SPARROWS POINT, BALTIMORE COUNTY'S BEE-HIVE OF INDUSTRY.

Part Of Grant Of Land Made To Thomas Sparrow In 1652. Dry-dock Department Now On Site Of Gigantic Peach Orchard. In May 1887 First Actual Step Was Taken Toward Building.

30 passengers. This proved to be a snare and a delusion, frequently breaking down when midway between "the Point" and Baltimore City, with the result that the passengers were compelled to row ashore and walk in either direction.

Next came the tug "Canton," which not only made regular trips carrying passengers, but towed barges loaded with freight. Then came the steamer "Olive." In the meantime, however, work had been started on the Baltimore-Sparrows Point Railroad, and on February 11th, 1889, the first passenger train was run over this route.

In August, 1891, the first Bessemer steel ever made in Maryland was blown, and the first steel rail turned out.

Besides the great mills which have rolled thousands upon thousands of tons of rails not only for this country, but for far-away India, Japan, China and other sections, there is the great shipyard, from which vessels of every description and size and the great drydock "Dewey" slipped down the ways.

The location of Sparrows Point is its greatest charm. Situated at the mouth of the Patapsco River where it pours its waters into the mighty Chesapeake, with the ramparts of Fort Howard on the left and the shores of Anne Arundel county on the right; between an unbroken view can be had as far as the eye can reach. It has five churches, representing the Protestant Episcopal, Methodist Episcopal, English Lutheron, Catholic and Presbyterian denominations, and one bank, the Bank of Sparrows Point.

Sparrows Point enjoys the distinction of having the first kindergarten South of the Mason and Dixon line and those in authority at the big steel plant have always taken an active interest in educational facilities, hence today the town bosts of probably the best public school in the county.

As a town Sparrows Point is quite as interesting as when viewed industrially. Well laid out with trees along its walks, it presents a most pleasing sight. Water is furnished from deep artesian wells and there is an underground sewerage system. One of the most interesting features perhaps is its stores, in which may be found everything from needles to anchors. A big truck supplies the community with fresh vegetables from nearby farms, and a modern bakery forms part of the towns' equipment.

Yea, Sparrows Point has been well termed the cleanest and greenest steel town in the country.

THE TROLLEY AND THE AUTO.

Automobile owners are restricting the use of their cars more and more to pleasure; the discomfort of congested traffic and crowding of parking space is responsible. The bus, although its business is bound to increase, will draw more from automobile owners than from present patrons of the street car lines.

There is no doubt that the past fifteen years have been the most trying in the history of the street railway business. Together with the trials of war and much adverse legislation and criticism, the industry has had to meet the competition of the automobile.

In 1910 we were all worried about the possible diminution of street railway traffic due to automobile traffic, and yet at that time no one conceived of the ultimate growth of the automobile industry.

The many predictions of how many automobiles the country could support and the time when the enormous annual increase of production would slacken to a point commensurate with the normal growth of population have usually fallen short of the facts. We would call attention to only one comparison, which seems to provide some measure of future development—that is, that there are now more automobiles in the United States than there are telephones.

The number of persons who at present own automobiles, but are using them less and less for daily service, is increasing steadily. They find that the expense is greater than they care to assume, that the difficulty of finding space to park their cars is an annoyance, that the wear and tear on the automobile standing in the weather is another expense, and that the time saved, if any, is of no great moment to them. The result is that they are using their automobiles mostly for pleasure riding.

The country is going through much the same kind of experience with the automobile that it did with the bicycle, and a part of the novelty of automobile driving is wearing off. This is especially true where traffic congestion is serious enough to hamper and irritate the driver.

We find that the street cars are carrying on the average 80 per cent. or four-fifths, of the city traffic, and we believe that they will continue to hold this proportion. It must be remembered that the largest part of the automobile-riding is new business developed by the automobile, and can not be considered as a loss to the street railways.

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A SURE WAY TO KILL BUGS---SPRAY! DETHOL SPRAYER AND CAN,	69c
PINT CAN,	43c
¼ lb. Pkg. 15c — THEA-NECTAR TEAS — ½ lb. l kg.	29c
IONA CORN,	Can, 10c
A&P CORN FLAKES,	3 Pkgs. 20c
PUFFED WHEAT,	Pkg. 12c
SHREDDED WHEAT,	Pkg. 11c
A&P CHILI SAUCE,	Bot. 18c - 32c
A&P CATSUP,	Bot. 15c - 27c
A&P APPLE SAUCE,	Can, 15c
ASS'T JAMS,	Jar, 25c
ASS'T JELLY,	Jar, 12c
EASTON'S MAYONNAISE,	Jar, 12c - 25c
RED SALMON,	Can, 25c
PINK SALMON,	Can, 14c
ICE CREAM SALT,	Bag, 19c
ICE CREAM FREEZERS,	Each, 98c

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THEN AND NOW

A GREAT many of us remember the way folks were carried from place to place, a few years ago, in horse cars. Today the nation is welded together by a network of steel rails over which glide thousands of swiftly moving electric cars carrying more than fourteen billion (14,000,000,000) passengers annually. How things have changed!

1887	NOW
Weary horses or mules (hayburners) dragged the car slowly along.	Electric cars make from eight to sixty miles an hour.
Passengers tried to keep "warm" by putting their feet in straw on the floor. Sometimes there was one oil lamp.	All modern cars are heated and lighted by electricity.
Narrow rails fastened to pieces of wood were laid on the ground, making a rough, jerky ride.	Heavy steel rails, securely fastened to strong ties, imbedded in firm ballast, insure a safe, comfortable ride.
The cost of a horse and car was only about $1200.	A modern electric car costs from $12,000 to $20,000.
Employees were paid as low as 75c to $1.75 a day.	Employees' wages have advanced 300 to 700 per cent.

IT is a long step from the crude beginnings of street railways to the modernly equipped systems of today.

There is great difference, too, between the mere passing of a car through the streets and the extensive mechanical and supervisory factors that stand back of that car and a thousand others and make possible their individual and co-ordinated operation.

The car upon which you ride is the product of three-quarters of a century of scientific thought. It it moved by a herculean power. Is is manned by members of an army of men, in whose careful training no time or effort is spared. It represents investment of great sums of money by your fellow-citizens of today as well as of the past.

Giving transportation service to a community of nearly a million persons living and working in an area whose northernmost point is 21 miles from its southernmost point, and whose eastern and westernmost points are 19 miles apart, is a bibg job. Irequires bigness in its accomplishment. In meeting this requirement the United Railways, growing big in physical proportions, has endeavored to grow bigger and yet bigger in heart that it might work in clear appreciation of and close co-operation with the wishes and needs of the public.

The United Railways is not a thing aside and apart fro mthe community and the people. It is part and parcel of and with them. It is the people's institution, and all the more so from the fact that its securities are owned by thousands of men, women, children and institutions of Baltimore.

Its interests and the community's are inseparable. Its growth and successful operation are indissolubly associated with the community's growth and the people's prosperity.

THE UNITED RAILWAYS & ELECTRIC CO. OF BALTIMORE.

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