

"Speaking of Baltimore"



"Speaking of Baltimore" is a tabloid compilation of speeches relative to civic and state interests which have been broadcast over WBAL, Baltimore's super power station.



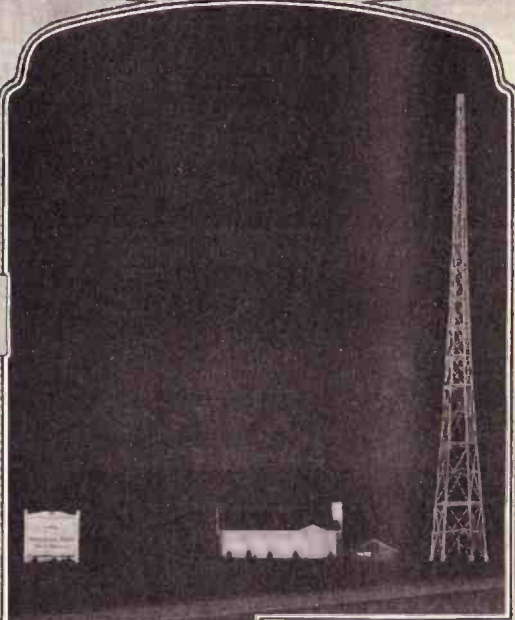
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and published by
WBAL, Baltimore's Super Power Broadcasting Station
THIRD EDITION

WBAL



Large Studio

Reception Room



Station WBAL after Dusk



Announcer's Booth from which listeners-in hear "This is Baltimore"

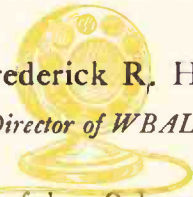


Lexington Building Home of WBAL's Studios

"This Is Baltimore"

By Frederick R. Huber

Director of WBAL



FROM ice-locked lands of the far north to the sunny climes of the extreme south, out across western plains to the Pacific and over the waters of the Atlantic to foreign shores, the voice of Baltimore, through WBAL, this city's super power station, has been heard, so that it may safely be said that Maryland's metropolis is now one of the best known cities in the United States.

Since going on the air November, 1925, WBAL has become a station of high standard; a station that can always be depended upon both as to excellent programs and engineering perfection; a station that has become a "regular" on the dials of fans not only in this country but in Canada, Mexico and other outside countries.

The programs that have gone on the air from this station have been of the highest type possible. Shortly after WBAL began broadcasting it attracted nation-wide attention by the announcement that WBAL would not broadcast anything but the best type of music.

The "no-jazz" policy, to which WBAL has steadily clung, soon placed Baltimore's big broadcaster among the outstanding stations in the country and gave it an enviable musical reputation, fans throughout the land being assured that no matter at what time of afternoon or evening they might choose to tune in WBAL, they would get nothing but worthwhile musical entertainment.

This policy along with a number of other unusual radio "stands" which this station has taken, has made WBAL a station that is "different,"—one with a distinct personality and individuality.

One of the things that has contributed to making WBAL "different" from the majority of stations now on the air, lies in the fact that WBAL broadcasts almost exclusively its own features, maintaining a large staff of soloists and musical groups to provide entertainment for its invisible audiences. For instance, fans by this time are well acquainted with the WBAL Concert Orchestra, the WBAL Salon

Orchestra, the WBAL Sandman Circle, the WBAL Dinner Orchestra, the WBAL Male and Mixed Quartets, the WBAL Trio, the WBAL Ensemble, the WBAL Dance Orchestra, the WBAL Jubilee Singers, the WBAL Organ Recital, the WBAL Staff Concerts, the WBAL Musical Scenarios, the WBAL String Quartet, all of which are heard regularly from this station.

WBAL, too, has been FIRST in a number of things. It was the first to arrange its announcing staff so that a different voice is injected into each program feature during the afternoon and evening broadcasts; it was the first to specialize in musical programs; it was the first to announce definitely a "no-jazz" policy; it was first to organize an Information Bureau to take care of inquiries from outside states and cities relative to Baltimore and Maryland; and the first to announce a Concert Bureau to assist its soloists to receive concert engagements.

Technically, too, WBAL is standing in good stead with fans everywhere, mail and press comment from many sections of the country speaking particularly of the "clarity of tone" and "excellent modulation" of this station. A short while ago, the engineering staff, under the direction of G. W. Cooke, Engineer-in-Charge, installed a standard frequency control panel on the 5 K.W. transmitter which is designed to hold WBAL to its wave and at the same time prevent station interference and lessen fading.

Station WBAL is a 5000-watt station, operating on 285 meter wave length. It is owned and operated by the Consolidated Gas Electric Light and Power Company of Baltimore, though the name of the company owners is not broadcast or exploited in any way, the announcers from this station announcing, instead—"THIS IS BALTIMORE."

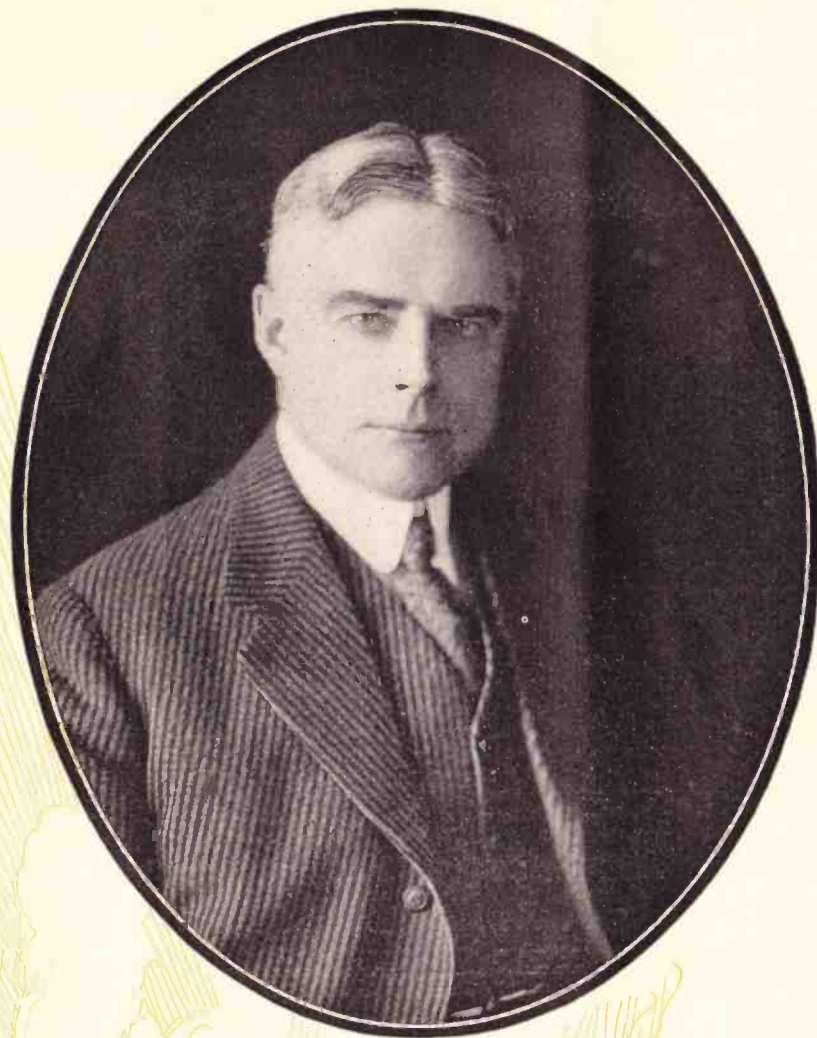
Station WBAL is contributing to the public entertainment and instruction, and it is conducting its work under intelligent supervision and along the lines that musicians of authority believe will be ultimately of the highest value and afford the greatest pleasure.

If this radio station gives Baltimore an enviable reputation for broadcasting good music, well performed, in a distinctive manner, it will serve the city better than if it tries to compete with the general run of stations by doing exactly what they do.—Reprint from Editorial Page, Baltimore Sun.

Have Faith In Baltimore



EXECUTIVE DEPARTMENT
ANNAPOLIS, MARYLAND



ALBERT C. RITCHIE



FEW years ago one of the distinguished citizens of New England wrote a book in which he behooved his fellow citizens to "have faith" in their state.

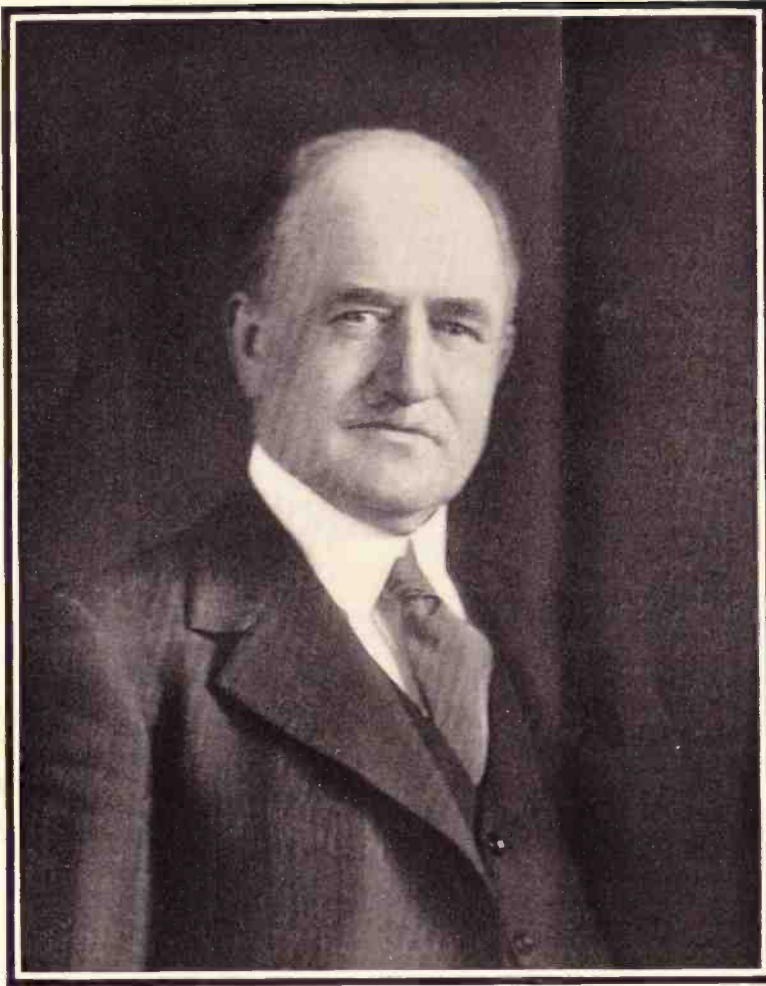
This, it seems to me, is not necessary to ask in Maryland. We already have faith in our picturesque state and in its metropolis, Baltimore.

Faith, according to the dictionary, is "believing," and I have yet to meet the Baltimorean or the Marylander who does not believe in and love his city and state. Just as one can never really know people until one lives with them, so none can really know this city of Baltimore as do those who live within its confines; and, surely, when the majority of these folk appear satisfied, but little other proof is needed that Baltimore, as a city, is offering a happy and gentle home to its dwellers—an existence enriched by something more than mere money-getting.

Baltimore is the home of many distinguished men and women who are contributing largely and vitally to the intellectual, scientific, artistic, educational and financial assets of the world at large. These folk, though they have become nationally, and in many cases, internationally known, prefer continuing Baltimore as their home to living in some other part of the country or abroad.

It gives me genuine pleasure to contribute the foreword to this booklet which "*Speaks of Baltimore*," because my faith in this city enables me to see its marvelous future very clearly, and I am glad to picture it not only to those who already know Baltimore and have the same faith in the city that I have, but also to those who may be seeking a "city of homes," with lasting friendships, charm, contentment and unsurpassed business opportunities all assured.

Albert C. Ritchie
GOVERNOR



WILLIAM F. BROENING

Baltimore--The City With A Great Future

By the Hon. William F. Broening
Mayor of the City of Baltimore

MY Radio friends, greetings! It is a pleasure to have the opportunity to broadcast this message to you and thus bring to your attention a few of the outstanding features that enter into the home and business life of our city.

Baltimore has a population of about 850,000, standing as the seventh city in the United States, and, regarded as one of the greatest international railroad and water terminals for shipping, it ranks as the second trade port in our country.

The port's progress has been rapid in recent years. Its facilities and service have gained for it full recognition as an ocean gateway of strategic importance, and it is generally recognized as possessing exceptional opportunities for commercial and industrial activities.

On every hand there is a splendid civic spirit; our people have generously responded in whole hearted cooperation to every effort to promote those essential needs that make for progress, and, with our splendid industrial and commercial advantages, together with our excellent modern system of education, second to none in the country, Baltimore is the ideal city in which to do business and in which to have a home.

In the early part of my former administration (1919-1923) a great program of public improvements, calling for an expenditure of over \$101,000,000 was launched, and, upon submission to the people, ratified by a vote of more than one hundred and seventy thousand. Fifty millions of that sum were to be applied to port development and the increasing of port facilities, and a special commission, known as the "Port Development Commission" was created by legislative enactment to assume charge of this work. Comprehensive plans, by construction and commercial engineers, were adopted looking to the systematic extension of port development and facilities along miles of water front yet untouched, bordering on a natural harbor of great capacity. In this connection we are fortunate in the rise and fall of tide which averages about fourteen and one-half inches every twenty-four hours, which is a

distinct advantage in the docking of ships and making for an expeditious taking on and discharging of cargoes.

Three splendid railroad trunk lines—the Baltimore & Ohio, the Pennsylvania and the Western Maryland—with lower freight rates due to closer proximity to the Southern and Mid-western points, have stimulated shipments from these sections. The fact that Baltimore is closer to Cuba, Jamaica, as well as the seaport cities of South America, gives shipping from our city a decided advantage in inter-coastal tonnage. Statistics also show that there is a greater west-bound tonnage via the Panama Canal to the Pacific Coast than in any other city.

Added commercial and industrial activities are sought in an intelligent and constructive manner by the Industrial Bureau of the Baltimore Association of Commerce through which those who are asked to come to Baltimore are given facts and figures pertaining to these respective activities that show in dollars and cents how much more profitably business can be conducted in our city. Above all, we are truthful, and if the investigation discloses that the particular activity can secure no advantage here, it is frankly told.

According to the United States Census Bureau the merchants of Baltimore did business last year amounting to \$830,000,000. There has been a great multiplication of factories, and consequent coming to our city of thousands of industrial workers.

Home and living conditions are enhanced by a modern public school system, improved paved streets, modern sewerage system, miles of improved highways leading to the city and climatic conditions as favorable as any other city in the United States.

In the manufacture of fertilizers, sulphuric acid, straw hats and pajamas, Baltimore holds first place in the United States. It has the largest bottle stopper factory in the world and one of the largest spice factories. Its copper refining and rolling plants, steel mills and tin decorating plants are renowned the world over. It is fast becoming the steel center of our country.

I trust you will do us the honor to learn about us, investigating thoroughly such information as may come to you. All who come to Baltimore will find a thriving industrial and commercial centre, a home loving community, climatic conditions unexcelled, and a people most hospitable, who will gladly welcome you into our midst.



HERBERT A. WAGNER

Baltimore Vertiably A "Port of Opportunity"

By Herbert A. Wagner

President of the Consolidated Gas Electric Light and Power Company

MY talk to you will be about the City of Baltimore and its rapidly growing importance as the port where the industry of the Atlantic Seaboard is now centering. Indeed this City's phenomenal industrial and maritime growth in the last few years has justly earned for it the title "The Port of Opportunity."

Founded in 1729, it had become by 1820 the third city in population in the United States. George Washington had expressed the belief that, owing to its favorable location, Baltimore was destined to become the greatest city in the Union.

In those early days the port of Baltimore ranked first in the value of its foreign commerce. It was known the world over for its great fleet of fast clipper ships.

The Civil War, however dealt hardly with the fortunes of Baltimore, causing it for many years to lose its lead toward supremacy.

By the year 1910 it had dropped to sixth place in population among American Cities. But the end of the first decade in this century saw Baltimore facing about with renewed belief in its destiny for leadership. It realized once again that the natural advantages of its location were unsurpassed.

With the finest harbor on the Atlantic Coast, with the largest mileage of harbor frontage, with by far the shortest haul by rail to the Central Western Cities, with already great railroad terminals, with a superabundance of cheap hydro and steam generated electric power, with a year-round climate unsurpassed for sustained human efficiency, with the largest proportion of homes owned by working people, why should *not* the City of Baltimore be the "Port of Opportunity" for big industrial and commercial development, for the great terminal for foreign and coastal trade, for the future success of those men and women now less fortunately located and longing for greater opportunity to develop their possibilities and make true their dreams of fortune?

With the following fifteen years of new life

and activity Baltimore has grown beyond all expectations. And yet it has only begun to indicate the enormous growth and prosperity which is ahead of it within the next decade.

Since 1918, many new industries, more diverse in kind than other cities can boast, have located here. Still newer business and labor opportunities are opened up with every new industry acquired. All those who are looking for greater opportunities for more efficient industrial production, for better business, for better work, or for better homes, can find them in Baltimore, the "Port of Opportunity."

Industry on the Atlantic Coast is rapidly trending Southward. Baltimore is already the geographic center of industry in the East. She is destined to be the *actual* industrial center. Baltimore has talked very little about herself, but you will hear more of her. She has but just begun to broadcast with high power through WBAL and her voice will be heard afar.

Through her radio mouthpiece Baltimore hopes to entertain you and to make friends with you. If she succeeds in making friends of you her radio efforts will be rewarded. If she can induce you to accept her invitation to visit her, she will be a happy hostess. If, finally, she can persuade you to make your home with her, she will welcome you warmly as a member of her rapidly growing family.

All roads and the best roads lead to Baltimore.

THOUSANDS VISIT POE'S GRAVE

Over twenty-four thousand persons, representing eighteen foreign countries and forty-four States of this Country, visited the grave of Edgar Allan Poe in Westminster Churchyard, Baltimore, from June, 1925 to February 28, 1927, according to a report by Edward H. Pfund, executive secretary of the Baltimore Press Club, which takes care of this noted poet's grave. According to the official report, 24,603 persons visited this historic spot during this period.

Baltimore, leading in intercoastal tonnage shipments, sends 200,000 MORE tons a year westward through the Panama Canal than New York does.

Baltimore is the nearest port to the great steel manufacturing centre of the country.

Baltimore—Its Relation To The Industrial World

By J. Carey Martien

President of the Baltimore Association of Commerce

IN 1904 Baltimore suffered one of the greatest conflagrations in our nation's history, which threatened the complete destruction of the business and industrial areas of our city. This conflagration, however, was immediately used as a means to improve Baltimore, thus marking the beginning of a great forward movement for the city.



directly available to the large industries operating in the Baltimore metropolitan district. As the most western port on the Atlantic Seaboard, Baltimore enjoys a freight differential in its favor, and possesses great value as a distributing center to the vastly populated areas of the eastern cities.

These natural advantages have been recognized by large industries of this country, with the result that the value of goods manufactured in Baltimore has increased from \$215,000,000 per annum to \$670,000,000 per annum during the past ten years.

The Baltimore Association of Commerce is lending itself aggressively to the further development of Baltimore, and through its Industrial Bureau is prepared to analyze thoroughly the value of Baltimore for any industry seeking to avail itself of its opportunities, and to demonstrate in a scientific way whether or not this city is advantageously located for plants considering Baltimore as a location.

Baltimore has always been known as a city of homes, 62% of the employed population of Baltimore owning their homes. This creates a satisfied and contented class of labor, with the result that serious strikes are almost unknown in this city.

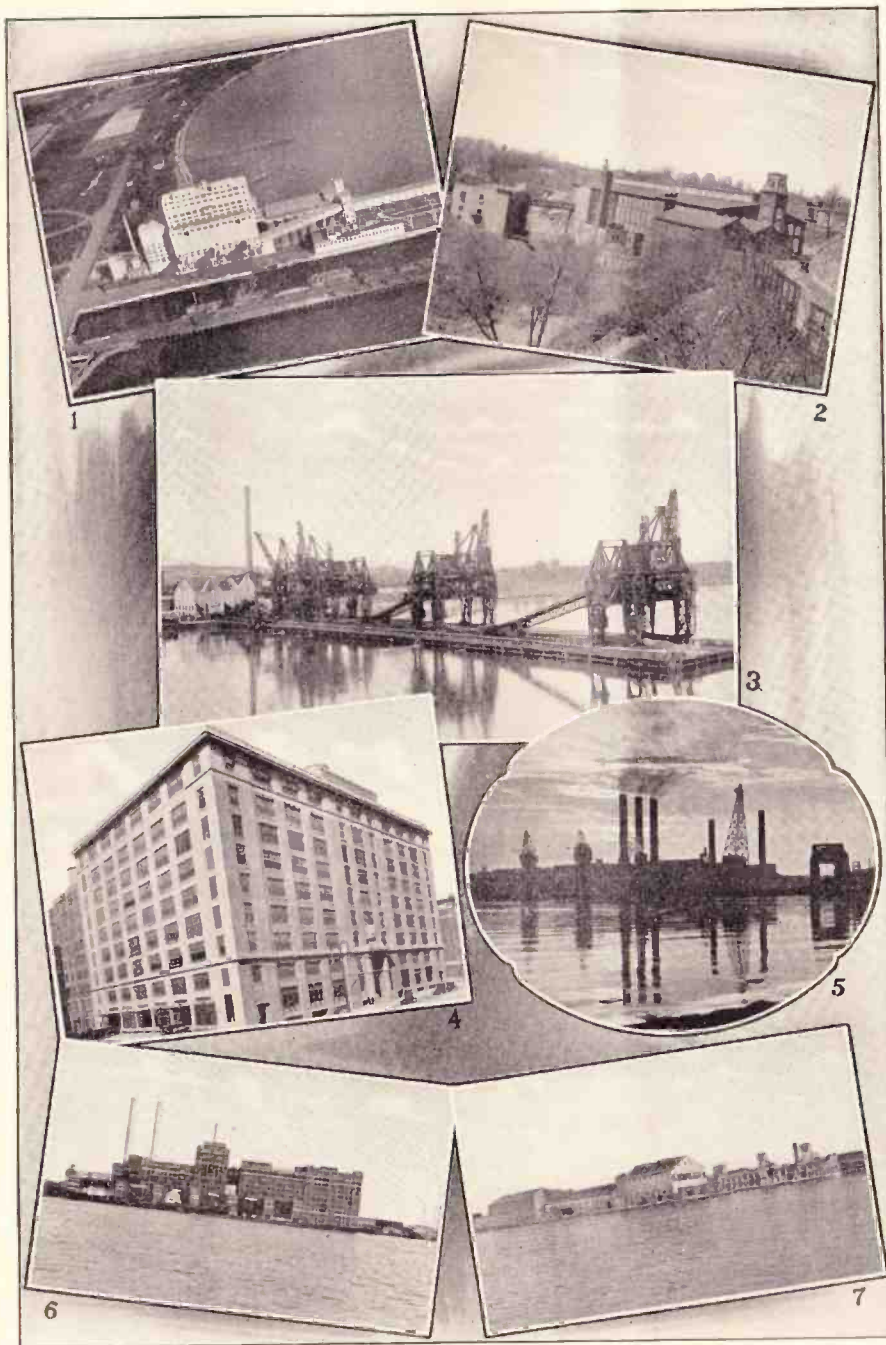
Baltimore has been further endowed with unusual natural beauty. Its terrain rises from tidewater to 500' elevation within its corporate limits. There are innumerable hills and valleys, beautifully wooded, creating a charm for residential development that has to a large degree been preserved through judicious city planning.

The records of the United States Weather Bureau disclose that the sun shines in Baltimore during some portion of the day on 321 days in the year; that the climate of Maryland, when considered all around, is one of the best in the United States; that the atmosphere in Baltimore is comparatively free from smoke and dust. The Weather Bureau further says that severe storms are infrequent, prolonged droughts are of rare occurrence, and there is almost a total freedom from tornadoes.

Baltimore has long been known as a city of great charm and hospitality. It is a delightful city in which to live, a prosperous city, a growing city, a city with almost unlimited opportunities.

It was during the great World War, when many Government activities were centered in this port, that the unusual natural value of our port facilities were nationally recognized, with the result that the municipality had passed by the legislature, authority to issue \$50,000,000 of its securities for port development, and simultaneously created a port commission for executing the powers thus conferred. Shortly following this action, there was created the Export and Import Board of Trade, largely through whose activities Baltimore has grown from the seventh to the third port of this country in volume of cargo handled, and is the first port in traffic between the Atlantic and Pacific Coasts. Baltimore is one of the seven cities of the world possessing a 35' channel, which is 600' wide, and open to navigation throughout the entire year, the harbor being almost entirely free from ice impeding navigation. The port of Baltimore is served by thirty-four regular steamship services, with sailings to more than a hundred foreign ports. Baltimore has a deep waterfront of 127 miles, only 45 miles of which are developed, thus affording room for great expansion with terminal facilities that are unsurpassed.

Baltimore has proximity to the great coal fields of Western Maryland and West Virginia, which, with the vast supply of hydro-electric current secured from the Susquehanna River, gives Baltimore an abundance of cheap power for its great industrial plants. Its accessibility by water-borne traffic to Cuba and South America makes the great ore beds and natural resources of these countries



SOME OF BALTIMORE'S LEADING INDUSTRIAL PLANTS

1. Penn. R. R. Grain Elevator—One of the Largest on the Atlantic Seaboard
2. Mt. Vernon-Woolberry Mills, Inc.—Manufacturers of Cotton Duck
3. B. & O. R. R. Coal Pier—the Largest in the World
4. Light Street Office of McCormick & Co.—Biggest Spice Factory in America
5. When the "Sun Shuts Low" Behind the Westport Plant of the Consolidated Gas Electric Light and Power Company
6. The American Sugar Refining Company

The Johns Hopkins University And Its Achievements

By Dr. Frank J. Goodnow
President of the Johns Hopkins University

BALTIMORE, "The Port of Opportunity." This is an adventuresome motto carrying the promise of worthwhile achievement. The City of Baltimore and the State of Maryland are indeed ports of educational opportunity. For many years the number of young people who come to Maryland for their higher education has exceeded the number of those who leave the State in such a quest.

The Johns Hopkins University plays an important part in making Baltimore a "port of opportunity" in that it offers to students a means of pursuing fruitful adventures in the field of learning.

The chief distinction of the Johns Hopkins is its advanced work, the type of study and investigation which goes beyond the college years and strikes into new fields.

In 1893 the medical school was added to the University's activities. That school differed in a number of particulars from existing medical schools. It was from the beginning closely associated with the Johns Hopkins Hospital, much higher qualifications were demanded of entering students than was the case with most existing American medical schools, the length of the course of instruction was doubled as compared with such schools, and the methods of instruction, which in other places had consisted merely in hearing lectures and reading textbooks, were so organized as to include the observation and study of patients.

Success was scored at once and at the present time most of the high grade American medical schools are organized on the Hopkins' model.

Still another departure was inaugurated when the School of Hygiene and Public Health was organized in 1918 for advanced instruction and research in these very important but hitherto rather neglected fields.

The latest sign of appreciation of Johns Hopkins as a pioneering university is the plan to establish here a School of Interna-



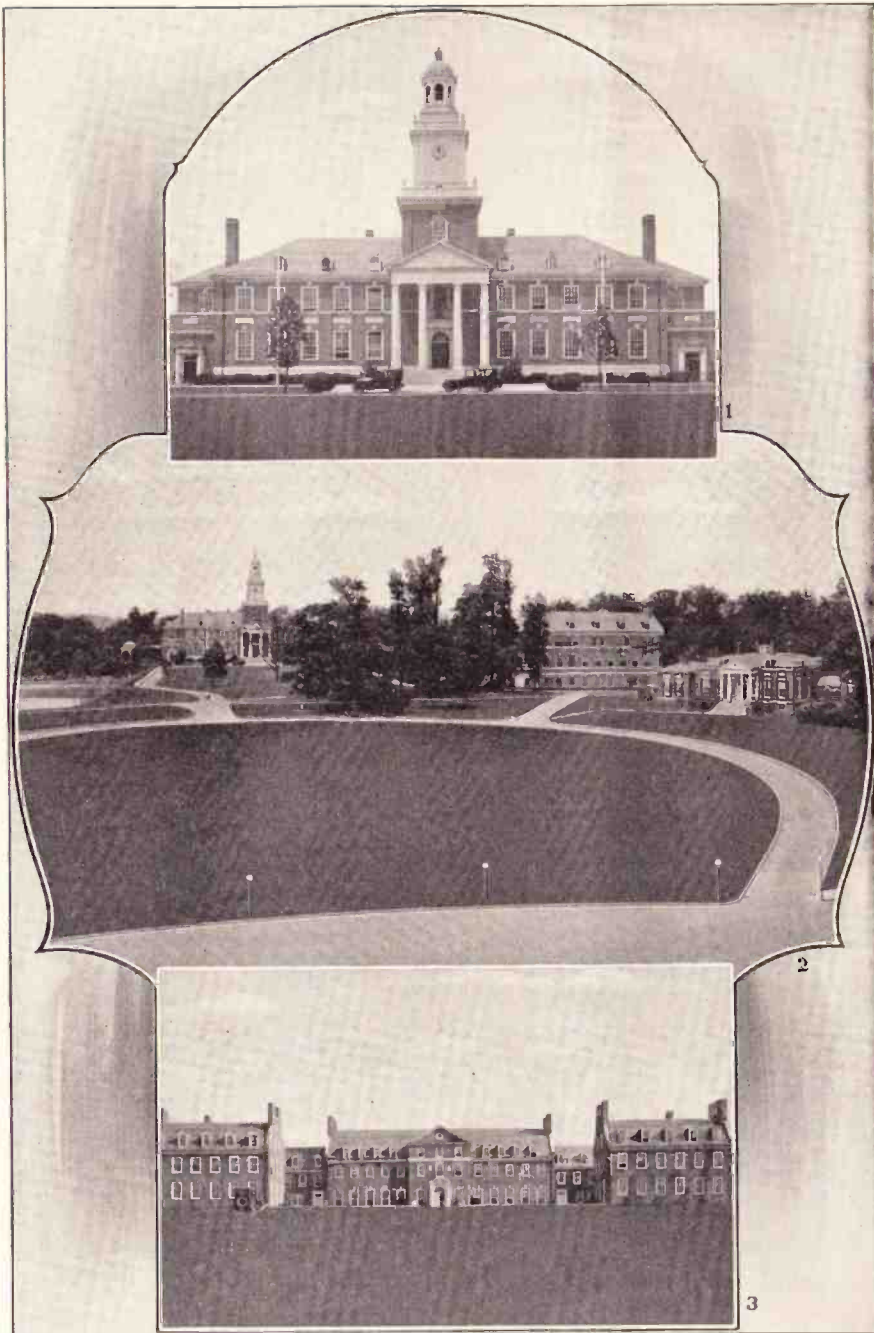
tional Relations in memory of Walter Hines Page, one of the most distinguished of our early Fellows.

The method of instruction in the advanced fields may be likened to the setting out of an exploring expedition for some unknown region such as the heart of a distant continent. Let me give you a picture of one of these explorations or researches, as they are called. The late Dr. Remsen, the first professor of chemistry at Johns Hopkins, at one time set out, with some of his students, to discover what new derivatives might be extracted from coal tar. One of the things they found was a substance called "sulphonaphthalein." Experiments indicated that this new substance might be of value in testing the condition of the kidneys. When further research showed that this was undoubtedly true, sulphonaphthalein was used in the hospital to determine whether a patient's kidneys were in such condition as to make it safe for him to undergo an operation. Thus Dr. Remsen's scientific adventure led to a means for safeguarding human life.

Among our advanced students we have not only many Baltimoreans and Marylanders, but also students from forty-four states of the union, the District of Columbia, and twenty-five foreign nations and territories.

A large number of these receive free tuition. In fact, out of a total of ten thousand regular students who have passed through the institution in forty-nine years, over 2,500, or 1 in 4, have enjoyed free tuition for an average of two years each. Moreover, the cost of providing instruction as we do in association with considerable research by the faculty and advanced students, is several times the tuition charged those who do pay. While the fees charged range from \$200 to \$360, the actual cost to the University per student per year ranges from \$625 to \$1,425. Yet comparisons with other institutions show that we are working at relatively low cost and on a very economical basis.

When you think of the Johns Hopkins remember that in its laboratories and class rooms today there is the same spirit which in the past sent the caravels of the explorers and the covered wagons of the pioneers in search of new realms to the benefit for mankind.



HOMEWOOD—THE HOME OF THE JOHNS HOPKINS UNIVERSITY

1. Gilman Hall, Named for Dr. Daniel Coit Gilman, First President of the University
2. Sectional View of the Campus Showing a Few of the Main Buildings Including the Historic Carroll Mansion at the Extreme Right
3. The Dormitories

Goucher College Offers Many Opportunities To Womanhood

By Dr. William W. Guth
President of Goucher College

BALTIMORE is noted for its educational assets, among them Goucher College, one of the six leading colleges for women in the United States.



remove its plant to the new campus just as soon as the necessary funds can be raised. The building of so large a plant as the new home of Goucher College will be, which will mean an initial expenditure of at least five million dollars, is in itself a great asset to the economic resources of Baltimore; and as time goes on hundreds of thousands of dollars more will be spent on the plant and equipment. Baltimoreans will always be able to turn with pride to this big educational and material asset, and look upon it with pleasure as their own possession.

Goucher College, founded in 1885 as The Woman's College of Baltimore, offers a four-year cultural course leading to the degree of Bachelor of Arts. The faculty numbers 101. The student body for the year 1926-1927 numbers 1050. Although many of the students come from Maryland and Pennsylvania, the majority of them come from other parts of the country, particularly the South and Middle West. Thirty-eight states of the Union, two territories, and three foreign countries are represented in the student enrollment. The endowment funds of the College now total \$2,356,725.29, and its plant and equipment are valued at \$1,836,808.87.

Some Thoughts on "Learning"

"Learning without thought is labor lost; thought without learning is perilous. . . . When you do not know a thing, to acknowledge that you do not know it, is knowledge. . . . Those who are born in the possession of knowledge are the highest class of men. Those who learn and so acquire knowledge are next. The dull and stupid who yet achieve knowledge, are a class next to these. Those who are dull and stupid and yet do not learn are the lowest of people.—Confucius.

. . . the mind free from passions is a citadel; man has no stronger fortress to which he can fly for refuge and remain impregnable. Ignorant is he who has not seen this; unhappy he, who having seen, yet flies not to the refuge.—Marcus Aurelius.

All those who oppose intellectual truths merely stir up the fire; the cinders fly about and set fire to that which else they had not touched.—Goethe.

Goucher College is a financial asset to the city of Baltimore. Not only does the College itself spend more than half a million dollars a year in the city of Baltimore, but several hundred students from other cities and states also do the most of their buying here.

Because of the encroachment of the business interests of the city upon its present location, the College has purchased a new campus of 421 acres at Towson, just outside the city limits of Baltimore, and will

A liberal education is the birthright of every boy and girl in America.—Leland Stanford.



SOME GOUCHER COLLEGE VIEWS

1. Interior View of Alumnae Lodge
2. Faculty Room in Goucher Hall
3. Goucher Hall—Main College Building
4. When It's May Time at Goucher
5. During a Horse-Show on the Campus
6. Rotunda in Goucher Hall showing Memorial Whirlows to Mrs. John F. Goucher, Wife of the Founder of the College

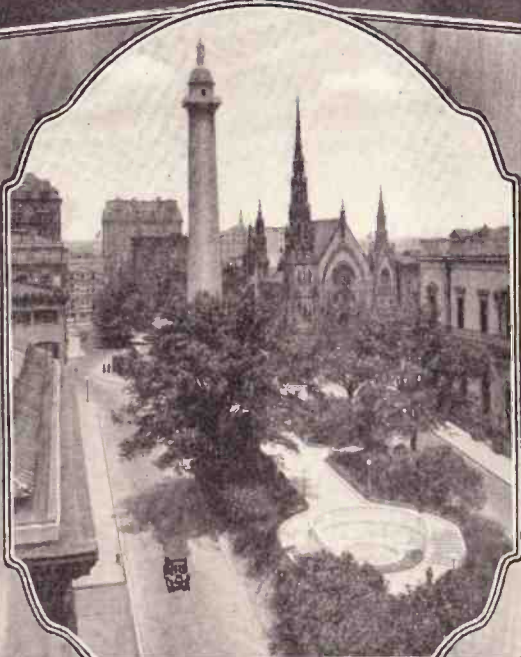
Baltimore - The Beautiful



The Grecian Colonnade Entrance to the Stadium



The Proposed New Museum of Art



Mt. Vernon Place - One of Baltimore's Beauty Spots



Baltimore's Memorial to her War Heroes - An Excellent Example of Early Grecian Architecture



A Section of Baltimore's Business District after Twilight

Baltimore's Contribution To American Poetry

By Dr. L. Wardlaw Miles

President of the Poetry Society of Maryland

BALTIMORE'S contribution to the poetry of our country is unique and important. With our city are associated two of America's best known patriotic songs, and with it is also associated the fame of that poetic genius which most Old World critics recognize as the greatest of America. Nor is this all. For Baltimore boasts still other important poets, many of whom it is interesting to observe sound so similar a note that there seems to exist among them a certain bond of poetic fellowship.

It is of course with one great name that the poetry of Baltimore is chiefly associated.

Tennyson, when asked to come to America, said: "If I did come, it would be for one reason, to visit the grave of Edgar Allan Poe."

In 1873, came to Baltimore another poet, Sidney Lanier, who, after service in the



Confederacy and imprisonment in a Federal prison, reached Baltimore broken in health to spend here the last years of his life. From earliest boyhood he had been a devoted musician, and into the army prison carried his beloved flute concealed in his sleeve. On this instrument he played in the Peabody Symphony Orchestra for many years. Lanier's preoccupation with music is evidenced in all his poetry.

To the prison at Point Lookout, Maryland, came another Confederate, John Bannister Tabb, a priest. Perhaps nothing better serves as an example of Father Tabb's delicate and concentrated fancy than these two stanzas called "The Reaper".

Tell me whither, Maiden June,
Down the dusky slope of noon
With thy sickle of a moon,
Goest thou to reap?
Fields of Fancy by the stream
Of Night, in silvery silence gleam,
To heap with many a harvest-dream
The Granary of Sleep.

I might name a number of other worthy contemporary singers, but one must suffice. We of Baltimore are very proud of the work of Lizette Woodworth Reese. And I like to think that in it the best of the tradition which I have noted as Baltimore's particular heritage in song persists.

Some Outstanding Poems By Baltimore Poets

TEARS

By Lizette Woodworth Reese

WHEN I consider Life and its few years—
A wisp of fog betwixt us and the sun;
A call to battle, and the battle done
Ere the last echo dies within our ears;
A rose choked in the grass; an hour of fears;
The gusts that past a darkening shore do beat;
The burst of music down an unlistening street—
I wonder at the idleness of tears.
Ye old, old dead and ye of yesternight,
Chieftains, and bards, and keepers of the sheep,
By every cup of sorrow that you had,
Loose me from tears, and make me see aright
How each hath back what once he stayed to weep:
Homer his sight, David his little lad!

A SONG OF THE FUTURE

By Sidney Lanier

SAIL fast, sail fast,
Ark of my hopes, Ark of my dreams;
Sweep lordly o'er the drowned Past,
Fly glittering through the sun's strange beams:
Sail fast, sail fast.
Breaths of new buds from off some drying leaf
With news about the Future scent the sea;
My brain is heating like the heart of Haste
I'll loose me a bird upon this Present waste:
Go, trembling song,
And stay not long; oh, stay not long;
Thou'rt only a gray and sober dove,
But thine eye is faith and thy wing is love.

HYMN

By Edgar Allan Poe

A T morn—at noon—at twilight dim—
Maria! thou hast heard my hymn!
In joy and woe—in good and ill—
Mother of God, be with me still!
When the hours flew brightly by,
And not a cloud obscured the sky,
My soul, lest it should truant be,
Thy grace did guide to thine and thee;
Now, when storms of Fate o'ercast
Darkly my Present and my Past,
Let my future radiant shine
With sweet hopes of thee and thine!

Baltimore As An Art Centre

By Lawrason Riggs

President of the Peabody Institute

A GREAT city is not a one-sided city. While business success and commercial development are fundamental, yet the mere accumulation of money is not the final end.

We work and trade because we can exchange our money for those things which add to our health and comfort and happiness.

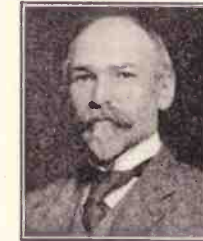
But all our desires are not gratified by mere material acquisitions. We have hearts and minds and souls with desires of a different kind—and which must be gratified in other ways.

Baltimore is the "Port of Opportunity" not only for acquiring material things but also for the gratification of those spiritual and mental desires which exist in every wholesome community.

One of the institutions which for many years has been serving this side of Baltimore's community life is the Peabody Institute. This institution was founded by George Peabody in 1857. Mr. Peabody left Massachusetts, his native state, a poor boy and came South to seek his fortune. He came to Baltimore in 1815 when he was 20 years of age, and here laid the foundations of his great fortune. He took up his residence in London, England, in 1838, and continued to reside there till his death in 1869.

The plan of the Peabody Institute as set forth in the terms of the Endowment Trust is an extensive one. It embraces a public library of reference which now contains 250,000 volumes and which renders an important service to readers in the community, but especially to the students and teachers in the various institutions of learning for which Baltimore is so justly famous.

It also conducts the Peabody Conservatory of Music with a faculty of 99 teachers in all branches of the musical art and a student body numbering 2699 and representing 41 states. It gives each year a series of 20 recitals by musical artists of international reputation to which the advanced students of the Conservatory have free



admission and for which the general public is charged a price much below the usual scale.

Mr. Peabody also provided in his Trust for the annual awarding of substantial money prizes to the most worthy graduates of the public high schools of the City and of the Maryland Institute for the promotion of the mechanic arts.

The Peabody Institute also possesses a collection of paintings and sculpture for the exhibition of which a gallery has been provided in the new building recently erected for the Preparatory Department of the Conservatory of Music.

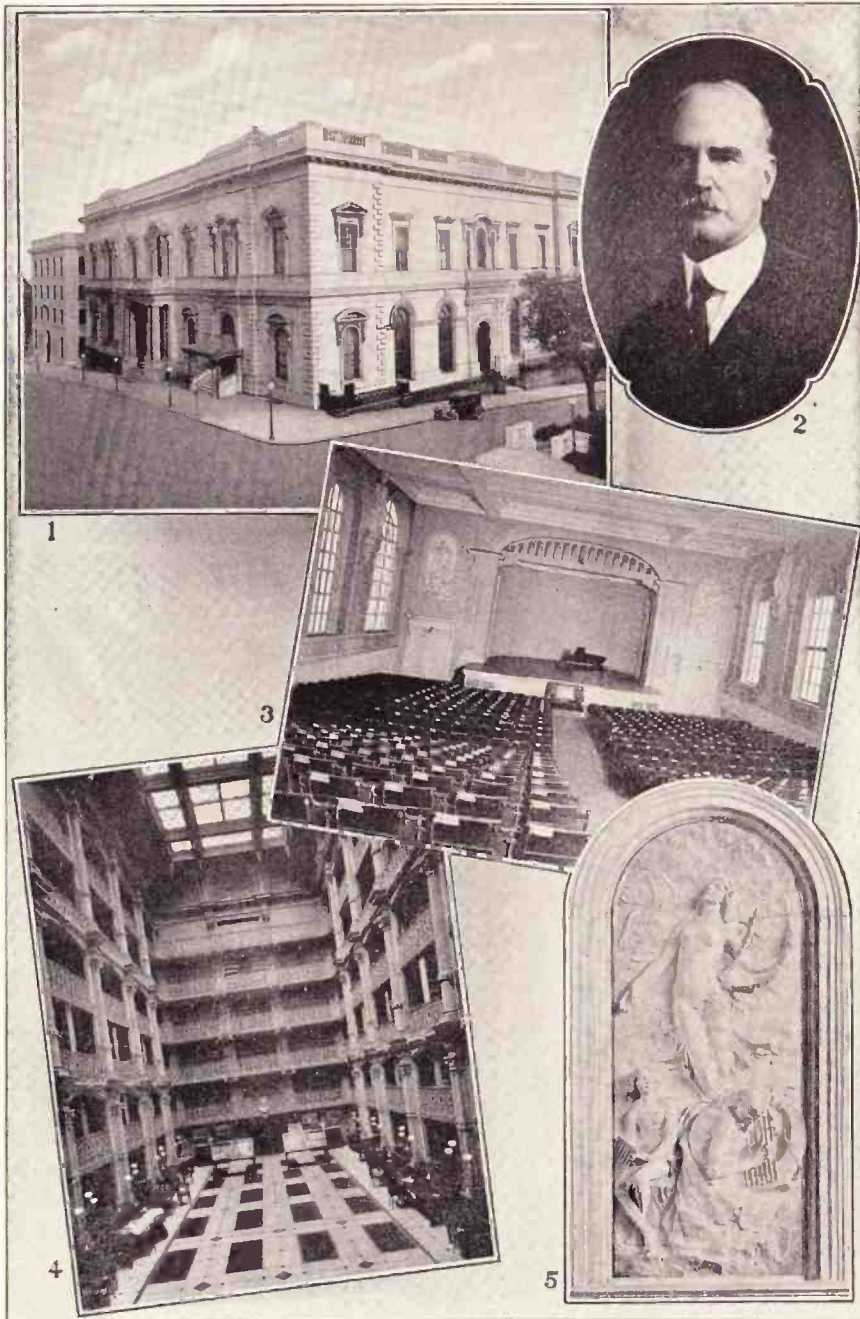
In addition to the activities mentioned, the Trustees of the Peabody Institute also administer a Trust Fund established under the will of the eminent Baltimore sculptor, William H. Rinehart. The income from this fund supports continuously an advanced student in sculpture at the American Academy in Rome, and pays half of the expenses required for conducting the Rinehart School of Sculpture at the Maryland Institute.

In the various ways referred to, the Trustees of the Peabody Institute of Baltimore City are endeavoring to carry out the intentions of the founder in administering the Trust which he committed to their care.

When Mr. Robert Winthrop, a close personal friend, was told by Mr. Peabody of his plans for disposing of a large part of his fortune during his lifetime, Mr. Winthrop expressed his admiration at the magnitude and sublimity of his purpose. Mr. Peabody replied: "Why, Mr. Winthrop, this is no new idea to me. From the earliest years of my manhood, I have contemplated some such disposition of my property and I have prayed my heavenly Father, day by day, that I might be enabled, before I died, to show my gratitude for the blessings which He has bestowed upon me."

It is through Art and through Art only that we can realize our perfection; through Art and Art only that we can shield ourselves from the sordid perils of actual existence.—Oscar Wilde.

It is the glory and the good of Art that Art remains the one way possible of speaking truth—Robert Browning.



VIEWS OF THE PEABODY INSTITUTE

1. The Peabody Institute, Showing the Recently Completed Annex Building 2. Harold Randolph, Director of the Peabody Conservatory of Music 3. The Concert Hall Where More than One New World-Famed Musical Star was First Heard 4. The Peabody Library, Considered the Finest Reference Library in the World 5. Music Panel Designed by Hans Seltzer

Baltimore—The City of Beautiful Homes

By John Henry Scarff
Architectural Designer

MARYLAND has that quality shared by old home lands of arousing the enthusiasm of those who come to it for a short time and the abiding affection of her native sons and daughters.



became larger and more numerous and ceilings higher to suit the different climate.

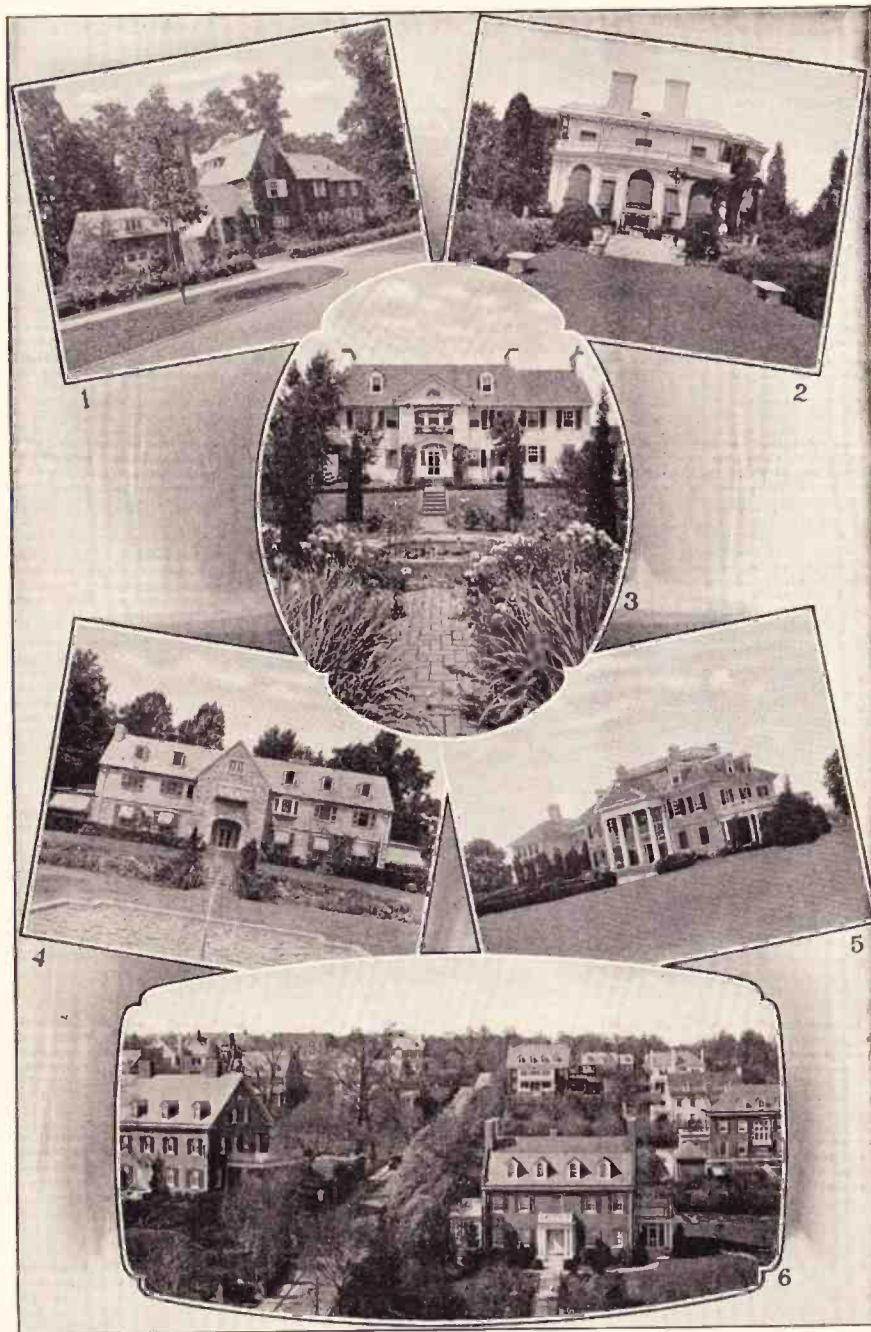
With the greater prosperity of the colony during the first three quarters of the 18th Century, the homes became larger and more luxurious. Houses of rich merchants and land owners were frequently built on a grand scale—often with the central portion and a wing symmetrically arranged on each side connected to the main house by an arcade. This gracious type of spreading house is Maryland's distinct contribution to American domestic architecture. But naturally all houses were not those of rich men. During the years prior to the Revolution and as late as 1825 all houses great and small were built with a simplicity and dignity but rarely seen later. The influence of machinery which came into common use about the year 1825 was soon felt and taste consequently declined. The old charm and individuality given to architecture through the influence of the skilled artisan gave way to the stereotyped and dull output of the factory.

The years 1825 to 1900 saw the lowest ebb of public taste. Houses were ugly and without charm. Our talents were turned to national expansion and not to the building of houses of beauty and lasting quality. Since the beginning of the 20th Century, however, public taste has greatly improved. A greater number of people each year demand a home of good materials, well planned, comfortable, well lighted and of that simplicity and dignity that gives lasting satisfaction.

During the first years of the 20th Century people seeking models for a more seemly home than those of the dismal years just past, turned naturally to the early Maryland homes still standing. Our native tradition proved true and vital, giving the inspiration to reviving taste. Colonial architecture was observed and imitated. During more recent years, because of more extensive travel, both by our architects and general public, merit and suitability have been discovered in the houses of other lands and times. Our Colonial architecture is studied still more intelligently and with more understanding. The future holds bright promise of a style of building rooted firmly in our native Maryland tradition, yet modified and broadened to suit modern times and modes of life.

Captain John Smith was one of the first white men to visit the Chesapeake Bay country. In 1606 he wrote an account of his sixth voyage to Maryland. Later, in 1634, Lord Baltimore established the first permanent settlement. The colony prospered, and from the earliest times manners in the colony were marked by an urbanity and tolerance, it being the first to establish by law the principle of religious toleration. English customs and manners still survive, no other immigrant strain occurring strong enough to disturb the settled habits of Colonial days.

The earliest homes of the settlers were established along the shores of the bay and rivers, and depended almost entirely upon communication by boat. Inland the only roads were rude trails and the original forests extended to the narrow strip of cultivated land along the water. At first the houses were built of logs; later of frame covered with split shingles or clap boards. Not until the colony was well established were houses built of brick or stone. These early houses seldom contained more than six rooms, but even in those simple times the cultural tradition of the settlers expressed itself in the detail of the interiors. Almost always there was at least one room panelled from floor to ceiling in the native pine and the mouldings were carried out with considerable delicacy and refinement. At first the houses, done by workmen trained in England, were naturally, copies of houses they had been familiar with in their native land. But in short time, climate and local conditions brought modification of plan and details. The porch was one of the first features added. It gave greater opportunities for outdoor living during the longer and warmer months of the new country, windows



SOME BEAUTIFUL HOMES AND HOME SPOTS IN BALTIMORE

1. A Home in Roland Park Reflecting the Charm and Beauty for which this Residential Section is Noted
2. One of the "Show Places" in the Famous Green Spring Valley
3. A House that Looks Upon a "Lovesome Garden"
4. An Adaptation of the English Country House
5. The Colonial Influence is Strongly Noted in Many of the Homes in and Around Baltimore
6. A Sectional View of Gullford with Fine Example of Georgian Colonial Architecture in the Foreground

Baltimore As A Financial Centre

By Frederick A. Dolfield

Register of the City of Baltimore

BALTIMORE as a financial center is important, and an inside view of the operations of our City Government, with regard to its finances is, I believe, of general interest.



We are the center of 4 major railroads carrying shipments to and from our steamship lines, handling trade in every branch of activity throughout the world.

This buying and selling, this barter and trade, make us, this year, the third United States port in exports and imports handled and volume of tonnage moved. It was through the good offices of the Baltimore Association

of Commerce that these figures were compiled.

I will revert to our City government. Our cost of operation, maintenance and construction runs on an average of \$4,126,000 per month. This money is raised from two sources. Taxation and revenue from properties and franchises and investments owned by the City. Taxation in 1927 will raise \$26,121,325.65, and other revenue \$23,387,642.50, a total of \$49,508,968.15. This may seem a great sum, but think of our paved streets, well lighted, schools well kept, unlimited good filtered water, garbage and sewer conveniences.

We paid for education last year \$7,732,814.98. For the fire department \$2,758,933.10, for the paving of streets \$1,207,949.00, for lighting them \$1,280,448.95, for the police department \$3,692,381.75. We erected new school buildings costing \$3,622,277.30. Repairs to schools cost \$257,743.32.

The per capita yearly tax of Baltimore is lower than many other cities of our class. Baltimore had \$28.57 last year, while Detroit had \$55.28, Buffalo \$52.59; Los Angeles and St. Louis were the only ones lower than ours.

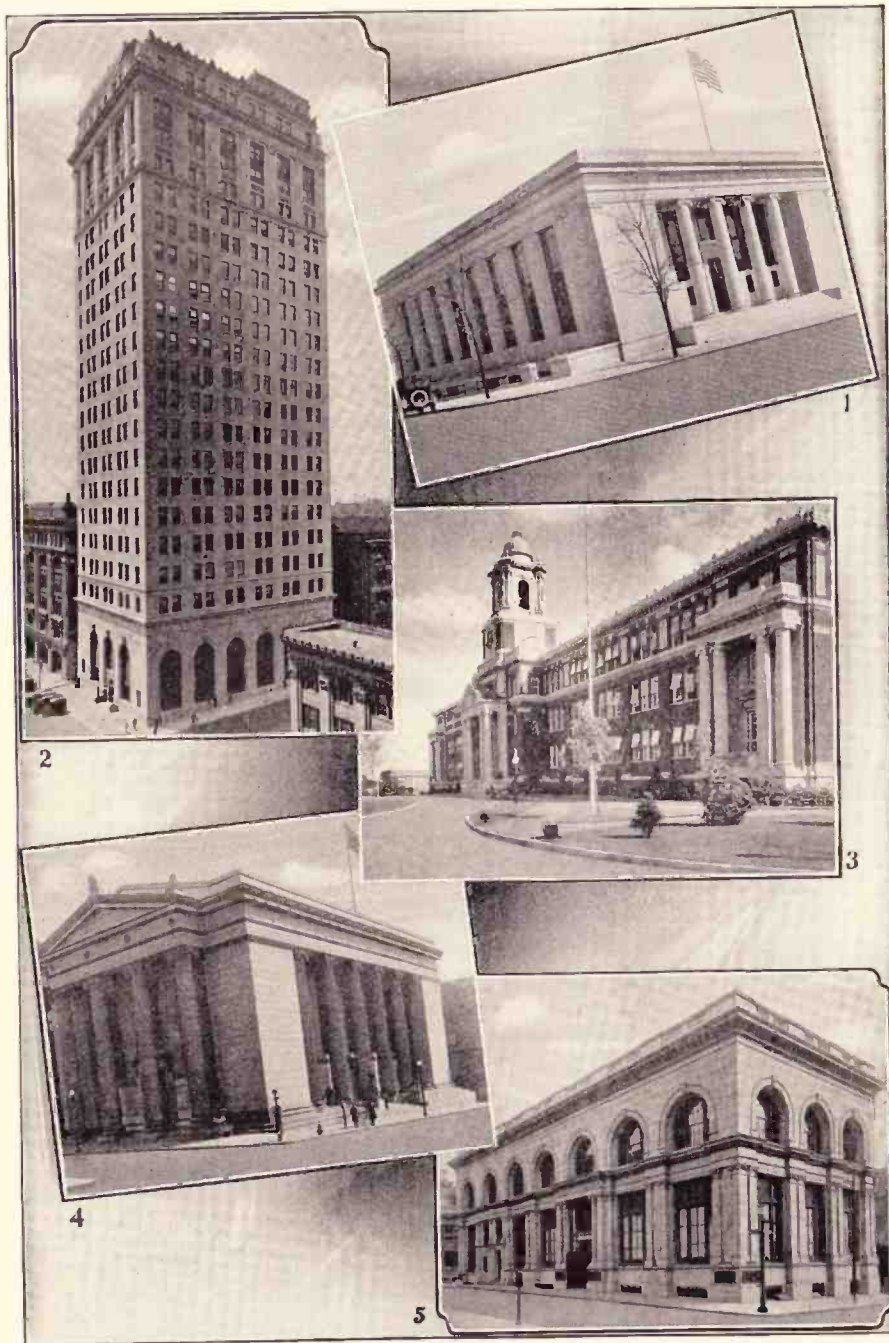
This should be very gratifying to our citizens. It shows that what money has been spent by this and past administrations has been in the main, well spent, and that we have the conveniences and comforts of other cities without costing as much yearly as theirs.

The present administration of the City is pledged to a conservative and constructive policy—conservative, where extravagant demands are made on the treasury—constructive, where we feel that for the good of all the citizens some worthy thing, in keeping with these times, is proposed. It is because of these advantages I have mentioned that our citizens have come to regard Baltimore as the best place in the world to live.

There are 49 National, State and Savings banks in Baltimore, with capital and surplus of 85 million dollars, deposits of 530 million dollars, loans of 470 million dollars. These loans of 470 million are all made to Baltimoreans or allied industries. There are 21 credit or finance companies with capital and surplus of 50 million dollars. There are four bonding and fidelity companies with assets of 119 million dollars. Baltimore is proud of the fact that the first bonding company was started here, as also the first credit finance company. This has enabled us to draw business from every part of the world. Some of these companies have offices in all the capitals of Europe, and our City is known wherever they do business.

There are also, 1008 building associations in the City of Baltimore with deposits of about 160 million dollars, the savings of the people. These associations do a vast amount of good. They permit the person of small income to own a home by loaning him the money to buy it. It is for this reason that Baltimore is known peculiarly as a City of homes. More people own their homes here, in proportion to our population, than any other City in the United States.

We will look at the trade of Baltimore. In 1926, our exports were \$129,348,128, our imports \$106,273,448; almost an even balance. We purchased as much as we sold. We are served by 34 regular steamship lines in the overseas trade, going to more than 100 foreign ports. In addition to this, we are served by 24 coastwise lines, operating between Baltimore and the principal ports of the Atlantic and Pacific coasts. Besides, 8 companies are operating 17 services, with 34 steamers to all points of the Chesapeake Bay.



A GROUP OF LEADING FINANCIAL INSTITUTIONS IN BALTIMORE

1. The Federal Land Bank at St. Paul and 24th Streets
2. The Citizen's National Bank—the Tallest Bank Building in the City
3. The Maryland Casualty Company out Guilford Way
4. The Savings Bank of Baltimore, corner Baltimore and Charles Streets
5. The Merchants National Bank at South and Water Streets

Baltimore's Part In The Advancement of Medical Science

By Dr. Hugh Hampton Young

Director of the Brady Urological Institute of the Johns Hopkins Hospital

GO back to 1799. Baltimore was a town of 26,000 people, with no colleges or medical schools, but she had a small group of splendid physicians, one of whom, Dr. Archer, was the first to graduate in medicine in America. So he and his confreres banded together and formed the Medical and Chirurgical Faculty of Maryland.

This, one of the earliest medical societies in America, has been of untold influence for good in Maryland—and in fact has furnished leaders who have gone forth to enlighten the profession and direct great public health movements all over these United States.

In 1802 one Dr. James Smith urged the city to provide vaccination against small pox, but as the authorities would not agree, he opened his home for this work and for 30 years vaccinated the people of Baltimore at his own expense. In 1813 the U. S. Government established the National Vaccine Institute with Dr. Smith as director. He was known as father of vaccination in America.

In 1802, Dr. John B. Davidge erected in Baltimore Town a small building for the study of anatomy which was destroyed by a mob, who objected to dissection of the human body.

This stirred the physicians of Baltimore to get a bill through the legislature organizing the College of Medicine of Maryland in which Dr. Davidge was named professor of anatomy. This was the beginning of the University of Maryland.

Among the many professors of the University of Maryland I have time only to mention one Dr. Nathan Ryno Smith—for 42 years the professor of Surgery and the first man in America to do that still very difficult operation—the removal of goiter. Few men did so much to give credit to early American Surgery as two Baltimoreans, Dr. H. G. Jamison and Dr. George Frick, who was for many years the most distinguished eye doctor in this country. Other brilliant



physicians were Dr. Charles Frick, whose studies in Bright's Disease made him world famous, Dr. Ridgeway Trimble, who died of infection received at operation, and Dr. Christopher Johnston, the acknowledged leader in Surgery in Baltimore from 1870 to 1890.

Maryland boasts of one of the best state sanatoria for tuberculosis, and in the care of the Insane, Baltimore has played an important role, the legislature, passing a splendid system of laws in which state care of the Insane in modern hospitals is provided. Later the Shephard Pratt and the Phipps Psychiatric Clinic arose to furnish most complete institutes for the study of diseases of the mind.

I will pass rapidly over the part played by the Johns Hopkins. As to the present staff, I shall not speak, but I may justly talk about the progenitors of the Medical School.

The influence of these early professors was prodigious. Mall in anatomy, Howell in physiology, Abel in pharmacology, Welch in pathology, Osler in medicine, Halsted in surgery, and Kelly in gynecology, by the immensity of their output, simply transformed and galvanized American medicine.

The new science of bacteriology had just blazed forth to dissipate the mists which had obscured the study of disease, and brilliant discoveries were made in Baltimore.

Nor is the spirit of self-sacrifice extinct, as shown by the example of Dr. C. H. Barlow. Dr. Barlow, after laboratory studies here, went to a portion of China where millions are laid low by an intestinal parasite called the fluke. In order to study the life history of this strange animal and the disease it produces, Barlow calmly swallowed thirty of these flukes—each about an inch long—and sailed for Baltimore where he furnished a living example of the disease for study in the Johns Hopkins Laboratories.

Dr. Halsted's introduction of rubber gloves in surgery has been of great importance to the whole world. Dozens of such epoch-making discoveries, originating in Baltimore, could be furnished. Suffice it to say that the medical schools and hospitals of Baltimore are fully abreast of the times and daily contributing to scientific progress and to human health and happiness.



A GROUP OF BALTIMORE'S HOSPITALS

1. The New Sydenham Hospital for Contagious Diseases
2. Union Memorial Hospital
3. The World-Famed Johns Hopkins which Covers Four City Blocks
4. The Hebrew Hospital
5. The Oldest of the University of Maryland Buildings, Built in 1807
6. Church Home and Infirmary
7. Hospital for the Women of Maryland

In The Chesapeake Bay Country

By Swepson Earle

Conservation Commissioner of Maryland

THE name, "Chesapeake Bay" is generally associated with oysters, fish or crabs, but beyond connecting the two, no serious thought is given as to how they live, move or have their being. This great inland sea of 5000 square miles is under the control of Virginia and Maryland. The entrance to the Bay is in Virginia, and migratory fishes coming in from the Atlantic Ocean must pass Virginia inspection, plus nets, and travel 65 miles before entering the waters of Maryland.



become attached must be returned to the bottom of the Bay and not used for chicken feed.

The Blue Crab

The crab industry of Chesapeake Bay has been most lucrative. The supply was thought inexhaustible, and it was not until recent years that people came to realize that the crab, like other marine animals, could be destroyed by over-fishing and lack of protection to the female crab bearing the eggs.

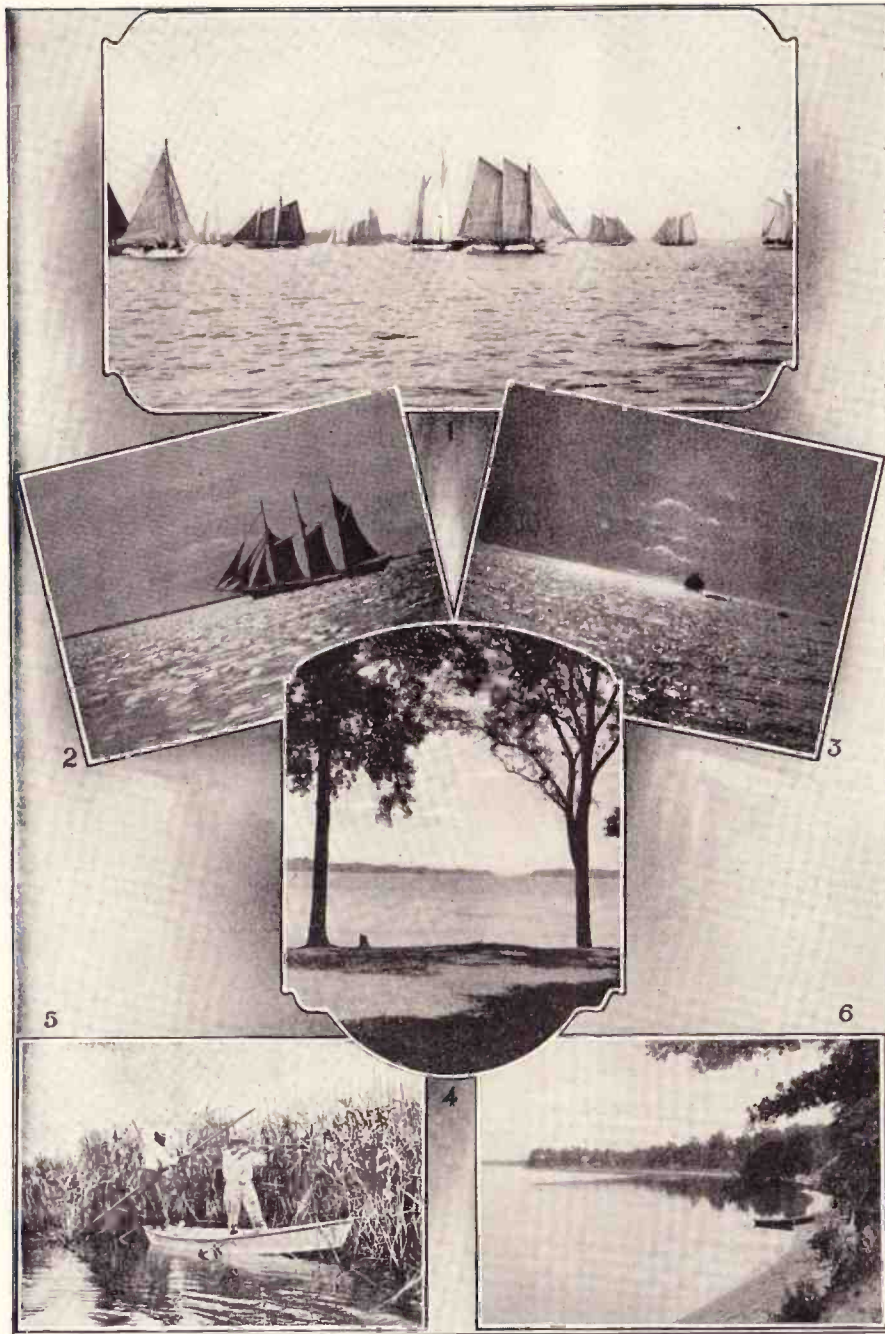
Crisfield, in Somerset County, Maryland, is the greatest shipping point for soft crabs in the United States, while Hampton, Virginia, has been the center of the hard crab industry. Investigation by the Government showed that every female crab bearing the egg sponge taken and destroyed in Virginia waters also destroys 1,750,000 eggs. The market value of the sponge crab is four cents. I estimate, after allowing an enormous mortality of eggs and young crabs, a seafood loss of 2000 pounds for each sponge crab destroyed. After years of fights and conferences by the authorities of the two States, a bill was passed by the Virginia Legislature prohibiting the taking of "sponge crabs" at any time. The Government also recommended a thirty percent curtailment of all crab fishery in the Chesapeake Bay.

Migratory Fish

The shad may well be referred to as a national fish, as it is migratory in the Atlantic Ocean tributaries of the several States.

Thirty years ago the annual take of shad in the States from Georgia to New York was over 50,000,000 pounds. Overfishing has steadily decreased the supply, until during the past few years it has averaged less than 13,000,000 pounds. An effort is now being made by the States to coordinate their action in a concerted effort to save this great fish. This means more fish hatcheries, greater curtailment in the length of nets and fewer nets. It may be necessary, in order to accomplish this, to save all shad roe for propagation.

The great problem of the conservationist these days is to maintain the supply of water resources, not only for those who make their livelihood from them, but to provide pleasure and sport for visitors. We must apply the true definition of the word, conservation, which means wise use, and ask our citizens of the several States to cooperate with us in this important work.



SOME SCENES ALONG THE CHESAPEAKE BAY AND ITS TRIBUTARIES

1. An Oyster Fleet at Work Off Mouth of Patuxent River
2. Down the Bay Under a 12-Knot Breeze
3. When It's Moonlight at Seven Foot Knoll
4. A Picturesque View Across the Magothy River
5. Reed Bird Shooting Lures the Sportman to Maryland Waters
6. One of the Graceful Bends of the Severn River

The Maryland Institute and Its Many Activities

By Hans Schuler

Director of the Maryland Institute

ONE hundred years ago, a group of prominent citizens founded the Maryland Institute for the Promotion of the Mechanic Arts.

Its first location in 1825 was at the southwest corner of St. Paul and Lexington Streets, where it flourished until the building was destroyed by fire on February 7th, 1835. From this blow the school did not recover until 1848, when it was reorganized and housed in Washington Hall, corner of Baltimore Street and Jones Falls.

These quarters were rapidly outgrown and in 1851 it erected its own building on Marsh Market Place. This building, besides providing ample class rooms and a fine library, also embraced a great assembly hall, the largest in the country at that time, capable of seating four thousand people.

On February 7, 1904, the sixty-ninth anniversary, to the day, of its first catastrophe, it again fell a prey to flames in the Great Baltimore Fire, and was completely destroyed. The ruins were still smoldering when plans for the rehabilitation of the school were begun. These resulted in the erection of two buildings, one on the old site, known as the Market Place School, was built by the city; the other, known as the Mount Royal Avenue Building, was erected with the aid of the State of Maryland and through the generosity of Michael Jenkins of Baltimore and of Andrew Carnegie.

The Mount Royal Avenue Building, completed in 1907, is known as the most beautiful school building in America. It is built of marble in the Italian Renaissance style, with a magnificent loggia and staircase.

In the Market Place School, young men are trained to become efficient draftsmen in all branches of engineering, including mechanical, automobile and architectural drawing, interior decoration, sheet metal and marine drafting and mathematics.

The Mount Royal School devotes its activities to the Fine and Applied Arts. It

also has day, night and Saturday classes.

The regular courses in the day and night schools are from three to four years. All freshmen are taught the rudiments of drawing, perspective and design. Then, in the second year, the student branches out into his or her chosen field, which may be general design, advertising design, interior decoration, fashion

drawing, costume design—or in the crafts such as pottery, basketry, metal work, weaving, jewelry, etc., or if the student intends to become a painter, illustrator or sculptor, he receives training along these lines. It also conducts classes in teacher training, which prepare the student to take positions as art teachers in public and private schools. In addition the Institute cooperates with high schools of the city by giving instruction to afternoon classes for which they receive credits in their school work. The growth of the school continues phenomenal and today has a total enrollment of 3000 students.

The Institute is the home of the famous Rinehart School of Sculpture, which offers, every four years, a four-year scholarship to the American Academy at Rome. Among the treasures of the Institute is the famous Lucas Collection, consisting of 370 paintings, 200 Barye bronzes, and 14,000 prints and etchings—the second greatest collection of prints in America. These, as well as constantly changing exhibitions in the beautiful galleries of the Institute, are open daily to the students and the public.

The Institute receives an annual support from City and State appropriations which enables it to keep its tuition, particularly in the night classes, at such a low rate that the poorest boy or girl can attend. It has many free scholarships, and offers many prizes and several traveling scholarships.

It attracts students from almost every state who find living conditions in Baltimore pleasant and congenial. Our own famous Walters Gallery, our growing Baltimore Museum, and the close proximity of the great galleries of Washington, Philadelphia and New York, afford exceptional opportunity for study. Following its traditions, the school believes in the thorough training of its pupils in the fundamentals of drawing and design, as a solid foundation for any style they may develop.



SHOWING THE MARYLAND INSTITUTE AND ITS WORK

1. "Maryland" - Mural Painted by Lee Woodward Ziegler, a Baltimorean
2. Exterior View of the Institute built after the Italian Renaissance Style
3. The Beautiful Italian Loggia
4. Future Portrait Painters at Work
5. A Class in Pottery
6. Learning How to Sculpture

Baltimore In The American Revolution

By Matthew Page Andrews
Historian

DURING the course of the American Revolution, all of the thirteen original States furnished signers of the Declaration of Independence, and all furnished men and means for a common cause; but, in regard to certain phases of the Revolutionary struggle, the record of Maryland is unique.

It is especially worth while to bear in mind that Maryland is the only one of the original thirteen States to have gone through nearly the entire period of the Revolution as a separate and distinct sovereignty outside of the first union known as the Confederation.

During this time the people of Maryland acknowledged only that government which they had set up at Annapolis by virtue of their free and untrammled choice.

The independent status of Maryland may be illustrated by recalling the fact that when the Continental Congress sent a military expedition into Maryland to seize the person of the deposed British governor, the Committee of Safety in Annapolis, representing the sovereign power of the people of Maryland, courteously but firmly declared that Congress must not interfere with the police powers of the commonwealth.

The leaders of the revolt in Maryland had declared that their "original and only motive" in resisting the claims and encroachments of King and Parliament was "to continue to the legislatures of these colonies the sole and exclusive right of regulating their internal polity." On this fundamental principle they based their revolt against the British empire; and perhaps no one of the thirteen original colonies made this point so clear as Maryland.

It was Maryland that furnished the backbone of the early Continental Line, which saved Washington from early and overwhelming defeat, since Maryland troops were the first in America to make successful use of the bayonet, thereby turning the tide of battle in the critical period of Washington's first extended campaign.



Hence it was that Maryland became known as the *old line state*, with none to dispute her well-won sobriquet.

On the battlefield of Brooklyn Heights there stands a monument to the Maryland Four Hundred whose bayonets turned back the charge of British and Hessian veterans fresh from victories upon the battlefields of Europe.

As General Washington retired across Manhattan Island and beyond, it was Colonel Smallwood's Marylanders who held the post of honor in rear guard actions.

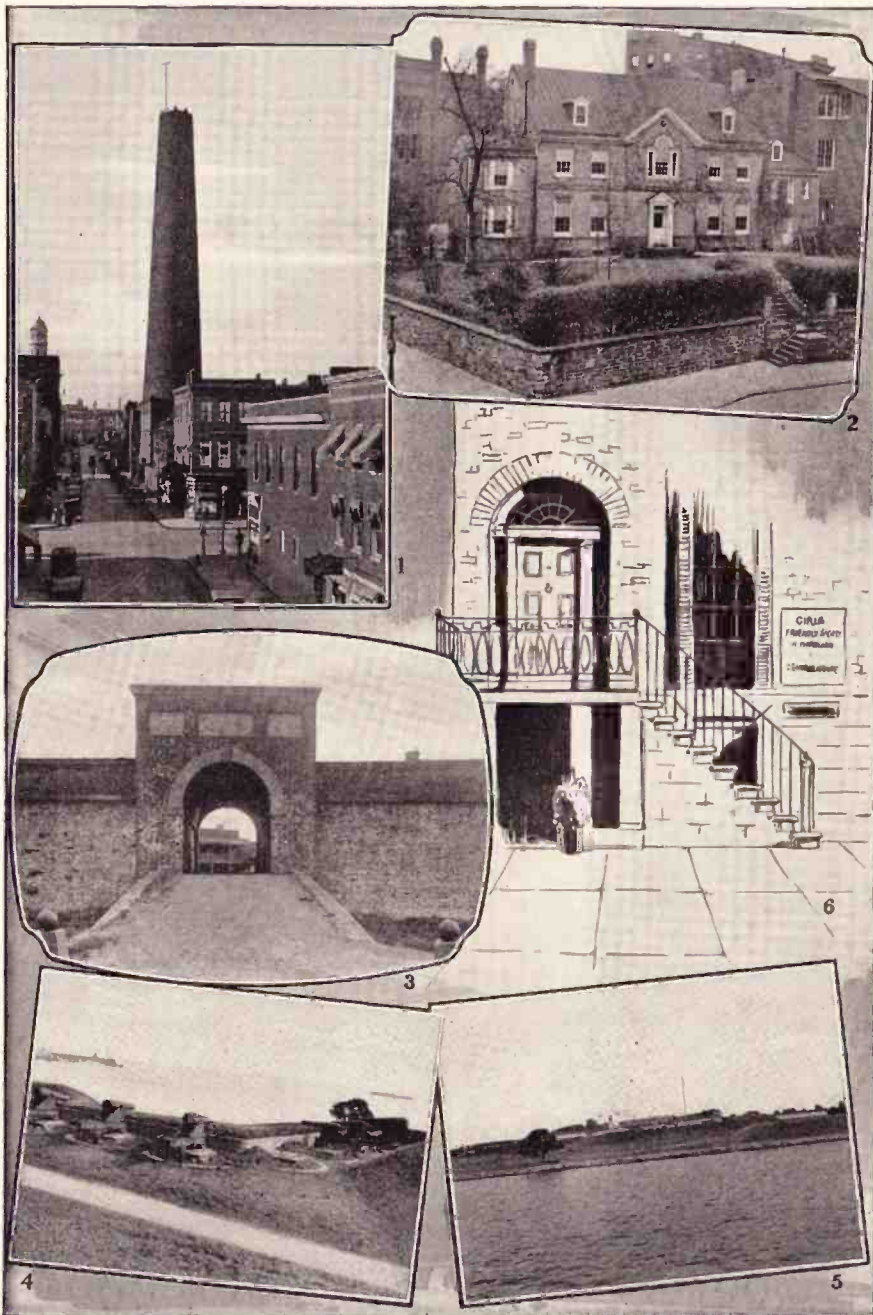
Though Marylanders volunteered against the foe in all the Northern States and though they played their part at Yorktown in 1781, they were likewise in the forefront of the Continental forces upon the battlefields throughout the length and breadth of the Carolinas. Pulaski's Baltimore Legion fought at Savannah; Marylanders were farthest south in central Georgia; whilst, in their far-flung battle-line, a few had fallen upon the heights of snowbound Quebec.

When the Revolution was over, and the Constitution had been ratified, Maryland gave to the Federal government the territory now comprising the District of Columbia.

When the capital of the new Republic was being built on the banks of the Potomac, and the Federal Government could get neither loans nor credit, it was to Maryland that President Washington turned to secure the funds essential to the completion of the Federal buildings. The General Assembly at Annapolis provided the necessary money, and the guarantees of individual Marylanders made it possible for Congress to open the first session in the Federal Capital.

Shortly after he became the Chief Executive of the newly created Federal Republic, President Washington was visited by a special committee from Baltimore, to whom he made an address distinguished for its direct simplicity and homely wisdom. And, lest we forget not merely the valor but the virtues of the founders of the Republic, it is well to remember our first President took this opportunity to declare his belief:

"That little more than COMMON SENSE AND COMMON HONESTY in the transactions of the community at large is all that is necessary to make us a great and happy nation."



SOME HISTORIC SPOTS IN AND AROUND BALTIMORE

1. The Shot Tower which was Built in 1828
2. Old St. Paul's Rectory, where the Episcopal House of Bishops Met in 1808
3. An Entrance to Fort M'Henry
4. The Cannon at Fort M'Henry, whose "Red Glare" showed Francis Scott Key the "Flag Was Still There"
5. Historic Old Fort M'Henry Now Slumbers Peacefully at the Entrance to Baltimore's Harbor
6. One of the Many Lovely Old Doorways that Add the Charm of Other Years to Charles Street

Baltimore—A Pioneer In Municipal Music

By Warren Wilmer Brown
Music Essayist



CITIES that depend for their reputation upon mere commercial greatness seldom if ever have the slightest distinction. Still less have they to offer, by way of inducement, to say nothing of compensation, to the person who demands more in life than the satisfaction of material aims and desires.

It is accordingly stimulating and encouraging, too, to note any project that creates influences which foster the love and appreciation of beauty.

Music, as every one knows, is one of the most potent of all these aesthetic influences. There is an universal craving for it in some way or another, but generally speaking its nobler forms are reserved for the few—that is, for those who can afford the high class concerts and recitals.

Such a thing as a Municipal Department of Music was undreamed of in this country until 11 years ago, when Baltimore boldly stepped into the field and assumed the responsibility of introducing the innovation. There was no experience to serve as a guide; no tradition to fall back upon. An entirely new venture, it had to make its own way and stand upon its own feet.

It was a success from the start and it has grown steadily in scope and importance. The Municipal Department of Music of which Frederick R. Huber is Director, takes charge of the Baltimore Symphony Orchestra concerts, the Municipal Band and various other phases of music in its direct relationship to the community as a whole.

It has long since passed the experimental stage, and has indeed become such a notable factor of the city's life that it is attracting attention everywhere. Countless inquiries concerning the administration of the Department and the results of its work are received from all parts of the country and it is apparent that the splendid influence it is exerting is far more than local. It is not too much to say that in establishing this institu-

tion, Baltimore has made a genuinely fine contribution to the cultural life of the nation.

The Baltimore Symphony Orchestra is the dominating force in Baltimore's field of municipal music. It is maintained by an annual city appropriation and under the direction of Gustav Strube, who has been its leader from its inception, it has won a position where, artistically, it is worthy of comparison with some of the far older American orchestras.

The Orchestra gives concerts monthly during the season and the entire house is invariably sold out, usually the day the sale opens. The price of seats is from 25 cents to \$1.00.

The educational work of the Orchestra is broadened by holding the final rehearsals for each concert in the Baltimore high schools.

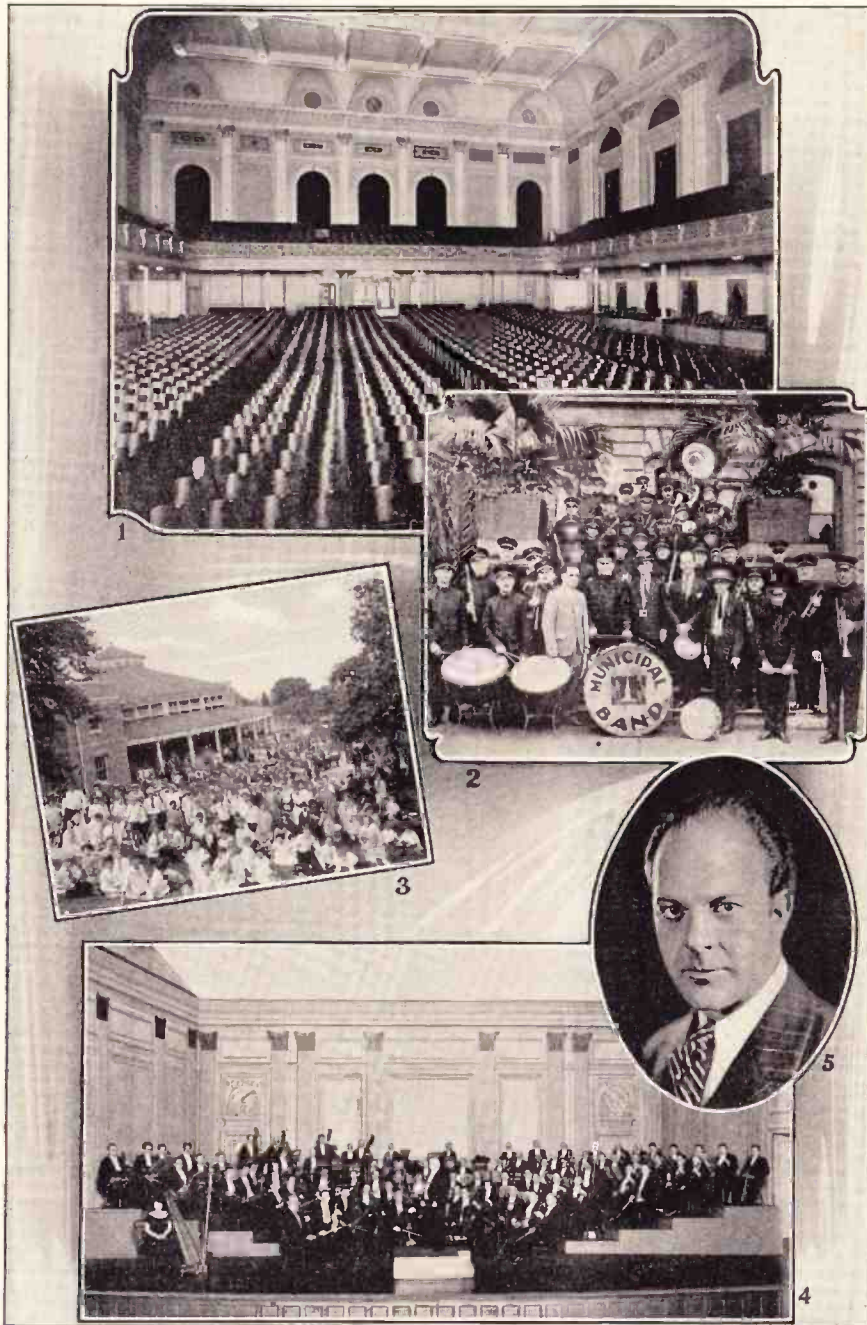
To instill the love and understanding of symphonic music in the hearts and minds of the children, special concerts are arranged for them. These Children's Concerts are held several times during the winter on Saturday mornings and they, too, draw capacity houses.

A recent development of the Department of Municipal Music that has given marked impetus to music students' aspirations particularly, is the annual Artist Contest. Musicians of recognized standing act as judges, and the winners are given public appearances as soloists with the Baltimore Symphony Orchestra.

It was during the administration of Mayor James H. Preston that the Baltimore Symphony Orchestra and the Department of Municipal Music were established. Baltimore has indeed been fortunate in having in him and in his two successors, Mayor Wm. F. Broening, and Mayor Howard W. Jackson, men far-sighted enough to realize that music can be made a means to better, more contented and happier citizenship.

Before closing, I want to say a word in appreciation and praise of the excellent work of the Municipal Director of Music, who has been head of the Department since it was started.

.....it is not impossible that other municipalities may be led to emulate Baltimore, which has led the way in municipal music.—
From "Municipal Aid to Music in America" by Kenneth S. Clark.



SOME "MUSICAL" VIEWS OF BALTIMORE

1. Interior View of the Lyric Theatre, which Shows One of the Largest Music Halls in the South
2. The Municipal Band of Baltimore of which Nelson C. Kratz is Conductor
3. "Snapped" During One of the Park Concerts
4. The Baltimore Symphony Orchestra of which Gustav Strube is Conductor
5. Frederick R. Huber, Municipal Director of Music, Who is in Charge of All of the City's Musical Activities

Maryland Leads In Good Roads

By John N. Mackall

Chairman and Chief Engineer Maryland
State Roads Commission



the face of a greater road service than rendered by any other State.

Maryland was the first State to undertake to mark the entire highway system as a governmental activity and as a part of road maintenance. We are glad to say that in this respect Maryland's lead has been followed by every State in the Union.

On Maryland's system of 2,500 miles of road, a most up

to date system of signals, clearly visible by day and by night, has been erected at every railroad crossing, at every road end, at every curve, cross road and steep grade, so that by driving in accordance with these signs, the danger inherent to the road may be avoided.

Another contribution which Maryland has made to the marking of highways is the conspicuous posting of the speed limits permitted under the motor vehicle law throughout the entire length of the highway system.

The center line surface markings on curves, on grades and at tops of hills to warn motorists to keep on their side of the road and to warn them that it is a misdemeanor to be on the wrong side, have been painted on Maryland's entire system of roads and is another thing in which Maryland was the pioneer.

Maryland again was the first state to undertake the removal of snow from its entire highway system. Many of the States, where the snow-fall is considerable, now clean their highways of snow, though it is a fact that some of the important New England States have not as yet undertaken snow removal from even their main highways. For a period of six years Maryland has kept open its system of roads, so that there is no interruption to travel regardless of the weather conditions.

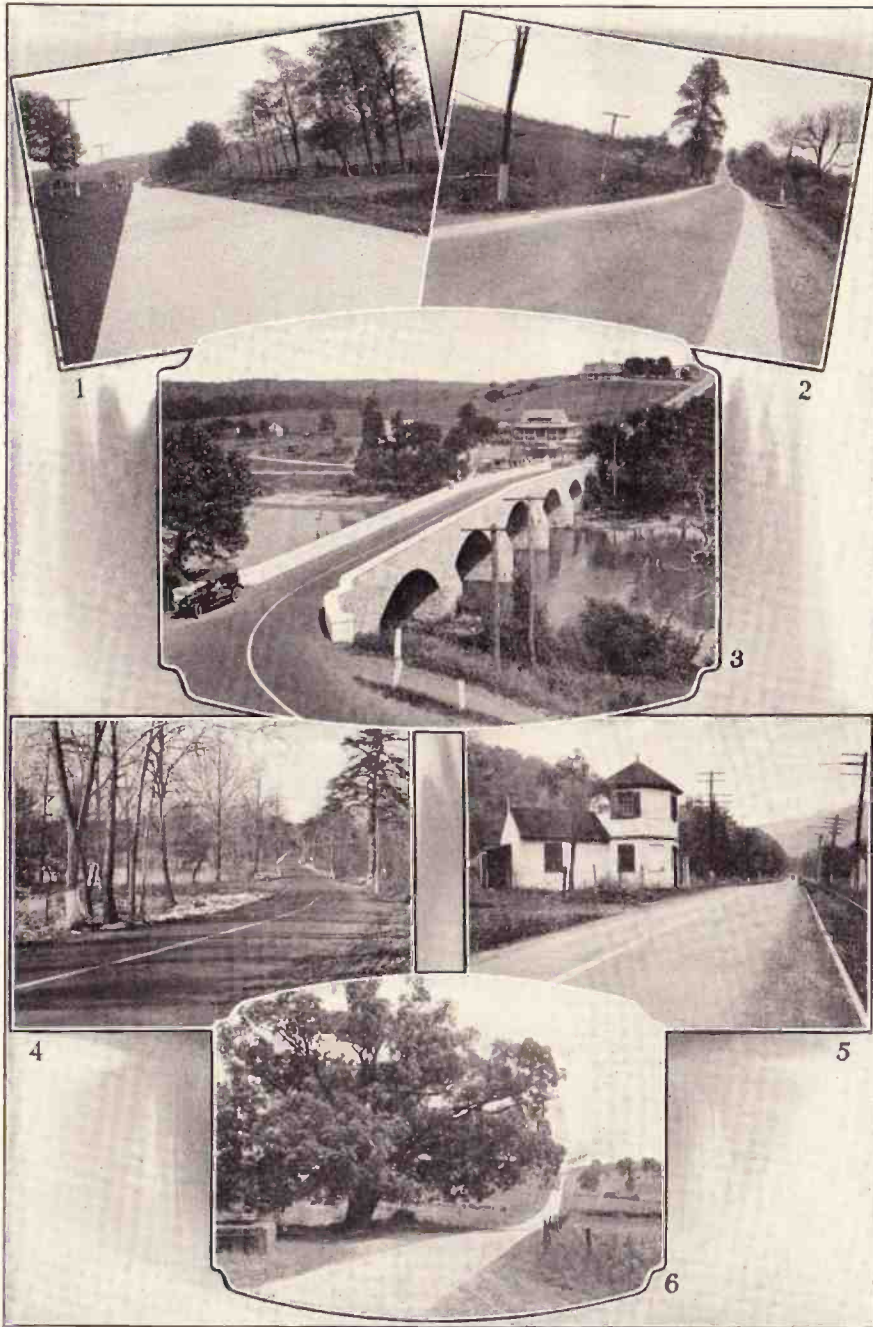
We believe that Maryland's highways in their usefulness constitute one of the greatest assets to the great State of Maryland. They have certainly added tremendously to its wealth and to the transportation of all of its people and to the joy of living. The people of Maryland are proud of their highway system; they are glad to make the maximum use of it, and they think they are not making maximum use of it unless they can provide that their neighbors from other States may use it at will and with the greatest convenience.

Shipments through Baltimore move faster than through any other Atlantic seaport.

HERE is no State which has contributed more to highway transportation than has Maryland. It has long been recognized as the leading State in the construction and maintenance of its roads, but the greatest contribution which Maryland has made to highway transportation is the contribution of a fundamentally sound policy for the construction and for the maintenance of roads and especially, its leadership in the matter of refinements in maintenance. It is particularly about these matters of refinement which add to the safety and usability of the Maryland Road System, that I propose to talk.

Upon the construction of its system of roads, which reach every county seat and every town of a thousand people, there has been expended in excess of \$70,000,000. The financial structure has been predicated upon the assumption that the building of roads is a direct benefit to the community, so funds for road construction have been derived from general taxes on property. The money has actually been provided from the sale of bonds which have been issued on the serial annuity plan and completely amortized in fifteen years. The cost of maintenance, that is, the repair of the wear and tear, is assumed to be a direct liability against the user and the user should pay.

The user has been considered to be the motor vehicle. This tax was first collected from motor vehicles in the form of license fees, but since 1924, approximately one-half has been collected from the registration of motor vehicles and one-half from the tax on motor vehicle fuels. In this connection, it is important to remember that of the very large number of States which have adopted the tax on motor fuel, Maryland is the only State which has reduced the registration fee upon the imposition of the motor vehicle fuel tax, so that today the combined special tax on motor vehicles is less in Maryland than in almost any other State, and this in



ALL GOOD ROADS LEAD TO BALTIMORE

1. One of the Smooth, Smooth Trails a-Winding —
2. "A Broad and Ample Road" Made Safe For Motorists
3. A Bridge Curve Carefully Marked
4. A Charming Stretch of Road Near Baltimore
5. One of Maryland's Good Roads Now Passes This Old Toll-Gate
6. An Old Sentinel Stands Guard Over This Modern Road

Baltimore As A Power In The Insurance Field

By R. Howard Bland

President of the United States Fidelity & Guaranty Company

COMPARATIVE-
LY few realize what an important part Baltimore occupies in the business of surety bonding and casualty insurance. As a matter of fact, Baltimore has become one of the great centers of the country for such classes of insurance. Four of the leading surety and casualty companies have their home offices in Baltimore—the New Amsterdam Casualty Company, the Fidelity and Deposit Company, the Maryland Casualty Company, and the United States Fidelity and Guaranty Company.



four companies of Baltimore in 1924 paid out the immense sum of \$46,500,000 on account of losses under policies and bonds, individual claims ranging from several dollars to several hundred thousand dollars. In our own company, over a thousand drafts for claims are paid each day.

Directly, and indirectly, these four companies construct railroads; tunnel mountains; dig irrigating ditches and canals; dredge rivers and harbors; erect water works for cities; capitols for states; and courthouses for counties; they build lighthouses; they watch over the employees of banks, often saving the bank from ruin and a community from disaster; they bond railroad officials; they guarantee the fidelity of public and private servants; and they see to it that fiduciaries render satisfactory reports to the court of trust funds in their custody.

Among the works of note which the company which I represent has taken over and completed because of default by the original contractor whom we bonded, have been the following:

- The Tombs Prison, New York City.
- The Baltimore Lighthouse in Chesapeake Bay.
- The New War Memorial at Chattanooga, Tenn.
- Hudson River Improvements from New York to Troy.
- The Shoshone Dam, Wyoming.
- Twenty-five miles of the Chicago, Milwaukee & St. Paul through the Rocky Mountains.
- Laboratory for the University of Texas.
- The New Police Building in Boston.
- Any number of sewer systems in various cities from Maine to California.
- And a number of hospitals and asylums.

In the home offices of the four Baltimore companies, 3,500 men and women are employed. Each company has a branch or agency in every city or town of consequence in the United States and Canada, the agents of the four companies aggregating 36,500.

Thus it can be seen that the surety and casualty companies of Baltimore are daily doing their part in keeping Baltimore before the eyes of the entire country. At the same time they are rendering an indispensable protection to the government, our states, our cities, our corporations, to the man of wealth and to the working man.

What is meant by fidelity bonds? By surety bonds? By casualty insurance?

A fidelity bond guarantees personal integrity; it protects an employer against the possible dishonesty of his employees. Often it is referred to as "honesty insurance."

A surety bond guarantees specific performance of a contract—such as the erection of buildings, the construction of roads, of subways, of piers, and the like.

Now casualty insurance is altogether different in its conception from the fidelity or surety bond. Casualty insurance is insurance against financial loss resulting from accidental injury or death. There are many forms of it—such as, for instance, accident and health, automobile, workmen's compensation, liability, plate glass, water damage and burglary.

The total financial resources of the four Baltimore companies are over \$110,000,000—quite a tremendous and impressive sum, especially so when one stops to consider that thirty-six years ago not one of these companies was in existence. The total premiums paid by insureds to the four Baltimore companies on business written in 1924 amounted to \$78,500,000.

But the surety and casualty business is not altogether a bed of roses. There are thousands of claims to be paid and paid as quickly as proof of loss has been established. The

Investing In Baltimore

By the Hon. R. Walter Graham

Comptroller of the City of Baltimore

MANY people believe there is no humanity in banking, that bankers as a class are a cold-blooded fraternity who use their position of power for personal profit alone. There could be no greater error on the part of the public. Un-



doubtedly, there are some bankers who are cold-blooded and selfish, but as a class you will find them very human. There is no other business which so permeates the entire structure of civilization and which performs more good than that of banks. They are here for the purpose of assisting the weak, little fellow as well as the strong corporation. The rich, as a rule, do not have to ask many favors of the banks. But we have many small business concerns, in fact, many private individuals, who, at times, are hard pressed for money to tide them over a period of distress. They then call on the bank to present their difficulties, and usually to receive the assistance they deserve. This assistance may take the form of good advice, help in the reorganization of their affairs, or a loan of funds, or, at times, all three together. Who can say that there is no human feeling in a business which can render aid such as this?

I think it is safe to say that the banks and trust companies of Baltimore are particularly interested in helping new business concerns who come to Baltimore. They will find our bankers ready, at all times, to give them any advice in their power and to assist them financially for any amount that can safely be loaned.

The banker also may serve the public in the way of an adviser on investments. If the investing public of Baltimore will take the trouble to call on some officer of our banks and ask for his advice before he invests his money, I think he will be well paid. It probably would save him many serious losses, for the banker, as a rule, is a trained investment expert. The stocks of the banks in Baltimore, for instance, are among the safest investments one could find. They pay a fair

return of interest on the market value; they are not taxable in the city or state, for the bank pays the taxes; and, as a rule, year by year, the stock increases in value by reason of the earnings which, by paying their dividends, usually have quite a good deal yearly to add to the surplus account. To illustrate what can be done for Baltimore by our banks, I shall give one example:

It has always been necessary for the City of Baltimore to borrow several millions of dollars, in anticipation of a collection of taxes, to carry on current business and pay bills each year, the loans to be repaid by the banks as the taxes are received by the City. It had been the custom, prior to the present administration, for the City Register to go to New York early in each year and negotiate loans to the City from New York banks to tide over the lean periods. When the present administration of the City came into office, the Comptroller and the City Register (who, by the way, is president of one of our national banks) consulted over the probability of securing this money in Baltimore, a thing which previously had been unheard of. On putting the proposition before several of our large banks, the above named officials were agreeably surprised at the uniform response to this request. In all instances the City was offered any amount of money it needed up to \$10,000,000, at rates of interest far below what had heretofore been paid in New York. The result has been a very large saving in interest, amounting to many thousands of dollars yearly, and, of course, this saving is just that much less money for the taxpayers to pay.

This little talk would not be complete without reference to the Baltimore Clearing House, which is an association of all of our banks for the purpose of quickly cashing all checks received on deposit during the day. Owing to the size and importance of our banks and trust companies in Baltimore, a branch of the Federal Reserve Bank of Richmond was opened here in 1913, and now the branch is much larger than the parent bank.

And now I would impress one thought upon the general public, and that is, consult your banker before you invest your money, as I am sure you will find it advantageous. The best wish that I can leave with you is that each accumulate what he can and deposit it in his favorite bank.

Baltimore's Municipal Business Methods Proving Effective

By William J. Casey

Vice-Chairman of the Commission on Efficiency and Economy of Baltimore

THE question is often asked why our big American cities with the business genius of their own people do not have management as effective and as resultful as that of the great industrial, commercial and public service corporations of this Country.



separate payroll and paymaster operations, with 130 employees working part or whole time and using methods that did not provide an audit of payrolls before the money was paid out. Some twelve million dollars were then being paid out annually under this system. Payroll experts borrowed from private business corporations designed and installed a central payroll system

under which payrolls are audited before the money is disbursed and all the work performed by 23 full time employees.

Revenue collections—taxes, licenses, water rents, fees, etc., were scattered through twenty-one departments and this survey disclosed over eleven million dollars of uncollected revenue. An intensive collection drive has already collected most of these arrearages, and there has been devised and installed a Central Collection Bureau of Receipts to take care of all collections, with 66 employees and five supervisors, compared with 108 employees under the old system.

A Bureau of Disbursements was installed to centralize control of expenditures made and to be made, becoming an absolute preventive of secret deficits to be passed on from one administration to another.

A Central Bureau of Stores is being installed to take the place of the old method of departmental stores and store yards, of which there were twenty-five. One central store-room and yard with six locations for sub-storage will be provided to carry and control materials and supplies for all city purposes. A saving of \$175,000 a year will be available from this change.

A Bureau of Transportation to handle and maintain through a dispatcher, central garage and repair system, the \$500,000 investment of the City in automobiles and trucks, promises a substantial saving by eliminating duplications of investment and retail methods of buying supplies.

Time does not permit describing other plans for the consolidation and centralization of City functions, but the ultimate goal is a much more compact organization with the original forty-five departments reduced about one-half in number. Progress of this work has awakened country-wide interest. New York, Pittsburgh, Chicago and San Francisco are among the cities now making a study of what has been done in Baltimore.

The City of Baltimore presents an answer to this question by inviting attention to what has been accomplished in this regard by the present City Administration. Mayor Jackson on the day of his inauguration into office in May, 1923, announced a program for applying modern business methods to the management of the City of Baltimore, and he put this idea into action by creating the Commission on Efficiency and Economy, composed chiefly of officers of large private business corporations listed among the heaviest taxpayers of the City.

The Commission organized a staff of about 150 accountants, engineers and organization specialists, loaned by private business corporations or volunteers from private practice. The City of Baltimore paid the salary of the executive secretary and stenographer of the Commission and some minor incidental expenses. There is no compensation from the City to the Commission or its large staff. A number of City employees assisted in the work. Most of the work of the Commission has been accomplished and new methods introduced are already producing results.

Foremost in the results of the application of business principles to the municipal management of Baltimore is the wiping out of a deficit in City operations in 1923 of \$1,130,000 and the progressive reduction of the local tax rate on each \$100 of assessment on real estate and personal property from \$2.97 in 1923 to \$2.90 in 1924; \$2.58 in 1925, \$2.48 in 1926, and \$2.39 in 1927.

The Commission started by making a number of surveys of city operations.

For example, there were found over fifty

Baltimore—The Seaboard City of New Industries

By H. Findlay French

Director of the Industrial Bureau, Baltimore Association of Commerce

IN considering for a few minutes Baltimore's relation to the industrial world, it is first essential to find where Baltimore is situated on the map.



This looks like a simple problem. I believe that most of the answers would be to the effect that Baltimore is a city 200 miles south of New York and 100 miles south of Philadelphia. Strange to say, this answer happens to be almost 50% wrong in regard to New York and more than 50% wrong in regard to Philadelphia. Indeed, if the answer had been that Baltimore was 200 miles west of New York and 100 miles west of Philadelphia, it would have been much more nearly correct. The point that I am seeking to emphasize is that Baltimore is considerably more west of New York than it is south of New York, and that Baltimore is almost twice as far west of Philadelphia as it is south of that city. The way that the average map is drawn helps to maintain this north and south illusion. Actually, therefore, Baltimore in its geographic relationship to the United States is not only the gateway to the South, but also the nearest seaboard city to the Middlewest, and, as far as the so-called North is concerned, the North is right at Baltimore's door.

As the seventh manufacturing city in size, Baltimore produces annually \$700,000,000 worth of manufactured products. No single industry even partially dominates and Baltimore's manufactured products, which are of the utmost diversity, range from basic materials, such as steel and copper, to artificial flowers for my lady's bonnet. Baltimore distributes these products not only throughout the United States, but many of them are loaded into Baltimore ships and forwarded overseas to the farthest corners of the earth.

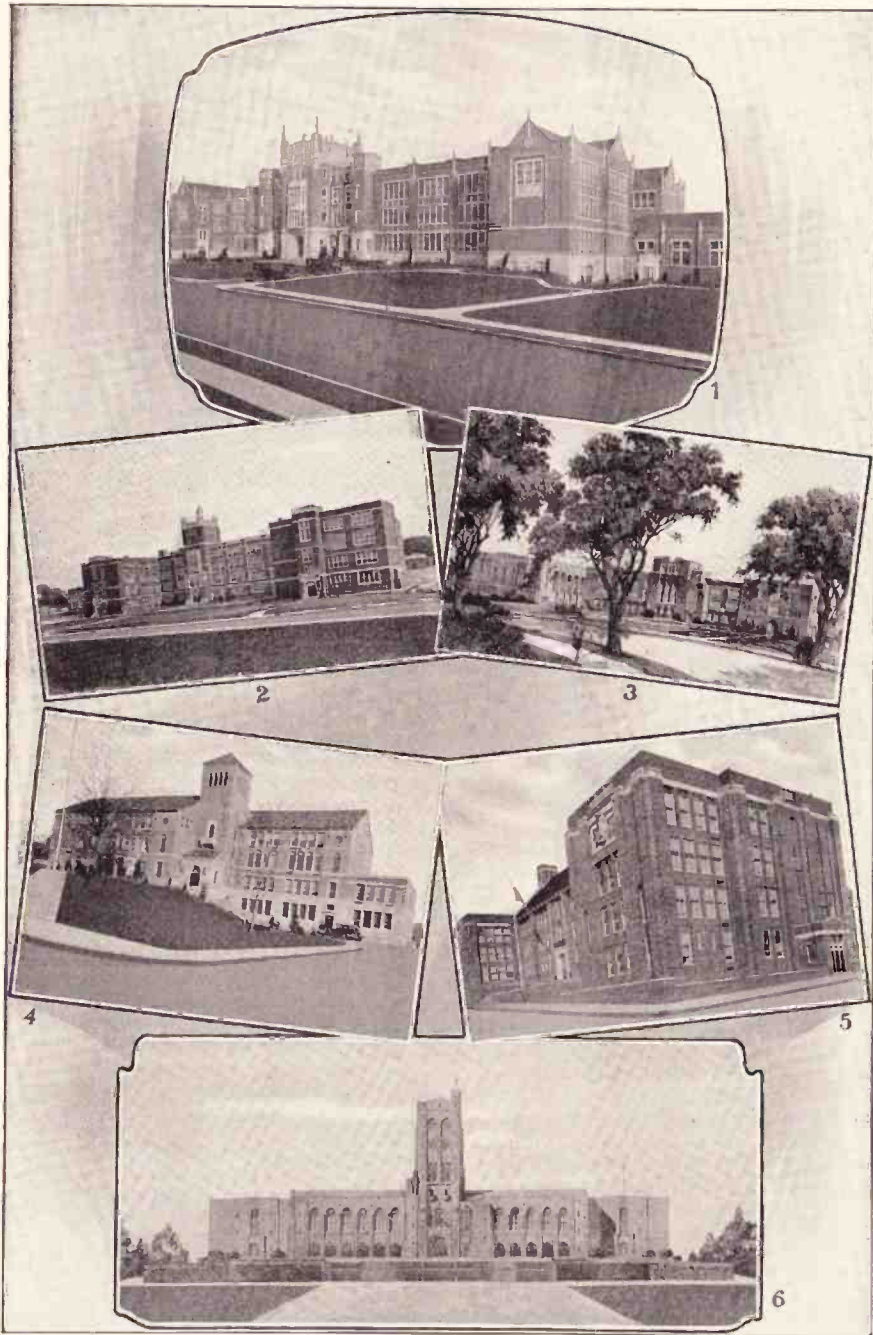
The distinguishing feature of Baltimore, as an industrial center, lies in its rapidly increasing importance as the most economic location for manufacturers who require Eastern or national distribution. In the past,

most of the industries of America have been like Topsy—they have "just grown." The starting point of these industries has more often been determined by mere chance than by a careful evaluation of the cost factors involved. Recently, in the light of competitive conditions, industrial leaders are more and more locating their plants, or branch plants, on the basis, not of where the capital is furnished, nor where the executives make their homes, but rather where the industry can obtain the lowest total costs for the assembling of its raw materials, the manufacture of its product, and its distribution after manufacture to the ultimate consumer. The location of each industry, therefore, must be determined by a painstaking study of its own individual problems.

Fortunately, for the present and future of Baltimore, this growing interest in economic location work is directing inevitable attention to the quite unusual advantages which Baltimore has to offer.

These advantages consist, in part, of reasonable wage scales, low cost of electricity, fuel available from nearby points, tax exemptions, and a distribution situation both by land and by water which is second to none. Large industries which had the sound business wisdom to study all possible Eastern locations have recently invested over fifty millions of dollars in Baltimore by placing their plants here. More are to follow and, to a large extent, the rate of growth will depend on a wider realization of the necessity of thorough cost comparisons, for upon such comparisons Baltimore conditions are very apt to win.

For over six years the Baltimore Industrial Bureau has been exclusively engaged in working out, confidentially and without cost to the industries involved, the Eastern location problems of individual companies. Largely as the result of that work, Baltimore has acquired new industries which are now spending over \$1,000,000 a month in payrolls alone. If every manufacturer and distributor interested in Eastern conditions would include Baltimore as a possible location, the result would not only prove mutually valuable to the industry and to Baltimore, but the right choice of a location is of real value to the efficiency of the industrial world.



A FEW OF BALTIMORE'S PUBLIC SCHOOLS

1. Gwynn's Falls Park High School Built after the English Tudor Style of School Architecture 2. The Forest Park High School Which Has a Capacity of 2000 Pupils 3. As the New Western High School will Look When Completed 4. The Roland Park Elementary and Junior High School 5. The Canton (Phinton) School 6. The Front Elevation of the New City College, Which When Completed will be One of the Finest Examples of Collegiate Gothic Architecture in the South

The Three "R's"—Plus

A Bird's Eye View of the Public School System of Baltimore

By David E. Weglein

Superintendent of Public Instruction of the City of Baltimore

It need hardly be said that Baltimore is an educational center. Some of the institutions of higher learning in this community are known not only nationally but internationally as well. The Johns Hopkins University with its many departments, including the Medical School, stands in the forefront of educational endeavor. We have, also, departments of the University of Maryland, Goucher College, Loyola and Notre Dame Colleges, the Peabody Conservatory of Music, and the Maryland Institute of Art. The presence of institutions of higher learning in our city has acted as a stimulus to the secondary and elementary schools, and we have been able to establish a higher standard of scholastic attainment through the influence of the universities and colleges. The public schools of Baltimore contain over 100,000 pupils, and a teaching, supervisory, and administrative staff of over 3,000 individuals. The cost of operating this great organization during the year 1926 was approximately \$8,000,000.



worked out has been the reorganization of the school system on what is known as the 6-3-3 basis, namely, six elementary grades, three Junior High School grades, and three Senior High School grades.

The new type of school known as Junior High consists of the seventh, eighth and ninth grades, and relieves the former type of elementary school of its seventh and eighth grades, and the ninth grade or first year is removed from the High School. Not only does the Junior High give additional educational advantages to pupils not offered under the previous type of organization, but overcrowding in the elementary school buildings is to a considerable extent alleviated.

The curriculum of the Junior High School includes in addition to English, Arithmetic, Geography, History, etc., instruction calling for considerable manual activity, such as shop work for boys and home economics for girls. The boys in the Junior High Schools are given instruction in Mechanical Drawing, Woodwork, Sheet Metal Work, Elementary Electricity, Printing, and Machine Shop Practice, while the girls are taught Cookery, Housekeeping, Home Budget-making, Sewing, Dressmaking, and Millinery. By giving each pupil an opportunity to try different types of work, it is the expectation that pupils and parents may find out through actual experience the kind of work to which each child is adapted, and the type of work for which he does not possess much ability.

Among the important plans upon which the administrative staff is now working are the improvement of classroom teaching, and the development of supervision. The most important thing in a school system is classroom teaching. Therefore, we are using every effort to improve the efficiency of classroom instruction as much as possible. A supervisor is in reality a helping teacher, and it is hoped, through the development of supervision, to bring about great improvement in classroom instruction.

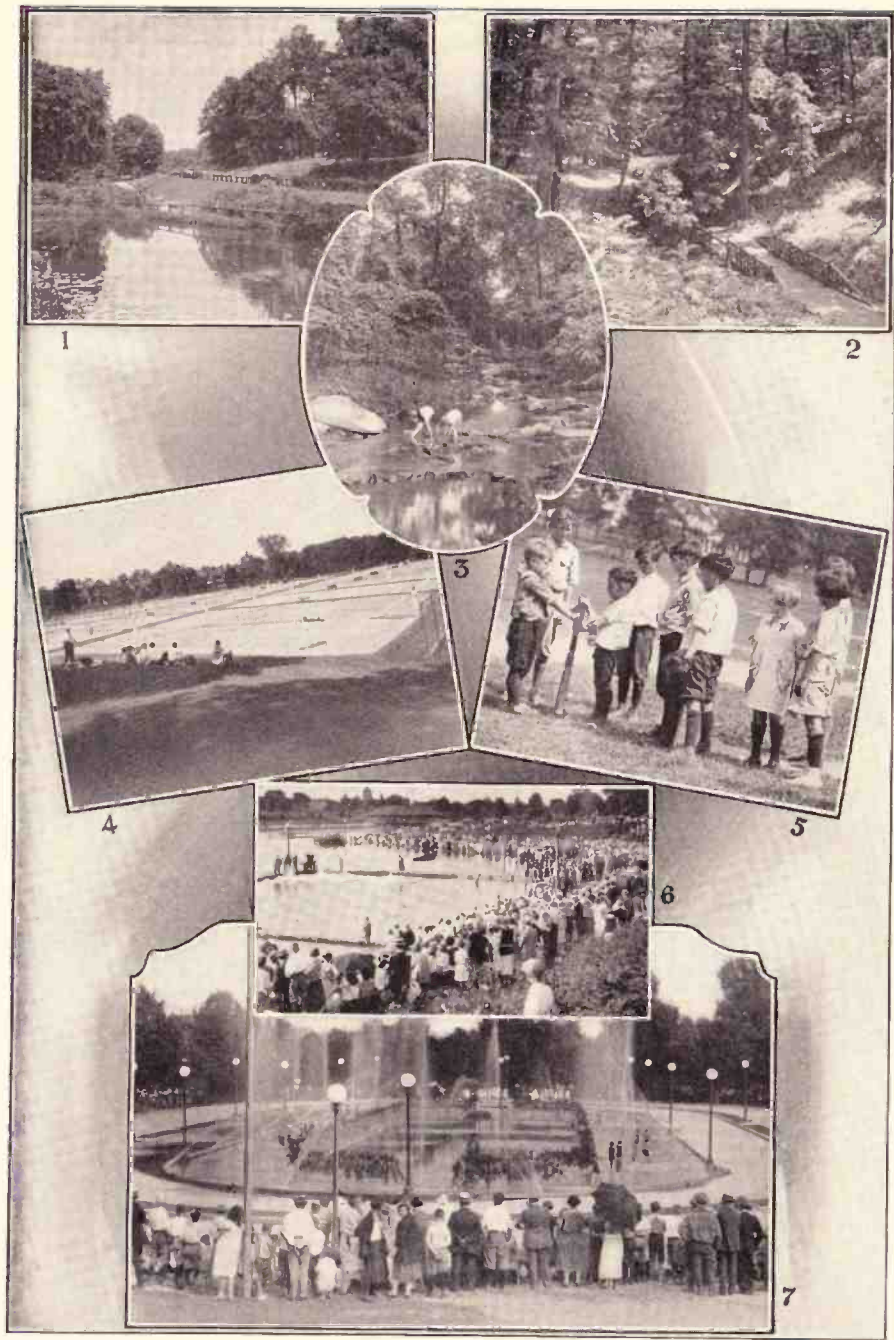
In these few minutes I have endeavored to give the members of the radio audience a bird's eye view of the activities of the public school system of Baltimore, which through the cooperation and help of the people of the city can be brought to the highest possible stage of efficiency and success.

During the past five years a new building program calling for the expenditure of \$21,000,000 has been gradually put into effect. Much of the new building program is based upon the report of the Strayer School Survey, which was conducted in the year 1920-1921. The new buildings which are now being constructed have been located in accordance with a general plan covering the needs of the entire city of Baltimore.

The year 1926 was epoch-making in Baltimore, with regard to the number of new school buildings opened. Never in the history of the city have so many new school buildings been occupied in one year.

For a growing city like Baltimore, it is estimated that an expenditure of about \$1,000,000 per year for new school buildings is necessary in order to adequately take care of the growing school population.

Another important plan which has been



SOME LINKS IN BALTIMORE'S LOVELY CHAIN OF PARKS

1. The Lily Pond in Druid Hill Park 2. "Philosopher's Walk"—A Favorite Trysting Place in Druid Hill
 3. "Stepping Stones" 4. Tennis Courts at Clifton Park where the 1925 National Municipal
 Tennis Tournament was Held 5. A Tense Moment on One of the Park Playgrounds
 6. A Friendly Race in the Patterson Pool 7. This Novel "Kiddie Pool"
 with surrounding Skating Rink has Attracted Inquiries from
 South American Countries

Baltimore's Parks Maintain Their Natural Scenic Beauty

By the Hon. William I. Norris

President of the Board of Park Commissioners of the City of Baltimore

IN order to establish contentment, create healthy atmospheres, to alleviate the sufferings of the slums and bring the open spaces with their luxuriant air to the doors of the people, municipalities throughout the land are devoting attention to park systems and playground facilities. In this Baltimore is one of the leaders.



No sport has been forgotten by the Park Board in providing recreational facilities in the different parks. There are fully equipped playgrounds for children; baseball diamonds, basketball and dodgeball courts; football fields; golf courses; tennis courts on which the 1925 national municipal tournament was played; soccer fields; lacrosse fields; volley ball courts; soft or indoor ball grounds; hockey fields; kickball fields; quoit pits; fully equipped gymnasiums; running tracks; swimming pools with a capacity of 17,000 persons per hour; wading pools for small children; lakes for boating and ice skating; concrete skating rinks; picnic groves.

In addition, the people of Baltimore are given an opportunity to indulge in water sports of all kinds at Broening Park, located on the Chesapeake Bay, where the Maryland Yacht Club has its headquarters.

Provision is made in Druid Hill Park for stabling riding horses and there are miles of winding bridle paths for those who prefer equestrian sport.

The Board also maintains in Druid Hill Park, an extensive zoo which the Hagenbecks of Germany have pronounced one of the best in the United States.

An unusual feature of the park system, one not to be found in other cities, is the first of a series of tourist camps for motorists. Here are provided shower baths for men and women, comfort stations, laundries, Dutch ovens, electric lights, telephone service, a community building, permanent tent platforms and a registration service. Police and fire protection and fuel are also provided. This first camp is located in Herring Run Park. Tourists have said they have found nothing like this camp on their many travels.

A comprehensive survey looking toward the extension and development of Baltimore's Park System, was made recently by a national authority on the subject and his plans, covering the next 25 years, will be religiously followed. In all its activities, the Board, is inspired to greater ambition, to more extensive programs by the knowledge that it entertains the confidence and support of the citizens of Baltimore, and the rightful owners of the parks of which the Board is merely the administrator.

Baltimore entrusts the care of its parks system to the administration of a Park Board appointed by the Mayor and serving without pay. To this board is assigned the expenditure of Park funds, the acquisition of new properties and the maintenance of old ones.

Including recent acquisitions of land, the park system of Baltimore contains over 3,500 acres. Druid Hill Park, the largest in the city, contains 657 acres and has been judged unequalled in natural beauty by national authorities.

It has been the policy of former Park Boards, and shall continue to be the policy of the present administration, to preserve the natural scenic beauty of all park lands.

These extensive park lands of Baltimore are not a drain on the purse of the tax-payer, as here park funds are derived from a percentage tax on the gross passenger receipts of the local traction company. This feature of Baltimore's parks system income has been the subject of study of commissions from other cities.

Besides park properties, the Park Board of Baltimore has provided a concrete Stadium opposite Venable Park, capable of seating 100,000 persons.

Baltimore's Park Board also has initiated a feature that has caused international comment, bringing questioning letters from even South American countries. It is a "kiddie pool", a place where small children may paddle and enjoy the benefits of shower sprays during the torrid months. These pools are surrounded with roller skating rinks and provide ice-skating rinks during the winter months.

Baltimore In Bas Relief

By Jesse Lee Bennett

Litterateur

DO we Americans want dollars more than happiness?

Seventy-nine American millionaires committed suicide in 1921.

They had got together a lot of dollars, but the dollars did not buy them happiness.

The directors in the biggest and most powerful private banking groups in America die at an average age of 45. They are "successful" by American standards. But they die before they can enjoy their so-called success.

Most of us Americans are sure that if we rush madly enough and make a lot of money we can, in some mysterious way, be happy. Is it happiness we want or merely gold symbols of happiness?

Most American cities are filled with crowds with worried eyes and strained faces, men and women rushing after some will-o'-the-wisp. Most American cities grow ever more exactly like each other.

I am speaking from a city which is different. I am speaking from a city where people live, quieter, wiser, pleasanter lives, where people take time to live, where they enjoy all the simple pleasures of life which are crowded out of so many other American cities.

I am speaking from Baltimore, Maryland; Baltimore—"The Happy City."

It is an old city for America. It is the metropolis of one of the oldest of the States. It has a long history. It has a distinct culture, personality and individuality. It is one of the great centers of the culture of the Cavalier tradition which was a very different thing from the Puritan tradition that affects so much of modern America.

The Puritans who came to America in the early days had the tradition of hemming themselves in, of denying themselves all sorts of simple, natural pleasures. They were afraid of joy and happiness.

The Cavaliers came to a warm climate with rich soil. Their tradition was one of tolerance and expansiveness. Instead of



hemming themselves in, their desire was to lead rich, warm, happy, well-rounded lives.

Baltimore still maintains that tradition.

It is the most tolerant of cities. It has and loves good food and a pleasant climate. It likes to laugh and be happy and gay. Its people are urbane, courteous, wise enough to enjoy life as they go along. Baltimore has great industries. It is an active, vigorous and wealthy city, thoroughly modern. But in being modern it has not thrown overboard all that was good in the past.

It could not do so if it wanted. Because it is caught up in Maryland. And Maryland is beyond doubt one of the most completely delightful and beautiful of all the States. It has a long stretch of Atlantic Ocean coast. It has the mountains. It has great fresh water rivers. It has two thousand miles of shore line of Chesapeake Bay which, with the possible exception of the Aegean Sea and the Inland Sea of Japan, is about the loveliest body of water in the world. Maryland has old houses built from 1637 on. Great old houses with forty or fifty rooms, and acres and acres of old box gardens. They have an atmosphere of stateliness and dignity and pride which this great rich democracy of America sadly needs.

Baltimore strikes a happy medium between rush and leisure, between too much progress and too little progress. Dollar for dollar your money will buy more real things, more sane pleasures, more of the true civilized values of life in Baltimore than anywhere else in the country. Baltimore is the only American city which supports a municipal symphony orchestra by taxation. Its parks and boulevard system is the finest in the east. Its suburban developments are world famous.

The art of living means something in Baltimore. Money in Baltimore is looked upon as something which can help buy happiness. It is not looked upon as an object in itself. People in Baltimore enjoy life as they go along. Baltimore has all that any modern American city can give you and yet it has much that most Americans think can be found only in Europe.

Come to Baltimore—"The Happy City"—if you want to get all the very best things that life has to offer you.

Baltimore Stars Shine On Stage and Screen

By Norman Clark

Dramatic Critic

WHEN Frederick R. Huber, the Director of WBAL, asked me to deliver a 10-minute talk on Baltimoreans who have won fame on the stage and screen, I smiled and said "Just give me two minutes, and I reckon I'll have to talk about myself to use up part of that time."

However, when I consulted records I discovered to my surprise there were so many Baltimoreans who have been or are still famous on the stage and screen that 10 minutes was just about enough time to state merely their names, and, perhaps, one or two facts about them.

It is only proper that the first name I mention be that of Booth. Edwin, John Wilkes and Junius, Jr., all of whom became noted actors, lived in Baltimore, so may be classed as Baltimoreans.

John Sleeper Clark was another Baltimorean who reached stardom on the stage. He married Asia Booth, the sister of Edwin Booth. Creston Clark, who also became a star was a son of this union as was Wilfred Clark, who is still on the stage. Creston died some years ago.

Another Baltimore-born actor who won stardom, is Robert Edeson. His father was a comedian in Col. William E. Sim's stock company, at the old Front Street Theatre.

There is living in the city at present an honorable old actor who is proud of his Baltimore birth, and who, when fate decreed he must give up entertaining the public, returned to his home here. I refer to William J. Ferguson, affectionately known in theatrical circles as "Billy." He was call boy at Ford's theatre in Washington when President Lincoln was assassinated. In recent years, Mr. Ferguson devoted himself to the screen, but an injury forced him to retire from active duty.

Martha Ford, a sister of John T. and Charles E. Ford, who now own Ford's theatre; Rosa Rand, famous years ago as leading woman with the Ford Stock Com-



pany at the Holliday Street Theatre; Mrs. Jane Germon, noted portrayer of old-women's parts, and a cousin of Joseph Jefferson; John E. Owens, once famous comedian; Oliver Dowd Byron, whose son Arthur Byron is one of the leading comedians of the present day theatre, are other Baltimoreans who won fame on the stage of yesteryear.

Coming down to the present day we must consider the screen as well as the stage. Two stars of the silversheet, Dorothy Phillips and Francis X. Bushman, are wholly and solely products of Baltimore. Back in 1906 dark, slender and pretty Mary Strible was a student at Eastern High School. Upon her graduation she went on the stage, taking the name of Dorothy Phillips. She soon transferred her activities to the screen and became a star. She and Mr. Bushman are still active in the films.

Ben Lyon, screen star, lived in Baltimore during his boyhood and calls Baltimore his home. Mahlon Hamilton and the Gish Sisters—Lillian and Dorothy—also lived in this city for a time.

Catherine Calvert is another daughter of Baltimore who reached a high place on the stage and screen. She married Paul Armstrong, the playwright. After his death, Miss Calvert became the wife of Col. George Carruthers, of Montreal, Canada, multimillionaire sportsman and war hero. She is now retired from public life.

John Charles Thomas, the noted baritone, went to school here and studied at the Peabody Conservatory of Music. Mabel Garrison, distinguished operatic and concert soprano, also is a native Baltimorean and resides in this city.

In vaudeville and burlesque Baltimore is now represented by Pat Rooney, who spent his boyhood here and whose mother still lives here; James Barton, John Barry, Lou Barry, Louise Wright, George Wiest, and Billy Arlington.

Perhaps, I have overlooked some of our sons and daughters who have served or are serving the stage and screen faithfully. I hope I have not. In my capacity as dramatic critic I frequently meet the men and women who are helping to provide entertainment for the nation through the media of the stage and screen and I find that they are proud of their home town. They still have warm spots in their hearts for old Baltimore and are glad to acknowledge it.

Baltimore's Contribution To The Intellectual Assets of the World

By Meredith Janvier

Writer

FOR a man's work to be a "world asset" it must be of international interest and value and have undergone translation into foreign languages.

In this talk I shall mention two scholars and two scientists, all of them long time residents of Baltimore.

Henry A. Rowland

DR. HENRY A. ROWLAND was born in 1848 and died in 1901. In 1870 he graduated as civil engineer from Rensselaer Polytechnic Institute. At the age of thirty-three he was elected to membership in the National Academy of Sciences.

Early in his career with apparatus of his own construction and by methods of his own devising, he investigated the magnetic permeability and the maximum magnetization of iron, steel and nickel. These experiments were instantly recognized and as early as 1873 Dr. Rowland took high rank abroad as an investigator.

In 1875 Dr. Rowland was appointed Professor of Physics in the Johns Hopkins University.

Dr. Rowland perfected machinery for ruling machines which rules the gratings used by Physicists in Spectroscopic investigations. His original inventions in this connection solved problems and overcame technical difficulties which had opposed scientists for two hundred years.

During the last few years of his life he was much occupied in the study of alternating electrical currents and their application to a system of Telegraphy of his own invention. In 1900 his system received a Grand Prize at the Paris Exposition.

Basil L. Gildersleeve

PROF. BASIL L. GILDERSLEEVE joined the faculty of the Johns Hopkins University in 1876 and occupied the Chair of Greek there until his death several years ago.

In 1877 Prof. Gildersleeve brought out his edition of "Justin Martyr," and prepared his "Odes of Pindar" which appeared in 1885. "Essays and Studies" was issued in 1890 and



his work on the "Syntax of Classical Greek" was published in 1900.

Honors were bestowed upon him by seats of learning in all parts of the world. The records of Classical scholarship and Philology in the United States contains few names, if any, as widely known and so highly honored as that of Basil L. Gildersleeve.

Daniel Coit Gilman

DR. DANIEL COIT GILMAN was born in 1831. He graduated from Yale in 1852. Two years were then spent in study in Europe where he travelled extensively, studying the social, political and educational conditions of the countries. On his return to America, Dr. Gilman became librarian of Yale University and was also professor of physical and political geography at Sheffield School, 1856 to 1872. From the last mentioned date to 1875 he was president of the University of California.

In December 1874 he was elected president of the newly formed Johns Hopkins University. A year was spent by him in forming plans and in visiting men and institutions in Europe. By the development of the University under Dr. Gilman's guidance Baltimore was made the brightest educational spot in this country. A new era opened and to Dr. Gilman the whole educational system of the United States is indebted.

Robert W. Wood

DR. ROBERT W. WOOD, professor of experimental Physics at the Johns Hopkins University, is one of the three most distinguished physicists in this country. With Dr. Milliken and Dr. Michelson, Prof. Wood has the honor of having gone farthest of all American scientists into the mystery of the molecule. Dr. Wood's researches have brought him the rare honor of membership in the Royal Society of London.

In 1892 Dr. Wood was graduated from Harvard University and at the age of thirty-three he came to the Johns Hopkins University as full professor of Physics, a chair he has occupied ever since. Dr. Wood originated the method of thawing frozen water mains by sending an electric current through them, this proving of value to towns in the north-west.

Why I Live In Baltimore

By Frederick Arnold Kummer

Novelist and Playwright

I HAVE been asked to say a few words on "Why I Live in Baltimore," but before I take up that question, I want to tell about a man who lived in Chicago. In course of time this man died, and presently found himself in the other world.



After he had made a thorough inspection of the place he turned to the guide who had been showing him about and said;

"I don't think Heaven has got a thing on Chicago."

The guide stared at him for a moment, puzzled. Then he whispered;

"My friend—this isn't Heaven. It's Hell."

I don't believe anybody could tell a story like that on Baltimore—and get away with it.

But to come back to the question, "Why I Live in Baltimore?" Why, in other words, I have elected to make it my home. Being an author, with a portable typewriter and my office, so to speak, in my hat, I might live anywhere—in New York—Paris—Rome—on the Island of Capri—even in Chicago, if I cared to. Reasons of business govern most persons' choice of a home, but in my case such reasons do not apply. I live in Baltimore because I want to live there. Because I like to live there. Because as a place in which to make a home I prefer it to any place I know. I have lived for many years in New York, and have spent considerable time in Paris, and Rome, and many other localities both here and abroad which are supposed to possess peculiar advantages in the matter of living not to be found in my home town.

That such advantages exist it would be idle to deny. But my experience has been that these advantages are more than counter-balanced by other advantages, of a different sort, to be found right here in what my friend and fellow-townsmen, Henry L. Mencken, is so fond of calling the "Free State of Maryland."

Baltimore is an American city. In many ways it is the most American city I know. Founded by men and women who were experts in the gentle art of home-making, it still retains to a greater extent than any large American city, that love of quiet good living, of pleasant surroundings, of agreeable culture, which make for atmosphere, for charm. Relatively speaking a

big city, with a population rapidly approaching the million mark, it still, to my mind, hits the happy medium between the provincial small town and the roaring metropolis.

Another reason for my living in Baltimore, is that I am very fond of the water. And I know of no finer body of water anywhere than Chesapeake Bay. Yet the mountains are but a few hours away. Between the two lies a garden spot that makes the markets of Baltimore in many ways the best in the world. Where else shall we find such oysters, such crabs, such shad? Where, such terrapin, such canvas-back ducks? I venture to say that the average family in Baltimore lives better than in any other city in America. Living costs may not be lower—I do not claim that—but I do claim that you get more for your money. Not every city is blessed with Baltimore's wonderful markets.

I find it necessary, in my work, to travel a great deal. But I can honestly say that whenever I get back from one of these trips I am mighty glad to find myself at home again, in Baltimore. Perhaps I am like a certain old Baltimore darkey named Rastus. Rastus, it seems, had been away from home for some time. When he got back, he met a friend of his on the street.

"Whar you been, black boy," his friend said. "I ain't seen you 'round none for quite a spell."

"Oh—Ise been travellin'." Rastus said. "Travellin'? Whar you been travellin' at, Rastus?"

"Well—Ise jest been travellin' 'round. First place I goes is Boston. Everybody I meets there says to me, 'Rastus—what does you know?' After a spell I comes on down to New York. All dem New Yorkers, dey says to me, 'Rastus, how much is you got?' But when I gits back to Baltimore, why, my friends jes' come up to me, and takes me by de hand, and says to me, 'Rastus, what'll you have?'"



Baltimore, Our Baltimore

Municipal Anthem.

"Baltimore, Our Baltimore" is a prize song, it having won first place in a national competition to select the nation's best municipal anthem. The words are by Folger McKinsey, a Baltimore poet known throughout the country as the "Bentztown Bard," and the music is by Emma Hemberger, one of Baltimore's foremost composers.

BALTIMORE, where Carroll flourished, and the fame of Calvert grew!
Here the old defenders conquered, as their valiant swords they drew.

Here the starry banner glistened, in the sunshine of the sea,
In that dawn of golden vision that awoke the song of Key:
Here are hearts that beat forever, for the city we adore;
Here the love of men and brothers, Baltimore, our Baltimore!

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

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

God of grace, Thou great Jehovah, make us grateful, keep us true,
That these gifts of light and leading, may enchain our hearts to You;
That in clearer vision growing, men may follow still the gleam,
As a righteous city blossoms, in the golden years of dream;
Here where Art and Learning beckon, justice pleads for rich and poor.
God to guide, and man to worship, Baltimore, our Baltimore!

