

'Birthday' Celebration in Baltimore Recalls an Important Chapter in the History of American Transportation



Gov. Herbert R. O'Connor, governor of Maryland, surrounded by a bevy of Baltimore beauties dressed in the costumes of a century ago, cuts the 100th birthday cake of the Old Bay Line.

By E.J. MO SCOTT WATSON
(Released by Western Newspaper Union.)

BALTIMORE, MD., was recently the scene of a birthday celebration which had more than local significance because it recalled the early days of an important chapter in the history of American transportation. For it marked the 100th anniversary of the founding of the oldest steamboat line in the United States—the Baltimore Steam Packet company, better known as the Old Bay Line because of its century of activity in the Chesapeake bay.

It was just 100 years ago that the Georgia, the original flagship of the company, started on her maiden voyage from Baltimore to Norfolk and the line has operated almost continuously since that time. So, on the anniversary of the Georgia's first trip, Gov. Herbert R. O'Connor of Maryland, accompanied by Baltimore city officials and the mayors and city managers of three neighboring cities in Virginia—Norfolk, Newport News and Portsmouth—were driven down to the Baltimore waterfront.

There they were greeted by men and women, dressed in the costumes of a hundred years ago. Among them was an actor, wearing a high silk hat and a black frock coat, and playing the part of Cap'n Jim Coffee, skipper of

friends or relatives in Virginia or the Carolinas could take a boat from Baltimore to Portsmouth and then continue their journey over the old Portsmouth and Weldon railroad southward.

Steamboat's Early History.

As a background for the significance of the anniversary which was celebrated in Baltimore it is necessary to go back to the beginning of the Nineteenth century in America. Whether James Rumsey, John Fitch, Samuel Morey, Henry Miller Shreve or Robert Fulton was the "inventor" of the steamboat is still a matter of dispute among the historians. But the fact remains that Fulton's successful voyage on the Clermont up the Hudson in August, 1807, gave the first real impetus to this form of transportation.

The next year a regular line of steamers between Albany and New York was established; within the next year John Stevens had made the first coast-wise steamboat voyage in America when he took his Phoenix from New York to Delaware Bay; within the next five years a line was running on the Delaware, a steamboat had been built at Pittsburgh for service on the Ohio and another, bearing the picturesque name of Walk-in-the-Water, had been built near Buffalo to ply between that city and Detroit.

In 1819 an American ship, the Savannah, became the first steam craft to cross the Atlantic, but this new form of water travel was a long time in coming into its own on the high seas. The Americans still clung to their fast-sailing packets and clipper ships.

Steam Navigation Expands.
However, when the English sent the Great Western and the Sirius across the Atlantic to America in 1838, the Americans began to wake up. The result was the rapid expansion of steam navigation during the forties and fifties with the Baltimore Steam Packet company as one of the pioneers along the Atlantic coast.

In 1845 the Old Bay Line was operating three steamboats—the Georgia, the Jewess and the Herald. It continued to add ships during the next decade and to enjoy great prosperity. Then came the outbreak of the War Between the States in which this line played an interesting and unusual role, its boats operating, as they did, between ports in hostile territory.

Those ports were chiefly Confederate ones. Norfolk was, of course, pro-Southern, as was Baltimore, in sentiment, even though Maryland remained in the Union. The Old Bay Line was operating the Louisiana and the Adelaide on regular runs between these two points when the war started and the Union forces seized the latter boat at Fortress Monroe, forcing Cap'n Cannon to disembark his passengers and the mail. Later the Adelaide was used as a transport attached to the joint Atlantic blockading squadron and, as such, she took part in the bombardment of Forts Hatteras and Clark on August 28 and 29, 1861.

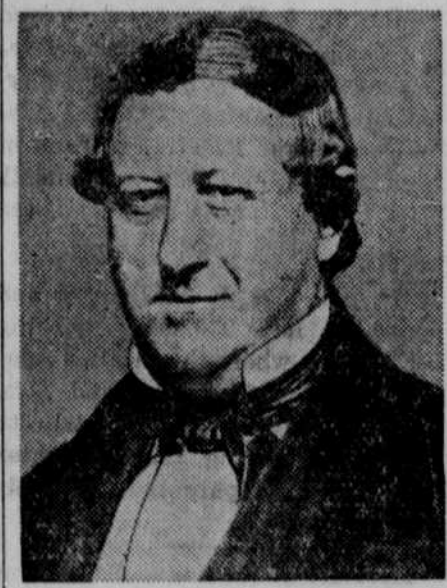
Some time before that the Federals captured Norfolk and notified the company that it could not sail its vessels farther south

than Old Point Comfort. However, it maintained a daily service with the Louisiana and the Georganna, the line's first iron-clad vessel, between Baltimore and Old Point throughout the war.

The Union navy yard at Portsmouth, being close to territory held by the Confederates, was in constant danger of being captured so the Federal government decided to give it up. All of the vessels in this important naval depot were burned or scuttled. One of them was destined to have a thrilling history. She was the Merrimac which was sunk. Later she was raised by the Confederates, rebuilt as an ironclad, renamed the Virginia and sent out to attack the Northern ships in Hampton Roads.

Historic Naval Battle.

The result was the engagement between the Monitor and the Virginia (or Merrimac) on March 9, 1862, which changed the course



Capt. James Cannon, master of the Old Bay Line steamboats from 1840 to 1868. (Courtesy Old Bay Line.)

of naval history. Among the shipping which was at Old Point Comfort on that day and which saw that engagement was a new boat which the Old Bay Line had recently purchased, the Thomas A. Morgan, an iron sidewheeler, 192 feet long, which had been used as an official mail boat between Fortress Monroe and Yorktown.

Later, when the Union forces evacuated Norfolk and Portsmouth, one of the Old Bay Line's ships, the William Selden, was captured and burned by the Confederates. Other losses suffered during the war seriously handicapped the line's operations but it managed to survive.

It resumed its regular runs and ordered new boats, such as the Thomas Kelso and the Eolus. Incidentally, the first time the name "Old Bay Line" was applied to this company was just after the close of the war, on July 24, 1865, when an advertisement in the Baltimore Sun stated that "the old established Bay Line is operating daily the steamers Louisiana, Georganna, Adelaide and Thomas Kelso from Baltimore to Norfolk with connection at Fort Monroe for James River landings and Richmond." By 1870 the company was again prosperous and had placed in service its first screw steamer, the Transit, which was used only for freight.

Since that time, the Old Bay, like the steamboat lines in other parts of the country, has played an important part in building up sparsely settled regions and fostering the economic and social development there. But to this line belongs the distinction of 100 years of continued operation and service, a notable accomplishment in any enterprise in a nation which itself is only 164 years old.

WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON
(Consolidated Features—WNU Service.)

NEW YORK.—Howard Lindsay needed makeup to play "Life With Father." Dr. Charles Phillips Cooper, managing editor of the New York Evening Sun, around Dr. C. P. Cooper's turn of the century, could have walked right into the part without taking off his hat. As he retires as professor of journalism at Columbia university, after more than 50 years of practicing and teaching journalism, he still commands affection and respect from his one-time proteges, an emotion somehow filial, and somehow belonging in that nostalgic picture which the late Clarence Day and Mr. Lindsay and Russell Crouse have recreated for the stage.

They used to set the type for the old Evening Sun in the local room. Charles A. Dana ordered some linotype machines, found workmen delivering them to the World instead, got into a row about it and said to the devil with the whole business, or words to that effect. At any rate this classic of newspapers for many years thereafter kept clear of all technological entanglements, including typewriters.

Dr. Cooper's spouting mustache was electrified during the ordeal of getting out the paper. Reporters used to say it was like sensitive antennae, catching impulses out of the air. This was the only way they could explain his way of spotting a red-hot news story in some bit of trivia, moving across his desk. They called him "The Human Sieve." That was due to his trick of sifting bugs, libel suits, and sloppily writing out of a piece of copy with a swift slash of his pencil.

When a reporter was beaten on a story, or made a serious error, or otherwise offended, Dr. Cooper would clutch both sides of his desk, lean back, close his eyes and howl. And when one of the boys really put something over (it had to be good) Dr. Cooper would croon and cluck over him affectionately.

He was always yelling for copy and the boys, if the story was hot, had to write it in short takes. There was always a blizzard of copy paper loose in the city room. As press time came near there were yells, bleats, running foot-beats and a bedlam which could be heard all up and down Park Row. Out of all this came a paper as cool and neatly fashioned as a daisy in the meadow—human, subtle, civilized and deftly done. The noise, smells of ink, grease and tobacco, and above all, Dr. Cooper's rip-snorting energies seemed to make a formula for newspaper "oomph."

Dr. Cooper, short and stocky, with his bright brown eyes alert and narrowly focused behind his glasses, joined the Sun staff as a reporter in 1889, after a year with the Hartford (Conn.) Post. He was with the Sun 24 years as city editor, news editor, assistant managing editor and managing editor. He retired to become a teacher of journalism in 1918.

Rounding 74, Dr. Cooper never means over the good old days, and has no regrets for the passing of personalized journalism. He thinks newspapers of today are doing a better job than their predecessors. Among his colleagues were Arthur Brisbane, Richard Harding Davis, Woodford Patterson, now secretary of Cornell university, Nelson Lloyd, O'Neill Sevier, George Cartaret, Stephen French Whitman, Homer St. Gaudens and a score of other long-remembered names.

IT'S a long stretch from Gen. Adna R. Chafee's small-arm Indian-fighting equipment to Brig. Gen. Adna R. Chafee's new mechanized army corps—a father and son saga. The father was one of the greatest Indian fighters in our history, battling the Kiowas and Comanches along the 900-mile trail to the Sierra Madre in New Mexico. The son, schooled in the mounted service, was a cavalryman like his father, but in recent years has specialized in studies of mechanized warfare.

His new armored divisions are said to be similar in organization to the German panzer units. Army men say they fill a long-felt need in the service. Brigadier General Chafee was born at Junction City, Kan., in 1884, and was graduated from West Point in 1906, a few years too late for the Spanish-American and Philippine workouts, but he is a veteran of our later military engagements in Europe, holding the Distinguished Service Medal and is regarded as a good organizer and fighter—as "boots and saddles!" changes to "man the gear-shifts!"

Bizarre, Gypsy-Like Prints For Play Clothes for Summer

By CHERIE NICHOLAS



WE WANT color! We want color! That's the idea when it comes to the spectacular prints for play clothes now making beaches, tennis courts, golf grounds and all places of outdoor sports a scene of mad, riotous, eye-thrilling color this summer. So when you buy play clothes don't stint on color whatever you do. Especially in the matter of gay cotton prints go as gypsy-like as you please in choosing bizarre effects.

It is a foregone conclusion that you will be wearing slacks during the active hours of a summer day. The latest thing is to top your well-tailored slacks with a blouse made of cotton or linen print that fairly dazzles the eye with the daring of its coloring and patterning. Just such is the blouse that dramatizes the slacks costume to the left in the illustration. It is of a vividly colorful cotton print that typically expresses the mood that prints for play clothes are in this summer.

A new vogue has sprung up this season, one that is taking the young set by storm. It's the skirt that is made of print just as gypsylike in color and motif as you can find. And be assured you will have no difficulty in getting these prints bold in color and daring in patterning. The prints mostly talked about and featured for sportswear and casual dress take their cue from the gay cottons of native South Sea Islanders, and from the garish picturesque cottons that make a gypsy camp look like one vast kaleidoscope.

However, do not for a moment think that these fascinating cotton prints keep within the confines of beaches and playgrounds, country highways and byways. Fact is for a party frock you will be doing the fashion-wise thing if you dine

and dance in a gypsy print skirt full at the waistline and swirling a many-yard-round floor-length hemline. Wear with this the daintiest, most appealingly feminine lace-trimmed, finely tucked sheer white batiste blouse you can find in the shops and behold—your most beloved party frock!

Note how the fashion-wise maiden centered in the picture carries out the idea of a gay print skirt topped with a contrast blouse. If you feel the urge for a two-piece that enters into the spirit of a joyous summer afternoon, here is the answer. In this instance a soft-throated blouse of dull-surfaced black silk crepe tops off a flared short skirt of pink and black print. The natural waistline is finished with a sash of the print which ties at the front, while a touch of the same fabric relieves the neckline. Her gay chapeau of pink straw braid has a rose and a veiling trim.

Informality in dress is the keynote sounded throughout vacation plots, more so than ever this summer. However, it is a formality that is utterly sophisticated with a view to achieving the picturesque. Famous as a winter resort but equally as popular with summer vacationists Sun Valley is becoming a mecca for fun-loving fashionables. Here one sees outing apparel that is the "last word" in chic and charm. A noteworthy example of the style that flourishes out in this rugged Idaho country is the perfectly charming costume to the right in the group pictured. An exceptionally handsome rayon print in steel-head gray (takes its name from the steel-head trout that abound in the area) and challenger white fashions the graceful trousers. The blouse is in chartreuse. It has an attached hood lined with the gray and white print which again emphasizes the outstanding importance of hoods throughout the entire program of fashion this summer.

(Released by Western Newspaper Union.)

Use Beading



You will need a bodkin this season for the reason that beading, regular old-fashioned beading like our grandmothers bought by the yards and yards is in style again and only a bodkin can lend first aid in threading wee baby ribbon in and out of lengths and lengths of beading. But it's worth it, this tedious task of running ribbons in and out as shown in the picture. The dress pictured is of exquisitely eyelet embroidered sheer.

Long Silk Coats In Navy or Black

You will find one of the new fashionable long softly tailored silk coats either navy or black a most happy possession. They are ever so stylish this summer worn with lingerie collars and cuffs.

Neat White Prints With Single Color

You can tell they are new the moment you see them. It's this season's prints that have a white ground with a colored, rather demure little figure, also vice versa the prints that have backgrounds in lovely colors with the conventional modest patterning either in white or a contrasting color.

Prints with gray grounds are especially good this season, most often with white figures or polka dots but even more effective when motifs in soft green or yellow are printed on the gray. Mint green for a background with neat designs in white or light beige tells the new print message and as browns with white or ivory or henna tones there is no limit to this color trend in prints. It is the neat patterned prints of this character that designers are making up into redingotes and bolero suits as well as the jacket suits that have pleated skirts and long torso lines.

Fishnet Ensemble Popular on Beach

Fish-net, the good old-fashioned kind, is a favorite fabric for many of this season's beach and play-time accessories. One smart set shown by a Hollywood designer consists of a knotted turban of net and an enormous net handbag shaped like a reticule and lined with oiled silk. The bag is especially good for the beach, for its oiled silk lining makes it possible to carry even a wet bathing suit, towel or cap in it. There's a buttoned pocket on one side for makeup, money and other incidentals.

It Looks as If Brother Tom Was Rubbing It In!

Three weeks after she started boarding school life, Jessie began to sign her letters home: "Jessica."

Father and Mother smiled about it, but it seemed to be a bit too much for her brother Tom. So he wrote to her as follows:

"Dear Jessica: Daddica and Mummica have gone to visit Aunt Lizzica. They have taken Willica and Junica with them. Uncle Sammica is buying a new car, but can't decide between a Morrisica and a Jewelica. The cowica has had a calfica; I was going to call it Nellica, but changed it to Jimica because it is a bullica. Your loving brotherica, Tommica."

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Self-Deception
No man was ever so much deceived by another as by himself.—Greville.

Common Sense About Constipation

A doctor would tell you that the best thing to do with constipation is get at its cause. That way you don't have to endure it first and try to "cure" it afterward—you can avoid having it.
Chances are you won't have to look far for the cause if you eat the super-refined foods most people do. Most likely you don't "do" mean a lot of food. It means a kind of food that isn't consumed in the body, but leaves a soft "bulky" mass in the intestines.
If this is what you lack, try crisp crunchy Kellogg's All-Bran for breakfast. It contains just the "bulk" you need.
Eat All-Bran often, drink plenty of water, and "Join the Regulars." Made by Kellogg's in Battle Creek. If your condition is chronic, it is wise to consult a physician.

Health and Sense
Good health and good sense are two of life's greatest blessings.

Miserable with backache?

WHEN kidneys function badly and you suffer a nagging backache, with dizziness, burning, scanty or too frequent urination and getting up at night when you feel tired, nervous, all upset... use Doan's Pills. Doan's are especially for poorly working kidneys. Millions of boxes are used every year. They are recommended the country over. Ask your neighbor!

DOAN'S PILLS

WNU-U 29-40
ASSURANCE
The buyer's assurance is the advertising he or she reads in the newspaper. That is the buyer's guide. It tells the prices one must expect to pay. Let the seller who tries to charge more beware!

THE SOUTH!

From New York, Philadelphia and Baltimore, via the "BAY LINE," to Norfolk, Weldon, Raleigh, Wilmington, Charleston, Augusta, Atlanta, Montgomery and New Orleans.

SPRING AND SUMMER ARRANGEMENTS
DAILY. Leave Baltimore, Md., at 10:00 A.M. for Norfolk, Va., and return to Baltimore, Md., at 10:00 P.M. on the following dates: April 15, 22, 29, May 6, 13, 20, 27, June 3, 10, 17, 24, 31, July 7, 14, 21, 28, August 4, 11, 18, 25, September 1, 8, 15, 22, 29, October 6, 13, 20, 27, November 3, 10, 17, 24, 31, December 7, 14, 21, 28.

SEA-BOARD and BOANWICK R. R. (BALTIMORE AND ANNE ARUNDEL COAST LINE)
NEW YORK TO WASHINGTON, N. D.

NEW YORK TO BALTIMORE AND PHOENIX, Va., via the Old Bay Line, Baltimore, Md., at 10:00 A.M. for Norfolk, Va., and return to Baltimore, Md., at 10:00 P.M. on the following dates: April 15, 22, 29, May 6, 13, 20, 27, June 3, 10, 17, 24, 31, July 7, 14, 21, 28, August 4, 11, 18, 25, September 1, 8, 15, 22, 29, October 6, 13, 20, 27, November 3, 10, 17, 24, 31, December 7, 14, 21, 28.

THE ADAMS EXPRESS COMPANY FOR THE SOUTH!
The Adams Express Company for the South! The Adams Express Company for the South! The Adams Express Company for the South! The Adams Express Company for the South! The Adams Express Company for the South!

A broadside advertisement of 1858, showing how the steamboats were linked with the Southern railroads. (Photo courtesy Legh R. Powell Jr., president, Baltimore Steam Packet company.)

the Georgia in 1840, who welcomed the chief executive of Maryland aboard the President Warfield, flagship of the Old Bay Line's steamers today. Then to the music of a band playing old-time melodies the party "sailed away down Chesapeake bay" on a birthday cruise.

This celebration was a dramatic reminder of the fact that steam-driven vehicles, on both land and water, once co-operated in speeding the restless race of Americans on the way to their destinations. The Old Bay Line was founded at a time when railroads had passed the experimental stage and were rapidly becoming an important factor in American transportation. Marylanders who wished to visit