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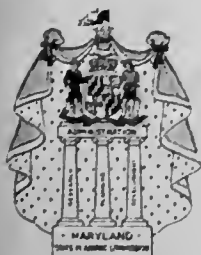
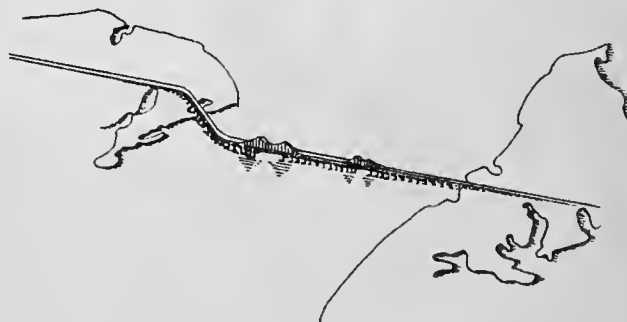
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Economic Effects

JUL X 6 1950

OF THE CHESAPEAKE BAY BRIDGE ON THE EASTERN SHORE



MARYLAND STATE PLANNING COMMISSION
APRIL 1950

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PROBABLE ECONOMIC EFFECTS

of the

CHESAPEAKE BAY BRIDGE

on the

EASTERN SHORE COUNTIES OF MARYLAND

MARYLAND STATE PLANNING COMMISSION

APRIL 1950

MARYLAND STATE PLANNING COMMISSION
100 Equitable Building
Baltimore 2, Maryland

Publication No. 62

Price 25 cents

MARYLAND STATE PLANNING COMMISSION

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Department of Public Improvements

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Member from Southern Maryland

I. Alvin Pasarew

Director

125 u c

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
5708 SOUTH WOODLAND AVENUE
CHICAGO, ILLINOIS 60637

Dear Professor [Name]:
I have received your letter of [Date] regarding [Topic].
I am sorry that I cannot provide a more definitive answer at this time.
The data is still being analyzed and I will contact you again once a final
report is ready. Thank you for your patience and understanding.

Sincerely,
[Name]

Enclosed please find [Number] copies of [Document Name].
Thank you for your interest.

MARYLAND STATE PLANNING COMMISSION

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JOSEPH R. BYRNES
WILLIAM L. GALVIN
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Acting Chairman

100 Equitable Building
Baltimore 2, Maryland

I. Alvin Pasarew
Director

April 21, 1950

Mr. John B. Funk, Acting Chairman
Maryland State Planning Commission
100 Equitable Building
Baltimore 2, Maryland

Dear Mr. Funk:

I take pleasure in transmitting herewith a staff study entitled "Probable Economic Effects of the Chesapeake Bay Bridge on the Eastern Shore Counties of Maryland."

It is generally believed that the Chesapeake Bay has long served as a barrier to both social and commercial relations between the Eastern and Western sections of the State. The Bridge will undoubtedly have far reaching effects in eliminating this barrier, and in stimulating the economic prosperity not only of the Eastern Shore but of the State as a whole.

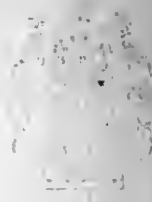
Taking into consideration the economic pattern of the Eastern Shore counties, we find that the most significant results will come from increased traffic on the highways of the Eastern Shore by travelers using the Bridge as a link in the projected system of highways from Maine to Florida; and from the expanded vacation trade made possible by the saving of time which the Bridge will afford.

These are the immediate effects that may be expected. It is probable that the years to come will produce more wide-spread results in other segments of the Eastern Shore's economy.

Very truly yours,



I. Alvin Pasarew
Director



April 10, 1954

Mr. J. Edgar Hoover
Federal Bureau of Investigation
Washington, D.C.

Dear Mr. Hoover:

I have reviewed the information you furnished regarding the activities of the Communist Party in the United States and the activities of its members in the United States.

It is noted that the Communist Party has been active in the United States since 1919 and has been active in the United States since 1919 and has been active in the United States since 1919 and has been active in the United States since 1919.

The information you furnished regarding the activities of the Communist Party in the United States and the activities of its members in the United States is being reviewed and the results of the review will be reported to you in the near future.

I am sure that the information you furnished regarding the activities of the Communist Party in the United States and the activities of its members in the United States is being reviewed and the results of the review will be reported to you in the near future.

Very truly yours,

J. Edgar Hoover
Director

ACKNOWLEDGMENTS

The State Planning Commission would like to take this opportunity to extend its special appreciation to the following persons and agencies who gave their advice and assistance in the development of this report: Mrs. Gladys N. McDermott, Labor Market Analyst, Department of Employment Security; Miss Sarah P. Carothers, Director of the Tourist Bureau, Baltimore Association of Commerce; Mr. George N. Lewis, Jr., Director of the Traffic Division, State Roads Commission; Mr. Edward A. Rheb, Accountant, Retail Sales Tax Division; Dr. Elwyn A. Mauck, Director, State Fiscal Research Bureau; Mr. Edgar T. Bennett, Vice President and General Manager, Red Star Motor Coaches, Inc., Salisbury, Maryland; Mr. Charles A. Horroworth, Executive Vice-President, American Hotel Association; Mr. E. F. Railsback, Assistant General Manager, Delaware-New Jersey Ferry Company, New Castle, Delaware; and Mr. Russell E. Singer, Executive Vice-President, American Automobile Association. This study was conducted by Mrs. Sybil A. Dinaburg, Research Analyst, under the direction of I. Alvin Pasarew, Director, and Mrs. Shirley F. Weiss, Economist.

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TABLE OF CONTENTS

	Page
INTRODUCTION	1
CHAPTER I	
LINKS ACROSS THE BAY	2
Early Bay Crossings	2
Efforts to Build a Bridge Across the Bay	3
Description of the Bridge	4
CHAPTER II	
WHAT IS THE EASTERN SHORE	6
The Geography of the Eastern Shore	6
Population	7
Per Capita Income	9
Assessable Basis	10
Employment and Wages	11
CHAPTER III	
MAJOR INDUSTRIES	12
Agriculture	12
Seafood	14
Manufacturing	14
Retail Trade	19
CHAPTER IV	
PROBABLE EFFECTS OF THE BAY BRIDGE ON THE MAJOR INDUSTRIES	22
Agriculture	22
Seafood	23
Manufacturing	23
Retail Trade	24
CHAPTER V	
VACATION CENTER	26
Description of Vacation Areas	26
Sandy Point State Park	28
Employment and Income	29
CHAPTER VI	
THE BAY BRIDGE AS A MAJOR LINK IN NORTH-SOUTH TRAFFIC	30
Present Highway Routes	30
Projected Highway Routes	32

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TABLE OF CONTENTS (CONTD.)

Page

CHAPTER VI (CONTD.)

Estimates of Expected Traffic	34
Effects on Land Values	36
Expected Income from Increased Traffic	37

CHAPTER VII

THE BRIDGE AND ITS EFFECT ON THE VACATION TRADE	40
Distance and Travel Time to Shore Resorts	40
Estimates of Vacation Traffic	41
Income from Vacationers	43

CHAPTER VIII

SUMMARY OF FINDINGS	46
REFERENCES	48

TABLE OF CONTENTS (CONTD.)

	Page
TABLES	
1. Population on the Eastern Shore, 1790-1949	8
2. Effective Buying Income on the Eastern Shore, 1943	9
3. Assessed Valuation of Property on the Eastern Shore, 1938 and 1948	10
4. Nonagricultural Employment and Wages on the Eastern Shore, Second Quarter 1949	11
5. Gross Farm Income on the Eastern Shore, 1940 and 1945	12
6. Value of Major Agricultural Products Raised on the Eastern Shore, 1945	13
7. Employment Distribution in the Manufacturing Industries on the Eastern Shore, Second Quarter 1949	16
A. Total for Nine Counties	16
B. Caroline County	16
C. Cecil County	16
D. Dorchester County	17
E. Kent and Queen Anne's Counties	17
F. Somerset County	17
G. Talbot County	18
H. Wicomico County	18
I. Worcester County	18
8. Value of Retail Sales on the Eastern Shore, 1948	20
9. Employment Distribution in Retail Trade on the Eastern Shore, Second Quarter 1949	21
10. Average Toll Charges for Passenger Cars Between New York City and Richmond, Virginia, 1950 and 1952	36
11. Distance and Travel Time from Washington, D. C., and Baltimore to Queenstown, Maryland	40
12. Monthly Traffic on the Chesapeake Bay Ferry System, October 1947 to September 1949	42

1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
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19	19
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88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

TABLE OF CONTENTS (CONTD.)

Page

MAPS

Figure 1. Eastern Shore, Maryland	5
Figure 2. Present and Projected Highway Routes Between New York City and Richmond, Virginia	31

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INTRODUCTION

After almost 40 years of intermittent activity for a bridge across the Chesapeake Bay, the State Legislature in 1947, under the leadership of Governor Lane, authorized construction of a Bay crossing. In 1949 work was begun on the Chesapeake Bay Bridge. By the summer of 1952, the Bridge should be a reality.

The Chesapeake Bay, stretching as it does, for 195 miles and varying in width from three to 22 miles, has long separated the Marylanders of the Eastern Shore from those across the water. It has been a major psychological barrier and has been largely responsible for the isolation of the Eastern Shore from the rest of the State.

The Bridge, as noted editorially in The Sun,^{1/} "promises to remake the life of the State in many important respects."

The chief effects of the Bridge will probably be felt in the nine Maryland counties comprising the Eastern Shore. It is in an attempt to describe and, wherever possible, to measure the probable economic effects on these Counties, that this study has been undertaken. The report describes the links across the Bay leading up to and including the Bridge; the general economic background of the counties of the Eastern Shore; and the probable effects of the Bridge on agricultural and industrial activity; as well as those changes expected to result from increased highway traffic and vacation trade.

MEMORANDUM

1. The above information was obtained from the files of the Department of the Interior, Bureau of Land Management, and is being furnished to you for your information.

2. It is noted that the above information was obtained from the files of the Department of the Interior, Bureau of Land Management, and is being furnished to you for your information.

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CHAPTER I

LINKS ACROSS THE BAY

EARLY BAY CROSSINGS

From the earliest days of the region's history, freight and passengers have been carried across the Chesapeake Bay by boats of all kinds, plying between the two shores of what is now the State of Maryland. At the time of the first World War, with the growth in automotive traffic, agitation was begun for a regular ferry service to carry trucks, passenger vehicles, and passengers across the Bay. In 1919 such service was established by the Claiborne-Annapolis Ferry, Inc. moving between the two points named. At first, service consisted of only two round trips daily, both summer and winter. As the demands on the service increased, the schedules were expanded and additional ferryboats were added to the line.

In 1930, a new terminal was established at Matapeake, on the Eastern Shore, which thus reduced the water distance from about 23 miles to 8.7 miles. This permitted more frequent service between the two shores. During the Thirties, service between Annapolis and Claiborne was finally discontinued and the number of ferryboats and scheduled trips to Matapeake were greatly expanded.

Under the authority granted by Chapter 856 of the Acts of 1941, the State Roads Commission took over the property and the operation of the Chesapeake Bay Ferry in 1941. In November 1943, the western terminal of the ferry was moved from the narrow streets of Annapolis to its present location on Sandy Point. During the period of State operation, service has been steadily improved by the addition of new and larger ferryboats, the increase in the number of crossings, and the reduction of tolls. ^{1/}

^{1/} Coverdale and Colpitts, Report on Traffic and Revenues, Proposed Chesapeake Bay Bridge, September 15, 1948, pp.5-6

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EFFORTS TO BUILD A BRIDGE ACROSS THE BAY

Even before the establishment of the Annapolis-Claiborne Ferry, Inc., a bridge across the Bay was advocated. In 1908, the first proposal for a Chesapeake Bay Bridge was made. The recommendation then called for a bridge across the Bay just north of Baltimore to join the communities on the Eastern Shore with the State's principal city.

Organized private efforts were made when the Merchants and Manufacturers Association, predecessor of the Baltimore Association of Commerce, appropriated \$1,000 in 1908, for an engineering survey.^{2/} Further efforts were made in 1926, when the Chesapeake Bay Bridge Company was organized to construct a bridge across the Bay just north of Baltimore between Miller Island and Tolchester. Federal and State legislation authorizing construction of the bridge was enacted in 1927. However, sufficient funds could not be raised and in 1929 all efforts at construction with private funds were finally abandoned.

Immediately thereafter, serious consideration was given to State construction of a Bay Bridge. However the State, along with the rest of the Nation was in the throes of the depression of the Thirties, and was therefore in no position to consider the financing of such a bridge. It was not until 1937 that the Maryland Legislature, under Chapter 356 of the Acts of 1937, authorized the State Roads Commission to formulate a comprehensive plan for the construction of bridges and tunnels, and to issue revenue bonds payable solely from tolls, to cover the cost of such projects. It was under this authority that the State Roads Commission constructed the Susquehanna River Bridge at Havre de Grace, and the Potomac River Bridge near Morgantown. It is also under this enabling legislation and Chapter 561 of the Acts of 1947 that the Chesapeake Bay Bridge is now being constructed.

^{2/} Baltimore Magazine, November 1948, p.15.

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DESCRIPTION OF THE BRIDGE

The Bay Bridge, to cost \$41,000,000, was begun in 1949, and is scheduled for completion in 1952. It will span the Chesapeake Bay from Sandy-Point on the Western Shore to a point near Stevensville, Kent Island, on the Eastern Shore. The approaches to the Bridge will connect with State Highway 404 on both shores. It will stretch for 7.11 miles, with a distance of 4.3 miles over water. The highway will be reinforced concrete, 28 feet wide between curbs, which will afford sufficient width for two lanes of traffic traveling at open highway speeds.^{1/}

^{1/} J. E. Greiner, Co., The Chesapeake Bay Bridge Engineering Report, July 1, 1948, pp.30-33.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the integrity of the financial system and for the ability to detect and prevent fraud. The document also highlights the need for transparency and accountability in all financial activities.

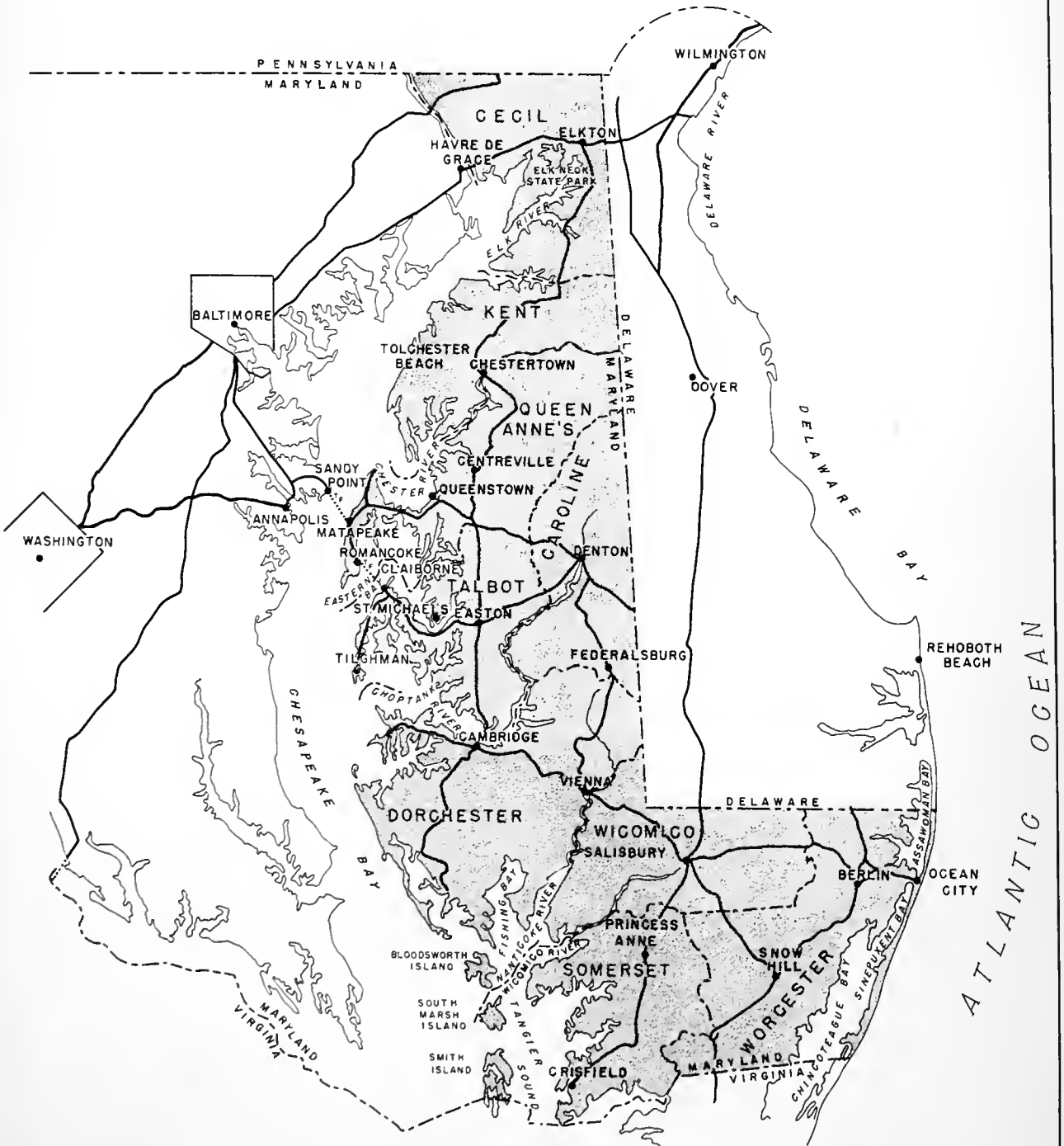
The second part of the document provides a detailed overview of the current state of the financial system. It discusses the challenges faced by the system and the steps that are being taken to address these challenges. The document also outlines the goals and objectives of the financial system and the measures that are being implemented to achieve these goals.

The third part of the document discusses the role of the financial system in the economy and the impact of the system on the economy. It highlights the importance of the financial system in providing capital to businesses and individuals and in facilitating the flow of funds between different parts of the economy. The document also discusses the risks associated with the financial system and the measures that are being taken to mitigate these risks.

Respectfully,
[Signature]

FIGURE I

EASTERN SHORE MARYLAND



CHAPTER II

WHAT IS THE EASTERN SHORE

THE GEOGRAPHY OF THE EASTERN SHORE

The Eastern Shore is a major portion of the Delmarva Peninsula, that section of the Middle Atlantic Region lying between the Chesapeake Bay and the Atlantic Ocean and stretching for almost 200 miles from Wilmington, Delaware, to Cape Charles, Virginia. The Peninsula's width varies from 60 miles at its widest to less than one mile at its southern tip. Economically and geographically this section of the coast is a homogeneous area, although politically it is made up of three states. It includes the entire State of Delaware, nine counties of Maryland, and two counties of Virginia. This study is confined to the Eastern Shore which comprises the nine Maryland counties, namely, Cecil, Kent, Queen Anne's, and Caroline, to the North, and Talbot, Dorchester, Wicomico, Somerset, and Worcester, to the South. (See Figure 1.)

The chief cities of the Eastern Shore include Salisbury in Wicomico County, with a 1949 population of 16,000, and second only to Wilmington, Delaware in its size; Cambridge in Dorchester County, with a population of 12,500; Elkton in Cecil County, with 6,000 population; and Easton in Talbot County, with a population of 4,800. These cities are all located on the Eastern Shore's main highway arteries and serve as important trading centers. Ocean City, Maryland, and Rehoboth Beach, Delaware, are popular oceanside resorts, catering to visitors from all parts of the United States.

The land of the Eastern Shore is low, flat, and fertile. The climate is mild, the soil easily worked, and the waters abundantly supplied with a wide variety of seafood. The area is governed by tradition in all manner of things, including methods of farming and fishing, styles of architecture and cooking, as well as social relations.

THE
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January 1, 1900

REPORT

OF THE

COMMISSIONERS

OF THE

LAND OFFICE

FOR THE

YEAR

ENDING

DECEMBER

31, 1899

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POPULATION

In 1949 the population of the Eastern Shore was 210,600. The largest counties, in terms of population, were Wicomico with 38,800, and Cecil and Dorchester with 29,600 each. Together these counties comprised almost 40 per cent of the nine-county total. (See Table 1.)

During the 1940's the population of the nine counties increased by almost 8 per cent. All the individual counties witnessed increases. Wicomico County witnessed the greatest relative growth, its population rising by more than 12 per cent during the nine-year period. The other counties experienced varying increases ranging from 12.1 per cent in Cecil to 3.8 per cent in Talbot.

In 1790, this area supported a population of more than 107,000. By 1949, it had grown to more than 210,000. The counties themselves have grown at varying rates. The largest relative growths occurred in Cecil and Wicomico counties which increased by 117 and 115 per cent respectively. Only one county, Queen Anne's, remained approximately unchanged over this period. Although its population increased during the 19th Century, Queen Anne's declined during the early years of the 20th Century and has only begun to regain its former size. Today Queen Anne's County is still slightly below its 1790 size. The increases among the other counties ranged from 13 per cent in Kent to 117 in Cecil County.

Throughout the history of the Nation, the relative importance of the Eastern Shore in the State has declined sharply. In 1790, the population of the nine counties represented one third of the State of Maryland. Today it accounts for only 9.8 per cent of the total. During these 159 years, the population of the State of Maryland increased almost sixfold, while that of the Eastern Shore did not quite double.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author outlines the various methods used to collect and analyze the data. This includes both manual and automated processes. The goal is to ensure that the data is both reliable and representative of the overall population being studied.

The third section provides a detailed breakdown of the results. It shows that there is a significant correlation between the variables being measured. This finding is supported by statistical analysis and is consistent with previous research in the field.

Finally, the document concludes with a series of recommendations for future research. It suggests that further studies should be conducted to explore the underlying causes of the observed trends. This will help to develop more effective strategies for addressing the issues at hand.

TABLE I

POPULATION ON THE EASTERN SHORE, 1790 - 1949

County	Population				% Eastern Shore				% Increase			
	1790	1880	1910	1949	1790	1880	1910	1949	1790-1949	1940-1949		
Caroline	9,506	13,766	19,216	17,549	18,900	8.8	7.7	9.6	9.0	9.0	98.8	7.7
Cecil	13,625	27,108	23,759	26,407	29,600	12.7	15.1	11.9	13.5	14.1	117.2	12.1
Dorchester	15,875	23,110	28,669	28,006	29,600	14.7	12.9	14.3	14.3	14.1	86.5	5.7
Kent	12,836	17,605	16,957	13,465	14,500	11.9	9.8	8.5	6.9	6.9	13.0	7.7
Queen Anne's	15,463	19,257	16,839	14,476	15,400	14.4	10.7	8.4	7.4	7.3	0.0	6.4
Somerset	15,610	21,668	26,455	20,965	21,800	14.5	12.1	13.2	10.7	10.4	39.6	4.0
Talbot	13,084	19,065	19,620	18,784	19,500	12.2	10.6	9.8	9.6	9.3	49.0 ^{3/}	3.8
Wicomico ^{1/}	--	18,016	26,815	34,530	38,800	--	10.1	13.4	17.7	18.4	115.4 ^{3/}	12.4
Worcester	11,640	19,539	21,841	21,245	22,500	10.8	10.9	10.9	10.9	10.7	93.3	5.9
EASTERN SHORE	107,639	179,134	200,171	195,427	210,600	100.0	100.0 ^{2/}	100.0	100.0	100.0 ^{2/}	95.7	7.8
% OF STATE						33.7	19.2	15.5	10.7	9.8		
STATE OF MARYLAND	319,728	934,943	1,295,346	1,821,244	2,143,900						570.5	17.7

Source: U.S. Bureau of the Census, 1790 - 1940.
Survey of Buying Power, 1949.

^{1/} Wicomico County was created in 1867 from portions of Somerset and Worcester counties.

^{2/} Percentages will not necessarily total 100.0 because of rounding.

^{3/} Increase from 1880 to 1949.

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PER CAPITA INCOME

In terms of net effective buying income, which measures income after tax deductions, the nine counties in 1948 represented about 8 per cent of the State's total. As observed in Table 2, the individual counties fall into two district groups. One is evidently above average in income producing opportunities, the other below average. The most prosperous counties, namely Wicomico, Worcester, Talbot, and Kent, have per capita incomes which rank in the upper half of the counties, and are exceeded only by Montgomery, Baltimore, Baltimore City, Allegany, Washington, and Anne Arundel. The less prosperous, while falling considerably below these, nevertheless exceed the incomes in the State's three lowest counties. The per capita incomes on the Eastern Shore range from \$712 in Somerset to \$1,266 in Wicomico, with an average of \$1,053.

TABLE 2

EFFECTIVE BUYING INCOME ON THE EASTERN SHORE, 1948

<u>County</u>	<u>Net Income</u>	<u>Per Capita</u>	<u>Per Family</u>
Caroline	\$ 18,579,000	\$ 983	\$3,203
Cecil	28,227,000	954	3,360
Dorchester	28,270,000	955	3,249
Kent	17,306,000	1,194	3,762
Queen Anne's	11,961,000	777	2,545
Somerset	15,524,000	712	2,388
Talbot	24,431,000	1,253	4,072
Wicomico	49,118,000	1,266	4,026
Worcester	28,249,000	1,256	4,036
<hr/>			
EASTERN SHORE	\$ 221,665,000	\$1,053	\$3,625
STATE OF MARYLAND	\$2,903,697,000	\$1,354	\$4,869

Source: Survey of Buying Power, May 1949.

1. The first part of the document is a letter from the author to the reader.

2. The second part is a detailed description of the project's objectives and scope.

3. The third part discusses the methodology used for data collection and analysis.

4. The fourth part presents the results of the study, including charts and tables.

5. The fifth part provides a conclusion and discusses the implications of the findings.

6. The sixth part contains a list of references and a bibliography.

7. The seventh part is an appendix containing additional data and supporting documents.

Appendix A: Data Collection Methods

Method	Description	Advantages	Disadvantages
Surveys	Questionnaires distributed to a large number of participants.	Wide reach, standardized data.	Low response rate, self-reporting bias.
Interviews	One-on-one conversations with key informants.	Deep insights, flexibility.	Time-consuming, subjectivity.
Focus Groups	Group discussions to explore attitudes and perceptions.	Interactive, rich data.	Group dynamics, moderator bias.
Observation	Direct observation of behaviors in natural settings.	Real-time data, context-rich.	Observer effect, limited scope.
Archival Research	Analysis of existing records and documents.	Historical context, cost-effective.	Availability, reliability.
Case Studies	In-depth investigation of a specific instance or event.	Detailed understanding, illustrative.	Lack of generalizability.
Experimental	Controlled testing of hypotheses under specific conditions.	Causal inference, high control.	Artificiality, ethical concerns.
Content Analysis	Systematic coding and analysis of text-based data.	Quantification of qualitative data.	Subjectivity in coding.
Discourse Analysis	Analysis of language use in communication.	Insights into social interaction.	Complexity, interpretive.
Netnography	Study of online communities and digital interactions.	Access to large digital populations.	Privacy, anonymity.
Diary Studies	Participants record their experiences over time.	Longitudinal data, personal perspective.	Participant burden, recall bias.
Biometric	Measurement of physiological responses.	Objective, real-time.	Privacy, interpretation.
Eye Tracking	Monitoring of visual attention and movement.	User interface design insights.	Context-specific.
Think Aloud	Participants verbalize their thoughts during task performance.	Understanding of cognitive processes.	Performance inhibition.
Scenario Testing	Presenting hypothetical situations to gauge reactions.	Proactive identification of issues.	Artificiality.
Conjoint Analysis	Statistical analysis of choices between different product features.	Market research, pricing strategy.	Complexity, assumptions.
Structural Equation Modeling	Advanced statistical technique for testing complex models.	Integration of theory and data.	Statistical expertise required.
Bayesian Inference	Statistical approach for updating probabilities based on evidence.	Flexibility, probabilistic.	Complexity, prior assumptions.
Machine Learning	Use of algorithms to identify patterns in large datasets.	Powerful predictive capabilities.	Black box nature, data requirements.
Deep Learning	Advanced machine learning for complex pattern recognition.	High accuracy in image and text analysis.	Large data requirements, computational cost.
Neural Networks	Computational models inspired by the human brain.	Ability to learn from complex data.	Interpretability, overfitting.
Support Vector Machines	Machine learning algorithm for classification and regression.	Effective for high-dimensional data.	Complexity, kernel choice.
Decision Trees	Machine learning model that splits data into nodes.	Interpretable, handles non-linear data.	Overfitting, bias.
Random Forest	Ensemble machine learning method using multiple trees.	Robust to overfitting, handles missing data.	Complexity, computational cost.
Gradient Boosting	Ensemble machine learning method that builds models sequentially.	High predictive performance.	Complexity, overfitting.
Support Vector Regression	Machine learning algorithm for regression analysis.	Robust to outliers.	Complexity, kernel choice.
Linear Regression	Simple machine learning model for predicting a continuous outcome.	Interpretable, easy to implement.	Assumes linearity.
Logistic Regression	Machine learning model for binary classification.	Interpretable, probabilistic output.	Assumes independence.
Naive Bayes	Simple machine learning model based on Bayes' theorem.	Fast, works well with small datasets.	Assumes feature independence.
K-Nearest Neighbors	Machine learning algorithm that classifies based on neighbors.	Simple, non-parametric.	Sensitive to noise, computational cost.
Distance Metrics	Methods for measuring the similarity between data points.	Essential for clustering and classification.	Choice of metric affects results.
Clustering	Machine learning technique for grouping similar data points.	Discovery of hidden patterns.	Algorithm choice, sensitivity to parameters.
Association Rule Mining	Machine learning technique for discovering relationships between variables.	Market basket analysis, recommendation systems.	Complexity, interpretability.
Classification	Machine learning task of assigning categories to data points.	Wide range of applications.	Requires labeled training data.
Regression	Machine learning task of predicting a continuous value.	Used for forecasting and modeling.	Requires numerical data.
Dimensionality Reduction	Machine learning technique for reducing the number of features.	Improves model performance, visualization.	Loss of information.
Principal Component Analysis	Statistical technique for identifying the most important variables.	Interpretable components.	Linearity assumption.
T-SNE	Dimensionality reduction technique for visualizing high-dimensional data.	Good for visualization of complex data.	Stochastic, non-linear.
Autoencoders	Machine learning model for learning a compressed representation of data.	Used for denoising and anomaly detection.	Complexity, interpretability.
Generative Adversarial Networks	Machine learning model for generating new data samples.	Image generation, text synthesis.	Complexity, training difficulty.
Reinforcement Learning	Machine learning paradigm for learning through trial and error.	Robotics, game playing.	Complexity, requires environment.
Deep Reinforcement Learning	Combination of deep learning and reinforcement learning.	AlphaGo, self-driving cars.	Extremely complex.
Transfer Learning	Machine learning technique for sharing knowledge between tasks.	Improves performance on data-poor tasks.	Domain shift.
Meta-Learning	Machine learning technique for learning how to learn.	Adaptability to new tasks.	Complexity.
Bayesian Deep Learning	Combination of Bayesian statistics and deep learning.	Uncertainty quantification.	Computational cost.
Graph Neural Networks	Machine learning model for processing graph-structured data.	Recommendation systems, social network analysis.	Complexity, scalability.
Graph Convolutional Networks	Deep learning model for graph data.	Node classification, link prediction.	Complexity.
Graph Attention Networks	Deep learning model for graph data with attention mechanism.	Improved performance on graph tasks.	Complexity.
Graph Autoencoders	Deep learning model for graph data using autoencoders.	Graph denoising, node recommendation.	Complexity.
Graph Generative Models	Deep learning model for generating graph structures.	Drug discovery, network analysis.	Complexity.
Graph Neural Networks with Attention	Deep learning model for graph data with attention mechanism.	Improved performance on graph tasks.	Complexity.
Graph Neural Networks with Recurrent Layers	Deep learning model for graph data with recurrent layers.	Temporal graph data analysis.	Complexity.
Graph Neural Networks with Convolutional Layers	Deep learning model for graph data with convolutional layers.	Local neighborhood information.	Complexity.
Graph Neural Networks with Pooling	Deep learning model for graph data with pooling operations.	Global graph representation.	Complexity.
Graph Neural Networks with Unpooling	Deep learning model for graph data with unpooling operations.	Reconstruction of graph structure.	Complexity.
Graph Neural Networks with Skip Connections	Deep learning model for graph data with skip connections.	Improved gradient flow.	Complexity.
Graph Neural Networks with Residual Connections	Deep learning model for graph data with residual connections.	Improved performance.	Complexity.
Graph Neural Networks with Batch Normalization	Deep learning model for graph data with batch normalization.	Stabilization of training.	Complexity.
Graph Neural Networks with Layer Normalization	Deep learning model for graph data with layer normalization.	Improved performance.	Complexity.
Graph Neural Networks with Dropout	Deep learning model for graph data with dropout.	Regularization, improved generalization.	Complexity.
Graph Neural Networks with Early Stopping	Deep learning model for graph data with early stopping.	Prevention of overfitting.	Complexity.
Graph Neural Networks with Hyperparameter Tuning	Deep learning model for graph data with hyperparameter tuning.	Optimization of model performance.	Complexity.
Graph Neural Networks with Cross-Validation	Deep learning model for graph data with cross-validation.	Assessment of model generalization.	Complexity.
Graph Neural Networks with Ensemble Methods	Deep learning model for graph data using ensemble methods.	Improved performance and robustness.	Complexity.
Graph Neural Networks with Transfer Learning	Deep learning model for graph data using transfer learning.	Knowledge sharing across tasks.	Complexity.
Graph Neural Networks with Meta-Learning	Deep learning model for graph data using meta-learning.	Adaptability to new tasks.	Complexity.
Graph Neural Networks with Bayesian Inference	Deep learning model for graph data using Bayesian inference.	Uncertainty quantification.	Complexity.
Graph Neural Networks with Machine Learning	Deep learning model for graph data using machine learning.	Wide range of applications.	Complexity.
Graph Neural Networks with Deep Learning	Deep learning model for graph data using deep learning.	High performance on complex tasks.	Complexity.
Graph Neural Networks with Reinforcement Learning	Deep learning model for graph data using reinforcement learning.	Learning through interaction.	Complexity.
Graph Neural Networks with Generative Adversarial Networks	Deep learning model for graph data using generative adversarial networks.	Graph generation, anomaly detection.	Complexity.
Graph Neural Networks with Reinforcement Learning	Deep learning model for graph data using reinforcement learning.	Learning through interaction.	Complexity.
Graph Neural Networks with Generative Adversarial Networks	Deep learning model for graph data using generative adversarial networks.	Graph generation, anomaly detection.	Complexity.
Graph Neural Networks with Reinforcement Learning	Deep learning model for graph data using reinforcement learning.	Learning through interaction.	Complexity.
Graph Neural Networks with Generative Adversarial Networks	Deep learning model for graph data using generative adversarial networks.	Graph generation, anomaly detection.	Complexity.

ASSESSABLE BASIS

The trend in the value of taxable property is a useful indicator for measuring growth in general community prosperity. The assessable basis for the nine counties in 1948 amounted to \$288,318,222, or 7.5 per cent of the State total. In the ten-year period since 1938 the base of the nine counties rose by 20 per cent from \$240,246,427. (See Table 3.) Its share of the State's total remained unchanged over the period.

The rise in property values varied from county to county. The largest increases in the ten-year period occurred in Wicomico and Worcester counties where the assessable base rose by 51.7 and 47.4 per cent, respectively. Queen Anne's was the only county which showed a decline during the period.

TABLE 3

ASSESSED VALUATION OF PROPERTY ON THE EASTERN SHORE,
1938 AND 1948

<u>County</u>	<u>1938</u>	<u>1948</u>	<u>% Increase</u>
Caroline	\$ 15,735,845	\$ 19,799,247	25.8
Cecil	48,993,106	58,644,118	19.7
Dorchester	29,407,567	32,029,142	8.9
Kent	18,722,400	20,710,210	10.6
Queen Anne's	27,935,234	22,104,922	- 20.9
Somerset	13,924,945	17,706,968	27.2
Talbot	27,473,982	30,241,905	10.1
Wicomico	34,898,572	52,945,155	51.7
Worcester	23,154,776	34,136,555	47.4
<hr/>			
EASTERN SHORE	\$ 240,246,427	\$ 288,318,222	20.0
STATE OF MARYLAND	\$3,170,606,135	\$3,805,394,244	20.0

Source: State Tax Commission.

Received of the
 Treasurer of the
 State of New York
 the sum of
 Five Hundred Dollars
 for the
 purchase of
 land for the
 use of the
 State of New York
 in the
 County of
 Albany
 on the
 1st day of
 January
 1880

I hereby certify that
 the above is a true and
 correct copy of the
 original as the same
 appears from the
 records of the
 State of New York

Attest
 my hand and seal
 this 1st day of
 January
 1880
 Governor of the State of New York

EMPLOYMENT AND WAGES

In the second quarter, 1949, more than 35,000 nonagricultural workers, or 6.5 per cent of the State's total, were employed on the Eastern Shore. Wicomico and Dorchester counties, accounted for 15,720, or almost half the total for the area. (See Table 4.)

Wages paid these workers were considerably below the State average. In that period, workers on the Eastern Shore averaged only \$35.37 weekly, as compared with \$50.61 for all nonagricultural workers in the State. Six of the nine counties fell below the area average; only Cecil, Wicomico, and Queen Anne's exceeded it. Average weekly wages per employee ranged from \$26.25 in Somerset County to \$42.44 in Cecil County.

TABLE 4

NONAGRICULTURAL EMPLOYMENT AND WAGES ON THE EASTERN SHORE,
SECOND QUARTER 1949

<u>County</u>	<u>Average Monthly Employment</u>	<u>Average Weekly Wages per Employee</u>
Caroline	3,350	\$33.68
Cecil	3,600	42.44
Dorchester	5,702	31.58
Kent	1,799	30.67
Queen Anne's	1,065	35.60
Somerset	2,496	26.25
Talbot	3,403	35.03
Wicomico	10,018	40.13
Worcester	3,812	31.73
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EASTERN SHORE	35,245	\$35.37
STATE OF MARYLAND	538,521	\$50.61

Source: Department of Employment Security.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

Furthermore, it is noted that regular audits are essential to identify any discrepancies or errors early on. By conducting these checks frequently, the organization can prevent small mistakes from escalating into larger financial issues.

In addition, the document highlights the need for clear communication between all departments involved in the financial process. This includes the accounting, sales, and procurement teams. Ensuring that everyone is on the same page helps to streamline operations and reduce the risk of miscommunication.

Finally, it is stressed that the financial data should be reviewed and analyzed on a regular basis. This allows management to make informed decisions based on the most current information available, leading to better overall performance and growth.

Date	Description	Amount
2023-01-15	Office Supplies	150.00
2023-01-20	Client Meeting	200.00
2023-01-25	Software License	500.00
2023-02-01	Travel Expenses	300.00
2023-02-10	Marketing Campaign	1000.00
2023-02-15	Utilities	120.00
2023-02-20	Employee Salaries	2500.00
2023-02-25	Rent	800.00
2023-03-01	Interest on Loan	50.00
2023-03-05	Miscellaneous	75.00
2023-03-10	Total	6695.00

The table above provides a detailed breakdown of the financial transactions for the first quarter of 2023. Each entry is clearly dated and described, with the corresponding amount listed in the right-hand column. The total amount for the quarter is 6,695.00.

It is important to note that this data is preliminary and subject to change as more transactions are recorded and verified. The final financial statements will be prepared after a thorough audit has been completed.

The document concludes by reiterating the commitment to financial accuracy and transparency. It encourages all stakeholders to continue working together to ensure the highest standards of financial reporting.

CHAPTER III
MAJOR INDUSTRIES

AGRICULTURE

Agriculture is the main economic activity in this area. According to the Census Bureau, it accounts for more than two thirds of the land area and approximately one third of all gainfully employed workers. While manufacturing and trade have increased significantly within the past two decades, they have not overtaken agriculture in numbers of persons employed.

In 1940 total gross farm income on the Eastern Shore was more than \$21,000,000, or one third of the State total. By 1945, it had tripled to more than \$63,000,000 chiefly because of the tremendous expansion in poultry raising and the general rise in prices. (See Table 5.) In 1945, it accounted for

TABLE 5
GROSS FARM INCOME ON THE EASTERN SHORE, 1940 AND 1945

<u>Counties</u>	1940		1945	
	<u>Total</u>	<u>Rank</u>	<u>Total</u>	<u>Rank</u>
Caroline	\$ 2,353,396	5	\$ 6,718,956	3
Cecil	2,471,174	3	4,628,328	7
Dorchester	2,223,343	6	4,667,635	6
Kent	1,986,251	8	3,861,819	9
Queen Anne's	2,364,537	4	5,563,536	5
Somerset	1,696,795	9	5,964,943	4
Talbot	2,064,300	7	4,627,855	8
Wicomico	2,754,367	2	12,640,607	2
Worcester	3,331,550	1	14,598,965	1
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EASTERN SHORE	\$21,252,213		\$ 63,272,644	
% OF STATE	33.2		41.5	
STATE OF MARYLAND	\$64,083,970		\$ 152,373,814	

Source: Census of Agriculture.

more than 41 per cent of the total agricultural crop in the State. In both 1940 and 1945, Worcester and Wicomico counties ranked first and second,

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VALUE OF MAJOR AGRICULTURAL PRODUCTS RAISED ON THE EASTERN SHORE, 1945 ^{1/}

	TOTAL		Caroline		Cecil		Dorchester		Kent	
	\$	%	\$	%	\$	%	\$	%	\$	%
Vegetables	9,237,200	14.6	1,174,100	17.5	318,177	6.9	1,810,764	38.8	363,554	9.4
All Other Crops	7,532,405	11.9	612,330	9.1	582,737	12.6	874,060	18.7	904,577	23.4
Dairy Products	8,821,438	13.9	950,018	14.1	2,113,701	45.7	572,801	12.3	1,640,437	42.5
Poultry and Poultry Products	29,470,578	46.6	3,234,980	48.1	519,997	11.2	677,638	14.5	291,034	7.5
Livestock and Livestock Products	2,812,978	4.4	269,795	4.0	547,699	11.8	214,834	4.6	366,366	9.5
All Other Products	5,398,045	8.5	477,733	7.1	546,017	11.8	517,538	11.1	295,851	7.7
TOTAL	63,272,644	100.0	6,718,956	100.0	4,628,328	100.0	4,667,635	100.0	3,861,919	100.0

	Queen Annet's		Somerset		Talbot		Wicomico		Worcester	
	\$	%	\$	%	\$	%	\$	%	\$	%
Vegetables	410,977	7.4	1,299,601	21.8	684,635	14.8	2,128,942	16.8	1,046,450	7.2
All Other Crops	1,363,095	24.5	255,192	4.3	1,013,516	21.9	1,196,204	9.5	730,694	5.0
Dairy Products	2,013,453	36.2	176,833	3.0	948,944	20.5	134,312	1.1	270,939	1.9
Poultry and Poultry Products	757,014	13.8	3,539,306	59.3	1,036,788	22.4	8,196,221	64.8	11,207,600	76.8
Livestock and Livestock Products	498,930	9.0	136,004	2.3	427,745	9.2	136,607	1.1	214,998	1.5
All Other Products	510,067	9.2	558,007	9.4	516,227	11.2	848,321	6.7	1,128,284	7.7
TOTAL	5,563,536	100.0	5,964,943	100.0	4,627,855	100.0	12,640,607	100.0	14,598,965	100.0

Source: Census of Agriculture.

^{1/} Percentages will not necessarily total 100.0 because of rounding.

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Year	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
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Year	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
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respectively, in the value of gross farm income on the Eastern Shore. Owing chiefly to the increase in poultry raising, Somerset County shifted from ninth to fourth place among the counties between 1940 and 1945.

In addition to the raising of poultry, which is the chief agricultural crop of the Eastern Shore, farms in the nine counties produce vegetables, livestock, dairy, and miscellaneous agricultural products. These together accounted for the \$63,000,000 agricultural crop in 1945. As may be observed from Table 6, almost half of the total value of farm products was attributable to poultry raising, and 15 per cent to vegetables. The counties chiefly responsible for the \$29,400,000 poultry crop in 1945 were Worcester, Wicomico, Somerset, and Caroline in the order named. In these counties poultry products ranged in importance from one half of total agricultural value in Caroline County to three quarters in Somerset. The continued expansion of the poultry industry in the postwar period has further increased its relative importance in the total agricultural production of the area.

SEAFOOD

In 1945, more than 5,200 Eastern Shoremen were engaged in taking seafood products from the Bay and the surrounding waters. They comprised almost two thirds of all commercial fishermen in the State.

In terms of dollar value, the most important seafood products caught in Maryland waters are oysters, blue crabs, and miscellaneous fish products, including striped bass, sea trout, and croaker. The majority of the State's \$9,000,000 seafood crop in 1945 was caught by fishermen on the Eastern Shore.

MANUFACTURING

Second in economic importance to agriculture on the Eastern Shore is manufacturing. In the past ten years, the nine counties, predominantly rural, have shown a marked increase in manufacturing activity. According to the 1947

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Census of Manufactures, 444 establishments were engaged in manufacturing miscellaneous products in the area, in contrast with only 370 in 1939. In 1947 these establishments employed 15,400 production workers, or 34 per cent in excess of the number employed in 1939. The Eastern Shore's increase in manufacturing employment during the eight-year period exceeded those of the Baltimore Metropolitan area and of the State, which were 31 and 30 per cent, respectively.

In that same period the Shore's relative share of total value added by manufacture in the State increased from 3.8 per cent to 4.6 per cent. Whereas value added by manufacture in the nine counties in 1939 was \$16,000,000, it rose to \$53,000,000 in 1947.

According to reports made to the Department of Employment Security under the Unemployment Compensation Laws of Maryland, 495 establishments on the Eastern Shore had an average monthly employment of 15,000 in the second quarter of 1949.

The canning and processing of most of the Shore's seafood and agricultural products is the leading manufacturing industry. It employs almost 50 per cent of all workers in manufacturing. The production of all types of apparel accounts for another 20 per cent.

Wicomico and Dorchester are the leading counties in terms of the number employed in manufacturing. Together they account for more than half the Shore's manufacturing employees. Table 7 presents the employment distribution in the manufacturing industries on the Eastern Shore.

Total employment in manufacturing in the nine counties in relation to the area population, is revealing. Wicomico, the chief manufacturing county, employs more than 12 per cent of its total population in manufacturing and Dorchester County, more than 10 per cent. For purposes of comparison, it is interesting to note that less than 12 per cent of Baltimore City's population were engaged in manufacturing during the same period.

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TABLE 7

EMPLOYMENT DISTRIBUTION IN THE MANUFACTURING INDUSTRIES
ON THE EASTERN SHORE, SECOND QUARTER 1949 ^{1/}

A. Total For Nine Counties

	Number Of Establishments	Average Monthly Employment		Quarterly Wages
		Number	% Total	
Food and Kindred Products	164	6,660	42.1	\$2,754,931
Textile Mill Products	9	352	2.2	286,228
Apparel and Related Products	41	3,100	19.6	1,101,002
Lumber and Products, except Furniture	125	2,041	12.9	805,960
Furniture and Fixtures	3	a/	a/	a/
Paper and Allied Products	2	a/	a/	a/
Printing and Publishing Industries	34	316	2.0	182,770
Chemicals and Allied Products	19	413	2.6	225,563
Petroleum and Coal Products	1	a/	a/	a/
Rubber Products	2	a/	a/	a/
Stone, Clay, and Glass Products	24	264	1.7	123,415
Primary Metal Products	3	a/	a/	a/
Fabricated Metal Products	7	396	2.5	248,021
Machinery (except Electrical)	3	a/	a/	a/
Transportation Equipment	33	328	2.1	200,583
Instruments and Related Products	1	a/	a/	a/
Miscellaneous Manufactures	24	1,936	12.3	1,033,847
TOTAL	495	15,806	100.0	\$6,962,320

B. Caroline County

Food and Kindred Products	30	1,045	55.9	\$ 370,173
Apparel and Related Products	3	a/	a/	a/
Lumber and Products, Except Furniture	4	23	1.5	7,386
Printing and Publishing Industries	6	52	2.8	28,069
Chemicals and Allied Products	1	a/	a/	a/
Stone, Clay, and Glass Products	1	a/	a/	a/
Transportation Equipment	2	a/	a/	a/
Miscellaneous Manufactures	6	743	39.9	247,208
TOTAL	53	1,868	100.0	\$ 652,836

C. Cecil County

Food and Kindred Products	8	26	1.8	\$ 9,011
Textile Mill Products	2	a/	a/	a/
Apparel and Related Products	3	a/	a/	a/
Lumber and Products, Except Furniture	8	54	3.6	22,242
Furniture and Fixtures	1	a/	a/	a/
Paper and Allied Products	2	a/	a/	a/
Printing and Publishing Industries	4	26	1.8	14,162
Chemicals and Allied Products	5	182	11.8	108,336
Rubber Products	2	a/	a/	a/

STATE OF TEXAS,
COUNTY OF [illegible]

Know all men by these presents, that [illegible]

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C. Cecil County (Contd.)

Industry	Number Of Establishments	Average Monthly Employment		Quarterly Wages
		Number	% Total	
Stone, Clay, and Glass Products	3	a/	a/	a/
Primary Metals Industries	2	a/	a/	a/
Fabricated Metal Products	1	a/	a/	a/
Machinery (except Electrical)	1	a/	a/	a/
Transportation Equipment	8	117	7.5	82,163
Miscellaneous Manufactures	7	1,149	74.1	765,611
	<hr/>			
TOTAL	57	1,554	100.0	\$1,001,525

D. Dorchester County

Food and Kindred Products	25	1,468	50.0	\$ 625,997
Apparel and Related Products	8	543	28.5	302,830
Lumber and Products, except Furniture	17	235	8.1	101,061
Printing and Publishing Industries	5	32	1.1	19,023
Chemicals and Allied Products	2	a/	a/	a/
Stone, Clay, and Glass Products	2	a/	a/	a/
Fabricated Metal Products	2	a/	a/	a/
Transportation Equipment	6	40	1.4	20,593
Miscellaneous Manufactures	--	342	11.5	197,800
	<hr/>			
TOTAL	67	2,961	100.0	\$1,267,309

E. Kent and Queen Anne's Counties

Food and Kindred Products	17	459	49.8	\$ 157,088
Textile Mill Products	1	a/	a/	a/
Apparel and Related Products	1	a/	a/	a/
Lumber and Products, except Furniture	1	a/	a/	a/
Printing and Publishing Industries	2	a/	a/	a/
Chemicals and Allied Products	4	39	4.2	20,852
Stone, Clay, and Glass Products	3	a/	a/	a/
Transportation Equipment	2	a/	a/	a/
Miscellaneous Manufactures	1	426	46.1	178,436
	<hr/>			
TOTAL	32	924	100.0	\$ 356,376

F. Somerset County

Food and Kindred Products	17	443	40.8	\$ 165,648
Apparel and Related Products	4	315	29.0	86,563
Lumber and Products, Except Furniture	16	156	14.4	41,424
Furniture and Fixtures	1	a/	a/	a/
Printing and Publishing Industries	3	a/	a/	a/
Chemicals and Allied Products	1	a/	a/	a/
Stone, Clay, and Glass Products	1	a/	a/	a/
Fabricated Metal Products	1	a/	a/	a/
Miscellaneous Manufactures	2	173	16.0	103,018
	<hr/>			
TOTAL	46	1,087	100.0	\$ 396,653

G. Talbot County

<u>Industry</u>	<u>Number Of Establishments</u>	<u>Average Monthly Employment</u>		<u>Quarterly Wages</u>
		<u>Number</u>	<u>% Total</u>	
Food and Kindred Products	20	810	70.6	\$ 335,021
Textile Mill Products	3	a/	a/	a/
Apparel and Related Products	2	a/	a/	a/
Lumber and Products, except Furniture	5	35	3.0	9,459
Furniture and Fixtures	1	a/	a/	a/
Printing and Publishing Industries	2	a/	a/	a/
Stone, Clay, and Glass Products	4	30	2.6	10,566
Primary Metal Industries	1	a/	a/	a/
Fabricated Metal Products	2	a/	a/	a/
Transportation Equipment	7	85	7.4	56,983
Miscellaneous Manufactures	--	188	16.4	83,272
TOTAL	47	1,148	100.0	\$ 495,301

H. Wicomico County

Food and Kindred Products	27	1,634	34.8	\$ 796,136
Textile Mill Products	1	a/	a/	a/
Apparel and Related Products	16	1,311	27.9	495,965
Lumber and Products, except Furniture	43	1,017	21.7	432,700
Printing and Publishing Industries	9	112	2.4	70,369
Chemicals and Allied Products	4	80	1.7	42,314
Stone, Clay, and Glass Products	6	81	1.7	48,873
Fabricated Metal Products	1	a/	a/	a/
Machinery (except Electrical)	2	a/	a/	a/
Transportation Equipment	4	35	0.7	13,005
Instruments and Related Products	1	a/	a/	a/
Miscellaneous Manufactures	4	425	9.1	292,839
TOTAL	118	4,695	100.0	\$2,192,201

I. Worcester County

Food and Kindred Products	25	775	49.4	\$ 295,857
Textile Mill Products	2	a/	a/	a/
Apparel and Related Products	4	155	9.9	46,508
Lumber and Products, except Furniture	31	503	32.1	187,195
Printing and Publishing Industries	3	a/	a/	a/
Chemicals and Allied Products	2	a/	a/	a/
Petroleum and Coal Products	1	a/	a/	a/
Stone, Clay, and Glass Products	4	14	0.9	6,874
Transportation Equipment	2	a/	a/	a/
Miscellaneous Manufactures	1	122	7.8	63,685
TOTAL	75	1,569	100.0	\$ 600,119

Source: Department of Employment Security.

1/ Percentages will not necessarily total 100.0 because of rounding.

a/ Withheld to avoid disclosing figures for individual firms; data included with Miscellaneous Manufactures.

Date	Description	Amount	Remarks
1912	Jan 1		Balance forward
	Jan 15	100.00	Received from A. B. C.
	Feb 1	50.00	Received from D. E. F.
	Feb 15	25.00	Received from G. H. I.
	Mar 1	75.00	Received from J. K. L.
	Mar 15	30.00	Received from M. N. O.
	Apr 1	120.00	Received from P. Q. R.
	Apr 15	40.00	Received from S. T. U.
	May 1	90.00	Received from V. W. X.
	May 15	60.00	Received from Y. Z. A.
	Jun 1	110.00	Received from B. C. D.
	Jun 15	80.00	Received from E. F. G.
	Jul 1	130.00	Received from H. I. J.
	Jul 15	50.00	Received from K. L. M.
	Aug 1	100.00	Received from N. O. P.
	Aug 15	70.00	Received from Q. R. S.
	Sep 1	140.00	Received from T. U. V.
	Sep 15	90.00	Received from W. X. Y.
	Oct 1	160.00	Received from Z. A. B.
	Oct 15	110.00	Received from C. D. E.
	Nov 1	180.00	Received from F. G. H.
	Nov 15	130.00	Received from I. J. K.
	Dec 1	200.00	Received from L. M. N.
	Dec 15	150.00	Received from O. P. Q.
	Total	2500.00	

Prepared by: [Name]

Checked by: [Name]

Date: [Date]

RETAIL TRADE

In 1948 retail sales on the Eastern Shore totaled \$158,592,000, or 8.5 per cent of the total for the State. (See Table 8.) More than a quarter of all sales was in food products which represented 8.5 per cent of all food products sold in retail stores in the State. The sales of general merchandise and furniture - household - radio products, which together accounted for 8.2 per cent of all Eastern Shore sales, represented only 4.1 per cent and 1.2 per cent, respectively, of all State sales made in each of these groups.

According to Table 8, Wicomico County is the most important trading center on the Eastern Shore. Almost a quarter of total retail sales was made in retail outlets in the County. Another 26 per cent was made in the outlets in Worcester and Dorchester counties combined. The dollar value of sales ranged from \$8,541,000 in Queen Anne's County to \$36,997,000 in Wicomico.

The 1,353 retail establishments operating on the Eastern Shore in the second quarter 1949, employed 6,500 workers or 6.2 per cent of all employees in retail outlets in the State. (See Table 9.) As in the case of the volume of sales, Wicomico led all counties in the number of workers employed. The four largest counties, in terms of employment in retail trade, Wicomico, Worcester, Dorchester, and Cecil in the order named, accounted for almost two thirds of the Eastern Shore total. Employment in retail trade ranged from 222 in Queen Anne's County to 1,550 in Wicomico County.

TABLE 8

VALUE OF RETAIL SALES ON THE EASTERN SHORE, 1948

County	Total	% Total	Food	General Merchandise	Drug	Furniture-Household-Radio	All Other Merchandise
Caroline	\$ 11,855,000	7.5	3,506,000	\$ 537,000	\$ 339,000	\$ 38,000	\$ 7,435,000
Cecil	17,894,000	11.3	6,059,000	413,000	270,000	71,000	11,081,000
Derchester	19,762,000	12.5	6,302,000	1,596,000	469,000	207,000	11,138,000
Kent	12,352,000	7.8	3,507,000	2/	339,000	71,000	8,435,000
Queen Annel's	8,541,000	5.4	2,375,000	358,000	164,000	44,000	5,600,000
Somerset	8,990,000	5.7	3,835,000	578,000	317,000	55,000	4,205,000
Talbot	19,850,000	12.5	4,828,000	1,430,000	1,043,000	54,000	12,495,000
Wicomico	36,997,000	23.3	7,141,000	4,898,000	996,000	407,000	23,555,000
Worcester	22,351,000	14.1	4,344,000	2,119,000	422,000	58,000	15,408,000
EASTERN SHORE	\$ 158,592,000	100.0	\$ 41,897,000	\$ 11,929,000	\$ 4,359,000	\$ 1,005,000	\$ 99,402,000
% OF STATE	8.5		8.5	4.1	8.3	1.2	10.4
STATE OF MARYLAND	\$1,876,479,000		\$ 494,739,000	\$290,763,000	\$52,663,000	\$85,019,000	\$ 953,295,000

Source: Survey Of Buying Power, May 1949.

1/ Percentages will not necessarily total 100.0 because of rounding.

2/ Withheld to avoid disclosure.

TABLE 9
 EMPLOYMENT DISTRIBUTION IN RETAIL TRADE ON
 THE EASTERN SHORE, SECOND QUARTER 1949

<u>County</u>	<u>Number Of Establishments</u>	<u>Average Monthly Employment</u>		<u>Quarterly Wages</u>
		<u>Number</u>	<u>% Total</u> ^{1/}	
Caroline	105	456	7.0	\$ 200,059
Cecil	178	796	12.2	324,460
Dorchester	162	905	13.9	411,807
Kent	83	424	6.5	160,894
Queen Anne's	67	222	3.4	82,292
Somerset	103	355	5.5	136,182
Talbot	161	772	11.9	337,125
Wicomico	273	1,550	23.8	849,630
Worcester	221	1,024	15.7	386,073
<hr/>				
EASTERN SHORE	1,353	6,504	100.0	\$ 2,888,522
% OF STATE	10.4	6.2		5.4
STATE OF MARYLAND	12,983	105,184		\$53,625,349

Source: Department of Employment Security.

^{1/} Percentages will not necessarily total 100.0 because of rounding.

Table 1

Summary of the results of the regression analysis

Variable	Parameter	Standard Error	t-Statistic	Significance
Dependent Variable	Intercept	1.2	1.5	0.15
	X1	0.5	2.0	0.05
	X2	0.3	1.8	0.10
	X3	0.4	1.9	0.08
	X4	0.2	1.6	0.12
	X5	0.1	1.4	0.20
	X6	0.3	1.7	0.10
	X7	0.2	1.5	0.15
	X8	0.1	1.3	0.25
	X9	0.2	1.4	0.18
<hr/>				
Adjusted R-squared	0.45			
F-statistic	4.5			0.01
Probability > F	0.01			
<hr/>				

Note: The dependent variable is the natural logarithm of the number of employees. The independent variables are the natural logarithm of the number of sales, the natural logarithm of the number of assets, the natural logarithm of the number of liabilities, the natural logarithm of the number of equity, the natural logarithm of the number of debt, the natural logarithm of the number of cash, the natural logarithm of the number of receivables, the natural logarithm of the number of payables, the natural logarithm of the number of inventory, and the natural logarithm of the number of fixed assets.

CHAPTER IV

PROBABLE EFFECTS OF THE BAY BRIDGE ON THE MAJOR INDUSTRIES

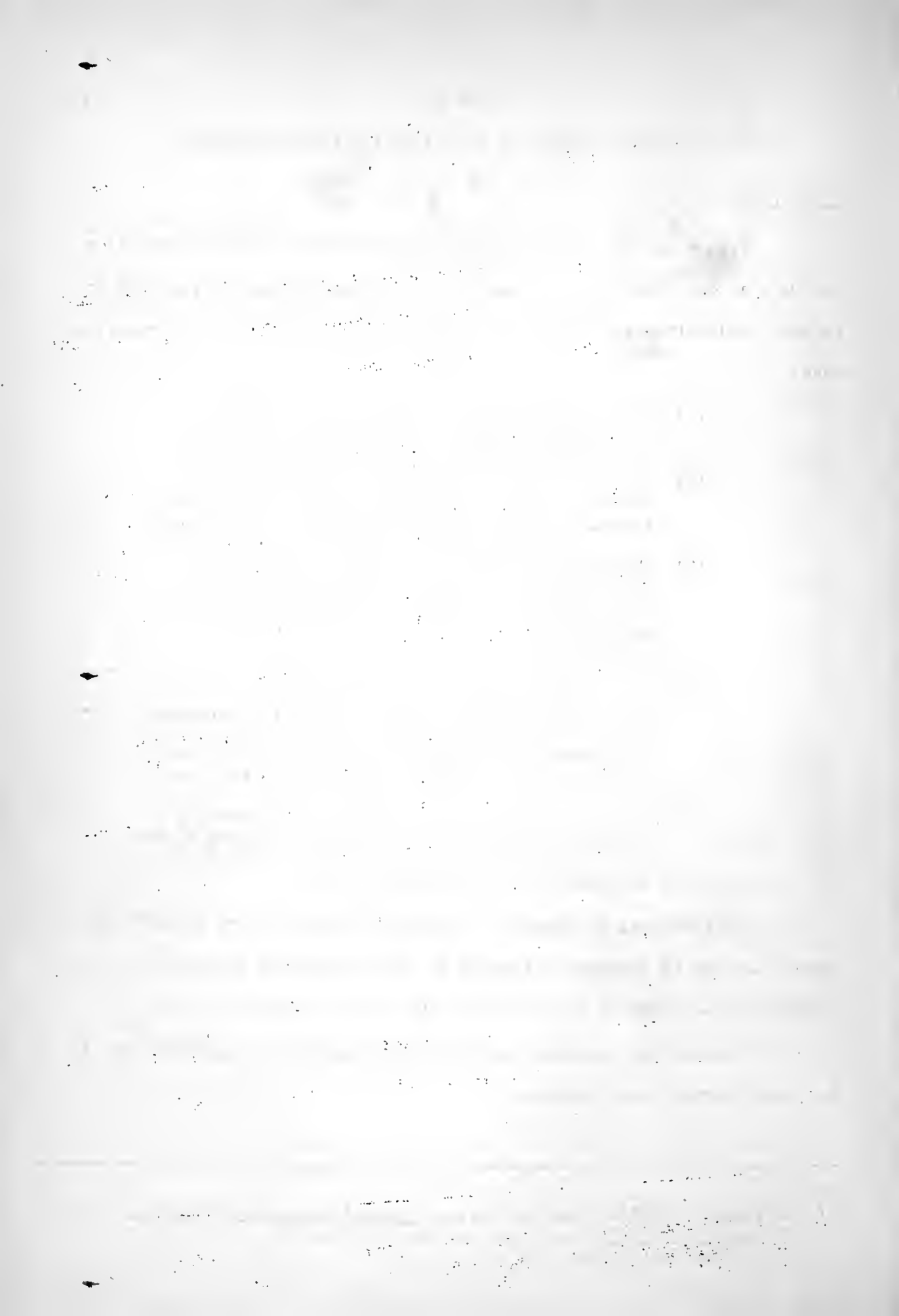
AGRICULTURE

From a special study conducted by the State Planning Commission in 1949, it was found that the agriculture of the Eastern Shore would not be materially affected by the Chesapeake Bay Bridge. ^{1/}The study revealed that:

- (1) The Bridge will have little effect on the marketing of wheat grown on the Eastern Shore.
- (2) Eastern Shore dairymen are well satisfied with their present markets, and the Bridge will not induce any larger shipments of milk to Baltimore.
- (3) Shipments of livestock to Baltimore from the Eastern Shore can be expected to . . . increase as truckers learn of the facilities and higher prices offered by the Union Stock Yards in Baltimore.
- (4) The majority of Eastern Shore fruits and vegetables will continue to be sold in the northern cities because of the higher prices offered to the farmers. No important increases in produce shipments to the Baltimore market can be expected.
- (5) While the Bridge may facilitate the marketing of poultry in the Baltimore and Washington markets, there will probably be no large increase in poultry shipments to the Western Shore.

In addition, it should be noted that Eastern Shore agricultural production may be favorably affected by such population increases as result from the growth of manufacturing and trade in these counties. The expanded tourist and vacation trade will also provide an expanded market for local agricultural produce.

^{1/} Maryland State Planning Commission, Possible Economic Effects of Chesapeake Bay Bridge on Eastern Shore Agriculture, Special Report by William D. Clayton, 1949.



SEAFOOD

As in the case of agriculture, seafood will probably not witness any extensive changes with the opening of the Bridge. What effects will be felt will probably be the indirect result of any increases in population brought about by the growth of manufacturing and trade in the Eastern Shore counties, and the expanded tourist and vacation traffic. Such increases in demand for seafood products will be most apt to affect price, and only secondarily, total amount of the catch marketed.

MANUFACTURING

Manufacturing, as is shown in Chapter III, has witnessed material growth in recent years. The greater accessibility afforded by the Bridge, should effect a further growth by facilitating the shipment to and from Baltimore of both raw materials and finished products. However, this will probably be a slow process, taking many years to develop.

The cities of the Shore can now offer available labor supplies of all skills at lower wage rates than those paid in Baltimore. This factor plus greater accessibility should not only facilitate the expansion of existing manufacturing establishments, but should also encourage the location of new facilities on the Shore. Where manufacturers in the past have either failed to consider, or have actually rejected these locations, they can now be expected to consider them more seriously in the selection of new sites.

The existence of a pool of available labor can be judged only on the basis of the present supply. The local State Employment offices on the Shore reported some 2,000 workers of various skills as unemployed and currently registered for jobs as of the middle of November 1949. Of this number about 70 per cent were either semiskilled or unskilled who would be

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readily usable in most general types of factory employment. The available labor supply also included 250 skilled workers. Almost one third of the total labor supply were registered with the Cambridge office which serves Dorchester and Caroline counties. While no actual breakdown of these workers was available by place of residence, it is reasonable to expect that most of them live in Cambridge proper. Salisbury and Elkton also have many workers available for employment.

In addition to the workers actually registered, there are others who could be drawn upon with the expansion of manufacturing activity in the area. They include workers unemployed but not currently registered with the local employment offices, as well as those not yet in the labor market. Experience has shown that with the location of attractive employment opportunities in a community, some workers, particularly women, have been drawn into the labor market.

Manufacturers seeking to locate on the Shore will not only find a supply of labor available but will also find currently in Cambridge three small vacant plants varying in size from 1,000 to 7,800 square feet. Cambridge, as well as other Shore cities, also has available many undeveloped areas where new plant facilities could be located.

RETAIL TRADE

The effects of the Bridge on retail trade will probably be felt in many ways. Any increases in income resulting from the expansion of agricultural or industrial production will affect retail trade in the Eastern Shore counties. It has been stated that trade and service establishments, alive to their potentialities, may create considerable employment in addition to the original agricultural or industrial expansion. The

The first thing I noticed when I stepped out of the plane was the fresh air. It felt like I had been breathing stale air for weeks. The sun was shining brightly, and the birds were chirping in the trees. I took a deep breath and smiled. This was it. My vacation had finally started.

I had heard so much about this place. The beaches were beautiful, the food was delicious, and the people were friendly. I had been planning this trip for months. I had saved up my money, and I had finally been able to take a break from work. I was excited to see everything for myself. The hotel was just what I needed. It was clean, comfortable, and had a great view of the ocean.

I had heard that the water was clear and blue. I had heard that the sand was white and soft. I had heard that the people were nice and helpful. I had heard that the food was good. I had heard that the weather was perfect. I had heard that it was a great place to relax and enjoy life. I was going to believe everything I had heard. I was going to have a great vacation.

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Gary Industrial Foundation, Inc. has estimated that manufacturing payroll money usually creates business in the city in a volume of $2\frac{1}{2}$ to $3\frac{1}{4}$ times the payrolls themselves. Another study reveals that an increase of ten jobs in a basic economic activity will automatically cause an increase of eight jobs in service lines.

Retail trade on the Eastern Shore will also be affected by the increases in North-South highway traffic which the Bridge will make possible. However, the most promising source of increase in retail trade will be the expansion of the vacation trade and the income it will bring to the counties of the Eastern Shore. This is discussed in greater detail in Chapter VII.

CHAPTER V

VACATION CENTER

The Eastern Shore is best known to most Marylanders for its vacation areas. Its position on the Ocean as well as the Bay provides it with vacation centers of wide variety. The Ocean, with its surf bathing and deep sea fishing attracts the largest number of vacationers. The Bay, with its long and much indented shoreline, large areas of shallow water, numerous tributary rivers, and small streams provides many fishing, yachting, and swimming centers. The rural areas and scenic land of the central peninsula offer opportunities to city dwellers for a real vacation on the farm.

There are a great number of places to which vacationers interested in the many activities of the Shore can go. However, in this report discussion is confined to the more highly developed centers, which may be expected to profit in the immediate future from the increased traffic across the new bridge.

DESCRIPTION OF VACATION AREAS

Traveling south from the head of the Peninsula, the vacationer first reaches Elk Neck State Park in Cecil County, a 1000-acre tract fronting on both the Chesapeake Bay and the Elk River. These waters furnish ample facilities for fishing and swimming. The Park, operated by the Department of State Forests and Parks, maintains vacation cabins which are available on advance reservations with the Department of State Forests and Parks in Annapolis.

In Kent County, the nearest Eastern Shore county to Baltimore, there are three developed resort locations, namely Betterton, Chestertown, and Tolchester Beach. Connected with Baltimore by large excursion boats,

Betterton, on the Sassafras River, offers picnicking, swimming, boating, fishing, and other amusements for day visitors. Lodging is available at hotels, cottages, and private homes in Betterton as well as in near-by Chestertown.

Located on the Chester River, Chestertown is an important vacation center frequented by many visitors. In addition to the fishing, boating, and swimming on the River, Chestertown has been described as "a gracious old place . . . the very essence of the Eastern Shore with its mellow combination of sights, feelings, tastes and smells that recall centuries of pleasant living." ^{1/} Late in July the Chester River Yacht and Country Club is host to scores of sailing and power boats participating in the Chester River Regatta. A special point of interest in Chestertown is historic Washington College founded in 1782.

Some 12 miles to the west of Chestertown on the Bay, is Tolchester Beach, a famous Maryland resort. Here facilities are provided for picnicking, swimming, fishing, boating, and other daytime amusements. The local hotel, as well as private homes and restaurants, offer lodging and meals for the visitors to the area.

To the south in Talbot County, the tidewater area in the vicinity of St. Michaels, Claiborne, Tilghman, and Oxford affords many opportunities for swimming, boating, and fishing in the abundant waters of the Bay. Visitors to the area can find accommodations at Royal Oak, Claiborne, Oxford, and Tilghman. Near-by Easton offers luxury accommodations at a new air conditioned hotel opened in 1949.

Cambridge, in Dorchester County, on the two mile wide Choptank River is a resort town, a bustling harbor, and a thriving industrial center.

^{1/} U. S. Works Progress Administration, Maryland. A Guide To The Old Line State; 1940, p. 366.

The River affords excellent yachting, fishing, and swimming facilities, and the City holds much of interest for the visitor. The two hotels, with their combined total of 81 rooms, as well as numerous guest houses, private homes, and restaurants serve the visitors to this thriving community.

Continuing down the Bay to Somerset County, the traveler reaches Crisfield, the seafood center of the Eastern Shore. Lodged on a cove off Tangier Bay, it is given over entirely to harvesting, packing and shipping of vast cargoes of oysters, crab, and fish from all parts of the lower Chesapeake. Visitors to this section of the Eastern Shore can be accommodated at the two hotels and private homes in the area.

Ocean City is Maryland's large seashore resort, located directly on the Atlantic. It is noted for its ocean swimming, boating, and deep sea fishing. Though fish of all kinds are caught in the ocean waters and Sinepuxent Bay to the west, it is big game fishing, chiefly of white marlin, which has brought Ocean City its fame. Like other important Atlantic resorts it has a boardwalk extending along the beach front.

SANDY POINT STATE PARK

In considering the expected increase in vacation travel to the Eastern Shore, it is appropriate that mention be made of the new 670-acre State Bayside Park being constructed at Sandy Point, the western terminus of the Bridge. Day tourists from the Baltimore Metropolitan Area, the Washington Metropolitan Area, and other parts of the Western Shore will probably patronize the Park in great numbers. It will offer such facilities as swimming in the Bay as well as pools, picnicking, and boating on artificial lakes. Ample parking areas will be provided as well as bathhouses and playground areas for children and adults. Since facilities will be available only for daytime activities, Sandy Point State Park will probably not

The first part of the report deals with the general situation of the country and the progress of the work done during the year. It is followed by a detailed account of the various projects and the results achieved. The report concludes with a summary of the work done and a list of the names of the staff members who have been engaged in the work.

The work done during the year has been of a very high standard and has resulted in a number of important discoveries. The results of the work have been published in a number of scientific journals and have been widely discussed. The work has also resulted in a number of new inventions and discoveries which have been patented.

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absorb a significant portion of the increased vacation trade expected on the Eastern Shore.

EMPLOYMENT AND INCOME

The hotels, tourist houses and other lodging places, and the restaurants in the nine Eastern Shore counties provide employment for almost 2,000 workers. More than a third of these work in Worcester County's many seashore hotels and restaurants. Employment increases sharply during the peak summer months and falls off after Labor Day. On the basis of Retail Sales and Use Tax Collections, reported for the fiscal year 1949, it may be estimated conservatively that the total income of all lodging places and restaurants was almost \$18,000,000. Worcester County accounted for almost \$5,000,000 of this total with Wicomico and Cecil counties following close behind.

When these figures are compared with income from agriculture, manufacturing, or trade, the vacation business does not appear to be of major significance. It must be remembered, however, that vacationers make many other expenditures, not reflected in these figures. Undoubtedly the industry's importance lies in its potentialities for future growth, rather than in its present status.

CHAPTER VI

THE BAY BRIDGE AS A MAJOR LINK IN NORTH-SOUTH TRAFFIC

With passenger cars in the majority of families in the Nation, Americans have become the greatest travelers the world has ever seen. Truck and passenger cars move over the highways in all directions in ever increasing volume. The most heavily traveled route in the United States is that linking New England and New York with Washington and points South.

PRESENT HIGHWAY ROUTES

After crossing the Hudson River, traffic moving south from New York to Washington most frequently follows U.S. 1 to New Brunswick, U.S. 130 to the Pennsville-New Castle Ferry, where it crosses the Delaware River and follows U.S. 40 across the Susquehanna River Bridge at Havre de Grace to Baltimore. From there, U.S. 1 is picked up to Washington, Richmond, and the South. (See Figure 2.)

While this is the most popular route a considerable amount of traffic out of New York follows U. S. 1 through Trenton, Philadelphia, and Baltimore to Washington, Richmond, and points South. Since the opening of the Potomac River Bridge near Morgantown in 1940, southbound traffic has increasingly followed U.S. 301 out of Baltimore across the Bridge directly to Richmond. This route has permitted traffic to by-pass Washington, D. C., completely and has accomplished a time saving of some 30 minutes.

A good portion of the traffic heading far south crosses the Delaware River via the Pennsville-New Castle Ferry and follows U.S. 13 down through the Delmarva Peninsula to the Cape Charles Ferry. Crossing on to the Virginia mainland, traffic picks up U.S. 17, which it follows all the way to Florida.

THE HISTORY OF THE UNITED STATES

1. The first part of the book is devoted to the history of the United States from 1776 to 1865.

The second part of the book is devoted to the history of the United States from 1865 to 1917.

CHAPTER I

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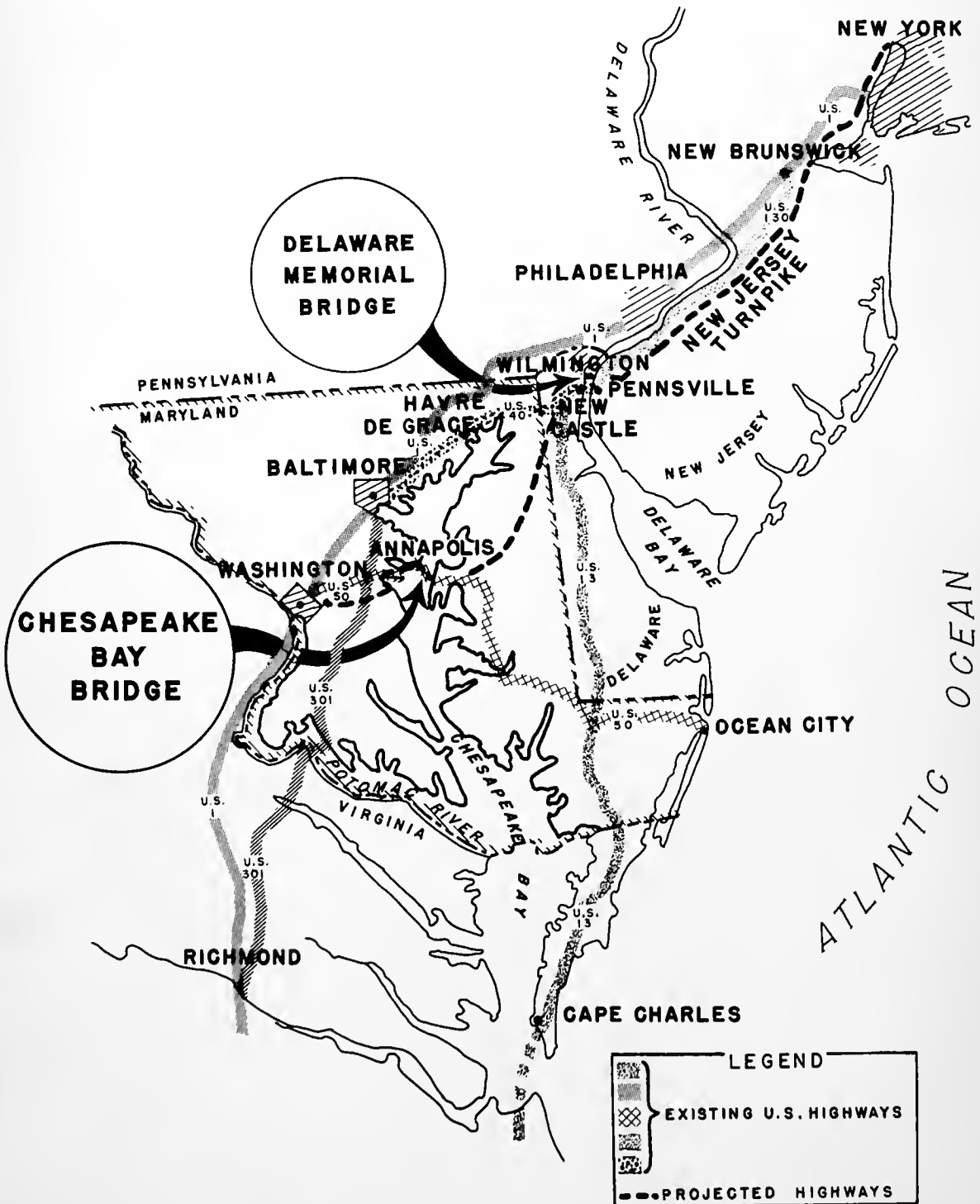
The fifth part of the book is devoted to the history of the United States from 1917 to the present.

The sixth part of the book is devoted to the history of the United States from 1917 to the present.

The seventh part of the book is devoted to the history of the United States from 1917 to the present.

FIGURE 2

PRESENT AND PROJECTED HIGHWAY ROUTES BETWEEN NEW YORK CITY AND RICHMOND, VIRGINIA





PROJECTED HIGHWAY ROUTES

In 1949 work was begun on three major links in the interregional system of highways to run from Portland, Maine, to Richmond, Virginia, and the South. These included the Chesapeake Bay Bridge between Sandy Point and Stevensville; the Delaware Memorial Bridge to replace the ferry at Pennsville; and the New Jersey Turnpike, the express toll highway running from the Delaware Memorial Bridge northeast to the George Washington Bridge and New York City. Completion of the toll expressway is currently expected in 1951. The two bridges should be opened to traffic by the summer of 1952.

After 1952 through traffic intent on by-passing the major cities will be able to traverse the New Jersey Turnpike or the old routes through New Jersey to the Delaware Memorial Bridge. After crossing the Delaware River motorists will follow U.S. 40 to Elkton and U.S. 213 from there to the juncture of U.S. 50, which leads to the Chesapeake Bay Bridge. From Sandy Point on the west shore of the Bay, traffic will move along the Revell Highway, across the new Severn River Bridge, over the new Annapolis to Washington highway paralleling U.S. 50, which will connect with U.S. 301 crossing the Potomac River Bridge at Morgantown to Richmond and points South. In the years immediately following the completion of the Bay Bridge, but before the completion of the Annapolis to Washington expressway, traffic destined for the Nation's Capital will follow Maryland Route 404 from the western terminus of the Bridge, across the new Severn River Bridge to U.S. 50, and west to the District of Columbia. (See Figure 2.)

The new route across the Bay will also serve as an alternate for motorists now using coastal route U.S. 13 through the Delmarva Peninsula and crossing the Cape Charles Ferry to U.S. 17 on the mainland. (See Figure 2). Anticipating the competition from this new express route, promoters of the

The first part of the report deals with the general situation in the country during the year 1934. It is noted that the economy was generally stable, but there were some signs of a slight recession in the latter part of the year. The government had been successful in maintaining a balanced budget, and the public debt was kept under control. The report also mentions that the agricultural sector was doing well, and that the industrial sector was showing signs of recovery.

Summary of 1934

The second part of the report provides a detailed analysis of the economic data for the year 1934. It includes a table showing the growth of the gross national product, the volume of trade, and the balance of payments. The report also discusses the changes in the money supply and the interest rate. It is noted that the price level was stable, and that the unemployment rate was low. The report concludes that the economy was in a state of relative equilibrium, and that the government's policies were sound.

The third part of the report discusses the prospects for the future. It is noted that the economy is expected to continue to grow, and that the government's policies are expected to remain sound. The report also mentions that there are some risks to the economy, such as the possibility of a recession or a change in government policy. However, it is believed that the economy is well-positioned to handle any such risks. The report concludes that the year 1934 was a successful one for the country, and that the government has done well in managing the economy.

The final part of the report contains some concluding remarks. It is noted that the report is based on the best available information, and that it is subject to change as more information becomes available. The report also mentions that it is the responsibility of the government to provide accurate and timely information to the public. The report concludes that it is hoped that the report will be helpful to the public in understanding the economic situation in the country.

U.S. 13 route are, among other reasons, attempting to increase its attractiveness by shortening the distance and travel time across the Bay at the southern tip of the Delmarva Peninsula. The ferry at Cape Charles is being moved to Kiptopeke, some 9 miles to the southeast. The distance across the Bay will thus be reduced $4\frac{1}{4}$ nautical, or $5\frac{1}{4}$ land miles, and travel time, 30 minutes.

For Maryland's share of the interregional express highway, the State Roads Commission has begun work on a number of highways and has others in the planning state. In January 1950 work was begun on the Annapolis to Washington divided expressway. Contracts were let on the new bridge across the Severn River to carry traffic from the Revell Highway and the Bay Bridge to Parole on the expressway. Contracts were also let on a 8.7-mile stretch of road west across the South River to the Prince George's County line and the juncture with U.S. 301, as well as on the new bridge to cross the South River. Completion of this entire stretch from Annapolis to the juncture with U.S. 301 is expected by the time of the opening of the Bay Bridge. However, work on the stretch of the expressway west to the Nation's Capital, while projected, has not been undertaken and will probably not be completed until 1955 or thereafter.

On the Eastern Shore an expressway from the eastern terminus through Queen Anne's County to Warwick in Kent County on the Delaware State line is projected. Work has started on the 9-mile stretch from Stevensville on Kent Island to Queenstown. Completion of this stretch is expected in time for the opening of the Bay Bridge. The extension of this expressway through Queen Anne's and Kent counties to Warwick on the Delaware State line has been projected although not yet begun. Completion of this stretch is not expected until 1955 or thereafter.

To carry traffic further north, a stretch of the interregional highway will run from Warwick through the State of Delaware, to connect

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The first part of the document is a letter from the Secretary of the State to the President, dated 18th March 1847. It contains a report on the state of the country and the progress of the war. The letter is signed by the Secretary and is addressed to the President.

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with U.S. Route 13 to the Delaware Memorial Bridge just south of Wilmington. While this stretch is also projected, actual construction is not yet underway. Completion dates are therefore indefinite at this time.

Upon construction of the entire network of highways, of which the Bay Bridge will be an important link, motorists will have a through route over which they may move at high speeds, by-passing every major city en route.

ESTIMATES OF EXPECTED TRAFFIC

Detailed estimates of expected Bay Bridge traffic have been made.^{1/} However, these have been based chiefly on recent growth in ferry traffic plus an allowance for increased traffic induced by the Bridge, assuming the present toll structure. No particular consideration is given to the increase in traffic by virtue of the Bridge's position as a link in the network of interregional express highways. For the first year of bridge operation, a total traffic of approximately 1,200,000 vehicles is forecast, increasing approximately 5 per cent annually.

These estimates, having been prepared for financial purposes, are advisedly conservative. In point of fact, ferry traffic, by the year ending September 30, 1949 had grown to 702,000, an increase of 20 per cent over the previous year, in contrast to the 8 per cent projected in the estimates.

Some further account must also be taken of the increased use to be made of the Bridge by motorists desiring to by-pass the major urban centers. Figures on the number of motorists using near-by existing links in the long-distance highway network give some indication of a minimum number who may be expected to follow the new route.

^{1/} Coverdale and Colpitts, Report on Traffic and Revenues, Proposed Chesapeake Bay Bridge, September 15, 1948, pp. 17-18.

The first part of the report deals with the general situation of the country and the progress of the work done during the year. It is followed by a detailed account of the various projects and the results achieved. The report concludes with a summary of the work done and a list of the names of the persons who have been engaged in the work.

The second part of the report deals with the financial statement of the year. It shows the total amount of the grant received from the Government and the total amount of the expenditure incurred. It also shows the balance of the fund at the end of the year. The financial statement is followed by a list of the names of the persons who have been engaged in the work and the amount of the grant received by each of them.

The third part of the report deals with the progress of the work done during the year. It shows the various projects and the results achieved. It also shows the names of the persons who have been engaged in the work and the amount of the grant received by each of them. The report concludes with a summary of the work done and a list of the names of the persons who have been engaged in the work.

In the year ending September 1949 more than 2,500,000 vehicles used the New Castle-Pennsville Ferry over the Delaware River. It is estimated that half as many additional vehicles crossed the Delaware River via the Chester Ferry. ^{1/} In the same period almost 5,000,000 vehicles used the Susquehanna River Bridge at Havre de Grace. Although almost half of these were Maryland cars, the other half were probably long-distance travelers. Vehicles desirous of avoiding Washington on the way to Richmond and the South have used the Potomac River Bridge in large numbers. In the 12-month period ending September 1949, it was used by almost 900,000 vehicles. Only about 35 per cent of these were of Maryland origin. The others, with the possible exception of those of Virginia origin, were probably on long-distance trips.

These figures indicate that large numbers of motorist have recognized the advantages and have availed themselves of the existing facilities in order to avoid congested urban centers. To be sure, these facilities have increased the cost of the trip, but have at the same time effected a considerable saving of time. By using the Bay Bridge motorists will be able to accomplish a further time saving. It is estimated that at least one hour can be cut off travel time between the juncture of routes U.S. 13 and U.S. 40 in Delaware and routes U.S. 1 and U.S. 301 at Richmond, Virginia.

Certainly many motorists will be attracted to the new route for these reasons. The only major deterrent to its use may be the increased expense involved. Table 10 lists the present toll charges between Richmond and New York City as well as those expected with the opening of the Bay Bridge. Experience has shown that usually the advantages of such a route have more than offset the increased expense.

^{1/} Coverdale and Colpitts, Traffic and Revenue Report, New Jersey Turnpike, September 1949, p. 31.

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TABLE 10

AVERAGE TOLL CHARGES FOR PASSENGER CARS BETWEEN
NEW YORK CITY AND RICHMOND, VIRGINIA
1950 AND 1952

<u>Present Route, 1950</u>		<u>New Route, 1952</u>	
<u>Facility</u>	<u>Toll</u>	<u>Facility</u>	<u>Toll</u>
Holland Tunnel	\$0.50	Holland Tunnel	\$0.50
New Castle-Pennsville Ferry	.90	New Jersey Turnpike	1.75
Susquehanna River Bridge	.20	Delaware Memorial Bridge	.90
Potomac River Bridge	1.00	Chesapeake Bay Bridge	2.00
	_____	Potomac River Bridge	1.00
Total	\$2.60	Total	\$6.15

However, active publicity of the advantages of this new route will be necessary to attract large numbers of users. Since the Bridge will be merely a link in a larger network of express highways, joint efforts publicizing the entire route should stimulate total traffic. Taking all factors into consideration, it is estimated that a total of approximately 2,000,000 vehicles will use the Bridge in its first year of operation. In future years, with effective joint publicity, an increase in traffic between five and ten per cent annually can be expected.

EFFECTS ON LAND VALUES

The benefits accruing to agriculture, manufacturing, and the trade and service industries should, in time, be reflected in increased land values in the Eastern Shore counties. While the exact effects on the assessable basis cannot be predicted, studies of the effects of other large-scale capital improvements show that land values consistently rise at a higher rate in the areas immediately affected by the improvement. ^{1/}

^{1/} Review of New Jersey Business, "The Influence of the New Jersey Turnpike on the Future Development of the State," January 1950, pp.2,10.

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The counties and the municipalities of the Eastern Shore, particularly those in the vicinity of the Bridge itself, the highway through Queen Anne's and Kent counties to Warwick, and the highway to Ocean City can expect to see like increases in the assessed valuation of property. Similar increases in the assessable basis can also be expected in the neighborhood of the many vacation centers which will benefit from the increased traffic.

EXPECTED INCOME FROM INCREASED TRAFFIC

The increase in traffic through the Eastern Shore will undoubtedly make greater use of local facilities, such as, filling stations and garages, restaurants, tourist houses, and hotels.

In the second quarter 1949, there were 282 retail filling stations, repair shops, and garages operating in the nine Eastern Shore counties. Together they employed an average of more than 800 workers and paid them a total of \$322,000 in wages for the three-month period. With the seasonal increase in tourist traffic during the summer months, employment and pay-rolls in these establishments in the third quarter 1949 was considerably higher.

During the year 1948, filling stations, repair shops, and garages on the Eastern Shore had a combined total income of more than \$7,000,000. How much the growth in through traffic on the Eastern Shore will increase this figure is impossible to predict, since travelers through the area may or may not purchase their gasoline and have their repairs made on the Shore. A two-cent tax differential in New Jersey's favor may operate against large-scale gasoline purchases in Maryland. However, with the completion of the Bridge, the increase of more than 1,000,000 vehicles passing through the Eastern Shore counties will necessarily make greater

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use of these facilities and consequently increase gross income.

Although restaurants and tourist houses will probably be restricted along the new State highways through the Eastern Shore counties, those facilities adjoining the highways will of course be used by tourists.

More than 230 eating and drinking places are presently operated on the Eastern Shore to take care of the resident and visiting population. In the second quarter of 1949, a nonpeak period, they employed more than 1,000 workers and paid them more than \$300,000 in quarterly wages. The Eastern Shore counties also maintained some 75 hotels, rooming houses, and tourist homes employing more than 800 workers. In the second quarter of 1949 these workers earned almost \$160,000.

During the fiscal year 1949, total income to these establishments, estimated on the basis of Retail Sales and Use Tax collections, conservatively totaled almost \$17,000,000. With a total of 700,000 vehicles crossing the ferry during the year ending September 30, 1949, and a total forecast of 2,000,000 Bridge crossings following its completion, approximately 1,300,000 additional vehicles will be visiting the Eastern Shore. Of these about half will be travelers merely driving through the Shore. With an assumed average of three passengers per car including the driver, 1/ this traffic should bring about 2,000,000 additional travelers through the area.

While it is impossible to know exactly how much these travelers will spend in passing through the nine counties, some very rough approximations can be made. Assuming that an average of \$5 daily is spend for food and lodging, and that one in three of four tourists will stop on the Eastern Shore to eat or spend the night, it is estimated that an increase

1/ Estimates of the size of vacation parties varying from 2.44 persons per car to 4 are derived from U.S. Travel, A Digest, by U.S. Travel Division, National Park Service, U.S. Department of Interior, 1949, p. 2-18.

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in gross income of about \$3,500,000 annually will accrue to these facilities. This minimum figure can be increased if special efforts are made to attract the potential trade with unusual restaurants or superior lodging places at reasonable rates. New or attractive tourist camps, like the luxury motel colony and restaurant proposed for construction on the Revell Highway, and restaurants specializing in Maryland food at fair prices may attract travelers who would otherwise stop elsewhere.

Any expenditures in excess of the assumed minimum average per person, plus those expenditures made in the area's filling stations and repair shops, will, of course, result in increased income to the Eastern Shore facilities in the vicinity of the projected new highways. This increased trade may affect all nine counties, but more than likely, what expenditures are made will be in those Eastern Shore counties north of the Bridge, principally Queen Anne's and Kent.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice, and that these documents should be stored in a secure and accessible location. The text also mentions the need for regular audits to ensure the integrity of the financial data.

In the second section, the author outlines the various methods used for data collection and analysis. This includes the use of surveys, interviews, and focus groups to gather qualitative data, as well as the application of statistical models to quantitative data. The importance of ensuring the reliability and validity of the data sources is highlighted throughout this section.

The third part of the document focuses on the implementation of the research findings. It provides a detailed overview of the strategies and tactics used to reach the target audience, as well as the metrics used to evaluate the success of the campaign. The author notes that while the initial results were promising, there were some challenges in reaching certain segments of the market, which led to adjustments in the overall strategy.

Finally, the document concludes with a series of recommendations for future research and practice. It suggests that further exploration of the factors influencing consumer behavior would be beneficial, and that ongoing monitoring and evaluation are essential for the long-term success of any marketing initiative. The author expresses confidence in the value of the research and its potential to inform more effective business decisions.

CHAPTER VII

THE BRIDGE AND ITS EFFECT ON THE VACATION TRADE

It is from increased vacation trade that the counties of the Eastern Shore will feel the greatest economic effect of the Bay Bridge. By the shortening of the distance and the travel time to the Eastern Shore, the Bay resorts, the many lovely inland areas, as well as the oceanside beaches will attract many new vacationers.

DISTANCE AND TRAVEL TIME TO SHORE RESORTS

With the opening of the Bridge and the network of new highways, residents of Washington and its environs may, within less than two hours, reach the Eastern Shore bay resorts. Vacationers from Metropolitan Baltimore may reach these same resorts via the Bridge within a period of about an hour and a quarter, as compared with the present two hours via the ferry and three and three quarter hours around the head of the Bay via Elkton. The shortening of travel time will make these resorts considerably more accessible and will undoubtedly result in great increases in the total number of visitors to the area. Table 11 compares the distance and estimated travel time from Washington and Baltimore to Queenstown in Queen Anne's County via Elkton and via the Ferry and the new Bridge.

TABLE 11

DISTANCE AND TRAVEL TIME FROM
WASHINGTON, D. C., AND BALTIMORE TO QUEENSTOWN, MARYLAND

<u>Distance to Queenstown</u>	<u>Via Elkton</u>		<u>Via Bay Crossing</u>
From Washington, D. C.	145 miles		50 miles
From Baltimore	110 "		42 "
<u>Travel Time to Queenstown</u>	<u>Via Elkton</u>	<u>Via Bay Ferry 1/</u>	<u>Via Bay Bridge</u>
From Washington, D. C.	4 3/4 hours	2 1/2 hours	1 3/4 hours
From Baltimore	3 3/4 "	2 "	1 1/4 "

1/ Assuming an average of 45 minutes for crossing, including waiting time.

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While some traffic may be deterred by the probable bridge toll of an average of \$2 per car, except in periods of economic recession, the saving of time will more than make up for the added expense.

Travel by vacationers to the Shore's oceanside will also be greatly facilitated by the Bridge. Vacationers from Baltimore now find that traveling to Ocean City via the ferry, a distance of about 140 miles, takes about four hours. This presupposes a wait at the ferry of approximately 20 minutes. On week ends during the summer months, however, the increased traffic usually lengthens total traveling time considerably. The Bridge should afford a time saving of between 40 minutes and an hour depending on the wait at the ferry. Travel time from both Baltimore and Washington to Ocean City should therefore be reduced to between three and three and a half hours.

Travel time, as well as distance, from Washington and Baltimore to such other popular beach resorts as Atlantic City, New Jersey, and Virginia Beach, Virginia, will be considerably greater than to the Delmarva beaches. With the delays of the Bay Ferry removed, Ocean City should attract a considerably larger number of vacationers from Baltimore and Washington.

During the peak summer months many visitors from Baltimore have preferred to go to the Shore the longer way, around the head of the Bay, via Elkton. This route now takes between four and five hours. The Bridge will affect a reduction in travel time, and a saving in gasoline for the users of this route, although it will add the expense of the probable average toll of \$2 per car.

ESTIMATES OF VACATION TRAFFIC

How many tourists now cross the Bay to spend their vacations on the Eastern Shore? This is difficult to determine with any degree of accuracy, but some estimates can be made. Figures for Bay crossings show a

The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting. The second part details the various methods used to collect and analyze data, including surveys, interviews, and focus groups. The third part presents the findings of the study, highlighting key trends and insights. The final part concludes with recommendations for future research and practical applications of the findings.

The study was conducted over a period of six months, during which data was collected from a diverse group of participants. The results indicate that there is a significant correlation between the variables studied, suggesting that the factors identified are indeed influential. The data also shows that there are several areas where further investigation is needed to fully understand the underlying mechanisms. The findings have important implications for both theory and practice, and will be discussed in more detail in the following sections.

In conclusion, this research provides valuable insights into the complex relationships between the variables examined. The findings suggest that a more holistic approach to data analysis is necessary to capture the full range of factors at play. The recommendations provided are intended to guide future research and to inform decision-making in the field. The authors hope that this work will contribute to a deeper understanding of the phenomena being studied and to the development of more effective strategies and policies.

decided increase during the peak summer months. It can reasonably be assumed that there is a normal year round pattern of ferry users. The increase shown during the summer months can be attributed to vacationers. As noted in Table 12, showing monthly ferry crossings for the two years ending

TABLE 12
MONTHLY TRAFFIC ON THE CHESAPEAKE BAY FERRY SYSTEM
OCTOBER 1947 TO SEPTEMBER 1949

<u>Month</u>	<u>Total</u>	<u>Automobiles</u>	<u>Trucks and Busses</u>
October 1947	50,924	42,447	8,477
November	44,790	38,216	6,574
<u>December</u>	<u>39,605</u>	<u>33,059</u>	<u>6,546</u>
January 1948	27,833	22,250	5,583
February	24,465	19,223	5,242
March	<u>39,966</u>	<u>32,608</u>	<u>7,358</u>
TOTAL	227,583	187,803	39,780
April	44,059	36,226	7,833
May	55,649	47,016	8,633
June	61,649	52,296	9,353
July	82,933	71,805	11,128
August	87,742	76,886	10,856
September	<u>68,760</u>	<u>58,531</u>	<u>10,229</u>
TOTAL	400,792	342,760	58,032
October	55,247	46,230	9,017
November	49,231	41,603	7,628
<u>December</u>	<u>42,238</u>	<u>35,430</u>	<u>6,808</u>
January 1949	38,796	32,412	6,384
February	35,968	29,798	6,170
March	<u>45,992</u>	<u>38,034</u>	<u>7,958</u>
TOTAL	267,472	223,507	43,965
April	52,239	44,138	8,101
May	64,832	55,062	9,770
June	73,875	62,770	11,105
July	97,411	84,235	13,176
August	94,166	82,021	12,145
September 1949	<u>71,743</u>	<u>61,551</u>	<u>10,192</u>
TOTAL	454,266	389,777	64,489

Source: State Roads Commission.

September 1949, traffic for the six-month periods April through September was almost double that in the first half of each year. In 1948 total crossings in the six-month period including the summer months exceeded the earlier period by 175,000. In 1949 the excess increased to almost 200,000. This traffic, assumed to be mainly vacationists, represented almost one third of total annual ferry crossings. To the 200,000 vacationists must be added the many vehicles taking the overland route. It has been estimated with utmost conservatism that between 25,000 and 50,000 vehicles now use this route. Adding these two figures we can say that about 240,000 vacation-bound vehicles travel to the Shore during the summer months.

In the discussion of total traffic expectation in the year following the opening of the Bridge (Chapter VI), it was estimated that there would be approximately 600,000 additional crossings by long-distance travelers passing through the Eastern Shore and a like number of new visitors to the area. Although vacationers now make up about one third of total annual traffic, they will probably comprise a larger percentage of the increase in traffic. Assuming that one half of the 600,000 new Bay crossings will carry vacationers, there will be 300,000 additional vacation-bound vehicles crossing the Bridge. With each crossing representing the coming as well as the return trip, we can say that 150,000 additional vehicles will carry vacationists to the Eastern Shore. Assuming three passengers per car including the driver, this would mean an increase of 450,000 new visitors to the Eastern Shore counties. This number should increase by between five and ten per cent annually depending upon the extent to which the recreational opportunities of the area are effectively publicized.

INCOME FROM VACATIONERS

In order to determine the income to be expected from this increase in vacation trade, numerous studies of average vacation expenditures have

The first part of the report deals with the general situation in the country. It is noted that the economy has been in a state of stagnation for some time, and that the government has been unable to implement effective policies to stimulate growth. The report also mentions that the population is growing rapidly, and that there is a significant unemployment problem.

In the second part of the report, the author discusses the social and cultural aspects of the country. It is noted that there is a high level of illiteracy, and that the majority of the population is engaged in subsistence agriculture. The report also mentions that there is a significant gender inequality, with women being discriminated against in many areas of life.

The third part of the report deals with the political situation in the country. It is noted that the government is corrupt and inefficient, and that there is a lack of transparency in its operations. The report also mentions that there is a significant opposition to the government, and that there are calls for reform.

In conclusion, the report states that the country is in a state of crisis, and that urgent action is needed to address the economic, social, and political problems. The author recommends that the government should implement a series of reforms, including measures to improve the economy, reduce corruption, and promote social justice.

been reviewed. A Department of Interior summary shows expenditures varying from an average of \$4.54 to \$9.47 daily, depending upon the type of facilities used as well as geographic location. 1/ A Florida study indicated expenditures varying from \$4.50 to \$7.50 daily with the lower figures spent in tourist houses, motels, and rented rooms and the higher in hotels. 2/ Duration of vacations, as noted in these reports, varied from 7 days in Oregon to 18 days in Idaho.

Vacations on the Eastern Shore vary from usual vacation travel. In the first place, this is an area with many small, relatively inexpensive facilities as well as some more elaborate hotels. In the second place, the Shore's proximity to Baltimore and Washington makes it especially attractive as a week-end vacation area. For these reasons, it is advisable to assume a reasonably low daily expenditure as well as a shorter average vacation. With an average expenditure for these visitors of \$5 per day, and a vacation of between 7 and 12 days' duration, additional gross income accruing to the eating and lodging facilities should approximate between \$15,750,000 and \$27,000,000 annually. The annual increase of from five to ten per cent in vacationists after 1953 should produce a further increase in gross annual income to these facilities.

While anticipated generally throughout the area, these increases will affect the Bay and oceanside counties chiefly. Ocean City in Worcester County can be expected to attract the largest number of visitors. Caroline County, which is inland, will probably witness little of this increased trade.

The amount that vacationists may be expected to spend in retail stores of all kinds, and on recreation and entertainment may be estimated

1/ Op. cit., pp. 2-17.

2/ Florida Power and Light Company, Evaluation of the Tourist Industry of the Halifax Area of Volusia County, Florida, 1947 (?), p. 21.

The following table shows the results of the survey conducted in 1998. The data is presented in a tabular format, with columns representing different categories and rows representing the years 1998 and 1999. The table is organized into two main sections: '1998' and '1999'. Each section contains a list of categories and their corresponding values. The values are presented in a clear and concise manner, allowing for easy comparison between the two years. The table is presented in a standard format, with the categories listed on the left and the values on the right. The data is presented in a clear and concise manner, allowing for easy comparison between the two years. The table is presented in a standard format, with the categories listed on the left and the values on the right. The data is presented in a clear and concise manner, allowing for easy comparison between the two years.

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roughly. Since this is an area characterized by many small, relatively inexpensive facilities, it would not be valid to assume expenditures which compare with the \$4 to \$5 daily spent in an area like Miami Beach, Florida.^{1/} It does seem reasonable to assume a minimum expenditure of \$1 daily. With 450,000 additional visitors, this would mean an expected increase in gross income to these facilities of between \$3,150,000 and \$5,400,000.

Studies of the national vacation trade indicate the growing selectivity in tourist spending. The vacationist is spending less on souvenirs, gaudy cabaret entertainment, and night clubs. He is picking his tourist homes and resort hotels carefully on the basis of clean accommodations, good food, and first rate service at reasonable rates. If increased vacation trade is to be attracted to the Shore, expansion of facilities should be made with these factors in mind.

^{1/} Memorandum received from Statistical Department of American Hotel Association referring to results of study prepared by the Miami Beach Hotel Owners Association in 1949.

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CHAPTER VIII
SUMMARY OF FINDINGS

1. Serving as a link in a projected interregional system of highways, the Chesapeake Bay Bridge will attract thousands of long-distance motorists through the counties of the Eastern Shore. Their expenditures for food and lodging will produce an additional gross income of at least \$3,500,000 annually. Any expenditures which they make for gasoline, automobile supplies, and repairs will represent a further increase in gross income. To realize the full potential of this income, traffic should be stimulated by joint efforts publicizing the entire interregional system of highways.
2. The Bridge should bring as many as 450,000 new vacationers to the Eastern Shore counties in the first year of its operation. The growth in vacation trade can be expected to produce an increase in gross income to eating and lodging facilities of between \$15,750,000 and \$27,000,000 annually. Expenditures in retail stores and on recreation and entertainment should add another \$3,150,000 to \$5,400,000 in gross income. These are minimum figures which can be greatly increased by expanding and improving facilities to offer more and better accommodations, better food, and first-rate service at reasonable rates.
3. Retail trade on the Eastern Shore will be indirectly affected by any increases in income resulting from the expansion of agriculture or industrial production. Gross income in retail trade will be more directly affected by the expenditures of the many tourists and vacationers traveling to the Shore over the new Bridge.

CHAPTER IV

The first part of the chapter is devoted to a general consideration of the principles of the theory of the structure of the atom. It is shown that the atomic structure is determined by the laws of quantum mechanics, which are fundamentally different from the laws of classical mechanics. The atomic structure is characterized by the existence of discrete energy levels, which are the result of the quantization of the energy of the electrons. The energy levels are determined by the Schrödinger equation, which is a partial differential equation of the second order. The solutions of this equation are the wave functions of the electrons, which are characterized by a discrete set of quantum numbers. The wave functions are used to calculate the probabilities of finding the electrons in different parts of the atom. The chapter also discusses the properties of the atomic spectra, which are determined by the transitions between the energy levels. The spectra are characterized by the presence of discrete lines, which are the result of the quantization of the energy of the photons. The chapter concludes with a discussion of the applications of the theory of the structure of the atom, such as the development of the atomic bomb and the laser.

The second part of the chapter is devoted to a detailed study of the structure of the hydrogen atom. It is shown that the hydrogen atom is the simplest of all atoms, and its structure is determined by the laws of quantum mechanics. The energy levels of the hydrogen atom are given by the formula $E_n = -13.6 \text{ eV} / n^2$, where n is the principal quantum number. The wave functions of the hydrogen atom are characterized by three quantum numbers: the principal quantum number n , the angular momentum quantum number l , and the magnetic quantum number m . The wave functions are used to calculate the probabilities of finding the electron in different parts of the atom. The chapter also discusses the properties of the hydrogen spectra, which are determined by the transitions between the energy levels. The spectra are characterized by the presence of discrete lines, which are the result of the quantization of the energy of the photons. The chapter concludes with a discussion of the applications of the theory of the structure of the hydrogen atom, such as the development of the hydrogen bomb and the laser.

The third part of the chapter is devoted to a detailed study of the structure of the helium atom. It is shown that the helium atom is the simplest of all atoms with two electrons, and its structure is determined by the laws of quantum mechanics. The energy levels of the helium atom are given by the formula $E_n = -Z^2 / n^2$, where Z is the atomic number of the atom. The wave functions of the helium atom are characterized by three quantum numbers: the principal quantum number n , the angular momentum quantum number l , and the magnetic quantum number m . The wave functions are used to calculate the probabilities of finding the electrons in different parts of the atom. The chapter also discusses the properties of the helium spectra, which are determined by the transitions between the energy levels. The spectra are characterized by the presence of discrete lines, which are the result of the quantization of the energy of the photons. The chapter concludes with a discussion of the applications of the theory of the structure of the helium atom, such as the development of the helium bomb and the laser.

4. By shortening the distance and the travel time between Baltimore and the Eastern Shore, the Bridge is likely to encourage the expansion of the existing manufacturing establishments as well as the location of new facilities on the Shore. This growth will be a long-term process.
5. The Bridge will have little effect in the short run on Eastern Shore agriculture. It may produce some changes in the current patterns of marketing agricultural produce. In addition, the expanded tourist and vacation trade, as well as any increases in population resulting from the growth of manufacturing and trade, will increase the market for local produce.
6. The benefits accruing to agriculture, industry, and trade, and service will be reflected in increased land values in the counties of the Eastern Shore.

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THE FIRST PART

CHAPTER I. OF THE NATURE AND EXTENT OF THE POWER OF THE PARLIAMENTS OF GREAT BRITAIN.

SECTION I. OF THE NATURE OF THE POWER OF THE PARLIAMENTS OF GREAT BRITAIN.

SECTION II. OF THE EXTENT OF THE POWER OF THE PARLIAMENTS OF GREAT BRITAIN.

SECTION III. OF THE NATURE AND EXTENT OF THE POWER OF THE PARLIAMENTS OF GREAT BRITAIN.

SECTION IV. OF THE NATURE AND EXTENT OF THE POWER OF THE PARLIAMENTS OF GREAT BRITAIN.

SECTION V. OF THE NATURE AND EXTENT OF THE POWER OF THE PARLIAMENTS OF GREAT BRITAIN.







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