

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

B-3715

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

The Flour Warehouse (of the Terminal Warehouse Company)

AND/OR COMMON

Pleasant Street Warehouse of the Terminal Corporation, formerly
The Terminal Warehouse Company of Baltimore City**2 LOCATION**

STREET & NUMBER

211 East Pleasant Street

-- NOT FOR PUBLICATION

CITY, TOWN

Baltimore

-- VICINITY OF

CONGRESSIONAL DISTRICT

Third

STATE

Maryland

CODE

24

COUNTY

Baltimore City

CODE

510

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

The Terminal Corporation c/o John T. Menzies, Jr., Chairman of the Board

STREET & NUMBER

211 E. Pleasant Street

CITY, TOWN

Baltimore

-- VICINITY OF

STATE

Maryland

21202

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Land Records of Baltimore City

STREET & NUMBER

Court House, 100 N. Calvert Street

CITY, TOWN

Baltimore

STATE

Maryland

21202

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

City of Baltimore Neighborhood Survey

DATE

1975

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

Commission for Historical and Architectural Preservation

CITY, TOWN

Room 601, City Hall, 100 N. Holliday Street, Baltimore, Md.,

STATE

21202

DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The six-story Terminal Warehouse Company occupies the northern section of Block 607. Its common bond brick exterior is accented by a rusticated brownstone foundation and a perimetrical belt course between the first and second floors. The original, northernmost building, of wood beam construction, was built in 1894. In 1912 a steel beam addition was added to the south.

The Pleasant Street (or north) facade is five bays wide on the first floor, and six bays wide on the remaining floors. The recessed main entrance to the right of the facade contains double wooden doors flanked by glass and wood side panels. It is enclosed by a blind arch, an individual member of the blind arcade in the first floor of the warehouse. The gauged arch forms a tympanum of three glass panels; the company's name is printed upon it. To the right there is a large, double-hung sash window in a blind arch flanked by two small, double-hung windows; sash in all three windows have 1/1 lights distributing light into interior offices.

The second floor exterior has been altered. It is now twelve bays wide and includes five modified industrial windows of coupled 6/6 lights. The central panes open out for ventilation. To the left are three windows with 1/1 lights and to the right are four windows of identical construction. Each of the remaining floors has symmetrical windows in the 12/12 style. Metal shutters flank the windows which are capped by brick arches.

A wrought iron fire escape heightens the visual plan of the Davis Street (west) facade, exemplifying the nineteenth century interplay between art and technology. Three recessed, segmental-arched windows within the blind arcades have double-hung sash with 1/1 lights. Six others to the right have sash with 12/12 lights. Below the fire escape, in the northernmost bay, is a side entrance capped by a tri-partite, glass tympanum. Three of the arches open into the loading area.

The Guilford Avenue (east) facade, similar to Davis Street, consists of six ground floor arches, four of which were enlarged for modern transportation needs. Still discernible are the early railroad tracks leading into the southern loading areas. To their right is a loading entrance, again located within one of the blind arcade arches.

The remaining floors are nine bays wide. Each floor contains nine windows of 12/12 lights -- six windows in the older building, and three in the 1912 addition, as on the Davis Street facade.

The 1912 southern addition is defined by its steel beam construction and the three windows with single-hung sash of 9/9 lights above the track area on its southern facade. The remaining floors have three symmetrical windows with double-hung sash of 9/9 lights.

A 30,000-gallon water tower looms above the flat roof. Octagonal in design, it is crowned by a chinois roof. Three single fixed openings for light lie below ventilator grills framed by a perimetrical round arch. The water tower is a permanent landmark in the central city.

SEE CONTINUATION SHEET #1.

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The Flour Warehouse
Baltimore City

CONTINUATION SHEET Maryland ITEM NUMBER 7 PAGE 1

(DESCRIPTION CONTINUED)

A portion of the structure on the first and second floors has been converted into offices. These offices occupy only part of the total floor space. The walls and ceilings of those on the first floor have been covered with sheetrock but the original woodwork is intact underneath, an excellent example of the high interior spaces and tongue and groove paneling of the period. In 1976, using modern designing methods, an attractive office was created on the second floor, illustrating open spacing, exposed beams and supports and using one of the four original spiral flour chutes as part of the design. The flour chutes run from the sixth floor to the first, two at each end of the original building and two at each end of the 1912 addition.

The first floor is the loading area. The ground inside the arcades is paved with cobblestone. The loading docks inside the Pleasant Street bays are elevated on a store foundation. Five elevators carry freight from the loading docks to the upper floors. A narrow spiral staircase of wrought iron runs from the northeast corner of the first floor to the sixth floor.

The remaining floors consist solely of storage space. Wooden beams with iron bolts and wooden pillars separate the floor into storage bays approximately 14' x 16'. The brick walls are exposed throughout the building.

B SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES	1893, 1912	BUILDER/ARCHITECT	S.H. & J.F. Adams, 1893 (B) B.B. Owens, 1893 (A)
STATEMENT OF SIGNIFICANCE			Noel Construction Co., 1912 (B) Owens & Sisco, 1912 (A)

The availability of transportation facilities, including canals and railways, played an important part in the commercial development of Block 607. The Terminal Warehouse built in 1894 illustrates the area's industrial archeological significance.

The extension of the Northern Central Railway's Guilford Avenue line correlates property development and transportation as is illustrated by the Terminal Warehouse. Railway lines leading into its 316 Guilford Avenue side, as well as high interior spaces and wood beam construction, suggest its original function as a warehouse.

The Terminal Warehouse remains one of the oldest warehouses in continuous use the same corporation. It also presently houses the Baltimore City Archives and the Baltimore City Department of Planning.

The preservation of this block is important not only because of the fine example of a turn of the century warehouse and related industrial technology but also because it is in proximity to architecturally outstanding structures throughout the municipal center.

The "Flour Warehouse," as it was called from its inception, was designed by Benjamin B. Owens, a well-known name in Baltimore architecture of the period and a member of the Baltimore Branch of American Institute of Architects. The contractor on the original building was S. H. and J. F. Adams, also well-known for construction in this area; on the addition in 1912, the Noel Construction Company.

The Flour Warehouse was created as a depot for flour from the West. To that end, flour chutes were installed. When received, bagged merchandise was carried from the first floor loading docks to the upper floors on hand tracks by elevator, but for speed in handling at time of delivery the flour chutes were faster and more efficient. At the close of the first year of operation the warehouse contained flour in barrells and bags, sugar, peas and beans, timothy and clover seed, bags of wool, barbed wire in reels, etc., most of it coming from the West via the Pennsylvania Railroad.

The "superior workmanship" noted in the minutes of the Board of Directors upon completion of the building is evident in the "No. 1 pressed brick set in tinted cement"; the use of Port Deposit stone at extra cost rather than Falls Road stone; the 12/12 lights in segmental-arched wooden frames set in recessed brick arches. The wrought iron fire escape, the octagonal tower to cover the water tank, the circular iron staircase from the first floor to the sixth inside the building, and the flour chutes, are unusual features of its architecture. Two of its five elevators are hydraulically pistoned and still function.

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CONTINUATION SHEET Maryland ITEM NUMBER 8 PAGE 2

(SIGNIFICANCE CONTINUED)

The need for such a warehouse was recognized by a group of well-known businessmen, who became the Company's first directors. Henry James, the president of the Citizen's National Bank, was also the head of a flourishing lumber firm bearing his name, and built "Tower Hill," his fine Catonsville residence. Charles England was President of the Chamber of Commerce and head of Charles England & Co., Grain Receivers. He was also a director of the Eutaw Savings Bank, another old Baltimore institution. George C. Wilkins was the Pennsylvania Railroad Agent for Baltimore. There were three other directors: Robert H. Powell, who was the first president of the Company, John L. Rodgers, and Robert M. Wylie, a Baltimore merchant. Among the original stockholders were J. Hall Pleasants, a member of the Commission which completed Baltimore's beautiful City Hall in 1869, and William R. Howard, direct descendant of John Eager Howard, the Maryland hero of the Revolutionary War. Howard was also one of the early officers of the Company. Mr. Henry James was commissioned to purchase the property for the Company.

The ground on which the warehouse is located was the subject of a survey on the 12th of January, 1695, when Charles Carroll surveyed 1000 acres of land "lying in Baltimore County on the north side of Patapsco River in the woods upon Jones Falls and on the west side of the said Falls, being a portion of Cole's Harbor, with additions, which was called "Ely O'Carroll's." It was patented on the 10th of February, 1696, and bequeathed by his will, December 1, 1718, to his sons, Charles and Daniel Carroll. In 1726 Edward Fell, member of the Society of Friends, again had Cole's Harbor surveyed. Litigation between Fell and the two Carroll sons evidently resolved or compromised in their favor, for the abstract of title reads "Note - Charles Carroll's title to Cole's Harbor is universally accepted and therefore it was not deemed necessary to give the chain of title back any further than the above deed." (Deed of April 18, 1757, from Charles Carroll to Dr. William Lyon.)

On July 14, 1729, Charles and Daniel Carroll presented a petition on behalf of the inhabitants of the locality praying that a bill might be brought in for "the building of a town on the north side of Patapsco River upon land supposed to belong to Messrs. Charles and Daniel Carroll."

The final owners of the property from whom Mr. Henry James made the purchase of land and improvements for the building in 1893 were John S. Young, Electa E. Cooper, George C. Brown, Charles W. Slagle, and Enoch Pratt, the great industrialist and philanthropist.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET #3.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 186' X 145'
UTM REFERENCES

A	1 1 8	3 6 1 0 6 0	4 3 5 0 3 6 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION
Northern perimeter of Block 607, Baltimore City, Ward 4, Section 12, 186' south side of Pleasant Street, 145' west side of Guilford Avenue, 186' north side of narrow parking lot, 145' east side of Davis Street.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE L. A. Ankewitz, Assistant Secretary-Treasurer. 1 km

ORGANIZATION The Terminal Corporation DATE September 30, 1977

STREET & NUMBER 211 E. Pleasant Street TELEPHONE (301) 539-8560

CITY OR TOWN Baltimore STATE Maryland ZIP 21202

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE John N. Pearce DATE 7/27/78

TITLE STATE HISTORIC PRESERVATION OFFICER

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: _____ DATE _____

KEEPER OF THE NATIONAL REGISTER

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Baltimore City

CONTINUATION SHEET Maryland ITEM NUMBER 9 PAGE 3

MAJOR BIBLIOGRAPHICAL REFERENCES

Copies of the below can be found in the files of the Terminal Corporation (and some of them in the files of the Maryland Historical Trust).

1. Agreement between the Northern Central Railway Company and The Terminal Warehouse Company of Baltimore City, dated 7/1/1893.
2. Contractor's Agreement dated October 6, 1893, between John F. Adams, trading as S. H. and J. F. Adams of Baltimore City, Maryland, as party of the first part, and the Terminal Warehouse Company of Baltimore City, Maryland, a Body Corporate, as party of the second part.
3. Bond by John F. Adams, trading as S. H. and J. F. Adams, of Baltimore City, Maryland, and the Fidelity and Deposit Company of Maryland covering contract with The Terminal Warehouse Company of Baltimore City, dated December 14, 1893.
4. Specifications for changes dated March 16, 1894, signed by Benjamin B. Owens, Superintending Architect.
5. Memorandum of Cost dated December, 1894, signed by the President of the Company, R. H. Powell.
6. Agreement between Noel Construction Company and The Terminal Warehouse Company of Baltimore City, dated April 12, 1912, for erection of an addition to the Flour Warehouse according to specifications and drawings of Owens & Sisco, Architects.
7. Estimate of Cost dated November 12, 1912 from Owens and Sisco, Architects, and Noel Construction Company.
8. Minute Book of proceedings of The Terminal Warehouse Company of Baltimore City from June, 1893 to December, 1909.
9. Stock Book listing purchases and sales of stock from 1893 to 1931.
10. Abstract of Title prepared in 1893 to property of original warehouse.
11. Deeds from owners prior to purchase by The Terminal Warehouse Company of Baltimore City, including:

SEE CONTINUATION SHEET #4.

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Baltimore City
Maryland

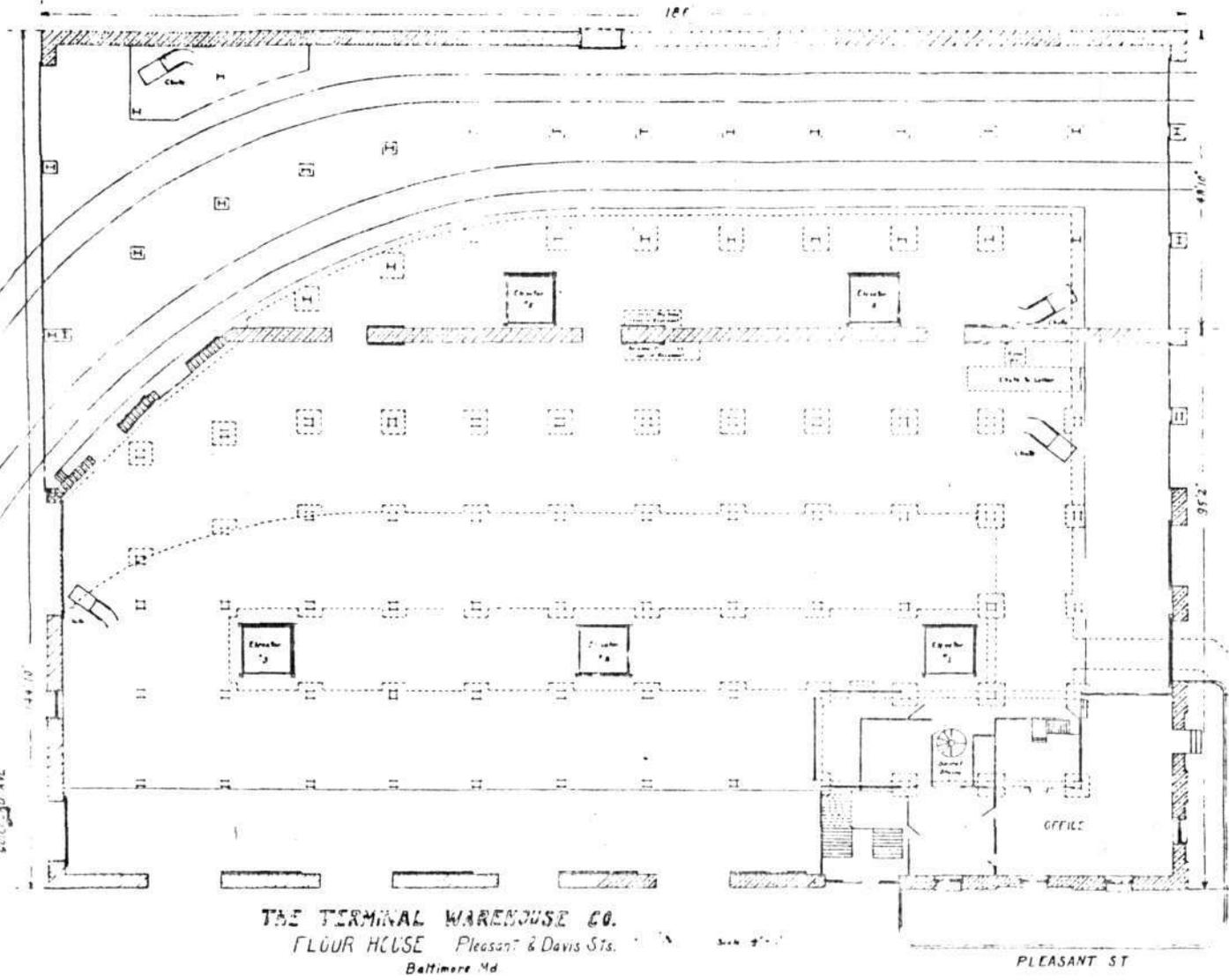
CONTINUATION SHEET

ITEM NUMBER 9

PAGE 4

(MAJOR BIBLIOGRAPHICAL REFERENCES CONTINUED)

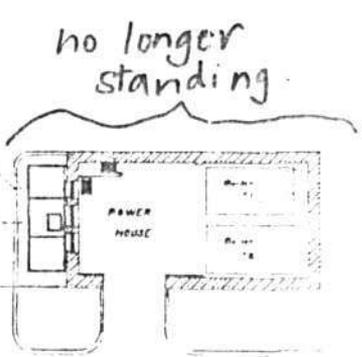
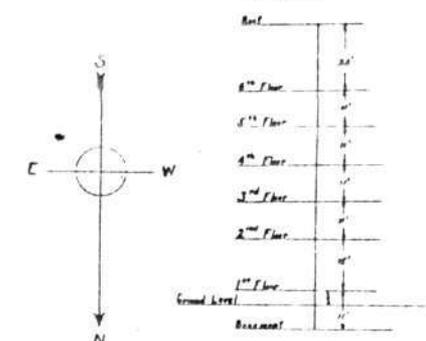
- John S. Young, et al to Henry James, 2/27/1893;
- Electa C. Cooper to Henry James, 6/30/1893;
- George C. Brown to Henry James, 7/1/1893;
- Charles W. Slagle and wife to Henry James, 7/1/1893;
- Enoch Pratt and Maria Louisa Pratt, his wife, to Henry James, 7/3/1893.
- 12. Deed from Henry James and Amelia B. James, his wife, to The Terminal Warehouse Company of Baltimore City, dated 7/5/1893.
- Deed from Charles W. Slagle, Jr., and David Clinton Slagle to The Terminal Warehouse Company of Baltimore City, dated 1/2/1912.
- 13. Century of Baltimore Architecture. An illustrated guide to buildings designed by the members of the Baltimore Chapter, A.I.A., by Wilbur H. Hunter, Jr. and Charles H. Elam, The Peale Museum, 1957. See Pg. 41.
- 14. A Guide to Baltimore Architecture. By John Dorsey and James D. Hilts. Photography by A. Aubrey Bodine and others. Tidewater Publishers, 1973. See Pg. 73.
- 15. The SUN, Sunday, May 17, 1925, article titled "High Spots in the History of Baltimore," by Emily Emerson Lantz.



CUP...
 186 Feet x 144 Feet...
 63 Feet...
 Six Stories and Basement.

Flr No.	Area	Vol.	Weight
First Floor	10,700	1600	12,300
Second Floor	10,200	1,570	11,770
Third Floor	15,480	2,070	17,550
Fourth Floor	15,680	2,200	17,880
Fifth Floor	16,330	2,220	18,550
Sixth Floor	16,250	2,180	18,430
Basement	2,800	1,200	4,000
Total No. of sq ft	87,050	48800	131,310

160,434 sq ft Outside Measurement Six Stories and Basement.



THE TERMINAL WAREHOUSE CO.
 FLOUR HOUSE Pleasant & Davis Sts.
 Baltimore, Md.

PLEASANT ST

Flour Warehouse, ground plans of 1893 and 1912

B-2715

Flour
Warehouse
of the
Terminal
Warehouse
Co.

B-3715
Baltimore
East
Quad



4352
4350
4348
4347
4346
FREDERICK 45 MI.
PINE OR HARD 14 MI.
WASHINGTON, D. C. 31 MI.
520 000
FEET

FERRY BAR CHANNEL (EAST SECTION)