

Ellis Island is the symbol of European immigration to America, but one place that is often less talked about is Locust Point, Maryland, which was one of the top 3 centers of immigration from 1868 to 1914. Locust Point and the Port of Baltimore was the largest immigration center south of the Mason Dixon line. Nearly two million immigrants arrived in Baltimore in the 19th and early 20th centuries. This allowed for Baltimore's industries to flourish, along with establishing diverse communities and the Port itself. In this essay I will talk about the immigration, a key business of the Port, and how even my own family has its own special Port of Baltimore story.

Germanic, Irish, Hellenic, and Italian immigration added significant variety to Baltimore's neighborhoods and industries. In the late 1800s, nearly twenty five percent of Baltimore was foreign-born. The influx of immigrants did more than just help Baltimore's population grow. It cannot be understated how important the Baltimore & Ohio (B&O) Railroad was for Baltimore and the surrounding immigrants. The B&O Railroad was the largest railroad in the United States. Upon arriving at the Port of Baltimore, immigrants were able to travel via rail out west to newer pastures, as well as north. Proximity to the Baltimore & Ohio rails was a major competitive edge for the Port of Baltimore in the American East. Cargo ships could arrive to Baltimore and be able to move the cargo over to the railroads, and ultimately reach as far as Western United States. In addition to all the manufacturing opportunities, the influx of people also meant a boom for new home construction. One of the largest contributors to the arrival of cargo and immigrants to the Port of Baltimore would be Norddeutscher Lloyd ships.

Norddeustcher Lloyd (North German Lloyd) is perhaps one of the most important shipping companies in the history of the Port of Baltimore and the world (2nd largest shipping company for an extended period of time). This is from a multitude of factors with the first one I

will address being that this juggernaut of a shipping company that only had 5 lines to the United States and the second biggest being to Baltimore only behind New York. This is likely because of the company's century long partnership with the B&O railroad. Passengers traveling on a ship sometimes had Baltimore as a destination, but for those going out west, the B&O railroad could then transport them upon arriving in the Port. Second, Norddeustcher Lloyd also carried cargo (and ships) with an average of 900,000 GRT (Gross Register Tonnage). To put that into perspective their largest ship ever had a GRT of 56,000 and today's biggest ship ever is 400,000 GT (Gross Tonnage, which is the same thing just without the ship). When Norddeustcher Lloyd only had 360,000 GRT which was around 1970 they were the 16th largest shipping companies then. This puts into perspective how influential Norddeutscher Lloyd was on the Port of Baltimore, including the important distinction that they even commissioned the SS Baltimore in 1868 which was made by Caird & Company, a Scottish shipbuilder. These facts show that the presence of Norddeustcher Lloyd played a key role in the growth and importance of the Port of Baltimore

The Port of Baltimore and the influx of immigrants holds a very special place in my family history. In the 1950s, the Port of Baltimore was the destination for shipping and passenger boats from countries like Venezuela, carrying a combination of goods (like bananas) and in some cases when space permitted, also passengers. Each fall in the 1950s, my grandfather, Samuel Muher, was on these type of boats, after spending the summer with his parents in Venezuela, to spend the school year living at McDonogh, then a rural military boarding school. He would go onto studying medicine at the University of Maryland, start a medical practice, and raise a family in Baltimore. Although his parents would eventually choose to have him travel more frequently by airplane, his travel on the "banana boats" as a youth would always be a strong connection to entering Baltimore City.

Today, the Port of Baltimore continues to be an important gateway for Maryland and America. The City of Baltimore still has a variety of diverse neighborhoods that have annual festivals and exhibit great pride. The Port continues to be a key industry for the state of Maryland, generating nearly \$3 billion in business revenue and responsible for as many as 35,000 jobs. For me personally, it is extra special to think of my grandfather arriving to Baltimore through the streets of Locust Point, where my family and I live and explore today. To think that all of this could be none and the Port's glory days could be a distant memory if not for Norddeutscher Lloyd and their century long shipping to Baltimore.

The city of Baltimore is a melting pot of many cultures due to its late 19th and early 20th century role as an immigration hub. The neighborhood cultures then further flourished as the Port of Baltimore brought more industry and jobs to the city. The cultural traditions continue in modern Baltimore with neighborhood festivals and parades, and also with Baltimore's political "sanctuary city" status. The Port's growth was key to Baltimore City's growth, and the current Port of Baltimore industry contributions are key to the economic health of both Baltimore City and the state of Maryland. Just as the history of the Port of Baltimore is colorful, the Port of Baltimore will continue to add to the color of the city with sustainability and "green" commitments. In no small part can this image of a beautiful Port of Baltimore today not have been influenced by juggernauts like Norddeutscher Lloyd and their century long commitment.

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