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line, with a slip at each for the boats to make rapid landings. The trolley cars could then be run directly on to the vessels, ferried across the less than ten miles of water and run directly on to the tracks at Bay Shore Park, thus saving time in the transferring of passengers and freight.

WOULD LINK TOWNS.

With the construction of such a system, every town of importance on the Eastern Shore would be linked by shining bands of steel. Local traffic would thus grow apace, time between any two towns would be reduced to a minimum and every section of the Shore brought into quick and easy connection, so that both freight and passengers could be readily transferred from one point to another at slight cost as compared with the present tariffs.

This plan is being furthered by the efforts of capitalists in Philadelphia and Salisbury, Md., to obtain suitable sites for the erection of three electric power plants in the central zone of the Peninsula. It is their aim to harness the local rivers and derive from them enough power to promote electric companies. It is believed by those conversant with Shore conditions that sufficient water power could be obtained to provide the current for the trolley system. It is understood that McCall's Ferry Co. is backing these efforts for power plants.

One important item of this plan is the cost. It has been carefully computed that $3,000,000 would construct and thoroughly equip the trolley system as above outlined. This would include the cost of electric plants, building of road-bed and laying of rails, erection of bridges, building of speedy ferry boats and the erection of wharves and freight-houses. The expense of the necessary dredging at both sides of the Bay would be borne by the national government and could be done in connection with the dredging of a ship channel for the federal waterway along the route of the old Chesapeake & Delaware canal.

Thus, the cost of the entire system would be considerably lower than the amount that would be required to build a bridge across the Bay. Its only drawback would be the possibility of an ice blockage during the winter. In this event, passengers and freight could be carried to Elkton and there transferred to the Pennsylvania Railroad. Only an unusually severe winter would make this connection necessary, however.

NEED RIGHTS OF WAY.

One great feat in connection with any trolley system on the Shore would be the obtaining of rights of way. It is confidently expected by those promoting the plan, however, that the citizens of the Peninsula will realize the immense advantages offered by its electrification and that it should require but a minimum of expenditure to obtain the desired rights over the proposed routes. Land owners in large numbers have already shown their willingness to further any project that will better the lamentable facilities now existing on the Peninsula.

For a number of years the Wabash Railroad has been endeavoring to reach the ocean or some tidewater seaport, so that it might have a through transcontinental route from the Atlantic to the Pacific. With the entry of E. H. Harriman into the affairs of the Wabash, it is believed by students of railroading that the "Wizard of the Rails" will find means to build the ninety-eight miles of track out of Pittsburg to connect the Wabash with its tributary line, the Western Maryland, which now has its terminous on the Patapsco River water front.

The construction of the ninety-eight mile link is now held up in the United States Supreme Court, but it is hoped that a favorable decision will soon permit the work of building it to begin.

ITS PORT AT LEWES.

Should the Wabash obtain a direct entry into Baltimore, nothing would be simpler than for it to cross the bay, by bridge or ferry, span the Delmarvian Peninsula with its rails and find an ocean-shore terminus at Lewes, Del., directly behind the Delaware Breakwater. This would solve the problem that may confront the Wabash should the federal waterway bill be defeated in Congress. It would also add materially to the wealth, prosperity and future advantages of the Eastern Shore.

How the trade of the Shore with Baltimore has fallen off is partly demonstrated by the recent annual report of the Maryland, Delaware & Virginia Railway, which showed that the company had lost something over $32,000 during the last year. In the days when the old Chester River and Queen Anne's routes flourished, they were conducted at a profit. It is understood, however, that by juggling figures the railroad men can make any line subsidiary to a trunk system either appear to pay or lose, as they may deem best, to save dividends or pay them out. This is said to be done by transferring worn-out rolling stock to a branch line, using it a few times and then charging up its repair or destruction to the branch line.

For years the Tolchester Steamboat Company has made thousands of dollars annually out of its excursion traffic to that popular bay-shore resort. The construction of the Peninsula trolley system would not only enable it to control this traffic, to a great extent, but would also permit it to compete with the Pennsylvania Railroad for the traffic to Ocean City. And the Pennsylvania needs competition.

MR. DECKER'S PLANS.

Adolph F. Decker, Esq., president of the Chesapeake Bay Tributaries Steamboat Company, recently financed in Baltimore, has conceived a feasible plan to catch the freight of the rivers adjacent to Baltimore. He proposes to put a local boat in the Chester River to collect freight from all points up to Crumpton. This vessel, a gasoline power-boat, would then transfer its freight to another, and swifter power-boat at Love Point. This boat, capable of saving five miles of the twenty-three mile trip by crossing the Love Point bar, at the mouth of the Chester, would then carry the produce to Baltimore in time for the early markets, aiming to reach the city about four o'clock in the morning.

If this venture should prove successful, Mr. Decker proposes to extend his routes to other rivers along the Shore. This plan, however, while it will afford some relief by lowering freight rates along river points, would be of small benefit to the inland shipper. If he is unable to obtain wharfage facilities, Mr. Decker expects to transfer freight to his local river boat by scowing it out from the shore.

Many other plans are also under consideration for the betterment of traffic conditions on the Shore, and they will be treated in later articles.

BALTIMORE.

Some of the Reasons for Her Prominence in the Shoe Trade

Geographically, it would be hard to select a spot in the United States offering greater opportunities. Not alone does Baltimore command a deep water outlet, that put her, through the agency of direct steamship lines, in touch with all of the countries of the Old World, being so situated it is possible for her to command all of the advantage of coast-wise shipping, with its cheapness and efficiency. The whole Atlantic seaboard is her natural territory, and so by means of adequate rail lines is the South and Southwest. It is not without reason that for Baltimore is claimed and maintained that she is the "Gateway to the South," for a glance at any map will show the irrefutable truth of the assertion.

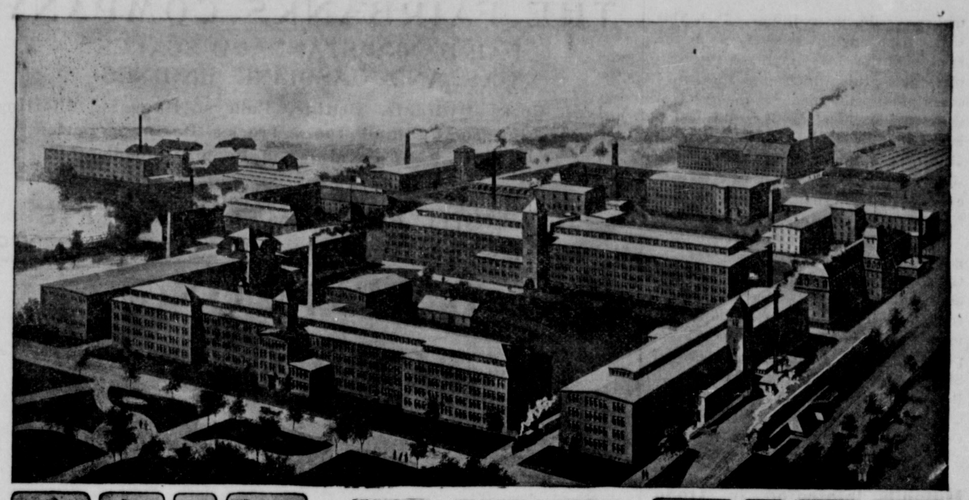
Closely in touch with the sources of supply of raw material, and with all facilities for handling the finished product and placing it where the market is best, there is no wonder that in manufactures the city of Baltimore makes a magnificent showing, or that every year adds to the importance and diversity of her manufactures, and for the same reason, since she may gather most conveniently the manufacturers of other points and assemble them, so her wholesale trade always a most important feature, is yearly making strides that assure her maintaining her present position of prominence.

To location and transportation, the business interests of Baltimore have added a never failing supply of intelligent assistance. With a great population to draw from, the problem of help, so important and so pressing in many places, is here reduced to the smallest dimension. There is in the bone and sinew of all industry, the skilled and competent employes, no lack of aggressiveness, integrity or intelligence.

Representatives from the Baltimore factories and wholesale shoe houses cover all the adjacent territory of the South, the Middle States, and even go into the cities of New England, and their trips are not fruitless, which is surely the best indication of the merits and the values of the goods that they are presenting.

It is the matter of reliability of product in shoes, and their allied lines, that Baltimore has always been most proud. From the heavy working shoe to the highest grade of shoes for men or women, the Baltimore manufacturers and wholesale dealers have never been satisfied with ought but the best, and building upon this policy that has become accepted as a basic rule of the trade generally, they have raised a structure of business that is calculated to stand, without even a tremble, the shocks of severest competition.

But, most of all in the shoe trade of Baltimore, be it among manufacturers, wholesale dealers, or any other branch of the business, is an esprit de corps that



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