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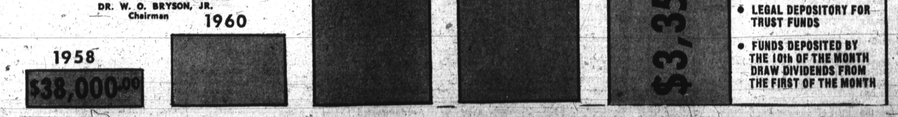
THIS CHART SHOWS THE AMAZING **GROWTH OF ADVANCE FEDERAL**
SAVINGS AND LOAN ASSOCIATION 1958-1966

DR. W. O. BRYSON, JR. Chairman



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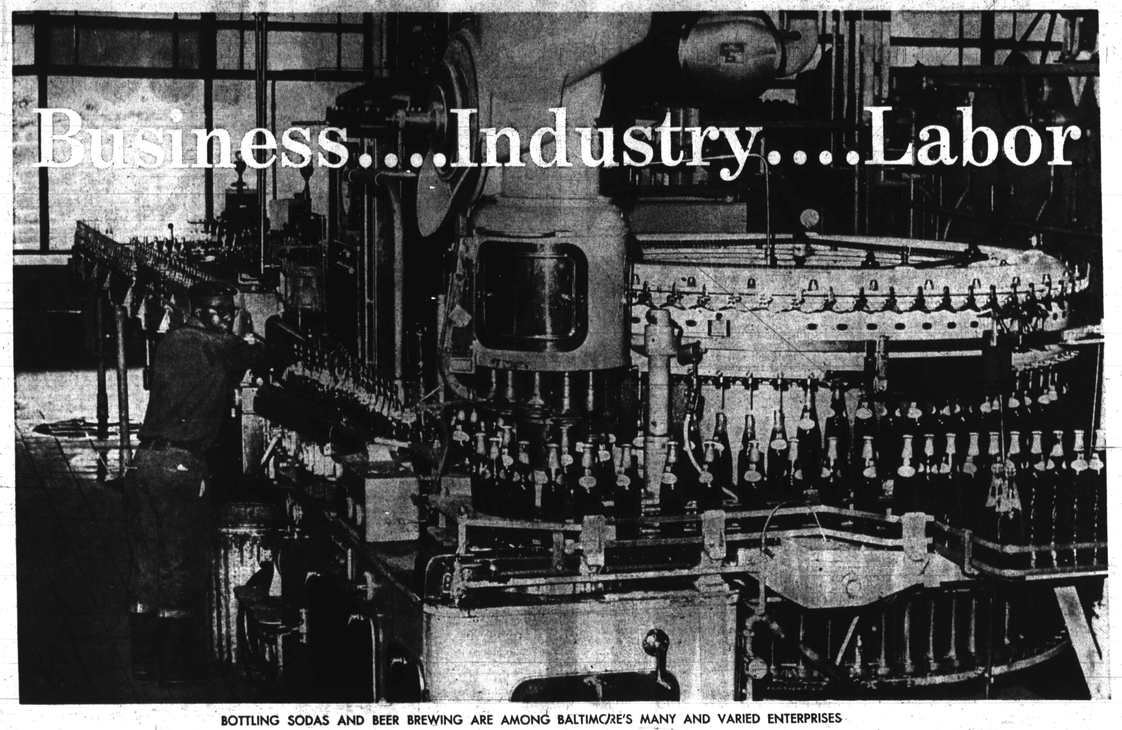
Baltimore, USA: An AFRO Special

Baltimore Afro-American

YOU KNOW BECAUSE YOU READ THE AFRO JUNE 18, 1966 BALTIMORE U.S.A. B-1

City Jobs Picture Reported on Page B-4



BOTTLING SODAS AND BEER BREWING ARE AMONG BALTIMORE'S MANY AND VARIED ENTERPRISES

CITY PORT LINKS MUCH OF NATION, WORLD

Baltimore, port with an historic past, is shaping its dynamic future.

Linking much of America to the rest of the world for over two and a half centuries, Maryland's major world shipping center today is playing an ever greater role in international commerce.

Boasting the advantages of year-round shipping, almost no tidal variation, and ample anchorage of 1,589 acres of sheltered waters, the Port of Baltimore has been a "safe haven for ships" since 1706, when it became an official port of entry in Maryland.

Since then, well over one billion tons of cargo from all over the world have crossed its 92 piers and wharves for oceangoing vessels in a constant flow.

These facilities include 61 general cargo, 64 specialized cargo, and 24 public coal, grain and ore berths.

Waterborne commerce is the lifeblood of Baltimore's economy. Deep-water sea lanes connect the city with 270 world ports. Some 5,400 ships, representing 113 overseas steamship lines, come and go each year, carrying an annual average of 25 million tons of foreign trade.

* * *

BALTIMORE IS the third largest foreign trade port of the nation. Her total waterborne, commerce, foreign and domestic, procedures an annual cargo of over 44 million tons valued at $2.2 billion.

Situated 150 miles from the ocean, Baltimore is the only U.S. Port served by two routes from the sea: south, via the Chesapeake Capes, and north, via the Chesapeake and Delaware Canal.

From the south, the main shipping channel extends from the Chesapeake Bay, up the Patapsco River to Fort McHenry, a distance of 20 miles.

Under a recently completed $36 million federal dredging program by the U.S. Army Corps of Engineers, this channel has been deepened from 39 to 42 feet and widened from 600 to 800-1,000 feet. The project gives vessels of up to 70,000 deadweight tons access to the port.

A $100 million program to widen and deepen the C and D Canal is moving ahead. Begun in 1960, the project will provide a new depth of 35 feet and width of 450 feet. The 14-mile, toll-free waterway cuts through the neck of land between the Chesapeake and Delaware bays and is used by over 40 percent of the vessels that call at Baltimore.

It provides a short, protected route between Baltimore and other leading North Atlantic ports, as well as ready access to the ocean for outbound ships.

* * *

"SAVING" IS a key factor in the Baltimore picture. The port is 50 to 200 miles closer than any other East Coast port to the industrial and commercial centers of the great Midwest, and is consequently the most economical Atlantic port for merchants and shippers abroad who export to inland locations.

Baltimore, which has earned the reputation of "Economy Port U.S.A.," provides many other cost-saving services.

Cargos routed via this city also benefit by direct loading between rail car or truck and vessel, low negotiated stevedore rates on chartered cargos, reasonable terminal charges, fast vessel turn-around, a full range of steamship services, and excellent banking facilities.

A world seaport valued by international and domestic shippers, Baltimore has the good fortune of a stable labor force with a tradition of performance, speed and reliability.

The U.S. Department of Labor concluded after an exhaustive study of Atlantic and Gulf Coast ports in 1964 that Baltimore was the most ideal longshore port on the two coasts.

Furthermore, a recent survey of all Atlantic and Great Lakes ports by a leading American steamship line showed that Baltimore's longshoremen handled an average of 39 tons of general cargo per gang hour, the highest rate of all ports surveyed.

Altogether, the port provides direct employment for 40,000 persons, with an annual payroll of over $400 million, to serve its gigantic marine complex.

* * *

AT PORTSIDE in Baltimore there are 23 public general merchandise warehouses with 5.9 million sq. ft. of storage space and 4.6 million cu. ft. cold storage space.

The port area provides ground storage large enough to accommodate the equivalent of 53,700 rail cars of cargo, and special facilities for fumigation (3700 cu. ft.) and heavy lift cargos (to a maximum of 128 tons.)

Three major trunk line railroads, offering fast and efficient service to destinations in 12 states east of the Mississippi River and providing connecting service to every state in the Union, have large overseas marine terminals in the port: the Baltimore and Ohio Railroad at Curtis Bay, Pennsylvania Railroad at Canton, and Western Maryland Railway at Port Covington.

A fourth railroad, the Canton, whose terminals serve the industrial waterfront area in east Baltimore, has rail connections between the Baltimore and Ohio and Pennsylvania Railroads, and carfloat connections with the Western Maryland Railway.

The railroads have invested more than $100 million in waterfront development at Baltimore. As a result, their piers can berth 52 vessels simultaneously, store over 13 million bushels of grain, load 10,000 tons of coal per hour, unload 8,000 tons of ore per hour, and offer integrated rail-to-ship and truck-to-ship piers for general cargo in all areas of the port.

* * *

AS A transportation center, Baltimore also offers the services of 150 certified regular route common motor carriers operating daily to more than 5,000 cities in the nation.

New super interstate and national highways, a Baltimore County beltway, north-south expressway, Baltimore Harbor Tunnel, Baltimore - Washington Parkway and the Chesapeake Bay Bridge currently provide truckers with direct, non-stop routes into and out of all major cargo handling areas of the entire port.

They place one - third of the nation's population within first or second morning delivery of cargos shipped via Baltimore.

Friendship International Airport, 10 miles from downtown Baltimore, is one of the nation's major jet air terminals.

Friendship is within five hours of the West Coast, six and a half hours of Europe, and three and a half hours of Puerto Rico. Nine air cargo lines provide hourly freight service from here to primary markets.

Rukert Terminals, Inc., is the port's leading private, non-railroad terminal operation with several facilities on the waterfront.

The company recently spent $1.5 million for expansion of its Lazaretto Point general cargo piers and $100,000 for improvement of its facilities at Pier 5, Clinton Street.

* * *

DUNDALK MARINE Terminal is the new 368-acre public marine facility owned and operated by the Maryland Port Authority.

Strategically located in the center of harbor activity, this $24 million complex presently offers five 600-foot and three 500-foot marginal berths, 462,600 sq. ft. of covered storage, four high - speed 50 - ton gantry cranes, acres of open storage area, and triple depressed rail trackage on 60-foot wide pierside aprons, making it equally accessible to rail cars and trucks.

With the volume of business at Dundalk approaching the one million ton per year mark, the Port Authority is moving ahead with plans for the addition of a sixth 600 - foot berth, another 100,000 sq. ft. transit shed, and additional rail trackage to expedite the shifting of rail cars.

Known as Phase VI in the development of the terminal, the project is expected to cost nearly $3 million.

* * *

THE LOCUST Point Marine Terminal, one of the world's largest, is in the first stages of a multi-million dollar-renovation and reconstruction program.

The Maryland Port Authority acquired the 23 berth facility from the Baltimore and Ohio Railroad on a 40-year lease on Jan. 1, 1964, and has committed $7 million initially to rebuilding the terminal.

Long range plans for the Locust Point program anticipate the expenditure of approximately $30 million.

The first phase of work at Locust Point, the renovation and extension of Pier 3 now is under way and is slated for completion in the Fall of 1966.

While the modernization of Locust Point will decrease the number of berths to 17, it will raise the terminal's cargo handling capacity from 1.1 million to 1.3 million tons annually.

LOCATED IN the heart of a large, ready market for goods, the Port of Baltimore lies at the doorstep of one of the nation's heaviest industrial complexes, which makes it a natural crossroads for international trade.

The huge industries that line the 45 miles of Baltimore waterfront absorb a great portion of the raw materials that pour into the port.

With its extensive shipping facilities, the city has become a major center for steel, copper, aluminum and chemicals. It is an important handling point for coal, petroleum, tin products, lumber, grain, textiles and latex.

It is the largest ocean port in the United States in the import of metallic ores: iron chrome, manganeses.

Fertilizers, soap products, brass,

(Continued on B-2)

AERIAL VIEW OF CITY'S EXTENSIVE PORT AREA FROM DOWNTOWN TO SPARROWS POINT