

# Easement

B-997

Platt and Company Oyster Packing (private, 1864)  
B-997  
Baltimore City, Md.  
Statement of Significance

Due to its proximity to fruit and vegetable sources as well as Chesapeake Bay seafood, Baltimore became a major canning center in the nineteenth century. The city's excellent harbor and transportation systems, as well as a ready supply of labor, contributed to the growth of the industry. Packing houses were located around the harbor, primarily in the Fells Point/Canton and Federal Hill/Locust Point areas. The Platt & Co. cannery, one of the earliest industrial sites in Locust Point, was built in 1864 by Sandy Beach Platt. The building is now the home of the Baltimore Museum of Industry.

*Easement*  
MARYLAND HISTORICAL TRUST

B-997

0409975503

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Platt & Co. Oyster Packing

AND/OR COMMON

Baltimore Museum of Industry

**2 LOCATION**

STREET & NUMBER

1415 Key Highway

CITY, TOWN

Baltimore

— VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

**3 CLASSIFICATION**

**CATEGORY**

DISTRICT  
 BUILDING(S)  
 STRUCTURE  
 SITE  
 OBJECT

**OWNERSHIP**

PUBLIC  
 PRIVATE  
 BOTH  
**PUBLIC ACQUISITION**  
 IN PROCESS  
 BEING CONSIDERED

**STATUS**

OCCUPIED  
 UNOCCUPIED  
 WORK IN PROGRESS  
**ACCESSIBLE**  
 YES: RESTRICTED  
 YES: UNRESTRICTED  
 NO

**PRESENT USE**

AGRICULTURE  
 COMMERCIAL  
 EDUCATIONAL  
 ENTERTAINMENT  
 GOVERNMENT  
 INDUSTRIAL  
 MILITARY  
 MUSEUM  
 PARK  
 PRIVATE RESIDENCE  
 RELIGIOUS  
 SCIENTIFIC  
 TRANSPORTATION  
 OTHER:

**4 OWNER OF PROPERTY**

NAME

Dwight Platt

Telephone #: 301-252-6670

STREET & NUMBER

General Delivery

CITY, TOWN

Stevenson

— VICINITY OF

Md. 21153

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Baltimore City Courthouse

Liber #: SCL 2884

Folio #: 509

STREET & NUMBER

Fayette and Calvert Streets

CITY, TOWN

Baltimore, Md.

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

none

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

B-997

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The original building of the Platt Company is that fronting on Key Highway. It is a composite structure consisting of a two-story headhouse with a one-story shed at the rear. The second story of the front portion is decorated with an Italianate cornice and corner turret which identifies it as the office portion of the building. The turret is one of the most distinctive features of the building. It contains a weathervane on the top connected to a dial on the inside ceiling, a reminder of how important weather was to this port-related enterprise, since arrivals and departures of vessels were often regulated by shifting winds.

The shed on the rear portion of the 1864 building has a gabled roof whose ridge runs perpendicular to the south facade of the front. The roof is supported by joists resting on a longitudinal ridge pole held up by timber columns. The ends of the joists are tied together by horizontal beams which meet at midline and are bolted together. One of the most interesting features of this roof system is the lateral bracing. Diagonal braces extend from about midpoint on the columns to midpoint of the roof joists to prevent these from sagging while a second set of diagonals higher up the column helps support the ridgepole. This is a structural element adapted from barn construction and descended from half-timber technology.

Attached to the northern end of the original building is a two-story addition of about 1900. This structure is of brick masonry construction with a heavy timber roof support system. The roof joists rest on a timber ridgepole supported on timber posts. Additional posts and beams reinforce the joists at midpoint. The windows of the addition are of the metal casement type and are probably not original. Two loading doors in the east facade facilitated the shipment of finished goods by wagon and later by rail. A rail siding, now buried, ran along the east facade.

A variety of wooden shed buildings once extended to the waterfront where oysters and vegetables were unloaded from bay craft and cleaned before being canned. These were replaced by two modern additions in the 1950's and 1960's.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
X1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1864

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Due to its proximity to fruit and vegetable sources as well as Chesapeake Bay seafood, Baltimore became a major canning center in the nineteenth century. The city's excellent harbor and transportation systems, as well as a ready supply of labor, contributed to the growth of the industry. Packing houses were located around the harbor, primarily in the Fells Point/Canton and Federal Hill/Locust Point areas. The Platt & Company packing house, one of the earliest industrial sites in Locust Point, was built in 1864 by Sandy Beach Platt.

Sandy Beach Platt was born in Connecticut in 1812, and was educated as an architect and builder. The Platt Company was founded in 1848 in New York City to supply canned oysters to the California gold fields. Gradually the company expanded its line to include fruits and vegetables. It moved to Chicago in 1849, Buffalo in 1852, Seaford, Delaware in 1858, and finally to Baltimore in 1864. The Baltimore plant was built in the relatively unsettled area of Locust Point.

The Platt cannery was "one of the most complete and admirably equipped in the city". Its facilities ran to the water's edge, where seafood and the produce of surrounding agricultural areas could be unloaded at the wharf with ease. In season, approximately five hundred people were employed.

Platt's "Tiger" brand of oysters had an excellent reputation. It and other Platt brands were marketed throughout the United States and Western Europe.

In the first decade of the twentieth century, the Platt family changed their cannery operation into a fiber tubing factory. The Platts had married into the Stone family of Washington, D.C., who held the patent on the wound-paper soda straw ("the Stone Sipper"), and they adapted the same technology to the manufacture of giant fiber tubes for concrete construction and other industrial purposes. The fiber tube business closed down in 1972, and the Platt family now leases the building to the Baltimore Museum of Industry.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Interview with Dwight Platt, owner  
Baltimore American Souvenir Edition 1890

The Monumental City 1878

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE \_\_\_\_\_ COUNTY \_\_\_\_\_

STATE \_\_\_\_\_ COUNTY \_\_\_\_\_

**11 FORM PREPARED BY**

NAME / TITLE

Ann Steele, Curator Dennis Zembala, Director

ORGANIZATION

Baltimore Museum of Industry

DATE

May 1983

STREET & NUMBER

1415 Key Highway

TELEPHONE

727-4808

CITY OR TOWN

Baltimore

STATE

Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

1. SITE ID NO

8 - 997

## HAER INVENTORY

Historic American Engineering Record  
Department of the Interior, Washington, D.C. 20240

2. INDUSTRIAL CLASSIFICATION

manufacture

3. PRIORITY

4. DANGER OF DEMOLITION?  
(SPECIFY THREAT) YES NO UNKNOWN

5. DATE

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

7. OWNER/ADMIN

Dwight Platt

8. NAME(S) OF STRUCTURE

Platt + Co. Oyster Packing

9. OWNER'S ADDRESS

# Genem Delivery

10. STATE

M D

COUNTY NAME

CITY/VICINITY

Baltimore

CONG DIST

3

STATE

M D

COUNTY NAME

Baltimore

CITY/VICINITY

Stevenson

CONG DIST

11. SITE ADDRESS (STREET &amp; NO)

1415 Key Highway

12. EXISTING SURVEYS

 NR NHL HABS HAER-I HAER NPS CL6 CONF STATE COUNTY LOCAL OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14. UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5 OTHER

QUAD NAME

Baltimore East

UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5 OTHER

QUAD NAME

15. CONDITION

70  EXCELLENT71  GOOD72  FAIR73  DETERIORATED74  RUINS75  UNEXPOSED76  ALTERED82  DESTROYED85  DEMOLISHED

16. INVENTORIED BY

Leslie Barr

AFFILIATION

Baltimore Museum of Industry

DATE

2/10/83

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

See attached

(CONT OVER)

18. ORIGINAL USE

cannery

PRESENT USE

museum

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Baltimore American Souvenir Edition c. 1890

(CONT OVER)

20. URBAN AREA 50,000  
POP OR MORE? YES  NO

21. NPS REGION

22. PUBLIC ACCESSIBILITY

 YES, LIMITED YES, UNLIMITED NO UNKNOWN

23. EDITOR

INDEXER

24. LOCATED IN AN HISTORIC DISTRICT?

 YES NO

NAME

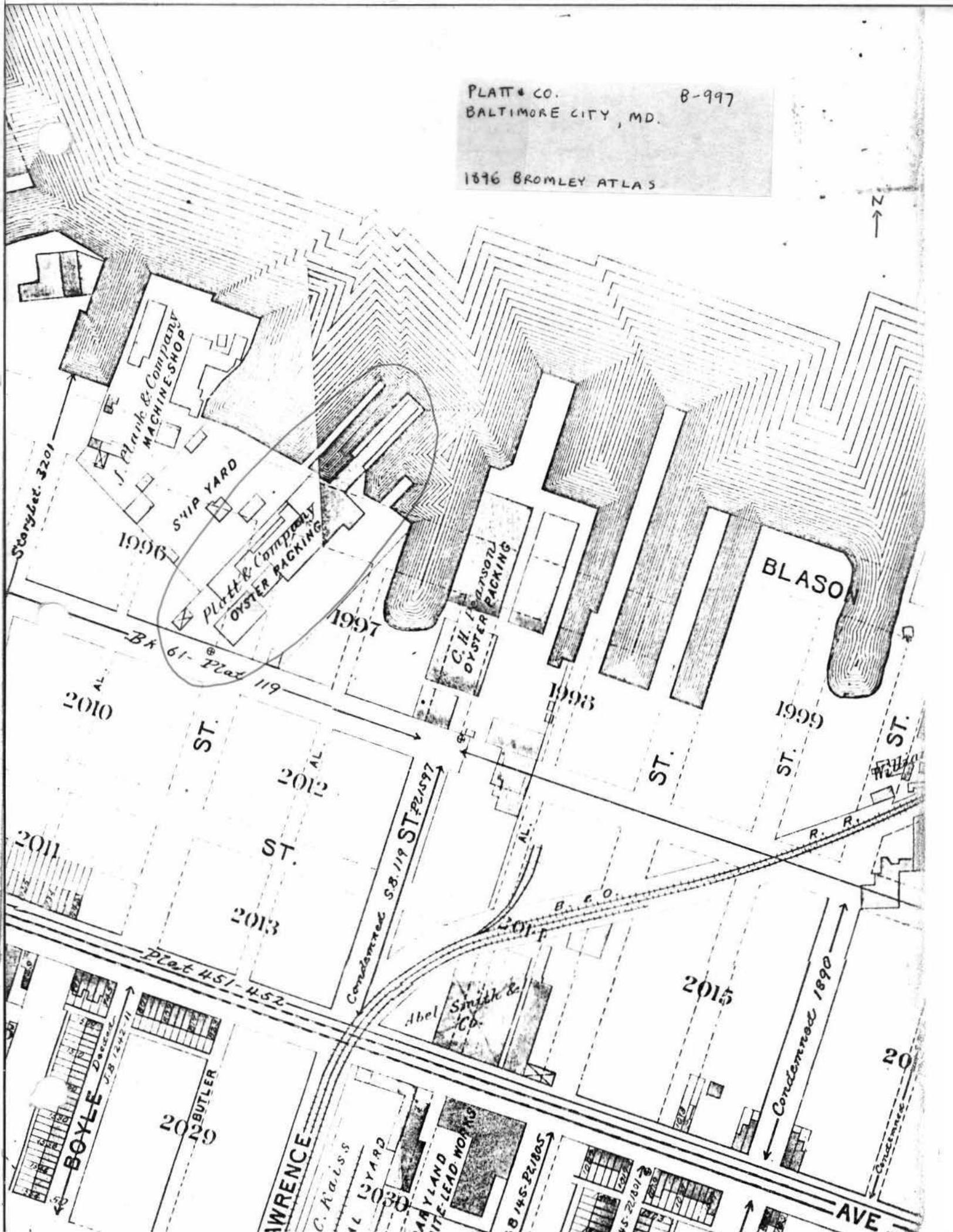
DISTRICT ID NO

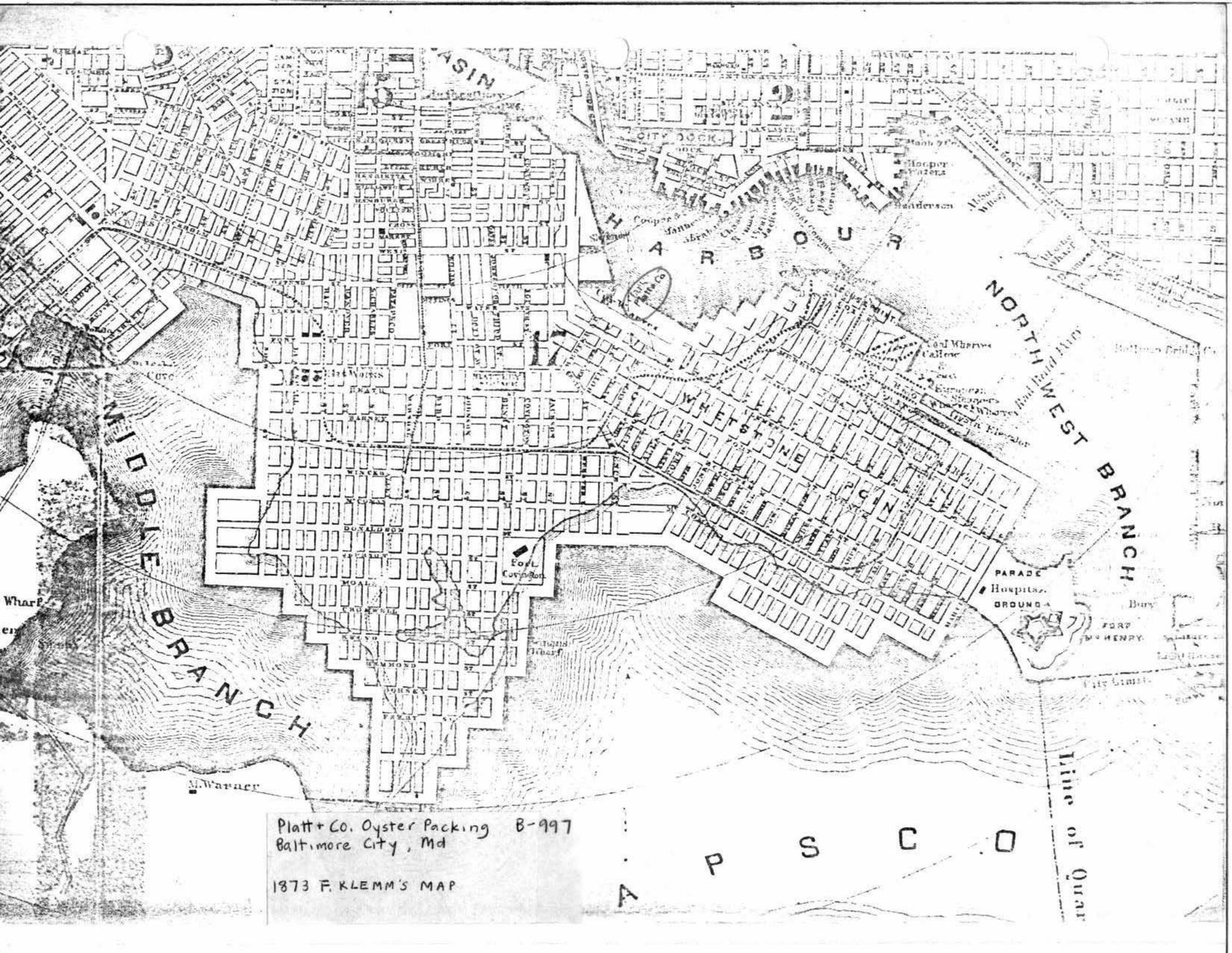
Easement

PLATT & CO.  
BALTIMORE CITY, MD.

B-997

1896 BROMLEY ATLAS





Platt & Co. Oyster Packing B-997  
Baltimore City, Md  
1873 F. KLEMM'S MAP

A P S C O

Line of Quar

PLATT & CO. B-997  
BALTIMORE CITY, MD  
U.S.G.S. 18° 61770 43 49800  
U.S.G.S. 7.5" BALTO. EAST QUAD



17°30'

4350

4148

4347

4346

520 000  
FEET

MIDDLE  
BRANCH

WATERVIEW  
80

Cherry Hill

Basin

South  
Baltimore

Winans  
Cove

FERRY BAR CHANNEL (EAST SECTION)

NORTHWEST

HARBOR

Lazarett  
Point

HARBOR  
TUNNEL

30 FEET NOV 1941

WASHINGTON, D. C. M I

FIELD  
PIECE

FRANKLIN

PRATT

UNIVERSITY

PRATT ST

COMDEN STATION

CLONES ST

WEST

GOVERNOR

CHARLES ST

GOVERNOR





by the Army Map Service  
 and published by the Geological Survey  
 USGS, USC&GS, USCE, and City of Baltimore  
 derived from aerial photographs by photogrammetric  
 Aerial photographs taken 1943. Field checked 1944  
 revised by the Geological Survey 1968  
 originally compiled from USC&GS Chart 566 (2261)  
 projection. 1927 North American datum  
 of grid based on Maryland coordinate system  
 or Universal Transverse Mercator grid lines,  
 shown in blue  
 indicates areas in which only foundations of buildings are shown  
 shown in purple compiled by Geological Survey team

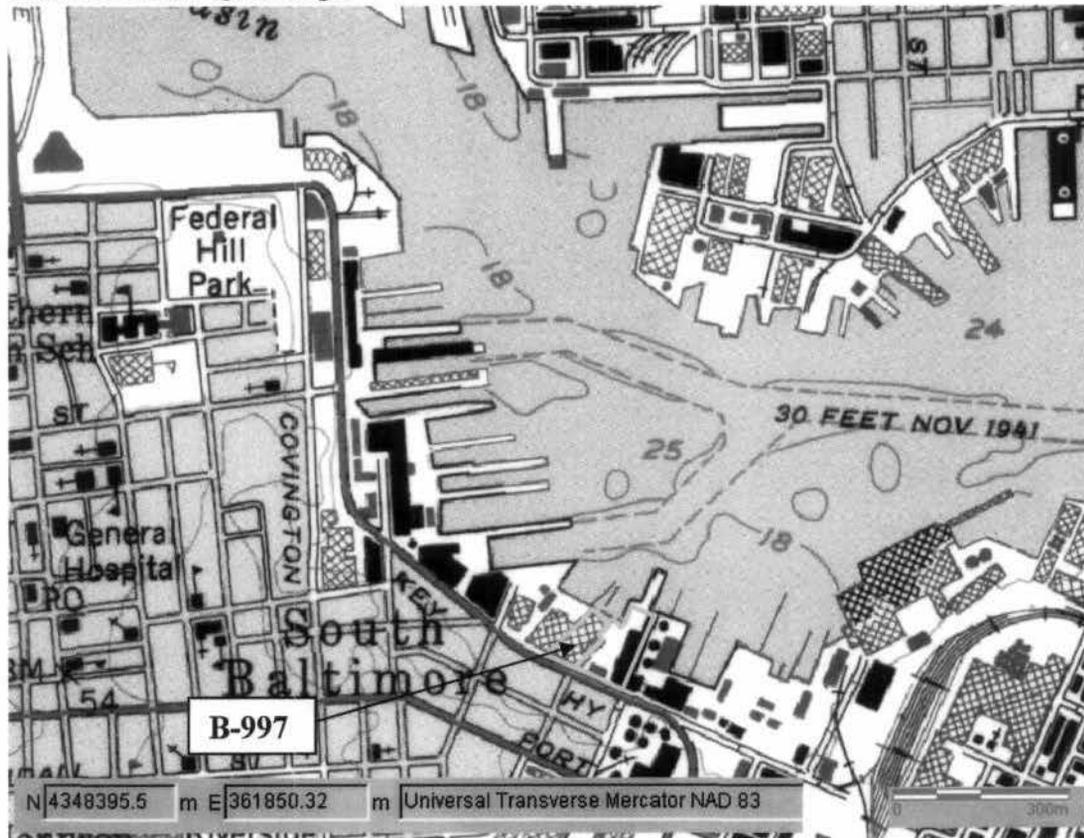
GRID AND 1927 MAGNETIC NORTH  
 DECLINATION AT CENTER OF SHEET

CONTOUR INTERVAL  
 NATIONAL GEODETIC VER  
 DEPTH CURVES AND SOUNDINGS IN  
 SHORELINE SHOWN REPRESENTS THE  
 THE MEAN RANGE OF TIDE

THIS MAP COMPLIES WITH NATIONAL  
 FOR SALE BY U.S. GEOLOGICAL  
 A FOLDER DESCRIBING TOPOGRAPHIC MAP

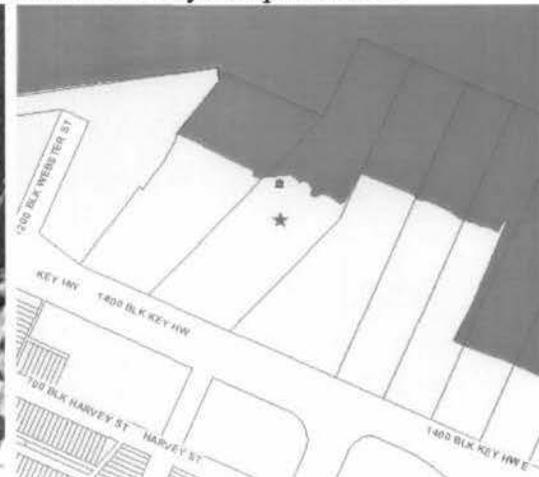
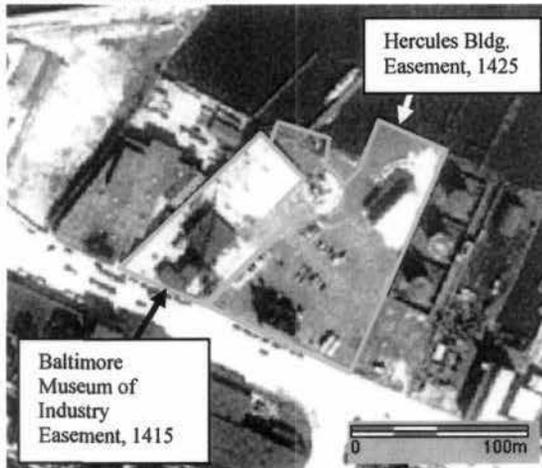
B-997

B-997  
 Baltimore Museum of Industry  
 (Platt & Company Oyster Packing)  
 1415 Key Highway  
 Baltimore East Quadrangle



1998 Aerial Photo

Baltimore City IMap Location





Platt and Co B-997  
Baltimore City Md  
Peter Liebhold 5/83  
looking North



Platt and Co

B-997

Baltimore City Md

Peter Liebhold 5/83

Turret, S.E. corner

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Platt and Co. B-997

Baltimore City Md

Peter Liebold 5/83

looking south

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MUSEUM ENTRANCE

2

3

Platt and Co  
Baltimore City Md  
Peter Liebhold 5/83

B-997

East facade, addition



Platt and Co.

B-997

Baltimore City Md

Peter Liebhold 5/83

looking west, loading door

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Platt and Co.

B-997

Baltimore City Md

Peter Liebhold 5/83

Balto. Harbor, looking North from site



Platt and Co. 8-997

Baltimore City Md

Peter Liebhold 5/83

detail, roof system, original building

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Platt and Co. B-997

Baltimore City Md

Peter Liebhoid 5/83

loft, addition



Platt and Co B-997

Baltimore City Md

Peter Liebhold 5/83

roof detail, original building



Platt and Co B-997

Baltimore City Md

Peter Liebhold 5/83

roof detail, original building

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