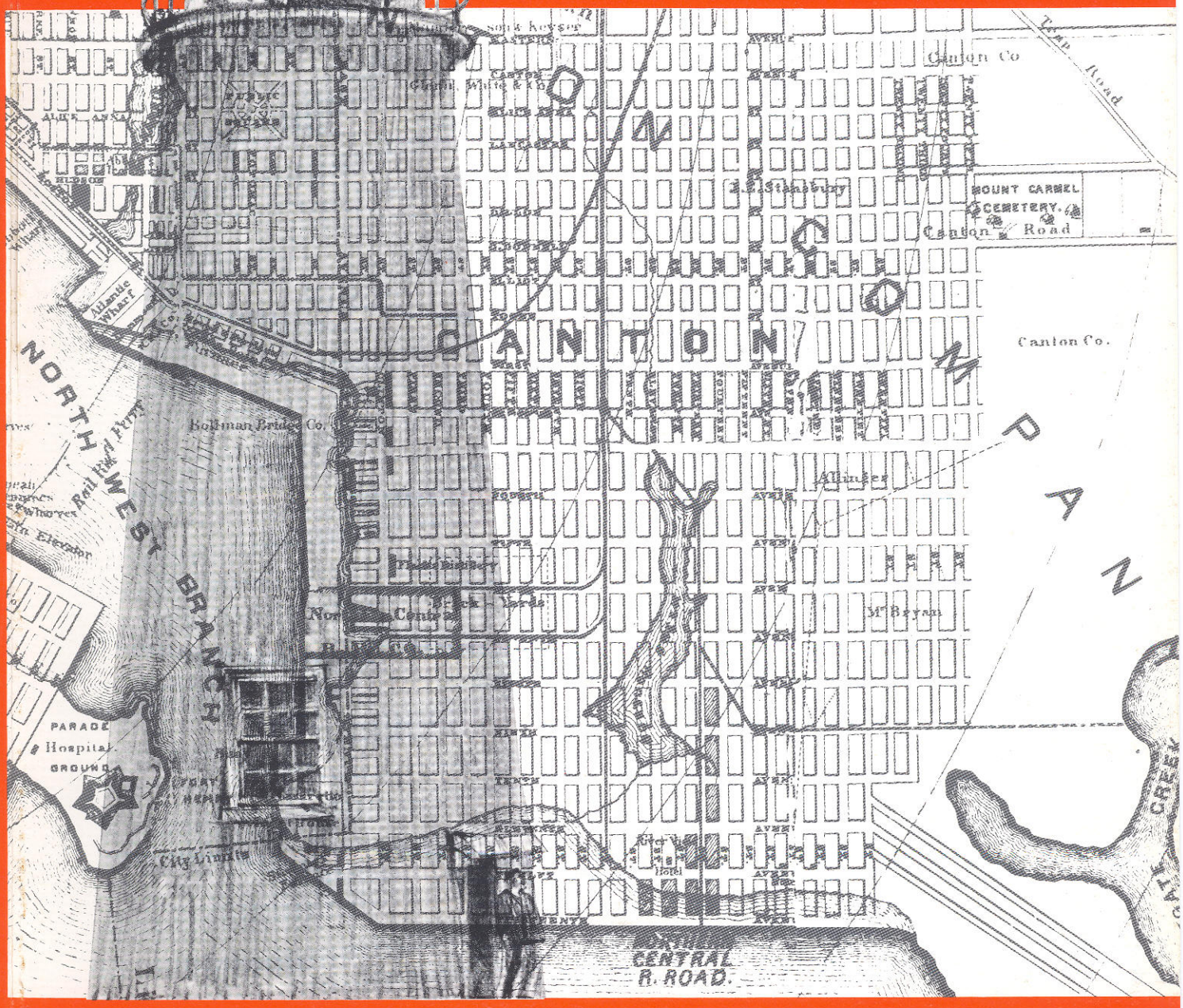
BALTIMORE'S INDUSTRIAL HEARTLAND. . . AND ITS PEOPLE

Historic Canton



NORMAN G. RUKERT

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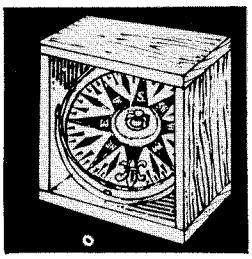

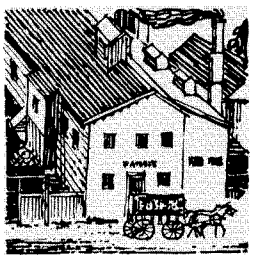

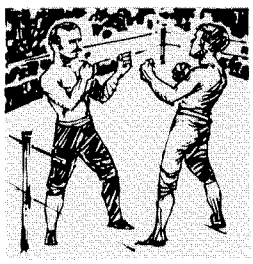

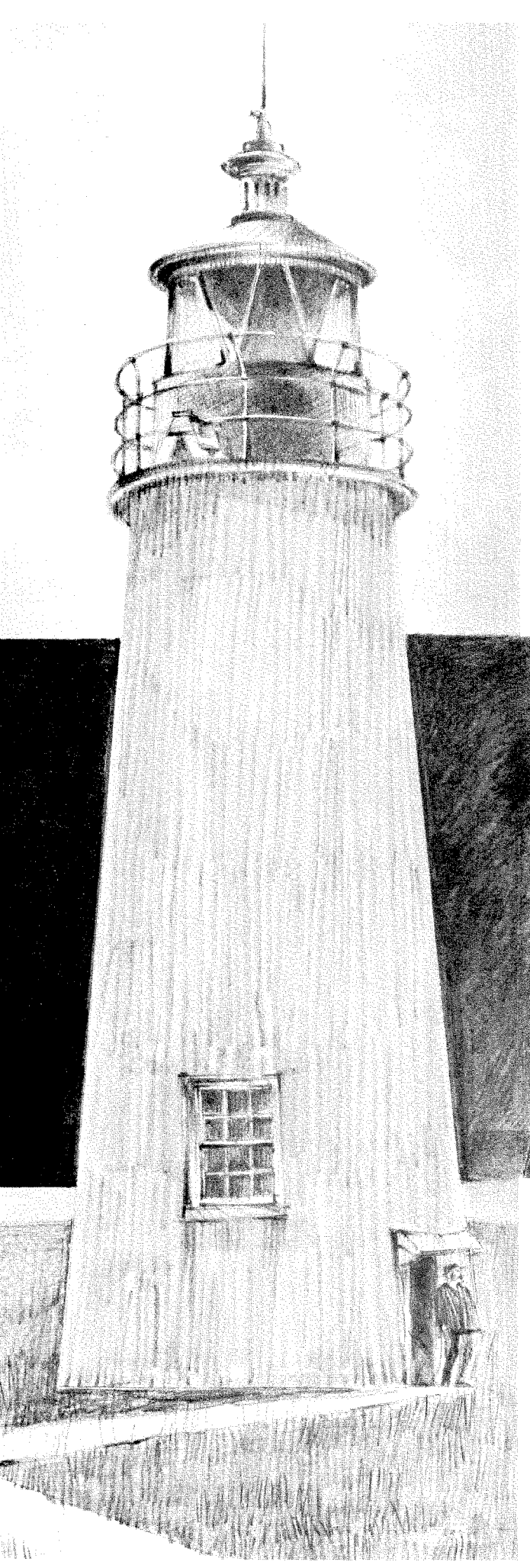

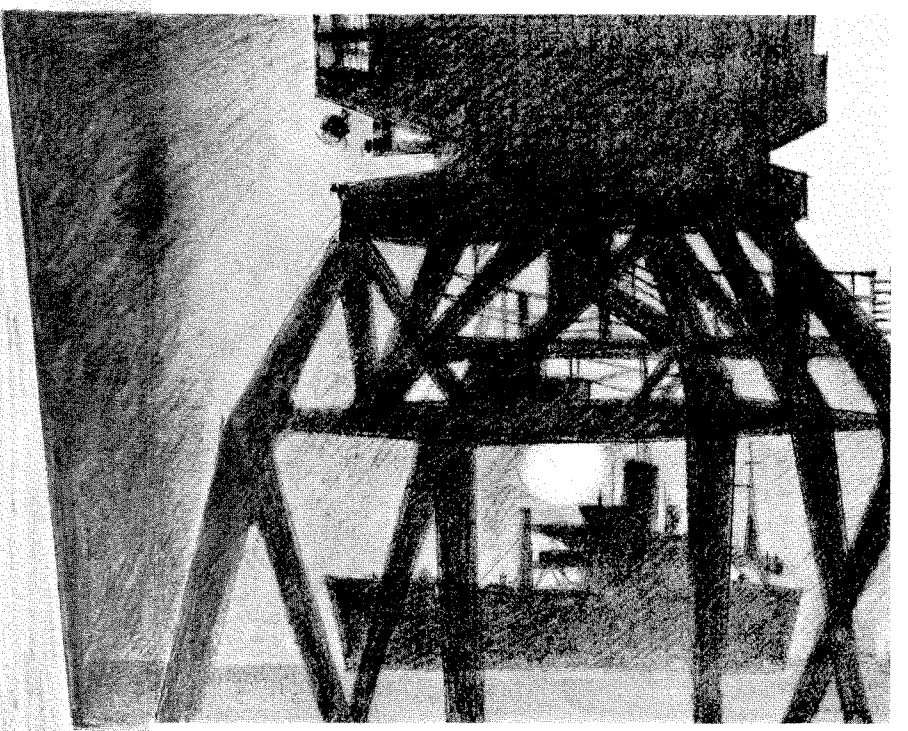

Historic Canton

Baltimore's Industrial Heartland... and its People

By Norman G. Rukert

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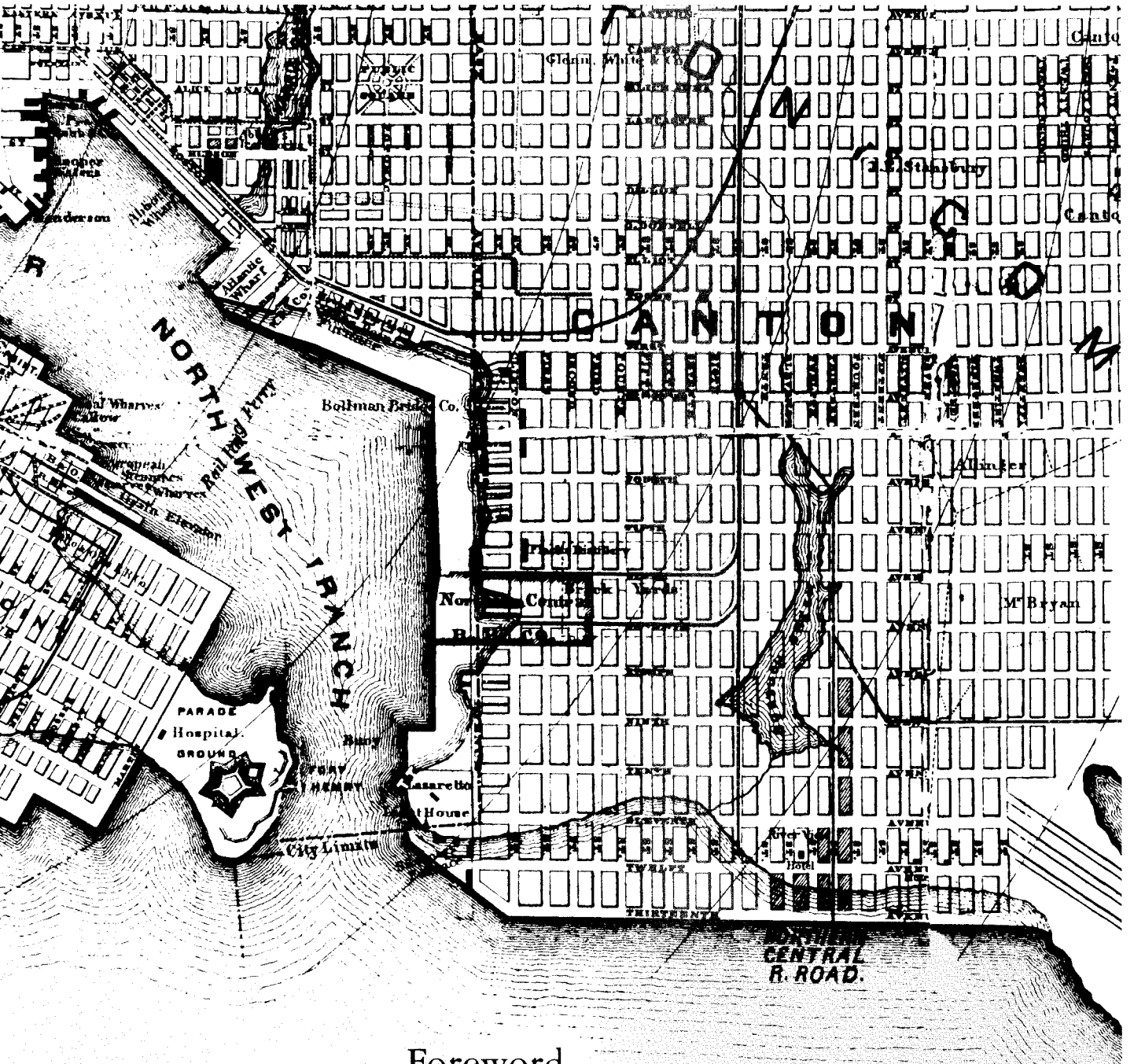
The People

Cannon	Author's Collection
Canton Hollow	Maryland Historical Society
Canton Race Track	Peale Museum
The Great Fight	Maryland Historical Society
Canton Market	Author's Collection
Archbishop (later Cardinal) Gibbons	Basilica of the Assumption
A Little Street of Canton	Photograph by Frank M. Pilachowski
Chemical Wagon	Leslie Keller
The Canton Police Station	Baltimore Sunpapers
Horse Car	Baltimore Street Car Museum
Fire at Standard Oil Co.	The John Dubas Collection, Peale Museum; purchased with funds given in memory of Arthur Hooper
Riverview Park	Western Electric Co.
Thompson's Sea Girt House	Baltimore Sunpapers
Early Auto on Toone Street	Morris Betz
The Hill Brothers	Author's Collection
The *Esther Phillips*	Author's Collection
Painted Screens	Photograph by Frank M. Pilachowski
Henry Wernsing	Author's Collection
Telephone repair wagon on Boston Street	C & P Telephone Co. of Md.
Soccer game at O'Donnell Field	Carl Klimovitz
Al Maupus (John Siejack)	Mrs. Martha Siejack Curtis
Wrestling Match	Drawing by Charles Hazard
The Canton Eagle	Phil Dypsky
The Last Two Houses on Goose Hill	Photograph by Harry Connolly
I Wonder Park	Baltimore Sunpapers
Mr. Williams and daughter raising the American Flag	Mary Matuszak
The Lazaretto Lighthouse	Maryland Historical Society
Camp Holabird	Archives of the United States
Andrew's Shoe Repair Shop	Geneieve Bzrozowski
The Lamplighter	Drawing by Charles Hazard
The Wooden Indian	Drawing by Charles Hazard
Homberg's Barbershop	Drawing by Charles Hazard
Women at Dawn Gathering Coal	Drawing by Charles Hazard
Conrad Einschultz's Blacksmith Shop	Drawing by Charles Hazard
Tub Races at Baptizing Beach	Drawing by Charles Hazard



Foreword

Where does Canton lie? The boundaries of this historic part of Baltimore have been a subject of bemusement for many years. Canton was never an incorporated township, but the name spread from the original O'Donnell lands to those acquired by the Canton Company, then to residential blocks where homeowners would rather say they lived in Canton than Highlandtown.

For the purpose of this book I have defined Canton as the area bounded by Chester Street on the west, the waterfront on the south, Fait Avenue on the north, and Colgate Creek on the east.

ILLUSTRATIONS

PROLOGUE

In 1752 the map of Baltimore Town showed twenty-five houses, one church, and two taverns; it is interesting to note that only four of the buildings were of brick. Allowing ten persons to a family, which is probably not an over-estimate in view of the fact that it was a slave-holding community, the town at that time had about two hundred inhabitants. The entire merchant fleet consisted of two vessels — a sloop and a brig — totaling ninety-six tons.

It was during the Revolution that the Baltimore shipbuilders began to develop the sharp topsail schooners later known as Baltimore Clippers. The importance of these swift vessels in the rise of Baltimore can hardly be over-estimated. Of all the important Atlantic ports during the war, Baltimore was the only one which was not successfully blockaded. As a result, commercial interests profited enormously and Baltimore started on her path toward maritime importance.

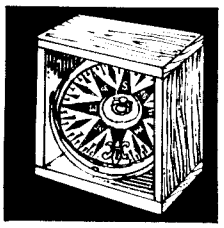
By 1783, the effects of this growth were apparent to the most casual observer. The following enthusiastic comment was written by a contemporary:

> "It was a treat to see this little Baltimore Town just at the termination of the War of Independence, so conceited, so bustling and debonnaire, growing up like a saucy, chubby boy, with his dumpling cheeks and short, grinning face, fat and mischievous, and bursting incontinently out of his clothes in spite of all the allowance of tucks and broad selvages."

According to the first census, by 1790 the little town now owned 102 vessels, totaling 13,564 tons and the population had risen from a scant 200 to 13,503 people. Baltimore was the youngest of all the important Atlantic ports, yet even Odessa or Liverpool would suffer in comparison with her spectacular rise from the end of the Colonial period to the beginning of our period. Many factors have contributed to her delayed and then magical growth, one of which will be considered more fully in the succeeding chapters.

Baltimore 1752—*The Enoch Pratt Free Library*

The Founder



"I would rather live two years in England than ten years in America. The merchants of Baltimore, as a body of men, are not worth a guinea; and that in course of the year, there would be such distress among them as would amaze me." These words were spoken to Richard Parkinson, a visitor to America, by Captain John O'Donnell, founder of Canton, industrial heart of the City of Baltimore.

The O'Donnells claimed to be descended from Eremon, one of the sons of Milesius, legendary founder of the Irish race. The clan's written history begins some fifty generations later (as we are told by Elsie Thornton-Cook, who was commissioned to write the history of the O'Donnell family in 1934), in the fourth century A.D. The family became one of the most powerful in Ireland, and ruled Tyrconnell (later Donegal) for more than 1,200 years. Two of the O'Donnells, Brigid and Columba, became saints; several were High Kings in the fifth to twelfth centuries.

One of the O'Donnells was converted by Saint Patrick. Legend says Patrick made the sign of the cross over the convert saying, "In hoc signo vinces" (In this sign shalt thou conquer); the Latin words became the motto of the O'Donnell arms.

A family member saved Emperor Francis I from assassination at the risk of his own life; one was appointed governor of Transylvania; one became a Spanish Field-Marshal, a Grandee of Spain, and ruled Cuba as Captain-General; one held the position of staff officer to a Governor-General of Canada.

Captain John O'Donnell of Baltimore was born in 1749, the eldest son of John O'Donnell of Limerick. O'Donnell had an adventurous life; at an early age he ran away to sea and found himself in India, amassing a substantial fortune before he was thirty. Deciding to revisit Ireland, he chose an unusual route across Arabia and set out with two companions and some natives. Within a week, the natives had turned on the white men; one of O'Donnell's companions was killed, and he and the other were beaten and robbed. Later taken as slaves, they managed to escape across the Persian Gulf and made their way back to India. O'Donnell immediately had an offer of employment from a rich merchant named Huggins who was also paymaster to the army of the East India Company. Within a few years, John

O'Donnell had accumulated another fortune, presumably by trading in the orient.

These stories about O'Donnell's early life, undocumented by Thornton-Cook, have been repeated many times in many publications, and seem to be the only information about this period. Though O'Donnell gave Baltimore many things — the name Canton, imported cattle, a little glory, a hard-working son — he left us few facts about his own curious life.

John O'Donnell
–Library of Congress

A number of sources (Thornton-Cook is one of them) say John O'Donnell settled in Baltimore around 1780. The earliest evidence of his arrival here, though, is a notice in the *Maryland Journal and Baltimore Advertiser* on August 12, 1785 . . .

"On Tuesday evening last there arrived here, directly from China, the Ship Pallas, commanded by its owner, Captain O'Donnell. She has on board a most valuable cargo, consisting of an extensive variety of teas, china, silks, satins, nankeens, etc. etc. We are extremely happy to find the commercial reputation of this town so far increased, as to attract the attention of gentlemen, who are engaged in carrying on this distant but beneficial trade. It is no unpleasing sight to see the crew of this ship, Chinese, Malays, Japanese, and Moors, with a few Europeans, all habited according to the different countries to which they belong, and employed together as brethren; it is thus commerce binds and unites all the nations of the globe with a golden chain."

On the next page of the same issue was this announcement describing the

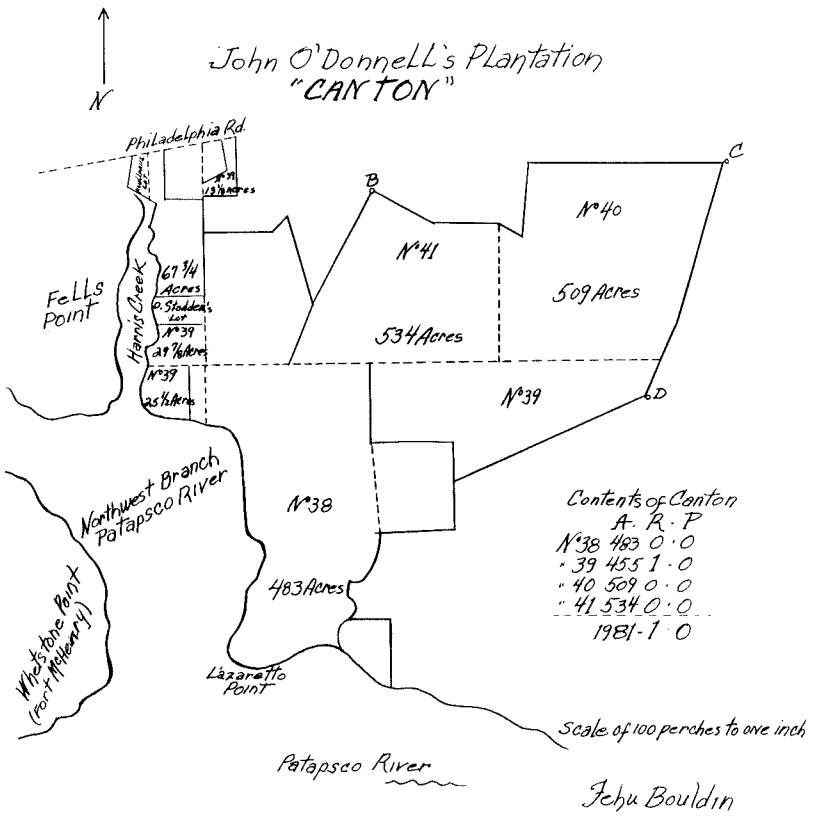
goods O'Donnell brought back from Canton, China, "to be sold by public vendue, at Baltimore, on the first of October next, in lots . . . for further particulars inquire of Mr. O'Donnell, the owner." George Washington read of the sale in the newspaper and sent his friend, Colonel Tench Tilghman, with a list of articles he wanted "if great bargains are to be had—my purchases depends entirely on the prices."

Canton, the major southern port in China, was the outlet for the tea, rhubarb, silk, spices, and hand-crafted items that western traders sought. The port was an important one for the British East India Company and most western ships visited there in the 17th century, though they could trade with other Chinese ports if they wished. During the following century, though, as Britain was attempting to expand trade with northern China ports, the Chinese emperor issued a decree (1750) making Canton the only port open to foreign trade. Soon other restrictions were put in effect: no foreign women or guns were allowed in the area and while in Canton, western traders were confined to a small river outside the city. Outsiders were allowed only during the trading season, November through May. O'Donnell, like the other foreign merchants, would have been subject to these restrictions.

The Maryland Journal also tells us that O'Donnell was living in Fells Point during the time his cargo was offered for sale. He probably met Sarah Chew-Elliott, the daughter of Captain Thomas Elliott, there. He and Miss Elliott were married on October 16, 1785. Baltimore treated the newcomer O'Donnell well: he sold his cargo at a good profit and found a wife. None of his apparent later dissatisfaction with Baltimore and America was evident.

Sarah Chew-Elliott O'Donnell
–Chrysler Museum at Norfolk

Where the O'Donnells' first home was for the early months of their marriage is unknown. Some time in 1786 O'Donnell bought from Thomas Woodward 11 acres called Shoemakers Lot. The *Baltimore American and Commercial Advertiser* ran a notice September 8, 1786 which mentioned John O'Donnell's plantation, Canton, formerly known as Gorsuch and Philipsburg. The 11 acres acquired from Woodward was the beginning of what grew to be a 1,981 acre estate around the elbow of the northwest branch of the Patapsco River, east of Fells Point. It took O'Donnell 10 years, from 1786 to 1796, to buy his Canton land, much of it purchased from Charles Carroll of the Baltimore Company.



Plat of O'Donnell's Plantation

Part of the Gorsuch and Philipsburg property, which had been advertised for at least a few years in a local paper before O'Donnell bought it, was owned by the Baltimore Land Company, a partnership formed in 1731 by some of Maryland's richest and most respected citizens to build an iron-producing furnace on the Patapsco River. This company, a prominent industrial association during the colonial years, wanted to promote America's iron industry. It was opposed to the proprietary government's position, which was to import the iron from Britain.

In addition to Canton, O'Donnell acquired more than 100 lots in Baltimore, including a house on Gay Street he kept for his own use. The Gay Street address first appeared in the Baltimore Directory for 1802 as, "O'Donnell, John, Col. 27

North Gay Street," and in 1804 it was "next (27) Col. John O'Donnell gentleman." Also on Gay Street in this year were a doctor, lapidary, printer, botler (sic), a cabinet maker, an inspector of customs, and some other gentlemen.

Properties elsewhere owned by O'Donnell included the two Miller Islands in the Chesapeake Bay, 386 acres; his Howard County estate, Never Die, 1,628 acres; and 3,000 acres in Virginia.

The O'Donnell family house on the Canton property was probably built south of what is now Boston Street between Clinton Street and Highland Avenue, though some people put it at Foster and Ellwood Avenues. The home, according to Thomas Twining, an early visitor to America, was a long, low one with a deep veranda, built in the style of an Indian official's home. Captain O'Donnell planted a large peach orchard (so that he could make peach brandy) and imported prize cattle for breeding purposes.

By 1790, when the first census in the country was taken, these people were listed as living in John O'Donnell's household in Baltimore County, presumably at Canton:

Free whites over 16 including head of house	10
Free whites under 16	none
Females	6
Slaves	36

The first of the O'Donnells' seven children (one died in infancy), a girl, was born May 1, 1790, and one can only speculate as to who the other people were living in his home.

Canton was evidently a show place to which all important travelers were invited. Thomas Twining, who wrote *Travels in America 100 Years Ago* (published in 1893) describes his visit to the plantation:

"We reached 'Canton' after a merry ride. The house was pleasantly situated amongst fields and small woods not far from the junction of the Patapsco and the Chesapeake. Nothing was omitted to testify his satisfaction at seeing me and I should gladly have accepted his invitation to pass two or three days at Canton if time had permitted me. After a sumptuous dinner the Colonel's friends accompanied me back to Baltimore even to the door of my hotel. This was one of the most pleasant days I passed in America."

With ample wealth at his command, O'Donnell and his beautiful wife were leaders in the society of Baltimore Town, and their generous and elegant entertainments were unsurpassed. It was during one of their lavish parties at the Canton plantation that one of the world's most tragic romances blossomed. All the beauties of Baltimore were invited, including the Catons (granddaughters of Charles Carroll of Carrollton) and Elizabeth (Betsy) Patterson, the ravishing daughter of William Patterson. Miss Patterson was gazing out the window overlooking the drive with her most intimate friend, Henriette, the eldest daughter of Louis Felix Pascault, the Marquis de Poleon, when they saw two young men approaching the house. Mademoiselle Pascault exclaimed, pointing to the taller, "That man will be my husband." Betsy answered, "Very well, I will marry the other one." Strangely enough, that is what happened. Henriette married Baron Reubel, son of one of the five members of the French Directory. Betsy married his

companion, Prince Jerome Bonaparte, the brother of Napoleon I. The ceremony was performed on Christmas Eve, 1803, by Archbishop Carroll of Baltimore.

The newlywed Bonapartes and Reubels sailed for France in 1804. Jerome was informed by his brother the Emperor that his new wife—commoner, Protestant, and American—would not be allowed to disembark on French soil (which, at the time, comprised most of the continent of Europe). Napoleon also had the marriage civilly annulled in France after the Pope refused to grant an annulment. Jerome was ordered to come to Milan, where the Emperor was, by the most direct route. If he deviated from the route, he would be put under arrest. Jerome deserted his new bride and went to Milan. He was never to see Betsy again, except briefly in passing, years later, in an Italian picture gallery; there he had the pleasure of pointing her out to his second wife.

Henriette Pascault fared somewhat better at the hand of imperial society, becoming for a time Maid of Honor to the young Josephine, who in later days would become consort to the Emperor.

Captain O'Donnell made one more voyage to the East before giving up the sea, although he retained his interest in trade between Baltimore and the Far East. He returned from this second trip on June 29, 1789 after an absence of two and a half years and offered his ship, the *Chesapeake*, and her cargo from India and China for sale. The *Chesapeake* was the first American vessel to trade with India and the first to fly the United States flag on the River Ganges.

O'Donnell seems to have grown tired of life in Baltimore because in 1789 and again in 1793 he asked Secretary of State Thomas Jefferson to appoint him commissioner of the United States to India. He was turned down both times. Richard Parkinson, an Englishman who wrote *Tour in America* (1798-1799) captures some of O'Donnell's disillusionment with America: "Though I had begun to entertain a very low opinion of the American lands," Parkinson wrote, "he still lowered it more; for he told me that he had brought between 60,000 and 70,000 pounds sterling from the East Indies into America, and could not live comfortable with it; the cultivation of one's own land he was sure would make any man poor."

The reason for the Colonel's cynicism is a matter of conjecture; perhaps he had had an attack of the gout which had plagued him periodically, but then, too, it is possible that in these, his final years, he once again yearned for the adventure of ship, sea, and exotic ports.

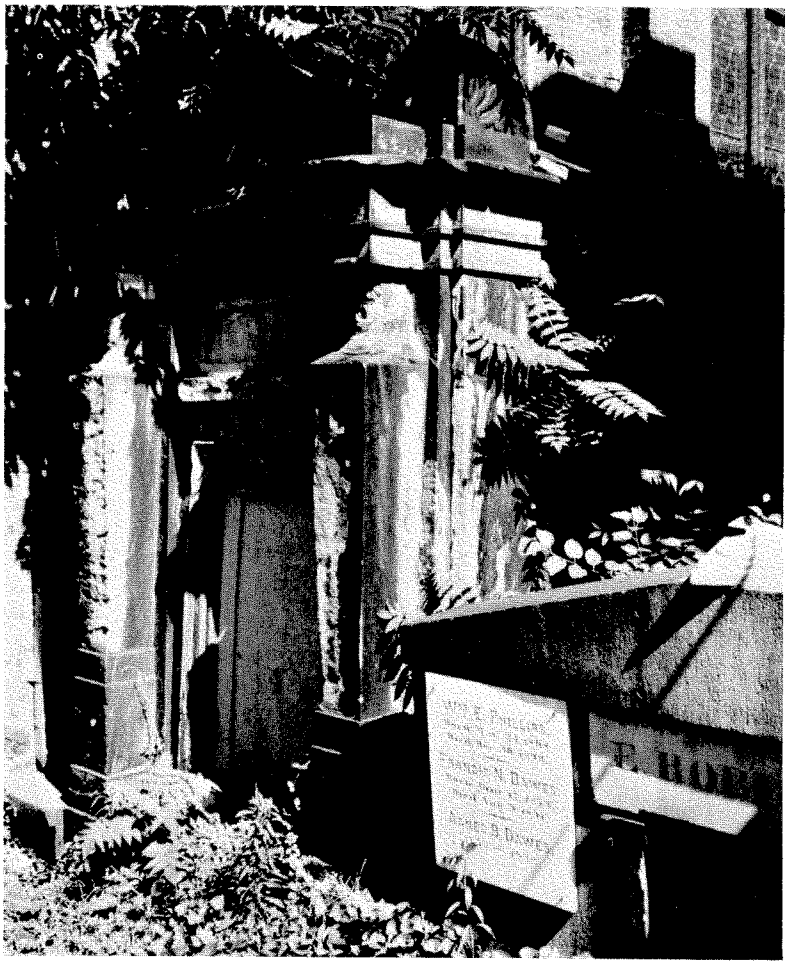
O'Donnell died at age 56 at Canton on October 5, 1805, three days after finishing his will. He was one of the wealthiest men in the United States at the time. He had appointed his close friends, William Patterson and Robert and Charles Oliver, as his executors and directed that his friends receive legacies, his debtors be forgiven, and his slaves be provided with suitable mourning.

An obituary was carried both by the *Federal Gazette and Baltimore Daily News* and the *Baltimore American and Commercial Advertiser* which said in part that:

"In his last illness, which was long and excruciating, he still retained, and would occasionally exhibit, that cast of remark which characterized his gayer and happier moments. It would be easy to enlarge; the difficulty is, to say so little of a man to whom our city and state is so much indebted, and whose character comprised so many grounds for praise and reflection. He retained his senses to the

last; gave precise directions respecting his funeral; consoled his weeping family; and resigned his soul, in humble hope of an happy hereafter, into the bosom of his merciful Creator."

After O'Donnell's death, the family moved to their mansion in Baltimore on Gay Street near Lexington. The *Baltimore American and Commercial Advertiser* ran a notice December 26, 1808: "For Rent - Canton Plantation - the estate of the late John O'Donnell - contains 2,500 acres."



O'Donnell's tomb —*Photograph by Harry Connolly*

John O'Donnell's tomb is located in the Westminster churchyard at what is now Fayette and Greene Streets. His religious preference is also unclear. Some sources say he was an Elder in the Presbyterian Church. The First Presbyterian Church at Fayette and North Streets was the only one he could have belonged to because the others were not organized until after his death. But there is no record of his joining the church, though many of Baltimore's well-known citizens, many of them friends of O'Donnell, were members. He did have his children baptized

there, though, and some of them were married in the church and had their children baptized there. The only apparent connection O'Donnell had with the Presbyterian Church was to buy two lots in 1786 in Westminster cemetery. One of these he purchased himself and one he purchased with Dr. John Crawford, his brother-in-law. Eliza Crawford, O'Donnell's niece, had a second marriage to Maximilian Godefroy, the architect, who may have been commissioned to design O'Donnell's tomb. The tomb's Egyptian motifs have led some people to believe O'Donnell was a Rosicrucian, maybe one of the founders of the sect in North America. *The Architecture of Maximilian Godefroy,* by Robert Alexander, described O'Donnell's pyramid-shaped tomb as a cross between a large sarcophagus and a small temple. The sculptured parts such as the winged hourglass have been described as Rosicrucian symbols. Again, as with so much information about O'Donnell, this has not been confirmed.

For many years Canton residents accepted without question that the area was given its name by Captain John O'Donnell. As historians told it, he called his estate "Canton" after the Chinese port.

In 1935, Dr. Henry Berkley of the Maryland Historical Society made a map of early Maryland land grants, basing them on a study of ancient surveys, quit rents, and the Calvert papers owned by the Historical Society.

Looking at Berkley's map, James E. Hancock, then recording secretary of the Society, cast the first serious doubt on the O'Donnell story. He noticed that in 1652 Thomas Sparrow was granted a tract of land on the north side of the Patapsco River and another on the south side. Hancock read "North Canton" and "South Canton" on the map. I checked the Calvert papers, however, and discovered that the spellings are "North Conton" and South Conton."

Stan Slome, of the *East Baltimore Guide*, spent no small effort researching the name. To him, an error on the part of the recorder was unlikely. A slip of the recorder's pen, Mr. Slome observed, could change the course of history; on a proclamation, it might mean life or death.

Checking the musty General Index of Grantors at the Courthouse, Slome noticed that in 1682 a Robert Clarkson, by a bond, gave Christopher Gist and Company 245 acres of land in "South Conton." Further down in the records, the same Robert Clarkson turned over to Richard Cromwell and Company the same 245 acres—but the location shown was "South Canton," and not "South Conton."

His curiosity whetted by this appearance of the "Canton" spelling almost 100 years before O'Donnell's arrival, Slome contacted the Hall of Records in Annapolis. Roger Thomas, the senior archivist, reported that "All the references bear on the property of Robert Clarkson, but do not describe its location any better than to say it is on the west side of the Chesapeake and the south side of the Patapsco, near Rumly Marsh."

Any resident of Canton can tell you that Rumly Marsh is nowhere near the area. Archivist Thomas also found that Clarkson's property is always described as "South Conton" or "Conton."

Most of the evidence tends to support the claim that today's Canton derived its name from the O'Donnell estate, but still, some seeds of doubt remain. Perhaps only the shadow of John O'Donnell, hovering near his resting place in the old Westminister Churchyard, could provide the answer.

The Company and the Industries

The first principal industry in Canton, Major David Stodder's shipyard, was located on Harris Creek, a stream that flowed through what is now Patterson Park and along present-day Linwood and Luzerne Avenues to the harbor. It was at this small shipyard that the famous U. S. Frigate *Constellation* was launched on September 7, 1797. After serving more than 140 years, she was saved from destruction by a group of patriotic Baltimoreans. Now restored, and designated a National Historic Shrine, the *Constellation* is berthed in Baltimore's inner harbor.

During the December 1816 session of the Maryland Legislature, a bill was introduced to enlarge the boundaries of Baltimore City; the bill was passed on February 3, making the eastern edge of the city East Avenue, thus dividing Canton in half.

Because trade in the area had been stagnant for a number of years, the founding in 1827 of the Baltimore and Ohio Railroad—many people call it the first American railroad—evoked high hopes for the future. The revolutionary idea of building a railroad was discussed everywhere by the people of Baltimore: in their homes, on their jobs, and during social hours.

In the Spring of 1828, Columbus O'Donnell, the eldest son and second child of Captain John O'Donnell, and William Patterson went to New York City to interest Peter Cooper, capitalist, philanthropist, and inventor, in forming a real estate company that was to include the Canton plantation plus all the waterfront property from Fells Point to Lazaretto Point—a total of 3,000 acres for $105,000.

The younger O'Donnell, born in 1792, had received a large inheritance from his father and this, coupled with his financial prowess, would help make him a wealthy and leading Baltimore businessman. When almost 21, he married a 14 year-old girl, Eleanora, the daughter of the Marquis Pascault de Poleon, a refugee from Santo Domingo.

It was the commercial and industrial prospects of the Baltimore and Ohio Railroad, then under construction, that persuaded Cooper to take a flyer in the Canton waterfront. Mr. Cooper was led to believe that he was to pay one third of the cost and the other two men would pay the balance. He soon discovered he was the only one who had put any money into the proposition.

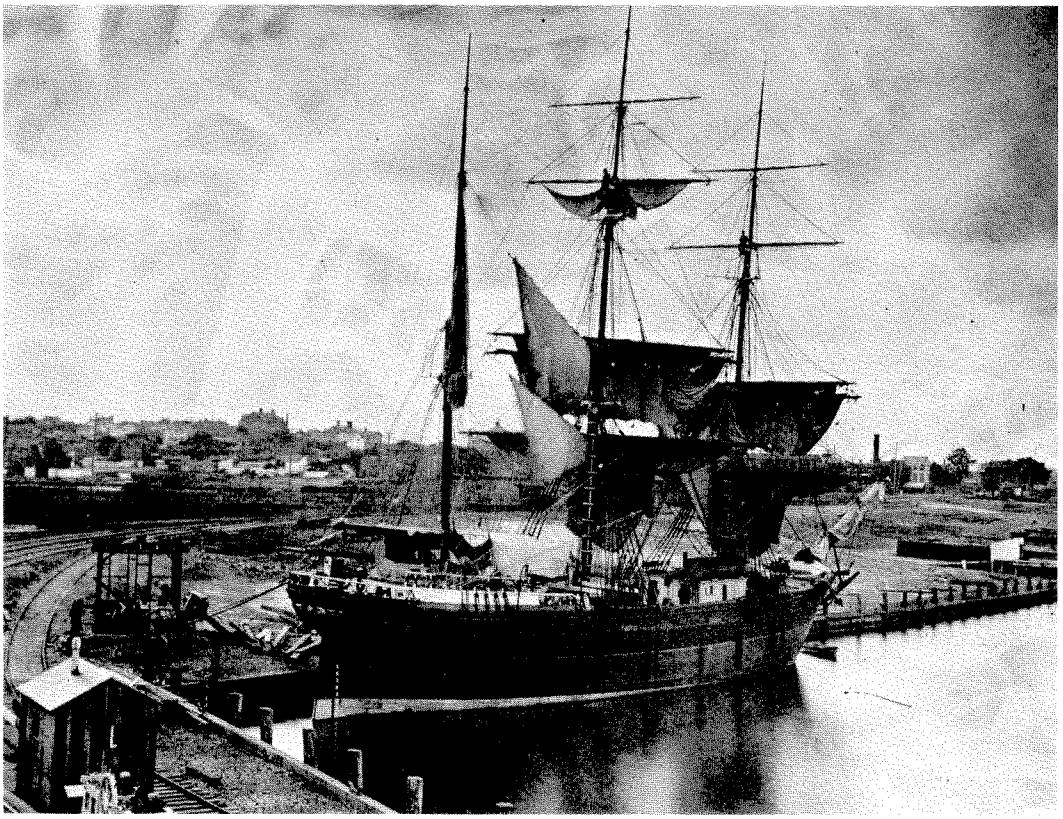
Peter Cooper —*Peale Museum*

In December, 1828, William Patterson, Francis Price, Columbus O'Donnell, Ely Moore, Gideon Lee, Peter Cooper, and James Ramsey undertook to establish the Canton Company.

On February 3, 1827, the *Baltimore American* wrote, "In the Senate, January 29: Mr. Heath presented a petition from Columbus O'Donnell, Robert Oliver, and others, praying for an act to incorporate the Canton Company." The project was not unopposed, for the same paper on February 16 related that a member of the legislature "presented a memorial from Charles Ridgely of Hampton praying for the rejection of the bill." Mr. Ridgely feared that an industrial development at Canton would interfere with his view of the river. However, on March 11, 1829, the bill passed "without alterations and is now a law." "The most beneficial effects," said the *American,* "may certainly be expected to result from this measure to the citizens of Baltimore."

Under its charter, the new corporation was given the right to own up to 10,000 acres (this figure was later increased) and "to improve it in such a manner as may be conformable to the laws of the State, and lands which shall belong to said company, by laying out streets, etc., in the vicinity of Baltimore on or near navigable water, and erecting and constructing wharves, ships, workshops, factories, stores, dwellings, and such other buildings and improvements as may be deemed necessary, ornamental and convenient."

Peter Cooper traded most of his land holdings for stock in the company, though he retained a parcel on which he built an iron works on the north side of present Boston Street at Hudson Street. He discovered and dug the ore at Lazaretto Point, cut the wood, burnt it into charcoal, and with it made the first charcoal iron in Baltimore. Later he built a rolling mill and kilns for making char-



Bark Stormy Petrel at wharf of Charcoal Iron Works, Canton —*Peale Museum*

coal and thus laid the foundations for many of the industries that formed the basis of Baltimore's commercial life.

Some people suggest the Canton Company project led Peter Cooper to deviate from the path of his legitimate business and become the builder of the first American locomotive. This is implied in his letter to William H. Brown, in answer to some inquiries about the *Tom Thumb*:

New York, May 18, 1869

Mr. William H. Brown:

My Dear Sir: In reply to your kind favor of the 10th inst., I write to say that I am not sure that I have a drawing or sketch of the little locomotive placed by me on the Baltimore and Ohio Railroad in the summer of 1829, to the best of my recollection.

The engine was a very small and insignificant affair. It was made at a time when I had become the owner of all the land now belonging to the Canton Company, the value of which I believed depended almost entirely upon the success of the Baltimore and Ohio Railroad. At that time an opinion had become prevalent that the road was ruined for steam locomotives by reason of the short curves found necessary to get around the various points of rocks found in their

course. Under these discouraging circumstances many of the principal stockholders were about abandoning the work, and were only prevented from forfeiting their stock by my persuading them that a locomotive could be so made as to pass successfully around the short curves then found in the road, which only extended thirteen miles to Ellicott's Mills.

When I had completed the engine I invited the directors to witness an experiment. Some thirty-six persons entered one of the passenger cars and four rode on the locomotive, which carried its own fuel and water and made the first passage of thirteen miles, over an average ascending grade of eighteen feet to the mile, in one hour and twelve minutes. We made the return trip in fifty-seven minutes.

I regret my inability to make such a sketch of the engine as I would be willing to send you at this moment without further time to do so.

Yours with great respect,

Peter Cooper

In 1831 William Gwynn, publisher of the *Federal Gazette*, was elected the first president of the Canton Company. The Irish-born Gwynn has been described as: "Editor, epigrammatist, and one of the most reliable counsellors of his day—one of the kindest and most benevolent men."

When Gwynn resigned in 1832 the stock had reached a market value of $280 per share. Peter Cooper sold his shares to Amos Binney and Edmund Monroe of Boston, which enabled him to more than recoup his original investment.

For the next five years Sheppard C. Leakin was president of the Canton Company. Leakin had a lucrative business in Fells Point prior to 1812; when war was declared he accepted a captain's commission in the regular army and was stationed at Fort McHenry during the bombardment. He resigned in 1837 when he was elected mayor of the City of Baltimore.

In 1835, Royal Makepiece, the company's agent, "made an elaborate report. The sales of land up to that time amounted to $93,618.50" and, he said, "the nature and character of Canton enterprise seem to preclude immediate dividends."

Even if Mr. Makepiece saw no chance of immediate dividends, New York speculators were not discouraged, for Canton land had become "the fancy of Wall Street." Shares were traded by men who had no idea of the company's location (many thought it was in Canton, China), nor the nature of its business. Daniel Drew, who invented watered stock, had a special fondness for Canton shares. As a contemporary wrote:

Upon his back he bore a sack,
Inscribed "Preferred Q.U."
Some Canton scrip was in his grip,
A little Wabash too.

Drew has told how he inveigled his friends to buy stock. He whispered here and there in New York that "certain stocks were due for a rise." "In this way," he said, "there set in a good-sized buying movement in those particular stocks I was selling short—Wabash . . . and shares in the Canton Company of Baltimore."

The following article, published in *The Sun* on June 18, 1850, describes the early struggles of the company:

"Baltimore's Canton Company was established by Eastern stock-jobbers . . . it was one of the very successful humbugs of the era . . . stock having at one time (1831) brought $280 a share for $54 paid in . . . it came down very far below par. Public sales of lots were held in 1833 and again in 1835, at which the bidding and purchases were, to some extent, collusive and fictitious, the object being to puff and inflate the price of the stock. Dividends, which were not warranted, were declared for the benefit of the stock-jobbers. As late even as 1846, this practically fraudulent policy was still occasionally ascendant . . . in opposition to the wishes of the Agent, Mr. Harrison . . . during all this period the citizens of Baltimore generally remained profoundly ignorant of the Company. Her leading business men had no place in its direction. The question is now very frequently asked, what is the Canton Company—its object, privileges, and extent? It is a real estate company organized under a charter granted by the State of Maryland, conferring corporate powers more varied and extensive than were perhaps ever granted before or since, in any other State of the Union."

Despite the unfavorable publicity and rumors about the Canton Company, considerable progress was being made in the community. In 1844 the newspaper *Patriot* spoke of Canton's "magnificent harbor, gradually growing into importance." By 1846 a cotton mill, Cary's Chesapeake Furnace, and the distillery of Bryan & Maitland were located in Canton. Horace Abbott of Massachusetts had purchased the Canton Iron Works from Peter Cooper and was completing an expansion which would double the capacity of the plant.

Booz Brothers' shipyard on Harris Creek —*Peale Museum*

In 1848 James M. Foster and Thomas H. Booz constructed a shipyard on Harris Creek at the foot of Kenwood Avenue. Two pilot boats built for the Baltimore Pilots, the *Passenger* and the *Canton*, were the first vessels launched in the new yard. They were small, extremely sharp, fine lined, and with a large spread of canvas. This item appeared in *The Sun* on December 8, 1848, the day after the launching of the *Canton*: "She is an elegant specimen of Baltimore shipbuilding and will doubtlessly sail like a witch."

The largest vessel built in this shipyard had a short and disastrous career. The beautiful clipper ship *Pride of the Sea* was launched on February 7, 1854. She was built for the James A. Hooper & Company of Baltimore who had her designed with little regard for cost. She was a 1600-ton full-rigged ship, the type which combined large stowage capacity with extreme speed. The finest lumber, copper, and iron were used in the construction, which was supervised by her captain, Edward Hooper. On her maiden voyage she left Baltimore in ballast for New Orleans, where she loaded a cargo of cotton for Liverpool, England. As she neared the English Channel, fire was discovered in one of her holds. All attempts to save the ship failed, so she was scuttled and abandoned off the English coast.

Immediately after the Civil War wooden planking and framing was done for many Navy vessels including monitors, then the latest type of warship. In the first year of President Grant's second term, 1874, this shipyard was given the job of converting a sidewheel vessel into the presidential yacht *Tallapossa*. Unable to expand at this location, the shipyard was moved in 1880 to a new modern facility in Baltimore's inner harbor.

In 1850, the Baltimore Copper Smelting Company was established on the water side of the 1600 block of South Clinton Street. This company, which played an important role in the early development of Canton, was the result of a coalition that began in 1827 and involved some of the city's most prominent businessmen.

In 1804, Levi Hollingsworth, after studying (at times as a laborer) the English and Welsh copper industries, established the Gunpowder Copper Works on the Gunpowder Falls near the intersection of that stream with what is now Harford Road. Baltimore's shipbuilding industry was rapidly growing and required large quantities of copper spikes, bolts and rods, and later, copper sheathing to prevent barnacle growth. He continued operations on the Gunpowder until his death in 1822.

Isaac McKim opened a steam-powered rolling mill on Smith's Wharf in 1827. Although his specialty was sheathing for ship bottoms, the steam engine, described as "stupendous" at the time, was also used to power the grindstones of a grist mill. In addition to this business McKim helped the heirs of Hollingsworth operate the Gunpowder works. In 1845 the Baltimore and Cuba Smelting and Mining Company was incorporated by McKim's son, Haslett, with metallurgist Dr. David Keener as agent and technical advisor. This was the first instance of modern corporate structure and technical layout being applied to the copper business in this area. All operations from smelting to rolling were carried on, with steam power utilized throughout. The ore was imported from Chile and Cuba.

Dr. Keener left the Baltimore and Cuba company in 1850 and with George Brown established the Baltimore Copper Smelting Company in Canton. He se-

cured a good ore supply contract with Chilean producers and by 1860 the business was turning out six million pounds of refined copper annually, the largest production in the United States. This operation was technically highly efficient and Keener's importation of a colony of Welsh smelters provided a trained work force which became self-perpetuating.

By 1864 the more efficient operation in Canton had convinced the owners of the Baltimore and Cuba Smelting and Mining Company across the river that Keener couldn't be beat, and the companies merged. Four years later, the Locust Point property was sold and the Canton facility became the Baltimore Copper Company. Clinton Levering, ex-president of Baltimore and Cuba, was director of the new concern; two of the prominent backers were Johns Hopkins and John W. Garrett.

At the same time, the Gunpowder Copper Works founded by Hollingsworth was incorporated by Enoch Pratt, William Taylor, Galloway Cheston, Edward Clyme and William Pinckney. In 1883 the Gunpowder facility was abandoned and operations were transferred to a new, larger rolling mill located next to the Baltimore Copper Company on Clinton Street. The Gunpowder works was renamed the Baltimore Copper Rolling Company; the president and secretary were Messrs. Pope and Cole. The situation was ripe for a final coalition.

Less than three years later, after the failure through outside investments of Pope, Cole and Company, the two copper concerns amalgamated to form the Baltimore Copper Smelting and Rolling Company.

Opposite the smelter, the company erected a row of three-story brick houses which came to be called Copper Row. The homes were built for the Welsh copper

Last three houses of Copper Row *–Photograph by Harry Connolly*

workers who came to Baltimore from the Swansea district in Wales.

In those days copper smelting was a closed trade; fathers guarded their knowledge closely, handing it down only to their sons. Smelter foremen, ladlers, furnace men, helpers, and laborers were Welsh, so that only Welsh boys received the apprentice training necessary to refine copper.

Wages were not high; they ranged from $1.25 per day for laborers under 21 years of age to $3 a day for ladlers. But the copper works management took a paternal interest in its employees. Every other Monday morning a copper worker was entitled to a free wheelbarrow load of coal; he could also carry home as much wood as he wanted. At Christmas time every copper worker received a turkey as a present from the company.

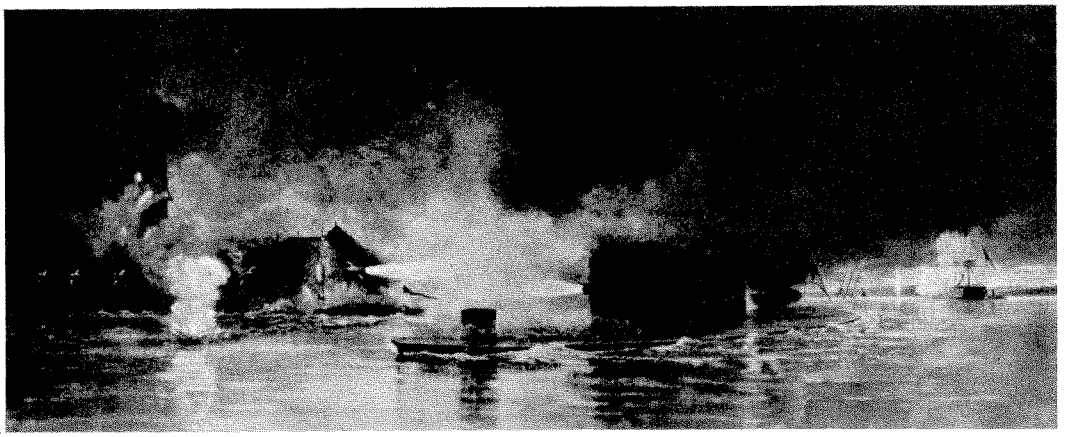
At first the smelter employed only a few Welshmen, but as its operations expanded the Canton Welsh colony outgrew Copper Row and filled a district bounded by Toone Street (sometimes called Tome Street), Third (now Conkling Street), Fifth (now Holabird Avenue), and the waterfront.

Except for the burning of the Philadelphia, Wilmington, and Baltimore railroad bridge over Harris Creek by a local mob, Canton was quiet for the duration of the Civil War. The outcome of the war, though, was influenced by a small Canton steel mill.

Horace Abbott, born in July, 1806, in Worcester County, Massachusetts, moved to Baltimore in 1836 and bought the Canton Iron Works from Peter Cooper. At these works he forged the first large steamship shaft wrought in this country, for the Russian frigate *Kamtschatka*, built in New York for Emperor Nicholas I. The interest in this huge production of wrought iron, as it was then called, was so great that the shaft was exhibited at the Exchange in New York.

Abbott built a rolling mill in 1850 that was capable of turning out the largest rolled plate then made in the United States. On one occasion he completed an order for 250,000 pounds of rolled iron in 48 hours, and for this achievement received a letter of commendation from the Secretary of the Navy.

Probably his brightest hour came when he was contracted to furnish the armor plates for the *Monitor.*

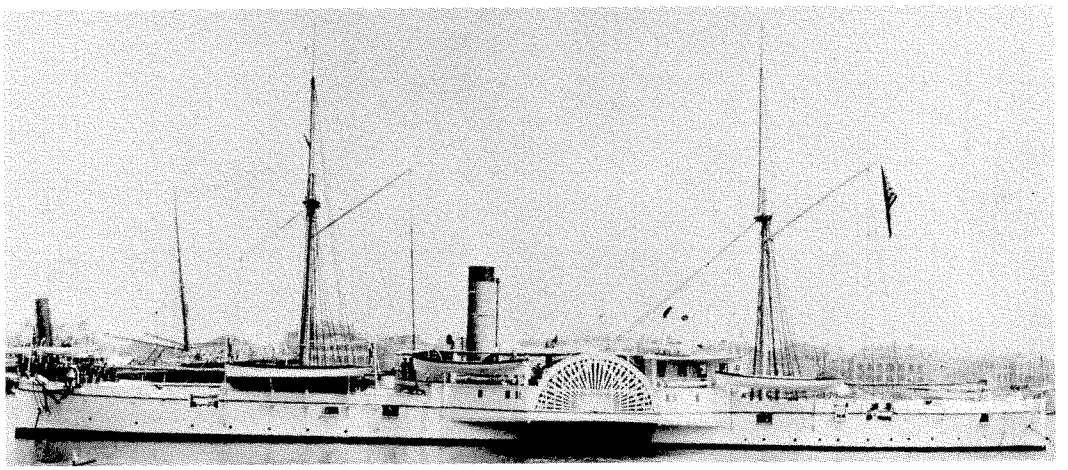


Monitor vs. *Merrimac* —*Naval Photographic Center, Washington*

Captain Ericsson, designer of the ironclad, did not think there were mills of sufficient capacity in this country to turn out armor plate of the requisite thickness and size and was going to order the material from England. He applied first to Abbott, however, who responded to the emergency by manufacturing the plates and delivering them in a shorter time than anticipated. The *Monitor* was completed and ready for sea in time to engage the hostile *Merrimac* in Hampton Roads and prevent her from destroying the Navy's wooden craft. In the encounter with her formidable adversary, the *Monitor* was so well protected by the armor that not a plate was pierced; a new era had been inaugurated in this history of naval architecture and warfare.

Subsequently, Horace Abbott furnished the armor plate for nearly all the vessels of the *Monitor* class built on the Atlantic Coast, and also for the *Roanoke, Agameticus, Monadnock* and other large ironclads.

A little shipyard in Canton, at the foot of Lakewood Avenue, had the honor of building a naval vessel which holds the record for continuous service in the United States Navy. The *Monocacy,* a light-draft sidewheel gunboat, was launched by A. W. Denmead & Son December 14, 1864, and sponsored by Miss Ellen Denmead, daughter of the builder. Completed in late 1865, the vessel was commissioned in 1866.



USS *Monocacy* in Chinese waters —*Naval Photographic Center, Washington*

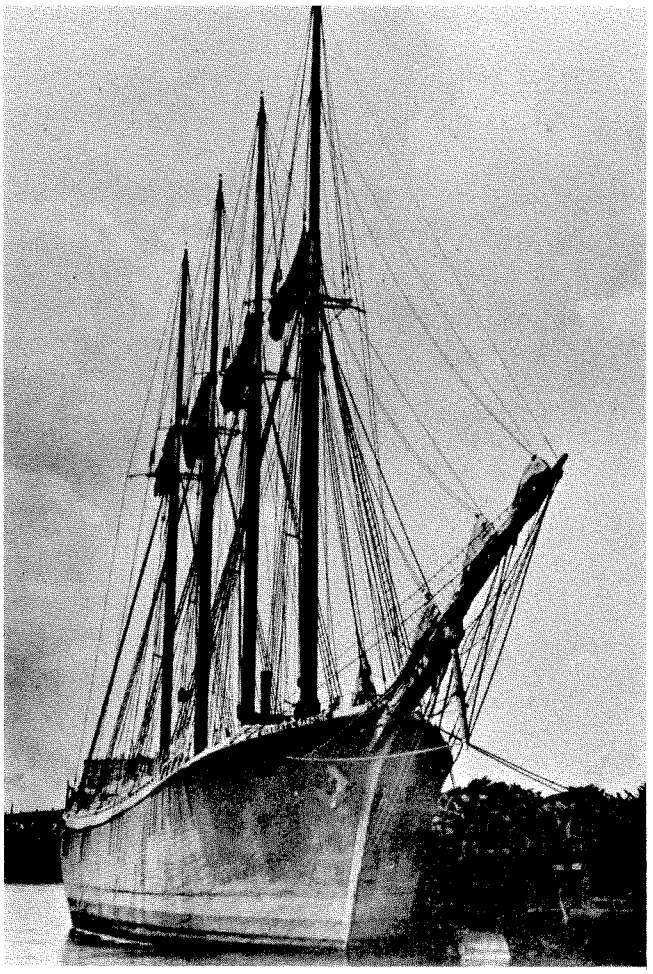
Assigned to Asiatic Station, the *Monocacy* remained there until 1903, representing the US at the opening of the Japanese ports of Osaka and Hiogo, locating sites for lighthouses in the Inland Sea of Japan, and patrolling in the restless years following the Meiji restoration. She charted the Yangtze River in 1871, then performed survey operations in the Salee River, Korea; there she was attacked, suffering 13 casualties, by Korean shore batteries.

The *Monocacy* became involved in the repercussions of the Boxer Rebellion in 1900, capturing seven small craft before hostilities were concluded in 1901. She remained on patrol and survey duty until sold on June 22, 1903 to Hashimoto and Son of Nagasaki, Japan; she had remained in Asia nearly forty years, earning her-

self the nickname, "Jinricksha of the Navy."

Bridge building, by 1865, due to increased demands by the railroads, had become a very important industry. The Patapsco Bridge & Iron Works, founded by Wendell Bollman, was one of the earliest and most efficient companies in this field, with its plant on South Clinton Street at Cardiff Street. It gained a world wide reputation for its engineering skill—particularly for the development of the Bollman truss—building bridges in Cape Fear, North Carolina, Cuba, and Mexico. It also constructed a number of the iron bridges which spanned Jones Falls in Baltimore.

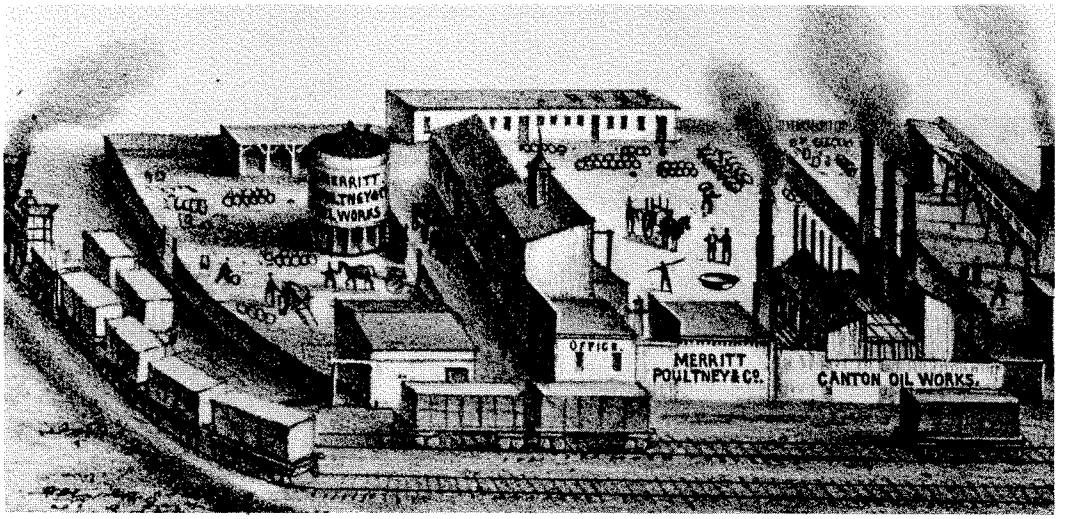
Another Canton industry was established in 1869 when John S. Young built a plant at 1933 Boston Street for the manufacture of licorice, dyes, and tanner extracts. An important commodity needed by J. S. Young & Company as a source of dye was logwood. The dye was found in the heart of certain trees in the Caribbean. This company was responsible for keeping some of the last beautiful four-masted schooners on the sea until the beginning of World War II. The *Doris Hamlin, G.*



Herbert L. Rawding —*Mariners Museum, Norfolk, Va.*

A. Kohler, Albert F. Paul, and *Herbert L. Rawding* were all employed at various times transporting the logwood to the local plant. The principal Caribbean ports were Cape Haitien, Miragoane, Port au Prince, and Fort Liberte in Haiti, and Black Riber in Jamaica.

In 1867 two Baltimore commission merchants, Thomas Poultney and J. M. Moale, built an oil refinery at Locust Point to capitalize on the Baltimore market for petroleum distillates which had grown following Colonel Edwin Drake's discovery of oil at Titusville, Pennsylvania. Shortly after its construction, the plant was moved to Canton because Poultney and Moale were convinced the area would eventually become the industrial center of Baltimore. The two men joined with the Merritt brothers, Joseph C. and Samuel, to form the Canton Oil Works. Products were the heavier fuel oils, grease and wax; the lighter napthas and gasoline were drained into ponds and burned. Later, these lighter fuels were found to be useful, when atomized, for commercial and residential lighting.



Early oil refineries in Canton —*Maryland Historical Society*

Some rather complex machinations seem to have occurred among the principals of the refineries during the 1870's. The 1868-69 City Directory lists Merritt, Poultney and Company as operators of the Canton Oil Works, but in 1870, this listing had been replaced by Merritt, Jones and Company. Other Canton refineries operating at this time were those of Robert Read, Christopher West and Son, J. C. Cristopher and Company, and Poultney and Moale. These companies were amalgamated on December 14, 1877 to form the Baltimore United Oil Company under the sponsorship of Standard Oil. The Merritt Brothers, although continuing to have a hand in the business, sold their Canton Oil Works to Camden Consolidated Oil Company.

The Baltimore United Oil Company had acquired all the Canton refineries by 1890, including those purchased by the Camden Consolidated Oil Company; two years later it sold its holdings to Standard Oil. At the time of this acquisition, the

refineries of Canton occupied 50 acres; had a capacity of 5,000 barrels a day, and employed 75-80 people.

The developments in methods of transportation of crude oil from producing fields to refinery are interesting. In 1873 when all of the plants were composed of 25 and 50 barrel stills, with a total capacity of less than 1,000 barrels per day, crude oil was shipped from the Pennsylvania oil wells in wooden barrels placed in cattle cars. In 1877, the crude oil was transported in wooden tanks, fastened three to a flatcar. However, it was not long until tank cars of from "90 to 100 barrels" capacity were built. On July 3, 1883, the first crude oil was sent through a pipeline to the Baltimore United Oil Company from the Pennsylvania fields at Millway, Pa., with an average flow of 2,500 barrels per day. When the Standard Oil Company took over the property in 1892, the capacity of the line was increased to 5,000 barrels per day, later to 6,000 barrels daily. This pipeline was first owned by the National Transit Company, then by the Maryland Pipeline Company. It was constructed of five-inch pipe, with pumping stations spaced from 30 to 60 miles apart. The line eventually was run as far west as Oklahoma, 1,300 miles away, being gradually further extended as the sources nearer the refinery became inadequate. Still another date of consequence in the history of local refining was March 1913, when crude oil was received for the first time by tank steamers from California and Mexico. It was soon discovered that transportation of crude oil by tanker was more economical than by pipeline, and in 1925 operation of the pipeline was discontinued.

When Samuel Merritt died, his eldest grandaughter, Miss Elizabeth Merritt, was sixteen. She had talked with him many times about his activity in the early oil business. She gave assurance that his pioneering drive accounted for his remarkable career. Miss Merritt recalled very clearly that her grandfather often got crude oil on his hands and rubbed it into his hair, believing that this was beneficial. She remembered that Mr. Poultney was not willing to soil his hands with the crude oil and paid someone else to gauge the tanks for him. He continued in the oil business for only a short time. Miss Merritt called particular attention to the fact that she heard her grandfather discuss many times with Robert Read, who elected to accept Standard Oil Company stock for his plant, whether he was wiser than Joseph C. and Samuel Merritt, who took cash in settlement for their plant.

Coal oil was the principal product which refineries disposed of to the trade for about the first decade of their existence. As the residue accumulated, it was hauled away and dumped as refuse. Crude naptha products were used largely for fuel under the stills. The lighter naptha or gasoline was allowed to run into ponds, having none other than a nuisance value, and later was set afire. It took a Frenchman by the name of Ponsi, originator of the once famous medicine known as "Family Physician," to find commercial value for this waste product. About 1878, Ponsi built a small plant between the refineries and the ponds, and when gasoline was being run down, he erected a temporary dam, barrelled the gasoline, and sold it to the City Fathers for use in street lamps and to individual home owners for fuel for their stoves. The lights of that day were equipped with pumps which vaporized the gasoline as does a gasoline torch. This, as far as records reveal, was the first use ever made of gasoline in Baltimore.

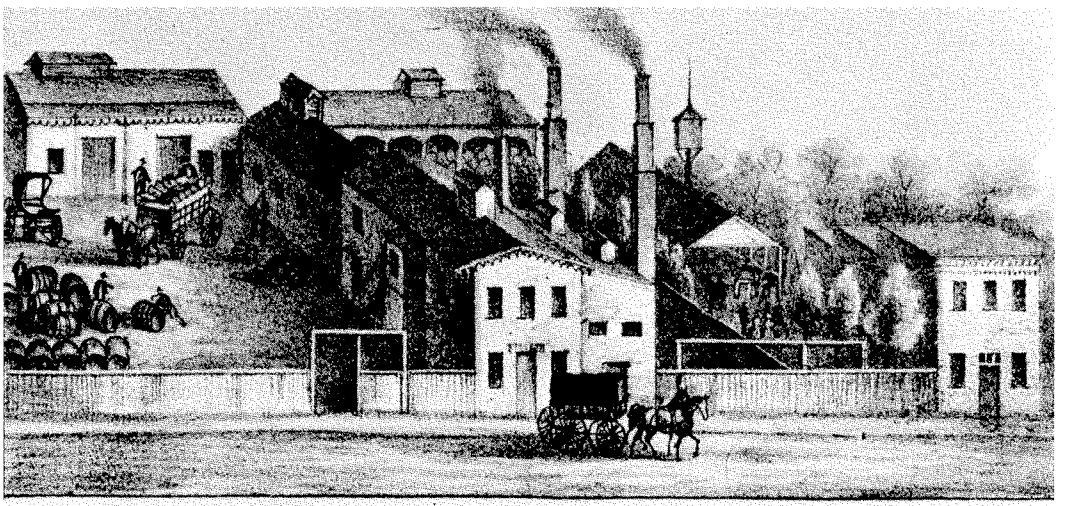
According to a report published in 1871, 69 various companies were located in Canton, but the report also indicated a severe shortage of skilled labor in the area. To combat this problem, Charles J. Baker, then President of the Canton Company, undertook an extensive tour through Europe in an effort to influence skilled mechanics to immigrate to the Canton area.

The response to Baker's journey was an influx of immigrants, primarily Irish and Polish, which began in 1872. Trained in the workshops and factories of Europe, these became skilled workers valued by the enterprises of Canton.

A great impetus to development in Canton was the construction of the Union Railroad, a Canton Company enterprise. The object of the undertaking was to give railroad facilities to the growing Canton industries. This project had first been proposed in 1854, but had been repeatedly blocked by political opposition. In 1866 the Union Railroad Company of Baltimore was chartered by the Maryland Legislature. Work commenced in 1867, but was suspended in 1868. In 1870 the Canton Company subscribed for the entire stock of the company and endorsed $900,000 of its bonds. The company endeavored to overcome partisan opposition by inviting all the Baltimore railroads to become parties to the enterprise, but the Baltimore and Ohio was not interested, and no progress was made at the time.

Finally, by early 1871, opposition to the Union Railroad had abated and construction was resumed. An engineering feat of considerable magnitude involved in the project was the creation of the Hoffman Street Tunnel, even today used by all passenger trains travelling north and south through Baltimore. Three hundred men labored from May 1, 1871 until July 25, 1873 in the tunnel's construction, laying nearly 9,000,000 bricks. The result was an underground passageway 3,405 feet long completed at a cost in excess of $3,000,000 to the Canton Company.

Completion of the Union Railroad created the first series of links connecting rail lines from the west, north, and east. Under the railroad's charter, all the companies whose lines passed through Baltimore were guaranteed its use at a fixed tariff per mile.

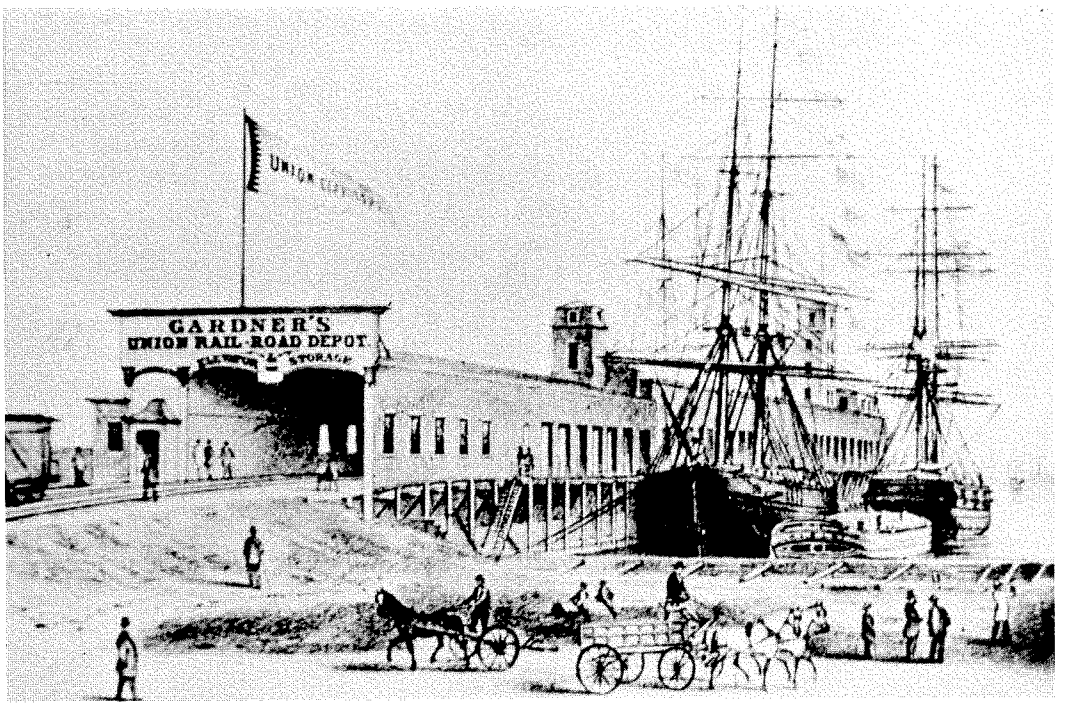


George Pabst's Brewery —*Peale Museum*

Lager Beer Hill, Canton's designation for the high ground at O'Donnell and Conkling Streets, was started when Conrad Herzog outgrew his Fell Street brewery and moved to the northeast corner of Montford and Fait Avenues. He had no lagering cellar at his new location, but remedied this by leasing property from the Canton Company and excavating deep cellars at the southeast corner of O'Donnell and Conkling Streets. These cellars were under what was a part of the plant of the F. & M. Schaefer Brewing Company. John V. Schwingler, who owned a brewery in Fells Point, made similar arrangements with the Canton Company on July 15, 1865, for a cellar which he excavated at the northeast corner. Meanwhile in 1860, George Pabst (not related to the founders of today's Pabst Brewery) built a small brewery at the southeast corner of O'Donnell and Baylis Streets.

The two most successful breweries were built on Lager Beer Hill. Fred and Anna Wunder's brewery, built in 1872 on the northeast corner of Conkling and O'Donnell Streets, was later taken over by the National Brewing Company, under Joseph L. and William L. Straus. Across the street a small plant, started by Christian Gehl in 1876, became the brewery of George Gunther in 1880.

With the completion of the Union Railroad, the character of Canton began to change. The more colorful days ended when the race tracks and some of the popular waterfront restaurants were replaced by industry. Hooper's Lower Canton House, at the foot of Fifth Avenue, gave way to the first grain elevator in April, 1973. John Gardner, a man with long experience in the grain business, obtained permission from the Canton Company to erect a grain elevator and warehouse there. In addition to 900 feet of waterfront property, the company advanced him a large sum to enable him to complete construction.



Gardner's Grain Elevator —*Maryland Historical Society*

Columbus O'Donnell died March 25, 1873, at 81. Though he was blind for the last five years of his life, he continued to take an active interest in his various enterprises. Besides the Canton Company, some of the projects he was connected with were: the Baltimore and Ohio Railroad, the Baltimore Water Company (president for 15 years), the Union Bank of Baltimore (director for 30 years). He was an original member of the Maryland Club and one of the commissioners appointed to lay out Druid Hill Park. He was president of the Baltimore Gaslight Company for 37 years at the time it was the pioneer enterprise of its kind in the United States. He was also interested in the other new railroads and the development of coal mining in Western Maryland.

O'Donnell's wife, Eleanora, died July 27, 1870, at 71; both are buried in Green Mount Cemetery.

In 1873, George W. Howard, in his book *The Monumental City,* summarized the history of the Canton Company. "Able, energetic men were connected with the Canton Company who saw in the struggles of the youthful city the elements of a great emporium. Baltimore tended to spread eastward at an early age; the eastern section was a beautiful undulating country offered to builders and those in search of residences . . . Canton in the east possessed the additional advantage of a magnificent expanse of waterfront. The Canton Company was not slow to recognize these advantages. Then came a period of stagnation, the enterprise slowed down, but the directors were undismayed—they bought more land, built wharves, factories, paved streets until a vast extent of waste common was transformed into a busy and prosperous city."

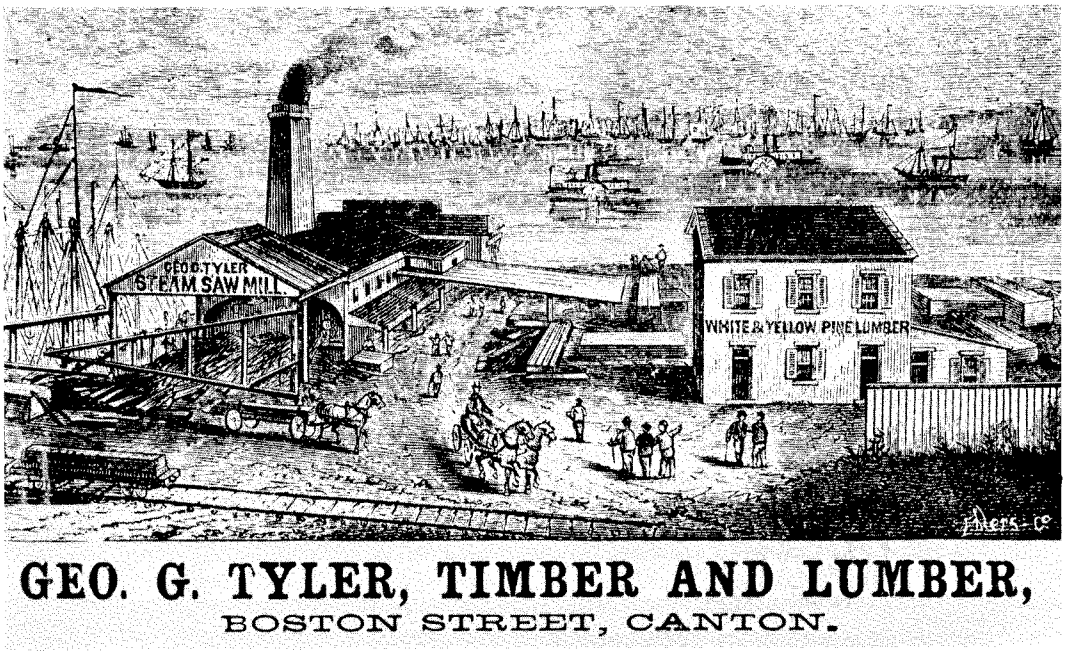
During these years the development of Canton's waterfront continued at a rapid pace. Stickney Iron Company opened a foundry at the foot of Clinton Street and the Philadelphia, Baltimore & Wilmington Railroad constructed a coal pier at the foot of East Avenue. Now that the Northern Central Railway could reach the Canton waterfront via the Union Railroad connection, the company felt it was necessary to provide facilities such as grain elevators and coal and cargo piers for volume traffic. In 1874 the Northern Central allocated $2 million for construction of two cargo piers and a grain elevator on South Clinton Street. The success of these facilities is confirmed by a report issued in 1880 showing that during the fiscal year 1879 the railroad handled 100,000 tons of coal and over 22 million bushels of grain.

Maryland was one of the first states to make practical use of fertilizer to renovate her worn out farm lands. As the demand for fertilizer spread to neighboring states, Canton, with its land availability and excellent water and rail facilities, became the major distribution center for this industry.

Between 1870 and 1885, Davison Chemical Co., Baugh & Sons Co., Chemical Co. of Canton, Lazaretto Guano Co., Patapsco Guano Co., Maryland Fertilizer & Mfg. Co., and the Susquehanna Fertilizer Company established new plants in the lower Clinton Street area.

The American Agricultural Chemical Company, at the foot of Clinton Street, was organized in 1898 by what was at that time known as "the fertilizer trust." Here in Baltimore, then the nation's center for the industry, its arrival was accompanied by the acquisition of five of the above plants. In a few years this company grew to be the largest manufacturer of complete fertilizer in Baltimore.

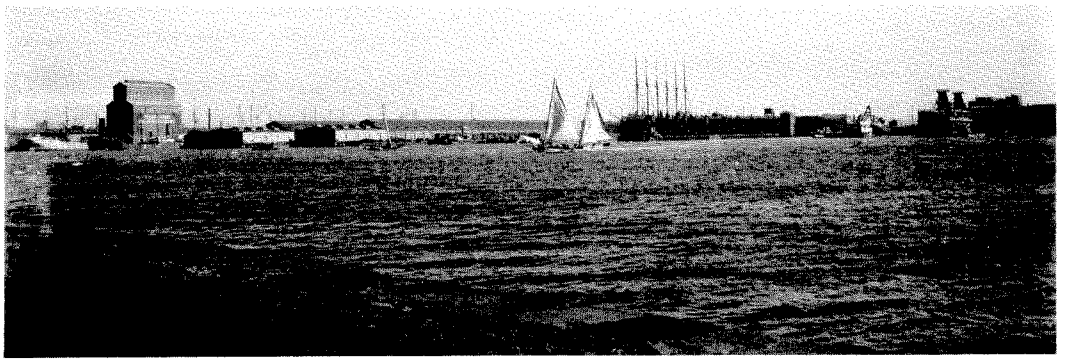
By now the canning and packing industry was well established on the western section of Canton along Boston Street which paralleled the waterfront. Four blocks (2300 thru 2600) became known as "Canners Row." The principal packers of oyster, fruit, and vegetables were Freeman and Shaw, Aughinbaugh Canning Company, Gibbs Preserving Company, and H. J. McGrath Company. To complement the canning industry, Rufus Goodenow purchased the Tyler Timber and Lumber Company and founded the Canton Box Company at 2515 Boston Street. The lumber was transported by schooner from the rivers of Virginia and North Carolina to Goodenow's dock and then manufactured into packing boxes for the canning industry.



Tyler Timber and Lumber Co. *–Frances T. Heaver*

Because of the many new steamships built during these years, a great demand arose for coal to fuel them. Two Baltimore businessmen, Bernard N. Baker and James S. Whitely, formed a partnership in 1878 to supply coal to ships in the Baltimore harbor. They leased mines at Hooversville, Pennsylvania, from the Burwin White Coal Company, naming them Elma, after Mr. Whitely's two daughters, Eleanor and Mabel. The men also leased property on the east side of the 2200 block South Clinton Street for truck storage and a site to dump inbound coal cars. A new 400-foot coal pier was constructed as was a trestle to bridge Clinton Street.

When coal arrived from the mines in hopper cars it was dumped into small wooden drop bottom cars, which moved across the trestle onto the pier. The coal was then dropped down a chute onto an open scow and towed by a Baker-Whitely tug to a ship waiting to be bunkered in the Baltimore harbor. A floating crane,

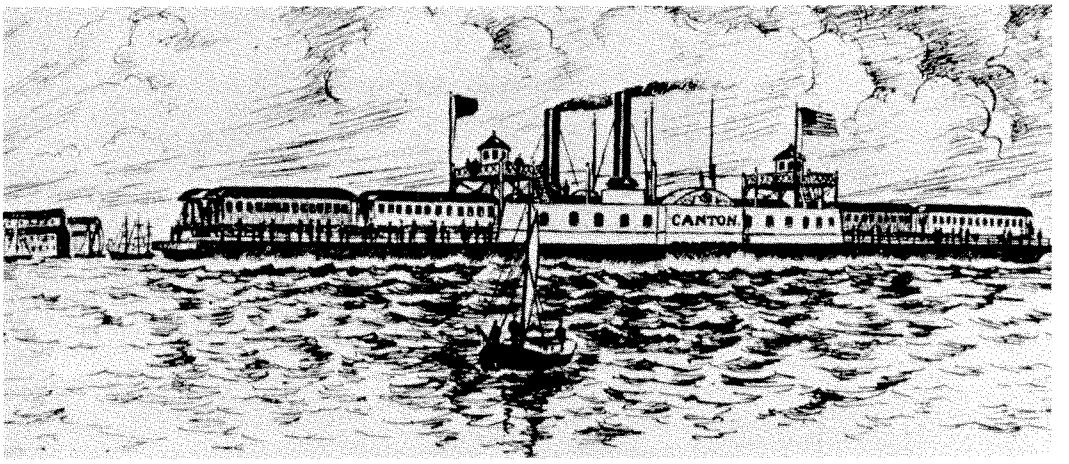


Baker & Whitely Coal Pier—taken from Fort McHenry —*Peale Museum*

equipped with a grab bucket, would unload the coal and drop it into the bunker hatch of the ship. The scows and cranes were owned and operated by the Baltimore Forwarding and Transport Company, founded by James S. Whiteley and Charles Henry Brown to work in conjunction with the coal pier.

The Canton Company sold the Union Railroad in 1881; the Northern Central bought 58 per cent and the Philadelphia, Baltimore, & Wilmington purchased the balance. The two companies elevated the tracks between Canton Junction and Biddle Street to eliminate grade crossings.

The Baltimore and Ohio Railroad began construction of its extension from Philadelphia to Baltimore via Canton in 1883. After many delays the work was completed on May 25, 1886. On July 11 of that year a Baltimore-Philadelphia freight service was started and on September 19 passenger service between the two cities began. As the Baltimore and Ohio had no track through the city, two large ferries, the *John W. Garrett* and the *Canton*, transferred trains to and from Locust Point. The ferries remained in service until the Howard Street tunnel was



Canton Ferry —*Sketch from painting owned by the B & O Railroad*

completed in 1895. Most important, the industries in Canton were now served by the two most important trunk lines, the Northern Central and the Baltimore and Ohio.

In 72 years the Canton Company had achieved phenomenal success and had every reason to be optimistic about the future with the approach of the 20th century.

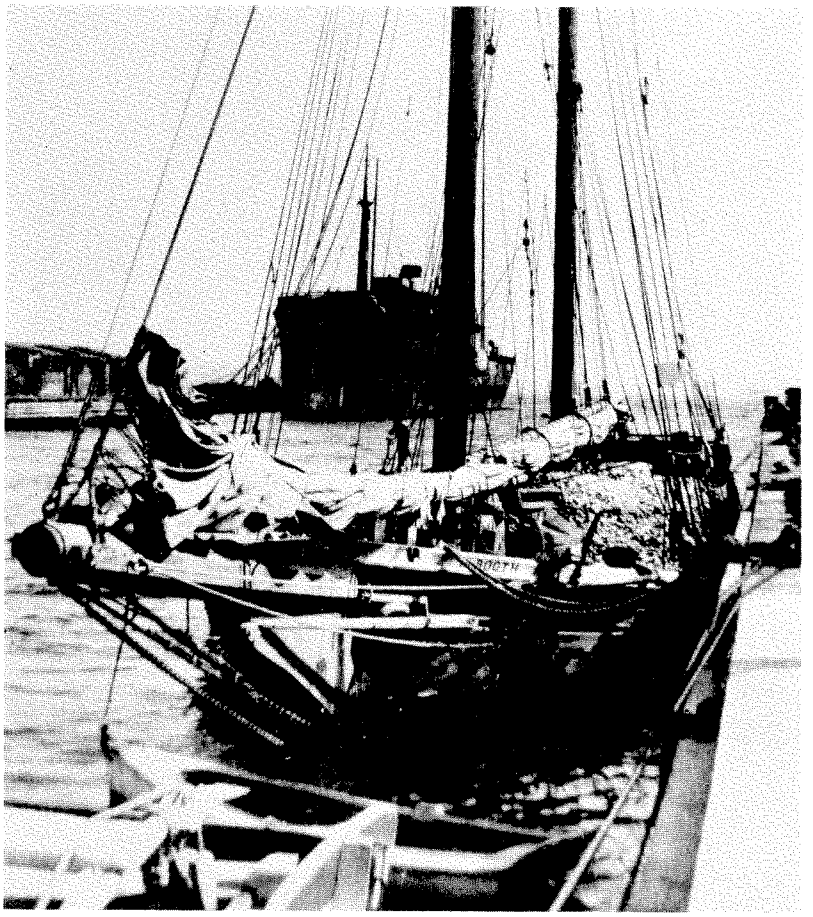
Canton continued to grow industrially as the twentieth century dawned. The Brusstar Brothers built a shipyard at the foot of Kenwood Avenue, and were noted for the construction of fine vessels, especially tugboats. American Can Company, after absorbing the major can manufacturing plants in Baltimore, built a new complex on the north side of Boston Street, between Hudson and O'Donnell. The Tin Decorating Company of Baltimore, perhaps one of the largest metal lithographic decorating plants in the world, was erected on the corner of Boston Street and Ellwood Avenue, manufacturing lithographed tin packages and boxes of all descriptions.

In 1906 the Canton Company decided to build a railroad to enhance the development of its property. It was built in sections, from time to time, to meet public and industrial needs. Even before its completion it had attracted a number of new industries. And with a growing demand for new port facilities, the Canton Company decided to develop its waterfront property into a modern, deepwater marine terminal.

In its annual report to stockholders published July 1, 1914, the Company made special reference to completion of the railroad. Now industries located in Canton had connections with every major railroad entering Baltimore and were afforded free freight. The report also referred to early completion of new piers and warehouses for handling foreign and domestic freight.

The building of the Canton Railroad and construction of piers that were unequaled in equipment for quick dispatch of vessels were the most important developments in the industrial history of Canton. The new facilities attracted industries which invested millions of dollars in plants and equipment, and employed thousands of men and women.

One of the most successful companies in the history of Canton started operations in 1911. The Potomac Poultry Food Company leased a parcel of ground on the waterfront at the foot of Keith Avenue from the Canton Company. They immediately erected a plant to crush oyster shells for poultry feed. The oyster shell, furnishing calcium to the laying hen, becomes material for the eggshell. A later product was lime for fertilizer. The suppliers of the shells were packing houses in Baltimore and on the Eastern Shore. As the business grew, Potomac contracted to buy all the shell along the Eastern Seaboard as far north as New York. During the Twenties and Thirties there was always a number of schooners and bugeyes, loaded to capacity with their decks brimming, waiting at the dock to be unloaded. In 1951, the Potomac Poultry Food Company was forced to cut its production due to a lack of raw materials. The following year the company was sold to Southern Industries of Mobile, Alabama, who operated a similar plant on Mobile Bay; the Baltimore operation was renamed Oyster Shell Products Corporation. Southern Industries' supply of raw material came from large deposits of reef shells on the floor of Mobile Bay. When an oyster dies, the shell opens and the dead animal

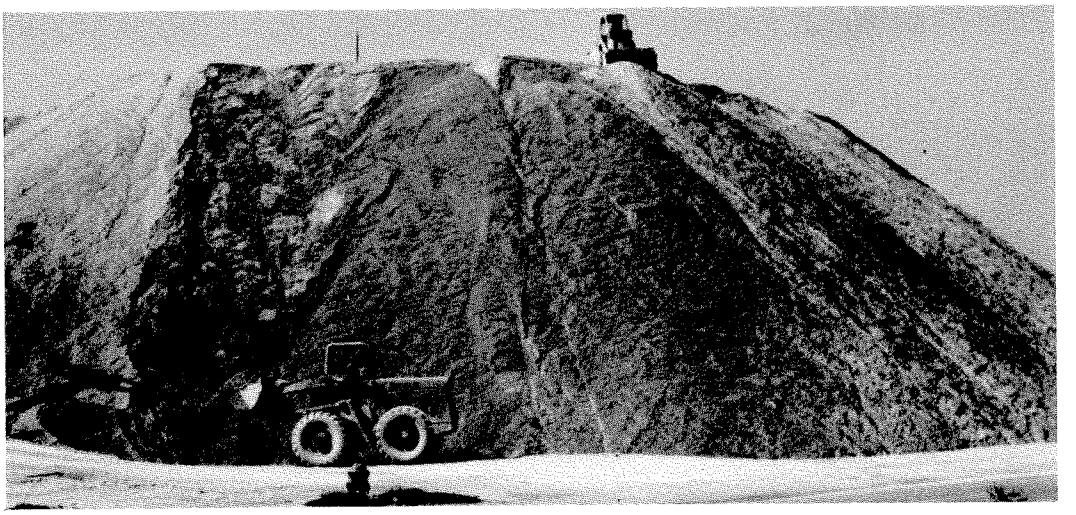


Sch. *A. Booth* with cargo of oyster shells
–Photograph by Robert H. Burgess

floats away. For centuries, since long before Columbus, reef shells had built up on the floor of the bay.

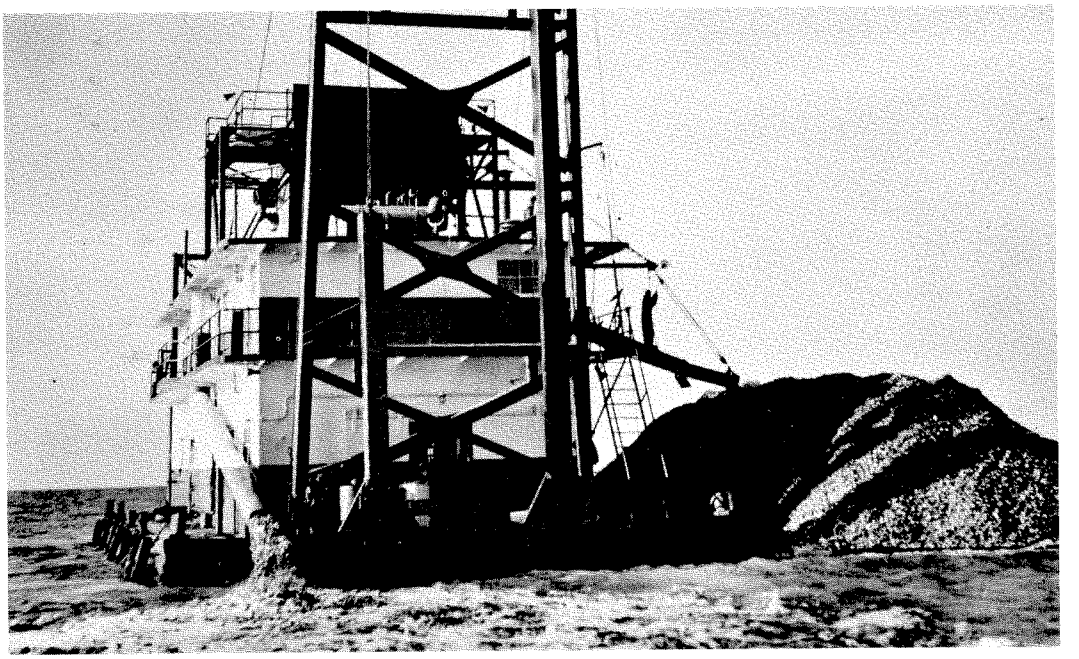
In 1954, Southern Industries began to have full vessels of oyster shells shipped to Baltimore; these were stockpiled on a lot across from the plant. They continued to ship the shells until they had created a virtual mountain. Southern Industries was convinced that the Chesapeake Bay would yield reef shells, so they asked permission of the State of Maryland to send a survey team to verify their suspicions. Permission was granted, and fortunately for the state and the company, large deposits of reef shells, were found, some under as much as 10 feet of silt in the bay. It is estimated that there are 40-50 million tons of reef shells on the floor of the Chesapeake.

Shortly after this discovery, the state awarded a contract to C. J. Langenfelder & Son to recover the shells. Each spring, shells are pumped up from the bottom, washed, and delivered to the State for reseeding. After this is completed, the contractor continues to remove and stockpile enough shells for the Oyster Shell Products operation for the entire year.

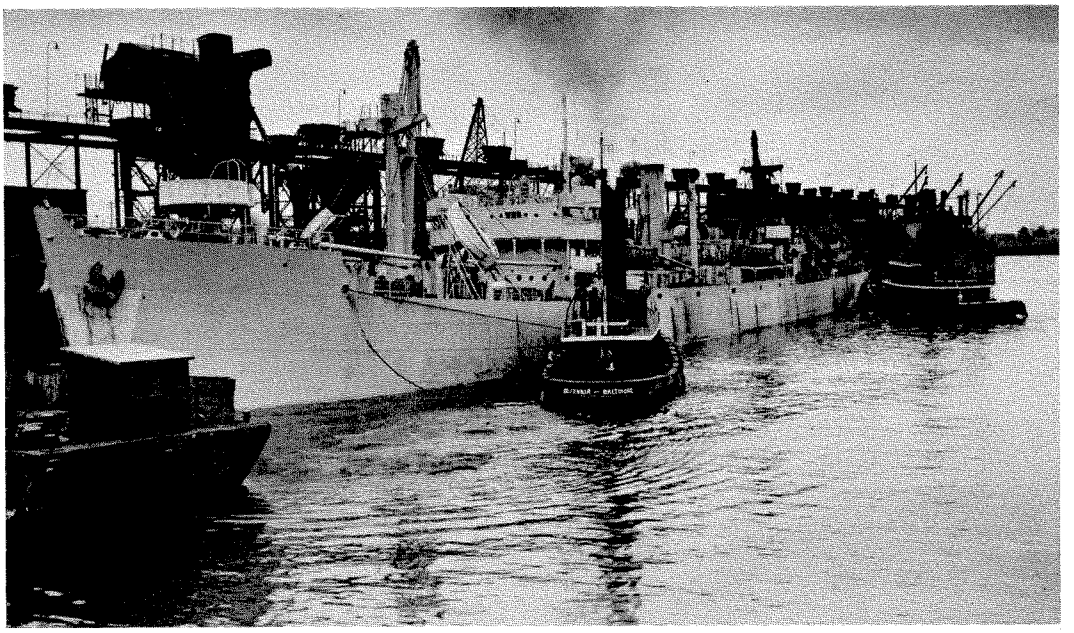


Mountain of oyster shells —*Oyster Shell Products Corp.*

An increased demand for a modern facility for bunkering and loading coal for shipment to Europe took place in the early 1900's. The Pennsylvania Railroad purchased the antiquated Baker-Whitely coal pier on South Clinton Street and built a new facility on the site. Completed in 1917, the coal pier was 1100 feet long with a loading capacity of 900 tons per hour. With this facility the port became the East Coast's leading coaling station.



Dredge pumping shells out of the Bay —*Oyster Shell Products Corp.*



New Pennsylvania Railroad Coal Pier —*A. Aubrey Bodine*

At a moment when steam seemed about to carry all before it, the growing world demand for oil gave the square-rigged deep-watermen a new lease on life.

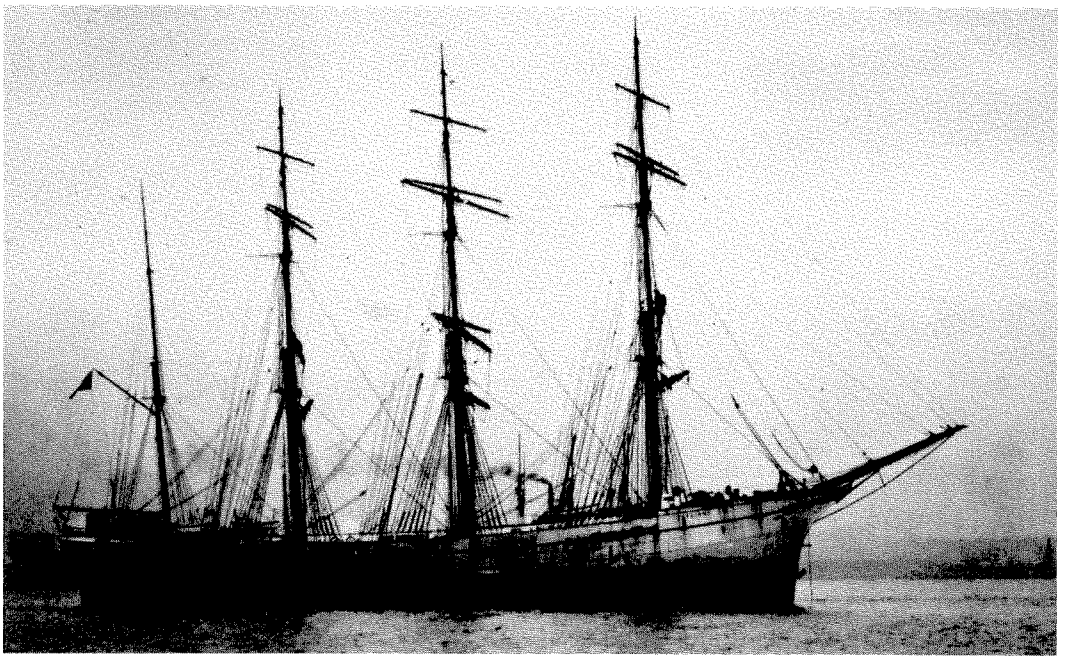
In the late Eighties and early Nineties case oil and kerosene in ever-increasing quantities were being shipped from New York and Baltimore to the Far East and Australia. With no great necessity for speed, sail bottoms suited this trade. Sailing ships of all sizes, rigs, and nationalities crowded into the Patapsco River to transport petroleum products.

Trade increased, and before the end of the nineties the annual requirements of Australia and New Zealand alone amounted to over a million cases. The needs of India, China, Japan, and the East Indies were even greater and it was soon evident that ships of large carrying capacity were required.

The Anglo-American Oil Company began to build specially designed oil sailers. Between 1900 and 1903 three magnificent sailing ships were launched: *Daylight,* 3756 tons, and *Arrow* and *Eclipse,* each 3090 tons. All were steel hulled 4-masted barques. They were chartered by the Standard Oil Company to carry case oil and kerosene from Baltimore to the Far East, returning with cargoes of tea or manganese ore.

Huge, unhandy, heavy-working, they required seamanship of the highest caliber to sail from ocean to ocean. The captain and mates of the *Daylight* provided the almost mystical combination of character and professional seamanship necessary to disciplined and profitable operation of the oil sailers.

Captain McBryde, a strict disciplinarian, was an outstanding shipmaster. He had never served on steam vessels, and he had never been 150 days at sea, which spoke well for his ability to make passage under sail. He was a dapper little man who carried his years well; he was over sixty with more than forty-five years of



The *Daylight* —*Peale Museum*

command experience when he became captain of the *Daylight*. Based on long experience in sail, he described the *Daylight* as one of the smartest sailing ships ever launched.

He was one of the few sailing ship masters who always wore a uniform, and he liked his officers to do the same. He was as particular about his whites as the smartest of Indian cavalry officers were. He never wore a suit twice without washing it. Often he would change three times a day.

The *Daylight's* first officer, Mr. Smith, was also a character. Like so many of the captains and officers in the oil fleet, he was a Blue-nose (A Nova Scotian), and like all Blue-nose mates he was a superb seaman. He, also, was a white uniform man, and one with whom it was not possible to take liberties. Powerfully built, he had a hard face about the color of teak, but nevertheless a good-looking one. He was a past master of character reading; his eyes seemed to go through a sailor he was sizing up, laying bare the man's thoughts. The steely glitter of Smith's eyes could force truth from accomplished liars, while informing even the most accomplished fo'c'sle sea lawyers that here no liberties could be taken.

The second mate was a strapping Irishman named Cullen, who must have weighed 220 pounds. He was a driving, energetic man; one of those officers intensely admired by the crew for their sailorlike qualities.

The bosun was a huge broad-shouldered brute of Sydney, Cape Breton, named Munro. He had a small bullet-shaped head ornamented by a broken nose. On his left cheek was a furrow made by a revolver bullet, apparently from a fight he had with the mate of the *Brilliant* a few years before. Munro was proud of the scar and fond of spinning the yarn of how he came by it. He had a hand like the

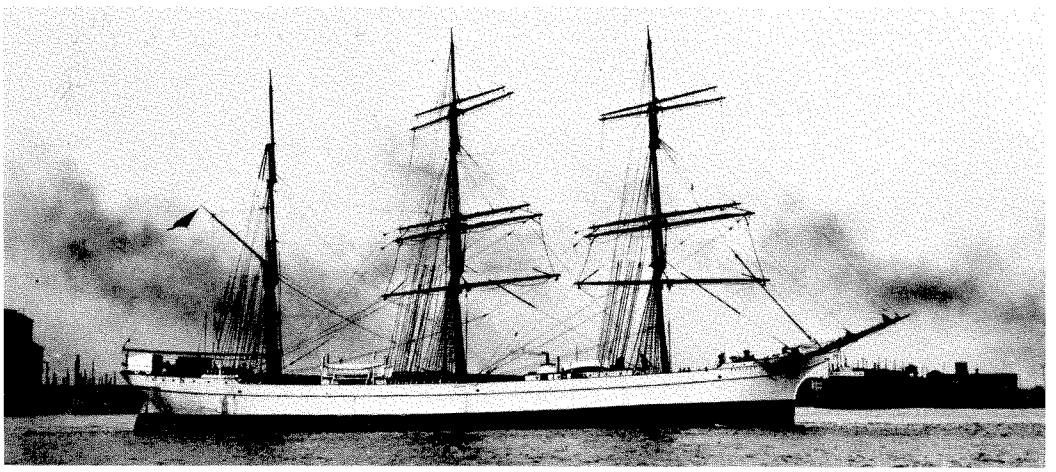
hand of Providence, as sailors say, and when that hand grasped anything, refractory seaman or cheeky apprentice, it was no use for the victim to struggle.

Daylight's third mate was almost as tough. He "allowed he was Charles Fremont Holden, belonging Rockland, Maine." Though he looked young, he had been sailing with his father in Down Easters since "he was knee high to a grasshopper," as he put it. Like so many American officers, he had an absolute hatred of the men before the mast and was without mercy where they were concerned. His discipline was the discipline of the Yankee Cape Horner. Queensberry rules did not appeal to him, and he was equally indifferent whether he used his hands or his feet. Only the stump of one of his thumbs was left, the thumb having been chewed nearly off by a black man. As Holden explained, "I had to hit the son of a gun four times with an iron belaying pin "'fore he'd let go".

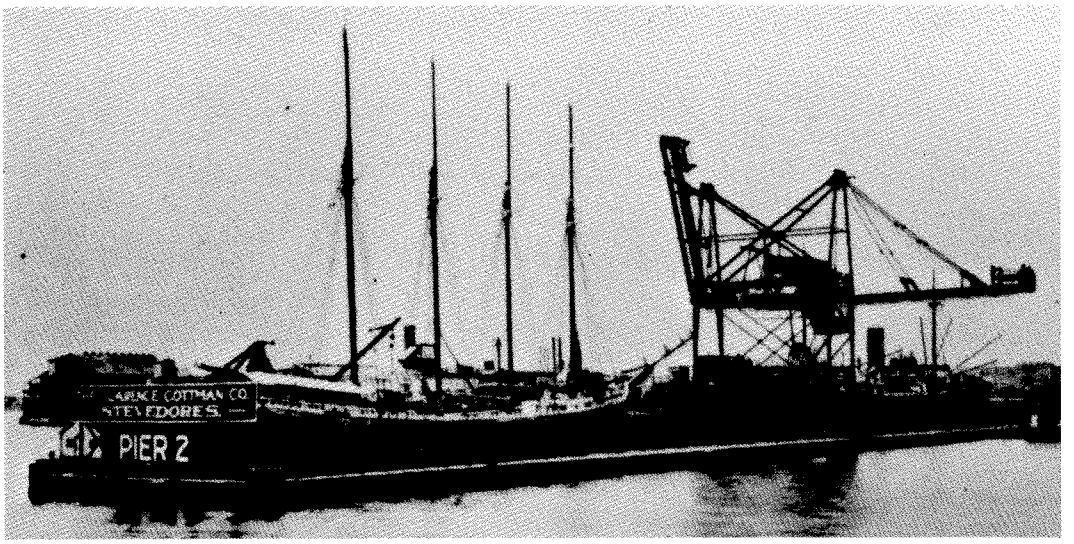
The *Daylight,* with its highly efficient officers and crew, was one of the most successful oil sailers engaged in this trade, and had the reputation of being a "fast sailer." In the autumn of 1907 she was at Newcastle, Australia, awaiting a cargo of Coal for San Francisco along with the American clippers *Comet, Largiemore,* and *Kentmere.* A rivalry developed as to which ship would make the best passage across the Pacific. There was scarely a man in the cabin or fo'c'sle who did not bet on it. The *Daylight* was one of the first to get away and arrived in San Francisco in 60 days, beating her nearest rival by 23 days.

The beautiful square-rigged oil sailers continued to carry oil to the Far East until the outbreak of World War I, when they gave way to all-conquering steam. Only a few of the very oldest residents of Canton can remember the inspiring sight of these clipper ships, with their towering spars and white sails, passing Fort McHenry on their way to the Canton Oil Dock.

One of the most important assets of the Port of Baltimore is the Cottman crane pier in Lower Canton. In 1879, Clarence Cottman founded a company to stevedore and weigh cargo. It was incorporated on November 20, 1916 to operate and carry on the businesses of stevedoring, ship brokerage and agency, public weighing, storage, warehousing, and forwarding.



The *Radiant,* early oil sailer, at anchorage in Baltimore —*Peale Museum*



Early Cottman Crane Pier —*Maryland Port Administration*

During January of 1917 the Cottman Company leased a pier the Canton Company was constructing in Lower Canton. The pier was 88 feet wide, 1,253 feet long, had a water depth of 35 feet on both sides and was served by four railroad tracks. Cottman shortly installed a new bridge crane capable of discharging over 400 tons of bulk material an hour. The bulk pier proved so successful that a second bridge crane was installed during the early part of the 1920's. By 1924 the pier was handling over 360,000 tons annually. This facility has played an important part in the steady growth of the Port of Baltimore, aiding materially in maintaining its high position among east coast ports.

Edward Renneburg and Sons Company was established in southeast Baltimore in 1874 to manufacture machinery for the oyster, fruit and vegetable canning industries. In 1912 it moved to its present waterfront location at Boston Street and Lakewood Avenue. A large steel plate fabricating plant and machinery shop, in addition to a modern wharf, were built to facilitate shipment of Renneburg products by way of three company-owned vessels to the consuming market. Another important advantage of its waterfront location was the ability to perform work for harbor craft and to fulfill the mechanical requirements of a large fleet of vessels involved in the fast-developing Chesapeake Bay menhaden fishing industry.

Plant of Edward Renneburg and Sons Co. —*Photograph by Frank M. Pilachowski*

The architectural style and structural details of the factory building occupied by Renneburg since 1912 would indicate that the building was erected shortly after the Civil War. This conclusion is supported by the evidence of local land records which show that the property was transferred in 1865 by the Canton Company to Thomas Booz and Charles W. Booz. It seems probable that after the Booz brothers obtained the property the factory building was erected, and in 1870 the property was sold to the Chipman Company, a manufacturer of chairs. The Chipman Company went into bankruptcy in 1906 and on March 6, 1912 the trustees sold the property to Renneburg. The building, still occupied by Renneburg, is a very excellent and characteristic example of industrial architecture of its period.

On March 29, 1918 the Maryland Legislature passed a bill to enlarge the boundries of Baltimore City from 31 square miles to 83 square miles. Under the act the eastern boundary of the city was moved from East Avenue to Dundalk Avenue. All of Canton was now under the jurisdiction of the city government.

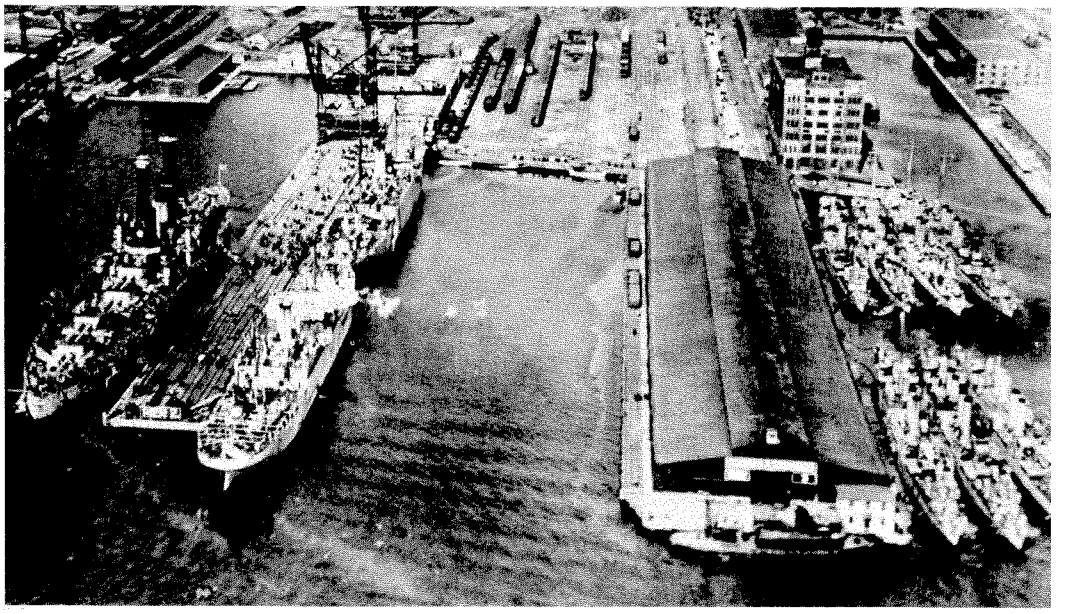
Canton, with her many and sundry industries and waterfront facilities, had a major role in supplying the needs of our armed forces during World War I. To meet the demand for cartridge casings, the American Smelting and Refining Company erected a new brass plant. All Canton canneries operated seven days a week, 24 hours a day. The waterfront terminals, situated at a point from which more than one hundred years before the bombardment of Fort McHenry had been so plainly seen, were used as a main supply base for the American army in France.

After the war new industries appeared on the Canton waterfront, capitalizing on the desirable tidewater location that provided easy access to import raw materials and facilitated exportation of finished products. In 1921 the Pennsylvania Railroad began construction of a pier and grain elevator at the foot of Newkirk Street. Completed in 1923 at a cost of $6 million, with a capacity of over 4 million

bushels, it was the largest and most modern elevator on the Atlantic seaboard. That same year the Canton Company finished building Pier 8, an important part of its now extensive deepsea waterfront terminal. Despite the slowdown in the economy after World War I and the crash of 1929 and ensuing Depression, Canton did not suffer as badly as other communities because four national industries selected sites there for expansion programs.

The American Radiator & Standard Sanitary Corporation constructed a plant at Holabird Avenue near Ponca Street in 1924 for manufacture of enameled cast iron bathtubs. American Standard's bathtubs were the forerunners of today's gleaming bathrooms.

In 1926 the Gold Dust Corporation opened a plant on Holabird Avenue, across from American Radiator. For the next 13 years it manufactured such household products as Fairy Soap, Gold Dust Cleansing Powder, and Sunny Monday laundry soap. Lever Brothers acquired the plant in 1939 and replaced the Gold Dust line with its nationally famous products—Lux, Lifebuoy, Rinso, and Swan. During the war, in addition to supplying glycerine to munitions manufacturers, the plant also made many tons of Red Cross Swan, G.I. Laundry, and all-purpose soaps for the armed forces.



Navy Visiting Canton Terminals after World War I —*The Canton Company*

In the late 1920's, the increasing needs of the nation's telephone system spurred Western Electric to find another manufacturing site. After an extensive survey of East Coast port cities, Canton was selected because of its excellent rail and water facilities. In 1929 Western Electric purchased the Riverview amusement park at Point Breeze. In less than a year after ground was broken, the plant produced its first reels of cable. When the company bought the amusement park, it

also bought some adjacent farm land. Several acres of this held a crop of spinach, and because the market for spinach was favorable, the company bought the crop outright. In November, 1929, Western Electric employees formed the Point Breeze Club, and original funds for the club's treasury came from the sale of the spinach. Between the time of the land and crop purchase and the sale of the crop, however, the bottom dropped out of the spinach market. The club's initial fund amounted to a modest $57.99.

With the opening of the Chevrolet plant in Canton in April, 1935, Baltimore became an automotive manufacturing center. Having a capacity of 80,000 cars per year, the assembly plant was considered to be about five years ahead of its time when built.

During the summer of 1929, the Pennroad Corporation, a holding company of the Pennsylvania Railroad, purchased the stock of the Canton Company. The purchase price, including Pennroad's assumption of outstanding indebtedness, was about $15 million, or $500 per share. Nine years later Sen. Harry S. Truman, of Missouri as chairman of the Senate Railroad Finance Committee, criticized the sale because the same banking firm represented both buyer and seller.

"It was bad practice for the banking firm to represent both sides," Truman

S/S *City of Baltimore* —*Baltimore Sunpapers*

declared. "It was bad for Pennroad stockholders to be represented by officers who let the banking firm take them to the cleaners." The senate investigators cited a letter written by an officer of Pennroad, during the acquisition period, in which he said the stock was not worth more than $432 a share.

In the spring of 1931 the Canton Company added a new pier to its expanding deepwater marine terminal. Pier 11 was 1643 feet long supported by a modern two-story fireproof transit shed. The facility was turned over to the Pennsylvania Railroad with a long term lease.

The United States Lines used this as the terminal for its subsidiary, the Baltimore Mail Steamship Company, a new passenger and freight service to Europe. After a lapse of fourteen years, during which the Port of Baltimore had been without regular liner service to Europe, the flow of cargo and passengers across the Atlantic was resumed.

The *City of Baltimore,* flagship of the fleet, sailed from Pier 11 on her maiden voyage on July 2, 1931. She is said to have received one of the greatest salutes Baltimore has ever given a ship on her first voyage. A large silver tray, hot water urn, coffee pot, tea pot, cream pitcher, and sugar bowl were presented to her captain by Mayor Howard Jackson before her departure.

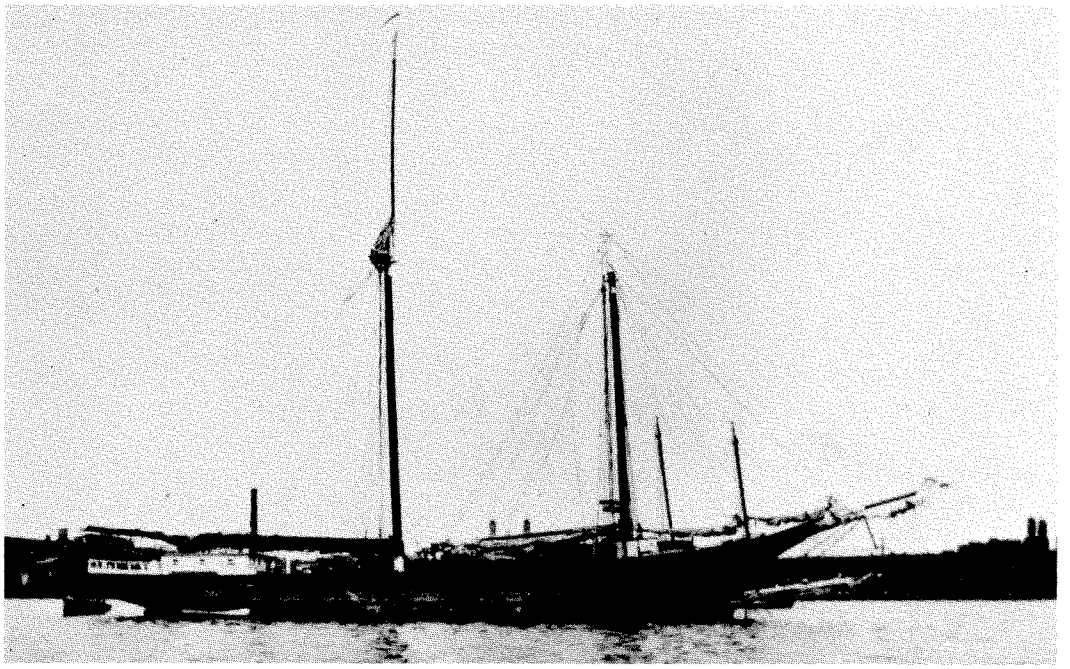
The Baltimore Mail Steamship Company continued to operate until the beginning of World War II, when the fleet was sold to the U. S. Maritime Commission. During the war, the *City of Baltimore* was converted into a troopship and renamed the *U.S.S. Heywood.* As an armed assault transport, the *Heywood* ranged from Iceland to Guadalcanal and came through a half a dozen battles without a serious scratch. For her war service she was cited for exceptionally meritorious conduct.

Following the war, the ship was put in the reserve fleet on the James River until she was sold for scrap in 1957 to the Patapsco Scrap Corporation of Baltimore.

On Sunday July 17, 1932, a fire destroyed a large portion of the Pennsylvania Railroad's marine terminal on Clinton Street. Three piers, an office building, and a number of freight cars were damaged beyond repair. Because of the importance of this terminal the railroad decided to replace the damaged wooden piers with a modern fireproof structure. The new pier was opened September 1, 1934. It was 930 feet long by 223 feet wide and had all the necessary facilities for handling passengers and import and export freight. Its pier space was sufficient to accommodate four ocean-going vessels at one time. It cost more than $14,000,000.

In the early 1930's the Newark Cullet Company was organized to gather discarded glass bottles for recycling. It erected a small plant on the Canton Company's Pier 2, where the bottles were separated into amber, light mixed, and white. After the bottles were crushed, the granular material was loaded into rail cars and shipped to bottle manufacturers. The main suppliers were the junkmen, but the boys of Canton were always assured a few pennies when they delivered a small wagon load to the plant.

In the spring of 1941, the schooner *Harriet C. Whitehead* loaded a cargo of bulk Russian potash (a fertilizer ingredient) at Lazaretto Point, the potash being consigned to an Eastern Shore fertilizer plant. This was the beginning of the end of an important era in Maryland history—the use of sailing vessels to trans-



Harriet C. Whitehead *–Photography by Robert H. Burgess*

port cargo on the Chesapeake Bay. For over 100 years beautiful schooners and rams had been loading raw materials in the Canton area for the plants on the Eastern Shore of Maryland and Virginia. After discharging they would sail over to the western shore of Virginia and load lumber for Baltimore.

During World War II there was a great demand for sailing craft to carry cargoes between Florida and the West Indies, so many of the schooners sailed out of the Chesapeake Bay forever. With the increase need for speed many of the remaining craft were converted to powerboats.

The *Harriet C. Whitehead,* built in 1892, was the largest schooner on the Chesapeake Bay, measuring 119.6 feet in length and of 222 gross tons. Early in the war she was motorized and renamed *East Coast.* She operated out of Miami until she foundered on May 27, 1944.

At the outbreak of World War II, the Transportation Corps of the U. S. Army took over Canton Company's Pier 11-Pier 10 complex and established it as a major supply base for the European Theatre. It became the most efficient and productive supply base on the eastern seaboard. During the war, Canton's other port and industrial facilities operated on a round-the-clock basis establishing new records for the city and port.

The strain of war on the available facilities pointed up a number of weaknesses, and the excitement of victory had hardly subsided when business leaders began taking an objective look for means of insuring Canton's future growth.

The postwar development of the Canton waterfront started in 1946 when Rukert Terminals Corporation purchased Lazaretto Point from the Western Mary-

land Railway. Improvements to the property included the building of 275,000 square feet of modern warehouse space and two modern piers.

The National Gypsum Company, one of the nation's largest manufacturers of building materials, opened a plant in the fall of 1947 at the foot of Newkirk Street. The facility represented an investment of about $8,000,000. In addition to the plant constructed by National Gypsum, it involved a $1,500,000 investment by the City of Baltimore in a pier for unloading gypsum rock from Nova Scotia.

On June 30, 1950, the Canton Company gained control of the Cottman Company, making plans to install a third bridge crane. That this was a wise decision was shown by the record 3½ million tons of bulk material handled in 1957.

Due to industrial growth and greater utilization of its property, the Canton Company paid the Pennroad Corporation a record $5,000,000 dividend on July 6, 1955.

On July 28, 1960, The Canton Company became a wholly-owned subsidiary of the International Mining Corporation, a New York-based conglomerate.

On September 11, 1962, Lehigh Portland Cement Company purchased the old Coast Guard depot at Lazaretto Point from the General Services Administration. Within three years a new distribution plant, complete with silos, was operating at capacity.

Containerization is a concept which since the mid-1960's has revolutionized the transfer of cargo. As it has grown in popularity and use, so too has grown the demand for the special facilities to load, unload, transfer and store these versatile shipping boxes.

The Port of Baltimore has been involved in containerization since the concept was in its embryonic stages. Its direct containership service began on April 9, 1963, with the arrival of the S/S *Mobile* at the first area in the port designed for containerized freight—Pier 10, Canton Marine Terminal. The *Mobile* and her sistership, the *New Orleans,* operated a Baltimore to Puerto Rico container run for Sea-Land Service, Inc., the steamship company that pioneered this method of shipping cargo.

The success of its operation encouraged Sea-Land and the Canton Company in 1965 to begin construction in the Sea Girt area of Baltimore's first specialized containership terminal. By 1966, what had begun as a trickle of container traffic had become a torrent.

From 1957 to 1975 four major plants closed in the Canton area. In 1957 Exxon terminated its refinery and changed the facility to a storage and distribution center. Then Revere Copper & Brass closed its facility in 1967; so did American Standard Radiator in 1974, and American Smelting and Refining in 1975.

Despite these setbacks, jobs had increased during this period because of Sea-Land's new container terminals at the foot of Newkirk Street and because of construction of the Dundalk Marine Terminal by the Maryland Port Administration. The job market improved when General Motors acquired the American Radiator property and expanded its automotive assembly facilities.

Mayor William Donald Schaefer directed the city's Planning Department to make a detailed analysis of the needs of Baltimore's industrial heartland. The recommendations, circulated in 1974, included:

1. Reorganization of the operations of the Canton and Penn Central Railroads to provide more efficient service, and the introduction of service over the existing B & O main line between Canton and the Dundalk Marine Terminal.

2. Acquisition of some of the railroad property, 40% of which was unused or vacant, for industrial development.

3. Changes to and completion of the I-83 and I-95 expressways, along with local street work, to increase truck flow through the area.

4. State financing and coordination of industrial urban renewal projects at an estimated cost of $28 million (over $100,000 per acre) which the city could not afford.

The American Smelting and Refining Company land was sold to a Baltimore realtor to be developed as an industrial park. The Company had had a long history of contributions in making modern America. One of its last acts had a bit of gentle and historic irony: forty tons of lead from dismantled electrolytic tanks were donated for use as ballast in the United States Frigate *Constellation,* a type of ship which had been sheathed by much of Baltimore's copper. The *Constellation,* launched in Canton seven years before Levi Hollingsworth rolled his first sheet of copper, had survived to benefit from the last work of the company that had its origin in Hollingsworth's Gunpowder Copper Works many years before.

In 1970, after the Defense Department announced its intention to close Fort Holabird, a 36-member Fort Holabird Commission, with city, county, state, and federal representation, was established under the leadership of Senator Mathias and former Congressman Garmatz; the commission was charged with the responsibility of determining the best future use of the fort. Based on the preliminary plan prepared by the City Planning Department, the commission recommended industrial use for the fort.

During June, 1974, the Fort Holabird Development Program report set forth a plan for an industrial park and related open space. This plan, developed by market research and engineering consultants under the supervision of the City Planning Department and the Baltimore Industrial Development Corporation, was endorsed by Mayor Schaefer and the Fort Holabird Commission. It was also well-received by representatives of the Canton community.

Almost immediately, however, residents of Dundalk, the Baltimore County community adjacent to the fort, filed a citizen's suit to block the city's purchase of the property. They were opposed to the industrial development of the area, preferring to see the land used for recreation. After three years of charges and counter-charges, the suit was settled; the city agreed to set aside 45 acres for recreational use.

On October 19, 1977, during a meeting at City Hall, federal and city officials settled the transfer of the military reservation to Baltimore for $4.6 million. Redevelopment of the property, which began in the spring of 1978, will cost more than $8 million.

By the spring of 1978, Canton was recovering from the serious setbacks which occurred two years before. With the plans for Interstate 95 completed, showing an off and on ramp in lower Canton, industrial and maritime interests began making new plans for the future. When the highway ramp is completed, access to the

high-speed expressways will be fast and uncongested for truckers serving the area.

Mayor Schaefer again directed the City Planning Department to devise a new plan for the redevelopment of the industrial and maritime area. This was to be completed in two phases:

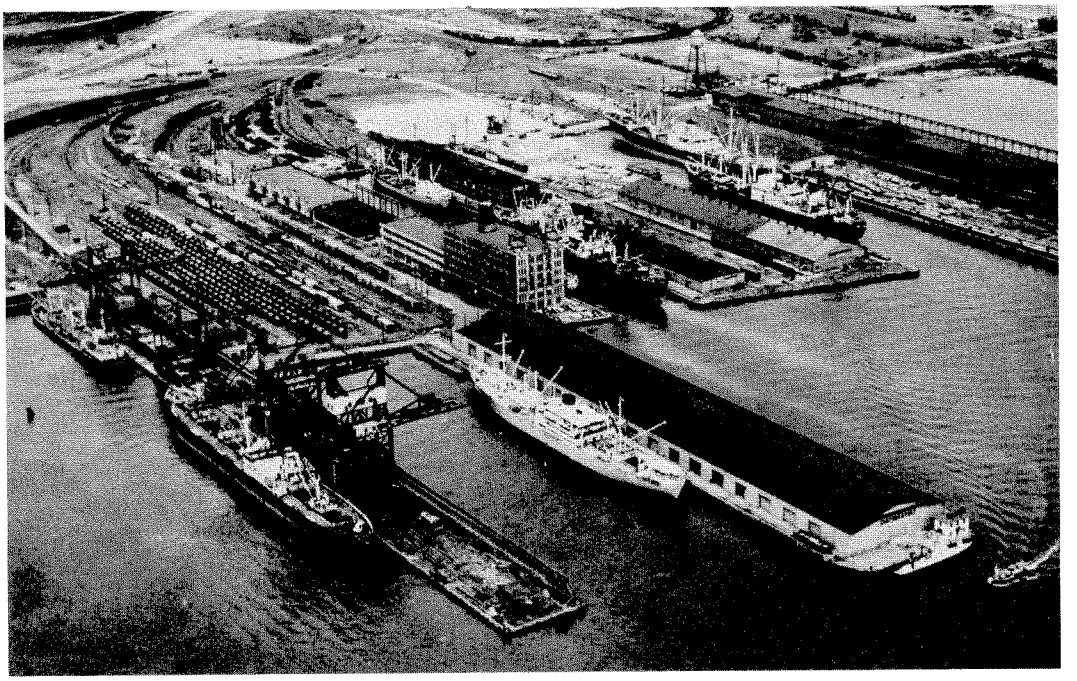
Phase No. 1: A realignment of lower Canton streets to assure the highest efficiency in the movement of truck traffic.

Phase No. 2: The utmost utilization of the available property for industrial and maritime expansion.

In a few years Canton will again be the leading industrial center and a hub of transportation offering importers and exporters everything a superior manufacturing and shipping facility should provide. The Canton business community is optimistic that its accomplishments will be even more important than the role they have fulfilled so well in the past.

December 1978 marks the 150th anniversary of the Canton Company. The foresight and energy of its founders made possible the Canton of today and the industrial development which has so greatly affected the business world.

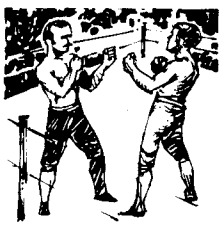
Even though the full potential of the Canton properties has not been realized, the company has played an important part in housing the principal industries and workers of Baltimore City. It has also been a major factor in developing the land and water transportation facilities of the Port of Baltimore.



Canton Ore Terminal, 1958 —*Maryland Historical Society*

The People And Their Community

"Close family ties, friendship of neighbors, honor, dignity, respect for law, love of God and country have always been a part of Canton life." *–Mayor William Donald Schaefer*



Lazaretto Point in Canton has played many roles during the more than 200 years it has been a part of Baltimore history: in military victories, as the site of a pest house and quarantine station, then a lighthouse, and in other less romatic stories as well. And though the landscape has changed, Lazaretto, rich in associations, is still the focal point for many of the city's written and unwritten legends.

Lazaretto Point is on the east side of the Patapsco, where the river divides into the Northwest and Middle branches, directly across the channel from Fort McHenry. One of the first times the site was mentioned in the city annals was in March 1776, when it was still known as Gorsuch's Point. Charles Gorsuch, a Quaker, was one of the earliest settlers of this area. During the Revolutionary War, when the British ship *Otter* was sighted in the Bay, the scare hastened the construction of defenses for Baltimore. A boom was placed between Gorsuch's Point and Whetstone Point, and a chain, supported by 21 small sunken vessels, was also stretched across the mouth of the harbor. The two barriers were successful in blocking the *Otter.*

In 1801 the Maryland Legislature authorized the building of a hospital on Lazaretto for the treatment of smallpox, then a major health problem. Gorsuch's Point was chosen as the site because it was on the outskirts of the city. A large building with a yard was constructed for the patients and from that time on, the area has been called Lazaretto Point. The first quarantine station for the port of Baltimore was built at the same time and so Lazaretto also became the receiving area for contagious people on board ships entering the city. In the 1870's the U. S. Government moved the quarantine station to Hawkins Point.

Lazaretto Point played an important military role during the Battle of Fort McHenry, September 12-14, 1814. Lt. Solomon Rutter used it as a command post for his flotilla of 12 one-gun boats and 360 men. He sent 45 seamen and marines from the gunboats *Erie, Java,* and *Guerriere* to man a three-gun battery on Lazaretto Point and devised a system of signals and passwords with Major Armistead across the water at Fort McHenry to keep the men informed of the position of the British Fleet. Throughout the night, during the attack on the fort, the battery kept

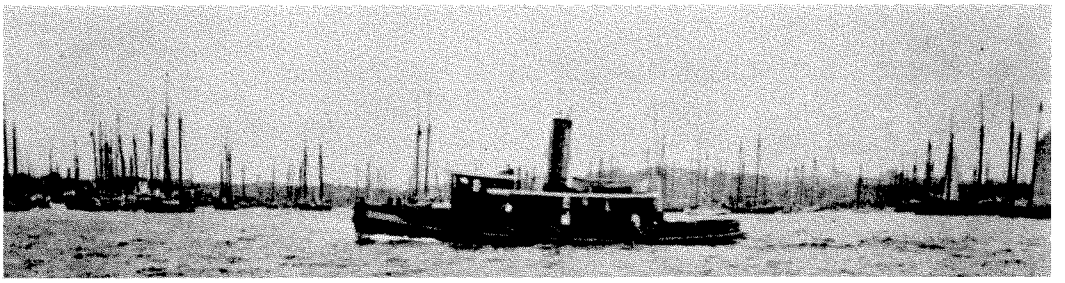
up fire on the approaching ships. At seven the next morning, when the British frigate *Surprize* signaled its squadron to retreat, the men at Lazaretto were joyous.

To honor Lt. Rutter and his men who fought so gallantly, the Society of the War of 1812 places a battery of guns on Lazaretto Point each Defender's Day. And in 1957, a unique monument was put up on the same spot to honor the battery. A number of old cannon had been found at Jackson's Wharf in Fells Point where they were being used as mooring posts. Captain W. G. N. Rukert, my father, had one removed and sent to Aberdeen Proving Ground to be authenticated and restored. The cannon has now been placed on a granite pedestal with a marker:

Cannon —*Author's Collection*

FOUR POUNDER CANNON
COMMEMORATING LAZARETTO BATTERY UNDER
COMMAND OF LT. SOLOMON RUTTER. STATIONED
NEAR THIS SPOT SEPTEMBER 12-14, 1814,
WHEN THE BRITISH ATTACKED FORT MCHENRY.

Life in Canton during the early 1800's was interesting and attractive for some, hard and miserable for many more. One of the centers for social activity in the early days of Canton was a white-washed log tavern known as the White House. Located on a corner of what are now Boston and Clinton Streets, it overlooked Canton Hollow, which was the traditional anchorage first for the Baltimore Clippers, then for the brigs and barks of the Brazilian coffee trade, and during the early 20th century, for Chesapeake Bay schooners and rams.



Canton Hollow *–Maryland Historical Society*

LOOK AWAY TO CANTON HOLLOW

Look away to Canton Hollow where the
old-time freighters lie.
Federal Hill to Middle River as the
hungry sea gulls fly;
Look away by Lazaretto and beyond
Patapsco's tide
To the glowing fires of Steelton and
the bay so blue and wide.

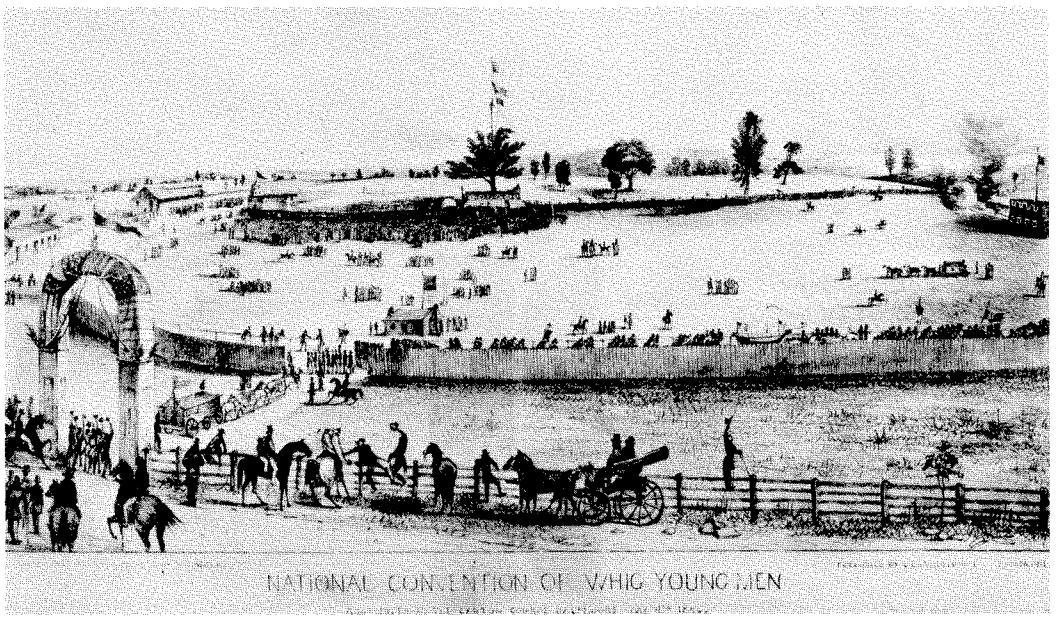
Look away to Canton Hollow where the
barques and schooners rest
Where the sailormen are happy as they
strut with swollen chest;
To the chandler shops and cantines
and the rusty Old World spell
In that port of ships of dreaming that
have so much to tell.

Look away to Canton Hollow, to the old
things once so true
When the freighters from far oceans
brought the skies of tropic blue
When the sailors and the masters and
the plum duff and the pone
Came to Baltimore forever and became
our Canton's own.

–by the Bentztown Bard (Folger McKinsey)

In 1820, Martin Potter laid out a race course in the flat fields north of the White House and for some years the track was a fashionable resort for lovers of the turf. John Ridgely of Hampton, R. Stockton of the great stagecoach firm of Stockton, Falls & Company, and many other gentlemen were among its patrons. It was on this ground that the celebrated mare Flying Childers made the extraordinary time that gave her such fame in the racing world. After a few years the course was abandoned, and another track was built south of the White House; this was known as "Potter's Course," though it subsequently passed into the hands of James Kendall. Here, for some years, principal racing men and the swiftest horses in the country were in the habit of meeting, and it was here that the great horses Boston and Blue Dick, owned by James Long of Washington, D. C., and Col. W. R. Johnson of Virginia, became famous. The steamboat *Relief,* commanded by Captain Weems, left Light and Pratt Streets in Baltimore every hour from 9:00 A.M. for the Kendall track — fare, 12½¢ each way.

One of the most interesting events in the early history of Canton occurred on May 4, 1840 when a large procession marched from Baltimore and Charles Streets to the Canton race track at Clinton and Boston Street. The procession consisted of delegates to the national Whig convention to ratify the nomination of William Henry Harrison for President. Once the group was inside the arch of the race track an oratorical marathon began. Seven major speeches consumed the daylight hours. After an address by the president of the convention, John V. L. McMahon, in which the Whigs were proclaimed the "Log-Cabin Party," Henry Clay rose to compare the gale which blew from the northwest to the popular voice of the assembled multitude. "This is no time to argue," shouted Clay to the 25,000 cider-soaked Whigs before him. "The time for discussion is passed . . . We are all Whigs . . . we are all Harrison men. We are united; we must triumph."



Canton Race Track — *Peale Museum*

Kentucky's dashing senator was succeeded by the god-like Daniel Webster, who was forced to begin with an apology. "The attempt to [make himself] heard," he feared, "would be a vain one." Nevertheless, Webster felt compelled to exhort those within his hearing to demand a change in national policy. "The time has come," he announced, "when the cry is change. Every breeze says change—every interest of the country demand it—we have fallen, gentlemen, upon hard times and the remedy seems to be HARD CIDER." John Sergeant of Pennsylvania followed Webster and asked that "they bring back to the people, through the log cabins of the country, the neglected and lost Constitution." William C. Preston of South Carolina urged them "to wash the ermine and purify the seats of government." Henry A. Wise of Virginia protested that he could not possibly address 25,000 people in the open air. "I have worn out the best pair of lungs Heaven ever gave so narrow a chest," he shouted hoarsely, "in exposing and denouncing the corruption of our iniquitous Van Buren administration."

Darkness called a halt to the speechmaking, and the crowd returned to Baltimore for evening festivities. On Tuesday, May 5, the oratorical bedlam began again and continued until 11 in the evening when, at last, the convention adjourned "to the fourth of March 1841, at Washington, then and there to witness the inauguration of the People's President."

The first church in the area, Canton Methodist, which had started as a mission of the Wilk Street Methodist Church, was dedicated in the fall of 1847. The church had been built on Clinton Street, between Boston and Toone, on a lot donated by the Canton Company. The pulpit in the chapel was filled once a month by itinerant preachers. Other times local preachers officiated.

The first regular appointed pastor was the Rev. J. H. Slicer Clark who arrived in 1866. Many other pastors were appointed from time to time. While the Rev. John W. Cornelius was serving the chapel, a heavy snow fall caused the roof to sag and the walls to spread. It was decided to build a new church.

Walter B. Brooks, President of the Canton Company, proved a generous friend in this crisis, and offered the committee a choice of two lots. The one at Ellwood Avenue and Dillon Street was selected. The congregation was discouraged but worked hard to raise money for a new structure. Their new church was dedicated on November 30, 1884. By 1890 all debts had been paid and a new parsonage added.

If Baltimoreans knew little of the aims and workings of the company which owned practically all the land in Canton, they still enjoyed the area's taverns, restaurants, and sporting events. Altevogt's tavern, at Conkling and O'Donnell Streets, was a favorite stopping place for Baltimore County farmers on their way to town. They stabled their horses in a big shed at one side of the tavern. A wooden pump stood in front of the tavern on O'Donnell Street, and behind the house was a large vegetable garden. The trees on the Conkling Street side were neatly boxed,

after the fashion of the day. During the Civil War wives of the officers of the Federal garrison at Fort Marshall (Conkling and Foster Streets) stayed at Altevogt's. Sam Collier, a boxing contemporary of James J. Corbett, trained there, and J. Fred Talbot, the old Baltimore County Democratic leader, delivered his first political speech from a table in this tavern. Kendall's Tavern Stand, Lower Canton House, and Sea Girt House were among the restaurants operating along the waterfront. In the days when these places were flourishing, horse and carriage was the mode of transportation, and impromptu races were frequently held on the level shell roads which afforded access. Fishing, hunting, and cockfighting were popular sports.

Canton played a role in a minor pugilistic classic that began as a New York barroom brawl and was finally settled in Maryland's Kent County. In the late months of 1848, Yankee (James) Sullivan chanced to encounter Tom Hyer, son of the 1816 champ Jacob Hyer, in a Gotham pub. Accounts vary as to how the altercation began that ended in Sullivan's being soundly thrashed that night, but the remainder of the story can be documented.

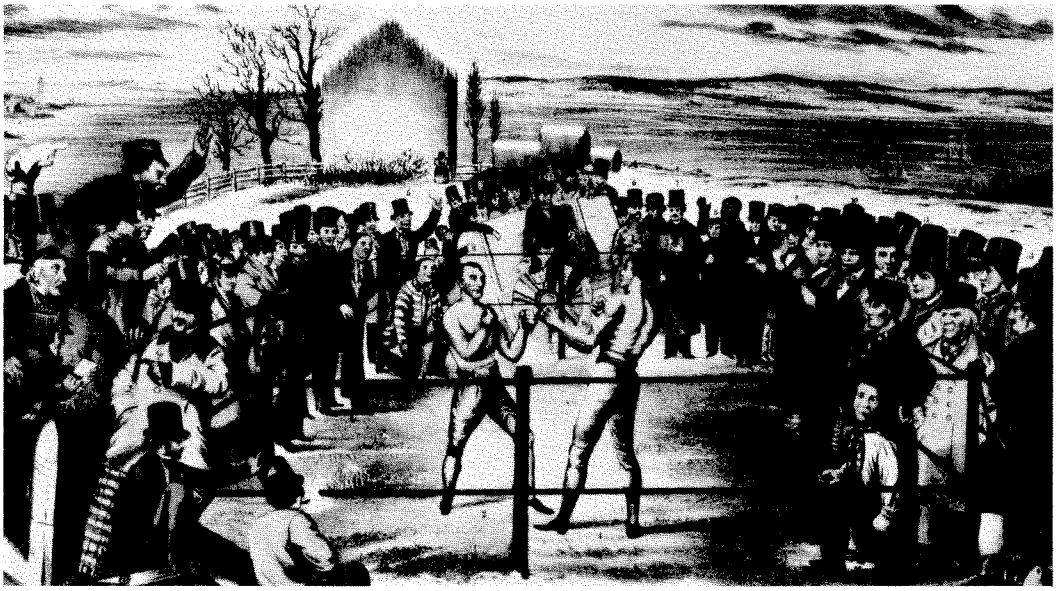
Yankee Sullivan was a thug who had been deported from his native Ireland to Australia following a conviction for murder; he somehow made his way to New York and became a member of some standing in the Five Points Gang (which continued to terrorize the city into the twentieth century). It was perhaps to regain lost prestige that Sullivan placed an advertisement in the New York *Herald* the day after his encounter with Hyer to the effect that he had been attacked when in no condition to defend himself, and that if his assailant would meet him at a specified address, the affair would be set right. Tom Hyer responded with an advertisement of his own which stated that it was he who had been attacked, that he had put Sullivan in his place, and that he was then and forever the Yankee's master.

A sort of "contract" for a prizefight was shortly consummated in which a purse of $5,000 was set, and a location was vaguely specified somewhere in Delaware, Maryland, or Virginia. The cloudy reference to location was no doubt due to the illegality of such contests. The fight was to take place within three months.

Early in 1849, Sullivan arrived in Canton, setting up a training camp at Potter's racecourse, thus providing entertainment of an unusual sort for the citizens; by this time the purse had been increased to $10,000, and considerable interest had developed. Several articles and editorials appeared in the *Sun;* the fight was now no secret, only its location, and that was rumored to be set for Poole's Island. The fight was now said to be for the "championship of America."

Partisans of the fighters chartered separate excursion craft to carry them to the site; the local constabulary prevented departure of the vessels, and patrols were dispatched to arrest the would-be combatants; but zealous fans hired oystermen to take them to the fight, now secretly set for Still Pond Heights, near Betterton in Kent County.

The fight, which took place in a ring improvised from stakes and topgallant halyards, lasted for sixteen half-minute rounds; Sullivan, who was at the time of

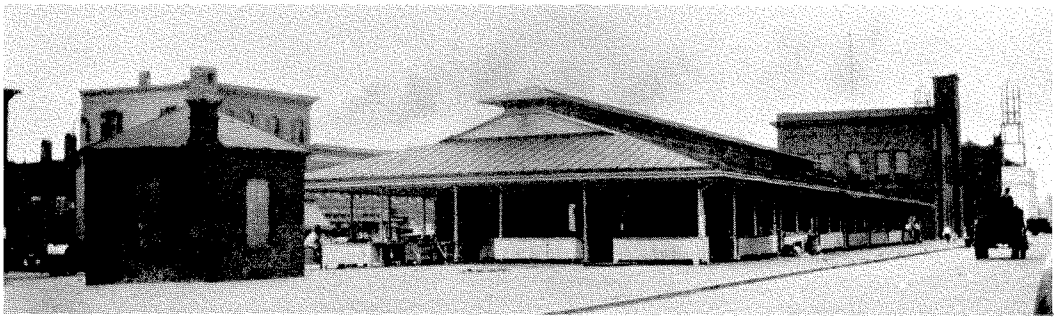


The Great Fight —*Maryland Historical Society*

the fight thirty pounds lighter and four inches shorter than the six foot two-and-one-half-inch Hyer, was utterly battered; ringside writers for the *New York Illustrated Times* graphically described the "steaming gore" created by Hyer's "dexter mawley" (Tom, apparently, had a vicious right). Sullivan thus suffered the first defeat of his career and enriched Tom Hyer by $10,000.

Public transportation came to Canton in 1853 with an omnibus line that ran from Franklin and Eutaw Streets to the race track; the fare was five cents. The omnibus, a large four-wheeled wagon with passenger entrance in the rear, was drawn by two or four horses.

The Canton Market was erected, according to the city ordinance of July 14,



Canton Market —*Author's Collection*

1859, at O'Donnell and Potomac Streets. The market (a mere shed) and a few stores on each side of O'Donnell Street constituted Canton's Business district.

The first Catholic church in Canton was St. Brigid's at Ellwood Avenue and Hudson Street. It was established in 1854 as a mission of St. Patrick's on Broadway by the Rev. James N. Dolan and named in honor of his mother, Bridget O'Donnell Dolan. For many years the parish used the spelling Bridget rather than Brigid, which is now used. The church was attended largely by the families of the Irishmen employed at Abbott's rolling mill and the Clinton Street blast furnaces.

The first resident priest was the Rev. James Gibbons, who later became Archbishop of Baltimore, then Cardinal. He had been appointed assistant pastor to St. Patrick's and was delegated by Father Dolan in 1861 to run the mission church. Finding himself a pastor only six weeks after ordination, the young priest moved to Canton and went promptly to work.

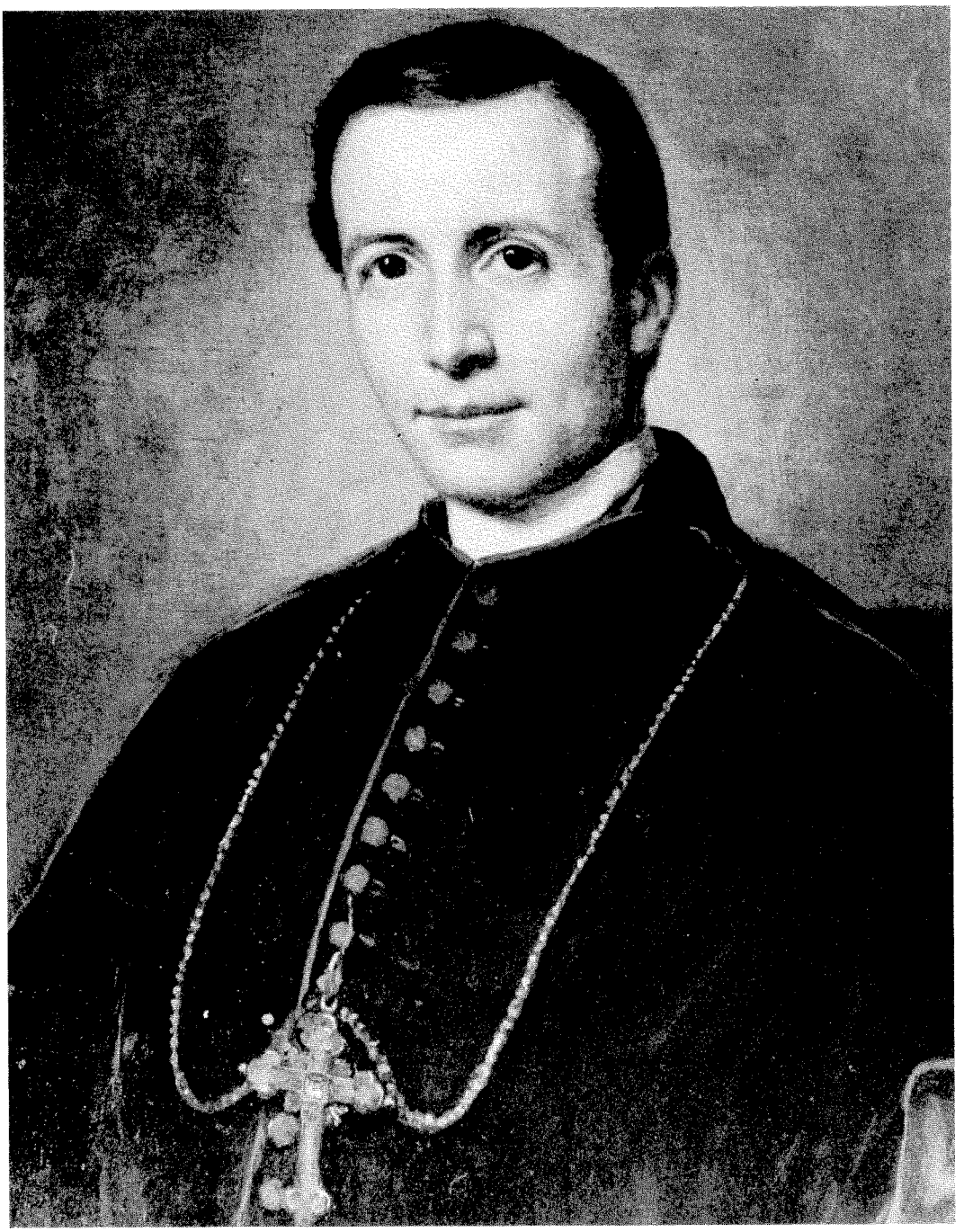
It was not a pleasant situation into which Father Gibbons found himself so suddenly propelled. While the simple church was adequate for the religious services of his small congregation, there was no rectory and he had to make his home in a few small rooms, built against the wall of the church, that had no provision for light or ventilation. The neighborhood had not yet been built up and the only house close at hand was that of Mrs. Bridget Smyth, a parishioner. This good woman cleaned the priest's rooms and she also sent one of her sons to sleep there each night because it was a lonely location in a neighborhood filled with rough characters.

During the Civil War the Catholic Church, like much of the nation, felt the strain of fewer men and resources. The number of priests available for parish work in Baltimore was far below the number needed and in 1862 Archbishop Kenrick asked Father Gibbons if he would also assume care of St. Lawrence O'Toole Church in Locust Point, now Our Lady of Good Counsel Church on Fort Avenue. Every Sunday morning at 6 the young priest rowed across the river to Locust Point to hear confessions, say Mass, preach, baptize, and attend sick calls at St. Lawrence's. He rowed back across the river to Canton in time for the 10:30 A.M. High Mass at St. Brigid's where he would also deliver a sermon.

The copper workers were devout people; they worshiped at each others' homes on Sunday and organized a Sunday School where their children were taught to read and spell in both Welsh and English. In the absence of a regular minister, the oldest Welshman in the colony served as the religious leader.

In 1865, they decided to build the Abbott Memorial Church. The Canton Company donated a lot on the north side of Toone Street, east of Clinton. The Welshmen begged bricks, sand, lime, and lumber, and built it with their own hands. The night shift at the smelter worked on the church during the day and the day shift worked on it during the early hours of the evening. The little brick building with a seating capacity of about 200 is now a Baptist mission.

Soon after it was completed, members of the new church were joined by those of Canton Congregational Church to form the Bethlehem Green Congrega-



Archbishop (later Cardinal) Gibbons
–Painting by George P.A. Healy. c. 1880 Basilica of the Assumption

tion; Rev. Thomas Richards, a Welshman, was their pastor. In 1878 the congregation united with the Presbytery of Baltimore; Rev. J. Wynne Jones, who could preach in both Welsh and English, became pastor. Rev. Jones was remembered for his good nature and sympathy for the poor. Seeing the need for a recreational center for young neighborhood men, he rented a house at the corner of Elliott Street and Ellwood Avenue and opened a reading room, later chartered as the Workingmen's Institute.

Popular lectures and concerts were given there, and the second floor was fitted up as a museum with a technical exhibit and circulating library. When the Abbott Memorial Church was founded, the library was moved to Highlandtown and the institute disappeared. One of the trustees of the institute had been Enoch Pratt; the library venture is said to have encouraged him to endow the Baltimore public library which now bears his name. One of the first branch libraries of the Enoch Pratt system was the brick building, Branch No. 4, at Ellwood Avenue and O'Donnell Street. Of the first four library branches, Canton's is the only one still used for its original purpose.

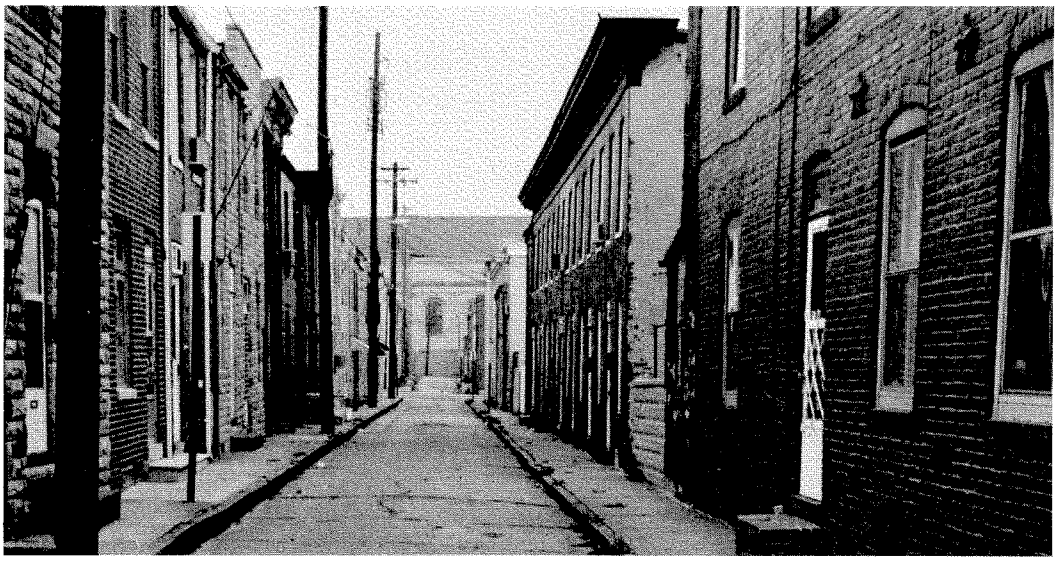
One of Father Gibbons' successors at St. Brigid's Catholic Church was Rev. William Jorden. Father Jorden and Pastor Jones of the Bethlehem Green Congregation were old friends. Both had been chaplains during the Civil War. They had stood together on the shore at Hampton Roads and watched the battle between the *Merrimac* and the *Monitor.* In Canton they often took walks together and it was a common sight to see them swinging along the street side by side, each in a black shovel hat. Sometimes the Catholics referred to the Presbyterian minister as "Father Jones."

During the early part of the Civil War, a Cotton Row (near present Clinton and Boston Streets) resident named Yeager enlisted or was inducted into the Union Army. In the summer of 1862, his wife received a letter from him telling of the privations and desperate state of the troops with whom he was serving. The alarmed wife read that her husband was half-starved somewhere between Harper's Ferry and Frederick.

Mrs. Yeager prepared a large basket of food and sent it west carried by her teenage daughter, Louise. Reaching the outskirts of Frederick by walking and catching an occasional ride on a wagon, Louise was stopped by a Confederate patrol. Amazed and fascinated by her story, they not only allowed her to pass but also told her the approximate location of her father's unit. The next afternoon, thanks to the directions given by the Confederate patrol, Louise found her father and delivered the much-needed food.

Infiltration of German and Irish among the Welsh copper workers began in the 1870's. The continued expansion of the copper plant and the growth of Canton's fertilizer industry attracted workmen of all nationalities, and the sale of

large industrial sites to new manufacturing concerns brought thousands of additional merchanics into Canton. Blocks of new row houses were erected for the newcomers on the hills and fields of upper Canton. Many of these houses were constructed on streets that were only 12 feet wide. Some of the old residents still refer to them as the "Little Streets of Canton."



A Little Street of Canton *–Author's Collection*

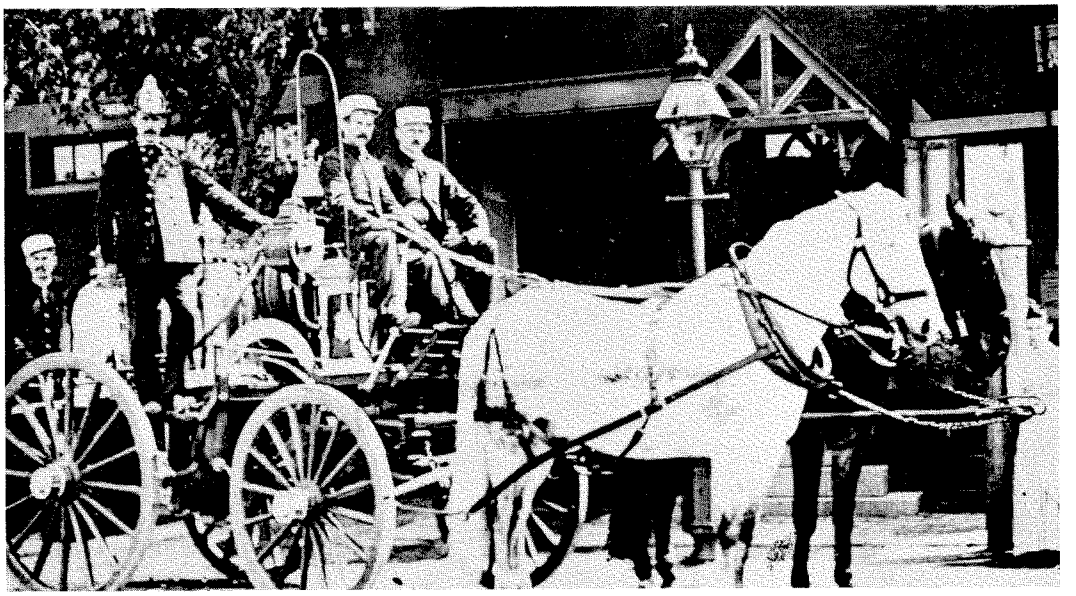
THE LITTLE STREETS OF CANTON

The little streets of Canton, I like to
wander there,
Dipping with them to the docks that
flourish everywhere
The little streets where sailors when
sailing was so fine
Came up to spend a little while a-
waiting for the line!

A chandler has this building, a man
of junk has that;
A sailor's boarding house across
the street-end like a hat
The little streets of Canton, and
Canton Hollows, too,
With ships at anchor from the storms,
I love to visit you!

New piers and great improvements, but
in the old salt way
The little streets of Canton are still
like yesterday—
A dip down to the basin, a dock where
pungies lie.
A schooner waiting for a tow—and
Chesapeake nearby!

–By the Bentztown Bard (Folger McKinsey)

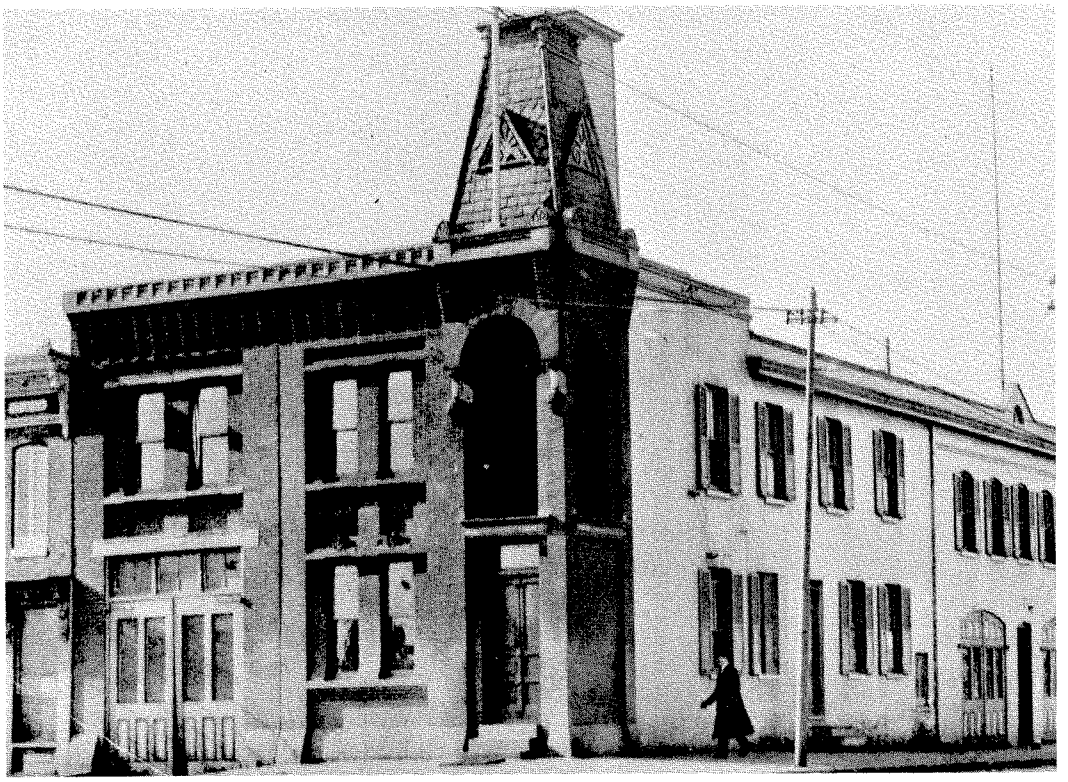


Chemical Wagon —*Leslie Keller*

As the Canton population grew, so did the demand for more churches, schools, and better fire and police protection.

In the last quarter of the nineteenth century, Canton was half in the city and half in the county. The county commissioners paid the Baltimore City Fire Department to cross the county line to extinguish fires. This service was cancelled by the city in June, 1881, when the county government refused to pay some of the invoices. The county commissioners entered into a contract with Charles T. Holloway to organize a fire department which would be equipped with his new chemical engines. Seven companies were established; Company No. 7 was built at Toone and Baylis Streets. The firehouse was manned by a few regular firemen, but whenever a fire broke out, volunteers who lived nearby would leap on the wagon to help.

The old Canton Police Station, in the same building as the firehouse, had cells on part of the second floor; the policemen made an informal gymnasium in the rest of the space. Downstairs, its squad room was about what you'd find in any city district station, but there was no courtroom. The magistrate sat in the desk sergeant's chair.



The Canton Police Station —*The Baltimore Sunpapers*

Duty with the Canton force was somewhat rugged. A day's work was a twelve hour shift. The Canton police were responsible for Canton, Highlandtown, Back River, Middle River, Chase, Dundalk, and Turner Station. There were about 25 men in the district, but police work wasn't too complicated. It was mostly fights. County boys didn't get along with the city boys; Canton boys didn't get along with Highlandtown boys; there were a numerous other neighborhoods squared off against one another.

It took a lot of getting around to keep peace and the uniforms the men wore didn't help much. The coats were made of heavy wool, and buttoned up as tight as straight jackets. The helmets—or "plugs", as they were called—were of hardened felt, and on a warm day they were hot and heavy.

On summer days the most popular place in the neighborhood was the saloon Paddy Reagan ran, across the street from the station house. A man off duty could stroll down to Paddy's in the evening and get a twelve or fourteen ounce glass of beer for a nickel. Paddy ran a bonding office along with the saloon, and when a defendant in the station house needed bail someone would go tell Paddy and he would come over and make the necessary arrangements.

Lidard's lunchroom was just as popular. At Lidard's you could get a complete meal, with second helpings of everything but dessert, for 35 cents. The proprietor also provided carry-in meals for the station house prisoners.

Until 1870 the only public school available in Canton was a girls school on Hudson and Chesapeake (now Kenwood) Streets. The nearest school for boys was in Fells Point at Ann and Fleet Streets. Realizing the desperate need for public education in the Canton area, the county commissioners authorized the building of three schools. School No. 1, with Francis Kenny as principal, was built on 1st Street (now Highland Avenue) near Toone. For years it was known in Canton as the Kenny School. The old building is now a manufacturing plant. A kindergarten, under the supervision of Laura Phelps, was begun in a new structure at East Avenue and Dillon Street. The third school authorized by the county was at the corner of O'Donnell and Curley Streets, with Ettie D. Brown as the first principal.

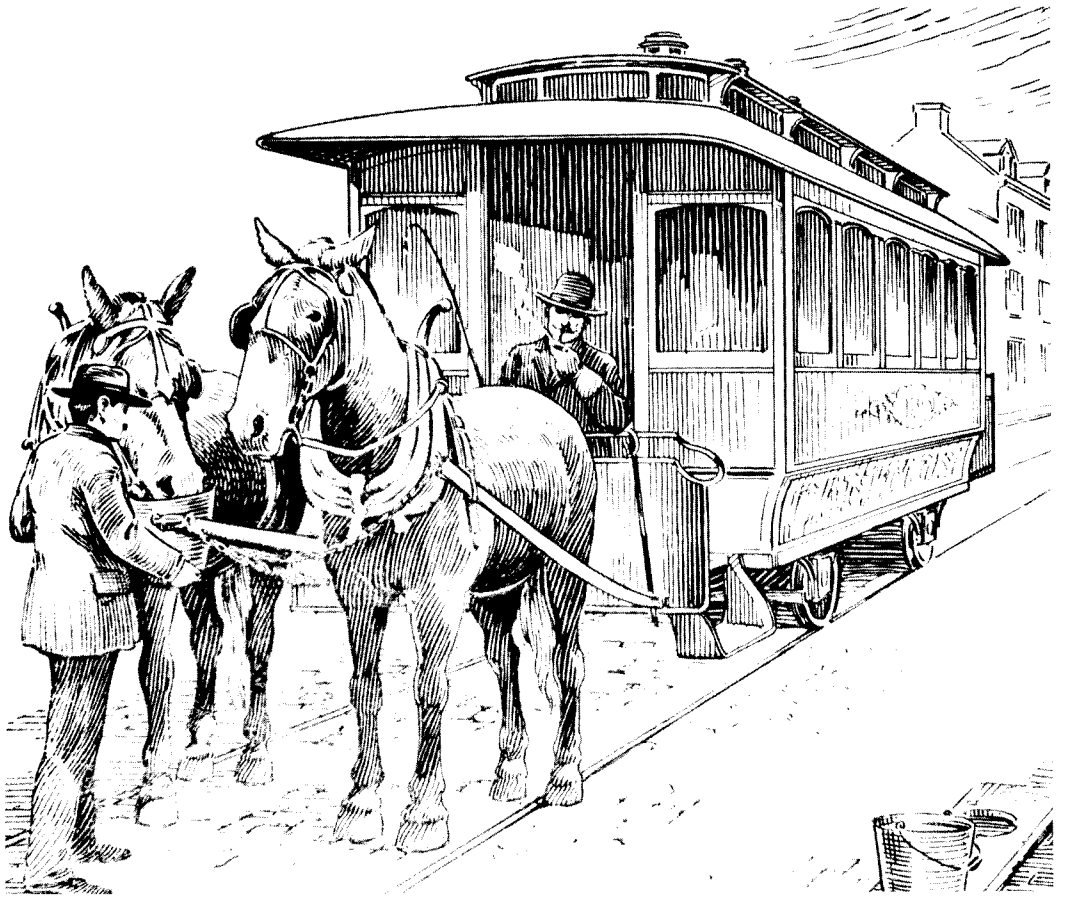
As the area's industry continued to grow a small group of German and English immigrants settled in Canton. Both groups felt that one of their primary needs was a suitable place to worship in their respective faiths.

For a while the Germans in Canton held services in a little red brick school they had built at the corner of East Avenue and Dillon Street for their children. They found it inconvenient to attend the German Church on Eastern Avenue near Broadway, especially in bad weather when most roads were impassable. As early as 1872 the German community had prevailed upon a Reverend Steinhauer to hold regular services in the school. No congregation, however, was organized until the Rev. Andrew Schwartz, who was also a doctor of medicine, came to the parish in 1873 after serving for 13 years in the Eastern Avenue Church. On September 14, 1873, the congregation met and decided to build a church next to the schoolhouse. The lot was leased at a reasonable rate and construction started immediately. The German United Evangelical Church of Canton was dedicated on April 12, 1874.
Rev. Charles Ritter, first pastor of the Chapel of the Holy Evangelists Episcopal Church, held the first regular service for the English on February 1, 1874, in a house on Elliott Street. Within a short time, services were being held in a German Lutheran Chapel on Chesapeake Street (now Kenwood Avenue). On May 17, 1874, the cornerstone of the new Episcopal chapel was laid at the southeast corner of Dillon and Potomac Streets by the Rev. George Leeds, rector of Grace Church, on a lot 100 × 100 feet donated by the Canton Company. The chapel was opened for services the following October.

The Rev. Mr. Ritter was in charge until April, 1875. After he resigned, the work was carried on by three dedicated laymen: General George H. Steuart, Dr. Henry H. Keech, and S. Eugene Poultney. The priestly offices were performed by various clergymen. The Rev. P. Nelson Meade took charge in April, 1877 and under his direction a brick school house, later known as the parish house, was built in the rear of the chapel. The little chapel was enlarged in 1887 and torn down in1899. It was replaced by the present brick chapel, a substantial, dignified building.

The first public utility came to Canton in 1865 when the Baltimore Gaslight Company purchased a parcel of ground on Clinton Street and 2nd Avenue (now Cardiff) from the Canton Company for $35,000. They erected a large tank for the purpose of supplying gas to homes and industries in the immediate area.

On March 30, 1878, the first telephone in Canton was installed in Booz's shipyard at the foot of Kenwood Avenue. The line ran from the shipyard to their office on Thames Street in Fells Point. This was the first phone used by the shipbuilding industry of Baltimore. There were only two Canton phones listed in the first, one-page Baltimore telephone directory (1879) — Booz, and the Chemical Company of Canton.



Horse Car —*Baltimore Streetcar Museum*

As the demand for public transportation grew the horse car line was extended in 1881 from Conkling and O'Donnell streets to Lower Canton and Colgate Creek.

A famous race between two Chesapeake Bay schooners, the *William M. Hines,* owned by Thomas B. Schall, and the *Judy,* owned by Captain Judy Garrett, began at Lazaretto Point. The two men met in a Baltimore waterfront tavern in

May, 1884, and after a few drinks began talking about the sailing qualities of their respective two-masted schooners. The conversation became an argument, and they decided to race for a purse of $500. The schooners would start at Lazaretto and finish at the Morehead sea buoy outside Beaufort City, North Carolina.

When news of the race spread along the waterfront, every saloon set up betting stations and bets soon totalled over $60,000. On June 6 a crowd gathered at Lazaretto to see the start of the race. When the shot was fired, festive spectators cheered their favorite on its way. The schooners were so well matched that the winner *Judy* beat the *Hines* to the finish line by only 10 minutes.

The General Assembly passed an act in January, 1887, authorizing an extension of Baltimore's limits two miles to the north and one mile to the east, if acceptable to the citizens in the proposed areas. On May 15, with the backing of industrial interests, the residents of Canton voted against the act. The principal reason given for the rejection was that the tax rate was much higher in Baltimore City than in Baltimore County.

During the summer of 1889, the Rev. Ephraim Fleton was delegated by the Board of Home Missions of the General Synod Lutheran Church to canvass the Canton area to see if a Lutheran Church was needed. A meeting was held on September 8 and nine weeks later a congregation was formally organized as the Messiah English Lutheran Church.

Ground was leased from the Canton Company on January 29, 1890, at an annual rent of $140, and a chapel erected. The congregation grew so fast than an annex had to be added that fall. On March 1, 1900, the lot at O'Donnell and Potomac Streets was purchased from the Canton Company and the present granite church erected.

In 1892, Frank Furst, superintendent of the Northern Central grain elevator on lower Clinton Street, and eight other leading men in the community founded the Canton National Bank. It was located at East and Elliott Streets and later moved to Clinton and Elliott.

Baltimore's first bathing beach was opened on July 29, 1893 at the foot of Cardiff Street (then 2nd Ave.) in Canton. It was a health and welfare project of the Rev. Thomas Beadenkopf, pastor of the Canton Congregational Church. Through the work of this pastor and some city officials, a few beach houses were erected, a lifeguard named Daddy Lyon was hired and for 3 cents you could rent a bathing suit and swim all day. Along with the suit you received a bar of soap so you could bathe. This was very convenient as very few homes in Canton were equipped with bath tubs.

This beach acquired the name "Baptizing Shore" due to the fact that several Baptist churches would hold baptismal ceremonies there on Sunday afternoons. The giant Standard Oil tankers now dock there, but it will always be remembered

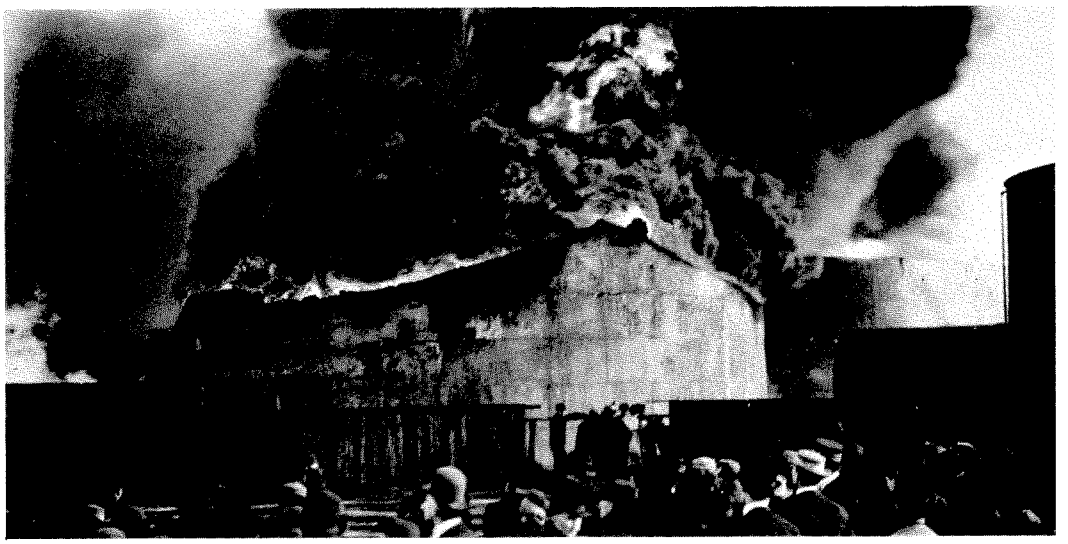
as the spot where thousands of Baltimoreans, both black and white, received the sacrament admitting them into a Christian church.

Canton was changing; the picturesque was giving away to the practical. Meadows were now covered with homes, schools and churches. Across the fields where wealthy Baltimore merchants held their race meets and cockfights now stretched miles of railroad yards, grain elevators, piers, and industrial plants.

The industrial boom in Canton at the turn of the twentieth century also engendered the construction of new housing, another church, and a firehouse.

In the spring of 1902 the Rev. Thomas Morys, pastor of St. Stanislaus Church in Fells Point, purchased a parcel of land between Kenwood and Lakewood Avenues adjacent to O'Donnell Street. A new church was needed because the parish could not care for the spiritual needs of the Polish colonists moving into the area. The new mission was named in honor of St. Casimir, the wealthy young Prince of Poland.

Work on the church, a two-story building of red brick facing Lakewood Avenue and overlooking the Patapsco River, was completed November 9, 1902. Five classrooms were on the first floor; the church proper occupied the second floor. A rectory and convent were built; in 1904 the mission became a separate parish. By 1907, when the Rev. Josephat Bok was appointed pastor of St. Casimir's, times were hard, but Father Bok was not easily discouraged, and under his able administration the parish grew rapidly.



Fire at Standard Oil Works
–The John Dubas Collection, The Peale Museum.
Purchased with funds given in memory of Arthur Hooper.

The new fire station in Canton was Engine Company No. 22, under the command of Captain George E. Croucher. It went into service on June 16, 1902 in a new two-story building at Linwood Avenue and O'Donnell Streets. The first piece of fire equipment was a used 1891 LaFrance steam engine, a fortunate and timely addition since the Standard Oil Works had a number of serious fires.

Canton outgrew its village police station at Toone and Baylis Streets. Around two sides of this building's squat tower ran a balcony with an ornamental iron railing. It had been a pleasant place for the policemen to tilt back their chairs on hot summer nights to enjoy a smoke or a breeze. This was being replaced by a modern structure, to be used as the Canton police sub-station.

The people of Canton relaxed at a new amusement park and at a favorite waterfront restaurant.

Riverview Park began in 1868 as a small beer garden on the eastern edge of Canton. It was started by John Lowery, and the one-story red brick building, shaded by trees and surrounded by wooden tables, became known as "Lowery's place on Colgate Creek". The beer garden prospered, and Harry McGowan and his son—the two ran Pavilion Retreat on Bear Creek—bought it in the mid-1870's. The elder McGowan apparently had a flair for publicity; he planted 100 trees around his property, naming them for friends, and kept two black bears which were famous for the amount of beer they could drink.

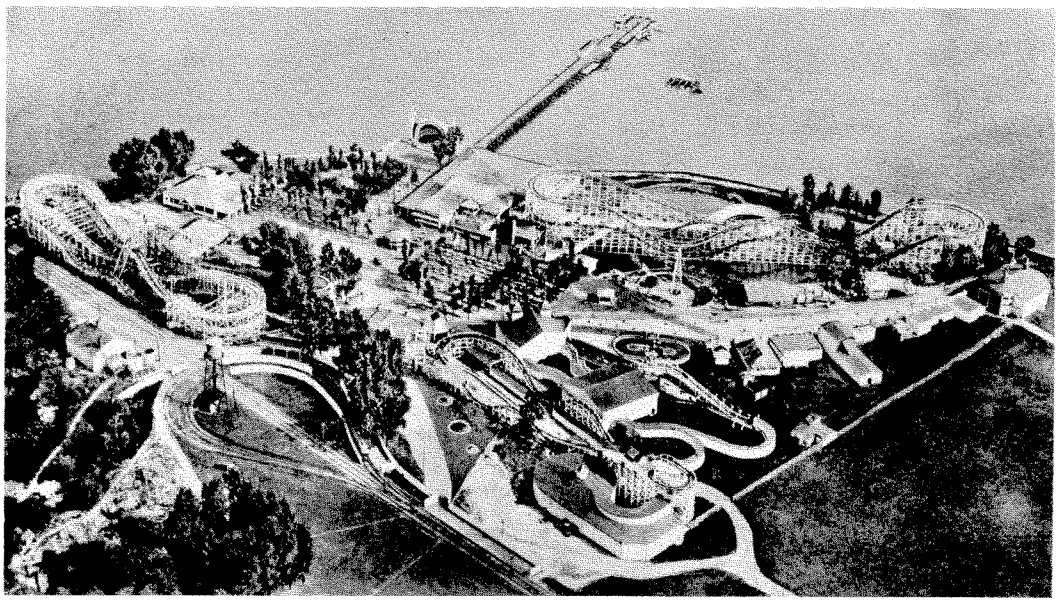
In those days, young men hired red-wheeled carriages on Sunday afternoons for $1.50 to drive out to the garden. On their way through Canton they would race their carriages down Shell Road (made of pulverized oyster shells), now Holabird Avenue.

In 1885 the McGowans sold the beer garden to William Folk, and shortly thereafter, Joseph P. Smith installed the first amusements. The real development began in 1898 when the City and Suburban Railway bought it and renamed it Riverview Park. Later, under James L. Kernan and Michael J. Fitzsimmons, it was enlarged and advertised as "The Coney Island of the South," drawing as many as 600,000 people a season.

A typical outing began and ended with a delightful (if it wasn't raining) ride on open streetcars with crosswise seats (the last four were reserved for smokers). On both sides of the car was a running board which the conductor walked to collect fares. At railroad crossings the car stopped and the conductor ran ahead to see if the way was clear; the smell of the cabbage fields at some of these stops was almost overpowering.

At Riverview a long pier extended into the Patapsco for bathers; the park also had the other usual amusements: shooting gallery, roller rink, dance hall and rides, including a Tunnel of Love. Riverview's roller-coaster was the first one in the South. The customary starting call was, "Hold your hats, false teeth, wooden legs, glass eyes, powder puffs, and chewing gum!"

Many famous entertainers played at Riverview, including Harry Hunter's wild animal circus and Alfredo Condona, the aerialist. The Royal Artillery Band of Italy



Riverview Park —*Western Electric Company*

also performed and became noted for such pieces as "Sneaky Easy" and "Flags of the Nations." During the latter number flags of various countries were carried in a parade. Tosca, the longhaired conductor of the Artillery Band, who led his musicians by nodding and shaking his head, was popular with the crowds. Other directors of the band were Giuseppe Aila in 1906 and Oriunno from 1910-1915. The band played at Riverview until about 1925.

Giuseppe Creatore, a famous band leader in this country, Alesandro Vessella, then Italy's leading bandmaster, and the bands of Pat Conway and Arthur Pryor also played at Riverview.

Spectacular fireworks displays were featured on the Fourth of July and on September 12, the anniversary of the Battle of North Point and Fort McHenry.

On September 30, 1909, a fire wrecked Riverview. It reopened in May, 1910, with some old attractions restored and some new ones added. Another serious fire occurred in 1915. By the early 1920's the encroachment of industry and the development of the automobile began to hurt the park. In the fall of 1929 the property was sold to the Western Electric Company, and the following January Riverview's amusements were auctioned off.

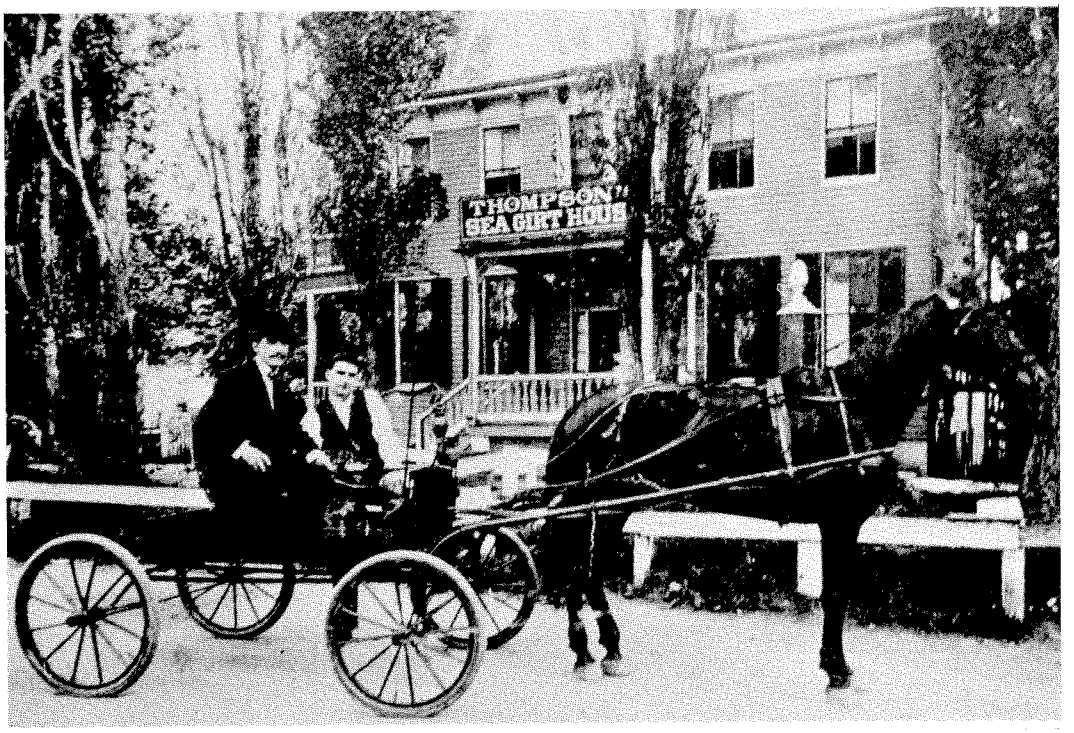
When the original Sea Girt House at the foot of Newkirk Street was destroyed by fire in the 1870's, the Canton Company built a new one across Riverview Road facing the waterfront. Leander Paine, proprietor of the old restaurant, rented it for $1,500 a year.

In addition to a dining room, the new Sea Girt had a large summer pavilion decorated with Japanese lanterns, tinkling glass chimes, and rustling portieres. Diners ate at long tables covered with checked cloths. It was pleasant to sit there enjoying the fresh Patapsco River breezes and watching passing steamboats. A small orchestra played on summer nights for dancers. On the 400-foot pier fami-

lies could fish, crab, swim, and eat basket dinners—a fish or chicken dinner cost 50 cents.

After Mr. Paine died in 1885, his wife continued to run the restaurant for three years before selling it to George W. Thompson. Under his guidance, it became immensely popular. On summer evenings crowds would walk along the shell road from Riverview Park to the Sea Girt House for one of its famous dinners. When Mr. Thompson died in 1901, his wife managed the Sea Girt for a short time, then turned it over to her sons.

It was purchased in 1905 by James Hartlove, who continued Thompson policies. A chicken dinner with french fries, a big salad, and hot muffins cost 60 cents, a fish platter or jumbo soft crab dinner cost the same. A T-bone steak with potatoes and salad was only 75 cents. Many customers had 15-cent mint juleps with their meals. But the one dish that made the Sea Girt so famous, the one that gave people courage to wait in line fighting off Canton's giant mosquitoes, was the fried chicken. It was unbelievably good, and its recipe was a secret. During the two years Mr. Hartlove owned the Sea Girt House he served over 50,000 dinners.



Thompson's Sea Girt House —*The Baltimore Sunpapers*

In 1907, August Hennegan bought the restaurant, retaining the Thompson name. Despite Prohibition, its popularity lasted through the late 1930's. James Hartlove repurchased it in 1936 but had to give it up again three years later. Others tried, but without success. In February, 1949, the famous Thompson Sea Girt House was torn down by the Canton Company.

The property is now the site of the Sea-Land container operation, appropriately named the Sea Girt Terminal.

If one were asked to name typical residents of early Canton, the prime candidates would be George (Daddy) Hughes and James T. (Uncle Jim) Hopkins. Both went to work before the age of 12, both were students at the one-room public school on Toone Street (where their teacher, "Old Man" Kenny, had no qualms about laying pupils over his knees to give them the strap), but still they found time for fishing, hunting and swimming. They went gunning down on Sparrows Point, then a big farm owned by Will Fitzell, and fished from a gillin' skiff. (A gillin' skiff was a small rowboat designed for hauling gill nets. These craft were built by Farmer Davis, who had a small boatyard on Harris Creek.) In the summer, after dark, the boys would walk down to Shore Hill, opposite the copper smelter. There, where there were no street lights, they could go swimming without suits.

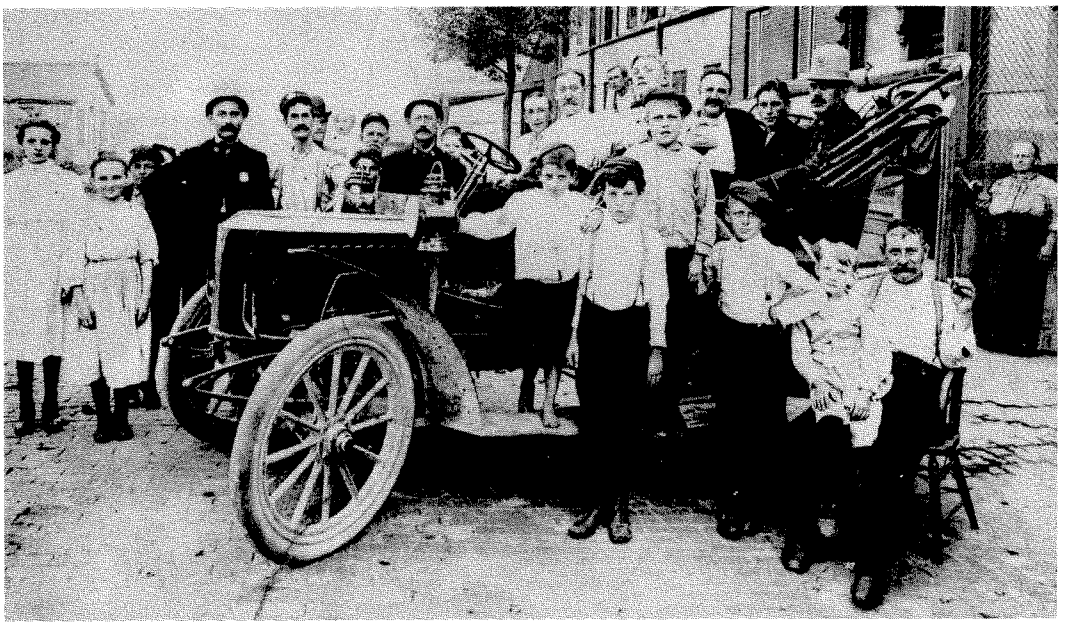
"Daddy" Hughes was born on Copper Row in 1858. He was one of five sons to whom the secrets of copper smelting were imparted by a Welsh father. He got his first job when he was 9—in a Clinton Street brickyard. He went to work in the laboratory of the copper works at 14. Growing to manhood, he worked a furnace When the copper industry in the West opened up, one of his brothers went to Arizona and another to Mexico. They urged him to come West with them, but he refused as he felt Canton would always be big enough for him. His last job was drawing the wire used for making tests. When "turned out to pasture" as he described his retirement in 1924, he had been with the copper works for fifty-two years. In his younger days "Daddy" Hughes was president of the Canton Band, playing alto. But he was prouder of the part he played as one of the twenty-six Toone Street founders of the Abbott Memorial Presbyterian Church. He was one of the first elders of the church, a position which he held for over 60 years.

"Uncle Jim" Hopkins, another founder of the Abbott Church, was born on Clinton Street of Welsh parents. Both his father and his father's father had been copper workers. His mother was the daughter of a copper worker. He got his first job in the Clinton Street smelter in 1864, when he was 11. He carried water, ran messages, and swept the office. Later he became a furnace builder. Except for a short time when he worked in Richmond during a temporary shutdown of the smelter after the Civil War, he was an employee of the Baltimore Copper Works until he retired in 1931.

The house in which "Uncle Jim" lived on Dillon Street was one of a row of seven with white steps which he built with the aid of six friends in 1887. Of the seven men, six were Welsh and one was English; they called themselves "The Seven Wise Men."

Even when they were in their eighties, "Uncle Jim" Hopkins and "Daddy" Hughes would boast of their perfect attendance at the men's bible class at the Abbott Church.

In an area whose background is as diverse as Canton's, certain individuals emerge whose lives are not typical, but nevertheless by virtue of especial talents or exploits serve to enrich the fabric of local history. In the Canton of the first half of



Early automobile on Toone Street —*Morris Betz*

the twentieth century, such men were Andy Hill, dancing pipefitter, J. Selby, scowman and fine artist, William Octavec, who originated the craft of windowscreen painting, and Henry Wernsing, one-armed steeplejack, balloonist, and parachute jumper.

John and Mary Hill left Czechoslovakia in 1860 and settled in a house at Hudson and O'Donnell Streets where they raised nine children, 6 boys and 3 girls. In 1903, one of the sons, Andy, 21, was hired as a pipefitter by the Standard Oil Company in Canton. One of his older brothers, Fred, had joined a vaudeville company traveling the East Coast circuit. After reading Fred's letters about the exciting life of show business, Andy decided that pipefitting was not for him.

Andy and a third brother, Joe, formed an act called the Hill Brothers which featured a comedy routine and clog dancing. They joined the Fay Foster Burlesque Company, traveling throughout the Midwest. Two years later the company went broke and the Hill brothers found themselves penniless, stranded on the Ohio River. They wrote home for money, but their mother was only able to send them $25, enough to get them to Pittsburgh, where they were booked into a burlesque house. Their act lasted one week but they made enough money to get home. After that experience Andy decided that pipefitting was not that bad after all. He was rehired by the Standard Oil Company and worked there until he retired in 1946.

When I interviewed Andy in March, 1978, he was 96 years old and still attending all the Standard retiree functions. As I was leaving, I asked him about his act and with a twinkle in his eye he twirled his cane and shuffled his feet and it was obvious that he was thinking back 75 years, to the good old days.

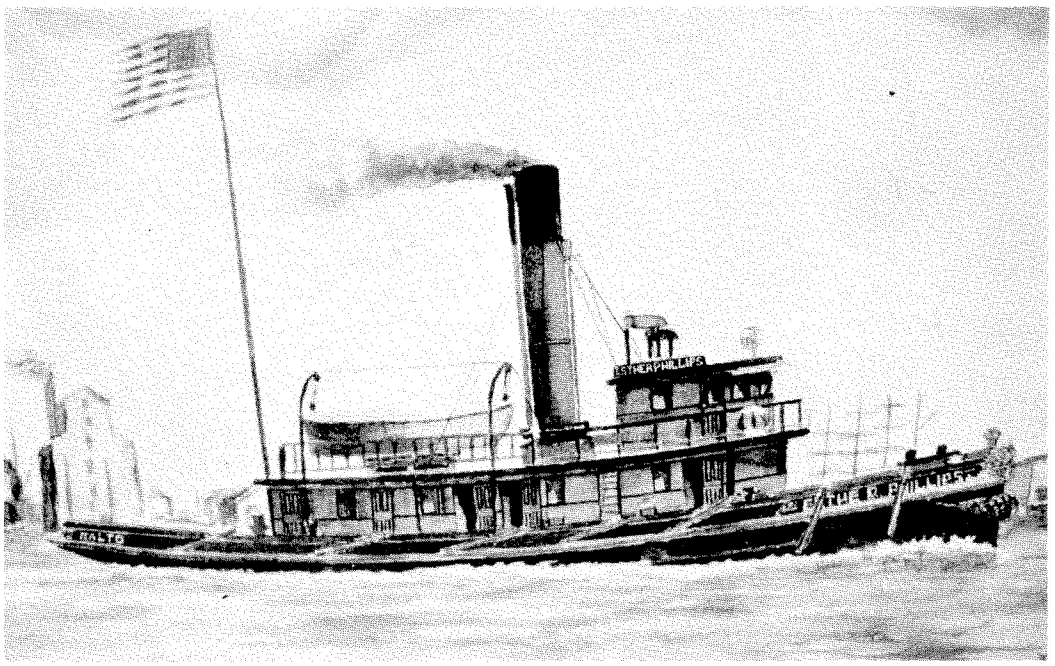
The Hill Brothers —*Author's Collection*

A scow is a large, freight-carrying, flat-bottomed, square-ended boat towed by a tug. Atlantic Transport Company, founded in 1883, was one of the principal firms engaged in supplying scows for the movement of freight from Canton to shops or piers in the Baltimore harbor. Each scow had a man to catch the lines, count the cargo and sweep the floor after each shipment. Most Atlantic Transport scowmen were illiterate blacks, with a language and lifestyle of their own. Because the crew was paid on the tonnage hauled, the scowmen used this method to calculate the amount of goods they were carrying: they would have someone determine how many coffee bags, canned goods or bags of fertilizer would fill a specified space and so mark a floor board. When the scow was loaded, the scowman would make sure the goods reached that mark. This way, though he may have been ignorant of arithmetic, he made sure neither he nor his company were cheated.

J. Selby, a scowman for Atlantic Transport in the early 1900's, was a man with unusual talents. Though he had a peg leg, he could climb a rope ladder as well as any man. And he could paint. Tugboat captains logged their tugs' activities on pads of paper backed with cardboard; Selby would ask around for the cardboard, paint maritime scenes on it, and then try to sell the watercolors. One of his three works

still known to exist is of the *Esther Phillips,* an Atlantic Transport tug. Selby sold the painting, which shows the Canton grain elevator in the background, to one of the company dispatchers.

Years ago, before he retired as general manager of Atlantic Transport, Robert Fleagle bought this Selby painting, done in 1919, for $5 and put it in a desk drawer. He didn't particularly like the watercolor at the time, he says, but every time he opened the drawer he saw it, so he had it framed at Bendann Art Galleries. A gallery employee complimented him on the painting, which now hangs in his den.



The Esther Phillips —*Author's Collection*

Mr. Fleagle says the proportions of the tug are not only exact, but the color of the *Esther Phillips* stacks was skillfully reproduced. Atlantic Transport Company stacks were painted a Tuscan red, a pinkish-red color mixed for the company by a London firm. The only missing detail is the lack of highlights on the flag pole. Mr. Fleagle suggests that Selby didn't want the lights to detract from the American flag, so he left them out. "I can see the old boat now; it was a good boat." he says when he looks at the watercolor. "That boat is alive, it's moving along there real good."

The Maryland Historical Society has the only other two known Selby watercolors; both are of ships belonging to the Baltimore-Carolina Line.

Sixty-five years ago William Oktavec came to Baltimore from New York to make a living painting pictures on people's window screens.

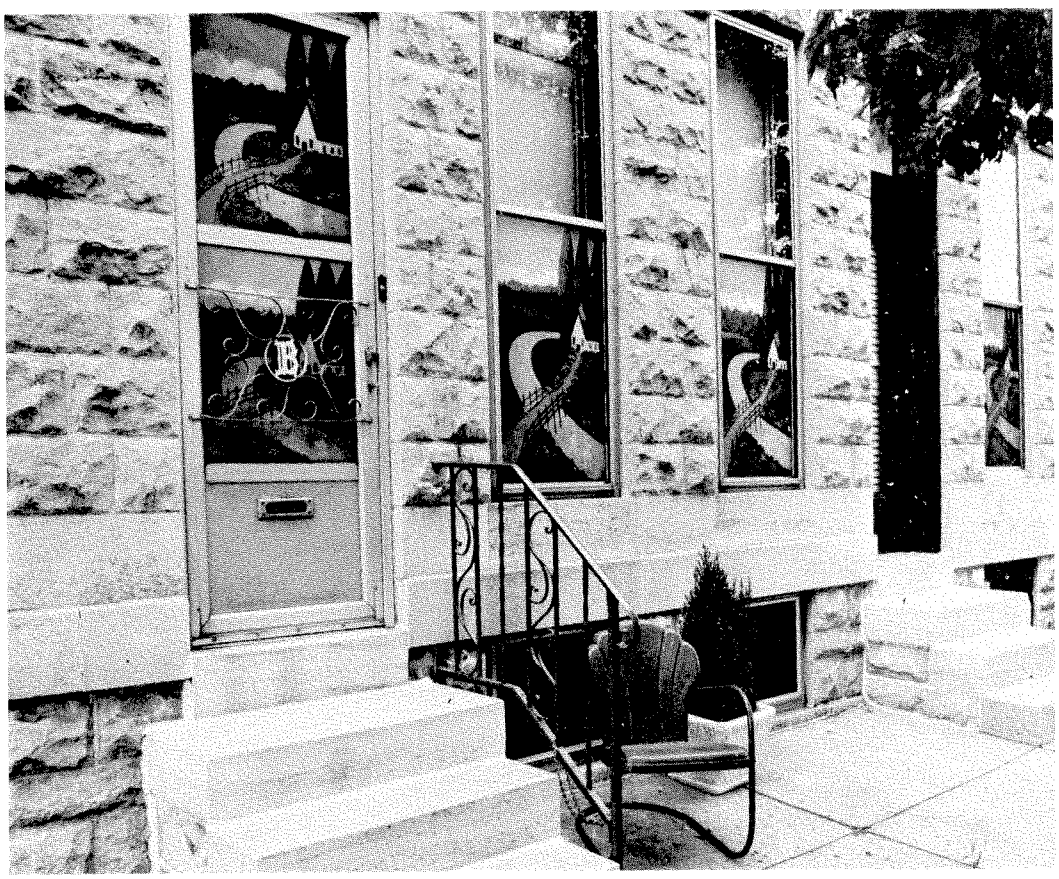
The idea for screen painting came to him in 1912 when he was employed as a draftsman and artist for a New York firm which manufactured air compressors and paint sprayers. Secretaries in the Newark office complained about sidewalk by-

standers staring at them through a window screen. Oktavec took the screen home and painted on it a huge jardiniere of flowers with cream colored draperies as a background. The screen became opaque when struck by sunlight; the secretaries could see out, but those on the street could not see in.

Oktavec moved to Baltimore in 1913 with the idea of opening a paint store and supplementing the income by painting window screens. The paint store proved too expensive so he bought a grocery store. The first screen he painted was his own. He had been piling his produce outside the store, where the sun quickly wilted it, so he put the fruits and vegetables under refrigeration and painted pictures of them on the screen door.

A few days later a neighbor asked him to paint her screen because she "didn't want the bums on the corner rubbernecking in her window." Oktavec copied a calendar scene of a red mill on her screen. He had to have the woman look at the screen from the sidewalk to convince her that passersby could not see inside.

He was soon swamped with orders. His best year, he said, was 1922, when he painted 375 screens during April, May, and the first part of June. Painted screens were ideal for the community. They provided parlor privacy for the long stretches of row houses where there had been none before, and they enabled the owners of identical houses to display some individuality.



Painted window screens —*Author's Collection*

William Oktavec's painted window screens began a tradition as pervasive in Canton as the beautiful white marble steps. It spread to other neighborhoods, and is upheld today by artists such as Mrs. Dee Herget of East Fayette Street and William A. Oktavec, Jr., son of the art form's originator.

Henry Wernsing, a one-armed steeplejack, lived in Canton from 1911 to 1929. He had lost his arm when a shotgun accidently discharged while he was hunting rabbits. Shortly after he moved to Canton from North Bergen, New Jersey he married Ann LeBrun. After the wedding, he opened a steeplejack business at 1313 South Clinton Street and took the motto, "Where others fear to tread, I go with pleasure."

In time, Henry Wernsing's exploits, many of which would have been notable for a steeplejack with two good arms, became newsworthy. He kept thousands of Baltimoreans breathless by his antics as he nonchalantly repaired the weather vane on top of the Shot Tower and when he replaced a broken halyard on the flagpole on the City Hall dome, but his most difficult and spectacular job occurred when he was selected to repair the clock at the top of the Hearst Tower Building.

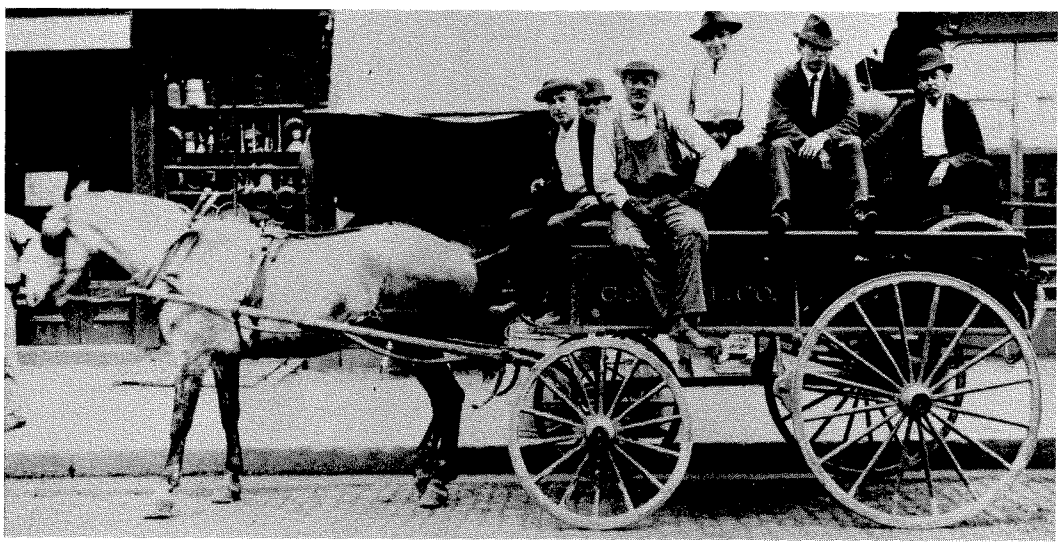
Henry Wernsing *–Author's Collection*

A boatswain's chair was suspended from the top of the building, and Wernsing was lowered by his assistants to the face of the clock. There, dangling high above busy Baltimore Street, and despite the handicap of a missing arm, he removed the gigantic hands of the clock; the minute hand alone weighed more than 100 pounds. To get this out of the way, he chose to balance it across his shoulder while he stood in the chair and was hauled up to the top of the tower. Then he returned for the hour hand. After making the necessary repairs, he lowered the two hands and put them back into place.

In his spare time Wernsing was a high-wire aerialist, parachute jumper, and hot-air balloonist. His high-wire act was one of the most popular attractions at Riverview Park and at the Maryland State Fair in Timonium. During the dedication of Logan Field, in the spring of 1921, he jumped from a seaplane 5,000 feet over the field. He claimed he was the first to parachute from such a plane. For the next 8 years, Wernsing was a weekend attraction at state fairs along the East Coast.

Despite his hazardous occupation and his risky hobbies, he only had one close call. When he attempted a low level parachute jump from a balloon, the 'chute failed to open, but luckily he fell into a tree—scratched but unharmed.

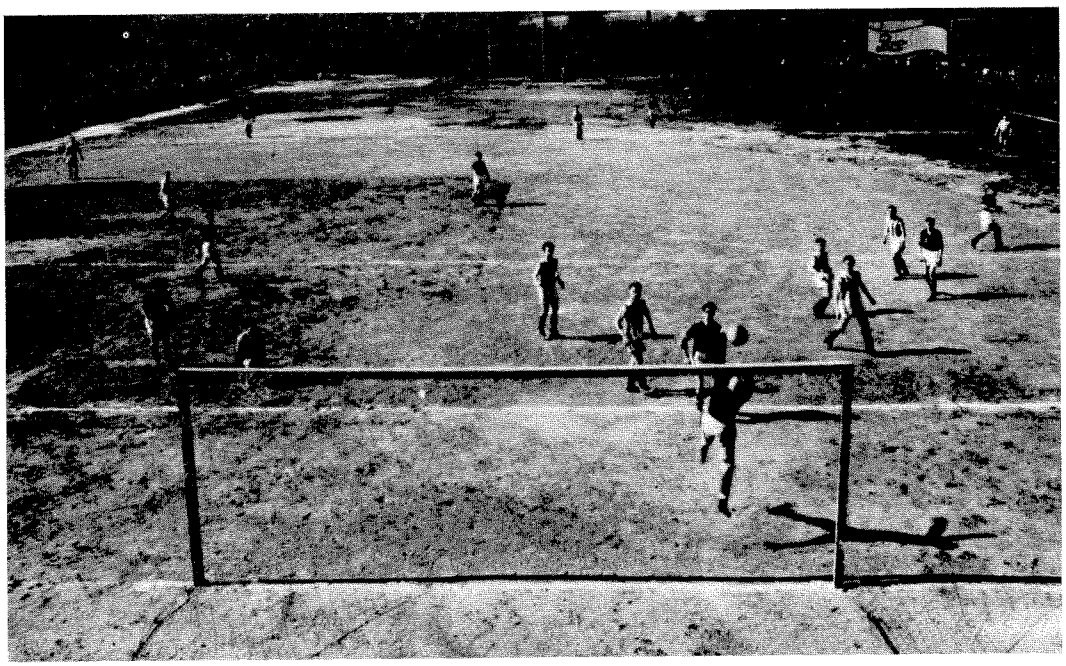
He died of a heart attack in 1929. His widow Ann, aged 91, still lives at 1222 South Clinton Street; her most prized possession is a bulging scrapbook filled with stories of her husband's accomplishments both at work and at play.



Telephone repair wagon on Boston St. *–C & P Telephone Co. of Md.*

As World War I ended, the young men of Canton turned their attention from the battlefield to the athletic field. In 1921 a soccer team called the True American Club was formed. Within a few years, Canton had become the soccer capital of the area. The True Americans became the Canton Soccer Club in the 1925-1926 season, winning the first of many state championships. The climactic game each year occurred when Canton played the Locust Point Rangers; noisy partisan crowds of

5,000 and more would gather for the games, which were played at O'Donnell Field at Haven and Boston Streets, a site now occupied by the Crown Cork and Seal Company. The Canton Soccer Club became part of the American Soccer League in the Thirties. Another local team, the Baltimore Soccer Club, dominated the area. Several clubs now sponsor soccer teams for the boys and young men of Canton.

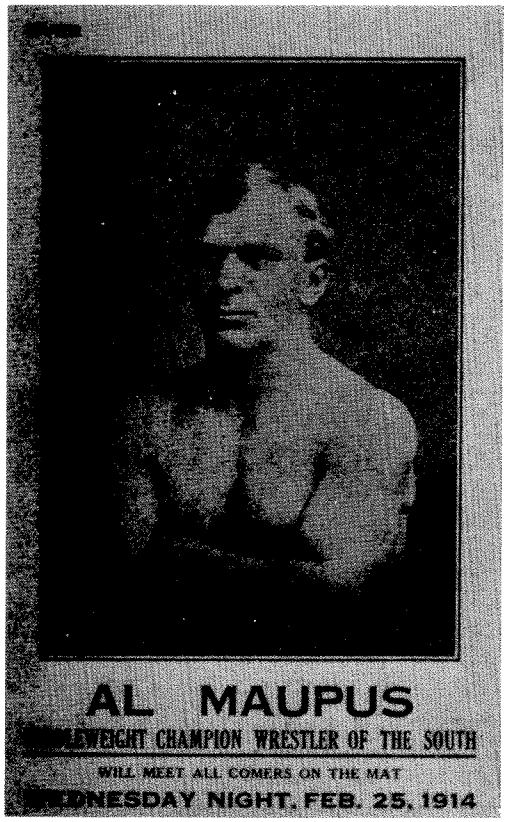


Soccer game at O'Donnell Field —*Carl Klimovitz*

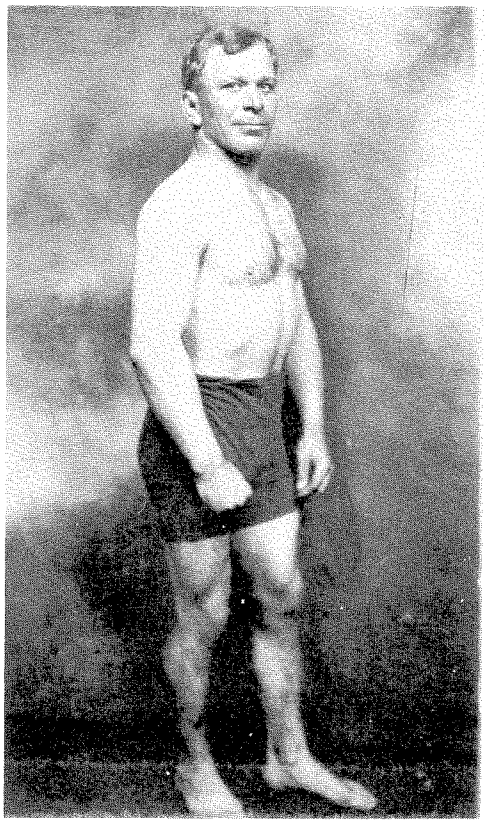
Amateur boxing became popular in the early Thirties. Weekly bouts were fought in a ring in the Garrett barrel factory on Toone Street until the temporary grandstand collapsed. The matches were then fought in the old school house on Highland Avenue near Toone. One of the most popular fighters was Harry Jeffra, who in 1937 won the bantamweight title and three years later on May 20, 1940 beat Joey Archibald for the featherweight crown.

After the fights, the favorite watering hole was Siejack's Tavern at 2840 Elliott Street. The proprietor, John Siejack, was a local celebrity; he had been a professional wrestler in the days when wrestling was a true and respectable sport, and had, under the name Al Maupus, won the middleweight championship of the South. No one had to worry about safety and order at Siejack's; John had often demonstrated his immense strength by lifting three barstools in each hand at arms' length, and he could raise a horse from the ground across his huge shoulders. He had only to forcefully lay his hands on the bar and quietly ask any troublemaker to remain a gentleman.

John Siejack was modest about one incident in which he caught in his arms a small girl who was falling from a three-story building; though well known for his



Al Maupus (John Siejack)



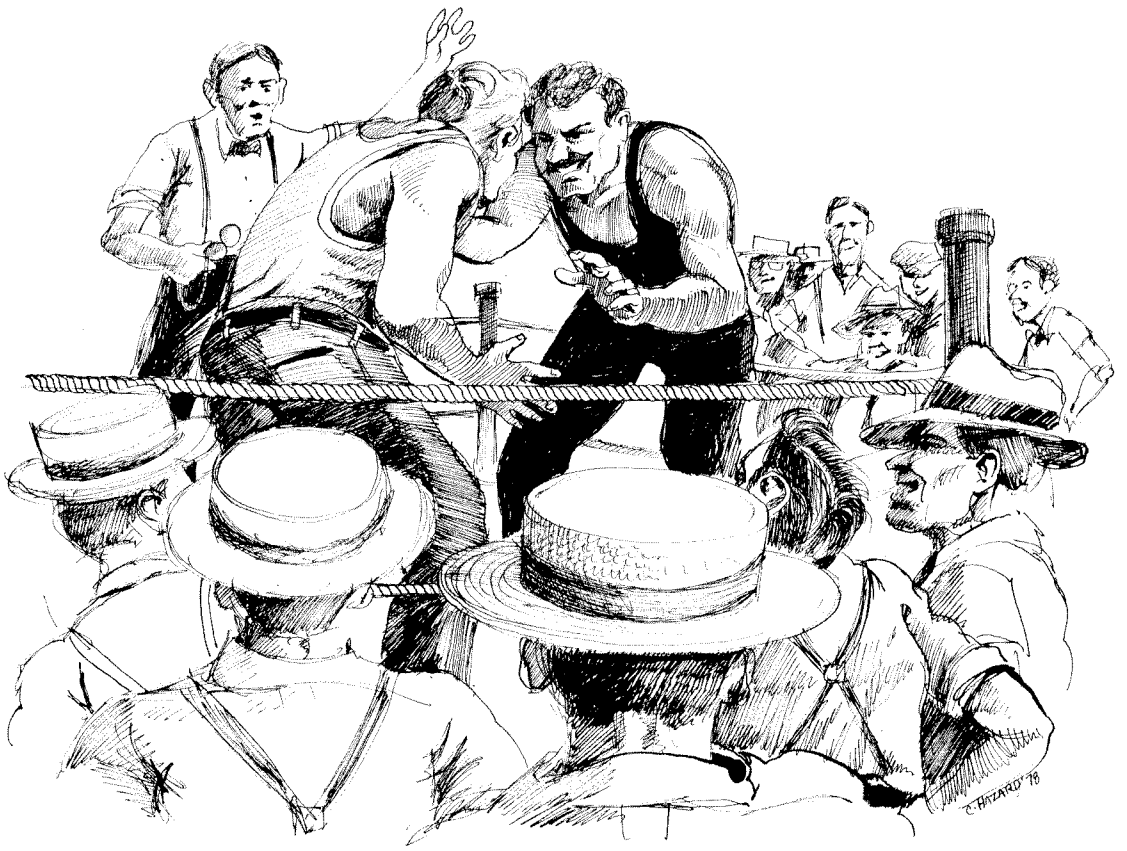
–Mrs. Martha Siejack Curtis

wrestling prowess and feats of strength, he did not boast of his heroism; only other persons talked about it.

Many distinguished people frequented Siejack's, including Joseph Turner (Sports promoter and owner of Turner's Arena in Washington), Hector Brown (Engineer and inventor), Lillian Gish (silent film star), Enock (Indian chief and businessman), and many unusual friends from the circus. Among the latter were Fat Dolly, the Thin Man, and the Bearded Lady. Many times the Governor would dock his yacht at the foot of Linwood Street and pay a visit, and there were many Confederate Civil War veterans whose stories fascinated younger patrons. Mrs. Martha Siejack Curtis, John's daughter, remembers that one of the old soldiers would ask to have played over and over the song "When You and I Were Young, Maggie."

John Siejack had travelled with the circus, and would often visit carnivals and offer to take on all comers on the mat. One of his favorite stories concerned a traveling carnival that visited Baltimore every summer, setting up at Tudor's dump on Chase Street. The carnival had a boxer or wrestler who would challenge anyone to stay in the ring for five minutes. If successful, the challenger would be paid $5. Siejack would always ask a friend, Tom Miskimon (now president of the Canton Senior Club) to accompany him to the carnival. Before entering the ring, he would

give Tom his watch; Tom would pound on the floor of the ring after 4½ minutes as a signal for Siejack to throw the carnival strong man. Often Siejack was challenged for a rematch, 10 minutes for $1 per minute. Then Tom's instructions were to wait 9½ minutes before pounding on the ring, and the way Siejack told the story, the result always the same . . . he was the winner.



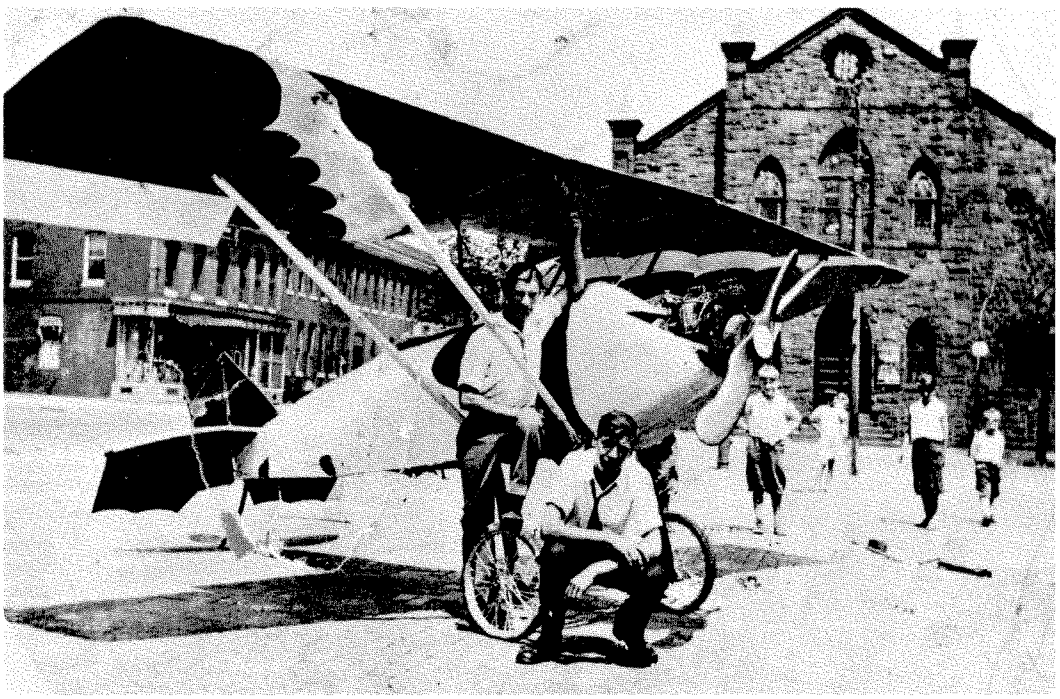
A carnival wrestling match —*Drawing by Charles Hazard*

The Rev. Benedict Przemielewski, a native of Poland, was pastor of St. Casimir's when the present church was planned. He had become interested in ecclesiastical architecture while studying in Rome, and supervised the construction of the white Renaissance-style church with twin towers and rich amber windows. A large statue of St. Anthony stands in the niche of one 110 foot tower, a statue of St. Francis of Assisi in the other. The church has a seating capacity of 1,300, which made it one of the largest churches in the East when it was built in 1927. The main altar is a reproduction of the one in Basilica of St. Anthony in Padua, Italy. Father Przemielewski was awarded a medal by the City of Baltimore "to acknowledge his contribution to the architecture of Baltimore."

As a Canton teenager, Philip Dypsky was an aeronautical pioneer of the Twenties; after making about 100 model planes, he branched out at the age of

fourteen into larger craft by building a hang glider which he successfully flew from his aunt's farm. Phil's boyhood had included the building of a rowboat which he used to sell papers to ships in the Canton Harbor to help support his 11 brothers and one sister.

As his interest in aeronautics grew, Phil talked City of Baltimore employees into giving him World War I airplane wings and fuselages which were stored in an abandoned warehouse. With the aid of several friends, he fashioned the "Canton Eagle", a sportplane of 32-foot wingspread, powered by a converted motorcycle engine. On its initial flight in 1928, the "Canton Eagle" crashed and Phil was injured. The painful, but not serious, injuries did not lessen his enthusiasm. Before his next attempt at plane-making he parachuted from the wing of an airplane just to see what it was like.



Canton Eagle *–Phil Dypsky*

A sailplane, the "Pride of East Baltimore", made by Dypsky and his companions in 1931, passed inspection by the Department of Commerce and made many flights from the Curtiss-Wright Airport. Construction of the plane nearly ended twice due to lack of funds and materials. In one case a friendly Canton lumber dealer donated wood for the framework. When there wasn't enough money to buy muslin for the covering, an S.O.S. to the Glider Club brought in a flood of sheets, possibly gathered from Canton clotheslines.

Then Dypsky and his cohorts built a 26-foot boat in anticipation of a South American expedition, which never occurred. The death of his father, which left him the sole support of his family, curtailed his building and adventuring.

He went to work at the Glenn L. Martin Company in 1931 as an assembly mechanic. During World War II he was made a supervisor to expedite production. He was later appointed War Production Board Coordinator of Martin's Army Division. In the last decade he has been in the real estate business and has served on the City Council.

The Canton area is noted for people who work hard to achieve success, and a good example is the Karson family.

In 1926, George and Mary Karson moved from Pittsburgh to Canton and purchased Bill Karl's Hotel at 4706 Holabird Avenue next to the firehouse. They opened a small grocery and luncheonette which Mary ran while George worked for the American Standard Radiator Company. When Prohibition was repealed in 1933, Mary added a bar and enlarged the dining area. The Karsons also invested in a small parcel of ground several blocks east on Holabird Avenue near Frank Siejack's white colonial house. Siejack operated a small restaurant on the first floor, catering to the workmen from the nearby factories.

George and Mary died in the early 1940's while their two sons, George Jr. and Rudy, were in the army. The restaurant was run by an interim manager until the brothers were discharged in 1946. Spurred by the expanding industries in the area, the two young men built a bar on the property bought by their parents next to Siejack's. It was so successful that in 1949 they were able to buy out Siejack. They decided on a four year expansion program, and during the following year, they built the first part of the present restaurant. If it proved successful they would continue to expand. The four year plan extended to twenty years with additions made in 1954, 1958, and 1962; the last refinement was completed in 1970.

A popular feature of Karson's Inn is the Community Table. This is reserved for salesmen and friends to meet, eat lunch, and exchange their favorite stories. Since 1961, the Karsons have given the regulars at this table a Christmas party on the first Monday in December.

The inn was involved in an amusing incident which concerned a nationally televised program. It was a special depicting outstanding restaurants in the United States. The announcer described the physical features of Karson's, read a number of entrees from the menu, and ended by stating that it was one of the finest restaurants in Canton, *Ohio.* It is one of the finest restaurants in Maryland!

The highest ground on lower South Clinton Street (the 2100-2200 blocks) was called Goose Hill. The name is thought to have originated from the large numbers of geese which once occupied early farms to the east. Goose Hill was once lined with the houses of working people, but is now mostly occupied by industrial plants and piers. Behind the houses, along the banks of a creek called Martin's Gut, were farms and brickyards. The Bandel and Stickney blast furnaces were near by.

Goose Hill was John Williams' country. He was born there, at 2113 South Clinton Street, next door to the tavern he later ran. His father was a sea captain in the Brazilian coffee trade and his mother had been an Army nurse during the Civil War. They married after the war and moved to Goose Hill. On the wall of his tavern John Williams hung an illuminated certificate listing the 29 Civil War battles his father had been in. Behind the bar he kept his father's Civil War pistol, and

The last two houses on Goose Hill —*Photograph by Harry Connolly*

a meerschaum pipe that William Geyhouser, overseer at the Stickney blast furnace, won from his boss, George Stickney, in a Lincoln election bet.

I met John Williams in 1932. As a youngster I went to his tavern for a soda every lunch hour just to hear his stories. One was about his seafaring grandfather who disappeared during the California Gold Rush. Another was about an old soldier friend of his parents who struck oil in Texas after the Civil War, came back to Baltimore after Mr. Williams' mother had died, and promised him "the prettiest monument in town" if he would open her grave and let him see her face once more. John declined.

He showed me how, as a child, he had made fishing tackle from drift sugar canes and bent pins to catch perch and spot off Clinton Street piers near his house.

John Williams had always owned racehorses, and he kept two trotters in the stable behind his tavern. Every time he would take me to see the horses he'd brag that one of them, a beautiful animal named Indian Maid, had a mark of 2:08; at the time, this remark made no sense to me, but I have since learned that he was referring to the horse's track record in a mile race. Evidently Indian Maid was a rather remarkable trotter.

In 1901, Mr. Williams had laid out a small park on a piece of land across the street from his tavern. Covering not more than half an acre, the park was on a bluff overlooking the harbor and commanded a wonderful view of Fort McHenry. Mr. Williams planted flower beds and a hedge along the curb and found some discarded chairs and a bench for the park. The area had no official name, and from the remarks of curious people it came to be known as "I Wonder Park." Patterson Park, three miles to the north, was the nearest of its kind, so "I Wonder" was used by the children of Canton. Quoits and horseshoes were popular with stevedores and factory workers on their lunch breaks.

I Wonder Park —*The Baltimore Sunpapers*

Mr. Williams and his daughter raise the flag
—*Mary Matuszak*

Mr. Williams was the custodian of a herd of goats which cropped grass and discouraged weeds in the park. He was forced to sell the goats after their leader, Billie, butted a Pennsylvania Railroad detective.

The park had six mulberry trees donated by a friend of John's called Charlie-Got-Your-Shoes-On-Wrong. Mr. Charlie came from an area where the people used to change their shoes from one foot to the other to keep them straight. The children who played in the park gave him his name because one day he would wear his right shoe on the right foot, and the next day it would be on his left.

Because the park was located in such an unlikely spot among the wharves and fertilizer factories of Canton, it was a thrill to people driving down South Clinton Street to come across the flowers, the hedge, and the one lonely bench that looked so inviting. In 1941 the Pennsylvania Railroad, owner of the property, leased the parcel to the Maritime Commission which built an office and warehouse on the park grounds. A few years later Ripley's "Believe It or Not" column featured "I Wonder Park" as the smallest in the world.

The only thing left today to identify the location of Baltimore's most unusual park is one lone mulberry tree in front of the building at 2100 South Clinton Street.

During the summer of 1954 the light at Lazaretto Point went dark. For 123 years it had marked the entrance to the Baltimore harbor and served as a navigational aid to ships sailing up the Patapsco.

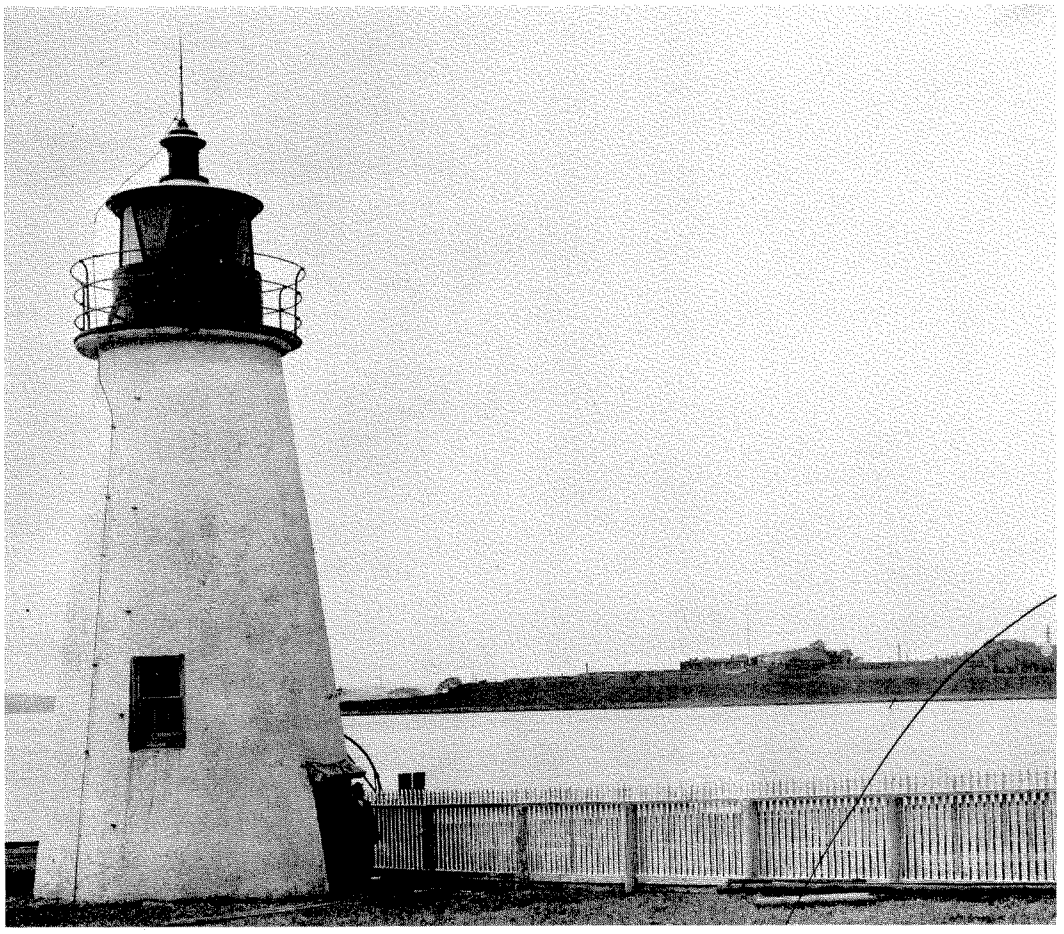
Lazaretto lighthouse was constructed by John Donohoo in 1831 at a cost of $2,100. It was a 34-foot high whitewashed cylindrical brick tower with a detached keeper's house.

Edgar Allan Poe used the lighthouse as part of a hoax which fooled hundreds of Baltimoreans. During one of his visits, the poet and short story writer had word circulated that on April 1 a man would fly between the Shot Tower in Fells Point and Lazaretto light. Large groups gathered at each site to see the event, and the crowds reportedly didn't realize Poe's joke for several hours.

In 1852 the Lighthouse Board, interested in switching to Fresnel lenses because of their greater efficiency, used the light at Lazaretto as an argument for the change; at Lazaretto the 11 lamps with spherical reflectors consumed almost 450 gallons of oil annually. The board demonstrated that the smallest Freshnel lens, (named after its inventor, Augustin Fresnel, a French physicist), used with only one lamp would increase the brilliance of the light and result in a 900 per cent savings. The switch to the new system was made.

Iron ore had been mined throughout much of Canton and Lazaretto Point was no exception. A vein of iron was discovered on the lighthouse property around 1863 and in the next five years a local contractor mined 3,662 tons of ore. And though the Lighthouse Board was paid more than $5,000 by the contractor, it finally stopped the excavation when the contractor moved into the keeper's garden. Because iron foundries were near by, in 1870 the Lazaretto light had to be changed from red to white because the glare from the nearby smelting furnaces had colored the sky red.

In 1885 it was proposed that the Lighthouse be placed nearer the water to get it away from newly constructed factories and warehouses. Moving would have been too costly, though, so instead, a seventy foot mast was erected next to the



The Lazaretto Lighthouse —*Maryland Historical Society*

lighthouse and a lantern suspended from its top. This was taken down three years later, and the lighthouse was reactivated. In 1916 the Lighthouse became the first in Maryland or Virginia to be electrified. The property surrounding the lighthouse served as the 5th Lighthouse District depot, responsible for the maintenance of aids to navigation in the Chesapeake Bay. It also served as the home berth for the lighthouse tenders *Wisteria* and *Violet.*

In the summer of 1926 it was decided to build a new tower 100 yards nearer the water. It would be 39 feet high with a light of increased candlepower. On September 29, 1926, after 95 years of uninterrupted service, the light in the old tower was turned off forever. With the new light in operation, the famous old tower was torn down. The lighthouse, which many feel should have been preserved, had guided thousands of ships safely in the Baltimore harbor; in addition to its role in Poe's April Fool's hoax, scholars believe, based on interior description and measurements, that the tower was the inspiration for the poet's unfinished story, "The Lighthouse."

During August, 1954, the Coast Guard ordered the new light and its noisy

companion, a 1,000-pound fire bell, decommissioned. According to the Commanding Officer of the Buoy Depot this was done because the beacon "now sits in an industrial eclipse." The Coast Guard moved the depot to Curtis Bay in 1958, and the property was sold to commercial interests.

When the Defense Department closed Fort Holabird in 1970, few Baltimoreans realized the importance of the part which the rather drab Army post played in the motorization of the Army; activities had been carried out without fanfare, and the post resounded to the roar of engines rather than guns; Holabird soldiers sniffed burnt gasoline in the air rather than spent gunpowder.

In 1917, the federal government purchased 225 acres of farm land on the eastern boundary of Canton from the Canton Company for the purpose of constructing a Quartermaster Depot. The new reservation was named Camp Holabird for Brigadier General Samuel Beckley Holabird. No wonder the Army called it a camp! The officers and men lived in tents and worked and even ate in the open; the paths that passed as streets were muddy and rutted. All in all, Camp Holabird was a pretty miserable place during the first few months of its existence.

Camp Holabird —*Archives of the United States*

An Army colonel named Leisengring was the "father" of Camp Holabird. He selected the site for the Quartermaster Corps, bought the land, and built and commanded the post which during World War I acquired and shipped to France most of the motor vehicles used by the AEF. During the spring and summer of 1918, when the camp was evolving from a city of canvas into one of wood, steel, and concrete, "acres of trucks," to use Colonel Leisenring's own words, were sent overseas. So were thousands of men who were trained on the post as drivers, mechanics, and transportation experts.

Early in 1920, the installation was renamed Holabird Quartermaster Depot, a designation unchanged until 1942, when in rapid succession came the names Holabird Quartermaster Motor Base, Holabird Ordnance Depot, and, in 1943, Holabird Signal Depot.

There is a story of perseverance in Holabird's many years of involvement with vehicles. An earnest group of Army officers, enlisted men, and civilians were loyal through thick and thin to what was unquestionably the Army's orphan child. Their work went on through years so lean they approached privation, but because Holabird's men knew what they were doing and kept at it, today's Army has huge fleets of standardized trucks that fit its requirements. Holabird and its men played a more important part in putting the Army on efficient, modern wheels than any other post of the ground forces. To prove this point, they have merely to point at the record.

From Holabird design boards, and from its assembly plant and testing range, came the first "standard fleet" of army trucks, direct ancestors of most of the tough carriers of war today. Army bicycles (including some with folding frames) were developed which would stand three times the punishment of their civilian counterparts. Hearing the pleas of infantry and artillery, Holabird's engineers contributed combat (blackout) lights for motor vehicles. And that olive drab paint which covers Army vehicles today is a product of Holabird. It isn't pretty , but it has one great virtue: it won't reflect.

Long ago, when it was realized that wars would be fought largely under blackout conditions, Army officers knew that the conventional streamlined hoods of commercial vehicles extended too far in front to permit safe driving in darkness. The long hood forced the operator's line of vision too far in front of his vehicle. Brigadier General H. J. Lawes, the commander, Colonel William B. Johnson, and Mr. Robert Brown, a civilian, donned dungarees and went to work. In a comparatively short time they had equipped one of their medium trucks with the nonstandard "duck-billed" hood. Two purposes were served; the road ahead was almost under the driver's eyes, making for safer driving when blackout lights were in use, and more trucks were able to operate in less space. General Lawes is also credited with another Army innovation, a motorcycle fender which won't clog with mud on bad roads or while crossing fields.

On the subject of the jeep, the most widely known product of military transportation engineering, Army men are reluctant to comment. The industrial concerns involved in the jeep's design have engaged in bitter argument about its parentage; the jeep as it now travels, however, spent its infant years at Holabird with military evaluators seeking flaws.

In 1947, Holabird Signal Depot was named a Class I installation under the Commanding General of the Second Army Area and was designated Camp Holabird until April, 1950 when it officially became Fort Holabird and a permanent Army post. From 1946 to 1956, the school facilities of Fort Holabird were used in the training of agents of the Counterintelligence Corps, men schooled in the detection of treason, sedition, and subversive activities as well as the detection and prevention of sabotage and espionage.

Early in 1955 the Department of Defense instituted courses of instruction in

industrial security for both civilian and military personnel. The Counterintelligence School at Fort Holabird was designated as the agency responsible for teaching the courses. In a move toward greater centralization later that same year, the Counter Intelligence Corps School was renamed the U. S. Army Intelligence School and intelligence specialist training previously conducted at various other locations throughout the United States was concentrated at Fort Holabird and integrated into the school curriculum.

In 1970, the Department of Defense announced plans to close Fort Holabird, relocating the Army's Military Intelligence operations to Fort Huachuca, Arizona.

Both world wars caused industry to mushroom in Canton, and the attendant problems of housing and recreation were acute. After World War II particularly, street fights between teen-age gangs in Canton and Highlandtown reached serious proportions. In April, 1948 civic pride motivated Canton to begin repairing some of the social damage inflicted by years of waterfront industrial development.

Business leaders, churchmen and social workers united to provide the area's 4,000 children with something to do besides form gangs around the oil storage tanks and fertilizer plants. Stimulated by their watchword, "Look ahead, and around" the non-profit Canton Area Council started an improvement program that would benefit 24,000 people who lived in less than two square miles. The Council was faced with the following scene:

¶ A densely populated section of two story, red brick rowhouses inhabited mainly by tightly-knit, churchgoing family groups of English, Polish, German, Irish, Italian, Lithuanian, Ukranian and Welsh descent.

¶ Multimillion dollar industrial plants along the waterfront, including three of the nation's largest fertilizer plants, two can manufacturers, five canners, an enormous petroleum processing and storage installation, two breweries, coal piers, and deep sea terminals.

¶ Children playing and getting into trouble on posted industrial areas in a weird landscape dotted with mounds of raw sulphur, oyster shells, tankers, trucks, cranes, and railroads.

Within two years the Council was developing programs to benefit the community as a whole and the youngsters in particular. The Council saw possibilities at the following sites:

¶ The old Canton Market in the middle of O'Donnell Street; the Council had a playground and a wading pool built here.

¶ An abandoned lot bounded by Boston Street and East and Ellwood Avenues. This was literally an island among industries, and the community fought to prevent it from being sold for industrial expansion. Canton residents prevailed on the Department of Recreation to purchase the lot to be used as an athletic field for the estimated 3,000 neighborhood youngsters between 6 and 16.

¶ The abandoned Eastern Police District substation at Baylis and Toone Streets. Because Canton had no community recreation center, the Council decided to investigate the possibility of establishing one at the Canton police station.

The Police Department agreed to transfer its building, the Bureau of Recreation agreed to accept and convert it, the Bureau of Mechanical-Electrical Services put in modern electric street lights in the area around it and the Bureau of Highways laid a modern street. Thus the seed planted by the Council in 1948 grew and on June 27, 1950, the Canton Recreation Center was formally opened by Thomas D'Alesandro, Jr., Mayor of Baltimore.

The success of the Council was due primarily to the co-operation of everyone in Canton — the corner grocer, druggist, baker, tavernkeeper, and industrial concern. The Council's program had the support of all the clergy and parishioners from the neighborhood churches and of most fraternal and social groups.

In April, 1958, the Council published a booklet, "10 Fruitful Years and a Decade of Decision." In the preceding ten years it had compiled a notable list of community achievements including acquisition of new street lights, repaving of cobblestone streets, new traffic lights, Canton field house and playground, and the opening of two children's dental clinics. A children's day care center, a full-time juvenile protective officer, and completion of an overall traffic plan were among goals the Council also sought.

During the early 1960's Canton was faced with a serious problem. The Canton Area Council, which had accomplished so many important community projects, was slowly dissolving. Declining interest stemmed from the transfer of Mark H. Adams, city coordinator and director of the Council, to another section of Baltimore.

Young married couples were moving to the suburbs, leaving behind parents and grandparents on fixed incomes. Speculators started to subdivide many of the houses into apartments. The development of stores on Eastern Avenue gradually killed business for the local merchants. Stores were closing not only on O'Donnell Street but throughout the area. Many banks stopped mortgage loans. Canton became known as "the white ghetto."

In January, 1966, the Baltimore City Council passed an ordinance determining condemnation lines for the new I-83 expressway system. The system was designed to divert north and south-bound traffic from downtown Baltimore through "declining" neighborhoods such as Fells Point and Canton. Little protest was heard from Canton about the condemnation—only about the prices city appraisers offered the residents. Two years later, the city demolished 215 houses along Boston and Elliott Streets from Lakewood Avenue to Linwood Avenue.

This was a tragic experience for the families involved. They were proud of their neighborhood. Cleanliness was the sacred word. They claimed their alleys were cleaner than any street in Baltimore. Many of the people still lived in the houses in which they were born. It is said that some of the elderly died of broken hearts. With the appraised settlement very few could afford to buy another house; and most were not young enough to make a fresh start.

What worried residents more than the prospect of the expressway was the possibility that housing projects would rise on the vacant lots if the plans for the road were scrapped. "We love our neighborhood," explained a second-generation

German-American. "We want to keep what we have and make it an even better place to live."

It was no surprise to anyone familiar with the Canton area that the intensely loyal citizens began to fight back. A number of sophisticated and powerful community organizations were organized.

In 1968, Gloria Aull was working with a group of Protestant pastors, counseling teen agers. Through her volunteer church work she met Barbara Mikulski, a young social worker from Highlandtown. Out of their friendship and the threat of the highway was born a small group know as the Southeast Council Against the Road (SCAR). Miss Mikulski, who now represents this area in the U.S. House of Representatives, recalls the early days of SCAR: "We got started with about eight of us meeting seven times a week in groups under different names to create the illusion of power. There are two sources of power: money and large numbers. We didn't have lots of money. All we had was each other. Our strength rested in activating those large numbers."

SCAR's activities in opposition to to the city's originally-planned route for I-83 included obtaining representatives from community organizations, having the representatives attend hearings as spokesmen for their organizations, and a vigorous letterwriting campaign. The power of the organization became less of an illusion and more of a vital reality. The proposed routing through the Canton and Fells Point residential areas was altered.

One of the most active of the new community organizations is the Canton Improvement Association, organized in 1970. This group, in its early years, joined in the fight against the road, successfully proposed changes to an ordinance which would have zoned much of the Canton area for industrial use, stopped the closing of the Canton library, and began to fight for better city services. In February, 1975, plans were formulated to have residential Canton nominated to the National Register of Historic Places as a Historic District. The Canton Improvement Association did not want Canton to become another "preserved Georgetown," but felt it should be placed in the National Register for these reasons:

¶ To secure a degree of protection by insuring compliance with procedures for review of Federal undertakings.

¶ To make residents more aware of the unique, irreplaceable features of their residences — marble steps, decorated cornices, and brick facades.

¶ To cause national recognition for Canton as an urban multi-ethnic working class community.

A survey committee, headed by Dr. Norbert M. Zaczek and Rev. Richard E. Choma of St. Brigid's Catholic Church prepared the necessary papers, including maps, photographs of the area, and the close-ups of some of the older, more architecturally interesting houses with descriptive sheets. Father Choma made use of his hobby, photography, to prepare an educational slide lecture on Canton and its history which he presented to other community groups and, most important, to the social studies classes of his parochial school.

Sixth, seventh, and eighth grade students from Bishop John Neumann Middle School attended Father Choma's lecture, then spent a 45-minute social studies period several days a week surveying Canton's houses. As a guide they had a questionnaire that asked numerous questions about each individual house, its design, the type of building, facade, windows, doors, and specifics about alleyways, shutters, transoms, and lintels. Robert Eney, a Fells Point preservationist with a special interest and knowledge of Baltimore's early rowhouses, helped prepare the questionnaire.

Father Choma also taped the recollections of the older residents and their ideas about the neighborhood. "One of the couples we interviewed and recorded spent the entire session arguing about what the boundaries of Canton were. It was really humorous," Father Choma said. Incidentally, the question of boundaries remains somewhat hazy—where does Canton end and Highlandtown begin?

The survey was completed by the fall of 1975 after some of the buildings were resurveyed and the architectural value determined for each of the 5400 buildings between Eastern Avenue, Conkling Street, the waterfront, and Chester Street. A draft was written describing the neighborhood and its significance. After much discussion, many meetings, and four more drafts, the application for Canton to be designated as a Historic District was forwarded to the Maryland Historical Trust in July, 1976.

The Governor's Consulting Commission approved the application in February of 1977. After obtaining comments from various state and city agencies, Acting Governor Blair Lee, III approved the application in January, 1978. In March, the Keeper of the National Register declared Canton eligible to be placed in the National Register; final approval is expected in a few months.

The Canton Improvement Association is also nearing completion of these community improvements: repaving of Boston Street, development of the old Canton Market into a passive park, and revised plans for a park and playground along the depressed expressway route.

A change is developing in the residential area. Canton is being rediscovered as a "great place to live." Importantly, many of the people moving in, both newly married and older couples, have their roots in the community. "You can take the girl out of Canton." is a variation of an old saying, "but you can't take Canton out of the girl." That's exactly how it is sometimes.

The demand for housing is so great that two story buff brickfront dwellings — white elephants at any price in some sections of Baltimore — are bringing as much as $30,000.

Traces of a bygone era and generation exist in the block names or "terraces," some of which are preserved in marble slabs set in the walls of the corner houses. Another form of local place name, the "Rows" seems to have vanished except in the minds of some older citizens. The origin of these names are lost in time.

"Brick Row," still standing on Kenwood Avenue between O'Donnell and Dillon Streets, is said to be the oldest row of houses in Baltimore. When it was

built there were no brick houses in the neighborhood, hence its name. "Welsh Row" or "Copper Row," on the east side of the 1600 block South Clinton Street, was once the home of many Welshmen who worked at the old copper plant. "Crab Row" on Cardiff Street (then 2nd Avenue) was the home of many who made their living by fishing and crabbing. "Cotton Row" (Boston and Clinton Streets), painted a brilliant yellow, was originally a cotton mill which had been partitioned off into a row of houses. Both "Crab" and "Cotton" Rows were demolished when Standard Oil enlarged its plant.

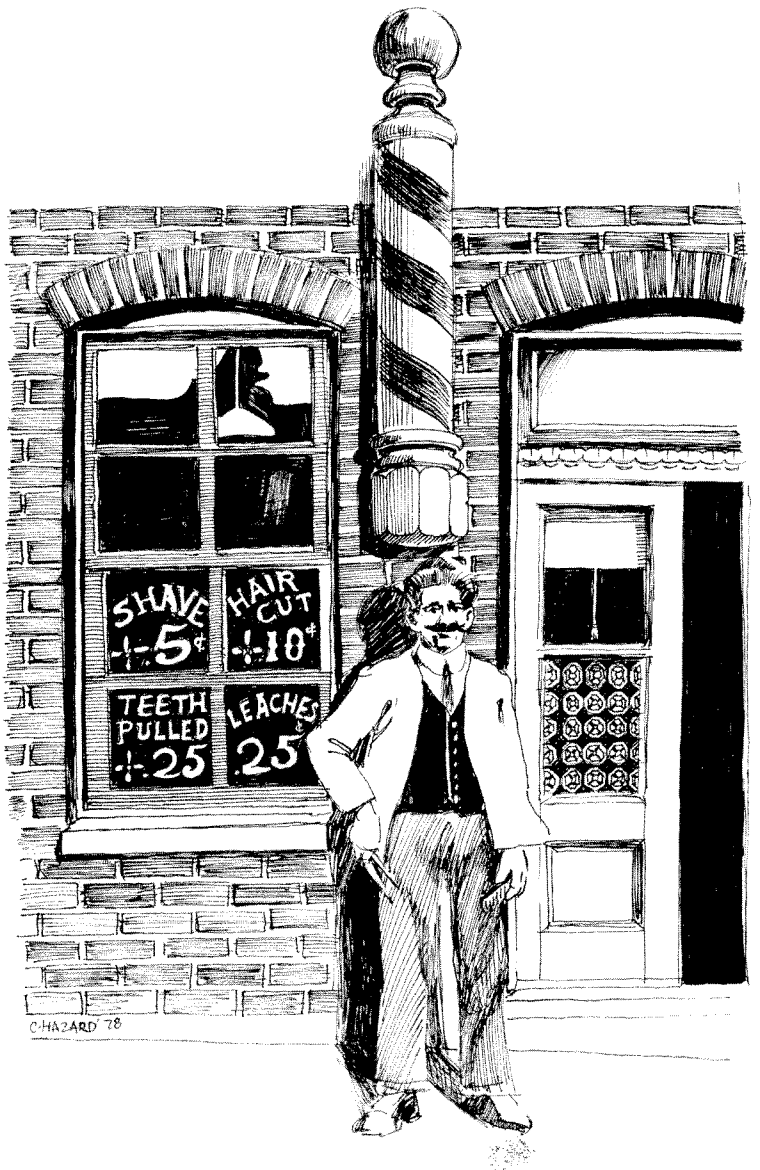
The origin of some of the other names is lost completely. "Angel Row," on the west side of Lakewood Avenue, gives no hint of its origin. Neither does "Dandy Row," which was the 2900 block of Hudson Street.

Scenes lost but remembered by few . . .

Andrew's Shoe Repair Shop, corner of Hudson and Decker, 1926—*Genevieve Bzrozowski*

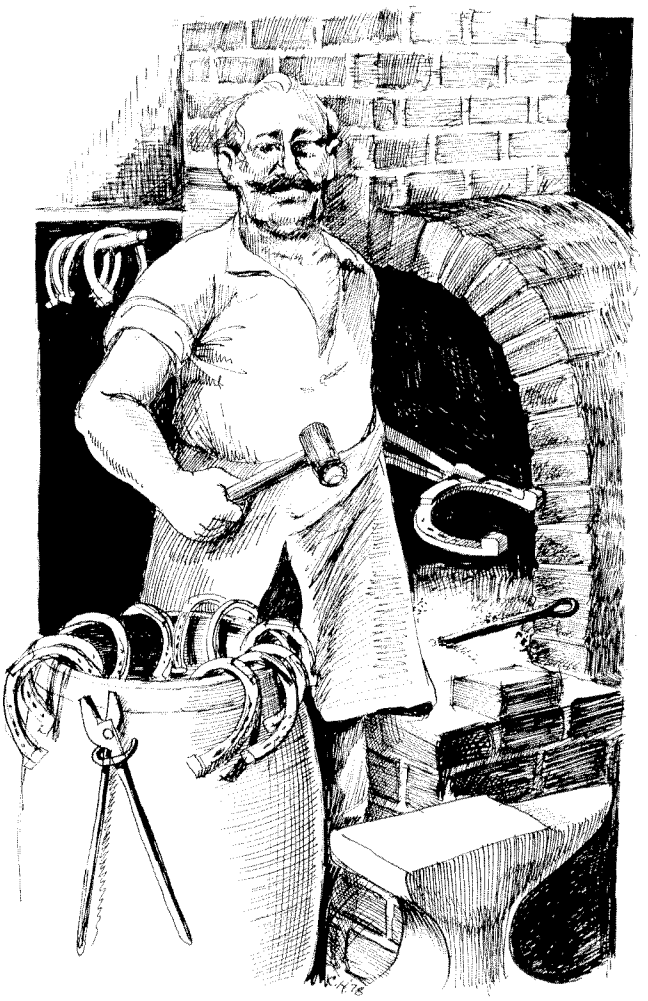
The Lamplighter
–Drawing by Charles Hazard

The wooden Indian outside Vandermast's cigar store on Clinton Street
–Drawing by Charles Hazard



Homberg's barber shop where one could get a shave, haircut, leech for a black eye or have a tooth pulled — all in the same chair.

–Drawing by Charles Hazard



Conrad Einschultz's blacksmith shop at
Highland Avenue and Elliott Street
–Drawing by Charles Hazard

Women, at dawn, gathering
coal along the railroad tracks
–Drawing by Charles Hazard

Tub races at Baptizing Beach
–Drawing by Charles Hazard

During the research for this volume, other images of Canton came to light, remembered by a few of the older residents. They have been included here because they contribute to the character of Canton and in the hope that they will engender memories for some readers: The Ivanhoe, where for 5 cents you could take your lunch and see the movies 3 or 4 times . . . Chris Lidard's country store at Highland Avenue and Toone Street . . . John Zinkand's store at 3401 Boston Street where one could buy a pound of sirloin steak for 15 cents . . . Thomas' warehouse on Boston Street where the manure from the horsecar barns was stored . . . Turtle Pond on Goose Hill . . . Lick Tyler's bar on O'Donnell Street where one could get a pitcher of beer for 5 cents or go to the backroom and fill up a jug of whiskey direct from a barrel . . . The whistle calling the workers to the canneries . . . The wonderful aroma of ketchup being made . . . Matthews' homemade candy . . . Smelly Alex's dry goods store . . . Buffalo Bill's Wild West Show at Canton Park . . . The Chinese Laundry at Clinton and O'Donnell Streets . . . The "eternal flame" glowing atop the tower at the Standard Oil Works . . . Summer evenings watching the steamboats sailing down the Patapsco River or on a clear cold night the putt putt sound of a yawl boat pulling a schooner to safe anchorage in the Canton Hollow . . .

Welsh, English, Germans, and Poles—they came to this part of Baltimore in search of a better life. The early settlers were deeply religious, as were their descendants. They were men and women of peace.

The late Theodore Roosevelt is said to have visited Canton, sized up the people, and then remarked with that famous "Teddy smile," "Ah! An American Melting Pot!" Canton contributes richly variegated patterns to the total fabric of city life. A true melting pot, it presents the reality of many kinds of people living together with the hope that the city is great enough to accommodate all. Decent, clean, hard-working, and proud—the people living in Canton identify themselves by these qualities.

Over the years, Canton has become more secure. Ethnic customs flourish at such institutions as St. Casimir's Church, where women come the Saturday before Easter to have their market baskets blessed. Other traditional Polish and German customs carried on throughout the Canton area include:

St. Nicholas—On the 6th of December, someone dresses up like St. Nick and travels from door to door visiting children, questioning them about their behavior and school work. He always carries a sack filled with apples, cookies, and walnuts.

Wilia Supper—Held on Christmas Eve—straw is placed under the table cloth on which a 12 course fish dinner is served.

Kolenda—After New Year's Day, the priest blesses each parishioner's house and marks the doorway with the initials of the Three Kings.

Fasching—Carnival and celebration which starts on the first Sunday of Three Kings and ends Tuesday before Ash Wednesday.

As a home community Canton has always enjoyed the most enviable reputation. From the earliest period of its existence, the kindliness and hospitality of the

people have been proverbial. As Baltimore grew, the filling of marshes, leveling of hills, and improvement of streets all contributed to the improvement of health and an increase of pleasure and happiness. Canton's expansion along the harbor has widened the extent of its private residences without causing difficulties for business. The people living in Canton possess the inestimable blessing of separate and distinct houses, where *home* is possible and all the benefits and blessings of social intercourse are enjoyed without any of those demoralizing influences that center in and grow out of the tenement system.

The character of Canton contains more than the elements of small town life and industry, however. An ethnic neighborhood abounds here and gives the area a rich diversity of cultural heritage probably unmatched elsewhere in Baltimore. One resident summed up the community in these simple but descriptive terms, as "simple and content."

FORMER PRESIDENTS OF THE CANTON COMPANY

William Gwynn *(1831-1832)*
Sheppard Church Leakin *(1832-1837)*
James Wilson McCulloh *(1837-1841)*
Alfred Munson *(1841-1847)*
William H. Conkling *(1847-1849)*
James H. Carter *(1849-1852)*
William Clay *(1852-1854)*
James H. Carter *(1854-1855)*
Jacob Hall Pleasants *(1855-1863)*
John W. Randolph *(1863-1869)*
A. B. Baylis *(1869-1870)*
Charles J. Baker *(1870-1877)*
Walter B. Brooks *(1877-1895)*
Alexander Brown *(1896)*
Walter B. Brooks Jr. *(1896-1931)*
Oran H. Nance *(1931-1948)*
Daniel A. Lindley *(1948-1955)*
Herbert J. Watt *(1955-1960)*
Frank L. Kellogg *(1961-1964)*—Chief Executive Officer
Raymond S. Clark *(1964-1976)*

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From time to time informative articles have appeared in various magazines and newspapers. *Baltimore* Magazine, indispensable for anyone interested in Baltimore, has carried the history of the Booz shipyard, Western Electric, and other companies. The *Baltimore Municipal Journal,* June 13, 1927, described the advantages of the Canton Company as a marine terminal.

The Baltimore Sunpapers—*Morning, Evening,* and *Sunday,* have touched on the subject of Canton numerous times; see "Picture Windows That Are Painted On," by Ralph Reppert, June, 1943; "Canton Caught In Boom Of Two Wars," by John Goodspeed, November, 1950; "Canton Is Proud Of Its Image," by Sharon Dickman, May, 1971; "Canton," by Lee McCardell, June, 1940; "A Merchant Prince Of Early Baltimore," by Thomas Hasler, May, 1973; "Canton Proposal Detailed," by Patrick Gilbert, March, 1974; "The Road That Turned Anger Into Unity," by Stewart Dill McBride, November, 1977.

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A native son looks back, fondly. . .

Historic Canton

. .BALTIMORE'S INDUSTRIAL HEARTLAND AND ITS PEOPLE

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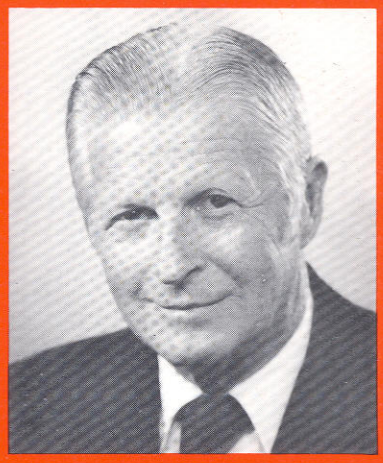

Norman G. Rukert was born in Baltimore in 1915. After graduating from City College at the age of 16, he entered his father's waterfront business. Over the past 47 years, his career has ranged from laborer to president of Rukert Terminals Corporation, a post he has held since 1961. He has long had an interest in historical data and restoration. Renovating the oldest warehouse in Baltimore, the Rukert-owned Brown's Wharf located in Fells Point, he has established a maritime museum. He is vice chairman of the maritime committee of the Maryland Historical Society. In 1976 he received the Mayor's Award for establishing the museum and was named Man of the Year by the Junior Association of Commerce; in 1977 he was honored with the Bell Award for Outstanding Contribution to the Maritime Industry.

His first book, *The Fells Point Story*, was published in 1976.

He is married and has two children and four grandchildren.

He enjoys golf, bowling, and bridge.

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