Shore would guarantee a sufficient adopted by some Baltimore commission amount of business to make the opera- merchants have not been to their advanttion of an improved service remunerative | age, declaring in turn that the commisto the railroad company. But this was sion men of northern cities will go to ex- Electrification of Eastern Shore and Fast Ferry

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 in shipping to the Maryland city to allow spontaneous loyalty, the merchants and their goods reaching their destination in buyers of this rich section of Maryland | the middle of the day, long after the aroused themselves to the need of co-oper-

metropolis as both a buying and selling their value would be considerably reductable abreast of the times. resulted in importunities being made to out food and water, so fell off in weight communication with Baltimore from burg to Snow Hill. Short branch lines the editors of county newspapers to come | that the returns would be disappointing out boldly and urge the need of closer and discouraging. trade relations between the city and the

or that the Eastern Shore Publicity Cam- | was loaded to her gunwales during the ducts to go to waste through lack of pro- big orchards and gave over their land to per freight facilities to handle them; that | the raising of wheat and corn, staple munication with Baltimore by some trans- city. Chesapeake route, and that the time had And, as with truck and fruit, so has it commercial and industrial success.

PLANS FOR TROLLEYS.

Through the activities of the camnecessity 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 fame of her edibles, while her liberal a strong and timely editorial, The Sun Southern hospitality made the visitor to boldly declared that it was up to Balti- her shores long remember with delight more 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 Balti-

more should become a great shipping American, with a cartoon showing the been entertained in her homes has ever Pennsylvania Railroad as the route along | been able to say ought against her-exwhich the Shore's trade was being di- cept that she might have had better transverted to Philadelphia, also rendered val- portation facilities. uable aid in awakening the sentiment Peninsula trade for the Maryland city.

And, why is this trade so valuable that The question is easily answered. In

the Delmarvian Peninsula, there is now an approximate population of 215,000 has gone the flower of our manhood and persons; a population sufficient to sup- womanhood to nourish and ennoble the dustrial activities of a city as large as urban center. Jersey City, N. J.; and, owing to the agricultural and fisheries pursuits, in which a large share of this population is to the world. And, in maintaining that engaged, their purchases of supplies, pride, let us join in faithful bonds to win provisions, equipment and implements are of stupendous value.

year was \$794,929,222, or \$320,849,699 our importance and the necessity of aidoutside of Baltimore City. Of this sum, ing us to develop what is destined to be \$65,810,963 was the valuation of Eastern | a rich and fruitful section. Shore property. The increase in value, however, has placed this sum in the James W. Jerome and J. K. B. Emory with 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 re-

cent years has been turned to good ac-

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

Two causes have contributed to this. Eastern Shore growers have repeatedly | 7 EAST BALTIMORE STREET asserted that the methods of business

tra trouble to obtain the best prices and grading on truck, fruits and grain. The other cause has been due to the Pennsyl-

vania 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 these who persisted markets had finished business for the

LIGHT FREIGHTS NOW. It was in response to this public clam- | between the Eastern Shore and Baltimore

come when the metropolis could no long- been with other farm products, including | Engineers have declared this plan feas- peake Bay from near Tolchester to Bay er afford to remain inactive and supinely poultry and live stock. These, along ible, but it appears that the immense Shore Park, near North Point, where decline to hear the urgent cry of Mary- with fish, crabs, terrapin—the delectable cost of coustructing this bridge would connection would be made with the line land citizens for relief in their hour of diamond-back—wild ducks, oysters, etc., operate against the scheme, especially of the United Railways Co., and cars run have all drifted off to tickle the palates of Northern consumers, while the Balting along rather tight lines.

as the present era of financial life is rundirectly into Baltimore over its rails. A large wharf and storehouse would have the balting along rather tight lines. more epicure has sighed for a plentitude of the good things that formerly made paign, Baltimore has been aroused to 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 the grand time he enjoyed and the luxu-

ries 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 The News, in its columns, and the to the visitor and not one who has ever

As with every native Marylander, there of the city to action in winning back the has ever lurked in the hearts of true Eastern Shoremen that pride in native heath that comes of many generations And, why is this trade so valuable that it would benefit Baltimore so materially engrafted into the loyal support, life- Marine Engines on Time Payments blood and success of the State. Here has been, and is, the home of romanticismthe nine counties of Maryland, lying on the garden spot where sentiment flourishes—and forth from these nine counties port the mercantile, commercial and in- moribund decadency of more than one

We have cause to be justly proud of the Eastern Shore and what it has given for the Peninsula an enduring system of modern transportation that will bring The assessable value of the State last | home to all the State the realization of

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A decade ago, every steamboat running the electrification of the Delmarvian Pen- Market to Cambridge and one from Snow insula and the construction of a trolley Hill to Pocomoke City and Crisfield. system traversing its length, with nu- The only other necessary branch would paign was inaugurated, its definite objects | fruit and vegetable season Now a min- merous feeders to bring produce and pass- be a line from Chestertown to the neigh being to show that Baltimore had num- imum of freight of this class is carried. engers to the main line, so that rapid borhood of Tolehester, where the eastern erous commercial advantages that were Finding that their fruit would not pay, connection could be made with the Mon- terminus of a fast ferry system would be being neglected by the citizens of the owing to the low prices it brought in a umental City. Travellers on the Pen- located. These branches would be com-Peninsula; that this fertile section had glutted market, many of the fruit-grow- insula would also be able to make the paratively short and could be constructbeen compelled to allow many of its pro- ers of the Eastern Shore pulled up their trip from town to town with great con- ed at small cost, while the fertile territory venience and little time wasted.

there could be devised and put in opera- products that could be little injured by proposed to connect the Eastern Shore at 40 miles an hour would then put a tion a feasible trolley system, covering freight delays and which were practical- and Baltimore. One, the erection of a traveller in Baltimore in quick time. the Peninsula and affording quick com- ly sure to command paying prices in any bridge across the Chesapeake Bay, has The plan further contemplates the been formulated by the Merchants and building of fast ferry boats, capable of Manufacturers Association, of Baltimore. | twenty knots speed, to cross the Chesa-

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 No matter how prosperous the Eastern bay-shore towns. The main line would day's sales. This necessitated the truck | Shore may become, there is one vital ne- | be run, as closely as possible, in a direct | and fruit, both perishable, to wilt on the cessity to its full development that must line, beginning at Elkton, where con-Shore who do not prefer their State's wharves until the next morning, when shorest of the time at Enton, where connection could be made with the Pennsy-Ivania Railroad, if necessary, through ed. Poultry met the same fate and, with- This great need is quick and certain Chestertown, Centreville, Easton, Salisevery point on the Shore, and it is neces- could be arranged as follows:—One from sary that the time consumed in travel be | Centreville, passing through Ridgely and | tapping the rich trucking section in that The keystone to this rests solely upon vicinity, to Denton. One from New they would tap would more than repay There are several plans by which it is | the expenditure. Mixed trains running

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