

# CURTIS BAY (BALTIMORE)

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## CURTIS BAY IS CHEMICAL HUB

Sun

Area Fast Becoming Major Production Center

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[Business Editor of The Sun]

The Curtis Bay-Fairfield-Brooklyn area's position as a major chemicals production center is being further bolstered.

The Glidden Company, of Cleveland, recently acquired 100 acres in the Hawkins Point-Marley Neck section on which will be erected at a cost of \$10,000,000 the first of three units for the production of sulphuric acid and titanium oxide.

The most recent acquisition of the area is the Food Machinery & Chemical Company, with headquarters in San Jose, Cal., and New York city, which acquired the Fairfield plant of the United States Industrial Chemicals Division of National Distillers Products Corporation.

### New Plant At Curtis Creek

Recently the Arundel Chemical Corporation opened a plant on Curtis Creek, near the United States Ordnance Depot.

The development began before the turn of the century, when the fertilizer industry flourished with the importation of guano from South America. Then followed the establishment of major sulphuric acid plants, asphalt and petroleum refineries, wood treating works, pigments, alum and nitrates plants.

Just prior to the outbreak of World War I, the site of Jack Flood's notorious resort at the end of the Curtis Bay car line to the old United Railways and Electric Company was acquired for a multi-million dollar alcohol distillery using molasses, from Cuba.

### Fairfield Also Expands

At Fairfield, a gigantic acetone plant—a solvent widely used in manufacture of high explosives—was put under way. When the war ended, the use of the waste from the alcohol plant was undertaken. It was made possible by laying a two-mile long big diameter pipeline linking Curtis Bay and Fairfield.

These early industries changed the whole face of the territory, along Stone House Cove, Cabin Branch creek, Furnace Creek and Curtis Creek, dotted with "shores"—summer houses of city folks and waterfront resorts and beer gardens of the horse and buggy days.

In the path of industry, well known establishments gave way and so did the shore houses. They moved farther down in Anne Arundel county. Now many are going to be displaced as Glidden goes ahead with its new plant and other industries are attracted to the 4,000 acres of Marley Neck recently re-zoned from residential and agricultural to commercial and heavy industrial usage.

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## HIVES OF INDUSTRY

The Busy Scenes at Curtis Bay  
and Sparrow's Point.

A LARGE NUMBER OF MEN EMPLOYED.

Sugar Refinery Nearing Completion—  
The Car Works Doing a Big Business—  
A New Enterprise Started—New Foundry Shops to Be Built—The Shipyard.

There is a hum of activity at Curtis Bay. Machinery and labor are grinding out marketable products. From any of the tall buildings in the centre of Baltimore the tower of the sugar refinery may now be seen, and before long the buildings themselves will have reached such a height as to be seen from elevated points of the city. Ground was broken for the new sugar refinery early in October, and the buildings are to be finished by July 1. The buildings are models. The main structure is in two parts—the char-house and the sugar-house. The char-house is 107 feet long by 46 feet wide, and the sugar-house is 46 by 46 feet. The char-house will be 138 feet high and the sugar-house 85 feet high when finished. Two hundred mechanics are at work on the buildings. The main structure is up eight stories, leaving but four more stories to build on the char-house part. The sugar-house will be eight stories, with extensions. All the buildings are on solid pile foundations. The brick tower, which is now built up to a height of 135 feet, will be when completed 185 feet high. The walls at the base are 27 inches thick, and will be 14 inches at the top. The cylindrical core is 10 feet in diameter. A melting pan and wash-house, 46 by 46 feet, four stories high, will be connected with the raw sheds by an automatic cable road. The raw sheds will be on the pier, which is 100 feet wide and 750 feet long. Five ocean steamers can load or unload at this pier at the same time. There are 27 feet depth of water at the end of the pier, and a mean depth of 36 feet will be made by dredging. The engines and pumps will be placed in a special building, which will be one story high and 30 by 50 feet. The boiler-house is 123 by 40 feet. Work on it has just begun. It will accommodate a 2,000-horse-power boiler, while the chimney will accommodate a 3,000-horse-power boiler. The boiler-house, and in fact most of the buildings, are built, with a view to their being enlarged easily if the business demands it. A machine shop, where all sorts of implements will be provided, will be situated near the refinery. A store-house 125 by 25 feet will be connected with the sugar-house and face on the railroad. It will be one story high.

The barrel factory, an important structure, will occupy 145 by 330 feet of the western portion of the grounds. It will employ 65 men. The finished barrels will be transported to the refinery by a wire tramway. The only material that can be destroyed by fire in the main building is the wood of the window sashes and the roof. Work has just been started on a number of wells. They are estimated to furnish one million gallons of pure water daily. According to an analysis the water contains no sulphates, and is said to be especially suitable for sugar-refining. For the boilers condensed water will be used, the amount estimated being five million gallons per day. A special condensing pumping-engine will be used. The engineers and designers of the buildings are Kraft and Engel. Adams and Ferguson are doing the building, and Cassell has charge of the masonry.

The South Baltimore Car Works, at Curtis Bay, which are in full operation, are turning out an average of ten new freight cars daily. Three hundred and sixty men are in the shops, and the company expect to be kept busy all summer. A new enterprise was started Wednesday, and, like everything else at Curtis Bay, it began in a vigorous way. The title is "The South Baltimore Foundry and Manufacturing Company," and it has a capital stock of \$50,000. Messrs. John B. McDonald, D. L. Bartlett, Henry James, ex-Mayor F. C. Latrobe, Frederick K. Smith, W. S. Rayner and J. Swann Frick are interested in the enterprise. The company will erect suitable buildings, put in a plant and be turning out car castings by the middle of May. Ground has been broken and the buildings will be started at once. From 75 to 100 men will be employed in the foundry.

The iron foundry at Sparrow's Point has been completed. It started operations on Wednesday. The first casting was made at 3:30 P. M. All the operations worked satisfactorily.

The erection of the Bessemer mill, which was begun some time ago, is steadily progressing. A large portion of the steel framework has been placed in position.

Construction of the main building for the shipyard has commenced. This building will be used for constructing the steel plates.

A large number of new houses for the workmen have been completed and occupied.

Captains Carter, of the Eardale, and Samson, of the Barnford, steamships employed in the Cuban ore trade by the company, will remove their families to the Point for permanent residence. Captain Carter's family are now in Philadelphia. Mrs. John E. Teford, wife of Chief Engineer Teford, of the Eardale, is on her way from England, and will also make her home at the Point.