

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Form

received **MAY** | 1986
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Fells Point

and/or common Fells Point Historic District (expanded)

2. Location

street & number Broadway, Gough, Thames, Caroline, Chester, etc., Sts. N/A not for publication

city, town Baltimore N/A vicinity of Third Congressional District

state Maryland code 24 county independent city code 510

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple private and public owners (more than 50)

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. City Hall

street & number 100 North Holliday Street

city, town Baltimore state Maryland 21202

6. Representation in Existing Surveys

Maryland Historical Trust
title Historic Sites Inventory

has this property been determined eligible? ☐ yes ☒ no

date 1969 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis state Maryland 21401

7. Description

Condition		Check one		Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	<input type="checkbox"/> moved	date <u>N/A</u>
<input checked="" type="checkbox"/> fair	<input checked="" type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered			
	<input type="checkbox"/> unexposed				

Describe the present and original (if known) physical appearance

Number of Resources	
Contributing	Noncontributing
<u>1724</u>	<u>120</u> buildings
<u>17</u>	<u>0</u> sites
<u>0</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>1741</u>	<u>120</u> Total

Number of previously listed National Register properties included in this nomination: 361 contributing buildings; 30 non-contributing buildings

Original and historic functions and uses: residential, commercial, industrial, religious, entertainment

DESCRIPTION SUMMARY:

The Fells Point Historic District comprises an area approximately fourteen blocks wide by eight blocks long fronting on the Patapsco River in the eastern section of downtown Baltimore, Maryland. The district is characterized by a dense development of industrial and commercial buildings and rowhouses, reflecting its historical evolution as a center of Baltimore's shipbuilding, shipping, food processing and related industries from the late 18th century through the Depression of the 1930s. Industrial resources are concentrated along the waterfront at the southern boundary of the district, and include mid-to-late 19th and early 20th century brick warehouses and manufacturing facilities. The commercial center of the district is located along Broadway, a major thoroughfare which runs north from the waterfront; Broadway is lined with 19th century rowhouses which have storefronts on their ground floors, and two large public market houses are located in the middle of Broadway at its south end. Other commercial buildings are scattered throughout the district. Surrounding the industrial and commercial areas are dense blocks of brick rowhouses reflecting all phases of the chronological and stylistic development of this form in Baltimore in the 19th century: early 2 1/2 or 3 1/2 story houses with steep gable roofs and gabled dormers, commonly built into the 1840s; Greek Revival-influenced "two-story-plus-attic" houses, appearing by the 1840s, with a shallower roof pitch and small rectangular frieze windows lighting the attic; and two or three story houses reflecting Italianate influence in their shed roofs and bracketed cornices (c. 1850 through the early 20th century). These rows of attached houses form cohesive streetscapes, especially in the northern and eastern sections of the district. Fells Point also retains several surviving buildings from its 18th-century development, including relatively high-style brick residences of sea captains and merchants, as well as a few modest frame dwellings which predate early-19th-century fire prevention ordinances. The district also includes several 19th-century churches, and a number of banks and institutional buildings constructed in the early 20th century. Recent archeological investigations along the waterfront in the southwestern part of the district uncovered several rich 18th century domestic and industrial sites, and indicated that the area has outstanding potential for revealing additional information through the archeological record. The district retains a high level of integrity.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input checked="" type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates c.1761-1930s

Builder/Architect various unknown

Statement of Significance (in one paragraph)

Applicable Criteria: A, C

Applicable Exceptions: G

Significance Evaluated: local

SIGNIFICANCE SUMMARY:

The significance of the Fells Point Historic District derives from its association with the early establishment of Baltimore city as an important center of maritime activity on the Chesapeake Bay, and its subsequent development as a major industrial and commercial focus. The Fells Point waterfront served as a center of industry and commerce in Baltimore from its initial settlement in 1761 well into the twentieth century. Offering the deepest harbor in Baltimore, Fells Point flourished as the growing city's primary port in the eighteenth and early nineteenth century, with activities focused on shipping, trade, shipbuilding, and related industries. Shipping and warehousing continued to be important throughout the nineteenth and early twentieth centuries, and Fells Point became Baltimore's center for trade in coffee, fertilizer, seafood, and other products during this period. Food processing was also a significant industry in the area, and led to the development of canneries and can-manufacturing concerns. The Fells Point Historic District comprises a cohesive collection of architectural resources which reflect the district's historical associations. Nineteenth- and early-twentieth century warehouses and industrial buildings line the waterfront; the sites of several eighteenth-century enterprises are known archeologically. Along Broadway, historically the commercial center of the community, nineteenth- and early-twentieth-century shops and storefronts line the boulevard stretching north from the waterfront; two nineteenth-century public market buildings are located in the middle of the street at the foot of Broadway. Storefronts are also scattered along the side streets, serving the dense residential development which is concentrated north of the waterfront. Residential buildings in Fells Point are overwhelmingly attached rowhouses which housed the workers and middle classes throughout the period of the district's significance, and reflect the development of the rowhouse form from the early 19th century through the 1930s.

9. Major Bibliographical References

See Continuation Sheets No. 84 & 85

10. Geographical Data

Acreage of nominated property approximately 160 acres

Quadrangle name Baltimore East, MD

Quadrangle scale 1:24000

UTM References

A 18 363100 4349720
Zone Easting Northing

B 18 363100 4348720
Zone Easting Northing

C 18 362140 4348610

D 18 362140 4349690

E

F

G

H

Verbal boundary description and justification

See Continuation Sheet No. 86

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Priscilla M. Thompson & Franklyn Thompson; substantially edited by MHT staff

organization The History Store

date November 1985

street & number 1736 Aliceanna St.

telephone (301) 342-1676

city or town Baltimore

state MD 21231

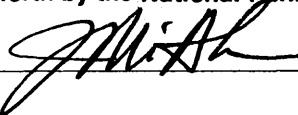
12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

 national state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature



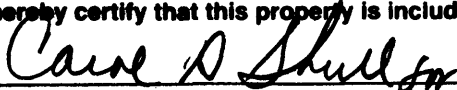
4-29-86

title

date

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I hereby certify that this property is included in the National Register



date

July 14, 1986

Keeper of the National Register

Attest:

date

Chief of Registration

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GENERAL DESCRIPTION:

Fells Point is one of the original developments which joined Baltimore Town to become the city of Baltimore and was chosen by early settlers for its proximity to the seaways. Baltimore rapidly grew into an important port on the eastern seaboard after the Revolution. Reminders of Fells Point's proud industrial and maritime past which include shipbuilding operations, coffee, fertilizer, and other agricultural trade are present everywhere along the waterfront. Warehouses, piers, nautical street names, characterize the oldest streets of the district. Old cobblestone streets wind between seemingly endless rows of attached eighteenth and nineteenth century houses. But the streets of Fells Point are not a museum. This neighborhood, rich in its maritime history, is residential and commercial, with modern industry present as well. It is a working community. Fells Point is historically an area of mixed use.

Fells Point is named for its first settler, Edward Fell, who landed on a parcel of land near "Baltimore Town" on the Patapsco River in 1726. His brother William landed a few years later and erected the first shipyard in the region. This ideally situated piece of land was accessible to the Chesapeake Bay and extensive timber tracts for shipbuilding. Fells Point is actually two small points of land several hundred yards apart. Historically, it has been referred to as the hook, which is a more appropriate description for the shape of the landscape. Today the center of Fells Point's business activity, the Broadway Markets and its surrounding shops, bars, and restaurants, is 1.2 miles east of the central Baltimore business district.

The first houses constructed by William Fell and his associates in the first decades of the eighteenth century were small frame structures one and a half stories high and only 12-14 feet wide. Industrialization in the late nineteenth and early twentieth centuries left few of these original houses intact. Today some remnants of the old frame houses with small dormers are visible on side streets, but the dominant architecture is the nineteenth century brick row house in its various styles. Along the busier avenues and thoroughfares, tall late nineteenth century Italianate row structures accommodate prosperous businesses on their first floors. The Italianate designs of the 1870s fronting the busy sidewalks show off their ornamental carpentry and millwork. Dentilled cornices supported with intricate brackets and fancy canopy consoles are the most popular types of trim on the Italianate buildings. Lower Broadway, historically the hub of business activity in the district, is especially noteworthy for its density of these structures.

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GENERAL DESCRIPTION (continued)

The side streets and small alley ways are the home of the older row houses, especially in the southern portion of the district where extensive renovation has already taken place. The oldest houses are the two-and-a-half story row houses with small gable roofed dormers. These and the slightly larger two-story-plus-attic houses with small windows on their upper floors occupy much of the southwestern part of the district and the northeastern part bordering on Canton. The smallest alleys such as Portugal Street and Duker Court in the southeastern part of the district are occupied by the smallest houses, the simple two story, two bay wide row house.

Other than row houses, the most common architecture in Fells Point is the late nineteenth and early twentieth century manufacturing building. Many of the original structures on the waterfront now stand vacant, waiting for rehabilitation. At Henderson's Wharf in the eastern end and Chase's Wharf in the western end of the district, large brick shells are all that remain of the buildings that once received and processed trade items from incoming ships and schooners. In the western part of the district, the boundary is erratic because of the numerous twentieth century industrial buildings. The Allied Chemical Plant is situated to the southwest of Fells Point but is plainly visible from within the district. Machine shops, large bakeries, storage warehouses, lumberyards, and millworks are common in the area of Fells Point west of Broadway. East of Broadway the businesses are on a much smaller scale mixed in with residential properties.

Mixed use characterizes the east-west thoroughfares of Fleet Street and Eastern Avenue, which run through the heart of the district. Various types of row houses line these streets, many with small businesses on the first floors, especially in the blocks of Eastern and Fleet bordering Broadway. West of Broadway on these main streets are found more gas stations and small manufacturing-oriented businesses. East of Broadway, there is more of a sense of a residential community among the rows. A few older eighteenth century frame houses have also survived.

Parts of the district in the northeast section on Gough and Bank streets east of Broadway resemble the neighboring Canton National Register Historic District. Ethnic enclaves where only Polish is spoken occupy row after row of formstoned structures. These streets are higher up on Washington Hill away from the waterfront, but the architectural detail is the same as that

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GENERAL DESCRIPTION (continued)

nearer the water. The same two and a half story and two-story-plus-attic houses designed in the early and mid-nineteenth century populate these blocks as in the original district. A typical row consists of two and three story row houses two bays wide with corner stores three stories high on each end.

Fells Point is at sea level and some designs of the row houses reflect this. Raised basements are evident along many waterfront rows and in the two-story-plus-attic style of row house. The Sanborn Atlas of 1890 shows rows of warehouses between Thames Street and the waterfront, which are now demolished; the water now borders Thames Street except at the Broadway Pier. Fortunately the nineteenth century architecture bears no scars from previous battles with floods and high waters. The Jones Falls to the west and the Patapsco are now controlled through modern engineering methods.

Historically Fells Point residents have battled sanitary problems more than the natural elements because of the population density which has characterized east Baltimore. Beginning in the 1820s with a yellow fever epidemic and throughout the rest of the century Fells Point residents fought disease. Without the modern sewer system the dense rows of houses could hardly contain their waste. Open cesspools ran through back alleys behind most privies after a flood or heavy rain. Despite public concern modern sewers were not installed to solve the problem until the twentieth century.

Because of the population density, there is relatively little open space in Fells Point. In some parts of the district, between thirty and fifty row houses share the same block. The rows in the eastern half of the district are examples of this density. Occupants of row houses on the smaller streets like Durham, Chapel, and Castle streets can almost reach out their front windows and shake hands with their neighbors across the "street."

Since most of these crowded rows are packed tightly together, facade lines and roof lines parallel the street. However there is a group of nineteenth century Italianate houses at the foot of Wolfe Street with roof lines and foundations laid diagonally. The block itself is bordered by three streets and is a triangular shape.

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GENERAL DESCRIPTION (continued)

What was a nineteenth century lumber yard is now the only park in the district. It consists of a small grassy area and several benches in a half block area on the even side of the 800 block of Wolfe Street. Several vacant lots where nineteenth industrial buildings once stood provide the potential for more park space.

The topography of the district includes a gentle slope from north to south, especially east of Broadway. The slope is quite steep on portions of Washington and Wolfe streets within the district boundaries. The elevation ranges from 3 to 25 feet above sea-level. Parts of eastern Fells Point at the waterfront were actually once marsh, at the end of what is now Lancaster Street. West of Broadway there is no significant elevation change other than a very slight slope from north to south. The elevation change is most noticeable from the water. Viewed from the water the district appears as a forest of row houses covering a gentle slope. Large church steeples are visible everywhere, including those of St. Patrick's and St. Stanislaus, two of the oldest parishes in Baltimore. Many of the renovated rows in the oldest part of the district are not visible from the water. They are blocked by the remnants of nineteenth century industrial and manufacturing buildings.

The shore line of Fells Point has itself changed over the centuries and decades. Early maps pinpointing the shipyards of the late eighteenth and early nineteenth century show the western point as a mere spit of land two blocks wide and four blocks long. A much larger cove existed at this time north of where the Allied Chemical plant is now located. This part of the harbor was also fed by steams such as Jones Falls and smaller streams where Central Avenue is today. The end of Block and all of Dock streets were created by landfill in this cove, which is now very small. On the eastern end of the point Lancaster Street is much longer than it was in the late eighteenth century. Aliceanna Street as well once terminated at the 2000 block at the river. Today it extends east to Boston Street.

The view from the northern boundary of the district at Broadway includes one of the main commercial districts of East Baltimore and the prominent Broadway Markets. From Gough Street to Thames Street the rows appear as a single unit. Many houses on upper Broadway show off first-floor businesses. The St. Patrick's and St. Stanislaus churches dominate the skyline from this angle. The streets around the Broadway Markets are always

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GENERAL DESCRIPTION (continued)

crowded with automobile and pedestrian traffic, especially at rush hours as Fleet Street and Eastern Avenue are used extensively. Occasionally a train rumbles down Aliceanna Street from west to east, carrying cargo to east Baltimore shipping terminals from the Allied Chemical factory. No train traffic operates regularly in Fells Point anymore, but the same tracks which hauled cargo a century ago are visible in many of Fells Point streets. The tracks on Aliceanna are the only ones still used.

Fells Point is a working community in transition where change is visible everywhere. The nineteenth century warehouses are slated for condominium development on the water, formstone is being removed from many rows, brick is being re-pointed, antique shops are opening up everywhere. Residents old and new identify with the history of Fells Point. The pattern of mixed use appears permanent in the neighborhoods around Broadway, as it has been for two hundred years. Sailors from foreign countries roam lower Broadway on weekend evenings when the streets fill with bar-hoppers from all over the city, while residents of the rows to the east sit on their marble steps through hot summer nights and socialize. Under the shadow of tug boat stacks lined up at Broadway pier, Fells Point remains a neighborhood relatively unchanged over two centuries.

The district retains a high level of integrity, presenting cohesive streetscapes densely urban in character. Many of the rowhouses, especially in the northeast portion of the district, have been covered with formstone, a cement-based imitation stone siding developed by Albert Knight of the Lasting Products Company in Baltimore in 1937. This alteration is reversible in most cases, and recent renovation efforts have resulted in the successful removal of formstone from numerous building facades. Even where formstone is present, the form, massing, fenestration, and much of the architectural detailing remains intact. Other facade alterations are generally limited to the ground story, where storefronts have been added in various periods; (however, many buildings were originally constructed with first-floor commercial spaces, and many of these retain period shop fronts).

The domestic architecture of Fells Point exemplifies every phase of the development of the Baltimore rowhouse in the 19th century. The following paragraphs, excerpted from the work of Dr. Mary Ellen Hayward, define the various types of rowhouse which characterize the streetscapes of Fells Point.

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GENERAL DESCRIPTION (continued)

In the early years of the nineteenth century Baltimore had few rowhouses; the majority of housing was individual brick townhouses or small, frame houses. There were apparently some late eighteenth century frame rowhouses in Fells Point, but these were later bricked in. The other frame houses in the city were not rowhouses - meaning that they were not built in units of three or more.

By the early 1820s the two-room-deep, two-and-one-half-story rowhouse was well established as a common type and it continued to be built into the 1840s. The style characteristics are essentially Federal and the form is derived from the larger three-to-three-and-one-half-story merchants' and sea captains' houses built in the city, a few of which survive today in Fells Point. Stylistic characteristics of the two-and-one-half-story rowhouse include Flemish bond brickwork (on earlier houses, giving way to running bond by the late 1830s); flat wood, splayed brick, or segmentally arched brick lintels; plain wood or brick sills; six-over-six windows; a steeply pitched gable roof with dormer windows front and back; and a low basement. Floor plans generally were two rooms deep with narrow winder stairs in the center of the house, next to the dining room fireplace. Each room had a fireplace and there was a large cooking fireplace in the kitchen wing to the rear.

In the 1840s a variation of the two-and-one-half-story house type appeared - the two-story-plus-attic house. The lower-pitched roof and taller, attic floor, with its small, square windows, allowed for two rooms in the top story instead of the single garrett room of the two-and-one-half-story house. Although the attic story of these houses was a practical feature that provided welcome interior space, its development was less a matter of functional considerations than a reflection of the

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GENERAL DESCRIPTION (continued)

growing influence of the Greek revival style in Baltimore. Greek revival style buildings constructed in the city in the 1820s and 1830s often included attic windows as part of the facade design, even when these small windows were used only to provide ventilation under the roof and did not actually represent an attic story. The majority of houses built in Baltimore in the 1850s through the 1870s was of the three-story Italianate type, derived from the elaborate Italianate townhouses built in the Mt. Vernon area in the 1850s. As in New York, many of the earliest and most fashionable Italianate houses in Baltimore were built in brownstone. Most, however, were brick and saved more expensive materials like brownstone or marble for trim. The deeply projecting, bracketed cornice was usually wood. Such houses ranged from about eighteen to twenty-five feet wide and were thirty to fifty feet deep with back buildings of equal depth. The houses were generally narrower than earlier Greek revival townhouses because of increased lot costs. As a result, there was usually only one long, formal parlor on the first floor, with window openings on both the front and back of the house. The parlor had an elaborately carved marble mantel, floor-to-ceiling windows with interior shutters, deep ceiling moldings, and a rich plaster ceiling medallion. The wide entrance hall led to the principal stairs which rose in a gently curving flight at the rear of the hall. A narrow rear entry area connected the main house to the back building which housed the dining room and kitchen and a second set of stairs. Houses of this type built in the more affluent sections of town boasted a variety of new mechanical conveniences including central heat, running hot and cold water, an indoor bathroom and gaslights.

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GENERAL DESCRIPTION (continued)

In the period after the Civil War, machine technology began to revolutionize the building industry and the way people lived. Steam powered circular saws cut timber faster than the old hand-powered up-and-down saws; steam engines provided power for machines milling standard patterns of molding; sash mills produced window frames, sash, and shutters; and steam-powered scroll and band saws turned out architectural fancy work so cheaply that even the smallest rowhouses could have elaborate wood cornices.

Another common development scheme of the period was to divide lots down the center with narrow alley streets so as to increase the amount of revenue from ground rents. The tiny houses built on the alley lots served as homes for the servants needed to staff the large houses on the front lots.

The first alley houses were actually built with gable roofs, and can usually be found in alley streets behind two-story-plus-attic houses, a combination often seen in Fells Point. After the Civil War an Italianate style alley house became common. The houses are just two rooms deep with each room measuring only about ten by eleven feet, and with a narrow, steep, central stair.

The three-story Italianate house proved so popular that it was scaled down to a two-story version for working class neighborhoods. Larger than contemporary alley houses, these three-bay wide houses built from 1875 to 1895, have the same projecting, carved wooden cornice, the same tall, narrow windows, and the same white marble steps as their prototypes, but are only about half the size. The two-story houses have only six small rooms in comparison to the nine or ten rooms of the three-story version. In terms of floor plan,

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GENERAL DESCRIPTION (continued)

an entrance vestibule leads into a narrow hall which opens into the front parlor and then leads back to the stairs (set parallel to the street in the middle of the house) and the dining room. One must traverse the dining room to reach the kitchen at the rear. There were no central heating or plumbing systems, but the kitchen did have a sink and running water. Fireplaces in the first and second floor front rooms were outfitted with Latrobe stoves and an "eight-plate" stove in the kitchen provided heat as well as cooking facilities.

-Hayward, Mary Ellen. "Rowhouse: A Baltimore Style of Living." in Three Centuries of Maryland Architecture (Annapolis, MD: Maryland Historical Trust, 1982).

The block-by-block descriptions which follow employ Hayward's typological scheme. Blocks are in numerical order within streets which are in alphabetical order.

Aliceanna Street marks a transition within the historic district of Fells Point. To the south is a collection of perhaps the oldest standing houses in the city, along with some well preserved nineteenth century structures. Industry still thrives on Aliceanna Street and southward to the water. The street as a whole suggests a pattern of mixed use, with many small businesses occupying first floors of row houses.

The western portion of Aliceanna Street is occupied by commercial buildings, several of which are important early twentieth century structures. The entire north side of the 1400 block is filled with brick industrial buildings, built in different stages. The east section is older and has brick relieving arches above windows; most windows are steel with an opening in the center and many windows have been filled in with cement brick. The rest of the north side is occupied by the Meyer Seed Company Building (B-); across the street is the E.J. Codd Company Building (B-1073), a two-story commercial industrial structure.

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GENERAL DESCRIPTION (continued)

Beginning on the 1500 block of Aliceanna Street many early Baltimore rowhouses still stand, with a few industrial buildings in the same block. 1529-1539 Aliceanna is a row of six two-story rowhouses with steep pitch gable roofs and gable roofed dormers characteristic of a typical Baltimore row built in the early 19th century, now in deteriorated condition. This row was documented by the Historic American Building Survey in 1930; all are vacant, although some have new brick facing, and one is covered with formstone. 1508, the 3 story corner store across the street is radically altered; it is followed by three two story buildings with steep pitch gable roofs with gable roofed dormers. Two of these have new brick facings, one is painted. They are followed by a 3 story Italianate, 2 bays wide with simple metal roof cornice; it still has a front door with arched panels in the upper half. 1516 is a two and half story row house with projecting glass store front in nearly original condition.

The 1600 block is next to Broadway, one of the oldest commercial streets in the city of Baltimore. There are now only 3 old buildings at the west end of this block on the even side up to 1620; the rest of the block is covered by a new brick warehouse. The old ones include a corner store with orange brick facing and the other two are brick three story houses with small windows on the third floor and low pitch gable roofs. Between 1603 and 1619 Aliceanna there are two houses facing the street. 1603 is a two story Italianate with bracketed cornice of brick with first floor alterations; the other beside it is a three story covered with formstone. The rest of the block includes several businesses but some vary old row structures as well.

Martin's Auto Repair at 1622 is a two story brick structure painted orange, with a gable roof, 2 bays wide and a vehicle entrance on first floor. Next to it is a three bay wide two and a half story brick building painted light orange with gable roofed dormer. The next building is a three bay wide Italianate with metal roof cornice that has modillion brackets. There is a first floor vehicle entrance and show window. Next is a two story three-bay-wide Italianate with heavy bracketed roof cornice and a cornice over the storefront. Beside it is the Comfort Station, which is four bays wide, two stories, brick, unchanged. It has two arched entries on the first floor. The last building in the block is a four bay wide structure with pedimented parapet that has been altered and covered with formstone.

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1621-1631 Aliceanna Street starts with a two story brick house with corbelled brick cornice, raised basement, and flat facade. The next building is a modern one story garage and a tiny modern one story building which just fills in the space. Beside it is the Leeke House, dating back to the late eighteenth century. This two story frame house with a gable roof and weatherboard siding was used as a school house when Nickolas Leeke, originally of Annapolis, moved to Fells Point in 1794. The last houses in the block, 1629 and 1631, are late nineteenth century three story Italianates covered with formstone.

The 1700 block of Aliceanna contains mostly three story Italianate row houses, many with businesses on the first floor. The character of these structures is quite different from the west side of Broadway. In general the 1700 block is better cared for because many of its residents live and work in the same structure. Historically, this part of Fells Point has been the home of merchants since the earliest shipbuilding days of the 1730s. Aside from a few alterations to storefront properties, this block is a well preserved example of nineteenth century architecture. The odd side of the block between Broadway and Regester is a row of seven Italianate three story structures, of which only one has been formstoned. 1711-1719 are all three story Italianate structures of the same shape, size, and integrity with intricate cornices supported by modillion brackets. There are commercial spaces on the first floor of three of these structures. Between Regester and Ann Street are three well preserved Italianate structures, two of which are three bays wide, and one two bays wide, all the same height, laid in common bond with the original cornices still intact. The rest of the block consists of attached buildings all belonging to the St. Stanislaus church, school, and community center. One separate structure within the church property is a four bay wide earlier Italianate structure with wooden lintels and keystones.

The north side of the street contains fifteen three story rowhouses, of which several are partially if not completely detached. 1710 and 1712 are two three story structures whose first floors have been altered for commercial use. 1710 is in the process of having its paint removed and brick repointed, a common sight in Fells Point especially where formstone has been removed. Its cornice has been restored just recently as well. The north side of the block between Regester and Ann Street contains several detached row houses, whose neighbors were demolished at some time. 1722 and 1736 are free standing three

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story Italianate row houses, probably constructed in the early twentieth century. 1738 is a two and a half story house which could be late eighteenth century. This side of the block is not composed of as many complete rows as the south side, but it has more working businesses, such as the Wise Potato Chip factory at 1726.

The 1800 block is mostly two and a half and three story row houses, except for the first part of the north side which is occupied by the south side of the Lemko Community Center. 1815-1829 Aliceanna Street has several noteworthy structures, including 1819 and 1821 which are two story Italianate row houses with bracketed cornices and incised wood ventilator covers, and brick arches above the windows. One of these late nineteenth century houses appears to have its original wood panelled door. There is a four house row of Italianate structures between 1818 and 1824 Aliceanna Street. The first three are two bays wide with plain metal cornices over the third floors. 1822 has very dark brick, and is probably the newest of the group. 1824 is three bays wide and has restored brick, a dentilled cornice above the third floor, and relieving arches of pressed brick over openings on the second and third floors. An original storefront remains on the first floor, but it is in deteriorating condition.

The 1800 block of Aliceanna Street on the south side between 1803 and 1832 is composed of a mixed group of Italianate and two and three story row houses. This far from Broadway, most of the buildings are residential, however some structures are used for light industry. There are few retail stores east of Ann Street on Aliceanna. 1803-1813 Aliceanna Street includes the Milanicez Sausage Shop. The door to the store is below the street level; the house is 2 stories with a raised basement, has a metal cornice, and is covered with formstone. There are three two and a half story houses with gable roofs that have raised basements and are covered with formstone. Then there is a brick house with bracketed cornice, one covered with formstone, and the corner house which has a new brick facing.

The 1900 block is again an area of mixed use, where old row houses coexist with working commercial property. 1900 is a two story corner store, three bays wide facing Aliceanna Street with a well preserved bracketed cornice. However, the windows and storefront have been altered. 1902-1906 is a small row of three story, three-bay wide brick houses with gable roofs and dormers. All have flat brick arches at the top of the upper floor windows,

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and some alterations on the first floor. All have six over six windows. Two three story Italianates and two commercial buildings complete the block.

The south side of the 1900 block includes two two-and-a-half story houses at 1901 and 1903, followed by a three story Italianate and two two-story-plus-attic houses between 1905 and 1909. Two one story garages and a brick warehouse are now "Props & Sets." 1921 and 1923 are two-story-plus-attic formstone covered row houses two bays wide. Beside them is a 3 story brick Italianate with bracketed cornice. There is a vacant lot and a three story Italianate with a bracketed cornice on which the first floor is radically altered. Then there are two two-and-a-half story houses, both brick, one of which has a new facing. Walt's Cafe (1935) has yellow brick facing, an altered first floor storefront, and metal roof cornice.

ANN STREET

Ann Street is one of the oldest and largest north-south thoroughfares in the Fells Point district. As in most streets in this eastern part of the district, the rows are primarily residential, except for small corner and convenience stores. 300 Ann Street is a three story corner store, brick, with metal cornice above its storefront and with a radically altered first floor. The next three buildings are three story houses two bays wide covered with formstone. Beside them is a three bay wide, three story Italianate house with bracketed wood cornice, marble basement, storefront, and steps. The remainder of the even side includes six three story houses with low pitch gable roofs, constructed after 1850, four of which are covered with formstone. The second has an arched transom and flat brick arches above its windows. 322 and 324 are a pair of two story orange brick houses, 2 bays wide with flat stone lintels over all openings and cornices covered with aluminium. These were built between 1870 and 1880. The east side of the 300 block is similar: 301 is a corner store covered with orange brick, followed by six two-story-plus-attic vernacular row houses, all of which are covered with formstone except one. There are several fine examples of nineteenth century Italianate architecture on this street as well, such as in the row between 315 and 321. 315 is Italianate with a bracketed cornice three stories high, 317 is a very large three story Italianate with a raised marble basement, elaborate cornice, stone lintels with keystones, and double doors in excellent condition. 319 is a smaller three bay wide three

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story Italianate with cornice. The remainder of the east side includes six two-story-plus-attic houses, two bays wide, with small windows on the top floor; three small two story houses with flat facades, covered with formstone; finally, at the end of the row is an Italianate corner store three stories high, two bays wide, with its brick painted tan. The storefront has been altered.

The 400 block is also densely lined with row houses, most of which are covered with formstone. Between 401 and 423 are eleven two and a half story rowhouses with gable roofed dormers facing the street. Only three have been restored and have had their formstone removed. The corner buildings on this block are three story, with small businesses on the first floors. The west side is similarly dense, but with more variation in the style of the houses. 400-422 includes four two-story-plus-attic houses (between 400 and 408) with small windows on the third floor, low pitch gabled roofs, two bays wide, all covered with formstone including the corner store which has been made into a house. 410 is a three story Italianate two bays wide with a storefront on the first floor over which the cornice has been altered. 412, 414 and 416 are two bays wide with gable roofed dormers and stained glass. Three three-story Italianates complete the block.

The east side of the 500 block of Ann Street includes a brick three story corner store with simple cornice and flat arches above the windows. In the same block is a two story orange brick twentieth century building followed by a formstone covered two story rowhouse at 507, and a row of eleven two and a half story houses with steep gable roofs, and gable roofed dormers. All but two are covered with formstone. 530 is a three-story, three-bay-wide Italianate rowhouse with storefront that has its entrance in the center of the building between show windows. Beside it, 533 is a two story two bay wide frame building with steep gable roof and a gable roofed dormer, three bays wide. At the corner is a two story frame house with wide weatherboards now covered with asbestos siding. It has a hipped roof to fit the corner space. The west side of the 500 block includes the corner store and its neighbor at 500 and 502 converted into one severely altered storefront on the first floor (Perzynski & Filar Florist). Beside it stands a two and a half story house with steep gable roof and gable roofed dormer. Its first floor has been altered. Adjoining this is a garage and a radically altered pair of Italianates followed by four two and a half story houses with steep gabled roofs and gable roofed dormers. The remainder

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of the row includes a four story and a two story covered with formstone, followed by a three story and two very small two and a half story houses with gable roofs and dormers.

The 600 block of Ann Street has changed drastically during the 20th century with construction of the Lemko Community Retirement Home. This modern apartment house occupies the entire odd side of the block. According to a late nineteenth century atlas, there were once seventeen attached houses on the block where Lemko now stands. Much of the west side remains as it was in the nineteenth century. 600-606 includes a three story structure covered with formstone, followed by a small three bay wide two and a half story house with dormer covered with formstone. 604 is another formstone covered rowhouse with two dormers. 606 is the Fells Point branch of the Enoch Pratt library; its facade is three bays wide with large windows topped with keystones. This one story building stands on a raised basement and has concrete quoins at its corners. 612 is a three story, two bay wide brick house with a bracketed cornice. South of it are four two and a half story houses with steep pitch gable roofs and gable roofed dormers and one three story house with a low pitch gable roof.

St. Stanislaus School on the west side of the 700 block has several buildings within its compound. The school building beginning at the corner of Aliceanna and Ann Streets is white brick at the corner, and is now three stories high. It is five bays wide on Aliceanna Street, and its third floor appears to have been added. Windows have been changed, but are arched on the second floor and have dripcourses on the first with pilasters on either side of the front door. The archway around the door has a stone keystone. Its double doors have an ornate brass handle and an arched stained glass transom. To the south of the school is Saint Stanislaus Church, built in 1889. It is a brick Romanesque Revival building with a rectangular tower rising from the facade. The original steeple was lost in a storm and was replaced with the present short steeple surrounded by metal crosses. Beside it is the convent, built in the early 1930s.

701 and 703 are two rowhouses combined, both of which are three stories high with raised basements and a metal dentilled cornice. The Weber Funeral Home is at 705, a two story Italianate, formstone, with a bay window on the second floor. 707 is a two story Italianate with a formstoned facade. 709-715 are all two and a half story rowhouses with steep pitch gable

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roofs, dormers, and formstone facades. 717 and 719 are two and a half story houses, three bays wide, with steep gable roofs. 719, a frame house, is now being restored. 717 may also be frame. 721 is a three story Italianate with a formstone facade. 723 is a two story Italianate constructed with yellow brick in 1900. 725 and 727 are three story Italianates with new facings. 729 and 731 are both three story Italianates, the first is formstoned with missing windows. The last building on the block is a corner store four bays wide on Ann Street, with a metal cornice over the store, probably constructed between 1880 and 1890.

801 Ann Street is actually two buildings combined; it has a steep roof and grey brick facade. 803-809 includes four three story houses 2 bays wide with bracketed cornices. 811 is a three story house higher and wider than most, and is followed by a restored two and a half story house with a dormer window, three bays wide. 815 is a two-story-plus-attic covered with formstone. 800 Ann Street is a corner store three stories high. 802 is an attached two and a half story house with two dormer windows, a bracketed cornice and a stuccoed facade; its lintels are flat stone arches with large keystones. The paneled front door is recessed. Beside it is 804 which is three stories high and two bays wide with a brick facade, flat arches over windows, and a door with a small transom which is slightly recessed. Beside it is another three story house. 808 is a one story brick garage. The Robert Long House at 812 is owned by the Society for the Preservation of Federal Hill and Fells Point which is restoring it to its eighteenth century condition. Its brick is laid in flemish bond with glazed headers on a three-bay-wide facade with a paneled door in the central bay. The second floor windows have twelve over eight double hung sash, and the first floor windows have twelve over twelve sash with paneled shutters. There is one shed roofed dormer on the third floor.

BANK STREET

Bank Street is an east-west thoroughfare in the northern part of the district one block south of Gough Street and a block north of Eastern Avenue.

1609-1619 Bank Street is a row of mostly three story Italianate houses two bays wide with bracketed cornices. Some windows have flat brick lintels, and the doors have segmentally arched transoms topped with brick relieving arches. The row includes a three story formstoned restaurant, and a two story

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brick structure with a brick cornice and garage on the first floor. 1621 Bank Street is now the Police Awareness Program Youth Club. This three story brick building with arches above most of its doors and windows has been altered, but was at one time a police station.

On the north side of the block 1618-1628 Bank Street was originally five buildings. It is now one building and the home of Martin Seafood Company. One section is four stories high, the others are two and three. 1630-1632 Bank Street is a four story building, four bays wide, with a three bay storefront on the first floor and an entrance door to areas above. The second and third floor windows are 36 over 2 double hung sash. The top floor has a mansard roof with two dormers with gable roofs. The building is now undergoing renovation.

1705-1721 Bank Street is a row of two and a half and three story rowhouses, some with businesses on the first floor. 1709 and 1711 are two and a half story attached houses with formstone facades. 1713 is the only three story Italianate structure in the row, and it has a red painted brick facade with a projecting metal cornice above the third floor. 1715 through 1721 are covered with formstone and include altered first floors and missing cornices.

1728-1730 Bank Street is St. Patrick's Parish Hall. It is a two-story, three-bay-wide building with a gable end facing the street. There is a parapet at the top and the facade is covered with formstone although brick is visible at the side of the building. A plaque on the facade says that this is the site of the first parochial school in Baltimore, in 1814. This building was built in 1928.

1732 Bank Street is another formstone covered, three-bay-wide building belonging to St. Patrick's. The remainder of the 1700 block is comprised of two rows. The south side is a complete row, mostly covered with formstone and is a combination of Italianate and two and a half story houses, some of which have businesses on the first floors. At least four ornate cornices remain; in the center there are four smaller, two story and two-story-plus-attic houses with low pitch gable roofs. 1725 has a storefront with stained and leaded glass on the first floor; it is three stories high, with an ornate bracketed cornice. 1729 is a painted and penciled three story; 1731 is a three story with ornate stained glass transoms on the first floor. 1733-1739

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are all two-story-plus-attic rowhouses, all of which are formstoned except 1739.

On the north side of the 1700 block, all but the end buildings in the row between 1734 and 1760 are two-story-plus-attic with small windows on the third floor. Most still have chimneys. All but one house are covered with formstone. All have rectangular transoms and some contain stained glass. 1760, the last house in the row is a three story building with a corner store on the first floor called "The Bank Street Emporium."

1801-1819 Bank Street is a similar heavily formstoned row. 1801 is a small three story corner store, "Ostrowski's Food Market." It is completely covered with formstone and is very characteristic of corner stores here in the eastern half of the district. Other buildings in the row have their masonry protected with aluminum siding, such as 1803. 1805 is a two and a half story house, probably dating from the early 19th century, with a formstone facade. 1807, a three story Italianate with brick relieving arches over the windows, is well preserved and without formstone. 1809 and 1811 are three story houses covered with formstone. A two car garage with arched brick work above vehicle entrances stands at the end of the row.

1802-1820 Bank Street is a row including several styles. 1802 is a deteriorating two story garage with wooden doors in front of a vehicle entrance on the first floor. Three story plus attic houses with formstone facades stand in a row next to Henninger's Ale House, a later three story Italianate design. Henninger's is four bays wide with relieving arches over the windows and its wood window frames have designs at the top. The first floor is a commercial front with dentilled metal cornice, large windows with two arched stained glass panels above, and two paneled entrance doors. 1814 and 1816 are three story formstoned houses two bays wide; one original bracketed cornice is still intact. 1818-1830 is a row of seven two and a half story houses, 1820 and 1822 are well restored with formstone removed. 1832 is a three story corner store building. 1821-1829 Bank Street is a row of four two-story two bay wide houses with gable roofs and gable roofed dormers. 1821, the Granada Bar, at the corner has a hipped roof with two more dormers on its west side. The first floor store front has been altered, but it is still brick and has a cornice across the first floor facade above what was storefront. 1823-1829 is a short row of two and a half story formstoned houses of varying heights. The houses on this block have the size and shape of late eighteenth century houses, but probably date from the mid to late nineteenth century.

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The 1900 block of Bank Street is a similar block with two-story-plus-attic houses with low pitch gable roofs and smaller windows on the third floor except for the corners. The corners are three story houses, all of which are covered with formstone except the three story at the east end of the row which is an orange pressed brick. This building also has a multi-paned shop window. Most of the houses in this block have stained glass transoms and panels over a larger window on the first floor. Noteworthy structures are the store at 1901 which has been formstoned, but appears to have its original cornices on first and third floors. The storefront windows have shallow arches with Tudor-like motifs around them.

Some of the 1900 block shows a distinctive change in style with Italianate three story structures interspersed with the older two and a half story structures. Most have been altered though. Some in the middle of the row still have cornices with modillions, such as 1911. There are large projecting wooden cornices with brackets at the east end of the row. 1903-1915 are all two-story-plus-attic except 1911, a three story formstoned structure. 1917 has a storefront on the first floor, and is a three story mid-nineteenth century rowhouse with a pitch gabled roof. 1919-1931 are two-story-plus-attic houses. 1920-1938 includes six two-story-plus-attic houses, and four three story houses with low pitch gable roofs. 1920 has Corinthian capitals below the cornice of the altered first floor storefront.

The 2000 block of Bank Street is comprised of mostly two-story-plus-attic and smaller three story structures two bays wide. Most have raised basements with four steps in marble or wood and an iron handrail leading to the front door. Some houses, such as 2000, have painted and penciled brick facades with relieving arches over living room and second floor windows. Others are covered with formstone, and the majority have stained glass. On the north side between 2000 and 2032 there are eleven two-story-plus-attic-houses, and five three story houses with metal cornices, all of which are two bays wide. Beyond that, 2032 is a three story with yellow brick, 2034-2038 are two story plus attic, and 2042-2052 Italianate. 2048 has a painted and penciled facade, and 2042 is in excellent shape with flat lintels, bracketed cornice and ventilator panels. 2056, a three story two bay wide house, is the last building on this side of the block. On the south side beginning at 2001, there are fourteen three story houses with low pitched gable roofs. Many of the houses in this area, several blocks from the water, were

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probably built in the 1880s when the more prosperous artisans and tradesmen were leaving the old waterfront houses to newly arrived immigrants.

Bethel Street is one of several small alleys running north-south through the district. There is barely room for one car on these tiny back streets, yet there are hundreds of buildings and small alley houses comprising tightly knit neighborhoods. At one time the small two story alley houses were homes for workers with very low incomes, but today many of them are undergoing extensive renovation and are marketed for white collar office workers.

The 300 block of Bethel has a row of two-story-plus attic rowhouses tow bays wide, with low pitch gable roofs. 303 has attic rowhouses two bays wide, with low pitch gable roofs. 303 has been altered somewhat on the first floor, otherwise the row is in original condition except that most of the brick is heavily painted. Some still have lintels with corner blocks above them. The last building on the block is part of a seafood company on Bank Street.

Portugal Street is a small side street in the 400 block of Bethel. Small alley rowhouses line it on each side, mostly two story rowhouses only two bays wide with low pitch gable roofs. At the end of the Portugal Street rows are three story corner buildings with small third floor windows. 1604 Portugal is noteworthy, as a two story house four bays wide with unpainted brick.

Returning to Bethel Street, the 400 block has few residential buildings, as a bank on Broadway and other commercial structures have their rear entrances on Bethel. 406-408 Bethel Street are three two story flat roof rowhouses with flat facades, all covered with formstone.

The 500 block of Bethel has buildings on only one side as well. 502-528 includes two two-story brick houses with gable roofs, a three story commercial building with a flat roof and a vehicle entrance on the first floor with multi-paned windows. There is a pair of three story houses with low pitch gable roofs at 506 and 508 followed by a vacant lot. 512-516 are three two story Italianate houses complete with dentilled and bracketed cornices, two of which have formstone facades. 518 is a three bay two story house with gable roof; the rest of the row are three story Italianate buildings.

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GENERAL DESCRIPTION (continued)

The 600 and 700 blocks of Bethel have mixed styles of smaller rowhouse. 614-622 Bethel includes two-story-plus-attic rowhouses, a three story Italianate with metal cornice and relieving arches of pressed brick, and a pair of two story houses with gable roofs.

On the other side of the street 611-625 are all two bays wide. There are two two-story-plus-attic houses in original condition at the beginning of the row, followed by an Italianate with dentilled cornice. The last two are two and a half story rowhouses, perhaps the oldest on the street, with a gable roofed dormer on the half story.

704-730 Bethel Street includes a pair of two story houses with gable roofs, one covered with formstone. 708 is a three story Italianate with original cornice. The remainder of this side has four formstone covered two story houses with gable roofs and dormers, and two two-story houses with gable roofs and dormers, and two two-story Italianates with flat roofs, one with a bracketed cornice, two two story houses with gable roofs, and dormers, and a pair of brick Italianates with original cornices.

The 800 block has only two rowhouses, which were constructed at the same time in the same style, but contrast because one is completely renovated. 801 and 803 are both late nineteenth century two story houses two bays wide, but 803 has formstone removed, repointed brick, newly painted lintels, and repaired window openings. 801 is completely formstoned.

BLOCK STREET

Block Street is a short side street running east-west in the western part of the district close to the western end of Thames Street and the Allied Chemical Corporation. It originally ran next to the Baltimore Chrome Works, forerunner of Allied Chemical, according to the 1890 atlas. The area is now a desolate part of the district where a few old manufacturing buildings remain standing. 1401 Block Street is all one brick building, probably early twentieth century. Portions of it are two story, and there is a large open area in the center. This is a foundry. Near 1428 Block is a one story garage. A section of 1430-1447 Block Street appears to be gone, but a section remains on one end as Lacy Foundry and another section may remain at the other end. Both sections are one story brick warehouses or industrial buildings.

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GENERAL DESCRIPTION (continued)

At the intersection of Block and Caroline streets is a triangular shaped building, 6 bays wide on Block Street. This is an early twentieth century building with unusual brick work with stone included in it. The building has a flat roof and a raised basement.

Bond Street runs north-south through the entire length of the district. The west side of the 400 block includes five three story Italianate rowhouses with bracketed cornices. Some of them have alterations such as 406, with modern brick siding projecting from the first floor. 401-431 Bond Street includes one non-contributing building; 407, 409, 411, 413, and 421-423 are six three story Italianate rowhouses all attached, two covered with formstone. There are first floor alterations on 407 and 409 which are three bays wide. 415 and 417 are two and a half story attached houses at least 150 years old with steep gable roofs and gable roofed dormers and an alley entrance between them. New and altered buildings with vehicle entrances complete the block.

503-509 is a small row of attached houses with alterations. 503 is a two story plus attic house with a low pitch gable roof and vehicle entrance on the first floor. Its neighbor is quite similar, except it has a formstoned facade. 507 and 509 are two slightly altered three story Italianate houses. Primary School #25 is a three and a half story Romanesque Revival building, three bays wide with projecting central pavilion which terminates in a tower with a pyramidal roof. There are minarets with conical roofs at each corner of this tower. The facade of the tower has two windows on the ground floor, two on the second floor, and a triple window within a compound round arch on the third floor. According to the plaque on the building it was built in 1891 during the administration of Mayor Davidson. A painted and penciled three story Italianate stands beside it.

The west side of the 500 block has some non-contributing houses and buildings, including 506 to 512 which are cement block structures. 514, 516, and 518 are three-story Italianate rowhouses; all but 518 have extreme alterations on their facades. 520 and 522 are a pair of two story houses with steep gable roofs and gable roofed dormers and painted and penciled facades. Next to them is a single two-story-plus-attic house of brick with two projecting storefront windows on each side of a central door. Like most two-story-plus-attic houses in East Baltimore, it was constructed between 1840 and 1855. The remainder of the block includes three brick three story Italianate houses with elaborate cornices and flat brick arches above the windows.

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The 600 block of Bond Street consists of new industrial buildings which are non-contributing.

Many of the houses in the 700 block have already been renovated and rehabilitated. On each side of the street between Aliceanna Street and the harbor are rows of two, two and a half, and three story rowhouses, most of which are occupied. There are several three story Italianate houses which may have been altered to comply with early fire codes, hence they were changed from two and a half story to three, and added a cornice. Belgian Block streets and old street lamps complete the nineteenth century streetscape.

701-707 Bond Street are three story Italianate houses with brick facades laid in common bond, two bays wide. Most are painted red, and two have formstone facades. 709-713 are two and a half story rowhouses two bays wide with a dormer facing the street in each. There are arched alley entrances between each. Between 727 and 737 the brick is more visible, and the relieving arches over windows are easier to see. 719 has an original storefront with central entrance surrounded by a pair of show windows. On the even side of the 700 block, the "Seafarer" pub, is a three story Italianate with an ornamental brick cornice above the third floor. Windows on the three bay wide facade are double hung sash. There are brick relieving arches over each opening, and there is a balcony on top of a cornice above the first floor. Note the upper sash with decorations which occur on many of these houses; there is a parking lot between the Seafarer and 724, which is a formstone covered three story house followed by five more Italianate rowhouses with bracketed cornices, all renovated and all brick.

The 800 block has a larger number of the old two and a half story rowhouses constructed about 1820, all of which are in very good condition. Between 801 and 815 there are four such houses, all two bays wide with a gable roofed dormer facing the street from the third floors. Each has six over six double hung sash windows with relieving arches over each opening and a transom light above the front door. 813 is a three story Italianate house two bays wide, whose third floor may have been added fifty years after the other parts of the house to meet fire codes. 815 is a two and a half story corner house three bays wide with double hung sash windows and dormers on the third floor facing Bond, and Shakespeare streets. The entrance in the central bay on the first floor has a double glass door entrance and a transom

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light. The roof is hipped, with two dormers on the Shakespeare Street side. 817-849 Bond Street includes 817, a three story Italianate with double wooden door and stone lintels. 819 is a three story store with elaborate store front and courses of terra cotta. 821 and 823 are two three story Italianate houses with cornices supported by modillioned brackets. Six three story Italianate buildings, quite distinct from one another occupy 821-833. The first has elaborate metal cornices above upper floor windows and storefront windows on either side of its double entrance door. The other three have brick relieving arches, and 833 is painted and penciled on the facade. The remainder of the odd side of the 800 block includes a mix of rowhouses, such as smaller and older three story structures with gable roofs and no cornice. A green storefront with original cornice above it is in perfect original condition at 839. 829 is the only one which has not been restored in this long row.

In the 800-840 Bond Street row the first two houses are two and three story Italianate, all covered with formstone. 804 is a three story restored Italianate and 806 is a three story, four bay wide Italianate with wooden cornice, with several decorative terra cotta courses, and brick relieving arches above windows. It has an iron balustrade and metal cornice above what must have been a store front. Next a two story, three bay wide steep roof with two gable roofed dormers, wooden cornice and modillion brackets, and flat brick arches above windows. Its neighbor to the north is non-contributing. 814 is the Fells Point General Store, a three story brick building with bracketed cornice and unrestored store front. The remainder of the block includes a pair of two story, three bay wide houses with steep gable roofs and gable roofed dormers, a pair of three story Italianates, a wide two and a half story house with small windows at top, a very narrow four story, and a three bay wide three bay wide three and a half story house with two gable roofed dormers. 830 was built by Captain John Winning in about 1782. It has a steep gable roof, dormer windows facing the street from the third floor and belt course of brick. 1854 was the location of the London Coffee House. The last three houses on the street are three story Italianate covered with formstone. Because Bond Street was one of the earliest developed in the district, it includes many of the oldest houses. Some of the original houses have been replaced by later construction.

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BROADWAY

Broadway is the main commercial street in the Fells Point Historic District and runs north-south, terminating at the harbor. This is literally a broad street with a median in the center which accommodates two market houses at the south end. In the mid nineteenth century a streetcar line operated on Broadway stimulating commercial activity.

The 300 block of Broadway exhibits several styles of nineteenth century row house buildings with businesses on the first floor. 305-307 is the most prominent commercial building on the block, a three story theater with an arched parapet one bay wide on the third floor of the facade. There are two two-story-plus-attic structures with low pitch gable roofs and businesses on the first floor. The corner store at 301 is three stories high and three bays wide. 313 is the Orphans Home which has the date 1847 seemingly early for this three story Italianate building with ornate stone lintels on its first two floors. Beside it is the St. Patrick's School, constructed in 1840, in Romanesque Revival style. 317 is another property that belongs to the church, a three story Italianate with stone trim around the front door in the central bay. At 321 stands St. Patrick's a stone gothic church built in 1897 of coursed grey stone. There is a tower on the south side topped by a steeple with an octagonal slate roof. The clocks on the sides of the tower came from the previous church which stood on this site and were installed as the town clocks. A gable roofed main block of the building stands to the north of the tower and features a large rose window in the center and a minaret at the north end of the facade. The west side of the 300 block is occupied by row structures with businesses on the first floor. However, at 300 is the Mount Sinai Church of Christ, a simple brick Greek Revival church with a closed pediment facing the street, and two brick pilasters on each side of the central entrance. In 1890 it was the Grace Lutheran Church. 306 is the Bargain Center with a filled-in storefront, 308 is a two story storefront which seems intact as does its Greek Revival cornice and parapet. Next is Duron Paints in a three story Italianate with bracketed cornice two bays wide. 312 is a three story Italianate with bracketed cornice two bays wide. 312 is a formstone-covered three story. 314-316 is a pair of three story, three bay wide row structures with corbelled brick cornices. 322 is a three story brick structure with corbelled brick cornice, stone lintels, and a storefront which appears to have been restored. 324, 326, and

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328 are all three story Italianates with storefronts on the first floors. 328 is Haas Tailoring, in near original condition. 330 is a two story plus attic with a corner store in good condition.

The 400 block on the east side is a row of three story Italianate structures two and three bays wide with varying heights. 401 is a larger four story formstone covered Second Empire building with a mansard roof. Murphy and Company is made up of four three story three bay wide Italianate buildings with bracketed cornices. Sherwin Williams is a one story concrete block building, non-contributing. 419-423 are Italianates with alterations, but they still have incised cornices and ventilator panels. All buildings on this block have had radical alteration at street level.

The west side of the 400 block is quite similar; attractive nineteenth century buildings occupy many of the lots, but they have had extensive alternations to their first floors. For example Budeke's Paints beginning at 414 is a three story Italianate building six bays wide on the third floor with an attractive bracketed cornice. The first floor has a modern show room with large windows and a pent roof projecting in front of the first floor. The bank at the corner of Eastern and Broadway is a three story brick structure with an Italianate cornice and large arched windows on the second floor.

The 500 block of Broadway is perhaps the central part of this area's business district. There are several very large late nineteenth century and early twentieth century commercial buildings which still house large retail operations on their first floors. 501, formerly Noah's store, is a very tall late nineteenth century Victorian building constructed of brick with many windows. It is a combination of styles; the most important feature is a tower which rises diagonally at the northeast corner of the building. The tower is constructed mostly of glass and metal panels, with a pyramidal roof. The facade on Broadway is brick, with terra cotta trim. There is a bay window on the second floor, four double hung windows on the third floor, and an arched window on the fourth floor. A parapet in the shape of a pediment tops this facade. 517-522 is now a Foodtown grocery store, an early 20th century commercial style building constructed of brick with nine windows in three groups of three on the second and third floors. It is four stories high, and was a Hecht Company department store when it was first constructed.

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535-537 is a commercial corner building three stories high constructed in Italianate style. It is four bays wide on Broadway, its second and third floor windows are boarded up, but the original metal cornice still remains. The remainder of the block is a mixture of styles, including a twentieth century brownstone building at 513-515 which is now the Fells Point Dinner Theater. Its architect was influenced by Richardsonian Romanesque, a popular style between 1870 and 1900 when these houses were constructed. It has two large bay windows on the second floor with ornate iron trim around them. All other buildings on the block are either three story Italianate with a business on the first floor or non-contributing.

The west side of the 500 block is a row of various styles of row structures with businesses on their first floors. These buildings have been altered, and some are boarded up above the first floor. Alterations include formstone, fabricated shed roofs on facades, and other changes. The largest building on the block is the Polish Home Club at 510-512, a three and a half story brown brick structure with arched windows on the second and third floors. It has a bracketed cornice above the third floor with a small parapet. The remainder of the block includes three story Italianates with low pitch gable roofs and flat roofs. 518 and 524 (the Equitable Bank) are two three story brick and stone commercial buildings, constructed between 1910 and 1920. Each has arched parapets on the second and third floors.

The 600 block is occupied by mostly three story Italianate row houses and several early nineteenth century two and two and a half story houses with businesses on the first floor. 602 and 604 are a well renovated pair of Italianates, with decorative incised bracketed cornices and ventilator panels. 606 has paneled shutters surrounding the second and third floor windows. Something Fishy Restaurant occupies 606-610, which is a one story wing connected to a three story three bay wide brick row house with a low pitch gable roof and double hung sash windows. There are six more Italianate three story structures on this side of the block, two of which have been altered severely with replacement cornices and aluminum siding. The two at the end of the row between 628 and 632 are noteworthy. 628 and 630 are now one four bay wide Italianate with ornate wooden lintels above second and third story windows. The windows are double hung sash, perhaps the originals. The first floor is a boarded-up storefront with a bracketed cornice above it. The corner building at 632 is almost identical, except it is only two bays

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wide on Broadway and has alterations on the first floor. The odd side of the 600 block also is occupied by many Italianate structures with businesses on the first floors, most of which have been altered with new show windows. Near the center of the block are two two and a half story brick houses with steep gable roofs and gable roofed dormers. One, Pondfield's, has nine over nine double hung wooden sash on the second floor where the windows are topped with what appears to be their original stone lintels with keystones. The other has replacement windows and lintels.

One of the two market houses on lower Broadway is in the 600 block and the other is in the 700 block. Both of these one story market houses have recently been renovated by the city and they are still functioning markets. Broadway divides to go on either side of the market houses in these blocks. On the east side of Broadway a large three story brick Italianate commercial building with a metal cornice at the roof line and above the first floor stands at the southeast corner of Broadway and Aliceanna. Below this is a group of attached buildings extending to the other end of the block. Most are three stories high and have radically altered first floors, many of which are now restaurants. On the west side of the 700 block of Broadway, most of the buildings are also three story brick, but many have an original or very early storefront. This, too, is a busy commercial area of small shops, restaurants, and taverns, all of which were constructed between 1870 and 1910 based on facade identification.

Below the 700 block the two sides of Broadway are even further apart in order to accommodate the public square at the foot of Broadway. The square has recently been re-paved and the city has provided park benches, some trees, and parking spaces. The square overlooks the Fells Point harbor at the foot of Broadway.

801-803 are Jimmy's Restaurant, a three and a half story brick house with one gable roofed dormer on the half story. 805 is a three story row house with all its original elements removed; the present cornice and storefront looks modern. 807 and 809 are a pair of two-story-plus-attic row houses. 807 has a bar on its first floor, 809 is painted white, and has brick relieving arches over second and third floor windows. 811 is the Art Gallery of Fells Point, a three story Italianate three bays wide with incised cornices above the first and third floors. The brackets supporting the first floor cornice are very ornate. The

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original main entrance is beneath two ornate scrolled and carved brackets in the southernmost bay. 813-815 is the Port Mission, a four story Italianate with flat arches of gauged brick and lintels on the facade of the main part of the building. 813 part has two Corinthian capitals above columns on the first floor. The original bracketed cornice above the third floor remains. 817 is a three story Italianate with stone lintels and keystones. 819 is nearly identical. 821 is a small restaurant restored in Italianate style with a bracketed cornice and tall double hung sash windows.

The west side of the 800 block includes the Broadway Hotel, a three bay wide structure constructed of pressed brick, and dentilled cornice above the first and third floors. The Preservation Society next to it is a well restored three story Italianate with relieving arches over second and third floor windows of double hung sash. There is a decorative bracketed cornice above the third floor, and louvered shutters on the second and third floors. The first floor storefront has a central doorway with store windows on each side. Its neighbor is also a well restored Italianate; three stories high and three bays wide, with two Corinthian capitals and two Corinthian pilasters on the first floor facing Broadway. There is a decorative wrought iron railing around the second floor facade. The second floor also has a set of casement windows in each of the three bays. The bank at 812 is a three story Italianate rowhouse six bays wide with a dentilled cornice and incised ventilator panels above the third floor. Windows are two over two double hung sash. 814 is the Fells Point Theater, a hip roofed, three story building three bays wide on Broadway, with a painted brick facade. The storefront is in deteriorating condition. At the foot of Broadway, the newly renovated Admiral Fell Inn is a four story building with six over six double hung sash windows on Broadway; the building is wider on Thames. A reproduction pedimented frontispiece entry is supported by Doric columns in the southernmost bay of the Broadway facade.

CAROLINE STREET

The 600 block is mostly industrial, but older buildings of this nature contribute to the significance of this district. 601 is the Mill Supply Company, a two story building with flat roof and segmental arches over all openings. Some openings contain double windows, and the brick appears to have been cleaned or formstone has been removed. Its neighbor to the south is a non-

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contributing industrial building. The block includes a 19th century industrial building. The block includes a 19th century industrial building, twelve bays wide, three stories high, with a low pitch gable roof on the same side of the block though. There appears to be an old elevator shaft at one end, and there are brick relieving arches above most windows. all windows are double hung wooden sash, some are three over three. The last building on the east side is a newer, twentieth century three story brick edifice with flat roof and low parapet and steel multi-paned windows. The west side of the 600 block is all part of the Meyers Seed Company, twelve bays wide and only one story high on Caroline Street with large windows filled in with cement.

700 Caroline Street is the E. J. Codd Fabricators & Boiler Company. One section is three story brick, eight bays wide with double hung four over four wooden windows. There is now a frontispiece wooden entrance. Beside it is a warehouse type building, with an upper section that now has corrugated metal or plastic over it but it is in the shape of a clerestory. The first floor has one vehicle entrance and a series of long narrow windows. All the brick on these two buildings has been cleaned.

901-907 Caroline Street is the John J. Bruns Lumberyard: end buildings are two story brick, which were probably houses. The central section looks as though it was added and has vehicle and loading entrances on first and second floors. The south end of Caroline Street is desolate because many late nineteenth century manufacturing and industrial buildings have been demolished. For some time Caroline Street was oriented toward extensive waterfront which was an attractive location for lumberyards, packing companies, and boatbuilders, all of whom received supplies from incoming cargo vessels. Now lower Caroline Street stands in the shadow of the Allied Chemical Company.

CASTLE STREET

Castle Street is another small alley running north-south, on the eastern border of the district. 308-326 Castle Street is a group of garages built in the 20th century which are non-contributing. The east side between 305 and 327 includes some small two story alley houses with low pitch gable roofs of differing heights. On the west side 312 is the only one that is not formstoned. On the east side, between 305-327, all but 327 are two story rowhouses with gable roofs and all but one is covered with formstone; 327 is covered with orange brick and has

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a parapet, two stories high, and was probably like the others originally.

404 and 406 Castle Street is a pair of formstone covered two story rowhouses of early to middle nineteenth century design, with low pitch gabled roofs.

502-510 Castle Street begins with 502, which is a garage attached to a two story brick commercial building painted red. The remainder of the block is a row of three very small two story, two bay wide brick row houses, the same size as all the alley houses in the eastern part of the district.

CHAPEL STREET

Chapel Street is another north-south alley in the eastern part of the district, consisting of rows of mostly two story alley houses with formstoned facades. There are older two and a half story houses in the southern part of the street, the older part of the district. Both sides of the 300 block are continuous rows of small two bay wide, two story houses, most of which have facades of formstone or new brick facing.

The 400 block on the west side is a continuous row of two story alley houses, all covered with formstone or stucco. The east side is similar, except that here are two three story row houses.

The 500 block on the west side is occupied by small two story formstoned rowhouses, and a string of garages up to 512 which with 514 forms a pair of two story rowhouses. There is one pair of small three story houses with gable roofs. The east side is a continuous row of formstone covered two story, two bay wide, alley houses, many with gable roofed dormers. There is a group of five two-story-plus-attic rowhouses, most of which are formstoned.

The 600 block consists of two complete rows of two and two and a half story row and alley houses, most of which are covered with formstone.

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DALLAS STREET

Dallas Street is a small alley running north-south through the western part of the district between Bond and Caroline Streets. It was once called Strawberry Alley and was the home of black laborers who lived in the small alley houses which line this thoroughfare. 400-404 are three two story two bay wide brick row houses with brick relieving arches and low pitch gable roofs. The next three houses are two story brick with steep pitch gable roofs; the rest of the row is filled with a mixture of two story and two-story-plus-attic rowhouses. Several houses on the opposite side of the street have been plastered over and made into garages.

In the next block the west side of the street contains a pair of two story houses with gable roofs, a two story, flat roofed brick commercial building with loading and vehicle entrances, and a row which includes two story houses with gable roofs and two-story-plus-attic houses. The most important houses on Dallas Street are the five houses, 516-524, built by Frederick Douglass in 1892. These small Italianate houses are listed in the National Register of Historic Places. Most of the houses which lined these blocks in 1890 have been demolished.

DURHAM STREET

Durham Street is another small alley running north-south through the eastern part of the district. Small row houses and alley houses border its sidewalks. The 300 block has a mixture of styles in its rows of houses, even though their size is quite small. On the east side, there are two two-and-a-half story houses of the earliest Baltimore design, two two-story gable roofed houses covered with formstone, and a cluster of smaller three story houses with painted brick facades. The west side includes two two-story-plus-attic formstoned houses and three two-story Italianates, one of which has a brick facade and cornice four bays wide.

The west side of the 400 block of Durham consists of dense rows of formstoned two and a half story and three story rowhouses. These rows appear to be in original condition except for the formstone on their facades. On the west side there is a mix of Italianate and two and a half story houses, all formstone covered except one. The 500 block is quite similar with all its formstoned facades. Noteworthy are three two and half story

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houses with painted and penciled facades and shutters on the west side of the block. On the same side there is one three story rowhouse standing above an otherwise uninterrupted row of two and a half story buildings. The east side of the 500 block is also mostly formstoned two and a half story houses.

The 600 block has houses on its east side only, because the west side is occupied by the rear of the Lemko Community Center. This row is mostly two story houses, some Italianate and some with gable roofs.

The 700 block has almost all small Italianate rowhouses, many with painted and penciled facades. On the east side there are several one story garage entrance buildings, but few houses. Noteworthy on the west side are three identical three story houses with wood lintels and brick facades. There are also four two and a half story houses with gable roofed dormers.

EASTERN AVENUE

Eastern Avenue is the largest east-west thoroughfare in the Fells Point Historic District. It is also a main artery into the city for traffic traveling from the eastern suburbs. Its rows of houses incorporate first floor private businesses, markets, bars, and garages. Hence many of the old rowhouses have been altered on their facades to accommodate the needs of the modern businessman.

The 1300 block of Eastern Avenue begins at the corner of Doyle Alley. Jaycee Foods is 1312 and 1314. It is an altered three story rectangular warehouse building with brick relieving arches above the upper facade windows. 1316, 1318, and 1320 are c. 1840 two-story-plus attic brick rowhouses without formstone, and they have gable roofs, and flat arches over windows and doors. These houses are two bays wide, not in good physical condition, but quite original in appearance.

The 1400 block of Eastern Avenue is a non-contributing block with several large modern commercial buildings and warehouses.

The 1500 block of Eastern Avenue contains some contributing structures of several styles. The west side of Eastern Avenue is closer to small industry, and the remaining old rowhouses have had fewer inhabitants over the past few years. There is great variety in a short row of houses which are in bad physical

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condition but have much original scale and fabric. 1501 at the corner probably has a new brick facing, but has a hip roof with dormer on Eastern. A three bay wide house is beside it, two stories high with a gable roof, dormer and brick facade. The next house is also three bays wide, and has Greek Revival lintels over the second floor windows and a cornice over the first floor facade which is a storefront. 1511 is a two and half story house with boarded windows and two star bolts over the main entrance. 1513 is a three story Italianate with boarded windows, bracketed cornice and incised ventilator panels. 1515 is a two and a half story eighteenth century rowhouse, with a storefront on the first floor, and new brick. 1527 is the only three story Italianate with bracketed cornice left in the block. 1529 is a similar structure, but only two stories high and two bays wide, a common style in Fells Point. On the even side of the 1500 block, 1522 is a non-contributing auto body shop. 1526 and 1528 are two three story Italianates with formstone. 1530 and 1532 are two two-story Italianates with formstone, and 1534 is a non-contributing commercial building.

1600-1606 Eastern Avenue is Gerding Printing and Lithography, a two story high 20th century industrial building with steel multi-paned windows and a parapet above the roof line. The rest of the block is small older houses. 1608 through 1616 are all three story houses, but no two are exactly the same height. 1612 is an older three story with a low pitch gable roof. Two are covered with formstone and three have storefronts. 1618, 1620 and 1622 are two and a half story houses with gable roofs and gable roofed dormers. All have storefronts, the easternmost two are covered with formstone and 1618 is brick with stained glass in the upper sections of the storefront. There is a parking lot across Bethel Street, then there is a three story Italianate at 1531 with stuccoed first floor facade, and an original bracketed cornice.

The south side of the 1600 block of Eastern Avenue begins with a row of houses between 1601 and 1617. The first floors of all but the easternmost building in this block have been severely altered, but the upper floors retain much of their original detail, scale, and finish. 1601 and 1603 are now one two story brick building with gable roof and dormer (The Omega Inn). These are followed by a row of Italianate three story buildings with a variety of cornices. 1605-1615 is a row of two and three story Italianates with cemented first floors belonging to Kipp and Son Wholesale Distributors. 1615 and 1617 may also belong to the same

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company. They are three story Italianates with massive alterations to the window openings; there are modern casement type windows across the facade on the second and third floors of each. 1623-1625 are one red brick three story Italianate with metal cornice and swag motif across the roof line. 1627-1633 Eastern Avenue is the Polish National Alliance Building. It is white brick, four and a half stories high, seven bays wide with three over three double hung sash windows. There is a small cross gable with a dentilled cornice below it above the fourth floor in the central bay of the structure. 1635 is the Kosciuszki Bank, a stone bank structure with a lot of architectural detail, most of which is Classical Revival. Its facade is decorated with lion's head motifs, Corinthian columns, and the second floor has a balustrade with heavy turned balusters. 1637-1639 is one building, with a cross in the central bay at the roof line, indicating that it was a church-related structure at one time.

The 1700 block of Eastern Avenue displays a variety of commercial buildings dating into the 20th century. 1704 is the Citizens Alliance Building Association, Inc., Savings & Loan. It is a two story, white brick building with three arched openings on each floor. Next to it is another stone front building, 1706, three stories high, more Italianate in style with a projecting cornice, and much formstone hiding the original facade. The south side of the street beginning at 1703 is a row of commercial first floor buildings mostly Italianate in style, three stories high with projecting cornices. The Spanish Meson at 1719 has been radically altered with aluminum siding and modern windows. Beyond it is a variety of three story structures including 1723 which is completely formstoned and 1727 with 20th century brick facade made into triple windows with segmental brick archway above rising into a narrow parapet at top. 1731-1735 is Etta Gowns, a nine bay wide brick structure, Italianate in its original design. It now has a modern storefront on the first floor, but the original brickwork with flat lintels is visible. The original cornice is missing however.

Particularly noteworthy on the north side is La Asturiana at 1724. It has an Italianate dentilled cornice; the top of a window frame has segmental arches topped by brick relieving arches. Next to it is the First United Evangelical Church, with a Tudor arched entrance, above which is a triple Gothic stained glass window. The side bays have three Gothic windows, one above the other and a small rose window at the top. 1736 and 1738 are

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a pair of three story mid nineteenth century rowhouses with low pitch gabled roofs. 1742 is an Italianate in good shape with a bracketed cornice, two incised ventilator panels, and first floor alterations with show windows. Most of the first floor facades on this block have been altered.

The 1800 block of Eastern Avenue on the north side includes a row of mostly Italianate brick three story structures between 1800 and 1808. It starts with a corner store in excellent original condition, a three story Italianate structure with a cornice and modillion brackets. The second and third floor windows are eight over one double hung sash. A second floor window contains a circle and is topped with keystone. The first floor storefront is rounded at the corner and its entire first floor is topped with a cornice trimmed with modillion brackets. 1802 is a three story Italianate also with cornice supported by modillion brackets and incised wood ventilating panels. The second and third floor windows are topped by relieving arches. 1804 is another Italianate structure three bays wide with a bracketed cornice and ventilators over the third floor windows. "Josephine's," the next building, was probably a similar Italianate house originally but has been altered with cement or stucco. 1812-1816 is a poorly altered structure where four houses have been combined into what is now a formstoned and stuccoed warehouse and showroom.

The remainder of the north side of the 1800 block of Eastern Avenue is a mixture of two and three story structures, two bays wide except for the houses on the ends which are three bays wide. 1820 is three stories high, and two bays wide with a mansard roof and a white brick facade. It is followed by two two-story-plus-attic houses and two three story houses with low pitch gabled roofs. All but one has been formstoned. After a two story flat roofed building at 1830, there is an Italianate rowhouse at 1832, four bays wide with a large cornice and modillion brackets. The brick is painted, and the storefront is altered.

The south side of the 1800 block is a mixture of two and three story commercial first floor buildings with Italianate facades, some of which have been altered with formstone or siding, and most of the buildings probably date from the late nineteenth century. 1807 is a vacant two story Italianate with french double doors decorated with elaborate trim in the central bay on the second floor. 1809 is a corner Italianate four bays

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wide, three stories high, with a very large cornice with modillion brackets, flat brick lintels, and a first floor alteration (Jan's Bar). 1811 is the Patterson Park Dog and Cat Hospital, an altered three story brick house with orange brick. 1813 is a two and half story rowhouse two bays wide with a formstone facade.

On each side of the street in the 1900 block of Eastern Avenue are rows of mostly two-story-plus-attic houses with raised basements, designed in the middle of the nineteenth century. They typically have flat arched brick lintels or relieving arches with facades laid in common bond. 1906 is an excellent example of this style of architecture which is evident throughout east Baltimore. The masonry retains its original character. The relieving arches are visible over every window, and the windows are eight over eight double hung sash except on the third floor. Other houses in the same row are similar, except they are without the raised basements, and they are formstoned. 1916 has paneled shutters surrounding each opening on its three bay wide facade, with a storefront window topped by a cornice on the first floor. Most houses in this row have alley entrances. The remainder of the north side includes five two-story-plus-attic houses, plus altered commercial buildings such as 1918 which is covered with formstone. 1930 has an interesting facade with a pair of Palladian windows on the second floor. Ornate brick work and small balconies highlight these windows. The first floor has a broken pediment frontispiece entrance supported by square wooden pilasters. This is either an early-twentieth century building or an alteration to an older building.

The south side of the 1900 block of Eastern Avenue includes more of the common vernacular two-story-plus-attic rowhouses with either brick or formstone facades. 1909 and 1913 are well preserved and reflect their mid-nineteenth century origins. Between 1919 and 1933 there are several three story Italianate houses with storefronts on the first floors, whose second and third floors have been boarded up. Eastern Carry Out (1927) has a mostly original facade including its wooden bracketed cornice with incised wooden ventilator covers and dentilled metal cornice above storefront. Next are two three story, three bay wide buildings on which the brick has been painted, but which still have cornices at roof level, and small metal cornices above altered first floor storefronts. 1933 is actually four stories (or three stories plus attic) with a low pitch gable roof, painted brick, and a large metal cornice above its altered corner storefront.

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2000-2034 Eastern Avenue is a block of mostly three story rowhouses two bays wide with low pitch gable roofs and one over one double hung sash. There are twelve such houses on the north side of the street in this block. The three story small vernacular row house is most likely an adaptation of the two-story-plus-attic house with the raised basement, as they are very similar in size and appearance. However 2000 is a three story corner store three bays wide with a wooden cornice supported by modillioned brackets and incised wooden ventilator covers. There are relieving arches with keystones above the windows except on the first floor where there is an altered storefront. 2012-2014 is a three story, three bay wide storefront which appears to be mostly original. The brick is painted, the third floor windows have two over two wooden double hung sash and the first floor windows are very long. There is a dentilled cornice above the storefront facade. The remainder of the north side of the 2000 block of Eastern Avenue (2020-2034) includes four more three story buildings with formstone facades. The next three 2028-2032 are attached three story brick structures with paneled shutters, and storefronts on the first floor. 2034 has matching shutters, but it is taller than the previous three with a cornice above the third floor and the corner storefront on the first floor. 2036-2042 is the last row on this block, the first two of which are three stories high, and the last two of which are two-stories-plus-attic with formstone facades.

The south side of the 2000 block starts with a corner store and two more three story, two bay wide Italianate buildings with modillion cornices supported by brackets and incised wooden ventilator covers; these three are painted. 2011-2015 are two story rowhouses, as small as alley houses, with plain flat roofs. The remainder of this row contains formstoned two story two bay wide houses with radical alterations. Some have flat roofs, while others like 2019-2036 have low pitch gabled roofs, as they are the older two-story-plus-attic houses.

FELL STREET

Fell Street is another picturesque block of late nineteenth century row houses mostly Italianate in style. For the last century residents of Fell Street have coexisted with a number of businesses which historically have depended on shipping for success. The 1890 atlas of Fells Point shows the Kennebec Ice Company, and Coal and Wood Yards operating close to the Fell Street row houses. Today Fell Street is quiet except for the bar and tavern traffic on weekend evenings.

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901 is a triangular shaped three story building with a corbelled brick cornice now being renovated. There are two formstone covered Italianate buildings and a one story modern warehouse, otherwise every building is contributing, including the larger old warehouses. Especially noteworthy is the east end of the odd side from numbers 931 to the end of the block. 931 is the Captain Steele house, a perfect example of a large late eighteenth century dwelling. There is a fanlight over the front door, and the house is in excellent condition. 933 is a three story Italianate with red painted brick and a green cornice. 933-937 are three story Italianate houses with six over six double hung sash windows on the second and third floor and a cornice over the first floor store fronts, 945 is a brick two story, triangular shaped building at the intersection of Wolfe and Fell Street. It has a low parapet and dentils below it, with granite lintels and windowsill. This building has a tower with conical roof at the point of triangle which is the business entrance.

The north side of the 900 block of Fell Street has always been occupied by industry and business because of its proximity to the old wharves and the waterfront. 906 is a one story garage of orange brick. Beside it is 910, a three story, three bay wide brick row house with stone lintels and keystones over its windows and a corbelled brick cornice. Beside it is a pair of two story brick row houses with steep gable roofs and gable roofed dormers. 934 and 936 are two two story, two bay wide brick row houses with steep gable roofs and dormers. This is part of Belt's Wharf Warehouse. 938 to the end of the street and the waterfront is a warehouse ending with Henderson's Wharf. The warehouse starting on the side next to 936 is a seven bay three story brick warehouse, with corbelled brick cornice. Each bay contains two arched windows on the top floor, and the second floor has arched windows and arched loading windows. There are loading bays on the first floor. The next section is a two story, eight bay wide, more modern section filling in between the two older sections. The section on the water has been burned; it is a large six story building of brick with steel shutters, brick relieving arches above openings, and vehicle entrances on the first floor; it is eight bays wide on Fell Street. Across the street from the Henderson's Wharf building is a two story brick building which has been renovated. It has wooden two over two windows on the second floor with loading hoists projecting from the roof, seven regular size doors on the first floor, and one large vehicle size door. It has a gabled and hipped roof.

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FLEET STREET

The north side of the 1400 block of Fleet Street, at one time called Canton Avenue, is a mix of early twentieth century industrial buildings. The metal building in the middle of the block is not contributing. Another modern twentieth century industrial building lies between Caroline and Fleet. It has been altered radically, but still has a decorative course of brick on its facade which is seven bays wide. 1434 Fleet Street (Michael & Sons Co.) is an early 20th century brick industrial building with multi-paned steel windows, an elevator shaft at the corner, and a vehicle entrance on Fleet Street.

The 1500 block of Fleet is heavily commercial as well, with the H and S Bakery encompassing much of it. However there are a few remaining contributing structures such as the two story, two bay wide brick building at 1508. Beside it is a three bay wide, three story brick house with an Italianate cornice, basement windows, and flat brick lintels. At the corner of South Dallas Street, a two story building which may be several small buildings combined is now eight bays wide with a loading door on the second floor and a vehicle entrance in the center of the first floor. There are star bolts above both sides of the loading door. There is also a two story brick two bay wide rowhouse with brick relieving arches. A corner store at 1534 actually looks like two buildings with a hipped and gabled roof, and six over six windows. The cornice above the corner store is metal with a swag motif. In the 1600 block, the south side is occupied by the H and S Bakery west of Bethel Street, and is non-contributing. The north side west of Bethel Street is either vacant lot, parking lot, or demolished buildings.

The remainder of the 1600 block on the south side is a mixture of styles with some late nineteenth century Italianate influence mixed with the remains of very old rowhouses. This section of Fells Point contains a few of the original small two story row houses first constructed here. 1621 is a three story, two bay wide rowhouse; it still has double hung wooden two over two sash with slightly arched tops on upper floors which also have brick relieving arches. There is a metal cornice above the now slightly altered first floor store front. 1623 is a two-story-plus-attic house and is also very early. 1625-1631 is now the Key Marine Refrigeration Company. This is an early 20th century four bay wide, three story commercial building with low parapet. It has a steep gable roof, small modillions, flat

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wooden lintels and wooden sills, and a completely altered first floor. At the end of the row is a pair of two-story-plus-attic houses with low pitch gable roofs and three three story houses.

The 1700 block of Fleet Street includes rows of two, three, two-story-plus-attic and two and a half story rowhouses with businesses or commercial space on the first floor. Two and a half story structures which once housed artisans and craftsmen exist side by side with newer Italianate buildings in this retail neighborhood. 1704 is a three story brick Italianate building four bays wide with cornice and incised board between frieze and soffit, and incised wooden ventilator covers on its frieze. Beside it is a much older, small two and a half story two bay wide house with steep gable roof and gable roofed dormer. The remainder of the north side of the block is a mixture of altered Italianate and two and a half story houses, some of which are covered with formstone or aluminum siding. For example 1726 and 1728 are a pair of two story Italianate houses with bracketed cornices dating from the 1880s. 1744 and 1746 are a pair of two and a half story rowhouses with gable roofs and gabled dormers and probably are patterned on the early nineteenth century design.

On the opposite side of the street 1701-1719 Fleet Street display a mix of styles and usage as well. 1701 and 1703 are now connected on the first floor as the International Market. Above the first floor are two separate buildings, the first is a late nineteenth century structure with a large arched window on the top floor center and a pedimented parapet. The other half is Italianate and has a bracketed cornice and windows with segmentally arched lintels. Fleet Street Video between 1709 and 1717 has been radically altered over the years, with its modern metal storefront indigenous to its trade. According to the 1890 Atlas, the property used to belong to Saint Paul's Church and was a square building with 24 foot high eaves. 1719 is a two and a half story brick rowhouse, restored to enhance its Federal character, with a gable roofed dormer, and decorative stone lintels and keystones above its windows. Its characteristics indicate that it was constructed about 1830.

The block between 1721 and 1747 Fleet Street contains some well preserved Italianate buildings with varying degrees of alteration for their first floor businesses. Double hung wooden one over one window sash are topped with segmental brick arches trimmed with stone keystones; 1725 is a three bay wide two story

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house with a late nineteenth century storefront with stained glass, double doors, and reeded pilasters. Sporting Variety, has an early 20th century brick facing and storefront. Beside it is a row of three story houses with a variety of facade coverings, but most of them retain their bracketed cornices and other upper floor trim. One (1731) still has an ornate store front with very heavy bracketed cornice and show windows on each side of the door.

The north side of the 1800 block of Fleet Street includes three early 20th century commercial buildings, all of which are two stories high, brick, with low parapets and cornices above the first floor storefronts. Otherwise the block is a mixture of two, three and two-story-plus-attic buildings with commercial space or small businesses on the first floors. Fleet Street has always been a main east-west thoroughfare into the downtown business district from east Baltimore. It is heavily used at rush hours by automobiles and all day long as a truck route. Hence some of the older structures have deteriorated because they have been left vacant for so long. There are, however, some superior restoration examples on Fleet Street east of Broadway, even on some older two and a half story structures dating back to the early nineteenth century. 1815 Fleet Street, in the middle of as row of three story houses, is a two bays wide with a gable roofed dormer on the third floor and is a classic example of early Baltimore rowhouse architecture. This is the type of house built by John Sterrett Gittings, the Baltimore banker who developed many rows of two and a half story and two-story-plus-attic houses in Federal Hill and Fells Point. 1829 is a three story Italianate two bays wide with bracketed cornice and incised ventilator panels. 1807 is in the best condition of all, a three story Italianate with bracketed cornice and incised board diagonal from soffit to frieze, with a wooden dentilled cornice above its storefront.

A slightly different design visible on several blocks of Fleet Street is the two and a half story rowhouse with a raised basement. 1902 and 1904 Fleet Street are excellent examples of this later adaptation to the earliest Baltimore rowhouses. These two houses, both two bays wide with six over six double hung sash windows on the second floor and a gable roofed dormer on the third floor, are well preserved. These were probably built between 1880 and 1900 adapting a style of the eighteenth century. Italianate structures on Fleet Street east of Broadway worth noting include 1906, 1914, 1918, 1920, and 1922. 1906 is a three

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story, Italianate building, three bays wide with a storefront in original condition with two show windows surrounding a front entrance of glass double doors.

The other most prominent style visible on Fleet Street is the three story row house two bays wide with low pitched gable roof and small windows on the third floor. They seem to predominate in the blocks from 1900 eastward toward Canton. Almost the entire 1900 block on the south side of Fleet Street is occupied by these older row houses. Several are covered with formstone. Others show heavily painted brick facades, such as 1921-1927. Some have alley entrances, others have slightly raised basements. Whatever the variation, the two-story-plus-attic, or small three story vernacular rowhouse is by far the most common style in the eastern half of the district.

The 2000 block of Fleet Street is again a block of mixed use bordering on the eastern side of the district. 2000 is a three story Italianate corner store building two bays wide with a bracketed cornice and incised ventilator panels above the third floor. The storefront has been altered. It is followed by three two-story-plus-attic houses with low pitch gabled roofs and formstone facades. Then there are two painted brick two-story-plus-attic houses, one of which has a small altered storefront. The last three buildings on the block are large commercial structures, all constructed in the twentieth century. 2012 is three stories high and three bays wide. 2014 is a smaller formstoned two and a half story building, and 2016 is a three story Italianate with an altered storefront. The last building on the block is a large three story warehouse/commercial building constructed of brick with large vehicle entrances on the first floor. The south side of the 2000 block is a mix of two-story-plus-attic houses and Italianate houses, about half of which are covered with formstone. 2019 has a large arched transom and alley entrance.

GOUGH STREET

The north side of Gough Street in the northwest corner of the district is dominated by public housing.

There is a row of six two bay wide houses on the south side of the 1600 block of Gough Street. However they are not all alike; some are two-story-plus-attic with low pitch gable roof dating from about 1850 and one, 1625 and 1631 (now badly burned)

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are later houses with Italianate cornices. 1623-1629 appear to have had formstone removed, because their facades are set back slightly from those which are still covered with formstone. Alterations other than formstone are aluminum or shingle siding on the first floor of 1627. Across the alley is a back end of a church, with a facade on Gough Street. It has Tudor arched windows with stained glass, and pediments in the roof line, with dentilled cornice.

The 1700 and 1800 blocks of Gough Street are both heavily formstoned rows of two and three story row houses, most of which are three bays wide. Very few have had their formstone removed. There are stained glass transoms in all the formstone houses. The south side of the 1700 block includes 1703 and 1705 which are two formstoned two-story-plus-attic houses, followed by a parking lot and a four house row. 1713-1719 are three story Italianates with one two-story-plus-attic row house, and one (1719) yellow brick corner store now used as a law office. 1721-1731 is a row of six two-story-plus-attic rowhouses with slightly different roof heights. The corner store has an elaborate cornice across the first floor. The last two houses in the block are a pair of Italianate houses, one three story (1733), and one two story (1735) with stained glass transoms.

On the south side of the 1800 block, 1801-1803 are two two-story Italianate houses now combined into one. 1805-1811, the rest of the row, consists of four two-story-plus-attic houses which are probably older than the Italianate ones beside it. Crossing Durham Street, 1813 and 1815 are both two and a half story, but the first is abandoned and the second is formstoned. 1817-1821 are three story with low pitch gable roofs, two of which are covered with formstone, and the other (1817) painted green brick facade. These are followed by a row of five two and a half story houses to the end of the block.

From 1901 to 1917 Gough Street all but the corner building are two-story-plus-attic, and all but two are covered with formstone. These houses are two bays wide with a flat facade, and smaller windows on the third floor. 1909 is brick and seems to have more of its original fabric.

1919-1937 Gough Street begins with a corner store that appears to have its original show window, wood paneled doors, stained and leaded glass, and bracketed wood cornice. It is three stories high and two bays wide. The rest of the houses in

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the row are two-story-plus-attic, two bays wide with stained glass transoms. 1921 is painted, and 1923 is painted and penciled brick; the others are covered with formstone.

2001-2029 Gough Street is an attractive row of mostly three story two bay wide Italianate row houses of the late nineteenth century. Segmental brick arches top all windows and doors. 2001 is a formstoned corner store three bays wide, and its neighbor is a restored three bay wide structure 2003-2009 are brick from which formstone has been removed. The small church at 2013-2019 is a one and a half story structure with a gable roof end to the street, covered with formstone. 2021-2029 includes three Italianate structures which have been formstoned and three two-story-plus-attic houses.

2031-2057 Gough Street is a row of formstone covered houses which are all either three story with flat roof or two-story-plus-attic with low pitch gabled roofs. A three story corner store stands at the end of the row which probably dates from the end of the nineteenth century.

LANCASTER STREET

Lancaster Street runs east-west across the Fells Point Historic District. The western end at Central Avenue is rather desolate where several abandoned early twentieth century manufacturing buildings are still standing. There are open lots in the 1500 and 1600 blocks where old rows of houses once stood. The blocks surrounding Bond and Broadway, however, include some of the oldest houses in the district if not the city, and many have been restored recently, 1516-1522 is a square three story twentieth century brick commercial building with a tile topped parapet and steel multi-paned windows. A barely legible sign indicates that this was the Caroline Brass Foundry. 1524, 1526 and 1528 are three two and a half story rowhouses with steep pitch gable roofs and gable roofed dormers. This style rowhouse, seen along Lancaster Street, is common to the eighteenth and nineteenth centuries. The even side of the block also includes houses of this type which have been renovated by application of stucco to the facades.

1602-1614 Lancaster consists of two three-story, two-bay-wide brick houses with flat arches above the windows, arched alley entrances, bracketed cornices, and incised diagonal boards between soffit and frieze. Two two story houses are followed by

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one two story house and two three story houses, the first of which (1612) is covered with formstone.

The 1600 block of Lancaster Street has some Italianate houses mixed in with the old common vernacular rows. However some appear to have been modified to meet fire codes of the nineteenth century; it appears that third stories were added to existing two and a half story houses. Looking at the three story buildings in the row between 1603 and 1621, one can see a variety of trim: 1603 and 1605 have brick relieving arches; 1607 has a bracketed cornice and a paneled door with small segmentally arched transom above it; 1609 is a three story house with bracketed cornice and decorative belt course; 1611 has stone lintels and keystones; 1613 has plain wooden lintels; 1615 has a dentilled cornice.

The north side of the 1600 block includes four three story rowhouses which are two bays wide with an alley entrance on the first floor. They appear to have been recently renovated and some appear to have had formstone removed. The last three in the block are all brick and have matching bracketed cornices.

1620-1622 is a one story orange brick building with metal cornice above large filled in arched windows. Its design indicates that its original use was for a commercial or public building. Four brick three story houses complete the block.

The 1700 block is comprised of rows of two and three story rowhouses with almost no businesses on the first floors. 1703-1709 is a well preserved row including two two-story-plus-attic houses, two Italianate houses two bays wide with alley entrances and flat wooden lintels above second and third story windows. 1711-1715 is a vacant three story Italianate building with its original wooden cornice still intact. Its windows are missing, and the interior is deteriorating, although most of the exterior masonry is intact. 1704-1718 includes one three story building three bays wide at 1704 with arched brick lintels, with six over six double hung sash on the top floors. There are two two and a half story brick older rowhouses at 1714 and 1716 between a three story brick house and two smaller formstoned rowhouses. Proceeding west on Lancaster Street past Register there are several noteworthy rowhouses that have been well preserved. Between 1723 and 1731 there are six rowhouses; four are three stories high and are Italianate in design. In the middle of the row are two original common vernacular rowhouses with smaller third floor windows. All in this group have double hung sash windows. Some houses between 1717 and 1729 have been demolished.

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The north side of Lancaster between 1724 and 1744 is an attractive row of smaller rowhouse structures, mostly two and two and a half story structures. Three of the two and a half story houses have been altered with formstone and have had their cornices removed (1724 and 1726). There are four well preserved two and a half story houses. Even though several original houses are missing, the 1700 block of Lancaster retains much of its original character.

1802-1812 Lancaster Street is a row of six two story plus attic houses two bays wide in very good if not original condition. 1814 is a two story Italianate, apparently a later addition to the row.

1807 Lancaster on the opposite side of the street is a restored three story Italianate rowhouse. It is completely detached, because its neighbors have been destroyed. The rest of the block on this side of the street is the Thames Street park. Across the street 1816-1824 Lancaster is a three story brick commercial building, with the words "wire tin and metal specialties" inscribed on the side. Many of the openings have been filled in or boarded up, and the building appears to have been built in three sections. There are some arched openings on all three floor, star bolts on the side, and a corbelled brick cornice at the top.

REGESETER STREET

Regester Street is a small alley running north-south just east of Broadway, hence many structures on its west side are the rear parts of buildings facing Broadway. Because Regester is close to Broadway, there are several small commercial buildings mixed with some of the residential rows. The 300 block of Regester is occupied by two rows of two-story-plus-attic row houses two bays wide. On the west side there are seven, with stained glass transoms above the front doors and first floor windows. Only two are without formstone facades. On the east side there are eight, of which only one is formstoned. Three have alley entrances, one has a painted and penciled facade, the others have relieving arches over each window opening.

402 is formstone covered with a gable roof; 404 and 406 are an empty lot and a one story garage; 408 through 414 are four two bay wide three story high Italianates covered with formstone. 416-422 are all two bay wide three story Italianate houses

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GENERAL DESCRIPTION (continued)

covered with formstone. Across the street 405 through 419 are eight two-story-plus attic houses with small windows on the third floor and low pitch gable roofs. All are covered with formstone, and the original cornices have been covered or replaced with plain metal. 421 is actually a wing on the church around the corner and has a date 1865 on it.

The 500 and 600 blocks of Regester include several buildings altered to accommodate first floor businesses. 502-522 Regester includes a non-contributing garage at 522, a small formstone covered house at 520, and a two-story-plus-attic house at 518. It has brick relieving arches above its windows, a marble step, and a transom above its door. 509-521 is a seven house row, all two story, two bays wide. One (519) has an extra story with two small windows on the third floor. Every house on the row is covered with formstone except 521. The 600 block includes several small garages and low concrete buildings which are non-contributing. However 614 and 616 are a pair of two and a half story rowhouses with dormers on the third floors; one is formstoned, the other is brick which has been renovated.

The 700 block of Regester includes some of the oldest houses in Fells Point, such as the frame house at 707. It is two bays wide, dates to the eighteenth century, and is one of the few of its kind still standing in the district. 705 is a two story Italianate with a bracketed cornice and incised ventilator panels. The remainder of the block includes several vacant lots, two three story houses with vehicle entrances on the first floor (at 702 and 704), two two and a half story houses with dormers at 720 and 722, and several one story non-contributing garages.

SHAKESPEARE STREET

Shakespeare Street is a short, narrow alley-street running east-west in the western part of the district near the waterfront and Broadway. Most of the houses have been renovated. The house at the northwest corner of Shakespeare and Bond is believed to be one of the oldest houses in Fells Point, built in the last half of the eighteenth century. It has a facade of brick laid in Flemish bond with belt courses. Behind it a very low house with gable roof and dormers, fronting on Shakespeare, believed to be the Ann Fell house, is now much altered to be a wing of the larger house. Its neighbor is a three story Italianate built of orange brick. This is followed by a mix of two and three story gable roofed houses and Italianate houses to the intersection of Shakespeare with Bethel.

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The block continues past Bethel Street with an ornate and colorfully restored three story corner store, three story brick Italianate houses, and two and a half story houses with steep gable roofs, showing a mix of very early buildings with late nineteenth century additions to the street.

On the south side of the street 1603-1605 are both two story houses with steep gable roofs and gable roofed dormers. Beside them is the Fell Tomb (1607). 1609 is the only formstone-covered house on the block. West of it are three three story houses two bays wide with pressed brick facades and bracketed cornices. West of Bethel Street, which ends here, there are a number of restored late eighteenth or early nineteenth century brick houses with steep gable roofs and dormer windows. 1631, for example, has 12 over 12 double hung sash windows on the first floor and 12 over 8 on the second; 1627 has six over six double hung sash on the upper floor and nine over six on the first floor. This block also contains two and a half story houses.

SPARK STREET

Spark Street is a small one-block alley running east-west between the 300 blocks of Washington and Castle Streets. It is occupied by small alley houses two stories high and two bays wide. 2002-2006, which are two-story-plus-attic houses, are the only exceptions. All houses on Spark Street are formstoned except five. It is remarkable that nineteen houses were constructed in such a small space.

THAMES STREET

The west end of Thames Street was once the heart of Baltimore's shipping industry where, in the nineteenth century, "coffee runners" were unloaded by the hundreds every week. Now the area is quite desolate where numerous manufacturing and industrial buildings once stood. Chase's Wharf at the western boundary of Thames was once the site of many coffee warehouses belonging to the B&O Railroad. One warehouse still remains, surrounded by the harbor to the south and vacant lots on other sides. It is three and a half stories high with one dormer facing the land, a stepped gable end facing the water, a gable roof, and loading entrances in its center.

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GENERAL DESCRIPTION (continued)

The Rukert Terminals Corporation Building at the intersection of Caroline, Block, and Thames is a four story brick building bordering Thames Street and the water. The facade on Thames Street is Romanesque Revival in style. All windows and upper entrances are arched and there is a corbelled brick cornice. On the even side of Thames Street 1404 through 1410 are one story commercial or garage type buildings. The house at the corner, which is really 1000 Block Street, is two and a half stories high, with two dormers, a stone foundation, and bricks laid in Flemish bond.

1411-1409 Thames Street is occupied by the Pennsylvania Railroad building, a one story structure with a large corrugated shed area attached to it.

1520 Thames Street is a two story house totally covered with formstone. 1510 and 1522 are one story garages. At the corner is an almost triangular shaped three story building of brick painted yellow.

1601 Thames Street is another warehouse, a six story brick building with stone foundation, nine bays wide on its long side, three bays wide on the Thames Street side, with brick relieving arches over all openings, and a loading dock with arched openings on both sides. 1613-1619 Thames Street is the Rukert Terminal Building, with its facade on Thames Street. This is the former Brown's Wharf; it is brick and all openings are arched. The facade matches that of their other building. A new section infills where numbers 1621-1637 are on the map.

The building at the corner of Thames and Bond (1600 Duda's) is a triangular shaped building, three stories high of pressed brick with gable roof, granite foundation and window sills, and flat arches over its windows. The row between Bond and the Admiral Fell Inn on Broadway is a well preserved group of eighteenth century and mid nineteenth century rowhouses mostly three stories high with low pitch gable roofs. The 1618-1620 is a mid eighteenth century building, three stories high and four bays wide with a new stucco facade, eight over eight double hung sash on the first floor, and six over six on the second and third floors. Windows are surrounded by paneled shutters and louvered blinds. Most of this row has been renovated to accommodate businesses on the first floors. These include an art gallery, a bar, a travel agency, and a clothing store. The original character of the buildings has been preserved. Most of these

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facades were constructed at an angle, as this is one of two triangular blocks in the district. At the end of the row is the Admiral Fell Inn, a four story brick structure which was originally a YMCA accommodating visiting sailors. The building is seven bays wide on Thames Street and six bays wide on Broadway. An Italianate cornice above the fourth floor reveals that it is not as old as the row below it. Another interesting building in the row is 1640, a four bay wide commercial building with pilasters and Corinthian capitals on the first floor and a dentilled cornice at the top.

Across the street 1639-1647 are five three story buildings in a mixture of dates and styles. The Brassworks at 1641 has an ornate glass storefront with the door in the center. The Admirals Cup is two buildings, one is an Italianate mid nineteenth century, and the other is probably 200 years old. The latter is three and a half stories high with a gable roof and dormers and nine over six double hung sash on the second and third floors.

The City Recreation Pier is a two story brick structure with stone foundation on the waterfront at the south side of the 1700 block of Thames Street. Built in 1914 by the city of Baltimore, it has served as a combination maritime and recreation facility. Its large size and the classical features used in it combine elements of Beaux Arts Classicism and the Georgian Revival styles which were popular at the time.

The 1700 block of Thames Street is a picturesque row of three story brick Italianate structures with businesses and restaurants on the first floors mixed with older two and three story buildings. 1700 has been renovated and is now occupied by a restaurant, but it retains its original character with a bracketed cornice and incised ventilator panels. 1716 is a three story, brick Italianate building painted green, two bays wide, with a bracketed roof cornice and plain metal cornice above its first floor storefront. Attached to it is a similar building covered with formstone. 1720 and 1722 appear to be one large six bay wide building, three stories high. Its roof cornice is trimmed with modillion brackets and there is another a cornice above each of two store fronts. The China Sea Trading Company is a three bay wide, two story building with a former vehicle entrance on the first floor; this was once the onibus terminal. Beside it is a three story brick building with heavy bracketed cornice over its storefront. 1730 is a two story row house with

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steep gable roof and two gable roofed dormers. It is three bays wide, its brick is painted light green, and its double hung sash windows are six over six. The first floor is altered. The merchant's house to its west is a three and a half story, three bay wide brick house in fairly original condition, and the corner tavern at 1738 is one of Fells Point's oldest. The 1700 block of Thames is almost the same waterfront row that saw Fells Point at the peak of its shipping trade in the late nineteenth century.

The 1800 block of Thames includes John Steven Ltd., a pub housed in a three story formstoned corner building at Ann and Thames. 1802 is a well preserved older two and a half story rowhouse two bays wide with recently completed renovations. The remainder of the 1800 block on the even side is now a renovated apartment complex which used to be several rowhouses. The three story building is of brick laid in common bond with commercial windows on the first floor. 1811 Thames and the house beside it are two-story-plus-attic houses with low pitch gable roofs and relieving arches above windows. The block ends with a two story commercial structure with a flat roof and vehicle entrance.

WASHINGTON STREET

Washington Street is a main north-south route in the eastern part of the district. Most of its rows are three story Italianate and two-story-plus-attic rowhouses. The 300 block begins with five two-story-plus-attic houses with small windows on the third floor. They are covered with formstone and have stained glass transoms and panels above first floor windows. 312 and 314 are formstoned two story homes set back from the street. The odd side of the 300 block is an almost entirely formstoned row of two-story-plus-attic houses. However 303 and 305 are a pair of formstone Italianate houses with cornices still intact.

The 400 block of Washington is mostly residential, except for the three story structures on the end of the rows at intersections with other streets where there are corner stores, such as 400. Between 402 and 414 is a row of formstoned two, and two-story-plus-attic rowhouses, most of which are attached, and have gabled roofs. The east side is all formstoned for the entire block and is a mix of two and three story attached rowhouses. 403 is Italianate and retains its original bracketed wood cornice.

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GENERAL DESCRIPTION (continued)

The 500 block contains some well restored Italianate structures among the formstoned rows. For example, 502 is a very high three story semi-detached Italianate house, three bays wide, with a raised basement, and a bracketed wooden cornice; 504 is similar, but slightly lower, it is brick painted with penattted mortar lines. The remainder of the block contains six three story, two two and a half story rowhouses, and one two-story-plus-attic house, all formstoned. The last building is Ostrowski's Sausage, which is two buildings put together and altered with an orange brick facade.

The east side of the 500 block includes a row of two-story-plus-attic houses; out of the seven, one is now formstoned, and one is paint and penciled. Most of the other houses on the block are Italianate brick with dentilled cornices, and relieving arches above window openings.

The 600 block of Washington Street is an almost completely formstoned block of rowhouses, most of which are the vernacular two-story-plus-attic and two and a half story styles. These have the appearance of late eighteenth or early nineteenth century houses, but their location indicates that they were probably built later than that. On the east side, 603-605 Washington Street is a pair of two story painted brick houses with flat roofs and a plain cornice.

DUKER COURT

In Duker Court, which covers one block between Washington and Chapel, there is a small one story commercial structure, three two and a half story attached houses, and one three story with metal cornice which looks as though it might be an alteration.

WOLFE STREET

Wolfe Street is another busy north-south thoroughfare in the eastern part of the district. Its rows are residential except in the vicinity of the busy Eastern Avenue and Fleet Street intersections. The east side of the 300 block is occupied by a row of two-story-plus-attic rowhouses, most of which have formstoned facades and low pitch gable roofs. Most of these houses have a larger window which has or did have a stained glass panel at the top. The roof lines are not all at the same level. The west side has four two and a half story houses which have the shape of eighteenth century houses (at 308 and 310) but one has

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GENERAL DESCRIPTION (continued)

an aluminum siding facade and two have formstone on their facades. The remainder of the block is occupied by two-story-plus-attic rowhouses of varying heights. All have low pitch gable roofs.

The east side of the 400 block has lower structures, mostly two story attached rowhouses of differing styles. 403 is a formstoned three story house two bays wide that still has its metal dentilled cornice and a large window on the first floor with a stained glass panel above it. The next six houses are all two-story-plus-attic with low pitch gable roofs. All are covered with formstone except one which has a new orange brick facade and one (405) that is still brick and has a store front of wood with central entrance. The last building in the row is 417. This is a three story with three arched windows with curved drip caps on its second floor, a pair of similar windows on the third, and a heavy metal cornice above the storefront. It has a one story garage with an arched vehicle entrance on the first floor. The west side of the block has a row of taller three story Italianates, one of which has a painted and penciled facade. 400 and 402 are two two-story formstoned houses with stained glass transoms and panels above a large window on the first floor. The remainder of the row contains a mix of two and three story houses. 418 is a two story house with a steep pitch gabled roof and a dormer, perhaps one of the older houses in the district, but with modern alterations.

The 500 block of Wolfe Street has a variety of residential buildings. 504 and 506 are two and a half story houses with steep pitch gable roofs and dormers. 506 is formstone, the other is brick. 508 and 510 are three story, three bay wide Italianate houses. Several of the houses here still have six over six windows. A church (520) is two stories high, 3 bays wide with gable end facing the street. An arched entrance door has arched stained glass windows on each side. There is a round window above the entrance, smaller arched windows above each of the first floor windows, and an oculus window in the center of the pediment. Beyond it are two more three story, three bay wide houses one with new brick facing and cornice. The east side of the 500 block includes a one two story Italianate house at 505. 509 is a three bay wide two and a half story house with dormer and one large showroom window on its first floor, with an original dentilled cornice above it. Between 513 and 521 is a row of two and a half story houses with dormers, some of which have been restored. 521 has a wooden Greek Revival frontispiece entrance.

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GENERAL DESCRIPTION (continued)

The west side of the 600 block includes three very tiny one story houses with steep pitch gable roofs, two bays wide with shed roof dormers. Two are frame (612 and 614) and appear to be 18th century. The block has two groups of two and three story Italianates, with some alterations and formstone. 610 is brick and has a larger window on the first floor, but it is a large two over two rather than the single pane with stained glass panel. At the end of the row are two formstoned two and a half story houses and a brick two story with gable roofed dormer and steep pitch gable roof. The east side is a mix of two and three story houses of different roof heights; fewer than half are formstoned. 609 is a noteworthy three story Italianate brick rowhouse with top cornice and trim painted in more than one color.

The lower part of Wolfe Street between Aliceanna Street and Henderson's Wharf at the water includes several large industrial buildings and warehouses constructed in the late nineteenth and early twentieth century. The east side of the 700 block between 700-730 Wolfe Street includes a two story with dormer and is followed by a three story Italianate commercial brick building with metal bracketed cornice. The words "Ruld Brothers Manufacturers of Sanitary Chemicals" are visible on the north side. Beside it is a three story Italianate with bracketed cornice, a lower Italianate, and a large non-contributing building at 727. The block ends with three two-story-plus-attic rowhouses.

In the 800 block of Wolfe Street is the National Can Company, a large 1930s commercial building constructed of orange brick in Art Deco style. There is no cornice, and the facade is seven bays wide on Wolfe Street. The end bays project in a slight parapet above the roof and three stripes of darker brick rise in the end sections from street to parapet. The building has been renovated into condominiums.

901 Wolfe Street is a long narrow late 19th century brick industrial or commercial building stretching out to a wharf. The section facing the water is probably older; it is two stories high with loading entrances on the second floor. 913 is the Taylor Supply Company, a two story brick commercial building, five bays wide. Beside it is the cement plant. 935 is a deteriorating brick commercial building. 906 actually occupies the lot for 908, according to the most recent atlas. The main house is three stories to fill the point of a triangle. It has an Italianate cornice; 910 and 912 are set in at angles as well. They are an attractive pair of two-story-plus-attic houses with wooden lintels, and six over six double hung sash windows. Each has a stained glass transom over a paneled front door. The remainder of the block is well restored.

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ARCHEOLOGICAL RESOURCES:

During the summer of 1984, the Maryland Historical Trust conducted four months of archeological investigations along the waterfront in Fells Point (Map 1). The area investigated comprised approximately 19 acres along Thames Street west of Broadway, from Philpot Street to Bond on the south side of Thames and from Caroline to Bond on the north side. Consisting largely of open space, this area was slated for development.

In the 18th century when Fells Point developed as the deep water port of Baltimore, this area was at the center of the maritime shipping industry. The major topographic feature was the northeast branch of the Patapsco River. The lots on the south side of Thames Street had rows of mixed residential and commercial structures, architecturally undifferentiated. Along the river were wharves and piers in addition to warehouses. The lots on the north side of Thames Street were also water lots but these backed onto the Cove, a sheltered basin inside the Hook. (Folie Map, 1792). In the rowhouses fronting on Thames were the homes and businesses of shopkeepers and craftsmen. Wharves to the north gradually became less important as the shallow Cove was filled in. As population density increased, the land surface was increased by a system of wharves and bulkheads. Concomitant with the incorporation of the city of Baltimore in 1796 were ordinances to prevent this unregulated extension of the land surface. Figure 3 shows the Port Warden's Line established in 1796. The archeological investigations identified traces of the 18th century shore line, uncovered the remains of the 18th century harbor structures, identified the foundations of two shipping firms whose stores and warehouses were built in stages from the late 18th to the late 19th century, uncovered the basements of the houses and shops of merchants and craftsmen and demonstrated the astounding integrity of domestic and commercial levels from the 18th and 19th century despite intensive later building activity.

Methodology

Documentary research was the first stage of the archeological investigations and an on-going component of the project. The goals of the documentary research as for the field testing were to investigate the physical development of the harbor and the development of the community around the harbor.

On the basis of the preliminary background research, four sites were selected for intensive testing. The principal determinate of the testing strategy was the geomorphology of the area: two sites,

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ARCHEOLOGICAL RESOURCES (continued)

Chase's Wharf (18 BC 51) and Miller's Wharf (18 BC 53) were selected on the south side of Thames Street backing on the northwest branch of the Patapsco River and two sites were selected, Queen Street (18 BC 52) and Bond Street (18 BC 57), backing on the Cove of the Patapsco (Map 1). On the south or river side of Thames, the probability of encountering warehouses was high, with the probability of warehouses replacing rowhouses of mixed residential/commercial function increasing with time. On the north or Cove side of Thames, the probability of encountering warehouses was thought to be low, the probability of architecturally undifferentiated domestic/commercial structures would remain constant with time. For all four sites the probability of encountering the physical remains of harbor structures, such as bulkheads, wharves, and piers, was high, with the south or river side reaching its present physical configuration by c.1800 and the north or cove side by c.1850.

For each site the following research problems were addressed:

1. To locate the original shoreline as depicted on the Presbury Plat of 1773 (Map 2).
2. To distinguish between "made" and "fast" land, i.e. between filled or extended land and the original land surface, and to date the extension.
3. To identify the technology used to accomplish the extension of the land surface.
4. To identify the basic function of each site and to compare the sites with each other to establish land use patterns over time.
5. To identify different functional areas within each site and to compare changes in land use patterns over time.
6. To compare the historic documentation with the archeological data in the study of site function, functional areas within a site, the disposition of structures and the economic status represented by the occupants in order to assess the reliability of documentary evidence in predicting the occurrence, nature and integrity of archeological sites in waterfront communities.

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ARCHEOLOGICAL RESOURCES (continued)

A grid consisting of 50 foot squares was laid out for each site and aligned to the historic street pattern. All measurements both vertical and horizontal were taken with reference to transit stations tied in to the Baltimore City Control System. Trenches were excavated north-south and east-west along the grid lines to establish the basic stratigraphy of the site, locate subsurface disturbance and features and to distinguish between "filled" and "fast" land. Areas selected for intensive testing were cleared, and a program of data recovery in 5 foot square units was carried out to determine the nature and horizontal and vertical integrity of exposed cultural levels and features. A record was kept of stratigraphic levels; plans and sections were drawn for all units, features and structural remains. A complete photographic record was prepared. All recovered artifacts were retained for study.

CHASE'S WHARF

The Chase's Wharf (Levering Coffee) Site (State Site Number 18 BC 51) is located at the corner of Philpot and Thames Streets, present address 1401-1407 Thames Street. To the south and west the property borders of the northwest branch of the Patapsco River. On the Presbury Plat it consists of lots 53 and 54 (part). A locus of maritime shipping activities from the last quarter of the 18th century until the 20th, the site takes its name from the Fells Point merchant, Thorndick Chase who lived on the property from shortly after its acquisition in 1798 until his death in 1838 (WG 56, 109; Wills D.M. 17, 106). His firm, T. Chase & Co., conducted its shipping operations from this base until the death of his son and successor, the younger Thorndike Chase, in 1866 (Wills I.P.C. 32, 121). Prior to the 1790s documentary evidence is scant, although it is known that the leasehold of the property was held in succession by two Baltimore merchants, William Neill and Robert Smith (WG#C,12; WG#CC,714). The building activities of a later merchant, Nicholas Slubey, owner from 1791-1798, are well documented in the detailed accounts presented at his bankruptcy proceedings in Chancery Court (B41, May term 1798, Exhibit No. 6).

In the 1840s, the major shipping firm, Kirkland, Chase & Co. who dealt in the West Indian trade in sugar and coffee acquired a half interest in the property and a full title after the younger Thorndick's death in 1866. It is to this period that the single remaining warehouse, a 3 story brick structure with rounded corners (B-982), belongs, one of a complex of 6 warehouses that appear on the tax assessors maps for 1876 (Map 5). Following the bankruptcy of Kirkland, Chase & Co. in 1873, the property passed to the B & O

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ARCHEOLOGICAL RESOURCES (continued)

Railroad (RTA 956, 395). After the 1880s the northeast portion of the site was rented by the Levering Coffee Co. who constructed the two latest warehouses here for their coffee roasting operations (TAF 1898, 69).

The archeological investigations located the original shoreline 100 feet north and 80 feet east of its present boundaries. Two crib bulkheads constructed of logs were discovered c. 50 feet south of the 1773 shoreline. The cultural level covering them can be dated to the 1780s, confirming the cartographic evidence that the property had assumed its present dimensions by 1799. (Map 6). Subsurface remains of seven periods of warehouse construction were identified as well as the stone foundations of three late 18th century rowhouses amid the brick piers and internal support walls of the late 19th century warehouses used by the Levering Coffee Company. Domestic refuse connected with these rowhouses is remarkably intact in view of the later construction in that location. In addition traces of an early wharf, cobblestone pathway, and two small houses all prior to the 1790s were uncovered beneath later warehouse construction in the northwest section of the site.

MILLERS WHARF

The Millers Wharf site, 1409-1417 Thames, (State Site Number 18 BC 53) is located on the south side of Thames Street at the foot of Caroline Street immediately adjacent to Chases Wharf on the west with the railroad yard of the Jackson's Wharf terminal of the Pennsylvania RR to the east. Its southern boundary is formed by the Patapsco River (see Map). On the Presbury Plat of 1773 it appears as lots 54 (part), 55, 56 and 57 (west half). The western portion of the site is occupied by an S-shaped four story brick warehouse (really three connected warehouses) constructed in stages from c. 1822 to 1876 (BCA 1822, 221, 203; TAF 1876, p. 83). Like Chases Wharf, this site was a locus of maritime shipping activity in the 18th and 19th centuries, deriving its name from the firm Millers Brothers and Company who acquired the property in 1873 for their business in canning and shipping oysters (GR 601, 36; figure 8). By the later 19th century rail transportation was assuming increased importance and the Millers Brothers benefited from the close association with the Northern Central Railroad (later Pennsylvania) Wharf to the east and by the early 20th century the tracks came between the warehouses directly onto the property. The successors of the Millers Brothers used the warehouses for general storage (McCormick & Co., Atlas Safe Deposit & Storage Co. owners 1927-1930). In the 1930s the Atlas Pier and Terminal Co. (Ruckert

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ARCHEOLOGICAL RESOURCES (continued)

Terminal Corporation) relied on road rather than rail transportation and the warehouses were extensively altered for truck loading docks. At this time the mid-19th-century warehouse to the east was torn down and replaced by a concrete loading platform and the warehouse to the west (B-3998) was extensively altered.

The archeological investigations concentrated on testing the 'phase I' basement beneath the truck loading dock constructed in 1935. This basement consists of the stone foundations of three separate rowhouses constructed in the late 18th century and modified as the basement of a three story brick warehouse constructed after 1866 (TAF 1876, 81) which warehouse was itself altered in the 20th century when the railroad tracks were paved over and the structure connected with the four story standing warehouse (B-3998). Despite continuous use of the basement until the near present, excavations did confirm a late 18th century date for the structure. Beneath the flagstone paving of the phase I basement, two earlier, brick pavements were identified. The earliest, associated with late 18th/early 19th century material, showed traces of different brick patterns in the paving, as well as breaks suggesting where the house walls once stood. Documentary evidence suggesting that the central row house in the phase I basement is the two story brick (rough cast) shop of James Biays, one of the wealthiest shipbuilders in Fells Point and of great importance in the political life of the community (Steffen, 233-9; WG 85, 128; BCA 227, 26-1841).

QUEEN STREET

The Queen Street site at 1500 to 1512 Thames Street (State Site Number 18 BC 52) is located at the corner of Thames and South Caroline Streets (Map 9). It consists of lots 23 (part), 22 and 21 (part) on the 1773 Presbury Plat. While today the property is not a water lot, before the second quarter of the 19th century these lots were water lots backing onto the Cove of the Patapsco River. As the Cove was gradually filled in - today all that remains of the water is the City Dock - Caroline Street was extended to the south, creating the unusual triangular shape of the individual house lots on the corner (see maps 10, 11). The five early to mid 19th century rowhouses that once fronted on the north side of Thames were extensively altered in the late 19th and 20th centuries and were in such dilapidated condition that they were removed by the developer before data recovery began. The earliest of these rowhouses was a two story frame dwelling with separate kitchen (Balt. Comm. Ad. notice of public sale 7/16/1821) built by Garrett Prenderville after

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ARCHEOLOGICAL RESOURCES (continued)

1792 (WG#KK, 185) and before 1796 (WG#VV, 535), used by him as an inn (directories 1796-1810), replaced by a brick dwelling in the 1840s (BCA 231,649), renewed in the next 20 years with the addition of a third story and a two story brick back building (BCA 1866, 243), this in turn replaced by a warehouse in the early 20th century (Sandborn 1917) and with some alteration at present still in use by the Lacey Foundry for storage.

The archeological investigations concentrated on the use of the yard area behind the rowhouses. An unexpected discovery was an extremely well preserved seawall of wooden planks at a distance of 55 feet further north than the original shoreline of the Cove (Map 12), clearly one of a series used to infill the Cove. In the late 18th century levels identified immediately north of this seawall were found numerous pieces of leather and unfinished shoes preserved in the waterlogged matrix. While no shoemaker had his shop on the Queen Street site, it is probable that the material was discarded into the waters of the Cove, and washed slightly west and south from the shops located on Bond Street at what are now 838 and 836 South Bond Street (directories 1796-1831).

The density of occupation of this property meant that virtually the whole yard area was covered over with back additions by the later 19th century. In one small area shared by four households from the mid 19th century onward, no more than 30 to 40 feet, 14 features were exposed. These included a narrow brick and board walkway and a line of fence posts as well as a series of superimposed privy holes and trash pits ranging in date from the mid 19th to early 20th centuries. Documentary research, especially the tax assessors field books and census records, have made it possible to assign the features to the families using particular back yards.

BOND STREET

The Bond Street Site (State Number 18 BC 57) is located at the corner of Thames and South Bond Streets, present address 1532-34 Thames Street (Map 13). This site appears as lots 16 (part) through 19 on the Presbury Plat of 1773. During the second half of the 18th century, this corner was the site of a lumber yard with the water of the Cove of the Patapsco River to the north and west, a distance of 120 feet in the 1780s (WG#BB, 244). At least six structures faced on Bond Street and one on Thames. In the 1950s three 18th century rowhouses (856 and 852 Bond and 1532-34 Thames) were joined and altered to create a commercial laundry building and the houses to the north on Bond torn down to make a parking lot.

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ARCHEOLOGICAL RESOURCES (continued)

During construction of the laundry, a cinderblock and concrete slab insertion at 856 Bond replaced the two story brick house built by George Wells, the shipwright, c. 1779 (WG#C, 390) which fronted 17 feet in front over a covered alley by 32 feet in depth with a kitchen and other out offices, enclosed by a wooden fence to the west and running back 120 feet to the water (WG#BB, 244). George Wells' dwelling house immediately to the north, 854 Bond, built by John Cattell c. 1774 (AL#K, 269), was a three story brick dwelling which fronted 25 feet on Thames (Wills WB 3, 578). The three story brick structure at 532-534 Thames built c. 1772 (AL#E, 37) appears as James Bond's inn in 1804. All three of these buildings were used as inns in the late 18th/early 19th centuries. The mixed residential/commercial nature of the property continued into the 19th century. By the mid 19th century various wings and outbuildings were added to existing structures and a brewery was located behind 1532-34 Thames.

The archeological investigations of the site concentrated on the use of the yard area behind the standing structures. Subsurfaces remains identified included the foundation and cellar of an early 19th century wing extending west from 854 Bond. In the west wall of the cellar, a large hearth complete with brick oven, pintle for crane and stone floor were found. In the earth cellar of 856 Thames, George Wells' "new brick House," two sets of fireplace footers were located, as well as domestic refuse of late 18th century date. West of 856 the foundations of several additions were encountered, one of these the kitchen mentioned in a lease of 1788 (WG#BB, 244). Foundation walls, a brick floor and a brick hearth were located north of 1532-34 Thames, most probably that of the brewery appearing on a Plat of 1851. (Map 15). (ED 21,105).

The following potential archeological sites are known from documentary sources to exist on the north side of Thames Street (present addresses are 1514, 1516, 1518/20, 1522, 1524-30 Thames; see map 16). At present the area is open space with the exception of 1522 which houses the Fells Point Automotive, a garage and repair shop.

1. 1514 Thames (18' x 105'). In the early 19th century a two story frame house built c. 1798¹ fronted 17' on Thames. It was occupied by the merchant Captain John Hutson who was engaged in the Rio coffee trade. His inventory of 1837 lists three of his ships at Jacksons Wharf (Inventory 46, 553): brig William Price (1/2 interest), brig Tweed, brig Montazuma. (1. WG KK, 185). By

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ARCHEOLOGICAL RESOURCES (continued)

- 1866, the frame structure was replaced by a three story brick house (1866 TAF, 242) with two story brick back building. A five foot alley ran north along the western boundary in the mid 19th century (ED 109, 159).
2. 1516 Thames (24' x 120'). In the early 19th century a two story frame house build c. 1798 (WG 56, 589) fronted 20 feet on Thames with the upper story covering over four feet of an eight foot alley by agreement with the owner of the adjacent house to the east (WG#GG, 67). It was occupied by John Myers, a block and pump maker in the first quarter of the 19th century as his shop and dwelling. The frame house was replaced by a brick structure when the property was occupied by tenants in the 1840s and later raised (by 1866) to three stories with a 2 story brick back building added.
 3. 1518/20 Thames (28 1/2 ' x 140'). By agreement with the owners of #1516 Thames, the two story brick house built here by the baker Jacob Rieter c. 1791 (WG#GG, 67) fronted 23' 9" on Thames and was built over four feet of an 8' covered alley. Dieter's inventory of 1793 (Liber 17, 111) mentions a bakehouse and houses of office in addition to his dwelling on the property. By 1866 an additional story had been added to both house and brick back building (TAF 186, 241). Between 1876 and 1898 the original house was replaced by two 14 foot three story brick dwellings and the right of way shared with #1516 vanishes (TAF 1876, 97; TAF 1898, 29).
 4. 1522 Thames (20' x 114'). At present the site is occupied by Fells Point Automotive. This structure has been extensively altered during the 20th century. In the late 18th century a two story brick house built c. 1790 (WG#CC, 186) fronted 20 feet on Thames. It was occupied by William Etchberger as his inn. By the 1840s (BCA 227, 92), a brick back building had been added. The house was raised to three stories by 1876 (TAF, 96).
 5. 1524-30 Thames (60' x 114' west boundary). On this large triangular lot a small frame house was built c. 1780 (WG#B, 284; BCA 177, 228). By the 1820s a large frame house with brick kitchen in the rear had been built (Baltimore American Commercial Advertiser (1822 - reference from Nancy Miller Schamu, not checked). Tax records from the 1840s (BCA 227, 92) mention two two story frame stores as well as a one story frame house. However, these structures were shortly (pre 1866 - TAF 240) replaced by a five story brick tenement with a three story

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ARCHEOLOGICAL RESOURCES (continued)

back building added which served as both dwelling place and workshop for shopkeepers and small craftsmen into the 20th century.

For all of the above properties, the probability is high of identifying structural remains of the late 18th century onward in areas marked A and B on Map 16. The probability of encountering domestic refuse from late 18th/19th centuries is moderately high in the ways and alleys. The probability of encountering 19th century privies and trash pits is very high in areas labeled C. For all sites the probability of encountering bulkheads and seawalls north of the 1773 shoreline is very high as is the probability of late 18th/early 19th century levels containing commercial as well as domestic debris. Because rebuilding on these properties has been slight in the 20th century no massive disturbance of intact subsurface remains and cultural levels is to be expected and therefore these should retain substantial integrity. These properties are significant for the evidence they possess for the early process of infilling of the cove. The documentary evidence presents the diversity of status and occupation on this property, from moderately wealthy merchant to baker. The substantial integrity of the cultural remains presumed here would make a valuable contribution to a study of the economic diversity typical of Fells Point.

South side of Thames Street: Jackson's Wharf (230' x 140') Map 18)

On the south side of Thames Street the entire 1500 block between South Bond Street on the east and South Caroline Street on the west is known to comprise a significant archeological site. The southern boundary of this property is the northwest Branch of the Patapsco River. The property today is occupied by the Jackson's Wharf Freight Terminal (1517 Thames Street) of the Pennsylvania (formerly the Northern Central) Railway and its accompanying railyard. It consists of lots 57 (east half), 58, 59 and 60 on the Presbury Plat of 1773. Its historic name is Jackson's Wharf, after William Jackson the block and pump maker who rose to political importance in early 19th century Baltimore (Map 17). In the late 19th century the railroad replaced earlier 19th century warehouses along the Patapsco and the late 18th century rowhouses which once fronted on Thames Street. The following archeological sites (numbers keyed to sketch map 18) gain significance from their close association with the historic personage, William Jackson, and with related maritime activities in 18th and 19th century Fells Point. Because construction of the single story terminal and railyard would involve limited subsurface disturbances, it is likely that structural remains with their associated cultural levels remain substantially

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intact. These sites therefore have the highest archeological potential for the study of the physical remains of the historic harbor, for domestic and commercial structures of late 18th and early 19th date and for the study of economic and occupational diversity in the historic community of Fells Point.

1. Lot 57 (east half) 30' x 190'. In the late 18th century a three story brick dwelling built c. 1765 (AL#H, 58) with gable end wall on the southwest front 25' on Thames Street with a brick back building to the south. When James Ramsey had his dwelling and ship chandlery here, the water was 95' south of Thames only 20' distant from Ramsey's shop. To the south (at 11 on Map 18) was James Biays' (whose shop was adjacent to the west) wharf, later owned by the merchant Thomas Tenant, who sold the property to the Baltimore Screw Dock Company in 1829 whose stores and warehouses occupied the southern part of lots 57 (east half) and 58 (west half) to the late 19th century when the property passed to the Northern Central Railway. To the west of the house an alley ran south from Thames Street. The house was replaced by a one story brick warehouse by 1866 (TAF 1866, 128) which occupied sites 1 and 2 on Map 18.
2. Lot 58 (west half) 27' x 190'. In the late 18th century a two story frame structure c. 1773 (AL#D, 59) fronted 27' on Thames Street. The oak cooper William Weatherly had his shop here in the late 18th/early 19th century (WG#KK, 98). The southern portion of the lot (#11) shares the same ownership as the east half of lot 57. James Ramsay had two old brick warehouses and one old frame warehouse here as part of his shipping complex. The 18th century house was replaced in the later 19th century by a large single story brick warehouse covering sites 1 and 2.
- 3, 4, 5. Lots 58 (west half) and 59 (east half, (72' x 180')). In the late 18th century two structures, one three story brick (#4) and one frame (#3) structure fronted on Thames Street with an 11 foot alley in between (WG 54, 634, WG55, 509). The frame structure was known as the Old Exchange Coffee House in 1798 when William Jackson purchased these buildings for his dwelling and shop. The southern portion of these two lots as well as that south of lot 60 (#9) were used by Jackson for his warehouse, stores and wharves (see map 1807). By the 1840s the southern portion of these lots known as Jacksons Wharf had a three story brick warehouse and stone sheds as well as two brick shops, a boatbuilders and block makers (AWB 415, 352), and an office. Along Thames Street by the 1840s, a brick back building was added to the brick house at #4, the old frame structure at

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- #5 was replaced by a three story brick dwelling also with brick back building and on site #5, a two story brick store house had been built.
6. Lot 59 (east half). 25' x 70'. In the late 18th century a three story brick dwelling fronted 25' on Thames Street. It was built before c. 1798 by Nathaniel Thompson, whose Chandler store (BCA 177, 1798) occupied the property until c. 1818 (WG 146, 313). A single story brick back building had been added by the 1840s (BCA 227, 71) during its occupation by the physician, Joseph Allender. The southern part of the property was known as Jackson's lot (site #11).
7. Lot 60 (west half). (60' x 70'). In the early 19th century this was known as Baker's lot, after the ship carpenter, Benjamin Baker whose shop, dwelling and wharf were located here in the late 18th/early 19th centuries (BCA 177, 1798). In 1834 the two two-story frame dwellings which fronted on Thames Street until the late 19th century were described as old frame buildings much out of repair. (Baltimore County Chancery Ct. Rec. TK 14, 488). To the south was Jackson's lot with stone warehouse and wharf (#11).
8. Lot 60 (east half) (60' x 70'). In the early 19th century this property was identified as Chambers lot after Daniel Chambers, a ship Chandler. In the late 18th century, a two story frame dwelling fronted 12' on Thames Street (BCA 196, 195). By the first quarter of the 19th century, a two story brick dwelling and stable had been erected on the property (BCA 221, 156). By the 1860s, the frame house had been replaced with a two and a half story brick dwelling with a two story brick back building. The southern position of the property was Jackson's lot and wharf (site #9).

For all sites 1-8, the probability of identifying the structural remains of late 18th century structures is very high. For lots 2, 5, 9, and 11, the probability of encountering commercial structures such as warehouses and store is high for both late 18th and 19th century material. The probability of encountering 18th century/19th century domestic refuse is moderate to high in yard areas (shaded portions) of lots 1 through 8 as in the alleys between sites 3 and 4, on site 7 and west of site 1. The probability of encountering early wharves and bulkheads is very high in sites 9 and 11. The probability of encountering refuse connected with commercial maritime activities such as ship building is moderate to high in sites 9 and 11.

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HISTORY AND SUPPORT:

Fells Point was one of three early eighteenth century communities that together formed the Baltimore of the Revolutionary era. By the time Fells Point became a part of the city in 1773, Baltimore Town, lying to the west, had already annexed the immediately adjacent Jones Town. As late as the middle of the eighteenth century, Baltimore Town contained only a few houses, yet soon after the three communities joined together it grew much more rapidly than the nearby political and cultural center of Annapolis. Fells Point played an important part in the spectacular growth of Baltimore, just as the development of Baltimore became the key to Maryland's expansion to the west. This town-building came as the result of the growth of flour mills and other processing businesses rather than from the tobacco culture that was the economic basis of the early Chesapeake society.

In 1732, when the Maryland colony had reverted to its proprietary status after being a royal colony for a few years, Lord Baltimore sailed to America, the first member of the family to visit the colony in over fifty years. His trip inspired renewed proprietary interest in quitrent collection, tonnage duties, and in land sales. Daniel Dulany the Younger soon started large-scale speculation in lands to the west of the Chesapeake Bay, and there was a subsequent flurry of land transfers and purchases by investors.

It was during this time that the Fell family came to Maryland, purchased land, and gave their name to Fells Point. Edward Fell, an English Quaker arrived in about 1724. His brother William joined him a few years later. William and Edward acquired about 3,000 acres of land, much of which they left to William's son, also named Edward, who was born in 1733. This Edward Fell added more land to that which he had inherited and is responsible for laying out the basic street plan for Fells Point in 1761.

Edward Fell (1733-1766) laid out the streets of Fells Point in a grid pattern; the shoreline of Fell's holdings and the desirability of access to its deep water were the only moderating forces on otherwise square blocks. The water itself was surely the most important reason for establishing a town on the site. At a time when the only reasonable means of transportation and communication was by water, a deep-water port offered special advantages for development. The Patapsco River would never rival New York or Boston with their large harbors and direct access to the Atlantic Ocean, but an eighteenth century investor could see the potential value of Fells Point as a port.

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HISTORY AND SUPPORT (continued)

Many of the streets laid out by Edward Fell still retain their original names, but others have been changed. Petticoat Lane is now Spring Street; the original Strawberry Alley is Dallas Street and Apple Alley is Bethel Street; the original Argyle Alley is now Regester Street; Happy Alley has become Durham Street. Dock Street was formerly Queen Street; Broadway was called Market Street; Eastern Avenue was Wilks Street. Early maps also included Point Street which no longer exists but was parallel to Wills Street at the end of the point. The present Broadway was Market Street and the present Thames Street had a different name on nearly every block: it was Thames from Philpot to Bond, Fell Street from Bond to Broadway, George from Broadway to Ann, and Pitt where it is now called Fell Street. In addition to some street names and the grid pattern, tangible evidence of the Fell family consists of their tomb on Shakespeare Street and some continuing ground rents. The system of renting land to a person who would then own the house he built upon it was fairly common in England, but Baltimore (including Fells Point) is one of the few American cities in which it was popular.

Less than two decades after the town was laid out it had a population of over 800. A census of Deptford Hundred, as Fell's Point was then called, was taken in 1776 to comply with a resolution of the Council of Safety in Annapolis at the start of the American Revolution. The "true list of inhabitants in Deptford Hundred" included a total of 821 people divided as follows:

222 white freemen
187 women
128 boys
138 girls

51 men servants
15 women servants
6 boy servants
2 girl servants

23 male slaves
14 female slaves
15 boy slaves
13 girl slaves

3 free black males
4 free black females

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HISTORY AND SUPPORT (continued)

This census does not list street addresses, and includes only one or two occupations. The census actually lists only 142 individuals, including a few women, by name. It is interesting to make some comparison between this census and the city directory of twenty years later. A number of the same last names appear in both, and there are a few which actually do seem to be the same people.² Yet it is evident that over the twenty year period, mobility and/or mortality was high. Far more people either moved away or died than remained in late-eighteenth century Deptford Hundred.

Shortly before the start of the Revolutionary War, the population of the city of Baltimore was about 6,000, a small number in comparison to Philadelphia's 28,000 and New York's 21,000. With its population of less than 900, Fells Point had about 15 percent of the city's population. It was not a densely populated area, and the small wooden houses with steep gable roofs that still stand in Fells Point may be the best evidence of eighteenth century life there. For a population of 900 it is hard to imagine that there would have been any more than a maximum of 150 to 200 dwellings, and there were probably less.

Numerous pictorial histories of Baltimore attest to the extensive visual documentation available, but unfortunately there is little evidence of what Fells Point looked like in pre-Revolutionary times. John Moale's well known drawing of Baltimore Town in 1752 gives a hint of how Fells Point may have looked in pre-Revolutionary times. The Fells Point houses must have been similarly scattered, with more space per dwelling than in the densely packed rows of today's Fells Point.

Unlike Baltimore Town with its wandering roads and scattered lots of different sizes, Fells Point with its grid plan required houses to be built in straight lines and on lots of a pre-determined size. The evidence remaining today indicates that the houses were the usual colonial variations of Georgian and earlier styles. Later records indicate that there were more wooden houses in Fells Point than in Baltimore Town, a logical situation in a community where the economy was based on the construction of and shipping by wooden ships. Most of the houses themselves were probably modest in size, with one or two and a half stories, gable roofs, and dormer windows. Brick houses of a similar style as well as a few larger houses were scattered throughout the community. The Robert Long house at 812 South Ann Street is one of the larger houses remaining from the pre-Revolutionary period.

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HISTORY AND SUPPORT (continued)

Fells Point was a water-oriented community. Early maps show that the town's first development was near the water, where there were also wharves and piers. The deep water at Fells Point, with its regular rise and fall of tide, was a pathway to the rest of the world and an intimate and valuable part of the lives of the early residents, many of whom worked in maritime related trades or businesses.

Like most European settlers in colonial America who set about altering the natural terrain to suit their own methods of agriculture and commerce, the early arrivals in Fells Point built wharves and altered the shoreline for shipbuilding and shipping. That shoreline has been continuously changing for over two centuries; it will never be possible to know how it looked before European settlement, but it was very different than it is today with its man-made bulkheads and wharves.

The Revolutionary Era and the Early Federal Period

After Fells Point became a part of Baltimore in 1773, its future was tied to that of the larger city. As Gary Lawson Browne explains in Baltimore in the Nation, the city grew and profited during the Revolutionary War by being able to continue its traditional trade with the West Indies and by becoming the central trading depot for the American forces.³ If Fells Point and Baltimore prospered during the Revolution, they boomed soon after.

From a population of about 6,000 before the Revolution, Baltimore grew to 13,000 in 1790, and expanded to over 26,000 in 1800 when it became the third largest city based on expansion of the grain trade with the city's hinterland in western Maryland and Pennsylvania. Ships from Baltimore carried food and other goods to the West Indies and picked up cocoa, coffee, sugar, and rice for shipment to American coastal ports or Europe. This expanding market called for more and larger ships, but the shallow basin of the inner harbor restricted the size of the ships that could be accommodated. Enterprising merchants built long wharves; nonetheless large ships either had to anchor in the Bay and have their cargo lightered into the harbor or dock at Fells Point and have the cargo transported into downtown Baltimore. Not until 1818 did the city construct a connection from the tip of Fells Point to the city basin area.⁴ The result was that Fells Point remained the main shipping area of the city during its period of most rapid growth, a period when shipping

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HISTORY AND SUPPORT (continued)

was expanding and turnpikes were stretching out into the grain producing area.

John Adams was among the early visitors to Baltimore who commented about the large number of ships at Fells Point. Many other visitors to the city specifically commented upon the shipping and prosperity of Fells Point. Johann David Schoepf, a German mercenary who remained in America after the Revolution, later published a book about his American travels in which he mentioned seeing as many as fifty vessels at a time in Fells Point in 1783. Isaac Wells, an Irishman, was another visitor who commented about the shipping activities in Fells Point in 1795. James Kent, a New Yorker, noted that large ships could go only as far as Fells Point in the 1790s. Kent also stated that there were about 800 houses in Fells Point at the time and that the Point's two main streets were paved.

John Davis, an Englishman, wrote of Fells Point in the early 1800s "It is a place remarkable for its commerce of various kinds; for here ships land their cargos, and here their crews wait not even for the twilight to fly to the polluted arms of the white, the black and the yellow harlot." Baron Von Klingstrom of the Swedish fleet had only slightly more complimentary comments about Fells Point in 1818:

Fells Point and the region about Chesapeake Bay are known for the fast sailing schooners built and equipped there. The fastest ships are used mostly for privateering and the slave trade. The residents of this part of the city are mainly shipbuilders and sailors. The Fells Point people have the same reputation as those who live at the Plymouth docks or Gosport in England. The experienced seamen who have visited these ports will know what I mean.

John Duncan, a Scot, who visited Fells Point at about the same time said that it was dirty like most seaports and that the people suffered from yellow fever. However, he admired the lines and speed of the sharp schooners he saw in Fells Point.

In "Portrait of Baltimore in 1800," Richard M. Bernard makes a number of comments about Fells Point. Through analysis of the Federal Tax Assessment of 1798, Bernard has added many details to the picture of Fells Point in the early Federal period. The area was at that time still called Deptford Hundred and included

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everything east of the Falls and below a line from the bridge between the present locations of Pratt and Gough streets. Bernard's study of the Tax Assessment reveals that the area was then primarily concerned with maritime activities, contained one Methodist church, one Roman Catholic church, and a public market. Its many inns, taverns, and coffee houses made it, according to Bernard, one of Baltimore's entertainment areas.⁶

At the time of the assessment, only 45 percent of the houses in Fells Point were of brick, a smaller percentage than in other areas of Baltimore. Also, Baltimore's smaller lots were either downtown or in Fells Point. The building values in Fells Point were an average of \$638, the lowest in the city, and the poorest people also lived there. The area contained 231 slaves. Yet, contrary to expectations, Bernard had determined that there was no clustering of boarding houses.

The Baltimore City Directory of 1796 gives additional information about the people of Fells Point at the end of the eighteenth century. There are 662 listings in Fells Point or on streets included in the Fells Point Historic District. While it is difficult to guess at how many residents have been excluded, how many persons were in each household, and other details, this directory does begin to bring into focus the picture of Fells Point in 1796.

A tabulation of the occupations of the people listed in the Directory makes it evident that this was almost exclusively a maritime community. Approximately one third of the listings are directly related to maritime activities:

- 33 ships carpenters
- 42 mariners
- 19 riggers
- 2 block makers
- 49 sea captains
- 9 revenue officers
- 3 ship chandlers
- 15 pilots
- 11 ship joiners
- 3 boat builders
- 1 rope store keeper
- 1 anchor and nail store keeper
- 1 mathematical instrument maker
- 10 sailmakers
- 1 clerk of custom house
- 2 caulkers

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HISTORY AND SUPPORT (continued)

1 wharf builder
1 anchormsmith
5 shipwrights

Other occupations accounting for an additional 20 percent of those listed seem likely to have provided services for the large maritime-oriented population: 43 inn keepers, 5 tavern keepers, 17 laborers, 13 boarding house keepers, 31 carpenters, 7 painters, 8 watermen, 2 stevedores, 19 carmen (carters), 11 blacksmiths, 7 merchants, 6 physicians, 1 attorney, and 1 umbrella and trunk maker. A rather large number of cordwainers or shoemakers (22) also lived in this area. A number of other occupations served the daily needs of the residents and presumably the needs of visiting mariners as well: 13 keepers of dry and wet goods stores, 8 washerwomen, 19 grocers, 4 hairdressers, 14 bakers, 5 hatters, 8 hucksters, 6 butchers, 21 tailors, 5 schoolmasters, and other miscellaneous trades.

The same directory also lists 35 widows and 9 residents who had come to Fells Point from Santo Domingo as refugees of the slave uprising there. Although the house numbers and names of streets have changed, the directory also clearly tells where the people of Fells Point lived. This information together with the Warner and Hanna Plan of the City of Baltimore of 1801 shows the population was centered along the waterfront and along Bond Street and moved up into the northwest corner of the Fells Point Historic District. Bond Street had the largest number of residents in Fells Point in 1796 listings on Philpot Street, 43 on Thames, which was much shorter than it is now, 41 on Fell Street (the section of the present Thames Street between Bond and Market), 35 on George (the current block of Thames Street to the east of Broadway), and 18 on Pitt Street (the present Fells Street). Moving back from the waterfront there were 24 listings on Shakespeare, 19 on Lancaster, 45 on Aliceanna Street, and smaller numbers on Fleet, Wilks (now Eastern), and the alleys.

With this rapid rise in population, housing became increasingly dense on many blocks in Fells Point and the early type of brick rowhouse proliferated, generally two and a half stories high with steep pitch gable roof and a gable roofed dormer. Some larger houses of the same simplified Georgian style were three stories high and three or four bays wide with more elegant lintels and other trim. The Captain Steele house at 931 Fell Street is one of these larger houses. At this time architecture was not specialized and most buildings looked like houses. Certainly the inns and taverns in Fells Point differed

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HISTORY AND SUPPORT (continued)

little in style from the private dwellings. In 1801, the market, the Methodist Church at the corner of Dallas and Fleet Streets, and the first Saint Patrick's Church at the southeast corner of Wilks (eastern) and Apple (Bethel) Alley were probably the few buildings that differed from the gable-roofed simplified Georgian house style.

The Methodist Church was the first of this denomination in Baltimore. Saint Patrick's Church developed because a group of Fells Point Catholics petitioned Bishop Carroll to establish a Catholic church near them. Their first mass was held in a private house at Bond and Fleet streets in 1792, and they built their first church on the east side of Apple (Bethel) Alley at (Wilks) Eastern. In 1806 they started construction of a larger church at Bank Street and Broadway. That Greek Revival style church was demolished in 1897 to make way for the present Gothic building.

Fells Point residents concentrated their building talents on ships, not houses. Their talent was considerable, and shipbuilding brought the Fells Point what was probably its most memorable era, the days of the Baltimore clipper and privateers. The origins of the Baltimore clipper are uncertain, but her dangerously sharp lines were probably inspired by the Bermuda sloop and the early Virginia pilot boats. By about 1800 she had made a reputation for herself as fast and maneuverable, ideal for privateering and evading pursuers.

The Chasseur, most famous of the Baltimore clippers, and popularly called "The Pride of Baltimore," was launched on December 12, 1813, at the shipyard of Thomas Kemp near the foot of the present Washington Street in Fells Point. She captured a long list of prizes as a privateer and both she and her captain, Thomas Boyle, were feared by the British.⁸ A replica of the "Pride of Baltimore" today sails as a good will ambassador for the city of Baltimore.

Among the many vessels that were built in Fells Point was the frigate Virginia built by George Wells for the Continental Navy. Naval vessels constructed in Fells Point included the frigate Java built by Flanagan and Parsons in 1814, and the sloops Ontario and Erie built by Thomas Kemp in 1813. The Revenue Cutter, General Greene, carrying ten guns, was built by William Price soon after establishment of the federal Revenue Service. Price also built Gunboat No. 5, one of the feisty little boats that carried only small crews on long military voyages.⁹

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HISTORY AND SUPPORT (continued)

Ante-Bellum and Civil War Era

After the boom years of the early nineteenth century, many of Fells Point's maritime activities decreased or moved in a different direction. As a port the city suffered problems similar to those of Philadelphia: a long distance from the ocean; tendency to freeze over in the winter; and high wharfage rates.¹⁰ Both ports were to be far surpassed by New York. After construction of the Erie Canal had given New York access to the nation's western wheat fields, Baltimore countered with the B & O Railroad. But, despite the new railroad and its earlier turnpikes, Baltimore's trade fell far behind New York's.¹¹

Despite Baltimore's problems as a port, various types of trade, including coffee and fertilizer, continued and flourished. Prior to the Civil War, American farmers had discovered the advantages of fertilizing their land with guano, the sea bird droppings picked up on islands off the coast of South America. Although this was not always considered to be a respectable trade, it was profitable, and for a time Baltimore was the nation's largest importer with much of the trade centered in Fells Point. The Patapsco Guano Company near Philpot Street and the later Renneberg Company (in the present Canton) attest to the importance of Fells Point in this industry.¹² Sugar was a substantial import from the Caribbean, and by 1860 Baltimore was the third largest importer into the U. S. The trade continued for some time, and in the 1880s the Canton Sugar Refinery stood at the foot of Chester Street (the boundary between the Canton and Fells Point Historic District).

Ships carrying Maryland flour, popular in Brazil, returned from South America with their holds filled with coffee. At one point Baltimore let the nation in coffee imports; in 1860 she ranked behind only New York and New Orleans. The coffee trade continued to be important for many years. The three-masted barks of the coffee fleet unloaded most of their cargo at two Fells Point wharves. Belt's Wharf was the home of the Charles Morton Stewart fleet and Brown's Wharf was the home of the Rollins, Whitridge, Jenkins, and Pendergast fleets.¹³

John J. Bruns Lumber Company, still operating at 901 South Caroline Street, represents only one of the numerous lumber firms which occupied the site. Sawmills, woodworking plants, lumberyards and shipyards were common in Baltimore - particularly along the waterfront east of the Back Basin - throughout the 18th, 19th and early 20th centuries. This lumberyard and its

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predecessors at the Caroline Street site reflect this continuity and close interaction of woodworking businesses during the past 150 years.

The E. J. Codd Company, a three story brick building at the corner of Caroline and Aliceanna streets, is one of Baltimore's oldest firms specializing in contract machinery, steel fabricators and the repair of industrial equipment. Founded in 1860, the firm continues to operate in its original location.

While the coffee trade was at its peak the Civil War started. No battles took place in Baltimore but the city was involved with transport, and the provisioning of troops, and supply of materiel. Before, during, and after the war Baltimore (and Fells Point) was home to many blacks, both free and slave. Frederick Douglass was taken to the Auld house in Fells Point in 1825 as a slave. His owner took him back to the Eastern Shore and then returned him to Fells Point in 1836 when Douglass was apprenticed to a shipbuilder as a caulker. Douglass¹⁴ later built houses on Strawberry Alley as housing for blacks. Those houses still stand, some have been restored, and they are listed in the National Register of Historic Places.

A large number of Germans immigrated to Baltimore before the Civil War. Some of them found work in Fells Point shipyards, creating a problem for free blacks who had previously had the same jobs. German Jews also settled in Fells Point and apparently established a place of worship in a room above a grocery store at the corner of Bond and Fleet streets before 1832. The Fells Point Hebrew Congregation, Aheb Israel, better known as Pint Shul was chartered in 1847.¹⁵

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HISTORY AND SUPPORT (continued)

The Poppleton Plan updated and corrected to 1851 shows development of the Fells Point Historic District all the way north to Gough Street with a few sparsely settled blocks. By this time there was also a savings bank on Broadway near Fleet Street and eight churches, including the Union Bethel or Seamens Church on the corner of Aliceanna and Bethel streets. Many of the houses standing in Fells Point today date from this time. Typically, they are the two-story-plus-attic rowhouse with low pitch gable roof, two bays wide with small windows on the third or top level.

The census of 1880, taken two to three decades after the years of heaviest German immigration, shows a rather large number of residents of Fells Point whose parents were Prussian. This census reveals that in 1880 there were very few blacks living in the Fells Point Historic District. Many of the residents were of German and Polish birth, and the latter tended to live nearer the harbor and to work for companies that hired unskilled laborers. The native-born and those engaged in trades or businesses requiring more skill or education tended to live in blocks farthest from the water. It is evident that by 1880 the older housing nearer the harbor had become less desirable and less expensive.

During the antebellum period some of the commercial development we know today started on Broadway where the first horse-drawn streetcar began operating just before the Civil War. The Maryland Pilots' Association also started in Fells Point at about the same time. Although harbor pilots had lived in Fells Point since the eighteenth century, they did not organize until 1852, when the association opened its first office in the Union Hotel at the corner of Bond and Thames Streets.

Late Nineteenth Century and Early Twentieth Century

The 1869 Sachse Bird's-Eye View of Baltimore shows most of the Fells Point Historic District to have been developed by that time. There was scarcely an empty lot and no more gardens, yards, or parks than exist today. The newest houses at that time, most of which are still standing, were of brick in the Italianate style, with two or three floors topped with a flat roof and bracketed cornice. They are two or three bays wide and, like the earlier houses, built tight to the sidewalk without porches. At about this time many older gable roofed houses were also altered by adding a third floor and a flat roof with cornice so that they appear to be nineteenth century Italianate houses.

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HISTORY AND SUPPORT (continued)

By 1869 industrial and commercial buildings became larger and more numerous than they had been previously. While Fells Point has always contained a mix of domestic, industrial, commercial, and institutional buildings, the steam-powered industries of the postwar period began to replace the earlier shipbuilding, warehousing, and water-transportation industries. The Bird's-Eye View shows some wooden shipbuilding, but it is minor in comparison to the early nineteenth century. The guano, oyster packing, and canning industries had taken over the waterfront. The earlier odors of oakum, tar, and lumber may have been acceptable, but surely the smells of guano and oyster shells combined with the much larger and noisier industries helped to drive the population away from the water. Commercial use of the waterfront continued to be intense, as shown by the clusters of sailing vessels in the Bird's Eye View.

An 1887 City Directory listing of wharves and docks in Fells Point indicates the changing use of the water. The B & O Railroad had three wharves for transfer of goods between water and rail, and the Northern Central Railroad had another for the same purpose at 17 Thames Street. E. B. Mallory and Booth's were two oyster packers operating at the foot of Lancaster, while Boyer's packed oysters and fruit on Philpot Street. The Cotton Press (for compacting bales of cotton) still had a wharf at the foot of Bond Street, and the Fish and Produce Exchange was at the foot of Wolfe. Belt's Brown's Henderson's and other wharves still familiar today were also in place.

The industrial buildings were increasing in size, and many were topped with clerestories to permit light to enter the large working areas below. E. J. Codd Company founded in 1860 as a machine shop, iron foundry, and boiler works still exists today at the corner of Caroline and Aliceanna streets. The Lacy Foundry was established in 1865 on Block Street and is still in business today. The 19th century canneries and food processing plants are no longer in business here, but some of the buildings remain as evidence that Fells Point was the center of Baltimore's large canning industry; the Art Deco National Can Company building reflects the continued importance of this industry into the 20th century. The Baltimore Chrome Works, forerunner of today's Allied Chemical plant, had been established on Block Street in 1845 and continued at the same location for many years.

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HISTORY AND SUPPORT (continued)

These newer industries not only needed larger buildings than the older shipbuilding industry, but they also required workers with fewer skills. They were, in fact, ideal for newly arrived immigrants whose most valuable asset as employees was their desire to work and establish themselves in America. Polish immigrants started to arrive in small numbers in the 1870s and began working, women as well as men, in the canneries and related plants. Many of these immigrants settled in Fells Point.

The Poles, like most immigrant groups, began to adjust to American ways and to earn enough money to acquire houses. In the fashion of most Catholic immigrant groups, they established an ethnic parish, St. Stanislaus, in Fells Point. This was Baltimore's first Polish Catholic parish and its members started it by meeting in a private house in 1879 while building their first church. The present church was built in 1889 and originally had a high slender steeple. The present steeple and aluminum crosses were added in 1954. The school started under the direction of the Felician Sisters, and the Franciscan Sisters took it over in 1926. The Parish Hall, built in the early twentieth century, was nearly destroyed by fire in 1978. Before 1939 the parish enlarged the rectory and built the convent.

Polish immigrants' homes, churches, stores, and other institutions spread beyond Fells Point, so it is not considered to be the city's only Polish neighborhood. However, the Polish influence developed early and is quite obvious today. A Polish language newspaper was published in Fells Point in the early twentieth century, the Polish Home is on Broadway, the Polish National Alliance is on Eastern Avenue beside the Polish savings society, and Polish sausage and other foods are readily available at numerous Fells Point stores.

It was not until the early years of the twentieth century that Baltimore had a modern water supply and sewage system for the entire city. Fells Point was among the last areas to receive these improvements and as Olson explains, many Poles who settled there contracted acute intestinal diseases from the local water supply which consisted of pumps and local wells.¹⁶ Another improvement of about the same time was the replacement of old wharves and buildings on the south side of Thames Street between Broadway and Ann. In 1914 the buildings were replaced with the large recreation pier which is standing today.

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HISTORY AND SUPPORT (continued)

From the Early Twentieth Century to the Present

There has been no major new housing in the Fells Point Historic District since the third quarter of the nineteenth century, although the community's continuing importance as a center of Baltimore industry resulted in the construction of industrial and commercial buildings (often replacing earlier structures) well into the 1930s. The canning and can-making industries centered in Fells Point and operated at full capacity through the Depression; the Art Deco National Can Company building at 1900 Thames Street reflects the importance of this industry to the city during the 1930s, and marks the final phase of the industrial development of Fells Point. After World War II, many of the industrial buildings along the waterfront fell into disuse; this trend is only now being reversed as many of these structures are rehabilitated and adapted to new functions. The old pattern of a mix of residential, commercial, industrial, and institutional buildings has continued through two centuries. The district boundaries were selected to conform as closely as possible to the generally accepted Fells Point neighborhood: the area east of Central Street, which was at one time a canal, south of a line between Gough and Pratt Street, west of the Canton Historic District, and north of the bulkhead line.

Although there are some major changes on the fringes of the district, most of these have been excluded by the boundaries as now established. These are the large new bakery warehouses west of the district, a large public housing project at the northwest corner of the district, and a fast food restaurant at the southeast corner. Other smaller non-contributing buildings within the district are either severely altered or in a few cases are modern buildings. These are clearly marked on the accompanying map.

New residents have continued to move into the area; the black population increased after the civil rights legislation of the 1960s and people from rural Appalachia have also been moving into the area since World War II. There is also a continuing in-migration of people purchasing houses for renovation or units in old buildings now converted to condominiums.

A 1930s publication for the Fells Point Bi-Centennial Jubilee indicates what some of the residents themselves considered to be important in their community at that time. In addition to the usual historical notes the book includes photographs of important landmarks and advertisements of local businesses. These

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businesses included grocery stores, a cigar manufacturer, pickle and sauerkraut manufacturers, warehouses, lumber, shipping agents, furniture stores, and hardware stores.

One event, the threat of highway construction, galvanized the community in the late 1960s. A proposal for a highway that would cut a swath through Fells Point aroused local residents and preservationists. A preservation society was started, a section of the current district was nominated to the National Register of Historic Places, and actual preservation work began. The Society for the Preservation of Fells Point and Federal Hill has sponsored a number of events to promote this historic area, and many old houses have been purchased and renovated. The renovation of private dwellings is particularly noticeable on the streets near the waterfront. The Society itself is restoring the Robert Long house, the oldest urban residence in Baltimore. Renovation of some of the Douglass houses on Dallas Street is complete. Most recently, the current law permitting tax credits for renovation of historic buildings has spurred the renovation of such commercial buildings as the Admiral Fell Inn, Henderson's Wharf, The National Can Company, and others.

The size and scale of the buildings, the mix of building types, and the original street plan all blend together in the Fells Point Historic District to foster a sense of an early American maritime community. Imagining the area without truck and automobile traffic and modern conveniences easily evokes a picture of eighteenth or nineteenth century Fells Point. Working tugboats and other ships still tie up in her harbor, taverns and restaurants still cater to travelers and visiting seamen, and long rows of small houses line the streets. Neighborhoods like Fells Point are rare. Although waterfront renovation is popular today, there is probably no other maritime community in the United States which retains as much of its original fabric and displays so much of the tangible evidence of its evolution through two centuries.

FOOTNOTES:

1. Aubrey C. Land, "Provincial Maryland" edited by Richard Walsh and William Lloyd Fox in Maryland, A History (Baltimore: Maryland Historical Society, 1974) pp. 36-41.

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HISTORY AND SUPPORT (continued)

FOOTNOTES (continued)

2. These include William Jacobs who in 1796 was a sail maker living on Market Street; Thomas Bagwell, the 1796 owner of a dry and wet goods store on Market Street; Brittingham Dickerson who lived on Philpot Street; William Johnson, a Thames Street sail maker; William Holton, a plasterer who lived on Strawberry Alley in 1796; Henry Evans who was a bricklayer living on Eden Street in 1796; a Dr. Coulter, physician, lived on Aliceanna Street in 1796; Isaac Hall whose name appears in the 1776 census was undoubtedly the same person who was in the partnership of Isaac and Leban Hall listed as "ships" at Patterson's Wharf on Philpot Street in 1796; Isaac Grist listed in 1776 was probably the Isaac Griest who had an office on George Street in 1796. William Tinker is another name which appears in both lists. There are also a number of people in both lists with the same last names who may be widows or children of those appearing in the 1776 census. "Census of Depford Hundred or Fell's Point 1776" Maryland Historical Magazine Vol. 25, pp. 271-275 and The Baltimore Town and Fell's Point Directory (Baltimore, 1796).

3. Gary Lawson Browne, Baltimore in the Nation 1789-1861 (University of North Carolina Press, 1980) pp. 9-10.

4. Browne. Baltimore in the Nation, p. 4.

5. Raphael Semmes. Baltimore as seen by Visitors 1783-1860 (Maryland Historical Society, 1953, Chapters I and II cover the years 1783-1820 in which these visitors are mentioned).

6. Richard M. Bernard, "Portrait of Baltimore in 1800" Maryland Historical Magazine, Vol 69, No. 4, Winter 1974, p. 344-360.

7. William Thompson and James L. Walker. The Baltimore Town and Fell's Point Directory (Baltimore, 1976). All listings were taken from the Directory and tabulated by Priscilla M. Thompson.

8. John Philips Cranwell and William Bowers Crane, Men of Marque (New York, 1940) pp. 226-259, also Maritime Exhibit at Maryland Historical Society.

9. Howard I. Chapelle. The History of American Sailing Ships (New York, 1935) pp. 104, 183, 98.

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HISTORY AND SUPPORT (continued)

FOOTNOTES (continued)

10. Robert Greenhaigh Albion, Rise of the Port of New York, (New York, 1939 & 1970). This well-known book on the port of New York includes numerous references and statistics on her rivals, particularly Philadelphia and Baltimore.

11. Albion. Rise of the Port of New York p. 375.

12. Albion. Rise of the Port of New York p. 190.

13. Maritime Exhibit, Maryland Historical Society and Albion, Rise of the Port of New York p. 187.

14. Sherry H. Olson, Baltimore, the Building of an American City, (Baltimore, 1980) p. 94, 98, and National Register Nomination of Douglass Houses.

15. Olson p. 118 and Isaac M. Fein. The Making of an American Jewish Community (Philadelphia, 1971) pp. 49, 60. There is some confusion on the exact date and location of the synagogue, but there is no question that there was a congregation in Fells Point about 1830-1840.

17. John H. Bouse, G. Gardner Francis, Ernest Keyworth, Fells Point Bi-Centennial Jubilee 1730-1930. (Baltimore, 1930).

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MAJOR BIBLIOGRAPHICAL REFERENCES:

The Fells Point office of the Society for the Preservation of Fells Point and Federal Hill provided information from their files and exhibit. The old histories of Baltimore including J. Thomas Scharf's The Chronicles of Baltimore (Baltimore: Turnbull Bros., 1874) and others were helpful as well as a whole series of maps cited in the footnotes (Sachse, Sanborn, Poppleton, Folie, Bromley, and others). The Query files, verticle files, and other materials in the Maryland Room of the main branch of the Enoch Pratt Free Library were also helpful as were the manuscript censuses and city directories in the microfilm department of the same library. The maritime exhibit and the library collection of the Maryland Historical Society were also helpful. The Rowhouse Exhibit at the Peale Museum, numerous pictorial histories of Baltimore, the files of the Fells Point Branch of the Pratt Library, and Norman Rukert's Fells Point Story provided additional information. The following are a few of the sources that were particularly helpful:

Albion, Robert Greenhaigh. Rise of the Port of New York, (New York: Scribners, 1939 & 1970).

Browne, Gary Lawson. Baltimore in the Nation 1789-1861 (University of North Carolina Press: 1980).

Bouse, John H. Bouse, Francis, G. Gardner, and Keyworth, Ernest. Fells Point Bi-Centennial Jubilee 1730-1930. (Baltimore: 1930).

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Jacobsen, Phebe R. Quaker Records in Maryland. Annapolis: Hall of Records Commission, 1969.

Minutes of Gunpowder Monthly Meeting, microfilm M 627-627a at Friends Historical Society, Swarthmore College.

Olson, Sherry H. Baltimore, the Building of an American City, (Baltimore: Johns Hopkins University Press, 1980).

Semmes, Raphael. Baltimore as seen by Visitors 1783-1860 (Baltimore: Maryland Historical Society, 1953).

Shivers, Natalie W. Those Old Placid Rows (Baltimore: Maclay & Associates, 1981).

Thompson, William and Walker, James L. The Baltimore Town and Fell's Point Directory, Baltimore, 1976 - on microfiche

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GEOGRAPHICAL DATA

Verbal Boundary Description/Justification

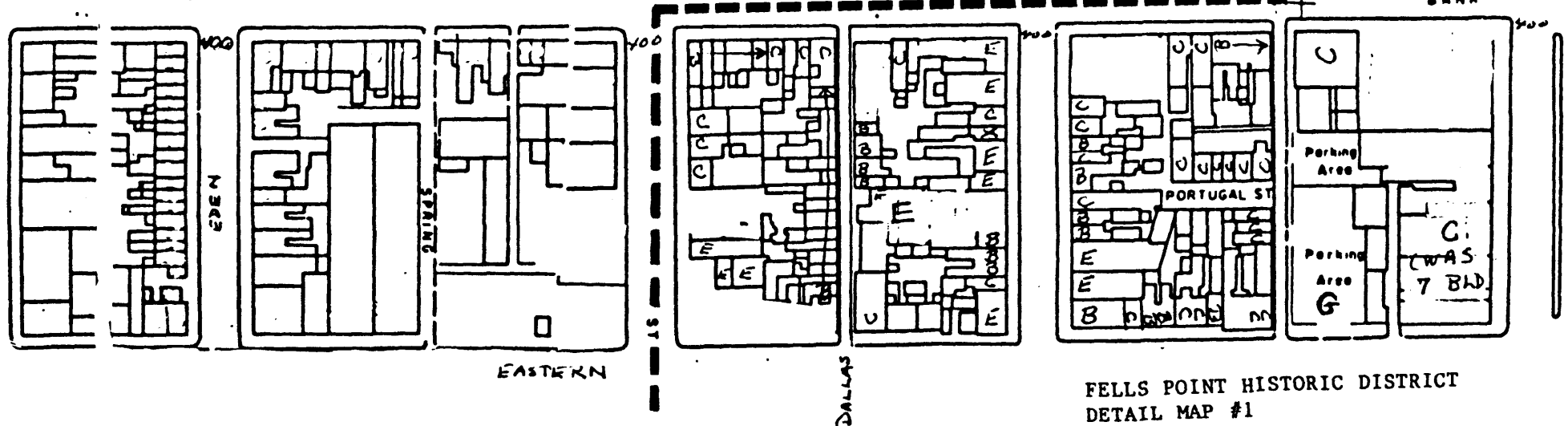
The boundaries of the Fells Point Historic District are depicted on the attached sketch map. Boundaries were drawn to include the greatest concentration of historic resources which retain integrity of form, materials, feeling, and association, and to exclude properties whose integrity has been severely compromised by deterioration or incompatible alterations, or which do not relate to the themes and period of the district's significance. Immediately to the west of the western boundary is an area which retains a few rowhouses of similar style and period to those which characterize the district; however, these buildings are scattered among cleared lots and mid-20th-century light industrial and public housing developments, and therefore lack the cohesiveness which is an essential feature of the district's unbroken streetscapes. North of the district is a 19th-century residential neighborhood known as Washington Hill; it comprises resources essentially similar to those within the district but lacks the strong industrial focus. A National Register Historic District nomination for Washington Hill is currently being prepared, and will abut the Fells Point Historic District at Gough Street. To the east (abutting Chester Street, south of Eastern Avenue) lies the Canton Historic District, listed in the National Register on 29 January 1980.

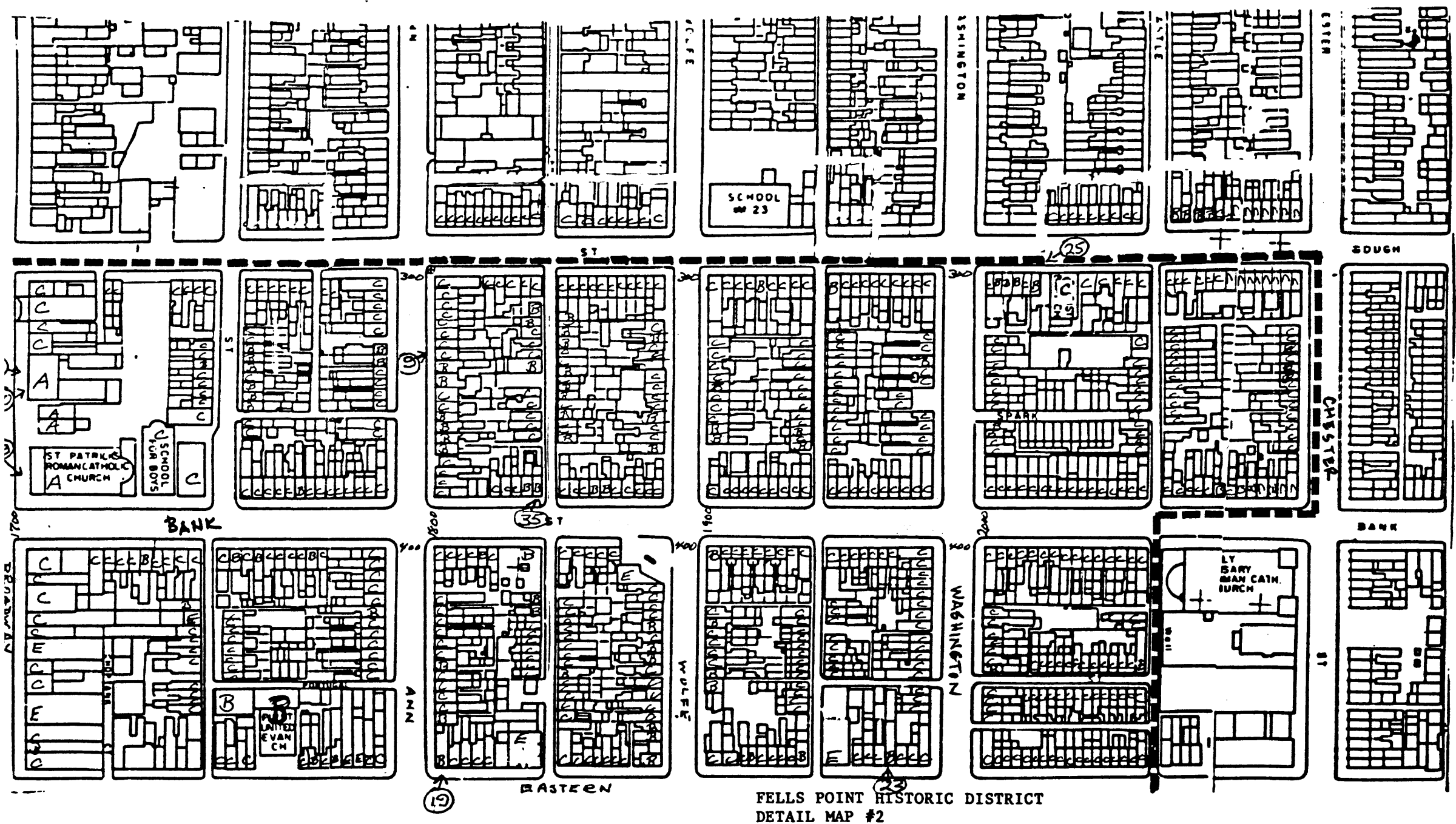
■ National Register District Boundary (schematic boundaries conform to the curb and property lines of the streets and resources indicated)

The historic resources within the district are coded according to their contributive value as follows:

- A. A contributing resource with an exceptionally high level of integrity and historic and/or architectural significance to the nomination.
- B. A contributing resource with a high level of integrity and historic and/or architectural significance to the nomination.
- C. A contributing resource with a low level of integrity whose contribution could be enhanced by sympathetic rehabilitation or restoration or by research documenting historic significance unknown at the time of nomination.
- D. A resource that does not contribute to the significance of the nomination but may be eligible for listing in the National Register within another historical and/or cultural context.
- E. A resource that does not contribute to the significance of the nomination and is not eligible for listing in the National Register.
- F. A contributing open space of historic or scenic significance to the nomination such as a park, town square, agricultural fields, meadows, pastures, etc.
- G. A non-contributing open space which is of no significance to the nomination and is not eligible for listing in the National Register such as a parking lot, etc.

② → Indicate photograph number and direction of view.





FELLS POINT HISTORIC DISTRICT
DETAIL MAP #5

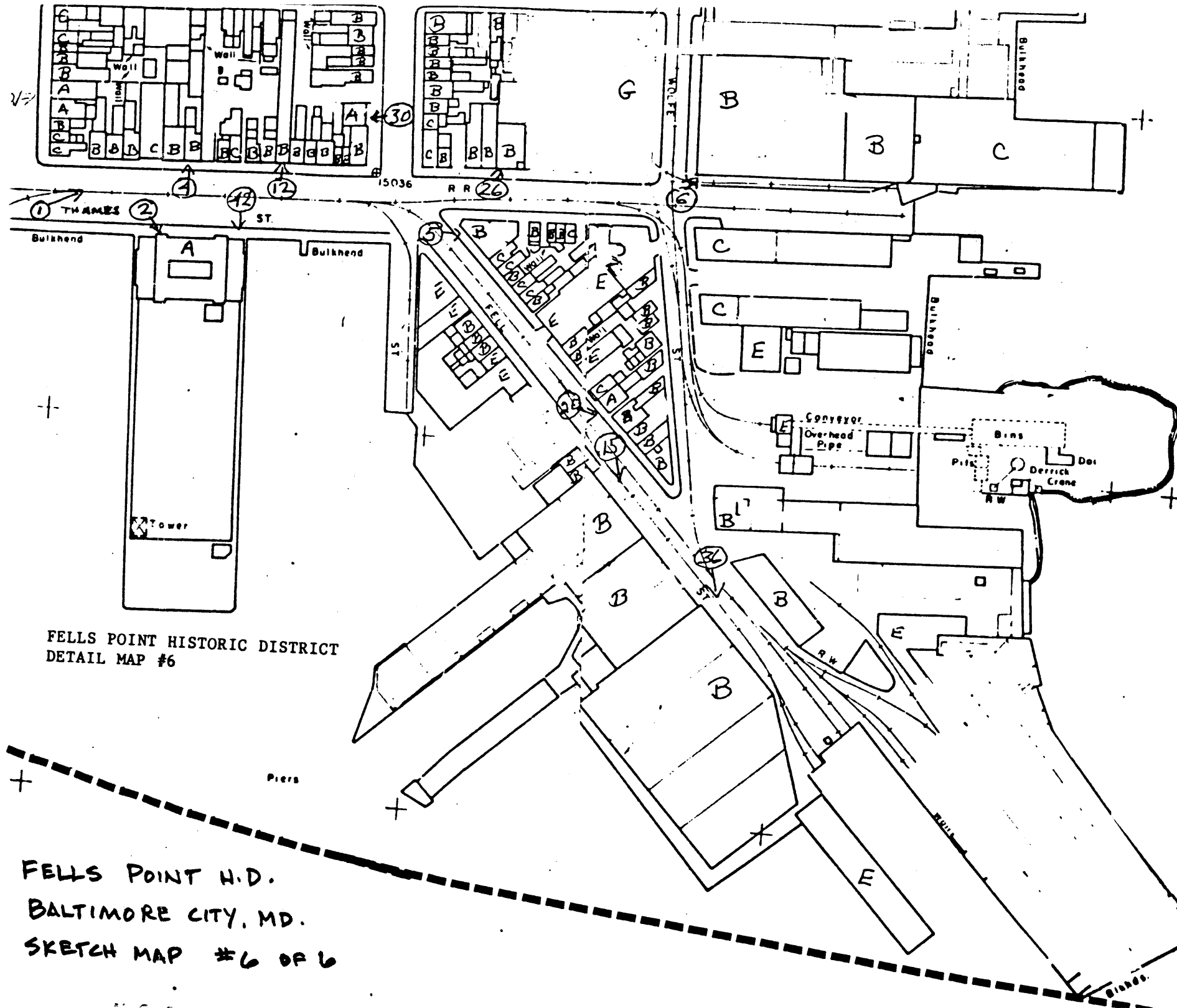
SHAKESPEARE ST
THAMES ST
PHILPOT ST
DOCK ST

Storage Area
Dock
Parking Area
Well
Bulkhead

BLOCK
Overhead Pipeline
ST
C
D
E
B
10
11
24
34

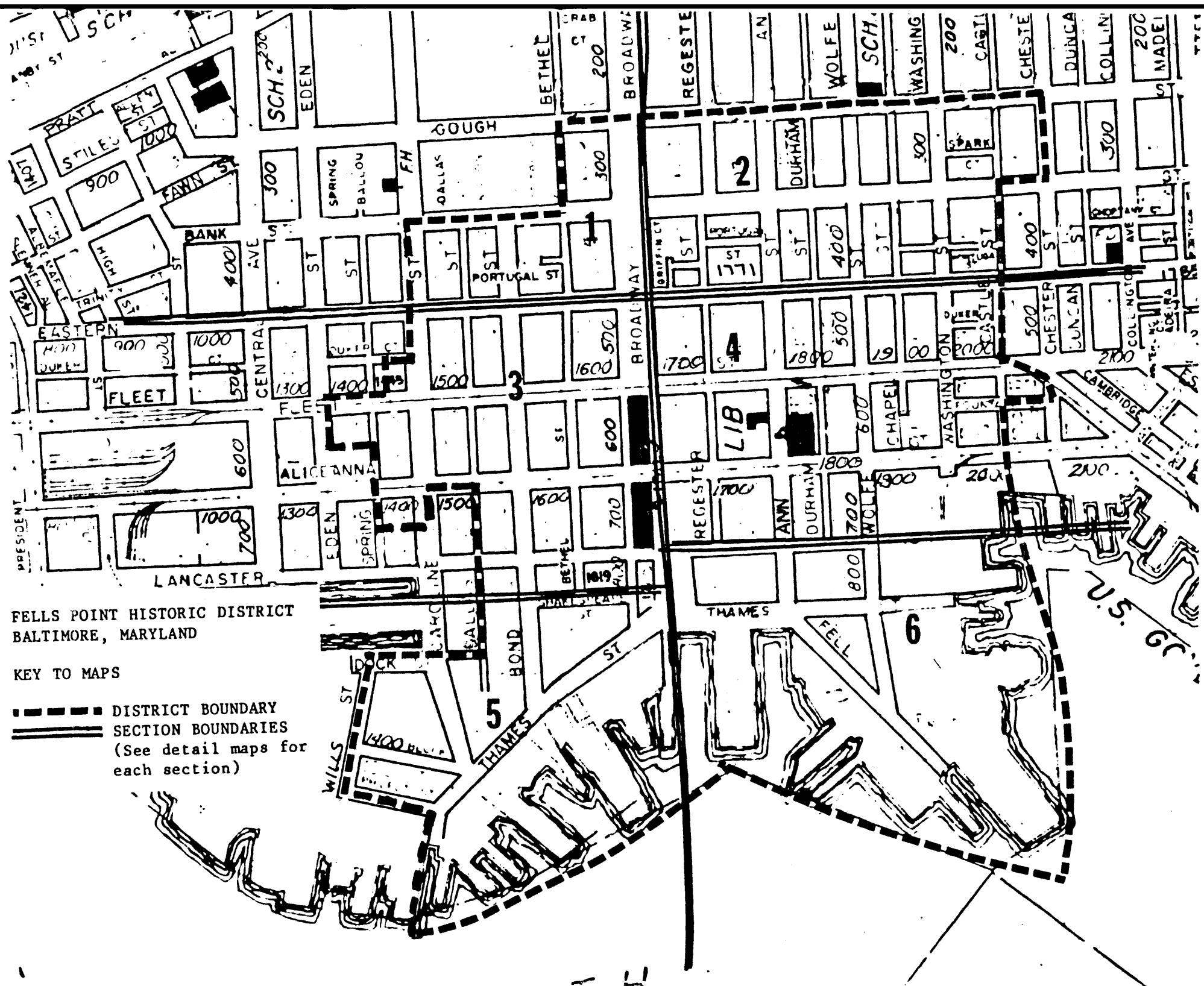
FELLS POINT H.D.
BALTIMORE CITY, MD.
SKETCH MAP
5 OF 6

FELLS POINT N.D.
BALTIMORE CITY, MD.
SKETCH MAP
5 OF 6



FELLS POINT HISTORIC DISTRICT
DETAIL MAP #6

FELLS POINT H.D.
BALTIMORE CITY, MD.
SKETCH MAP #6 OF 6

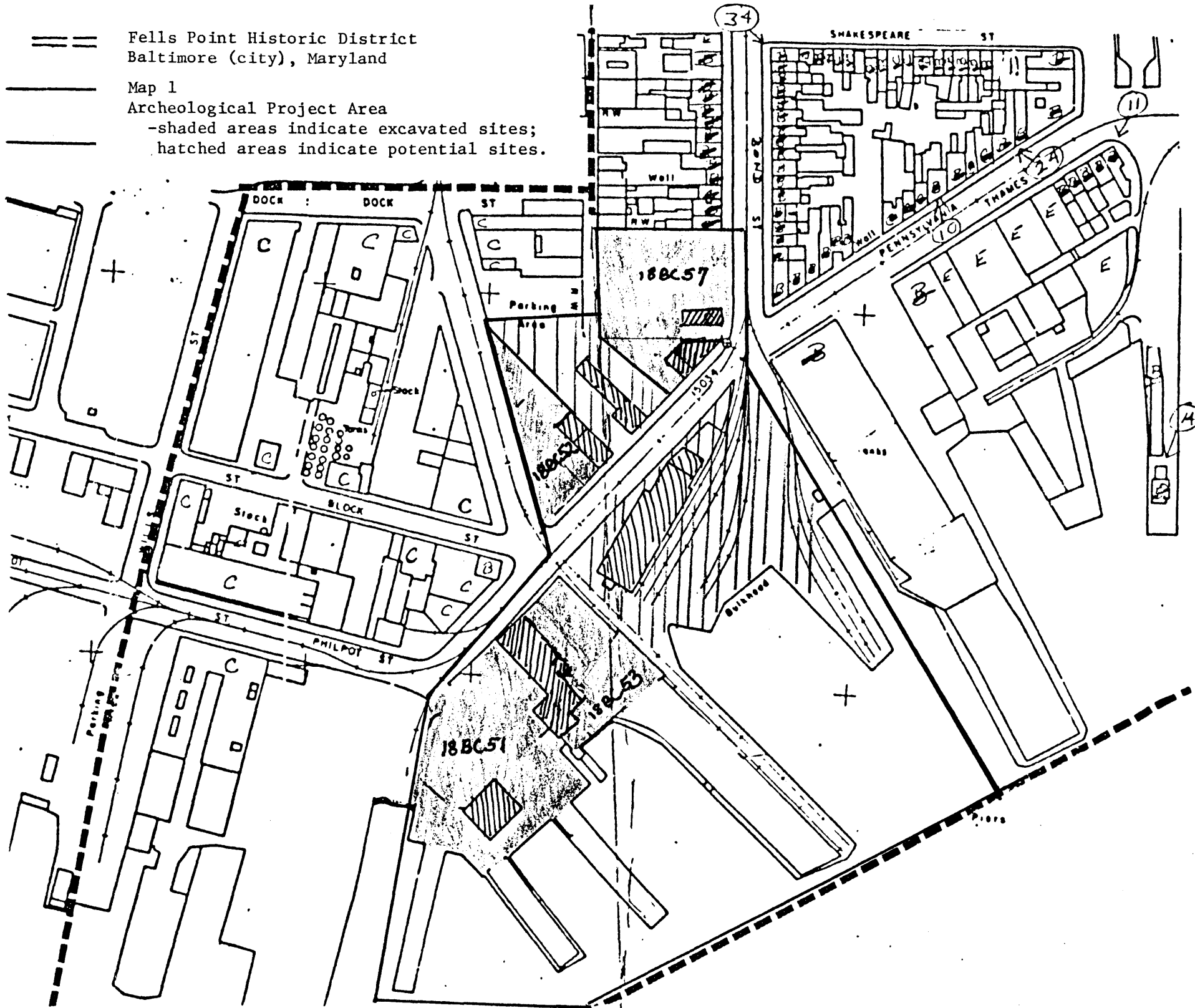


Fells Point Historic District
Baltimore (city), Maryland

Map 1

Archeological Project Area

-shaded areas indicate excavated sites;
hatched areas indicate potential sites.

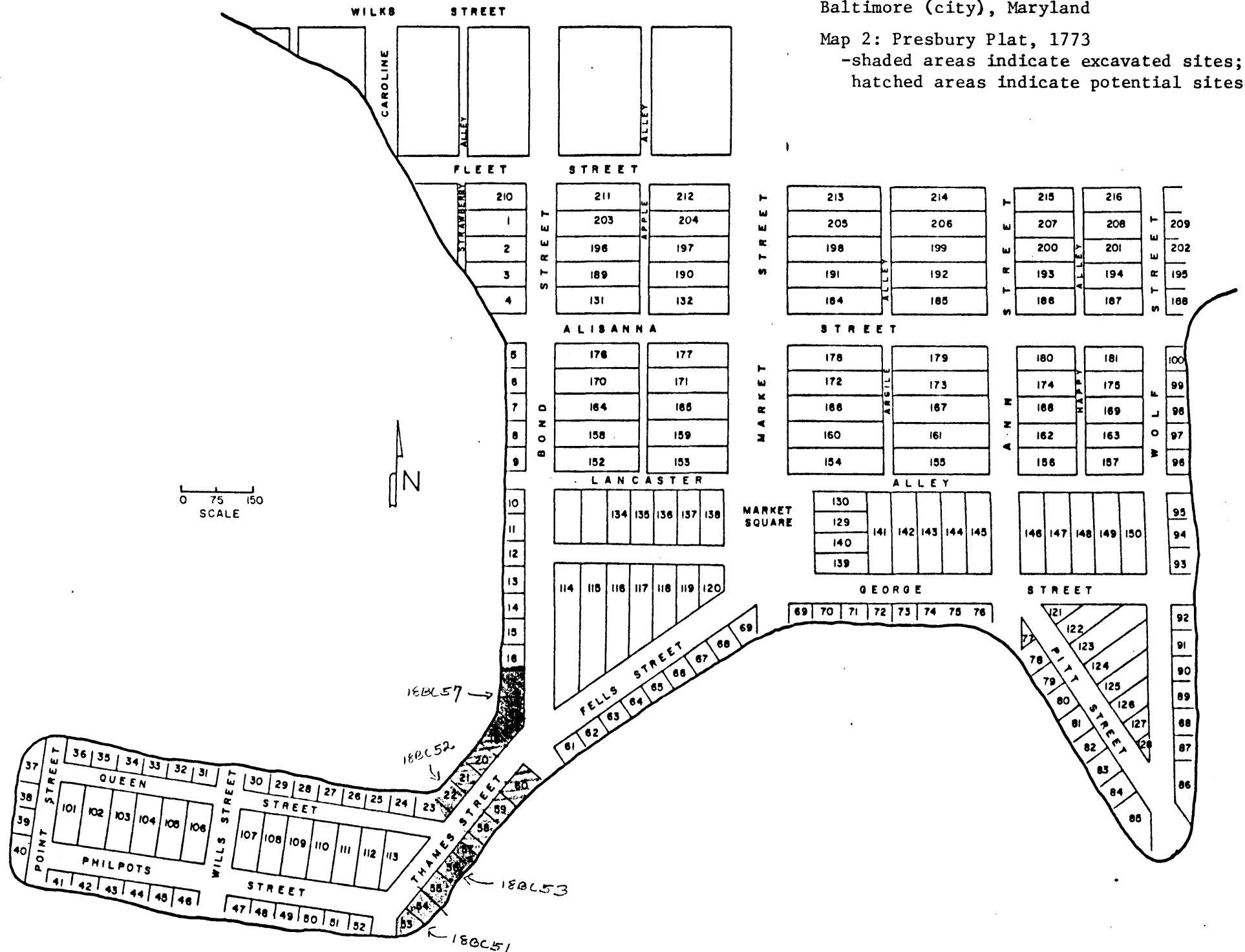


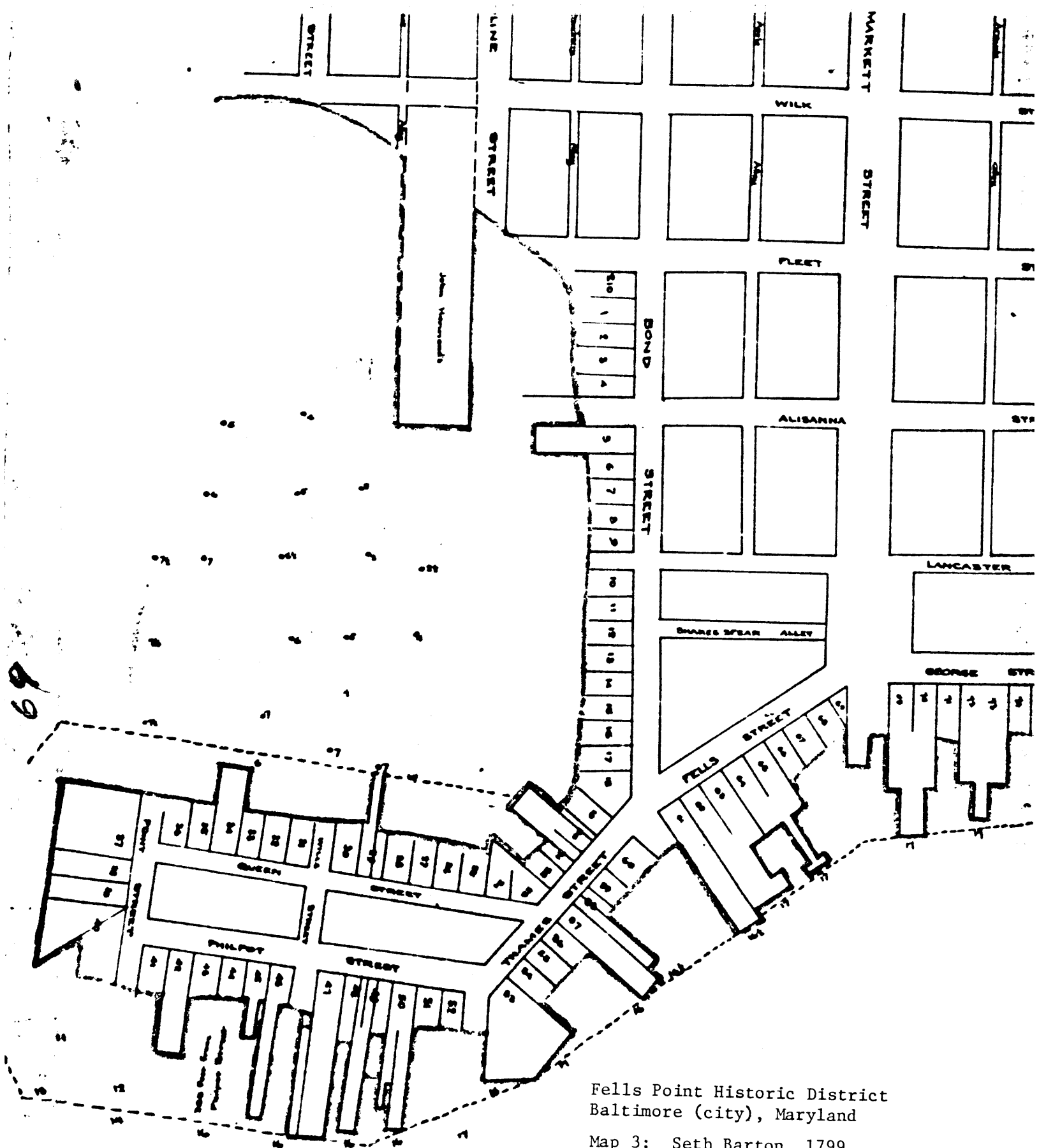
7:

Fells Point Historic District
Baltimore (city), Maryland

Map 2: Presbury Plat, 1773

-shaded areas indicate excavated sites;
hatched areas indicate potential sites



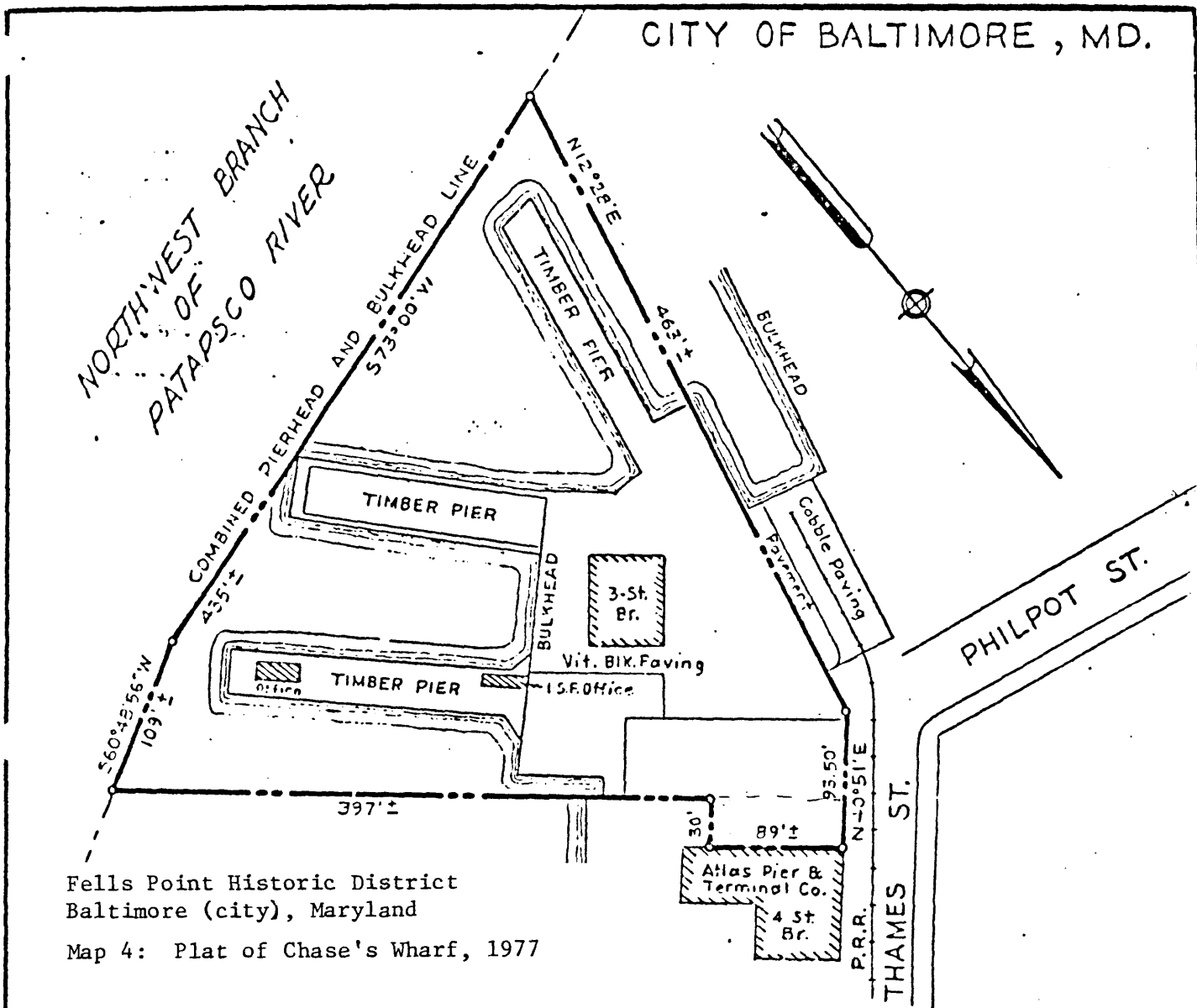


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Baltimore (city), Maryland

Map 3: Seth Barton, 1799
Port Warden's Plat of Wharves
Southeast of Thames Street
(BCA Roll 6, No. 16)

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MAP 4



Fells Point Historic District
Baltimore (city), Maryland

Map 4: Plat of Chase's Wharf, 1977

LEGEND

- Chase's Wharf Property --
- Fast Land --- 60,800 sq.ft. or 1.39 Ac.±
- Riparian Rights -- 66,931 sq.ft. or 1.54 Ac.±
- Total ----- 127,731 sq.ft. or 2.93 Ac.±

THE BALTIMORE AND OHIO RAILROAD COMPANY
BALTIMORE DIV. LOCUST POINT BRANCH

PROPERTY AT CHASE'S WHARF

Scale: 1"=100' Sept. 29, 1977
Real Estate And Industrial Development Dept.
Baltimore, Maryland

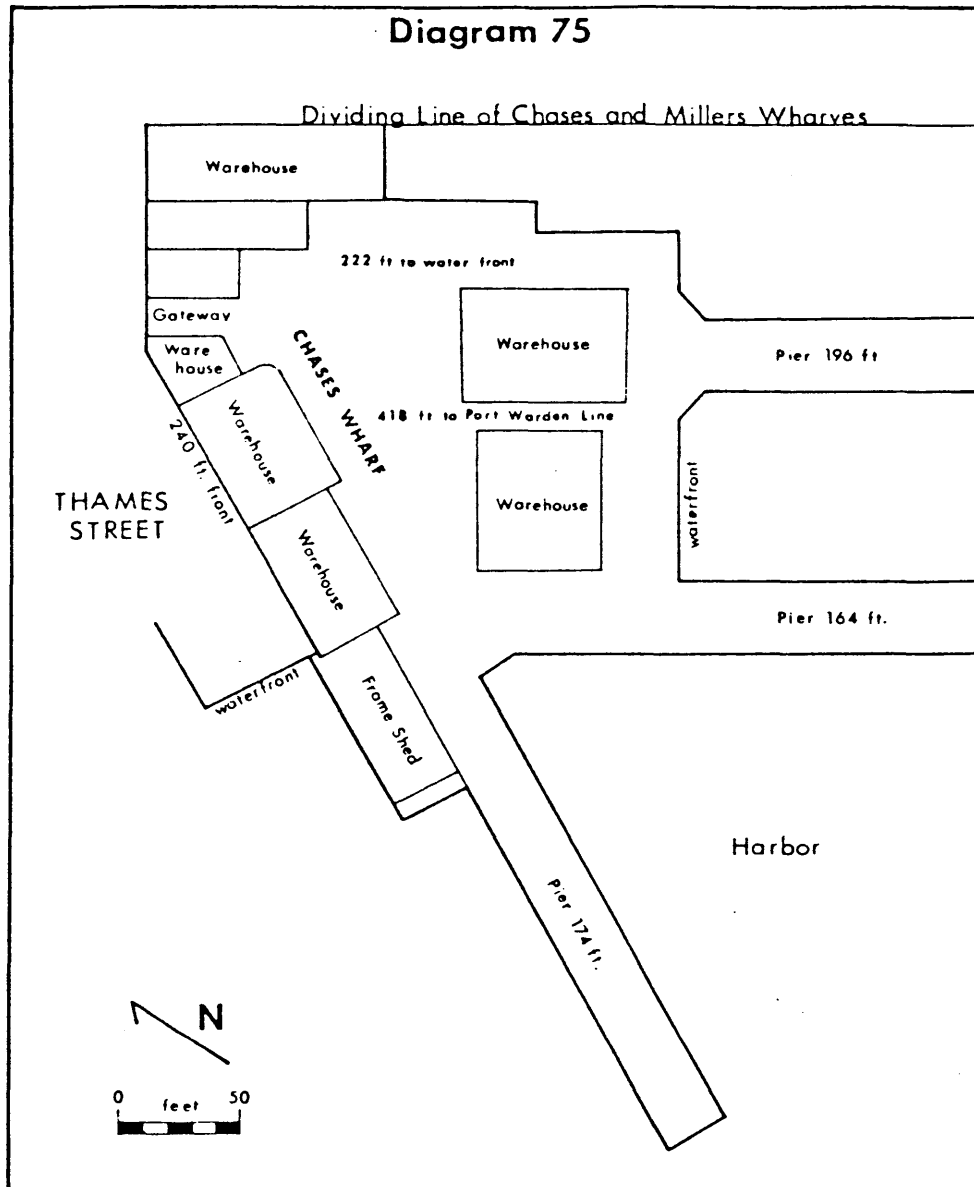
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EXHIBIT A

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map 5



Fells Point Historic District
Baltimore (city), Maryland

Map 5: Tax Assessor's Map, 1876, redrawn
1986

map 6

PATAPSCO
RIVER

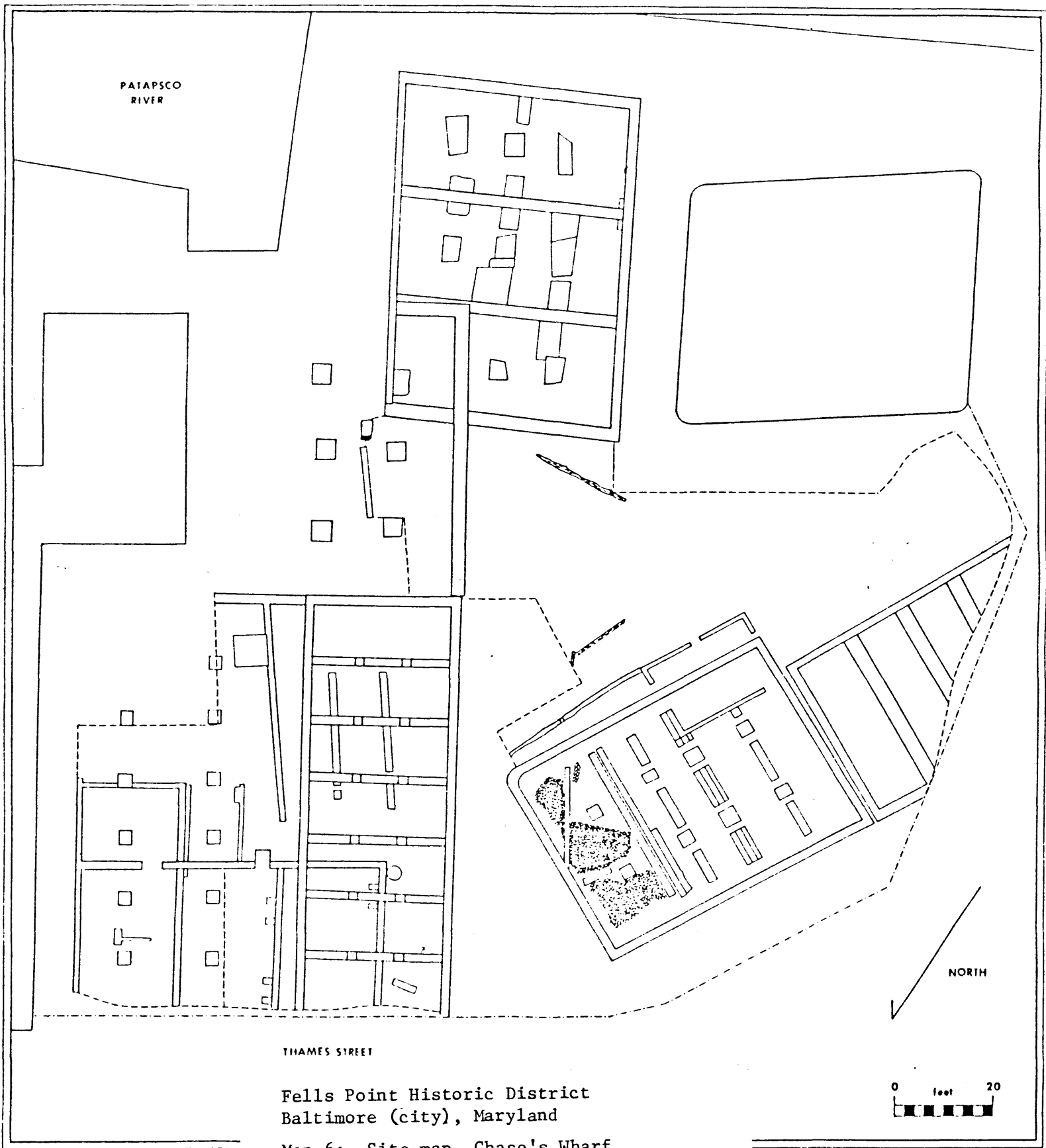
THAMES STREET

Fells Point Historic District
Baltimore (city), Maryland

Map 6: Site map, Chase's Wharf
Archeological Site (18 BC 51)

NORTH

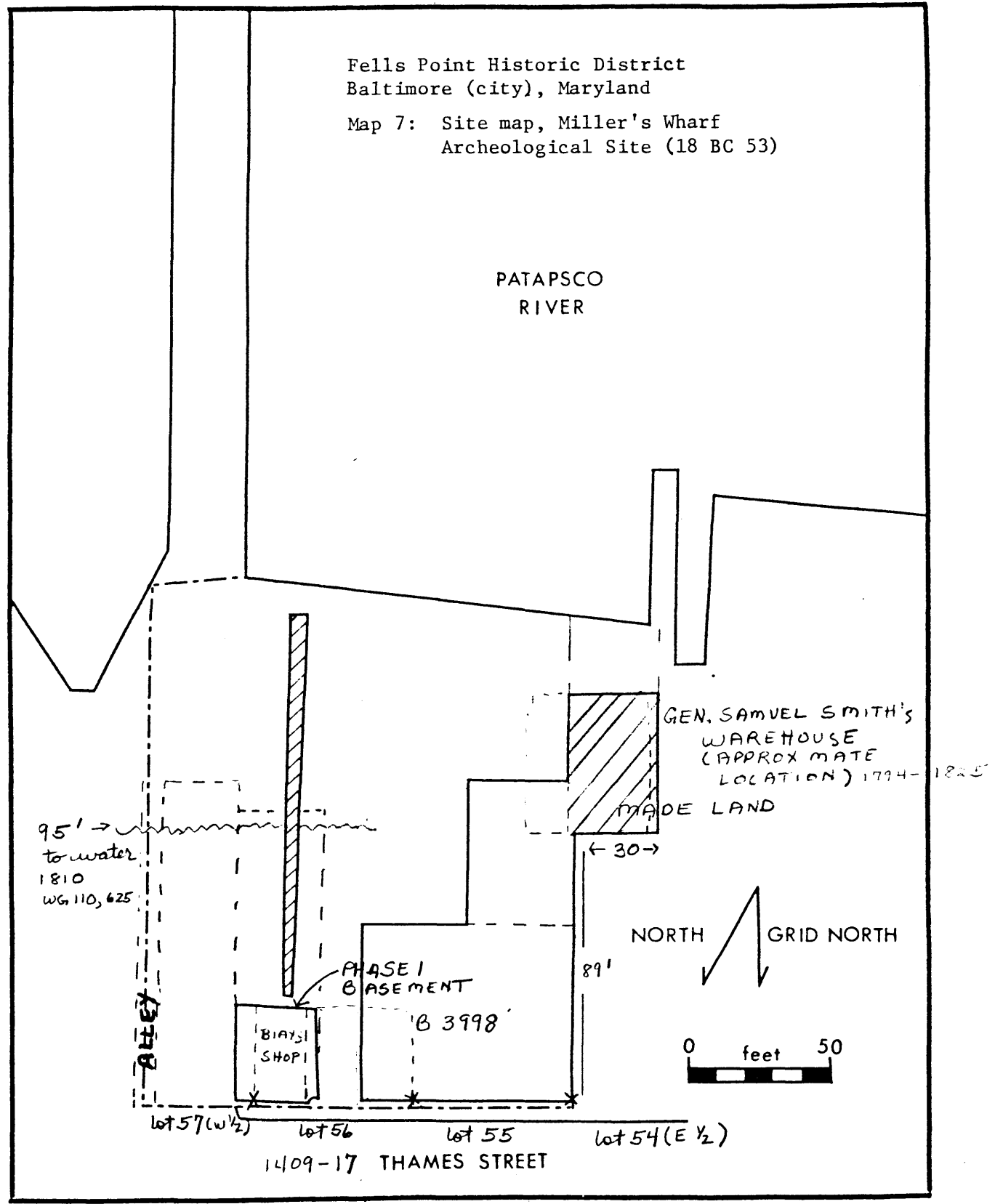
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map 7

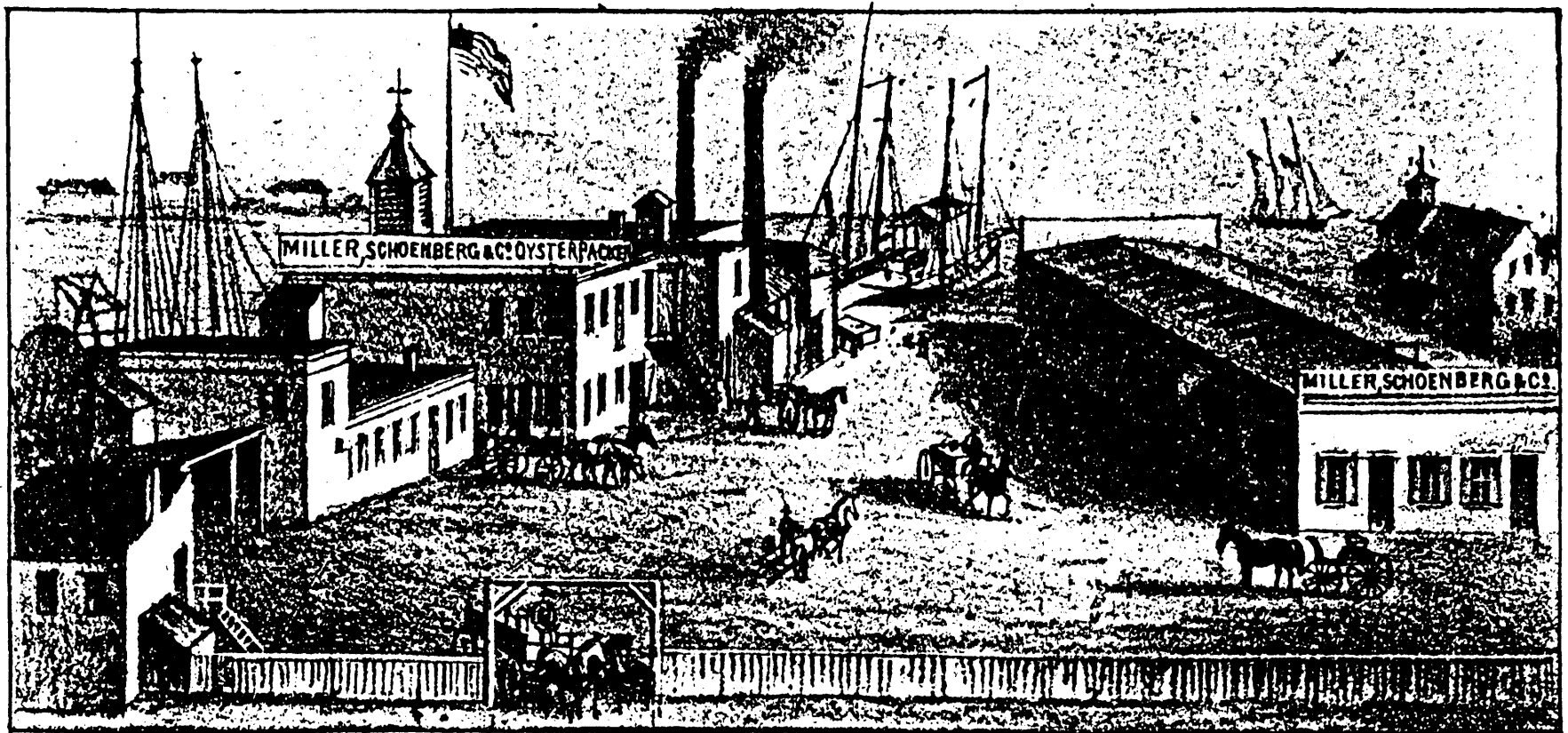
Fells Point Historic District
Baltimore (city), Maryland

Map 7: Site map, Miller's Wharf
Archeological Site (18 BC 53)



MILLERS WHARF
18 BC 53

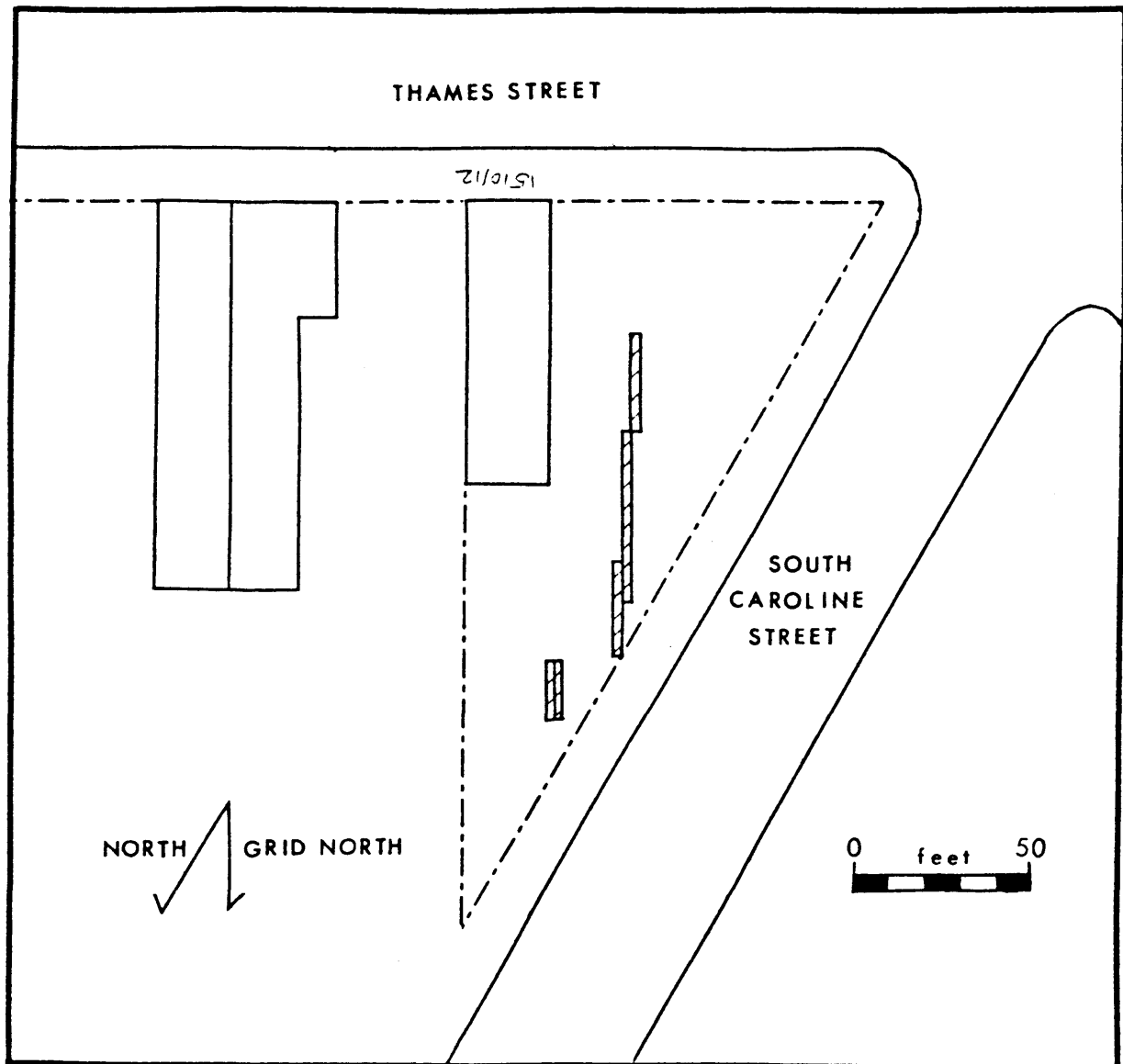
— SOLID LINE =
STANDING STRUCTURE
--- BUILDINGS ON 1876
TAX MAP.



WHEAST END OF THAMES ST.

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Baltimore (city), Maryland

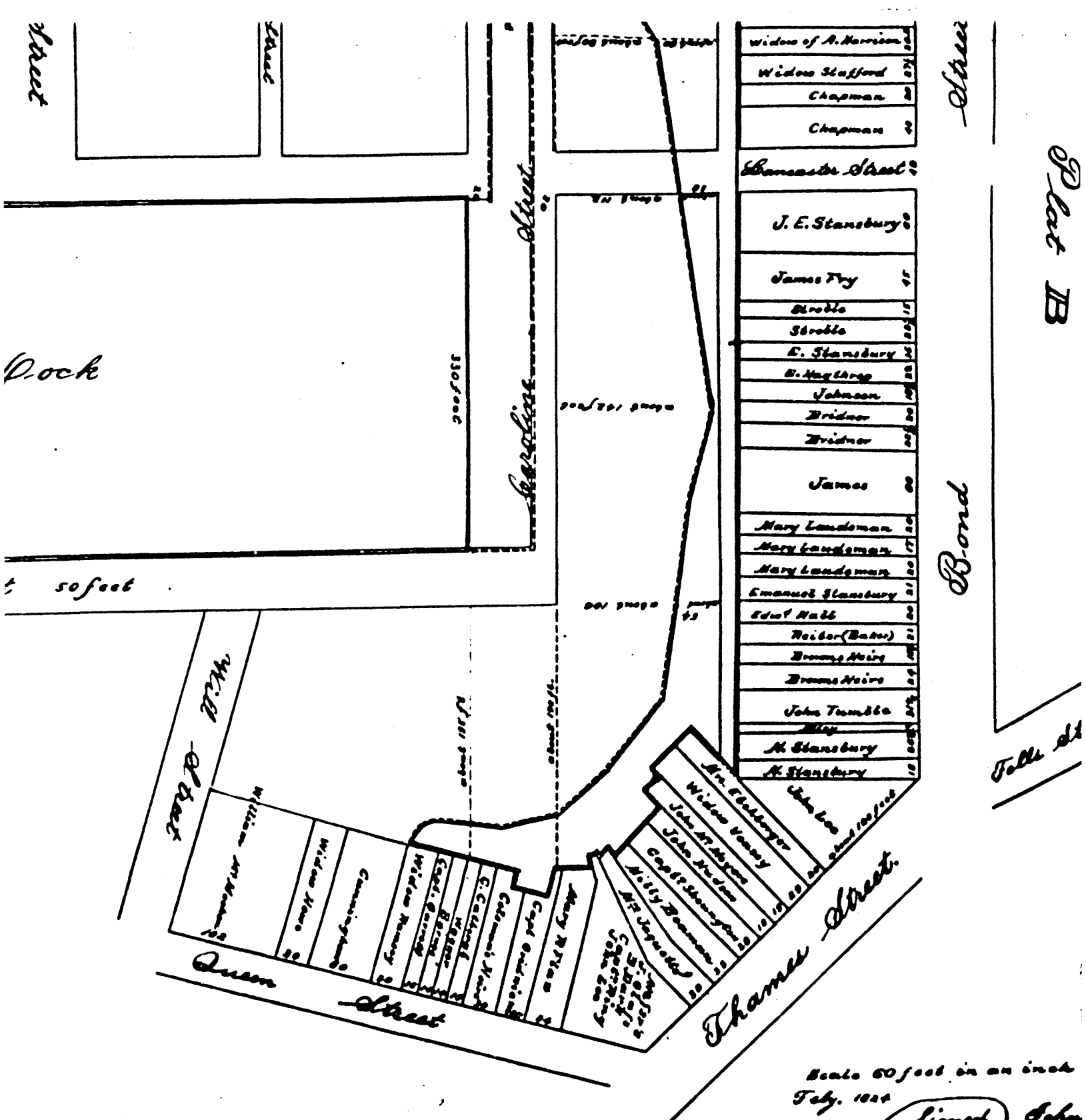
Figure 8: Detail from Birds-Eye View of
Baltimore, E. Sachse & Co.,
1869



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Baltimore (city), Maryland

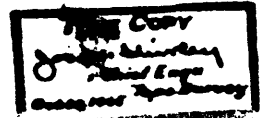
Map 9: Queen Street Archeological Site
(18 BC 52)

6 four



Fells Point Historic District
Baltimore (city), Maryland

Map 10: proposed Extension of Caroline
Street, 1824



Fells Point Historic District
Baltimore (city), Maryland

Map 11: proposed Extension of Caroline
Street, 1836

Plat No. Caroline Street Lancaster Street.

Referred to in Our Return to the
Baltimore bearing date the 23

(Signed) Jan
Frdn
Jam
Ed
Elyja

Section No. 1

Block
Street

Thames
Street

The Black
the present

TRUE COPY
Jan. 10. 1836
Chief Eng
and of the Topo Survey

1836

Fells Point Historic District
Baltimore (city), Maryland

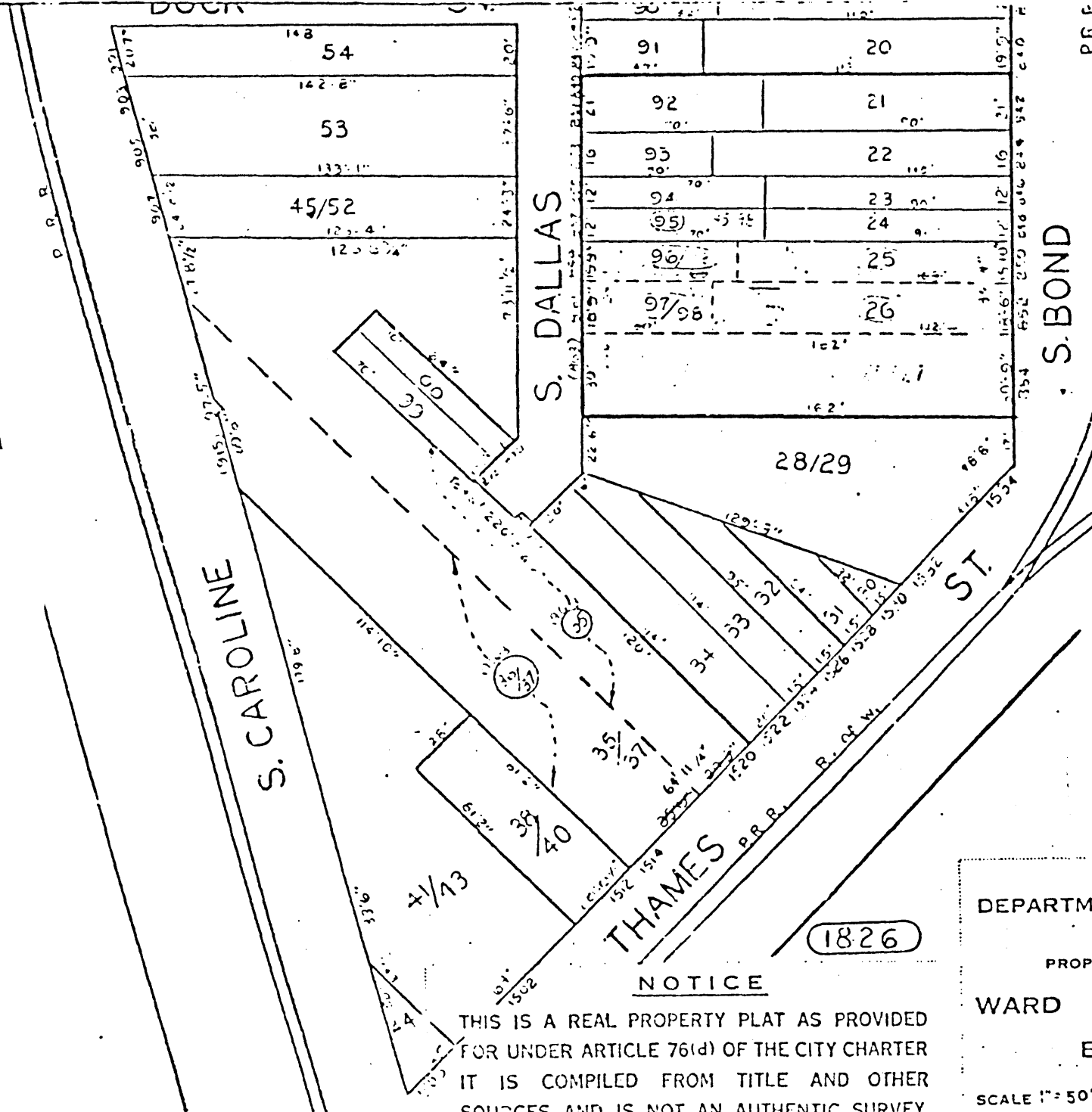
Map 13: Plat of location of Bond Street
Archeological Site, 1973

BY R. WAINWRIGHT

BY R. WAINWRIGHT

Map 13

37 P. 2. 1. 1.



1820

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CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

PROPERTY LOCATION DIVISION

WARD 3 SECTION 7

BLOCK 1818

SCALE 1" = 50'-0"

DATE APRIL 1976

NOTICE

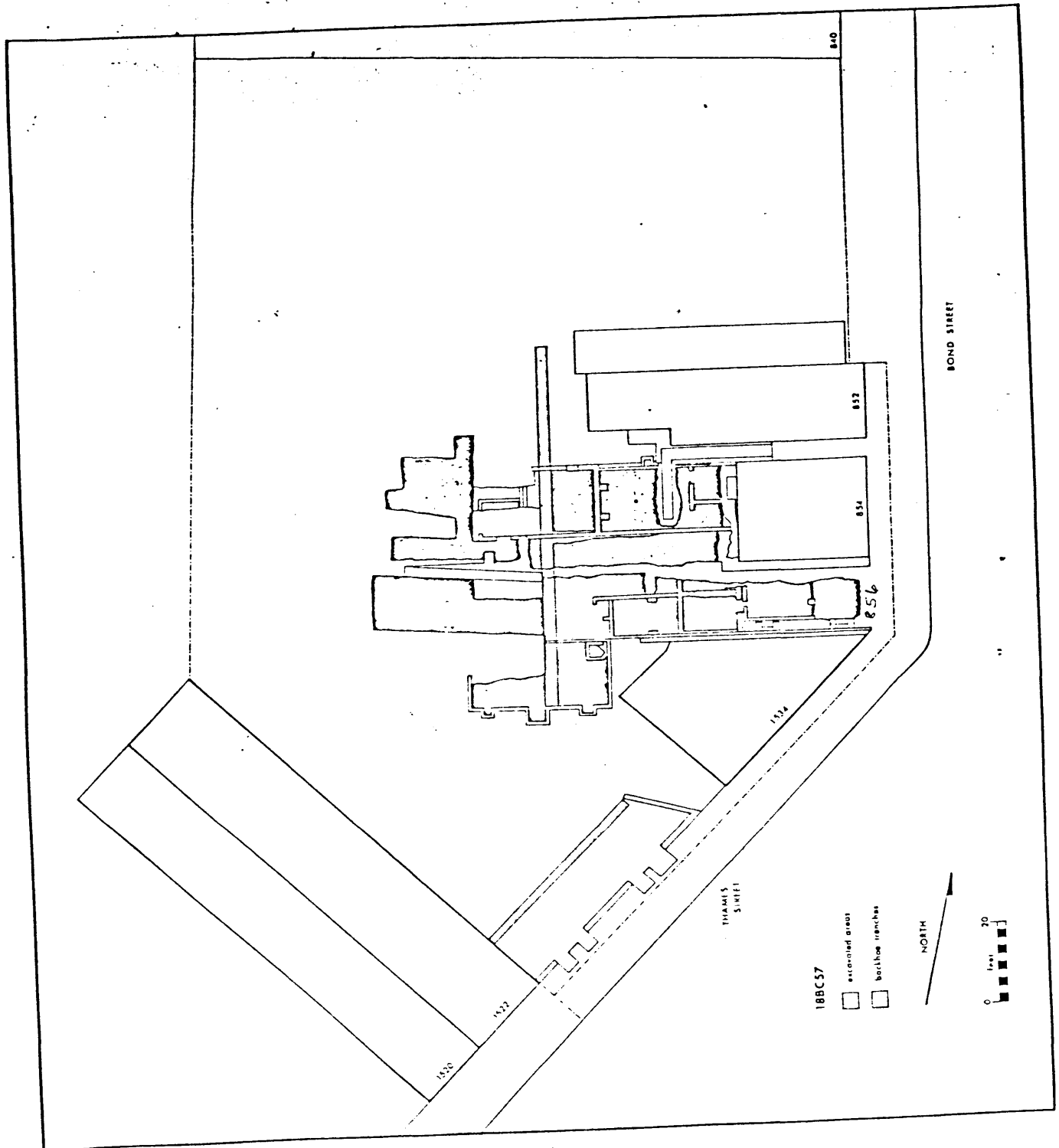
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1826

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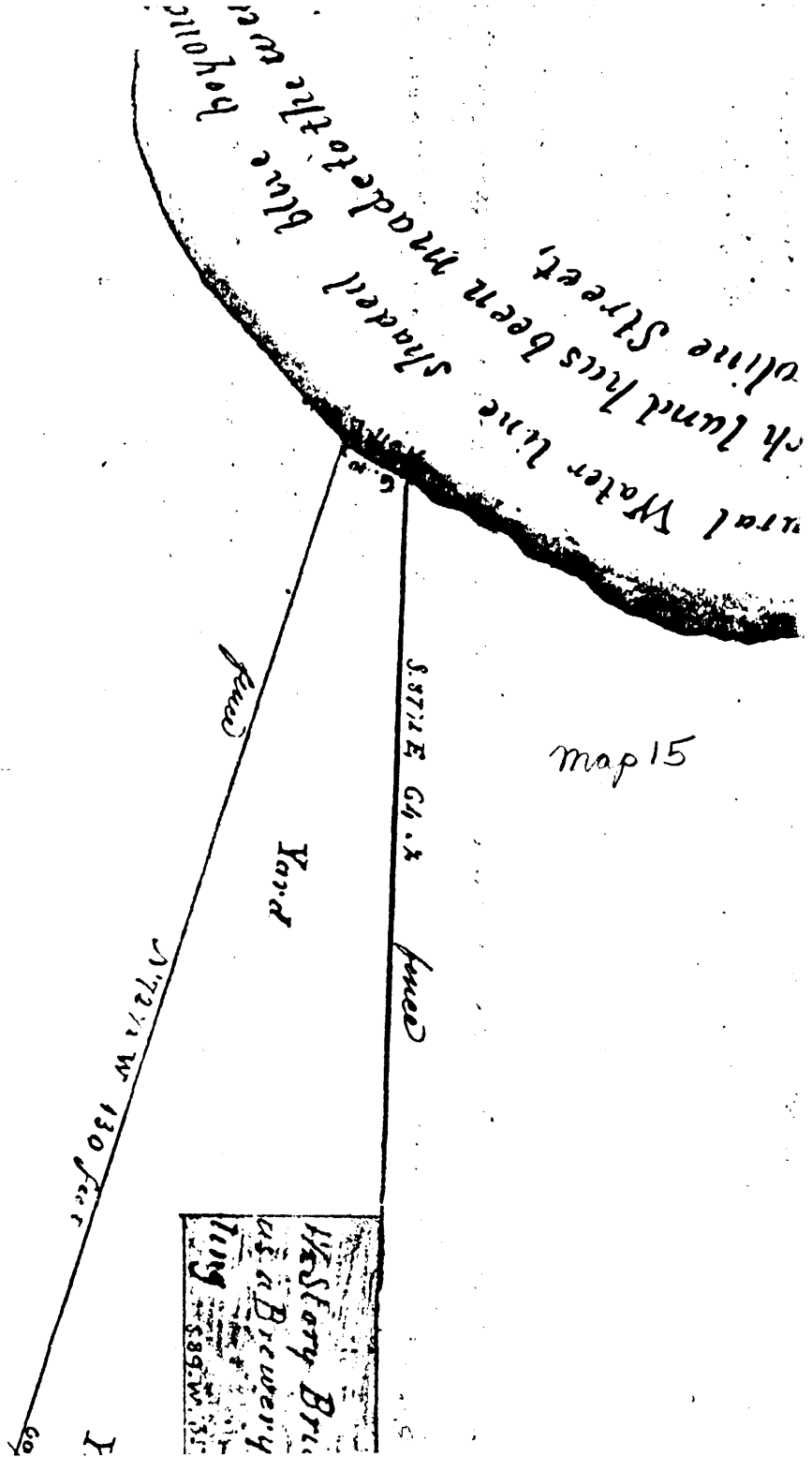
Map 14: Excavated Features of Bond Street
Archeological Site (18 BC 57)

MAP 14



Map 15: 1851 plat of Bond Street site

Map 15: 1851 plat of Bond Street site

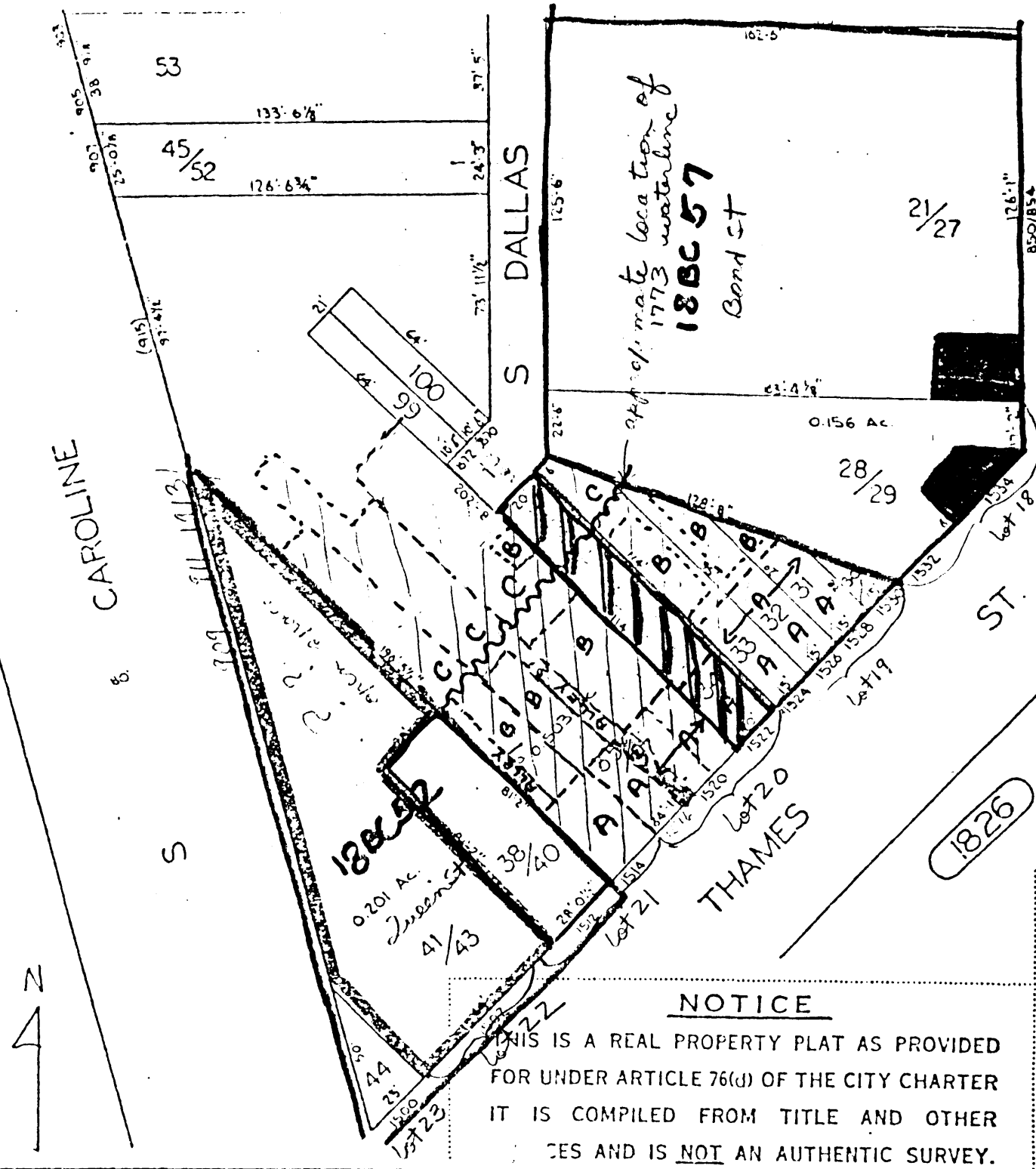


Map 16

Fells Point Historic District
Baltimore (city), Maryland

Map 16: Potential archeological sites
on north side of Thames Street

DRAWN BY: P. M. F.
REVIEWED BY: P. M. FORD
CHECKED BY:



approximate location of
1773 waterline
1826
Bond St

Key:
A Row Houses
B Back Buildings
C Open Spaces
Based on 1917
Sandborn
Insurance Map
□ standing
structures
1986
Location
proposed
from
Cartograph
research
lots # refer to
1773 Plat
CITY OF

BONI
S

NOTICE

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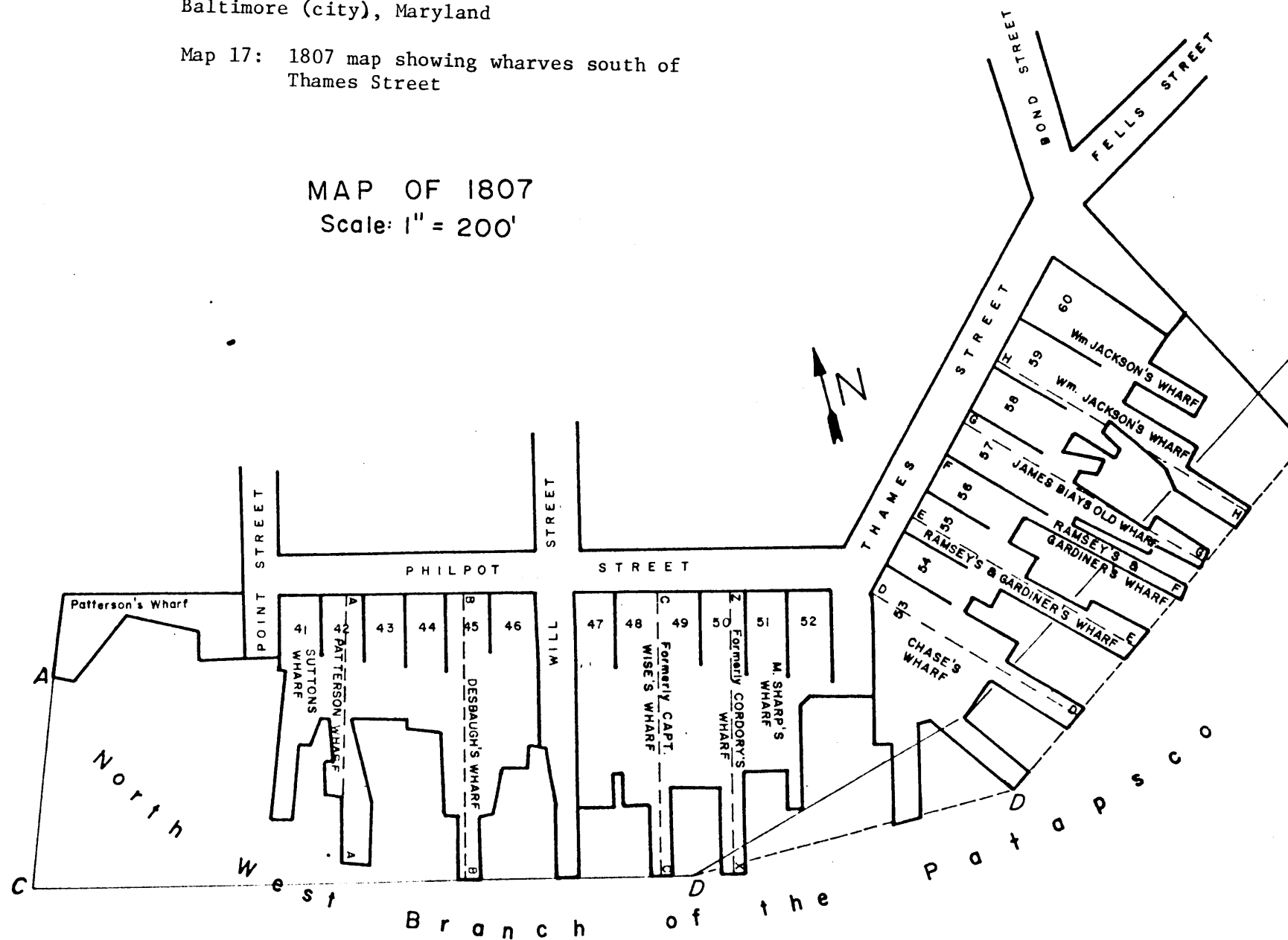
PROPERTY LOC
WARD **3**
BLOCK
SCF 1"=50'-0"

Fells Point Historic District
Baltimore (city), Maryland

Map 17: 1807 map showing wharves south of
Thames Street

MAP OF 1807

Scale: 1" = 200'



JACKSON'S WHARF 1500 BLOCK THAMES

KEY

- /// domestic / commercial structures
- /// commercial structures
- yard areas, alleys, ways

Fells Point Historic District
Baltimore (city), Maryland

Map 18: map of potential archeological
sites at Jackson's Wharf

