Shore would guarantee a sufficient amount of business to make the operation of an improved service remunerative to the railroad company. But this was all.

ACTION IS AWAKENED.

Within the last year, conditions became so aggravating that the residents of the Shore realized that some radical steps for improvement must be taken, and at once. Baltimore was awakening to the need for decisive action to retain the thriving trade of the Shore and, with spontaneous loyalty, the merchants and buyers of this rich section of Maryland aroused themselves to the need of co-operation.

Few, indeed, are the residents of the Shore who do not prefer their State's metropolis as both a buying and selling market and this unanimity of opinion resulted in importunities being made to the editors of county newspapers to come out boldly and urge the need of closer trade relations between the city and the Shore.

It was in response to this public clamor that the Eastern Shore Publicity Campaign was inaugurated, its definite objects being to show that Baltimore had numerous commercial advantages that were being neglected by the citizens of the Peninsula; that this fertile section had been compelled to allow many of its products to go to waste through lack of proper freight facilities to handle them; that there could be devised and put in operation a feasible trolley system, covering the Peninsula and affording quick communication with Baltimore by some trans-Chesapeake route, and that the time had come when the metropolis could no longer afford to remain inactive and supinely decline to hear the urgent cry of Maryland citizens for relief in their hour of commercial and industrial success.

PLANS FOR TROLLEYS.

Through the activities of the campaign, Baltimore has been aroused to the necessity for definite and immediate action. Plans of several descriptions for bringing the Shore into trolley communication with Baltimore have been formulated and it will not be long before some feasible system will be started in earnest.

Quick to realize the necessities of the moment, the Baltimore newspapers took up the cudgel in the Shore's behalf. In a strong and timely editorial, The Sun boldly declared that it was up to Baltimore to "show" the Eastern Shore that it was interested in its welfare and would take pronounced measures for its relief. The Sun followed this with a lengthy article explaining five reasons why Baltimore should become a great shipping port.

The News, in its columns, and the American, with a cartoon showing the Pennsylvania Railroad as the route along which the Shore's trade was being diverted to Philadelphia, also rendered valuable aid in awakening the sentiment of the city to action in winning back the Peninsula trade for the Maryland city.

And, why is this trade so valuable that it would benefit Baltimore so materially to control it?

The question is easily answered. In the nine counties of Maryland, lying on the Delmarvian Peninsula, there is now an approximate population of 215,000 persons; a population sufficient to support the mercantile, commercial and industrial activities of a city as large as Jersey City, N. J.; and, owing to the agricultural and fisheries pursuits, in which a large share of this population is engaged, their purchases of supplies, provisions, equipment and implements are of stupendous value.

The assessable value of the State last year was $794,929,222, or $320,849,699 outside of Baltimore City. Of this sum, $65,810,963 was the valuation of Eastern Shore property. The increase in value, however, has placed this sum in the neighborhood of $75,000,000, so it can readily be seen that the actual value of the assessable property on the Shore is about $100,000,000.

WEALTH ON THE SHORE.

This does not include, however, the immense wealth in money and its equivalents possessed by the inhabitants of this section of the State. In a recent rating of the United States government on the standing of national banks, an Eastern Shore bank, the Centreville National, stood second in the country, while the banks in other towns on the Shore were well up in the list and ahead of the prosperous banks in Baltimore and other cities. This showing speaks well for the financial soundness of the Eastern Shore and betokens that the prosperity of recent years has been turned to good account.

One of the most important factors in the enrichment of the Shore has been the Chesapeake Bay fisheries. It is estimated that the annual value of this industry is $10,020,000, of which about three-fifths, or $6,012,000, is contributed by the rivers, creeks and bay shore of the eastern section. Trucking is another factor that has brought vast wealth to our citizens, but the great quantity that formerly went to swell Baltimore's canning and packing figures has materially fallen off in recent years, instead of showing the immense gains it should have done.

Two causes have contributed to this. Eastern Shore growers have repeatedly asserted that the methods of business adopted by some Baltimore commission merchants have not been to their advantage, declaring in turn that the commission men of northern cities will go to extra trouble to obtain the best prices and grading on truck, fruits and grain. The other cause has been due to the Pennsylvania Railroad, and it alone.

In repeatedly declining to supply the growers of the Shore with a daily night boat from various river points to Baltimore, it has forced those who persisted in shipping to the Maryland city to allow their goods reaching their destination in the middle of the day, long after the markets had finished business for the day's sales. This necessitated the truck and fruit, both perishable, to wilt on the wharves until the next morning, when their value would be considerably reduced. Poultry met the same fate and, without food and water, so fell off in weight that the returns would be disappointing and discouraging.

LIGHT FREIGHTS NOW.

A decade ago, every steamboat running between the Eastern Shore and Baltimore was loaded to her gunwales during the fruit and vegetable season Now a minimum of freight of this class is carried. Finding that their fruit would not pay, owing to the low prices it brought in a glutted market, many of the fruit-growers of the Eastern Shore pulled up their big orchards and gave over their land to the raising of wheat and corn, staple products that could be little injured by freight delays and which were practically sure to command paying prices in any city.

And, as with truck and fruit, so has it been with other farm products, including poultry and live stock. These, along with fish, crabs, terrapin—the delectable diamond-back—wild ducks, oysters, etc., have all drifted off to tickle the palates of Northern consumers, while the Baltimore epicure has sighed for a plentitude of the good things that formerly made the table of even a humble home groan beneath their weight.

This has been demonstrated by the continuous rise in the cost of meats, fish, fruits and vegetables. Ten years ago, Maryland, aside from being one of the most delightful, was also one of the cheapest states to live in Her farm and water products spread far and wide the fame of her edibles, while her liberal Southern hospitality made the visitor to her shores long remember with delight the grand time he enjoyed and the luxuries spread before him.

HAS NATIVE PRIDE.

To this fame, the Eastern Shore has contributed in no small degree. Her hospitable doors have ever stood open to the visitor and not one who has ever been entertained in her homes has ever been able to say ought against her—except that she might have had better transportation facilities.

As with every native Marylander, there has ever lurked in the hearts of true Eastern Shoremen that pride in native heath that comes of many generations engrafted into the loyal support, life-blood and success of the State. Here has been, and is, the home of romanticism—the garden spot where sentiment flourishes—and forth from these nine counties has gone the flower of our manhood and womanhood to nourish and ennoble the moribund decadency of more than one urban center.

We have cause to be justly proud of the Eastern Shore and what it has given to the world. And, in maintaining that pride, let us join in faithful bonds to win for the Peninsula an enduring system of modern transportation that will bring home to all the State the realization of our importance and the necessity of aiding us to develop what is destined to be a rich and fruitful section.

Trolley Plans for Peninsula.

Electrification of Eastern Shore and Fast Ferry Connections with Baltimore in Scheme.

Quickest Route to City.

Cost of Building and Equiping Speedy System is Estimated at $3,000,000—How it Would Solve Our Difficulties.

No matter how prosperous the Eastern Shore may become, there is one vital necessity to its full development that must be realized before it can boast of being abreast of the times.

This great need is quick and certain communication with Baltimore from every point on the Shore, and it is necessary that the time consumed in travel be reduced to a minimum.

The keystone to this rests solely upon the electrification of the Delmarvian Peninsula and the construction of a trolley system traversing its length, with numerous feeders to bring produce and passengers to the main line, so that rapid connection could be made with the Monumental City. Travellers on the Peninsula would also be able to make the trip from town to town with great convenience and little time wasted.

There are several plans by which it is proposed to connect the Eastern Shore and Baltimore. One, the erection of a bridge across the Chesapeake Bay, has been formulated by the Merchants and Manufacturers Association, of Baltimore. Engineers have declared this plan feasible, but it appears that the immense cost of constructing this bridge would operate against the scheme, especially as the present era of financial life is running along rather tight lines.

Residents of the Eastern Shore, who are thoroughly familiar with the Bay and the requirements for connection with Baltimore, have studied the problem from all sides and have formulated a plan that, it is believed, will not only prove the most feasible, but will also require such a small expenditure that the work need not be delayed until the money market has lost its present stringency.

TO BUILD TROLLEYS.

This plan is naturally based on the building of a trolley system to connect all the principal towns of the Peninsula, from Elkton to Ocean City and the lower bay-shore towns. The main line would be run, as closely as possible, in a direct line, beginning at Elkton, where connection could be made with the Pennsylvania Railroad, if necessary, through Chestertown, Centreville, Easton, Salisburg to Snow Hill. Short branch lines could be arranged as follows:—One from Centreville, passing through Ridgely and tapping the rich trucking section in that vicinity, to Denton. One from New Market to Cambridge and one from Snow Hill to Pocomoke City and Crisfield. The only other necessary branch would be a line from Chestertown to the neighborhood of Tolchester, where the eastern terminus of a fast ferry system would be located. These branches would be comparatively short and could be constructed at small cost, while the fertile territory they would tap would more than repay the expenditure. Mixed trains running at 40 miles an hour would then put a traveller in Baltimore in quick time.

The plan further contemplates the building of fast ferry boats, capable of twenty knots speed, to cross the Chesapeake Bay from near Tolchester to Bay Shore Park, near North Point, where connection would be made with the line of the United Railways Co., and cars run directly into Baltimore over its rails. A large wharf and storehouse would have to be built at either terminus of the boat

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