

NEWSMAKERS

CHRYSLER

Chrysler said Wednesday it will cut 1,000 salaried jobs worldwide by Sept. 30. Chrysler said the layoffs are needed because of the prolonged slump in the U.S. auto industry. The company hopes most of the cuts will be accomplished through early retirements, attrition and voluntary separation programs, but layoffs are possible.

MCDONALD'S

Consumers helped bring McDonald's back to profitability in the second quarter by spending on breakfast biscuits, new chicken sandwiches and drinks despite the tough economy in the United States. McDonald's earned \$1.19 billion in the second quarter. A year earlier, the company posted a loss of \$711.7 million stemming from charges on the sale of its Latin American and Caribbean businesses.

TOYOTA

Toyota beat General Motors in worldwide sales in the first half of the year. Toyota said Wednesday it sold 4.8 million vehicles between January and June, up 2 percent from the same period a year ago. GM says it sold 4.5 million vehicles in the same period.

ECONOMY

The country continues to slog through slower economic growth and rising prices, packing a double whammy to people and businesses alike. Many economists predict the Fed will probably leave a key interest rate alone when it meets next Aug. 5. Boosting rates to fend off inflation would hurt the fragile economy and the crippled housing market. — AP

2000, port officials said.

"Our economy is faring very well compared to other states," Gov. Martin O'Malley said during an event at the port to officially sign the contract. "A big part of the reason is this place, this port, this work force."

The new contract comes nearly two months after the port announced that Carnival Cruise Lines would begin year-round service from Baltimore next year.

business, said Maryland Port Administration Executive Director James White. The company has been a presence there since 1975, shipping general merchandise including electronics, apparel and toys. The company is also the port's only direct link with Asian markets and their surging demand for goods.

That link, coupled with the weakness of the dollar internationally, has driven Evergreen's

with the new contract and looked forward to continuing their business relationship.

"The operating efficiency of the port has become the new competitive edge for Baltimore," said Wesley Brunson, president of Evergreen Shipping Agency (America) Corp. and an East Baltimore native. "That is why we're here today, and why Evergreen will be here in the future."

acahall@baltimoreexaminer.com

If you build it, they will protest

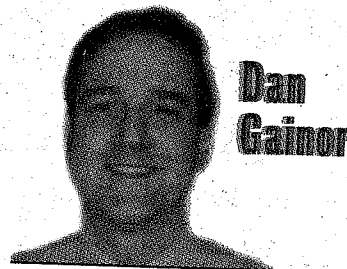
I've never liked the term NIMBY. Not in My Back Yard has become the shorthand for developers and journalists alike to disregard the legitimate needs of a community.

None of us wants anything in our backyard. Heck, I've got a greenhouse back there already that I don't want, and it belongs to me. Imagine how I'd feel if some company was building a nuclear plant or a dump or a racetrack.

I'd be concerned or miffed or up in arms.

I'd be just like the good people in the Roland Park community are about the plan to build a 300-bed senior center on land owned by the Baltimore Country Club. Roland Park. It's an address that means you have arrived and, frankly, the place you've arrived at is pretty darn nice.

It's exactly the kind of place you'd want to live if you were a senior looking for someplace nice to retire to.



Dan Gainor

Aye, there's the rub.

You see, the country club has cut a deal with Keswick Multi-Care Center to build the facility on about 17 acres of club property. It would be a perfect location except the community doesn't want to lose green space or gain traffic.

Despite long ties long ties between club and neighborhood, the club needs money. So it decided to sell the land. While there is dispute about the timing of neigh-

borhood offers, the current push by the community is to pay \$4.25 million for the property.

Keswick is offering a tad more than that. It's promising \$12.5 million, or nearly three times as much, but that is based on getting a zoning exception.

The club recently approved the offer and now will seek the exception to get approval for the project.

That's when lawyers and politicians all get truly excited. The palm-greasing and buck-passing will be out in full force. Instead, we should have an intelligent discussion on the future of the city.

What can we build where? You have environmentalists and planners telling us we should live in higher-density communities close to mass transit. They even plan more mass transit to make this possible.

Then politicians pander to the folks who live in the nicest neighborhoods, who want them to stay exactly the same, not denser.

So development and inconvenience go to communities that lack

the power and influence of Roland Park.

Meanwhile, a city that desperately needs jobs does everything but give the finger to a major company when it should be lending a hand. In an ideal world, the community would want this project and it would get built. Baltimore has never been that world. Instead, if the city and Roland Park want to fix the problem, then they should have to buy the land for a lot more than \$4.25 million. At the same time, they should find an acceptable alternative for Keswick. When the dust has settled and yet another project is halted, maybe somebody in city government will realize we've turned NIMBYs into No-Everythings.

Dan Gainor can be seen each week on Friday afternoons on the new Fox Business Network. He is T. Boone Pickens fellow at the Media Research Center's Business & Media Institute, a career journalist and media commentator. He can be reached at gainorcolum@gmail.com.