

MARYLAND'S 'WAR OF SECESSION'

Eastern Shore's Old Threat to Break Away and Form 'Delmarva' Revived

Many Residents on 'The Peninsula of Plenty' Would Make a New State of Delaware and 'Shores of Maryland and Virginia Because of Newspaper Criticism

Special to The Post

EASTON—Maryland may face a "War of Secession" all its own unless The Post and other Baltimore newspapers and Henry L. Mencken apologize to the Eastern Shore for criticism they directed toward that section following the lynching of Matt Williams, alias Handy, Negro, at Salisbury over a week ago.

The Eastern Shoremen, particularly those of the lower part of the peninsula, feel they have been unjustly treated by the Baltimore press—and they are so mad about it they threaten to secede from Maryland and ally themselves with Delaware and the Eastern Shore of Virginia in forming a new state, to be called Delmarva, "the Peninsula of Plenty."

Advocated Editorially

The idea has been broached editorially by at least one newspaper on the 'Shore, and the view of some of the citizens of the region is that "since Baltimore won't treat the peninsula right," it may be just as well for the nine Eastern Shore counties to join in forming the commonwealth of Delmarva.

Cooler heads have pointed out that the Eastern Shore is so linked up with the traditions of Maryland that it would be difficult, from a sentimental viewpoint, for the 'Shoremens to rend themselves from the rest of Maryland. They point out that the shades of Tench Tilghman, William Paca, and other Revolutionary War worthies, would writhe in their graves if a serious effort should be made to divide the state.

Many Political Angles

In addition, the political angles of such a move would make it almost impossible. Not since West Virginia separated from Virginia has a state been divided—and that was during the bitter times of the Civil War, when the administration at Washington encouraged the West Virginia secession. In peace times it would be almost unthinkable.

But the Eastern Shoremen are serious about it—many of them, at least. The women, especially, are in

favor of it, and they point to the superior school facilities of Delaware as an additional argument in favor of the division. Apparently they believe that if the State of Delmarva is established, the wealthy duPonts, of Delaware, will aid the new state, as they have aided Delaware in many ways.

New State Idea Not New

The idea of the State of Delmarva is not new. The word is compounded, of course, from the names of the three states represented on the peninsula which is formed by the area lying between the Chesapeake Bay and the Atlantic Ocean. Delaware occupies about one-third of this area, Maryland about one-half and Virginia about one-sixth. The population of the area is about half a million.

So far as Maryland is concerned, the Eastern Shore has always been an integral part of the state, but not until comparatively recent times has the Chesapeake Bay been the obstacle in the way of free communication between the Western and Eastern Shores that it now is. Mencken has called the 'Shore "Maryland irridenta," and it is a fact that for years the 'Shore has been slowly weaned away from Baltimore and the rest of Maryland. Politically, of course, the Eastern Shoreman turned toward Annapolis, but from a business standpoint he is inclined toward Wilmington and Philadelphia.

In Sailboat Days

In Colonial times this was not the case. The Chesapeake Bay, instead of being the barrier it now is, offered a means for the 'Shoremens to quickly reach the Western Shore and Baltimore by means of their sailboats. Business men could reach Annapolis and Baltimore by boat much quicker than farmers of the distant Western Maryland country reach those cities by road. Philadelphia was not a factor in Eastern Shore commerce, because all the trade was carried on by boat.

The coming of the steamboat to



Proposed new State of Delmarva, "the Peninsula of Plenty"

the Chesapeake further intensified this circumstance. Most of the Eastern Shore's products were then carried by steamers, and Baltimore profited accordingly.

Railroads Changed Everything

But the railroads changed all this. The "main line" down the backbone of the peninsula ran north and south, and fed into Wilmington and Philadelphia—not Baltimore. And the farmers of the 'Shore quickly found they could ship more quickly and probably more cheaply than by boat. Then began the slow weaning away of the Eastern Shore from Baltimore, and the rise of Wilmington and Philadelphia as destinations of Eastern Shore trade.

It was then, also, that the idea of the State of Delmarva was first advanced. As feeder lines of the railroad were built connecting with the "main line," the feeling grew, and at one time, in the late '70's, the idea of the new transchesapeake state was seriously considered. Gradually, however, the talk died out, although from time to time it has been revived, with no general interest—until now.

'Shore Good and Sore'

Now the 'Shoremens are good and sore, and they want an apology from Baltimore—or else! Some of them think they can overcome the political difficulties which lie in the way of secession from Maryland. They want nothing to do with Baltimore—right now, at least—and they believe they would be more contented if left to their own devices. They believe, judging from the tone of Mencken's articles, that the Eastern Shore is not appreciated in Baltimore, and they want to be emancipated from contact with a city which they think regards them with condescension and scorn.

Rich in History

The peninsula is largely an agricultural country, with only one city, Wilmington, with a population of

Women Favor Idea Because of 'Superior Schools in Delaware'

architects as gems of early American construction, are to be found on the peninsula.

Birthplace of Bishop Cannon

John J. Raskob owns one of these estates, "Pioneer Point," near Centerville, Md., where he lives with his family. Walter Chrysler and Pierre duPont own estates on Maryland's tidewater, and an estate near Easton was once considered for a time as a site for the proposed "summer White House."

Natives of the peninsula who have gained fame or notoriety in recent years are Frank (Home-Run) Baker, the slugging third baseman of the Philadelphia Athletics of 20 years ago, who was born near Easton; Man o' War, the race horse, who was born near Berlin, and Bishop Cannon, who was born at Salisbury.

Tomorrow's BIRTHDAYS

In Baltimore

—THE FRIENDLY CITY—

Tomorrow will be the birthday of these persons whose names are listed below. A telephone call, a note of congratulation, a telegram, a visit or a little gift will make the day a happier one for them.

Let's add a neighborly spirit of good will to Baltimore's natural advantages.

Harry H. Blackstone, 801 Overbrook Road.

Orison R. Martin, Westport.

Capt. Everett E. Brown, Third Corps Area Army Headquarters.

John A. Sherman Jr., Court-house.

William L. Canton, Delta Sigma Pi.

Maurice L. Borders, Delta Sigma Pi.

Herbert Hahn, Delta Sigma Pi.

John W. Mentzer, 208 E. Lexington St.

Patrolman James T. Cain, Southern District.

Lena Bitter, Greenway Apartments.

Paul P. Moniewski, 907 S. East Ave.

Patrolman Frank L. McGee, Western District.

Henry W. Schaeffer, 1817 Moreland Ave.

Patrolman Frederick Singer, Northwestern District.

Patrolman John Ritterbush, Southern District.

Sylvia Friedel, 2315 Wichita Ave.

Goldye Friedel, 2315 Wichita Ave.

M. S. Wolfe, 726 Newington Ave.

Today's Birthday

Alvin M. Ford, 4118 Reisters-town Road.

Yesterday's Birthday

Helen Lemmon, 2842 Pelham St.

OUR CITY

Fact No. 96—Baltimore is the largest fertilizer producing center in the country and is one of the big producers of pharmaceuticals, proprietary medicines and drugs.

'S DAILY CALENDAR

Deaths

Happersett, Edward A., 48, 2423 Llewellyn Ave.
Hall, Ethel, 2 months, 625 Wyeth St.
Poetzel, John, 52, 1024 S. Bouldin St.
Ensor, Ida B., 58, 4105 Hayward Ave.
Eagers, Mary, 67, 1606 E. 30th St.
Galloway, Ernest, 41, 236 N. Gilmore St.
Henderson, Myrtle, 28, 543 W. Lanvale St.
Vincent, Harry, 52, 825 W. Franklin St.
Peale, Clarice, 19, 640 Vince St.
Sands, George, 42, 1320 N. Calhoun St.
Miller, James E., 3 days, 708 Lemon St.
Knox, John E., 54, 1318 N. Fremont Ave.
Hetrick, Augustus, 18, Wellsville, Pa.
Herbert, Baby, 18 hours, St. Vincent's Maternity.
Moudry, Benjamin, 1 month, 2033 E. Fayette St.
Strausser, Clara A., 43, 112 N. Wolfe St.
Lysher, Lillian E., 34, 3225 Ravenwood Ave.
Collins, Rosette, 1824 N. Spring St.
Logan, Patricia, 4 months, 312 S. Stricker St.
Morgorth, George J., 7 months, 3405 S. Knell Ave.
Mohr, Charles E., 66, 702 Ponca St.
Lord, William, 55, Camden, N. J.
Madrey, Robert, 2, 1611 W. Fayette St.
Campbell, Ethel, 519 S. Tolna St.
Thirkeld, George, St. Agnes Hospital.
Barnes, Clara Lee, 708 Grantley St.
Applewhite, Mary M., Greenway Apartments.
Hamilton, William, 1426 E. Bank St.
Graybush, Hyman, 129 N. Broadway.
Taft, Edward, 2056 Linden Ave.

Shipping News

DUE TO ARRIVE Dec. 14.
Stmr. Idraet (Nor.), from Baracoa; bananas; Di Giorgio Fruit Co.
Stmr. Bolivar, from Kingston; bananas; United Fruit Co.
CHESAPEAKE BAY REPORTS
CAPE HENRY, Va.—Cloudy, southwest wind, 11 miles. Passed in: Stmr. (probably) Margaret, from Portland; Stmr. Luminetta (Br.), from Curacao. Passed out: Stmr. Walter D. Munson, for Havana, via Jacksonville.
RADIO
Motor Tydol No. 2, 30 miles from Baltimore, 8 a. m.
Stmr. Bellflower, 45 miles northeast Cape Henry, 8 a. m.
BOUND FOR BALTIMORE
New York—Arrived: Stmr. Malakuta (Br.), from Calcutta, etc.; sailed: Stmr. Tokai Maru (Jap.), 13th.
Progreso—Sailed: Stmr. Panuco, 12th.
Boston—Arrived: Stmr. Malayan Prince (Br.), from Batavia, etc., 12th.
Philadelphia—Arrived: Stmr. Quaker City, from Dundee, etc.; Tortugas (Nor.), from Oslo, etc., 12th.
San Francisco—Sailed: Stmr. San Felipe, 8th.
BOUND FROM BALTIMORE
New York—Arrived: Stmr. Tuscaloosa City, Excellency, Winona County, 12th; Liberty, 13th.
Galveston—Arrived: Stmr. El Isleo, 12th.
Jacksonville—Arrived: Stmr. Elizabeth, 12th.
Hampton Roads—Arrived: Stmr. Liberty, Wytheville, 12th.
Philadelphia—Arrived: Stmr. Portmar, 12th.
Savannah—Sailed: Stmr. Somerset, 11th.
WIRELESS REPORTS
Stmr. Hegira, 232 miles south Baltimore, 13th.
Stmr. Lancaster, 102 miles northeast Cape Henry, 13th.
Stmr. Ala, 1,675 miles east Boston, 13th.
Stmr. Coahoma County, 1,271 miles east Ambrose, 13th.
Stmr. City of Norfolk, left Havre 7:30 a. m., 13th.
Stmr. City of Hamburg, 1,105 miles east-northeast Cape Henry, 13th.
Stmr. City of Baltimore, lat. 42:19 N., long. 61:17 W., 13th.
Stmr. Lillian, 345 miles from Tampa, 13th.
Stmr. Major Wheeler, 742 miles from Baltimore, 13th.

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