

possible, and that those industrialists seeking information about our State will be impressed with the business-like utility of the information we provide. Meanwhile, the Department of Economic Development is striving to tell the entire American business community about the superior economic climate that industry can find in Maryland.

A highlight of this effort will be a special Sunday supplement on Maryland in the *New York Times*, which is scheduled for publication on Sunday, May 1. This publication will reach approximately 1,300,000 readers. I am convinced that these endeavors will have a most beneficial effect on the State.

The establishment of this Economic Development Committee in Talbot County is an indication that the people of the State have been aroused to a consciousness of the importance of the development of our economy to the fullest. Many changes have occurred in these Eastern Shore counties of our State during the past few years. In early colonial times, the great Chesapeake Bay, which created this distinctive region known as the Eastern Shore, served as an avenue of communication for the boat-minded people of the two shores of our State. But as land transportation developed, the shore counties tended to become isolated from the remainder of the State. The tide of land traffic, first by stagecoach and later by railroad, moved southward from Boston and New York through Philadelphia, Baltimore and Washington and to the south, brushing the Eastern Shore but not entering it. Then came the automotive age, with paved roads for motor cars and motor trucks. The Bay Bridge was built, and as the network of highways expanded, the Eastern Shore was opened up to industrial expansion in a manner the railroads and steamboats never succeeded in doing fully. In the 1920's and 1930's, small manufacturers began to take advantage of the good labor supply in the Shore counties and the proximity of the region to the great markets of the East. By this time, every town of any size, and many of the villages, had their own garment factories to supplement the many canning plants and, in the case of waterfront communities, the seafood plants. The acceleration of the Eastern Shore's industrial development was obvious even before World War II and the erection of the Bay Bridge.

Of highest industrial importance, as those of us who are natives of the region know so well, was the development of the gigantic broiler industry. The "chicken business" has brought millions of dollars to the Shore's trade channels, has led to the establishment of poultry processing plants in many towns and has brought prosperity to countless farmers and poultry producers. It has largely replaced seafood