celebration, occurring in Baltimore the week of September 6th to 13th, will be one of the most expensive and elaborate celebrations ever fostered by Baltimore. We deemed it wise to foster "a little movement all our own" and hence you have this souvenir. We have endeavored to deviate from the usual advertising methods and give our friends, customers, and prospective customers, something that will prove useful in office or home, and have spared no expense to give them the best that can be produced by Printing Art. Whether we have succeeded or not will rest entirely upon your unerring judgment.

THE HORN-SHAFER COMPANY of *Baltimore*



His Excellency  
Phillips Lee Goldsborough  
Governor of Maryland



Hon. James H. Preston  
Mayor of Baltimore



*Courtesy, The Municipal Journal*

**LIEUTENANT-COLONEL GEORGE ARMISTEAD**

1780-1818

Commanding Fort McHenry During the Famous Bombardment,  
September 13-14, 1814. A monument has been erected in Federal  
Hill Park in memory of him.



CHARLES STREET, LOOKING SOUTH FROM BELVEDERE HOTEL

## *Program for the Centennial Celebration*

### PATRIOT'S DAY

SUNDAY, SEPT. 6TH

Musical Festival by a mass orchestra and chorus of 5,000.

### INDUSTRIAL DAY

MONDAY, SEPT. 7TH

One hundred thousand dollar Industrial Pageant with 500 floats. Arrival of the "Constellation," the oldest vessel in the U. S. Navy, and a fleet of United States and foreign warships.

Middle States Rowing Regatta, aquatic event of the year.

Illumination of the city at a cost of fifty thousand dollars.

Band concerts in city parks and historic points of interest.

### FRANCIS SCOTT KEY DAY

TUESDAY, SEPT. 8TH

Floral Automobile Parade; costly prizes to be awarded owners of most artistically adorned cars.

Receptions aboard United States men-of-war and visiting ships of the world's navies.

Colonial Lawn Fetes and Garden Parties at Carroll Park and Fort McHenry, the birthplace of the National Anthem.

Carnival Night, merry masqueraders, band concerts, and festivals along Baltimore's broad boulevards, main thoroughfares and parked places, all brilliantly illuminated.

### FRATERNAL ORDERS DAY

WEDNESDAY, SEPT. 9TH

Fraternal Orders Parade, 60,000 men in line, 50 bands of music and 60 allegorical floats; \$75,000 for equipment alone.

Afternoon—Unveiling of Tablets marking historic places; dedicatory exercises with addresses by Governors of various States, officers of historical societies and distinguished visitors.

Fraternal Ball at America's largest Convention Hall, the Fifth Maryland Regiment Armory.

### BALTIMORE DAY

THURSDAY, SEPT. 10TH

Municipal Departments Parade participated in by every branch of the City government.

Public Athletic League Championship Games.





CHARLES STREET, LOOKING NORTH FROM BELVEDERE HOTEL

#### Mass Meeting of Patriotic Societies at Fort McHenry.

Electrical Historical Pageant with gorgeously decorated floats peopled with personages of the period in rich costumes, illustrative of incidents and events of the War of 1812, the Battle of North Point and Historical Happenings leading to the dawn of the morning when Francis Scott Key, inspired by the fluttering flag on the ramparts of Fort McHenry, wrote "The Star-Spangled Banner."

### ARMY AND NAVY DAY

FRIDAY, SEPT. 11TH

Army and Navy Parade, State and visiting militia, naval reserves, thirty thousand and more regular troops in line with field music; members of Veteran organizations, Sons of Veterans, the Chief of Staff of the United States Army in command.

Amateur Athletic Union, Junior Championship Games.

Military Ball in honor of the President of the United States, Cabinet Officers, Governors of States, visiting Army and Navy officers and distinguished guests.

### STAR-SPANGLED BANNER DAY

SATURDAY, SEPT. 12TH

Escorting of the original "Star-Spangled Banner" through the city; the escort comprising President Wilson, the Governors of the various States and a picked guard of one hundred men from each of the eighteen States forming the Union in 1814.

Dedication of Fort McHenry as a Public Park.

Address by President of the United States.

Singing of the National Anthem by ten thousand public school children forming a human flag, accompanied by a mass band of fifteen hundred musicians.

Senior Championship Games, Amateur Athletic Union, champions of the Olympic Games competing in the principal events.

Water Carnival on the historic Patapsco River. Illumination of City; Continuous Band Concerts.

Bombardment of Fort McHenry, pyrotechnically produced from floating craft and near-by fortifications, the Star-Spangled Banner of "Nineteen Fourteen" with its 48 stars floating from a steel staff erected on the ramparts, on the original site of the flag of Eighteen Fourteen.

Fireworks Display along Baltimore's eighteen-mile water front.

### PEACE DAY

SUNDAY, SEPT. 13TH

Peace to be the theme of all religious services.





## *The Star-Spangled Banner*



O say can you see by the dawn's early light  
What so proudly we hail'd at the twilight's last gleaming,  
Whose broad stripes and bright stars through the perilous fight  
O'er the ramparts we watch'd, were so gallantly streaming?  
And the rocket's red glare, the bomb bursting in air,  
Gave proof through the night that our flag was still there,  
O say does that star-spangled banner yet wave  
O'er the land of the free and the home of the brave?

On the shore dimly seen through the mists of the deep,  
Where the foe's haughty host in dread silence reposes,  
What is that which the breeze, o'er the towering steep,  
As it fitfully blows, half conceals, half discloses?  
Now it catches the gleam of the morning's first beam,  
In full glory reflected now shines on the stream,  
'Tis the star-spangled banner—O long may it wave  
O'er the land of the free and the home of the brave!

And where is that band who so vauntingly swore,  
That the havoc of war and the battle's confusion  
A home and a country should leave us no more?  
Their blood has wash'd out their foul footsteps' pollution.  
No refuge could save the hireling and slave  
From the terror of flight or the gloom of the grave,  
And the star-spangled banner in triumph doth wave  
O'er the land of the free and the home of the brave.

O thus be it ever when freemen shall stand  
Between their lov'd home and the war's desolation!  
Blest with vict'ry and peace may the heav'n rescued land  
Praise the power that hath made and preserv'd us a nation!  
Then conquer we must when our cause it is just,  
And this be our motto—"In God is our trust,"  
And the star-spangled banner in triumph shall wave  
O'er the land of the free and the home of the brave.



## *Story of the National Anthem, Fort McHenry and North Point*



**C**HURCH BELLS were calling in Baltimore Town Sunday, September 11, 1814, when through the streets went the cry, "The enemy is at our door!" On the Court House green three cannon boomed. With martial tread and beating drums patriots spread the alarm. From the houses came men of all classes, determined to protect their kin and their homes.

At the mouth of the Patapsco, off North Point, twelve miles from the city, fifty ships flying the British colors were silhouetted against the eastern skies. Nine thousand strong, the invaders, representing the flower of the English Army and Navy, gazed towards the city they had termed "a nest of pirates."

Lining the decks of this fleet were part of Wellington's "Invincibles," and veterans of Nelson's victories, the men who had humbled the great Napoleon. Fresh from the Battle of Bladensburg, encouraged by the capture and burning of Washington, emboldened by their raids along the Chesapeake, they impatiently awaited the loosening of the leash.

Pick and shovel made the dirt fly along fortifications around the town. To the east, in a line more than a mile in length, men, women and children toiled. Hampstead Hill (Patterson Park) was selected as headquarters by the commander-in-chief, General Samuel Smith, a Revolutionary hero. Behind these bulwarks he placed ten thousand troops, largely Baltimore militia, and one hundred cannon were mounted.

On the north side of the harbor, opposite Fort McHenry, Commodore Rodgers planted batteries at the Lazaretto. One thousand volunteers and regulars garrisoned Fort McHenry. Major George Armistead, in command, knew that the magazine was not bomb-proof, but those under him were ignorant of the fact. To the rear of the fort along the shores of the Patapsco were two redoubts—a six-gun battery under Sailing Master Webster, and Fort Covington under Lieutenant Newcomb.

Anticipating the landing of the enemy, General Smith sent General Stricker with 1,700 men to harass the British advance up Patapsco Neck. Late Sunday afternoon this body marched out the Philadelphia Road to Long-Log Lane (now North Point Road) leaving behind a cloud of dust. At eight o'clock that evening





they paused. The defenders chose the ground well, with the right resting on Bear Creek and the left near Bread and Cheese Creek; then they lay on the ground to await the coming of dawn and the British.

General Stricker spent the night in the old Methodist Meeting House, still standing on the North Point Road, near Bread and Cheese Creek. His force was composed of the Fifth, Sixth, Twenty-seventh, Thirty-ninth and Fifty-first Regiments. These were made up of separate companies, some in uniform and others in their citizen's clothes. In the haste and confusion of the day many still wore their silk hats. Incorporated in these regiments was one company each from York, Hanover and Marietta, Pennsylvania, and one from Hagerstown, Maryland. All the rest were from Baltimore.

While the opposing forces slept that night from a cloudless sky the full moon shown brightly, its beams illuminating a huge flag flying over Fort McHenry. Fifteen stripes, alternate red and white, the Union of fifteen stars, white in a blue field, it measured 36 by 29 feet. The flag was made by Mrs. Mary Young Pickersgill, who was assisted by her two nieces.

Mrs. Pickersgill had won no little fame as a designer of ship's colors, pennants, etc. Commodore Barney, with the approval of General Stricker and General McDonald, had placed the order for the flag. At her little home, "House No. 60 Albemarle Street, Old Town," (which still stands) she had cut the colored sections. Owing to its dimensions the flag, in pieces, had been taken to a near-by brewery and there stretched and sewed together in a large room.

Before the first streaks of dawn appeared on the twelfth, the British were astir. From their transports boat after boat carried human freight to North Point—where now stands Fort Howard. Advancing into the marshes, skirting the shore they eagerly sought shelter afforded by high reeds.

The veterans crawled cautiously to higher ground and assembled in the woods nearby. In command of the land forces was General Sir Robert Ross, a soldier of distinction, who had served in Holland, Egypt and the Peninsula. At his side rode the ranking naval officer, Rear-Admiral Cockburn, whose lust for booty had earned the hatred of every American. Admiral Sir Alexander Cockrane, commander-in-chief of the British forces remained aboard his ship.

Four miles up Patapsco Neck proceeded this force. General Ross, Admiral Cockburn and six other officers stopped at the home of Robert Gorsuch, a farmer, and ordered him to prepare breakfast. As each dish was placed before his unwelcome guests, Gorsuch was compelled to taste the food. The unwilling host asked General Ross if he would return for supper. He was told, "No, I shall eat my supper in Baltimore or in hell."





#### KEY MONUMENT

Eutaw Place and Lanvale Street, erected in honor of Francis Scott Key. Was unveiled on May 15, 1911. The beautiful setting of Eutaw Place as background against the white stone monument makes a most pleasing appearance.



While the British officers were laughing at this remark the firing of musketry was heard. Dashing from the house they mounted their horses and galloped to the scene of action. They emerged from a piece of woods about a mile distant and saw engaged the advance guards of their forces and a small party of Americans.

General Ross turned to Admiral Cockburn and said, "I'll bring up a column." As his horse wheeled a ball pierced the General's arm and chest. He fell—a monument marks the spot. Admiral Cockburn and others placed him on a horse and quickly sought the woods. A messenger was dispatched for a horse and cart and in this crude vehicle the wounded officer was placed on blankets.

As he was carried to the rear General Ross ordered that he be covered lest he be recognized by the troops. Beneath a huge poplar (a new stone church marks the place), opposite the Gorsuch farmhouse, a halt was made. Commending his wife and family to the protection of the government he had served so well, General Ross died in the arms of his favorite aide, Sir Duncan M'Dougall.

Tradition has it that the British commander was shot by two young riflemen, Daniel Wells and Henry C. McComas. In the skirmish that followed both were killed. They were buried in a vault in Aisquith Square (Gay, Aisquith and Monument Streets), over which a monument was erected September 12, 1858.

On the fall of Ross the command of the British troops devolved upon Colonel Brooke, of the Forty-fourth Regiment. Pushing forward, the British artillery was soon engaged in a duel with the American field-pieces. The invading army was ordered to lie down and partake of the refreshments afforded by their haversacks and canteens.

Drawn up behind a strong paling (known as Dr. Houck's acre), the American yeomen awaited the approach of the English veterans. Both forces suffered from the intense heat.

In the early afternoon the Battle of North Point began. A roar of musketry opened out. The British advancing in their customary fashion, in close order, attempted to take the American position by a rush. Into their midst was poured a hailstorm of shot, slugs, nails and scrap iron. The defenders were short of ammunition and their weapons were mostly of antiquated type.

Several flank movements were attempted by the attacking body. General Stricker, comprehending these movements, met each one sturdily. The armies swayed back and forth, with victory coquetting first with one and then with the other. Closing in, a hand-to-hand struggle followed. The American lines, out-numbered, began to waver, and were ordered to retire. Instead of administering a slight check to the enemy they had stopped the advance with a bloody shock.





### Bird's-eye View of Fort McHenry

An unusual photograph of this historic place which gives a concise idea of the fort as it appears today. It has been recently turned over to the city to be used as a public park. The general appearance is practically the same as it was a hundred years ago, when it played so prominent a part in the war of 1812.





In this struggle, which lasted an hour and a half, the British lost 600 men killed and wounded, and the Americans, 150. Leaving a trail of blood behind, General Stricker's army, in good order, made its way back to Worthington's Mill, near Hampstead Hill.

A heavy rain fell and the weary soldiers were drenched before they reached shelter. Worn by the march of the day previous, a night of nervous anticipation, the battle and the retreat, they sought such rest as they could get.

The battlefield was a sickening sight. Scattered about were the bodies of the slain, mingled with the wounded. Over the sodden fields the British searched, picking out their men. The dead were hastily buried and the injured carried to the old meeting house, near Bread and Cheese Creek.

After their own men had been cared for, the invaders turned their attention to the American injured. In the old meeting house British surgeons worked over friend and foe. The building vibrated with the groans of the wounded and dying. Beneath the same roof Colonel Brooke sought shelter from the torrents that poured from the heavens.

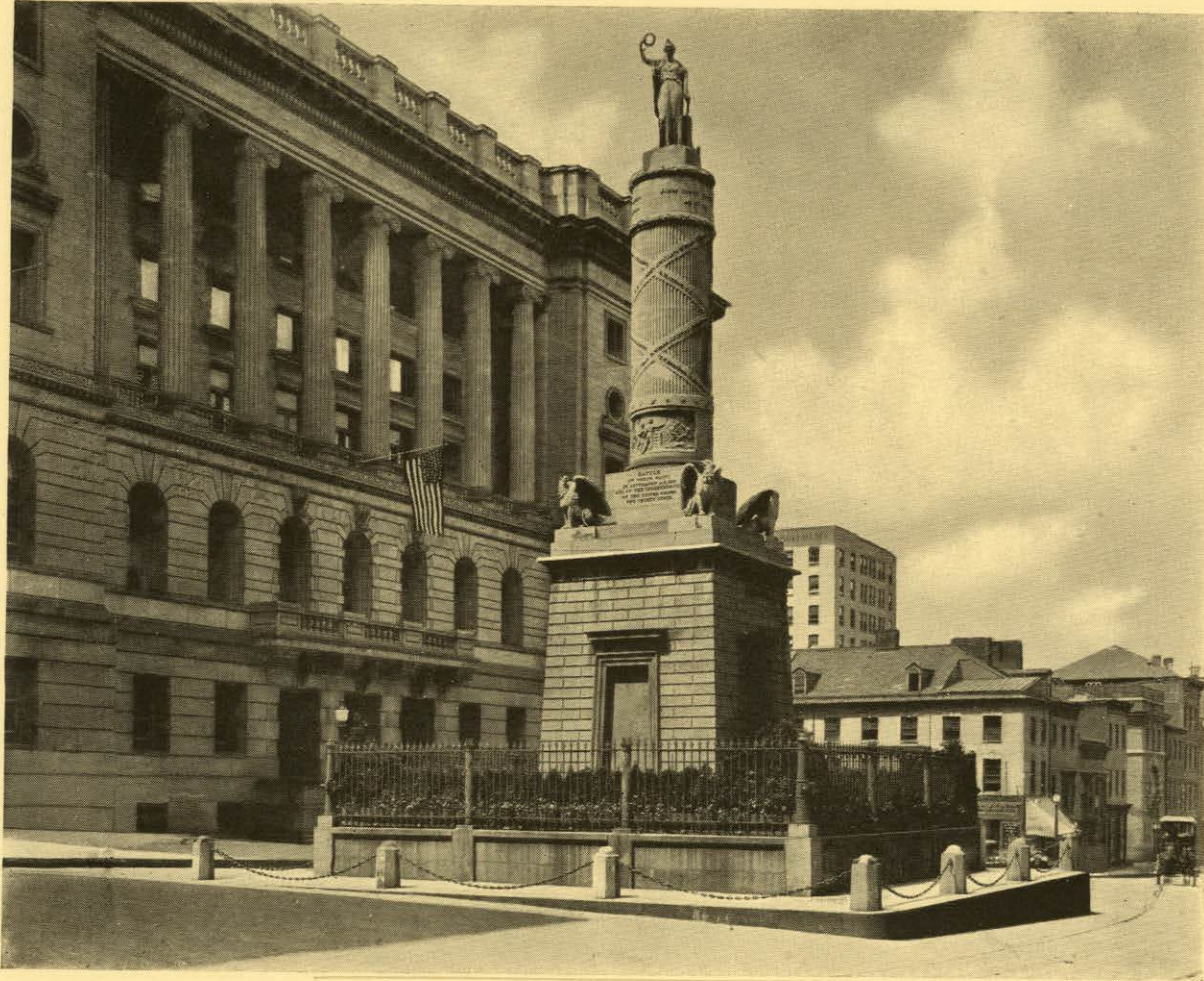
Thirsty for revenge, the British commanders ordered their men forward at daybreak. From beneath makeshift tents, through which the water had dripped, weary and cramped, they responded to the call to arms. The march was resumed and unopposed they made their way towards the city. At noon they halted near Orangeville.

Colonel Brooke and Admiral Cockburn reconnoitered. Determining to attack the American forces, the commanders dispatched an officer to the fleet with a request that Admiral Cockrane make a diversion on the water front. Before sundown a messenger returned. He bore an order, which read, "You are on no account to attack the enemy, unless positively certain of success."

Admiral Cockburn glanced at the message. He insisted on an attack. Colonel Brooke summoned a council of war, which the naval officer refused to attend. The deliberations lasted until midnight, when the majority of the officers decided upon a retreat and an hour and a half later the British army withdrew from the gates of the city, leaving bright campfires as a ruse.

The naval forces were not idle. On the morning of the thirteenth, the bomb and rocket vessels began to bombard Fort Henry and the other water defenses. Sixteen heavy ships hurled bombs, rockets and solid shot. The British were prevented from attempting to pass into the basin by a line of sunken hulks between Fort McHenry and the Lazaretto.





**BATTLE MONUMENT and COURT HOUSE**

The Battle Monument on Calvert Street, between the Court House and Postoffice was erected in memory of the Baltimoreans who fell when the British attacked Baltimore in 1814. The corner-stone was laid one year later and completed eight years later. This monument is used extensively as Baltimore's trade-mark. The Court House in background is one of the finest in the country.



Major Armistead opened the batteries of Fort McHenry upon them, and kept up a brisk fire for some time with his guns and mortars, when, to his chagrin, he found that the missiles fell short. The British ships were lying about two and a half miles off the fort—near the present Fort Carroll. The garrison was exposed to a shower of shells for several hours.

One of the 24-pounders in the southwest bastion of the fort was dismounted by an exploding bomb. Judge (Captain) Joseph H. Nicholson with a company of volunteer artillerists was in charge of this part of the works. The explosion killed Second Lieutenant Claggett and wounded several others. The wife of one of the men, while administering to the injured, was killed.

Admiral Cockrane observed the confusion and ordered three of his bomb-vessels to move up nearer the fort. Major Armistead quickly took advantage of this. He ordered a general fire from every part of the fort. Within half an hour the British were driven back to their old anchorage. One vessel, the "Erebus," was saved from destruction by a division of small boats towing her beyond the range of Armistead's guns.

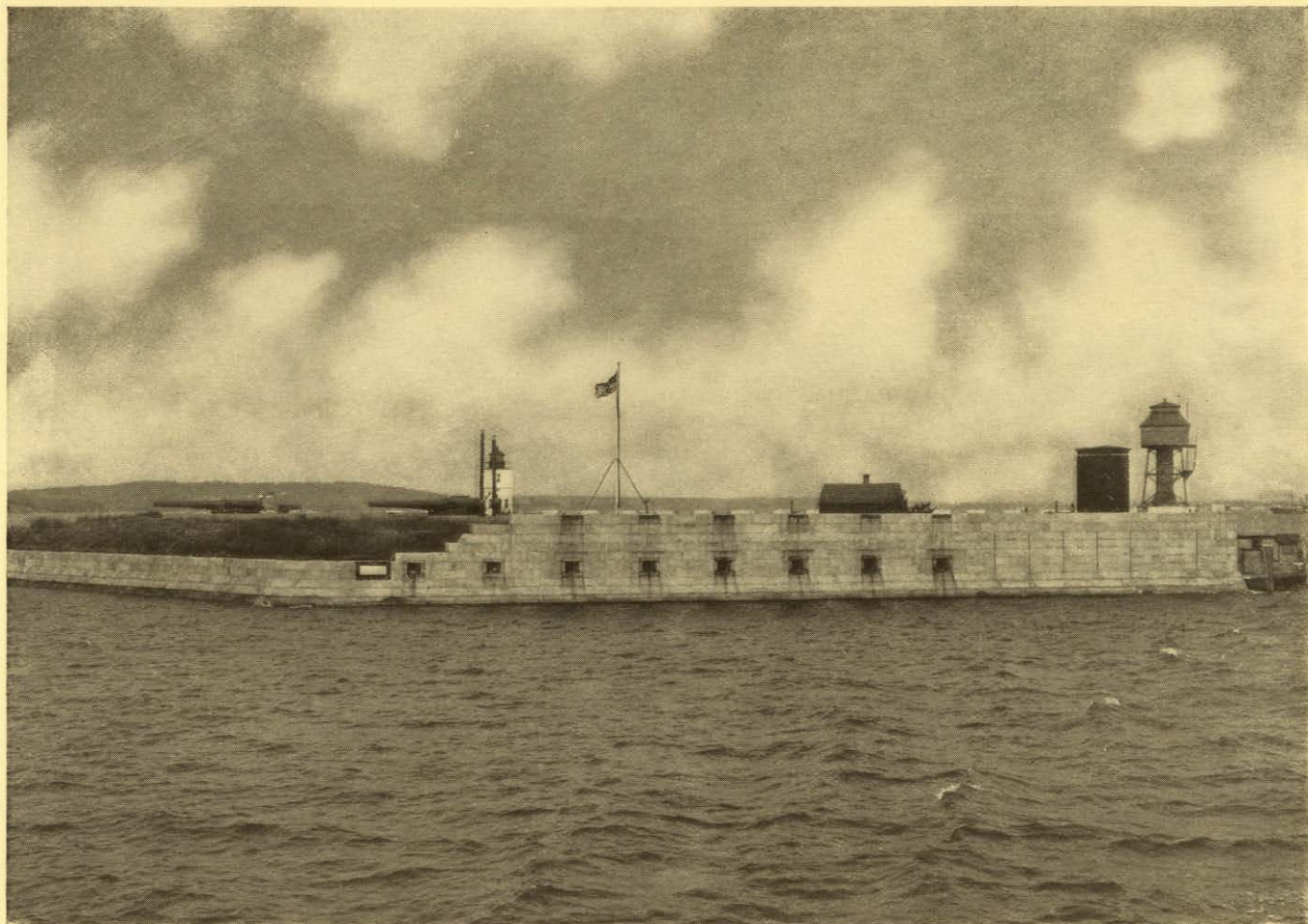
In the rear of the British men-o'-war was the cartel ship "Minden." Aboard this vessel were Francis Scott Key, a young lawyer, soldier and poet; his friend, Dr. William Beanes, of Upper Marlboro, Maryland, and Colonel Skinner, commander of the ship. Dr. Beanes had been made prisoner by the British after they had withdrawn from the burning of Washington.

The conduct of several stragglers of the invading army caused the venerable physician to order their arrest. The British commanders learning of his action, had him seized and carried aboard one of their vessels. Key, with a flag of truce, interceded for his release, while the British fleet was in the lower Chesapeake. This was consented to, but the Americans were not permitted to go ashore for fear they would divulge the plans of the attack on Baltimore.

From the decks of the "Minden" Key and his companions watched the bombardment. As night fell the fury of the attack increased. At midnight 1,250 picked men were sent from the fleet in barges, with scaling ladders and other implements for storming the fort. Under the cover of darkness they passed to the south and approached Fort Covington and Webster's six-gun battery.

For the purpose of examining the shores they threw up rockets. This gave the alarm. A large hay stack was set afire by the Americans. As its glow revealed the British boats, Fort McHenry and the two redoubts opened a terrific fire. The concussion was tremendous. The houses in the city were shaken to their foundations.





### FORT CARROLL

One of Baltimore's defensive points, built 1848--1852 under direction of Robert E. Lee, who was the engineer in charge. Old Fort Carroll makes a wonderful impression on those entering Baltimore harbor and is known as one of Uncle Sam's bull dogs.



Webster and his men worked gallantly and to them Major Armistead said he was "persuaded the country was much indebted for the final repulse of the enemy." Two vessels were sunk and a number of the attacking force were killed. Back to their ships went the British. The bombardment of the fort lasted until seven o'clock in the morning. Eighteen hundred shells were thrown by the attacking force. The total American loss was four killed and twenty-four wounded.

During the night Key and his friends paced the deck of the "Minden." To these men the spectacle was one of horror. As shell after shell went screaming skyward towards the fort, Key's anxiety grew. During an intermission in the firing he was in doubt as to the safety of the fort. On the back of a letter he began to write.

The first blush of day tinged the skies. Gazing towards the fort Key beheld the Stars and Stripes floating triumphantly above the ramparts. His joy was without bounds. Into his brain leaped the words of "The Star-Spangled Banner." As the sun rose and the British gave up in despair he continued to make notes.

The men-o'-war fell back. Key and his companions were permitted to go ashore. In a small boat with Dr. Beanes, Colonel Skinner and an oarsman, Key finished his writing. Going to Fort McHenry, Key proceeded into the city and came to Fountain Inn, which stood on Light Street, near Orange Alley, now German Street. That night he completed the poem destined to become the American National Anthem.

In the morning he took the verses to his brother-in-law, Judge Nicholson. The words were found to fit perfectly to the then popular melody, "Anacreon in Heaven." Carrying the song to the printing-office of Benjamin Edes (Baltimore and Gay Streets), then serving as captain of the Twenty-seventh Regiment, copies of it were ordered. Samuel Sands, an apprentice, set the type and printed it.

That evening it was sung in the taverns. Bonfires were lit in the streets and the citizens of Baltimore made merry, while the British with their dead commander and scores of wounded were on the Chesapeake, outward bound.

A few months later the Treaty of Ghent was signed. America's freedom which had been proclaimed by the Declaration of Independence was no longer a by-word. The same conflicts that inspired Francis Scott Key to write his immortal lines made this possible.

*By Frank A. O'Connell.*





### LORD BALTIMORE MONUMENT

Cecilius Calvert, or Lord Baltimore, the first Governor of Maryland, from whom Baltimore derives its name. Erected on the St. Paul Street side of the Court House overlooking the Plaza. Numerous monuments of this kind uphold Baltimore's reputation as "The Monumental City".



## *Baltimore Opens the Way*

First Water Works in America were those in Baltimore in 1794.

The present postoffice system was first established in Baltimore in 1774.

First Balloon ascension was made here in 1784.

First elevated electric railways was built in 1893.

The Morse telegraph sent its first message, connecting Baltimore and Washington in 1844.

The first dental college was founded in Baltimore in 1839, and still retains its prestige under the name of The Baltimore College of Dental Surgery.

Independent Order of Odd Fellows had its inception in Baltimore in 1819.

The first monument to George Washington and the first to Columbus was erected in Baltimore.

The first railroad was organized, the Baltimore and Ohio.

The first patent for a locomotive was granted.

The first ribbon for American Silk was made.

The first steam engine for traction purposes was operated.

The first steam vessel to cross the Atlantic set sail.

The first steam vessel entirely of iron was constructed.

The first iron building was erected.

**THE FIRST REVOLVING CYLINDER PRESS WAS USED.**

The first armor plate was made.

The first electric car was operated.

The first electric locomotive for a railroad was used.

**THE FIRST LINOTYPE MACHINE WAS MADE.**

The first carbureted hydrogen gas for illuminating was made.

The first Merchants' Exchange was erected.

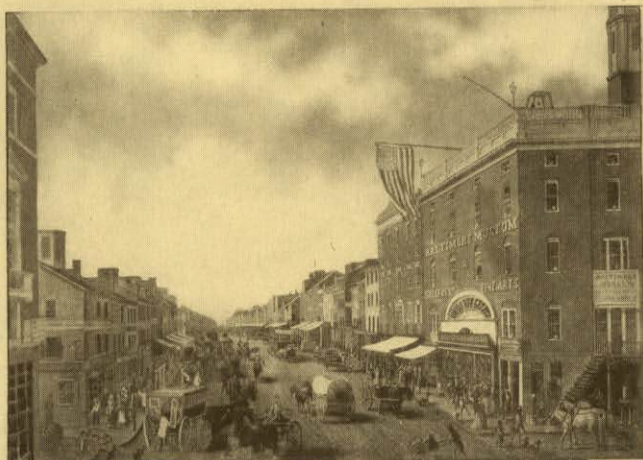
The Dewey, the largest floating drydock in the world, was built.

The first electric railway operated in America was run in Baltimore August 10, 1885, between that city and Hampden, a village two miles distant, at a speed of 12 miles an hour, with passengers. A Daft motor was used. Three days later, the "Morse" and "Faraday" were performing regular service, making the round trip in 25 minutes. An ordinary car was attached to the motor car. There was a protected third rail between the tracks. At street crossings the current was carried overhead. This line was operated with electricity several years. The first American elevated electric railway was the Lake Roland line to the City Hall, which was in operation after May 5, 1893.



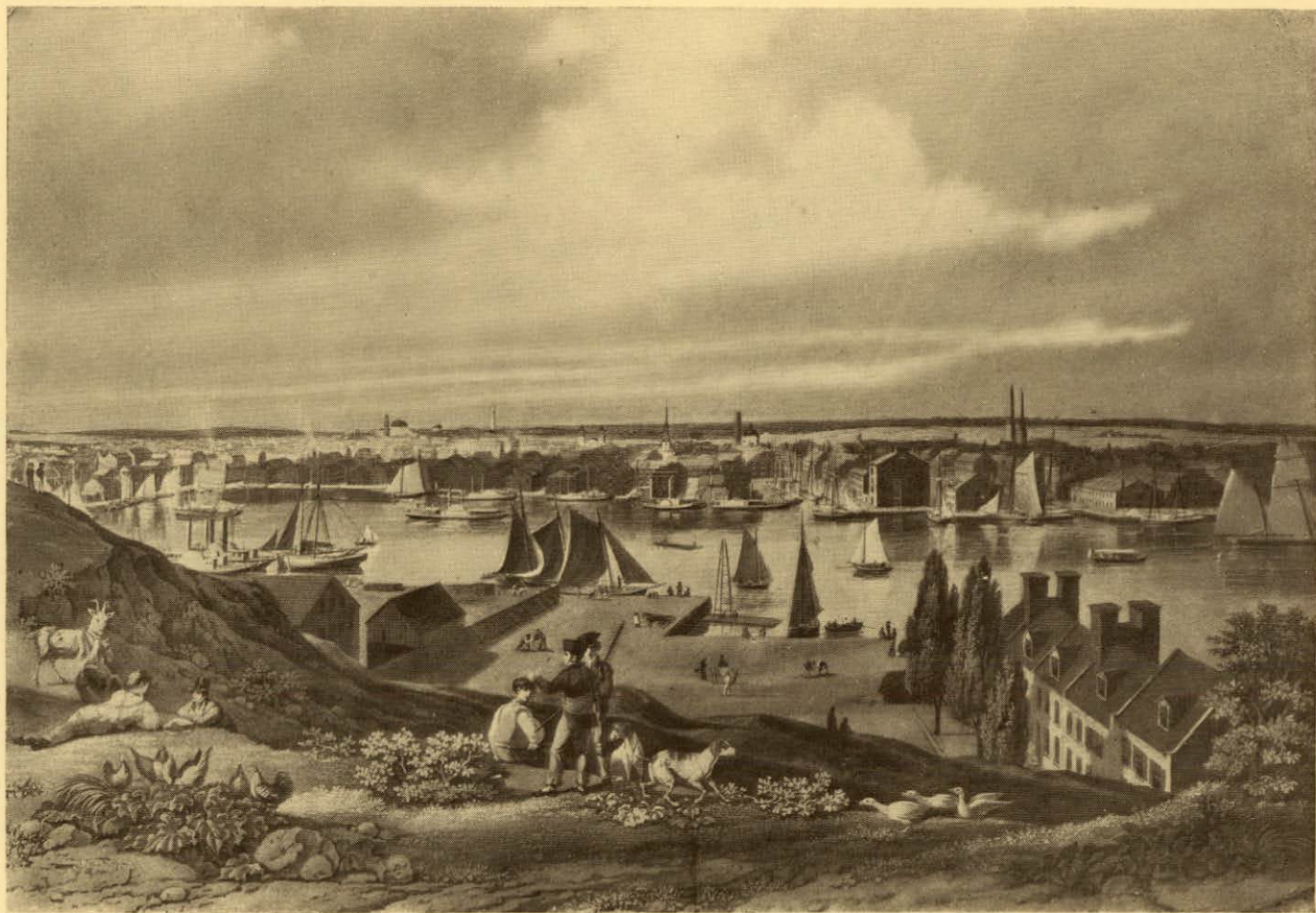


*Baltimore and Calvert Streets in 1850  
and as it appears today*



In the foreground is seen one of the stages that ran along Baltimore Street and up Pennsylvania Avenue. The Baltimore Museum was opened on January 1, 1830 and sold to the B. & O. R.R. in March 1874. Both buildings on the right have since been replaced by the Hotel Emerson. A few doors above, the Y. M. C. A. was founded in Baltimore in a small second floor room. On the left appears a corner of Carroll Hall, now the site of the Continental Trust Building. Beyond this at the southwest corner of the two streets (present site of Alex. Brown & Son) was the jewelry store of Robt. Brown, over which was the printing office of Woody & Son. On the right at the corner of the Baltimore Museum was the lottery office of Colvin & Co. Next was the book store of Armstrong & Berry. Beyond that was Butcher's Confectionery Store, over which was the office of Alex. Brown & Son.





### BALTIMORE FROM FEDERAL HILL

*(From an Old Print.)*

The actual date of this photograph is not known, but Baltimore is evidently out of its swaddling clothes if area is to be taken in consideration. This view is from Federal Hill, a fortification used by General Benjamin F. Butler during the Civil War and has since been transformed into a park.



## "Greater Baltimore"



THE MOST northern of southern cities; the most southern of northern cities; the welding point of the Nation, and its life; a blend of the city modern and the charm of yesteryear; where the chief aim is to make living worth the while—that's Baltimore. For those who have stopped within the gates of the Monumental City there is a pleasant reflection in the mirror of the mind. To the uninitiated—come.

From any point of the compass the road to Baltimore is through a delightful country. The trail of steel from the sturdy north traverses a rolling land, with an ever-changing panorama of field and stream; from the breezy west, through mountain gorges, where nature has been most lavish in scenic effects; from the glorious South along a level stretch, dotted here and there with picturesque villages.

The water route from foreign shores or the coast ports is without rival. Leaving behind the ocean with its majestic swell, the ship enters the placid waters of the Chesapeake Bay—queen of America's inland seas. One hundred and ninety miles of exquisite scenery between the famous eastern and western shores of Maryland to the mouth of the Patapsco River. Skirting its banks, teeming with industrial plants, the steamer glides to her berth.

By rail or water the terminal is in the heart of the city. On every hand is found the result of a century of progress. From the time of the first settler in 1661; in the days of 1729, when the town was officially founded; through the struggle for independence, in 1776; while it was being accomplished, in 1814; during the trying period of the Civil War, Baltimore was ever in the advance. By leaps and bounds the city grew.

Then came a blustery day—February 7, 1904—when a huge wave of flame swept the business district, laying waste 140 acres. It marked the beginning of a new Baltimore, alert, creative and constructive. While the hungry flames were eating block after block, wiping out \$125,000,000 worth of property, the fighting spirit of Baltimore's citizens asserted itself.





Before the hideous debris had cooled, generous offers of assistance poured in from all sections. Gratefully and courteously these were declined, and stricken Baltimore notified the world that she would take care of her own, and would rebuild through her own efforts. How well she succeeded is self evident.

Great business institutions, substantial and beautiful of construction, along wide, smooth thoroughfares, have replaced the old buildings that lined the cobble-stoned streets. Gone is this type of pavement and, today, the entire city is inter-laced with highways of asphalt and other smooth materials.

With an administration that is in sympathy with the great forward movement, loyally supported and encouraged by citizens in all walks of life, Baltimore is engaged in a systematic scheme of modernization and beautification. A few cities are bigger; find a better one.

Geographically, Baltimore enjoys an ideal location. Nearer than any other large seaport to the immense grain fields of the west; the natural outlet of the coal fields of Western Maryland, West Virginia and Pennsylvania; the terminal of gigantic railroads that run through vast and rich regions; on the great inland waterways, it has been endowed by nature with invaluable advantages.

A glance at any map will convince. Baltimore is the port with a "shorter haul" from inland shipping points. Baltimore is the logical shipping point for goods sent by way of the Panama Canal. The completion of this great water road makes Baltimore the nearest of any large city on the Atlantic coast to both the western and eastern coast of South America. The result is cheaper rates. To provide ample facilities for the ever-increasing trade, millions have been spent on docks and other water-front improvements. Recently the City opened a wide thoroughfare—Key Highway—which skirts the southern side of the harbor. On it the municipality operates a belt line railroad. The completion of this broad avenue of commerce represents the expenditure of \$3,000,000.

Within the contracted City limits there are 18 miles of piers stretching in a half circle, all convenient to the manufacturing interests. In the upper harbor is the Municipal Dock System, covering 170 acres. Colossal specimens of engineering skill, owned by the City of Baltimore, these maritime terminals may be leased by any responsible parties for 36 cents a square foot per year.

Along this busy waterfront trans-Atlantic, coastwise, bay and river vessels unload and receive cargoes valued at millions of dollars. Thirteen thousands craft of all character sail between Baltimore and points on the Chesapeake and its tributaries. The main channel, 35 feet deep, permits ponderous Atlantic liners to enter and leave, loaded to the gunwales.





Eighteen foreign steamship companies have regular sailings from Baltimore. Aside from this more "tramp" steamers come to this port than any other on the Atlantic seaboard. Several of the companies with regular service operate first-class passenger service. On these ocean greyhounds thousands of cabin passengers travel. Each incoming steamer is filled with immigrants seeking the opportunities of a new life. In 1913, there landed here 41,693 immigrants.

Carfloats, large docks with warehouses, cranes and facilities for receiving, storing and shipping all kinds of raw materials and manufactured articles are maintained by the railroads. Lighterage companies with a multiplicity of tugs, scows and lighters, expedite the commerce of the port.

There are 5,000,000 tons of coal annually shipped from Baltimore. The United States collier "Neptune" recently took on at one of the coal piers 15,000 tons in one day. Elevators with a capacity of 5,000,000 bushels handle a great percentage of the grain exports of the United States and Canada. The grain exported last year totaled 46,857,881 bushels. Foresight in building on deep water permits loading direct, avoiding the use of lighters and floating elevators. Baltimore Chamber of Commerce weighing and inspection departments are models of their kind, giving confidence and security at home and abroad.

Extensive freight yards, hay sheds, terminal and storage warehouses in all sections of the city take care of the shipments by rail. As a jobbing center, Baltimore ranks third among the cities of the United States. Its trade represents approximately \$400,000,000 annually.

*By Frank A. O'Connell.*



MT. ROYAL ENTRANCE TO DRUID HILL PARK





### CITY HALL

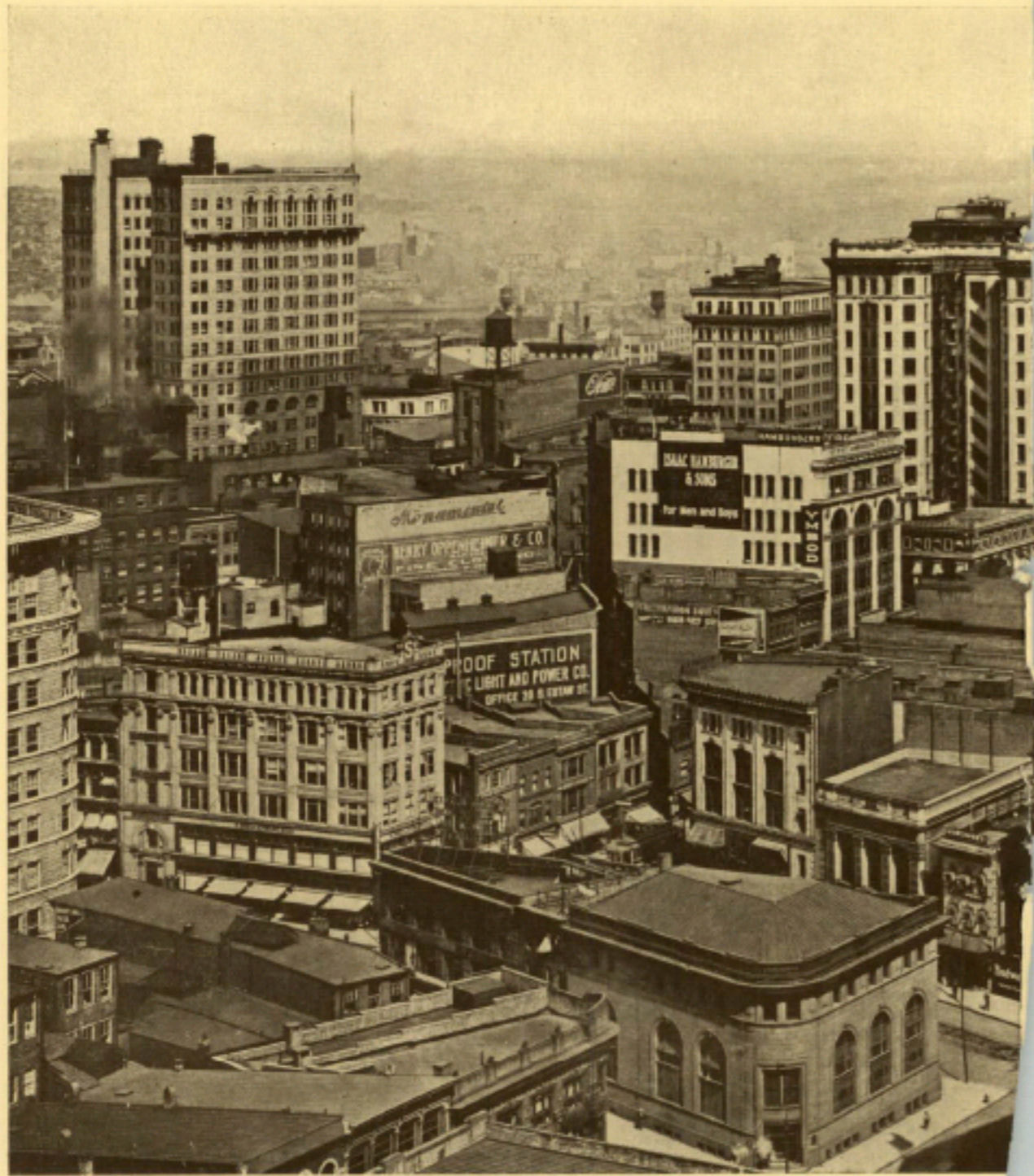
One of the most imposing structures in the city, located on Guilford Avenue, Fayette, Lexington and Holliday Streets. All municipal matters are transacted through here and the system established is thoroughly up-to-date. The building was completed in 1875.



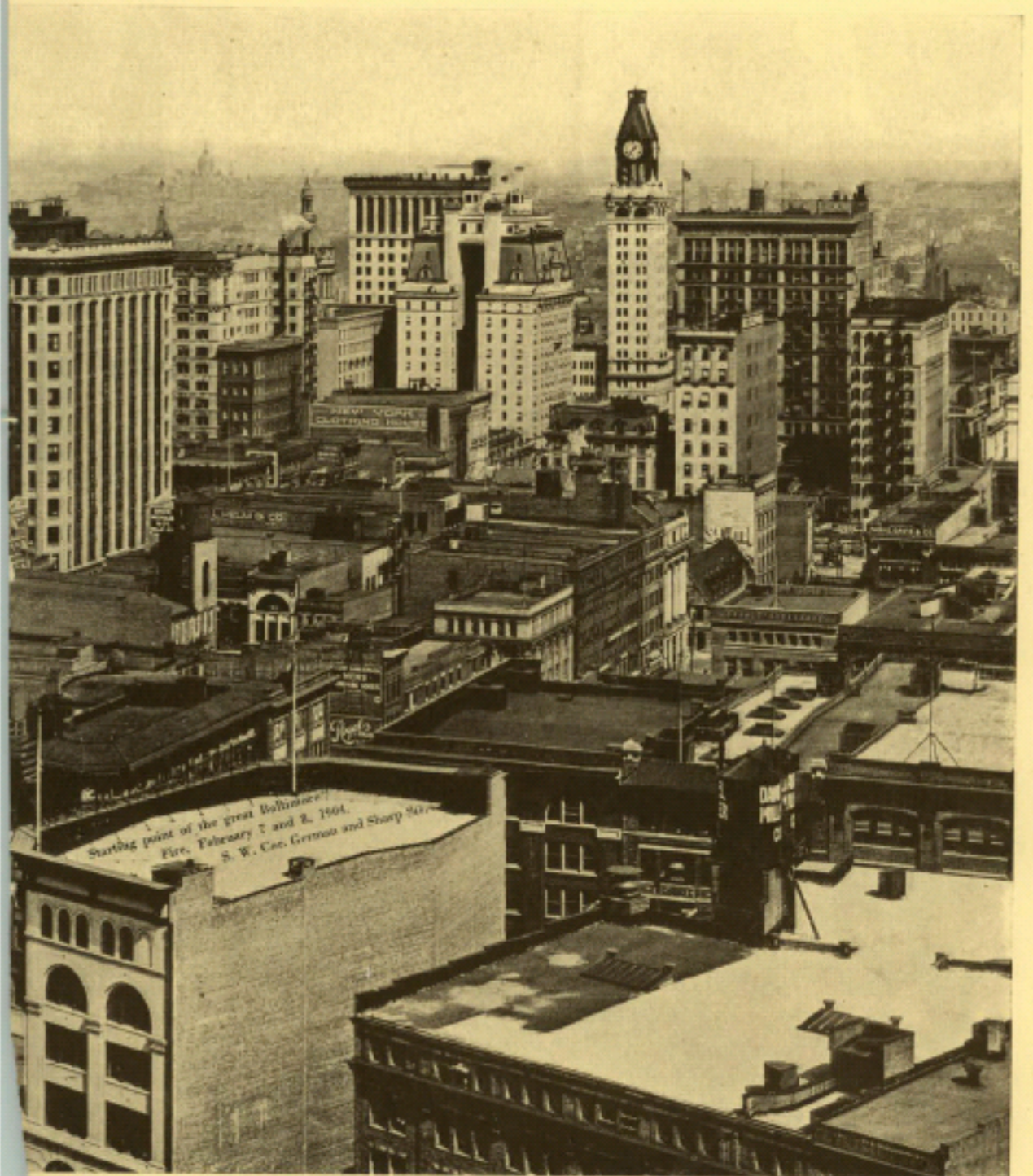
#### POSTOFFICE

Directly opposite the Court House and Battle Monument. The building is convenient to the shopping and business districts. Baltimore is to be complimented very highly on the able manner in which all mail is handled. The present postoffice system was first established in Baltimore in 1774.

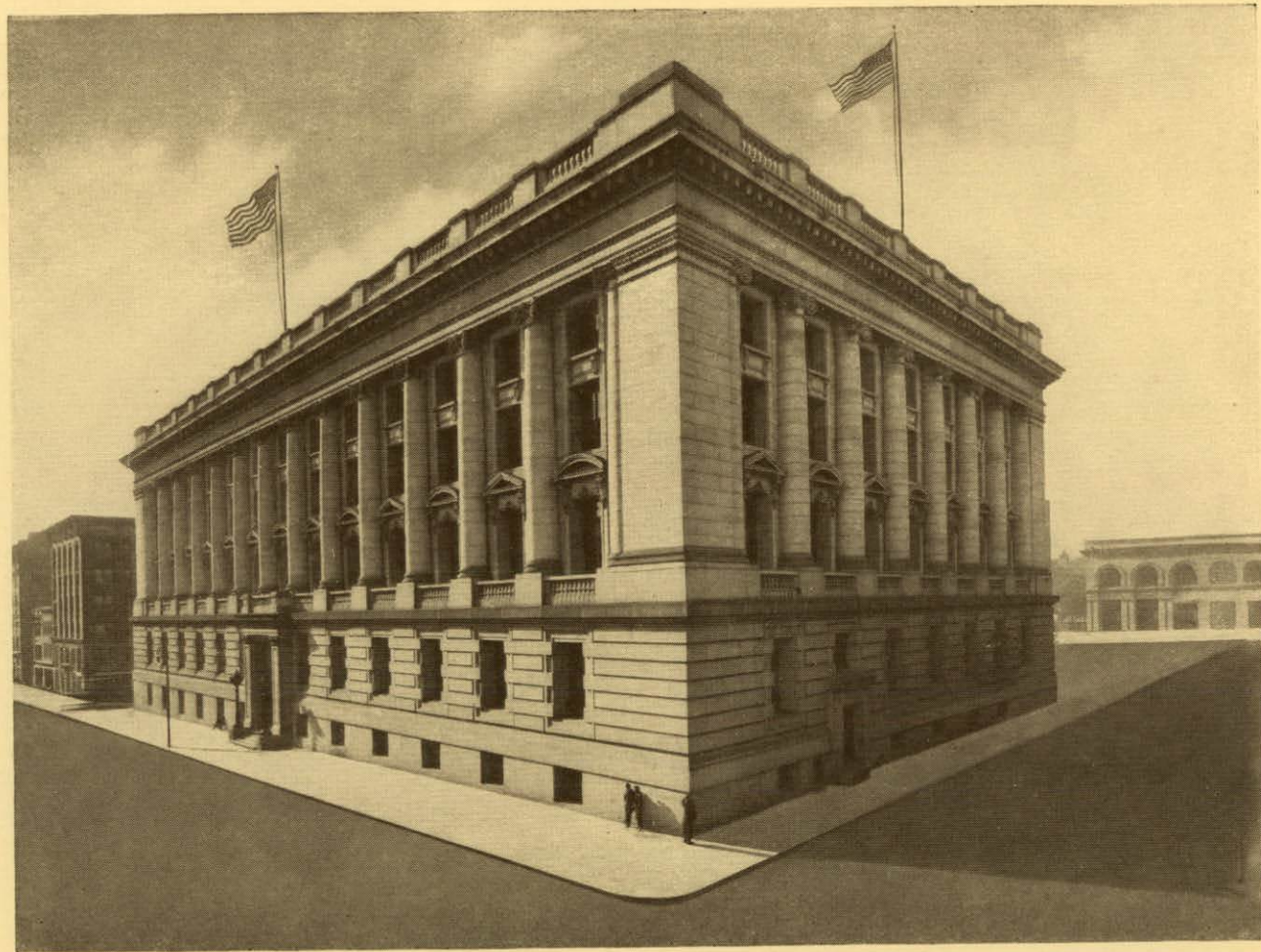
*Bird's-eye View of Baltimore*



Showing the vast area covered by sky view comprises practically the same area February, 1904. An idea can therefore "Greater Baltimore" in the past ten years, where the great fire originated. The fire This view was obtained from the Ennes

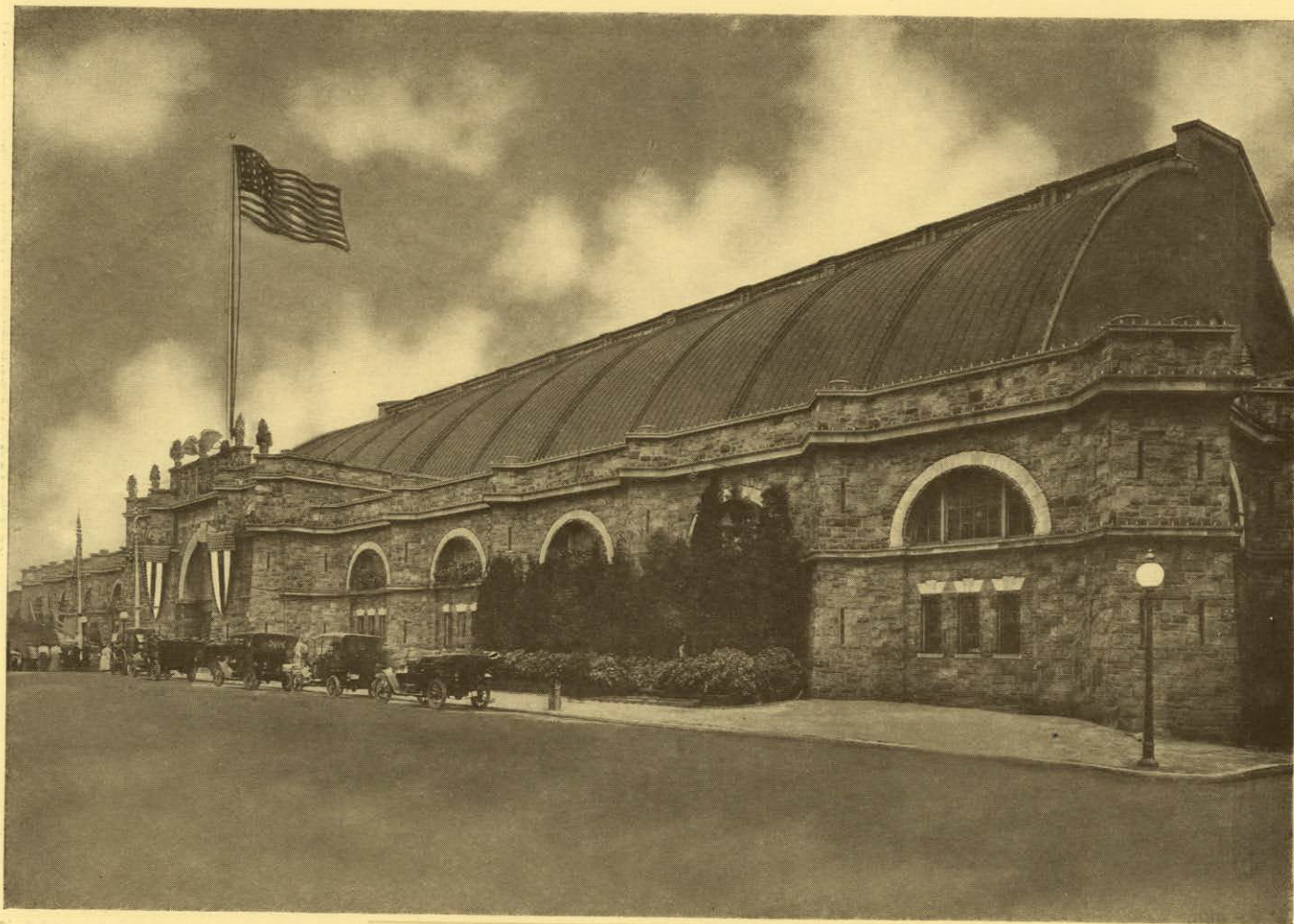


and numerous mercantile concerns. This swept by the great Baltimore fire in sized of the wonderful building-up of the inscription on roof of building and the loss was over \$125,000,000. ing.



### CUSTOM HOUSE

A beautiful example of architecture and contains famous mural decorations. Located corner Gay and Lombard Streets. Was opened in December, 1907, having been somewhat delayed by damage caused by the great Baltimore fire. Baltimore's first Custom House was built in 1780.



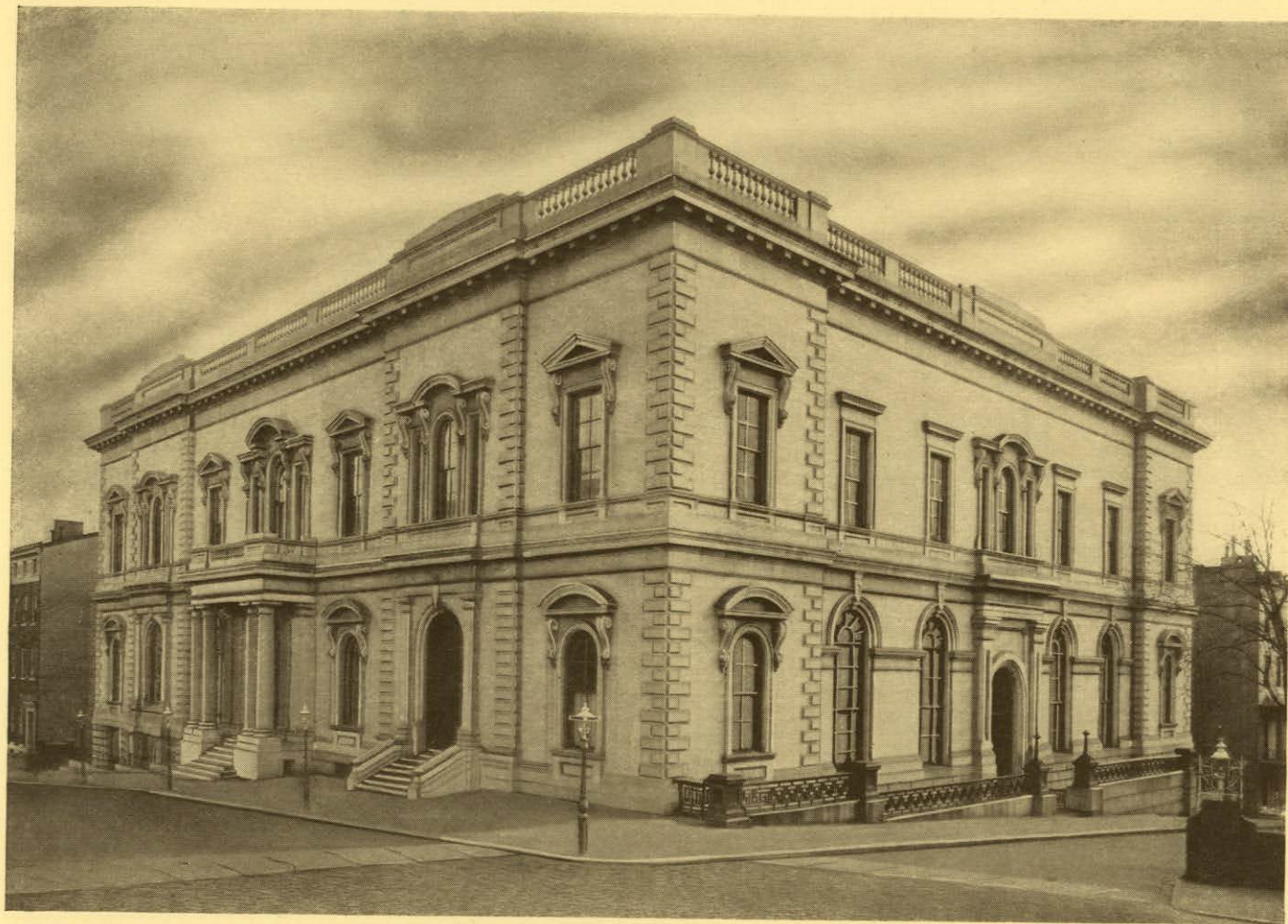
#### FIFTH REGIMENT ARMORY

Commonly known as the Convention Hall, owing to the fact that it was here that President Wilson was nominated. It contains more floor space than any building in Baltimore, and is the largest Convention Hall in the country. The grand Military and Fraternal Balls will be held here during Centennial Celebration week.



### JOHNS HOPKINS HOSPITAL

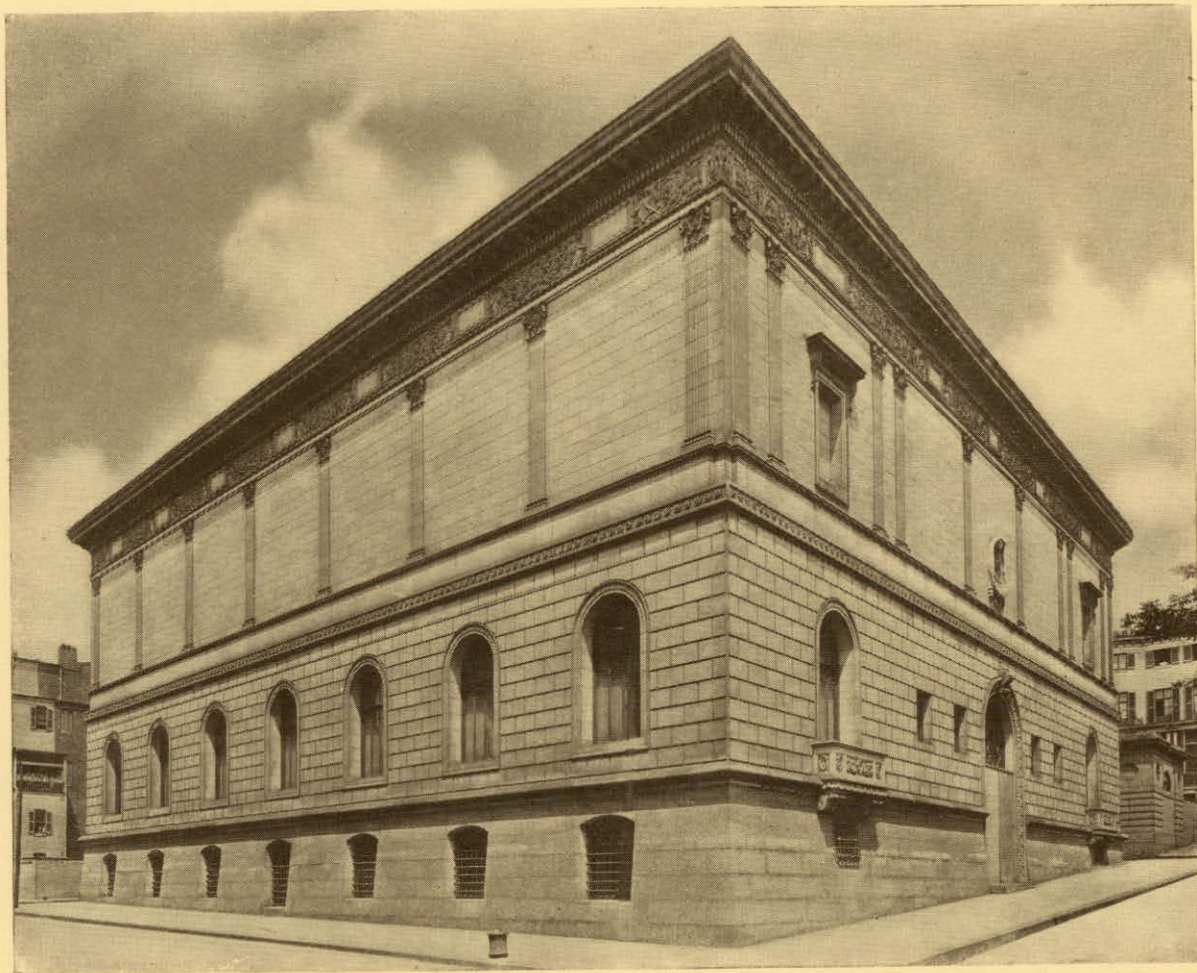
One of the most famous hospitals in the United States. Was endowed with \$3,500,000 by Johns Hopkins, who died in his 79th year. The building is located on Broadway and the environment is as near perfect as could be secured anywhere for its purpose.



### PEABODY INSTITUTE

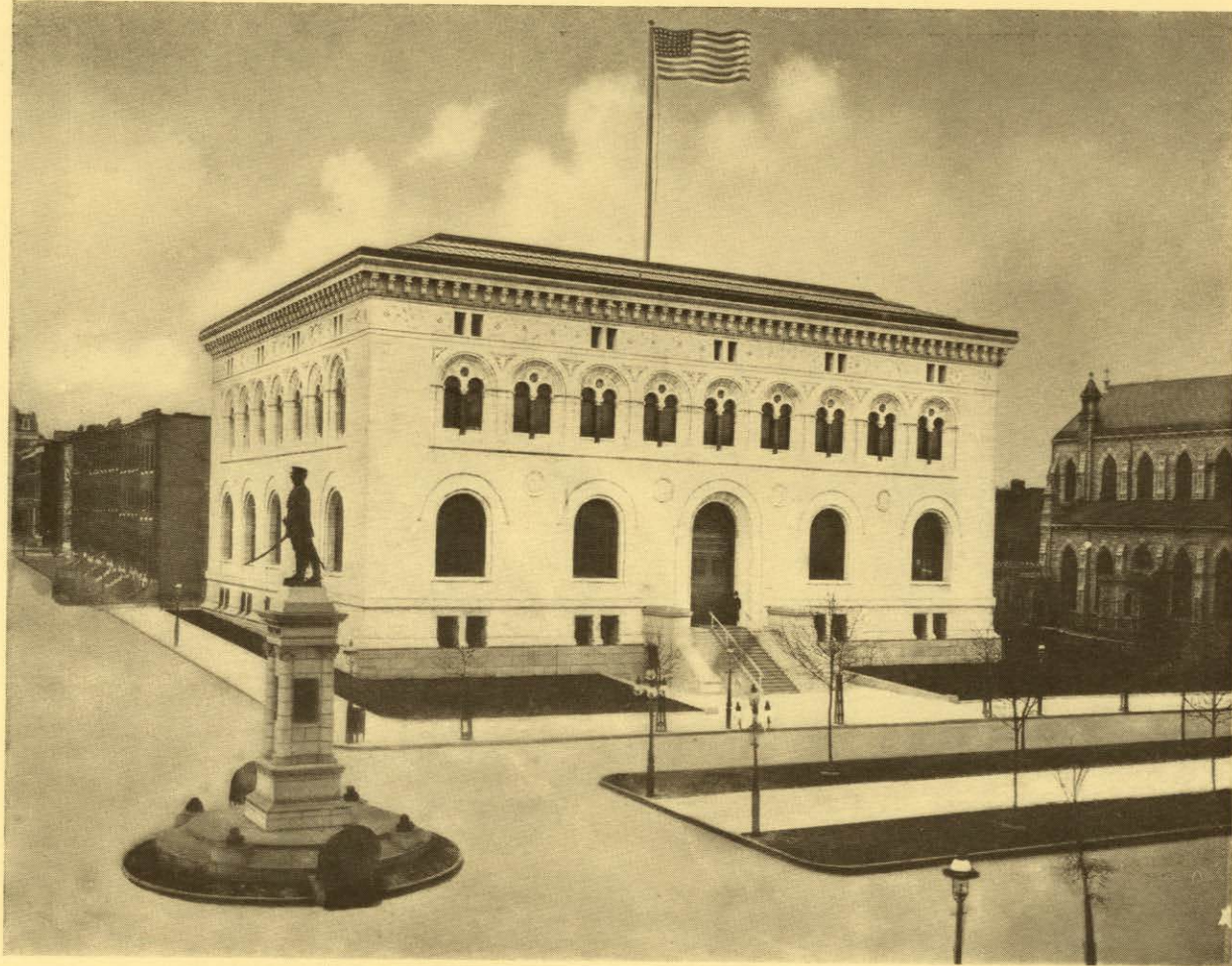
Located on Mount Vernon Place at the corner of Charles Street. Was dedicated on the 25th of October, 1866. A monument was erected in honor of George Peabody, its founder, directly opposite in the square. The Peabody is one of the widest known Musical Conservatories in the United States and has a splendid art gallery, library, etc.





### WALTERS ART GALLERY

The Art Collection contained herein is the finest private collection in the country. Exhibitions are given and the proceeds turned over to charity. Was opened in February, 1909, and is located corner Centre and Charles Streets.



### MARYLAND INSTITUTE

A school devoted to art and design, located corner Mount Royal Avenue and Lanvale Street. This school has developed the artistic temperament of thousands and its graduates hold numerous important positions. The building was dedicated on November 23, 1908. The statue in foreground is that of Col. William H. Watson, a hero of the Mexican War.



#### MOUNT ROYAL STATION

Facing Mount Royal Avenue, this station forms part of the pioneer Railroad, the Baltimore & Ohio. While not used as extensively as the others in Baltimore, its architecture is highly commented upon by Baltimore visitors. The well kept lawn and flower beds add materially to its general appearance.



### UNION STATION

Built by the Pennsylvania Railroad to accommodate the rapidly increasing traffic to and from Baltimore. The station is built on the latest improved plans and thereby all smoke nuisance is entirely eliminated from the building proper.



## *Points of Interest in Baltimore*

Sight-seeing in Baltimore is an instructive joy. Among the points of interest are:

WASHINGTON MONUMENT—Charles and Monument Streets. (The first monument to George Washington.)

MT. VERNON M. E. CHURCH—Charles and Monument Streets. (On the site of house where Francis Scott Key died.)

PEABODY INSTITUTE—Charles and Monument Streets. (School of music, art, library, statuary and paintings.)

WALTERS ART GALLERY—Charles and Centre Streets. (Finest private art collection in America.)

ROMAN CATHOLIC CATHEDRAL—Cathedral and Mulberry Streets. (Cardinal's residence adjoining.)

FIFTH REGIMENT ARMORY—Hoffman and Bolton Streets. (America's largest convention hall.)

JOHNS HOPKINS UNIVERSITY—Homewood Park, Charles Street and University Parkway. (Foremost institution in United States devoted to research work.)

ENOCH PRATT FREE LIBRARY—Mulberry Street, near Cathedral. (Branches in every section of the city.)

MARYLAND INSTITUTE—Mt. Royal Avenue and Lanvale Street. (School of art and design.)

Y. M. C. A. BUILDING—Cathedral and Franklin Streets. (One of the best equipped in the country.)

DRUID HILL PARK—Northwest Baltimore. (Seven hundred acres of natural beauty. Part of Baltimore's chain of parks, comprising 2,300 acres.)

EDGAR ALLAN POE'S TOMB—Westminster Presbyterian Churchyard, Fayette and Greene Sts.

CITY HALL—Fayette, Holliday, Lexington Streets and Guilford Avenue.





POSTOFFICE—Fayette and Calvert Streets.

COURT HOUSE—Calvert and Lexington Streets. (One of the finest court-house buildings in America.)

CUSTOM HOUSE—Gay and Lombard Streets. (Contains famous mural decorations.)

JOHNS HOPKINS HOSPITAL—Broadway and Monument Street. (World-famous institution.)

GOUCHER COLLEGE—St. Paul and Twenty-third Streets. (Imposing group of Romanesque architecture.)

CARROLL PARK—Columbia Avenue and Monroe Street. (Contains the oldest building in Baltimore—colonial mansion of Charles Carroll, barrister.)

FORT MCHENRY—Between the branches of the Patapsco River. (During bombardment of which, Francis Scott Key composed "The Star-Spangled Banner.")

MT. CLARE STATION—Poppleton Street and B. & O. R. R. (Where first telegraph message, "What hath God wrought," was received.)

FRANCIS SCOTT KEY MONUMENT—Eutaw Place and Lanvale Street.

LEXINGTON MARKET—Lexington Street, from Eutaw Street to Pearl Street. (Greatest retail market in the world.)

BATTLE MONUMENT—Calvert Street, between Fayette and Lexington Sts. (Erected to citizen soldiers who fell in defense of city, September 12-13, 1814.)



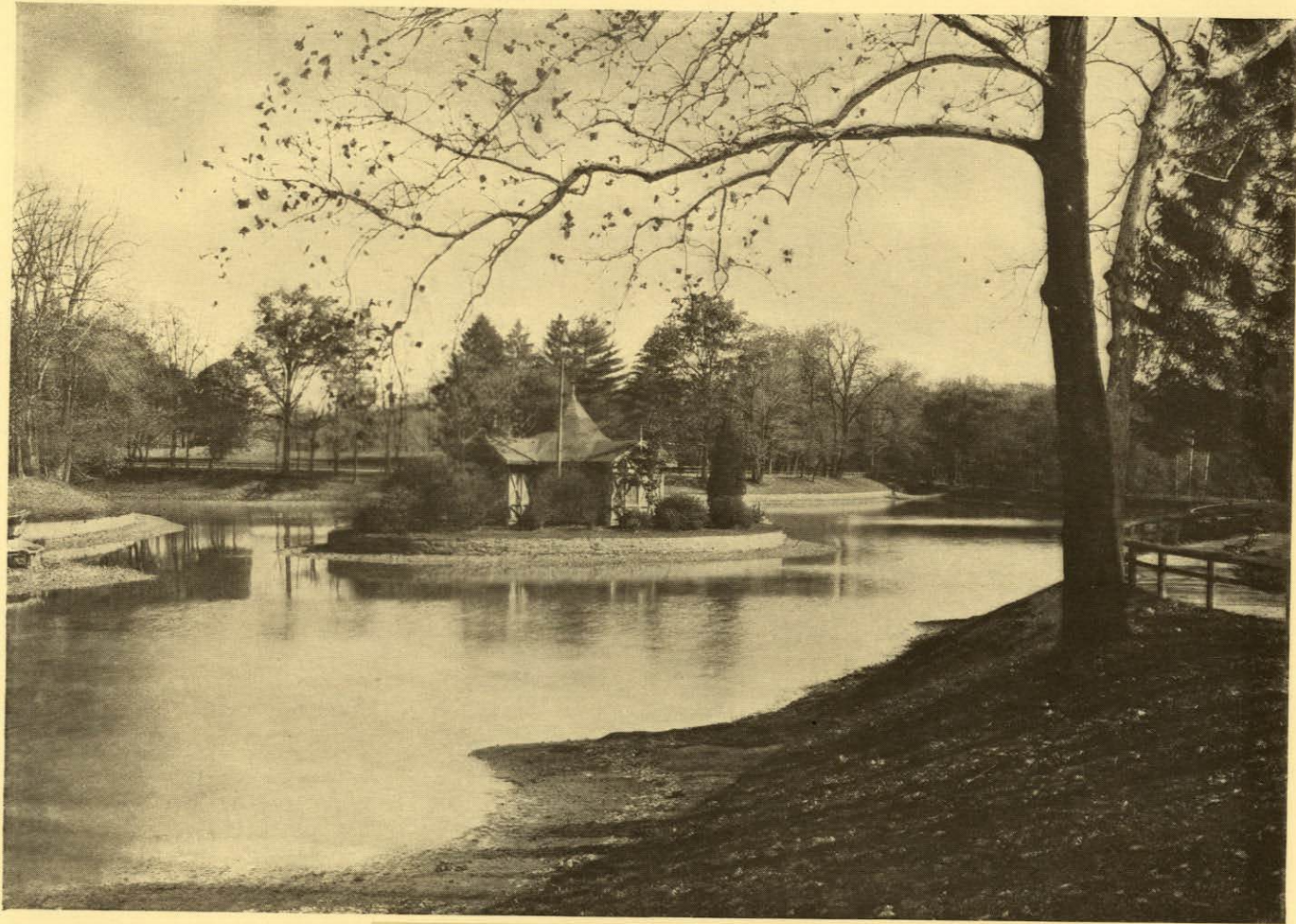
A BEAUTY SPOT, WINTER OR SUMMER





#### MANSION, DRUID HILL PARK

Showing the old shepherd who died recently, his dogs and his sheep. There are few parks that can equal the wonderful vistas obtained from the porch of the Mansion. The back cover of this souvenir shows the Natural Arch, a view afforded by the Mansion.



#### BOAT LAKE, DRUID HILL PARK

The mecca for Baltimoreans on hot nights and Sunday afternoons. Rowboats, canoes and launches are hired and the lake greatly resembles a beehive at these times. The Band Stand being only a short distance away adds much pleasure to the pastime.



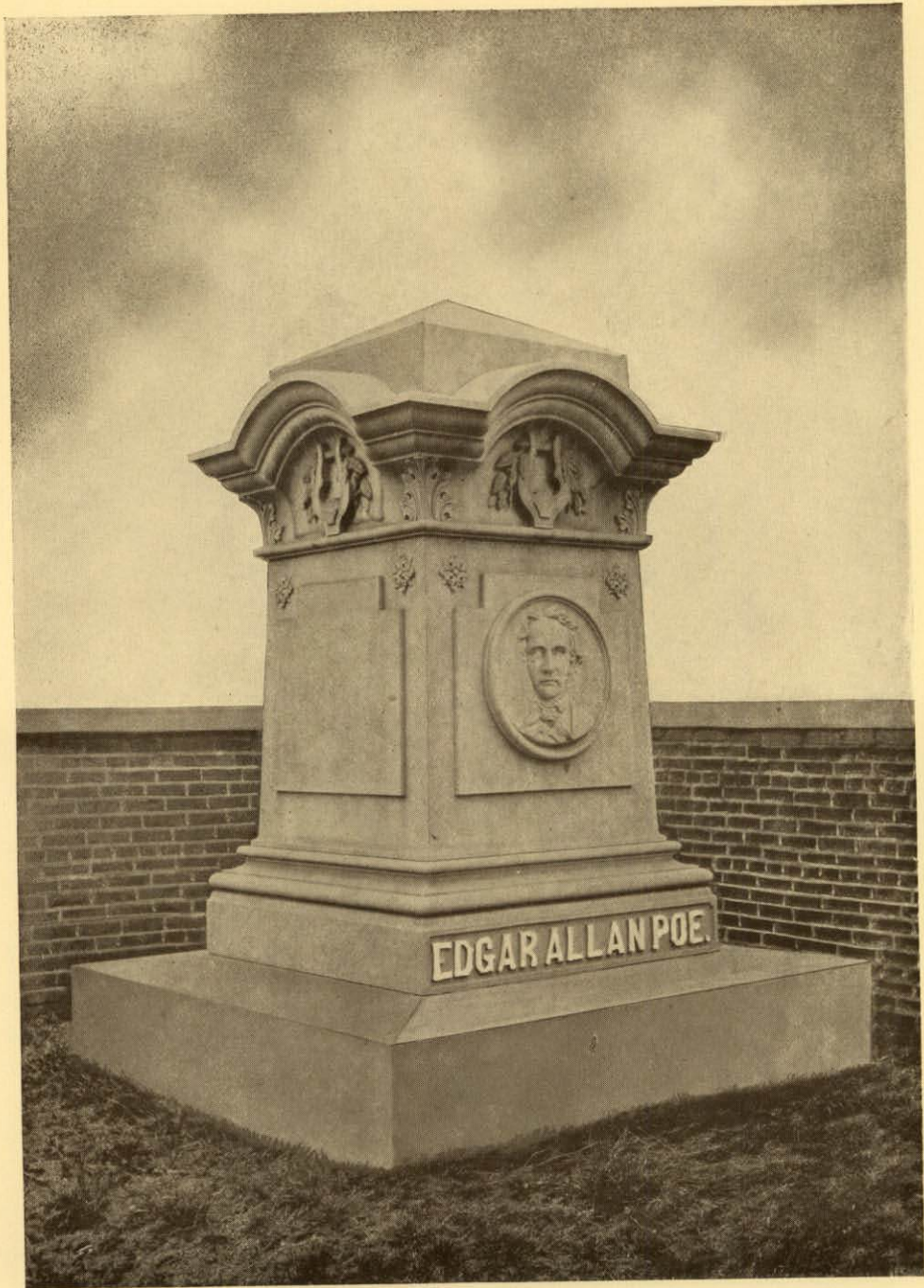
#### EUTAW PLACE FROM NORTH AVENUE

One of the main thoroughfares approaching Druid Hill Park. There are a number of Baltimore streets parked in this manner from whence Baltimore acquired the name of "City Beautiful". These squares are kept constantly in first class condition.



Mount Vernon Place, Monument Street

Another one of Baltimore's parked streets. The type of buildings through this section of the city show a wonderful variety of architecture. This forms part of Washington Square, the photograph being taken from the Monument.



### EDGAR ALLAN POE MONUMENT

Erected over his tomb by the Public School Teachers Association of Baltimore, in Westminster Presbyterian Churchyard. Was unveiled November 17th, 1875, and bears his sculptured likeness.



**Confederate Soldiers' and Sailors' Monument**

Erected on Mount Royal Avenue near Mosher Street and makes a very pleasing effect against the green, picturesque Mount Royal Avenue. The lifelike appearance obtained by the sculptor is remarkable.



### UNION SOLDIERS' AND SAILORS' MONUMENT

Located in Druid Hill Park, near the Mount Royal Avenue entrance, between the Lake and the Reservoir. This is also a wonderful piece of statuary, and its splendid location at the head of the terrace drive makes a striking impression.



### OLD JOHNS HOPKINS MANSION

Located in Clifton Park. Was the country seat of Johns Hopkins, founder of the hospital by that name, and by whom it was endowed with \$3,500,000. The University founded by him is the foremost institution in the country devoted to research work.



## Do You Know?

The population of Baltimore in 1790 was 13,503.

The most extensive views of Baltimore can be obtained from Washington Monument and Federal Hill. The panoramas afforded by these elevations will not be forgotten readily.

Maryland Historical Society Building, containing statuary, old manuscripts, relics, paintings, etc., is located on the corner of St. Paul and Saratoga Streets.

The old Shot Tower, corner Fayette and Front Streets, was built in 1828.

Baltimore ranks first in the canning and preserving industry.

Baltimore is one of the leading cities of the country in the manufacture of clothing and straw hats.

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

Baltimore has the largest copper refining plant in the country. The copper smelting and refining works and the coppersmithing business in Baltimore represents an investment of \$20,000,000. Copper exports amount to \$22,000,000 a year.

The National and State banks and trust companies of Baltimore have a capital surplus and undivided profits of approximately \$50,000,000 and deposits of \$210,000,000. There has not been a bank failure in Baltimore for many years, and the big fire of 1904, which caused a loss of \$125,000,000, caused no embarrassment to the city's financial institutions.

As a jobbing centre, Baltimore ranks third among the cities of the United States. Its trade amounts to \$400,000,000 a year.

Baltimore has one of the best harbors in the country and has a 35-foot channel. Twenty foreign and domestic steamship lines have regular sailings from this port.

The percentage of persons owning their own homes is probably larger in Baltimore than in any other large city in the country.

Baltimore has the most noted markets in the country, well-known for variety and excellence.

Baltimore is a centre of learning. The Johns Hopkins University is the foremost institution in the United States devoted to research work. It is about to move to its new location, Homewood, on the outskirts of the city, and the State has just made an appropriation of \$600,000 and provided a maintenance fund of \$60,000 a year for a school of technology.

The Walters art collection is one of the largest and finest in the United States.





Goucher College, on St. Paul Street, is one of the best known colleges for women in the country and compares favorably with Vassar, Wellesley and Bryn Mawr.

In Baltimore there are several hundred churches of all denominations.

Iron industry in Baltimore is among the list of such cities as Pittsburgh, Philadelphia, Chicago and Cleveland. Other important industries are ready-to-wear clothing, oyster and fruit packing, leading the world in the latter. It is also a leader in the manufacture of straw hats. Leather and tobacco are also conspicuous.

One of the most characteristic features of Baltimore are the railroad tunnels which eliminate dangerous crossings, besides reducing noise and dirt to a minimum.

The great fire of 1904 burned out the heart of Baltimore, buildings being leveled over 140 acres. The loss was estimated approximately at \$125,000,000. Although this was a staggering blow at that time, it has been the means of building a "Greater Baltimore."

Baltimore's fire-fighting equipment is today thoroughly up-to-date and no doubt one of the finest in the country. The high-pressure water service, completed in 1912, greatly reduced the insurance rates. Since this installation, fire losses in Baltimore have been very small.

All wires that were formerly an eyesore on the downtown streets, have been put under ground at a cost of \$5,000,000. This gives Baltimore's streets and buildings a clean, sharp, clear-cut appearance that would be otherwise wanting.

The fine sanitary Sewerage system will cost about \$23,000,000 and is practically completed.

The new Municipal Docks meant an outlay of \$6,161,000 and still the city has a surplus of \$5,000,000 for increasing their number, together with another recreation pier.

The paving of Baltimore's streets is one of the most marked improvements. The cost of this will exceed \$15,000,000. The work is being rushed to make Baltimore second to none in this respect. Under the present administration, Baltimore is paving a mile of street a day. The most important, however, are Baltimore, Howard, Charles and Eutaw streets, which will be completed for the Star-Spangled Banner Celebration.

One of the most important improvements along civic lines is the new Key Highway, which will border or be very near the water front, and will run from Fort McHenry to Light street.

The converting of Jones' Falls into a splendid highway by covering it with concrete arches, abolishes bridges, eliminates foul odors and mosquitoes, besides greatly enhancing the valuation on all surrounding property. The work is completed from Baltimore to Madison Street, while the balance is considerably under way.

Baltimore's Parks and Squares cover an area of approximately 2,300 acres. The present Population of Baltimore and suburbs is estimated at 700,000.





#### LIGHT STREET WHARVES

From the standpoint of traffic, Light Street is the busiest in the city. After the Baltimore fire this street was widened twice the original width and even now at times is very much congested. The majority of passenger steamboat lines have their piers along here.



**WATERMELON PUNGIES, PRATT STREET**

The most interesting sight is to see how industriously the negroes will labor unloading these boats when a watermelon is at stake. Baltimore harbor also holds a very important position during the oyster season.





#### "LOUISE" NEARING DOCK

What fond recollections are brought back to the minds of nearly every true Baltimorean when the steamer "Louise" is mentioned. She is the old reliable and has been a source of pleasure to thousands and thousands of men, women and children.



### LEXINGTON MARKET

One of the largest Canopy Markets in the world and no doubt the greatest retail market in the country. Here the farmers come from miles around, back their wagons to the curb, and display their merchandise. It must be seen on Saturday to fully appreciate its immensity in this respect.



## Compare These Facts with Map

Do you realize that *BALTIMORE* is 1,369 miles closer than *San Francisco* to the *Panama Canal*?

Do you realize that *BALTIMORE* is 470 miles closer than *San Francisco* to the *City of Valparaiso, Chile*, which latter city is the chief seaport on the western side of *South America*?

Do you realize that it is only 1,908 miles by water route from *BALTIMORE* to the eastern entrance of the *Panama Canal*, while it is 3,277 miles from *San Francisco* to the western entrance?

Do you realize that, after computing the fifty miles, which is the length of the canal from *Colon* to *Panama*, it is only 4,670 miles from *BALTIMORE* to *Valparaiso*, while it is 5,140 miles from *San Francisco* to the same place?

Do you realize that *BALTIMORE* is closer than any of the other big *Atlantic seaports* to *Cuba* and *Jamaica*?

Do you realize that *BALTIMORE* is closer than any of the big *Atlantic seaports* to the *South American cities on the East Coast*?

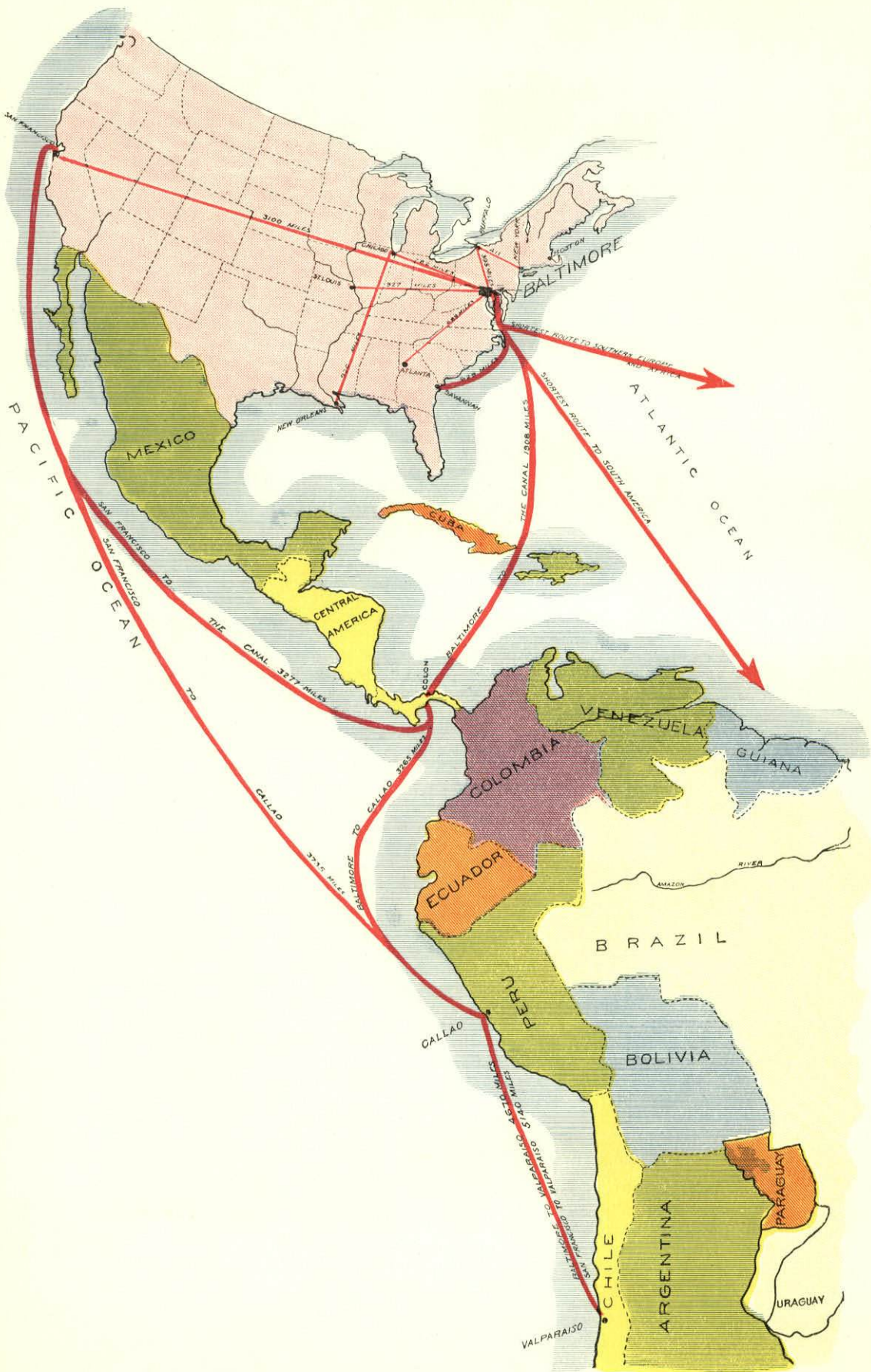
Do you realize that, as an *American distributing point* *BALTIMORE* is closer to the great *Middle West* than any of the other more important *Atlantic seaports*?

Do you realize that *BALTIMORE* is the most promising city of the *United States* in which to do business?

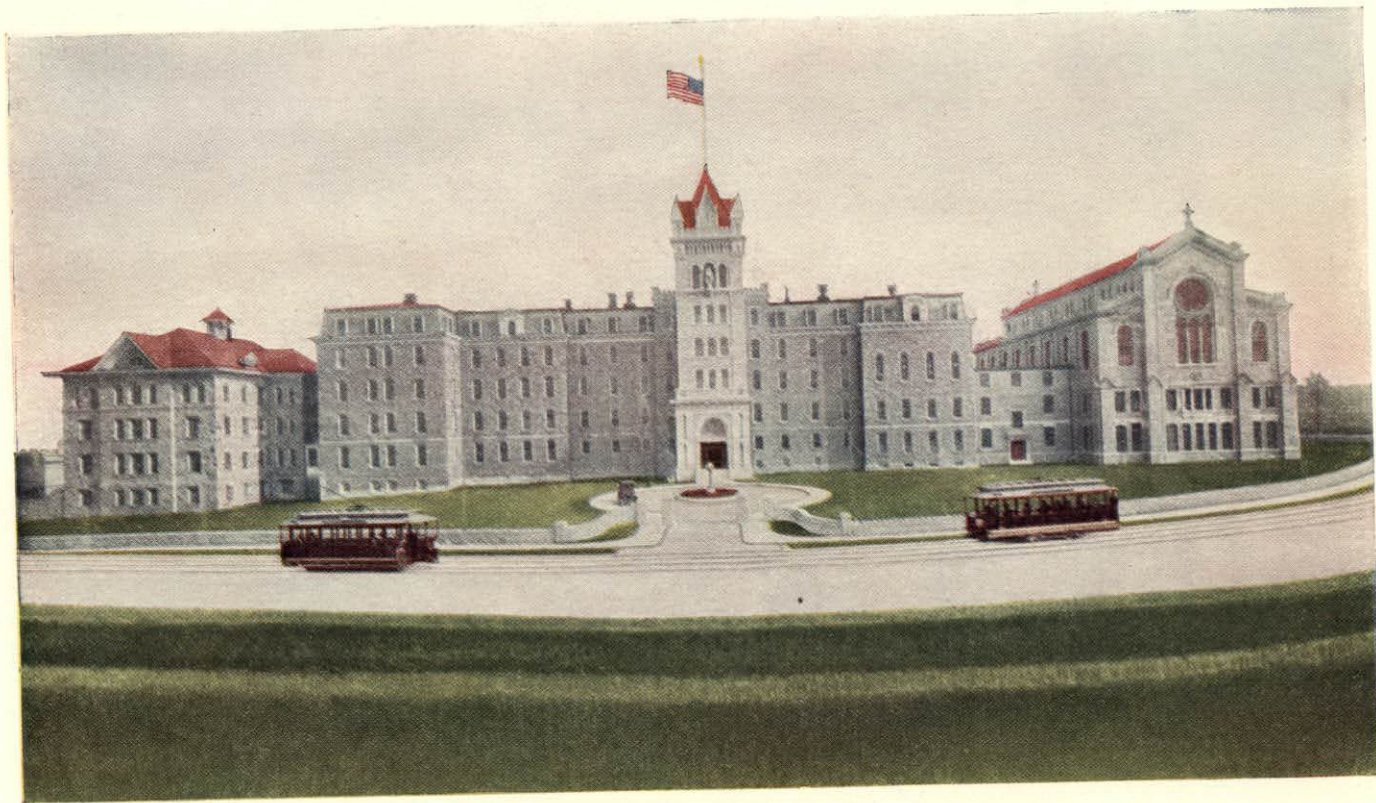
Do you realize that *BALTIMORE* is one of the greatest miscellaneous retail and jobbing centres in *America*. *BALTIMORE* has a national reputation for selling more goods for the price paid than almost any other big market in the *United States*?

Do you realize that, as the result of a special investigation made along industrial lines, *BALTIMORE* is pronounced to be one of the best cities in *America* for manufacturing purposes?





From the "Municipal Journal"



**ST. MARY'S INDUSTRIAL SCHOOL FOR BOYS**  
WILKENS AVE., BALTIMORE

This Institution was founded by the Catholics of Baltimore in 1866 to care for the homeless boys of the district. It is in charge of the Xaverian Brothers, a religious body of men who devote their lives to the education of youth. Over thirteen hundred boys are cared for annually. Every effort is made in the training of the head, heart and hand to produce from the wayward or neglected boy a good man and worthy citizen.



### CATHEDRAL

The Roman Catholic Cathedral. Located Cathedral Street, corner Mulberry. The residence of Cardinal Gibbons being directly in back facing Charles Street. One of the widest known Churches in the Country. Was begun in 1806 and consecrated in 1821.



#### BALTIMORE AT NIGHT

This night view covers the same area as is shown on the double-center page. Baltimore ranks with the leading cities of the country in the use of electricity for lighting, advertising and other purposes. Baltimore's "Great White Way", Baltimore Street, stands out most prominently.

THIS SOUVENIR *is a.....* ...  
BALTIMORE PRODUCTION



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BALTIMORE BRANCH



NATURAL ARCH, DRUID HILL PARK