

Years of Peace

Between the end of the war and the beginning of the next century, the boom in industry and commerce brought business to Baltimore and the State, an increase in rail and water facilities, and made large philanthropies possible. Three of these, the gift in 1857 of \$1,400,000 by a one-time Baltimore resident, George Peabody, who had made a fortune in England; the endowment of a university by the merchant, Johns Hopkins (1876), and the gift of a public library in 1882 by Enoch Pratt benefited the State as well as its largest city. Even the \$125,000,000 fire which began February 7, 1904, did not retard Baltimore's progress; the population increased with every decade.

Later History

The story of the twentieth century in Maryland is largely one of detailed statistics. As Baltimore forged ahead to be the sixth city in the country, the State ranked only twenty-fourth in point of population.

In World War I approximately 75,000 of its citizens represented the State's service in the conflict. The martial activities of the United States also appeared in the many Federal establishments on Maryland soil, of which the United States Naval Academy (Annapolis), opened in 1845, is the oldest. Fort George G. Meade occupied over 7,500 acres near Odenton; the United States Army had a proving ground at Aberdeen and an arsenal at Edgewood.

Between wars, Maryland assumed a forward-looking attitude. Legislation was enacted to create old-age and mother's pensions, to give aid to dependent children and to assist the needy blind.

In World War II about 250,000 Marylanders served. More than ever before, state industrial power—particularly that devoted to the building of ships and aircraft—fought the "Battle of Materials." Fort Meade was enlarged and rebuilt; at Port Deposit the Navy placed its extensive training center, Camp Bainbridge; Andrews Air Force Base in Prince George's County and the United States Naval Air Station at Patuxent were set up.

The first airway access (1919) to Baltimore was at Logan Field; the first passengers by air came twelve years later. By 1941 a Municipal Airport was in full operation. Such attempts were dwarfed by an ambitious plan for a large airport, work on which commenced May 1, 1947. On June 24, 1950, the Friendship International Airport opened, a