

CONNOLLY'S SEAFOOD RESTAURANT
701-705 East Pratt Street
Baltimore City
Maryland

HABS No. MD-1067

HABS
MD
4-BALT,
191-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
Northeast Region
U.S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

HABS
MD
4-BALT
191-

HISTORIC AMERICAN BUILDINGS SURVEY

CONNOLLY'S SEAFOOD RESTAURANT

HABS No. MD-1067

Location: 701-705 East Pratt Street, Baltimore City, Maryland

UTM: 18.362.540.4349550

Quad: Baltimore East, Maryland

Present Owner: City of Baltimore

Present Occupant: Vacant. Connolly's Seafood Restaurant occupied the building until 1991. The building was demolished in September 1992 to clear the site for the Christopher Columbus Center for Marine Research and Exploration.

Statement of Significance: Connolly's Seafood Restaurant, probably constructed during the 1920s, is the last remaining example of structures devoted to historic commercial activity on the finger piers extending into Baltimore's Inner Harbor. Located at the head of Pier 5, Connolly's Seafood Restaurant was associated with the Chesapeake Bay-based commerce of the early 20th century. While commercial buildings along Pratt Street facing the waterfront still survive, Connolly's is the only remaining early 20th century commercial structure on the once bustling piers of the Inner Harbor. The Connolly's complex originally consisted of an office (701 E. Pratt Street), oyster house (703 E. Pratt Street), restaurant (705 E. Pratt Street), warehouse (rear), and boats moored at the slip adjacent to the office. Presently access to the slip is blocked by a footbridge connecting Pier 4 with Pier 5 and the three sections of the complex along Pratt Street are occupied by the restaurant. The Connolly family has operated the business for five generations. The restaurant was a Baltimore institution until it closed in 1991 when the City of Baltimore terminated the lease.

DESCRIPTIVE INFORMATION

Connolly's Seafood Restaurant is a compound building of industrial character. Connolly's is comprised of three interconnected one-story gable-roofed structures facing north on East Pratt Street, backed by a two-story warehouse attached at the south. The building, constructed in the early 20th century, is situated at the northwest corner of the head of Pier 5 in the Baltimore Inner Harbor. The west side of Connolly's rises from the edge of the slip. Connolly's is sheathed with metal siding and corrugated metal; signs are the building's only embellishment.

The site of the building is located at the eastern end of the Baltimore Inner Harbor, the innermost portion of the Northwest Branch of the Patapsco River, which empties into the Chesapeake Bay. Bounded by Light Street on the west, Pratt Street on the north, and the Jones Falls outlet on the east, the Inner Harbor forms the southern boundary of the center city. This irregularly shaped tidal basin is less than a mile wide. Pratt Street, at the head of Pier 5, is a major artery carrying eastbound traffic to Fells Point and Eastern Avenue. Marsh Market, the central produce and fish market for Baltimore, was located two blocks north of Pier 5. The Fallsway, a major road running along Jones Falls, connected the piers with freight yards and passenger stations,¹ providing a connection between water and rail transportation.

Pier 5 was part of a 1904-1910 harbor improvement that originally consisted of 6 trapezoidal piers extending south into the Inner Harbor between Light Street and Jones Falls. These piers were constructed on the site of similar solid piers that had been thickly settled prior to the Baltimore Fire of 1904. As designed, Pier 5 was originally 1058.5 ft. long on the west and approximately 1300 ft. long on the east. The head of Pier 5 was 205 ft. wide. Pier 5, like the other piers in the Inner Harbor, is a bulkhead-type pier with bulkheads serving as retaining walls for solid fill. (Please see Baltimore Inner Harbor, HAER No. MD-86 and Baltimore Inner Harbor, Pier 5, HAER No. MD-86-A for additional information about the Baltimore Inner Harbor, the 1904 fire, and Pier 5.)

The early appearance of the site related to its function. An internal road bisected Pier 5, near the east wall of Connolly's. Boats would approach Pier 5 from the south. Passenger steamships would dock at the foot of the pier to the south and along the west side; boats carrying produce and seafood would tie up along the north end of the west side of the pier close to Pratt Street, adjacent or very near Connolly's Seafood Restaurant. Connolly's Seafood Restaurant was originally one of a number of similar metal warehouse and shed-type structures occupying Pier 5. The warehouse comprising the southern portion of Connolly's adjoined similar warehouses that extended to the southern end of the pier.

The 1951 Sanborn Map, aerial photographs, photocopies of old photographs, and photographs found in newspaper clippings provide documentation for the earlier appearance of the present Connolly's complex. The organization and plan of Connolly's has been little changed since 1951, the earliest date in which the complex is illustrated in Sanborn Maps. (The Sanborn Map for 1928 cannot be found in

¹Harbor Board of Baltimore, *Port of Baltimore: Modern Facilities and Terminal Advantages*, p. 21.

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either the Library of Congress or Enoch Pratt Free Library.) Aerial photographs show that the distinctive massing of Connolly's dates back to the early 20th century.

The 1951 Sanborn Map depicts the northeast section of the building as a free-standing building. Other elements of the building adjoin one another but the interconnection and interpenetration of interior space that exists today is not shown. The easternmost of the three one-story elements facing north to Pratt Street is entitled "Rest." and is shown as a separate structure; its address is given as 705 E. Pratt Street. The middle element, 703 E. Pratt Street, is denoted "Oyster Ho." and adjoins both the warehouse to the south and the "off." at 701 E. Pratt Street. The warehouse is shown as approximately 180 ft. x 73 ft. rather than its current dimensions of 54 ft. x 73 ft. The interior diagonal concrete block wall bisecting the original warehouse appears on the map. "Tolchester Lines, Inc." is superimposed over both the office and the existing warehouse. That portion of the warehouse is also labeled "loading." The portion of the warehouse that no longer exists is denoted "City of Baltimore Dep't. of Education equipt w. ho's."

A photograph that probably dates to the 1940s as well as physical evidence provide additional information about the complex's earlier appearance. In the photograph, which shows only the oyster house and restaurant at 705 E. Pratt Street, the original restaurant is shown as a free-standing building with a central entrance flanked by plate glass windows. Both one-story buildings have front gables. Three square 6-light sash windows are evenly spaced above the shallow eave cornice below the gable. (These windows are now covered by metal cladding.) The same photograph shows a loading bay at the west end of the oyster house. A sign on the oyster house notes "Oysters & Clams, sold by the barrel, bushel, or peck." The loading bay was probably used to load shellfish into cars or trucks. The north facade of the warehouse is the approximate height of a two-story building and rises above the two buildings shown on Pratt Street.

Later photographs probably taken in the 1950s show that the present appearance of the building is likely to date to the late 1950s. A storm porch was added to the central entrance to the original restaurant; the square windows below the gable were clad in metal. (These changes may relate to the installation of air-conditioning, since the ca. 1940s photograph depicts a screen door at the entrance.) The outline of the loading bay can still be seen in the oyster house, or central portion of the complex. The bay was infilled with a central door flanked by multi-pane glass. These photographs show the oyster house connected to the restaurant. The appearance of the eastern section of the building labeled "office" on the 1951 Sanborn is unchanged. Openings in the one-story gable front office correspond with the openings seen in the front facade of the westernmost section today.

A major fire February 12, 1968 destroyed the southern portion of the warehouse and all structures on Piers 5 and 6 with the exception of Connolly's Seafood Restaurant. The southern portion of the present warehouse was reconstructed after the fire. Urban waterfront redevelopment in the late 1970s altered the historic setting of the building. As part of this redevelopment, which served as a model for urban waterfront redevelopment in the late 20th century, the upper 2/3 of the slip between Piers 5 and 6 was infilled for surface parking. Harrison's, a low-rise mid-1980s motel and restaurant, is located at the south end of Pier 5. A footbridge covered by a stressed tent now crosses the slip between Piers 4 and 5, blocking navigation to Connolly's and the head of the pier. While the massive brick Pratt Street

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Power House (HAER No. MD-101), which survived the Baltimore Fire of 1904, dominates the north end of Pier 4 immediately to the west of Connolly's, large-scale late 20th century buildings in the vicinity have changed the waterfront context. These buildings include the 1990 Marine Mammal Pavilion at the end of Pier 4 to the southwest of Connolly's and Scarlett Place, a large residential building across Jones Falls from Pier 6 to the east of the site. The physical context for the building is more intact north of Pratt Street than along the waterfront. Although elements of the historic setting for Connolly's Seafood Restaurant survive, the area has been so altered that its appearance reflects a 1980s festival retail character rather than its historic character as an early 20th century urban industrial waterfront.

Today Connolly's waterfront setting, industrial appearance, and distinctive massing define its architectural character. The building's present appearance reflects its most recent use as a restaurant. The four elements depicted in the 1951 Sanborn Map and visible in the exterior appearance of the building are encompassed within a single building. This compound building is comprised of interconnected structures facing Pratt Street (north) backed by a large warehouse to the south.

The exterior of Connolly's is clad with metal siding. The eastern portion of the north and west walls of the former office section are corrugated metal. Horizontal aluminum siding is used on the remainder of the north facade facing the street. Presently, in addition to doors opening on Pratt Street, there are doors located on the east facade of the restaurant and on the west (water) facade of the warehouse. There are loading bays on the east, south, and west (water) facades of the warehouse and at the center of the north facade of the former office. There are five window openings with 4-over-4 light sash on the west (water) facade of the former office. Because all but one of these openings have been boarded over, only one 4-over-4 light sash is visible. The warehouse is clad entirely with corrugated metal panels. The warehouse has a corrugated metal roof; the roofs of the three smaller structures are covered with asphalt shingles. Both the warehouse and office section have skylights. Various signs for Connolly's Seafood Restaurant decorate the building. Several of the signs depict crabs and oysters. "Pier 5" is centered at the top of the north gable of the warehouse.

The appearance and spatial configuration of the interior reflect the industrial character and exterior divisions of the building. (Restaurant furnishings had been removed by early 1992.) While the interior walls of the easternmost section are prefabricated metal panels bolted to the steel frame below a dropped ceiling, wood framing can be seen below the dropped ceiling and through penetrations in the walls. The I-beams and struts framing the oyster house are visible on its interior, an indication of earlier industrial use; walls are of corrugated metal. The interior of the section originally housing the office is brick. A door frame with transom and a five panel door within this section may be original to the building. The warehouse is a large open space bisected by a concrete block wall running diagonally east-west. (This wall is noted in the 1951 Sanborn Map.) Structural framing and roof trusses are visible within the warehouse.

HISTORICAL INFORMATION

Connolly's Seafood Restaurant, probably constructed during the 1920s, is the last remaining example of structures devoted to early to mid-20th century commercial activity on the piers in Baltimore's Inner Harbor. Located on Pier 5, Connolly's Seafood Restaurant was associated with the Chesapeake Bay-based commerce of the early 20th century. Connolly's is the only remaining early 20th century commercial structure on the once bustling piers of the Inner Harbor. The restaurant complex originally consisted of a restaurant (705 E. Pratt Street), oyster house (703 E. Pratt Street), and office (701 E. Pratt Street) with a warehouse to the rear and boats moored at the pier. Connolly's has been operated by the same family for five generations; the restaurant was a Baltimore institution until it closed in 1991.

Baltimore developed out from the Inner Harbor, which provided the city with a relatively sheltered tidal harbor ideal for water-based commercial traffic of the late 18th and early 19th century. While the coming of the railroad diminished the relative importance of the port, the Inner Harbor was a teeming commercial area throughout the 19th and early 20th century. In February 1904 a disastrous fire destroyed much of downtown Baltimore including all but recent fireproof structures on the piers. Prior to the fire, the piers were privately owned. After the fire, the Burnt District Commission, which had authority to promulgate buildings codes and acquire land and easements for widening streets, recommended that the city acquire and operate the piers, leasing the land to tenants with long-term leases.

While the rebuilding of the Burnt District took place rapidly, reconstruction of the piers dragged on for five years. State laws prevented the Burnt District commission from issuing bonds prior to land acquisition. Families owning land on the piers were concerned that they might be refused leases on their former property, denying them the waterfront access crucial to their business. Consequently, many of the landowners on the piers contested the assessment of their land in the condemnation proceedings to delay the transfer of land to the City. Pier 5 was not completed until 1910. (Please see Baltimore Inner Harbor, HAER No. MD-86 for information about the Inner Harbor and its reconstruction after the fire.)

The City's plans for the Inner Harbor designated Piers 5 and 6 for local transshipment of goods. The piers were to be used for bulky materials like lumber.² By the time the piers were finished, the Harbor Commission had begun to make long-term, large-scale plans for improving the Port of Baltimore. As the *Port Development Plan* of 1922 noted, "Piers 5 and 6 are not well adapted for oversea terminals on account of the expense of preparing for 30 ft. depth of water and could be best used for industries or coastwise shipping which does not require over 20 ft. of water and which does require city delivery."³ Piers 4, 5, and 6 were ideally suited for transferring food from Anne Arundel county and the Eastern Shore because of their proximity to Marsh Market, two blocks north. The Fallway connected the

²The *Port Development Plan of Baltimore, Maryland*, prepared in 1922, noted that Piers 5 and 6 were "operated by the city principally for the storage of lumber," p. 27.

³*Ibid.*, p. 17.

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piers with freight yards and passenger stations,⁴ providing a connection between water and rail transportation. (Please see Baltimore Inner Harbor, Pier 5, HAER No. MD-86-A for information about Pier 5.)

The Connolly's property was first leased to R.J. McAllister, a seafood dealer. Thomas Connolly, who had been a produce jobber on West Camden Street, came to work for McAllister in the 1920s. Connolly took over the business when McAllister died in the early 1930s. Opening a lunchroom in the "eastern half" of the building, Connolly operated both a retail seafood and produce business as well as a restaurant. He moored two boats, the *Maggie C.* and the *William J. Brenner, Jr.*, at the head of the slip and sold oysters and produce from the boats. Long after seafood was trucked in rather than shipped, Tom Connolly continued selling fresh seafood from his boat and operating his seafood restaurant and oyster bar. This practice harked back to the days before refrigeration when customers could be assured of freshness only by purchasing at the source.⁵

The four components comprising Connolly's cannot be dated with any precision. Present in virtually all historic aerial photographs, the buildings were probably constructed in the mid-1920s. Connolly family oral tradition holds that the original restaurant building at 705 E. Pratt Street was constructed in 1904. The family possesses a piece of wood with the date 1904 carved in it. However, historic photographs show that structures on the piers burned to the ground. Pier 5 was not reconstructed until 1910 and Pratt Street was doubled in width shortly after the piers were completed. Even though pier construction on Pier 4 worked around the existing Pratt Street Power Plant (HAER No. MD-), it is unlikely that there were structures on the site of Connolly's prior to the completion of the piers. The 1904 Sanborn Map shows two structures on the pier, the Old Bay Line Freight Shed, an iron clad building occupying the southern end of the pier, and a one-story wood shed at Pratt Street on the site of Connolly's. The shed is not located on the water and its configuration does not match any of the sections that comprise Connolly's. The map notes that Pier 5 is a lumber wharf. A 1908 plan of the piers, then under construction, shows the outline of the Baltimore Steam Packet Company warehouse at the southern end of the pier and a square drawn at the northwest corner of Pier 5. *The Survey of the Port of Baltimore*, published in 1920, describes the buildings on the pier at that time:

A portion of the pier at the outer end leased by the Baltimore Steam Packet Company is covered by a corrugated iron and wood shed, [of] irregular shape, averaging about 255 feet by 65 feet plus 205 feet by 36 feet giving a gross area of 24,000 square feet. It is used for the storage and delivery of freight. Midway of the western side of the pier is a freight storage and delivery shed of frame construction, 70 feet by 75 feet, owned and occupied by the Baltimore and Carolina Steamship Company. Midway of the east side of a frame office 14 feet by 10 feet used by the Roberts Lumber Company. At the Pratt Street end of the pier are two frame buildings. One, 8 feet by 10 feet is used by the lumber Inspector of Baltimore City and the other frame shed 19.5 feet by 18.5 feet is used by M.C. McCallister, Commission Merchant. The

⁴Harbor Board of Baltimore, *Port of Baltimore: Modern Facilities and Terminal Advantages*, p. 21.

⁵One small craft remains of oyster vending fleet," March 29, 1957 newspaper clipping in Connolly family collection.

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Marine Transport Company also occupies a portion of the Pratt Street end of the pier, with a corrugated iron covered frame building 125 feet by 71 feet used as a freight storage and delivery depot.

The pier is operated by the City principally for the storage of lumber....⁶

The Marine Transport Company Building could comprise part of Connolly's where wood frame construction is visible beneath metal sheathing. The frame shed could survive within the portion of Connolly's denoted as Building 705 E. Pratt Street. An undated note on R.J. McAllister & Co. stationery in the Connolly family collection states, "Frank Kelly got R.J. McAllister to build oyster house on Pier 5 year 1924. The rental of ground for use of ground on Pier 5 on 703 E. Pratt St." The 1924 oyster house is undoubtedly incorporated within Connolly's as 703 E. Pratt St., the center section denoted "oyster ho." on the 1951 Sanborn Map.

The commercial network that formed the piers began to vanish by the mid-1950s. After the Chesapeake Bay Bridge opened connecting the Eastern Shore with the mainland near Annapolis, produce could be trucked in four hours in a trip that formerly took three days by boat.⁷ Marsh Market was closed in 1960 when produce dealers moved to the new market on the Pulaski Highway.⁸ The once bustling steamer traffic that conducted passengers to Philadelphia, Washington, Norfolk, and Annapolis disappeared with the last run of the night boat, *City of Norfolk*, in 1962.⁹ Urban renewal came to the Inner Harbor in the 1970s. Nevertheless, Connolly's continued to thrive and to operate in traditional fashion. The mayor of Baltimore and other political figures were regular patrons.

In 1982 a restaurant reviewer captured the disparity between what Connolly's represented and what the Inner Harbor had become:

You can consider Connolly's a scruffy eyesore in the middle of the revolutionary vision of Baltimore's future the Inner Harbor development represents. Or you can consider Connolly's a piece of the real Baltimore, a place connected to the city's past, a restaurant with local character as opposed to the impersonal, tourist-oriented, chain seafood establishments that surround it. Or you can approach Connolly's the way I do: Hey, the kitchen can really turn out a great fried fish.¹⁰

Connolly's closed in 1991. In an epitaph for the restaurant, James M. Merritt, who was in the wholesale produce commission business at Marsh Market from 1930 to the 1960s, wrote that Tom

⁶Harbor Board of Baltimore, *Survey of the Port of Baltimore*, Volume 1, pp. 24-25.

⁷"One small craft remains of oyster vending fleet," March 29, 1957 newspaper clipping in Connolly family collection.

⁸James M. Merritt, "Remembering Baltimore: Tom Connolly's melon-laden skipjack," *Evening Sun*, September 17, 1991.

⁹"Curtis Bay Memories: Night Boat," clipping in Connolly family collection.

¹⁰Elizabeth Large, "Connolly's was here before the chains came," *Baltimore Sun*, November 5, 1982.

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Connolly's son Sterling continued the tradition of selling both produce and seafood, "and never allowed the premises to cease being a reminder of how things used to be on the waterfront."¹¹

¹¹Merritt, *op. cit.*

LOCATIONAL MAP



Source: USGS Baltimore East Quadrangle

SOURCES OF INFORMATION

A. Architectural Drawings:

None located.

B. Early Views:

There are numerous views of Connolly's in aerial photographs of Pier 5 and the Baltimore Inner Harbor. Because of the Inner Harbor's location adjacent to the center city, it is well represented in historic photographs. The most extensive collections of views can be found in the Maryland Historical Society and the Peale Museum. These images have been reproduced in a number of published sources, the most important of which are listed below. All of these sources may be found in the Maryland Room of the Enoch Pratt Free Library and, with the exception of the Peale Museum catalogue, in the Library of Congress. *The Reports of the Harbor Board* for this period also contain numerous photos of the piers and the piers under construction. Please see Baltimore Inner Harbor, Pier 5 (HAER No. MD-86-A) for additional detail on *The Reports of the Harbor Board*.

Beirne, Francis F. *Baltimore: A Picture History 1858-1968*. Baltimore: Bodine & Associates, 1968.

Views of harbor ca. 1950 (p. 120)

Keith, Robert C. *Baltimore Harbor: A Picture History*. Baltimore: Ocean World Publishing, Inc., 1982.

Aerial photos, 1948, ca. 1950, and 1967 (pp. 113-114)

The Peale Museum. *Harbor 1854-1955: A Century of Photographs of the Port of Baltimore*. Baltimore: Peale Museum, ca. 1955. (MD.XHE554.B2A34)

Warren, Marion and Mame Warren. *Baltimore, When She Was What She Used to Be, 1850-1930*. Baltimore and London: Johns Hopkins University Press, 1983.

Views of harbor from north and Federal Hill after 1904 fire (pp. 126-127 and 240)

There are few published photographs showing Connolly's from the north. Most of the images are photographs published with newspaper articles listed below or found in undated copies of newspaper clippings in the Connolly family collection.

C. Interviews:

Karen Connolly, Interview at Connolly's Seafood Restaurant, March 24, 1992, and numerous telephone conversations. Ms. Connolly's family operated Connolly's Seafood Restaurant.

D. Bibliography:

Additional information on the waterfront context for Connolly's may be found in Baltimore Inner Harbor (HAER No. MD-86), Baltimore Inner Harbor, Pier 5 (HAER No. MD-86-A), Baltimore Inner Harbor, Pier 6 (HAER No. MD-86-B), and Baltimore Inner Harbor, Pier 6 (HAER No. MD-86-C).

1. Primary And Unpublished Sources

Burnt District Historic District files, Baltimore Commission on Architecture and Historic Preservation.

Connolly family collection.

"Curtis Bay Memories: Night Boat" page from book in Connolly family collection.

Millspough, Martin to Connolly's Seafood House, Sept. 27, 1971 (Connolly family collection).

National Register Nomination for the Business and Government Historic District, Baltimore, Maryland. (Maryland Historical Trust)

"One Small Craft Remains of Oyster Vending Fleet," March 29, 1957, clipping from Connolly family collection.

Photograph entitled "Tom Connolly's Boats: The *Maggie C.* and *Wm. Brenner* (Connolly Family Collection).

Query File, Maryland Room, Enoch Pratt Free Library.

Vertical File on Restaurants, Maryland Room, Enoch Pratt Free Library.

2. Secondary And Published Sources

Harbor Board of Baltimore. *Port of Baltimore: Modern Facilities and Terminal Advantages.* Baltimore: Hoen Brothers, 1918. (Enoch Pratt)

Harbor Board of Baltimore. *Reports of the Harbor Board, 1904 - 1914.* (Enoch Pratt)

Harbor Board of Baltimore. *Survey of the Port of Baltimore, Volume 1, 1920.* (Enoch Pratt)

Keith, Robert C. *Baltimore Harbor: A Picture History.* Baltimore: Ocean World Publishing, Inc., 1982.

Large, Elizabeth. "Connolly's was here before the chains came" in *Baltimore Sun*, November 5, 1982.

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Merritt, James M. "Remembering Baltimore: Tom Connolly's melon-laden skipjack" in *Evening Sun*, September 17, 1991.

"Old seafood restaurant gets reprieve" in *News American*, March 1, 1979

"On the Waterfront" in *Baltimore City Paper*, March 2, 1979, p. 27 (Enoch Pratt Free Library).

"An Order to Go: Closing of Connolly's stuns dedicated fans" in *Baltimore Sun*, August 29, 1991.

Port Development Commission. *Port Development Plan of Baltimore, Maryland*. Baltimore: A. Hoen, March 1922. (Enoch Pratt)

Sanborn Fire Insurance Maps

Simmons, Scott E. *An Investigation of the Archaeological Resources Associated with Piers 5 and 6 and the Harrison's at Pier 5 Complex (18BC62 and 18BC63) Baltimore, Maryland*. Baltimore: Baltimore Center for Urban Archaeology, 1990.

Weeks, Barbara K. *An Archival Investigation of the Archaeological Resources Associated With Harrison's at Piers 5 and 6, Baltimore, Maryland*. Baltimore: Baltimore Center for Urban Archaeology, 1987.

E. Likely Sources Not Yet Investigated:

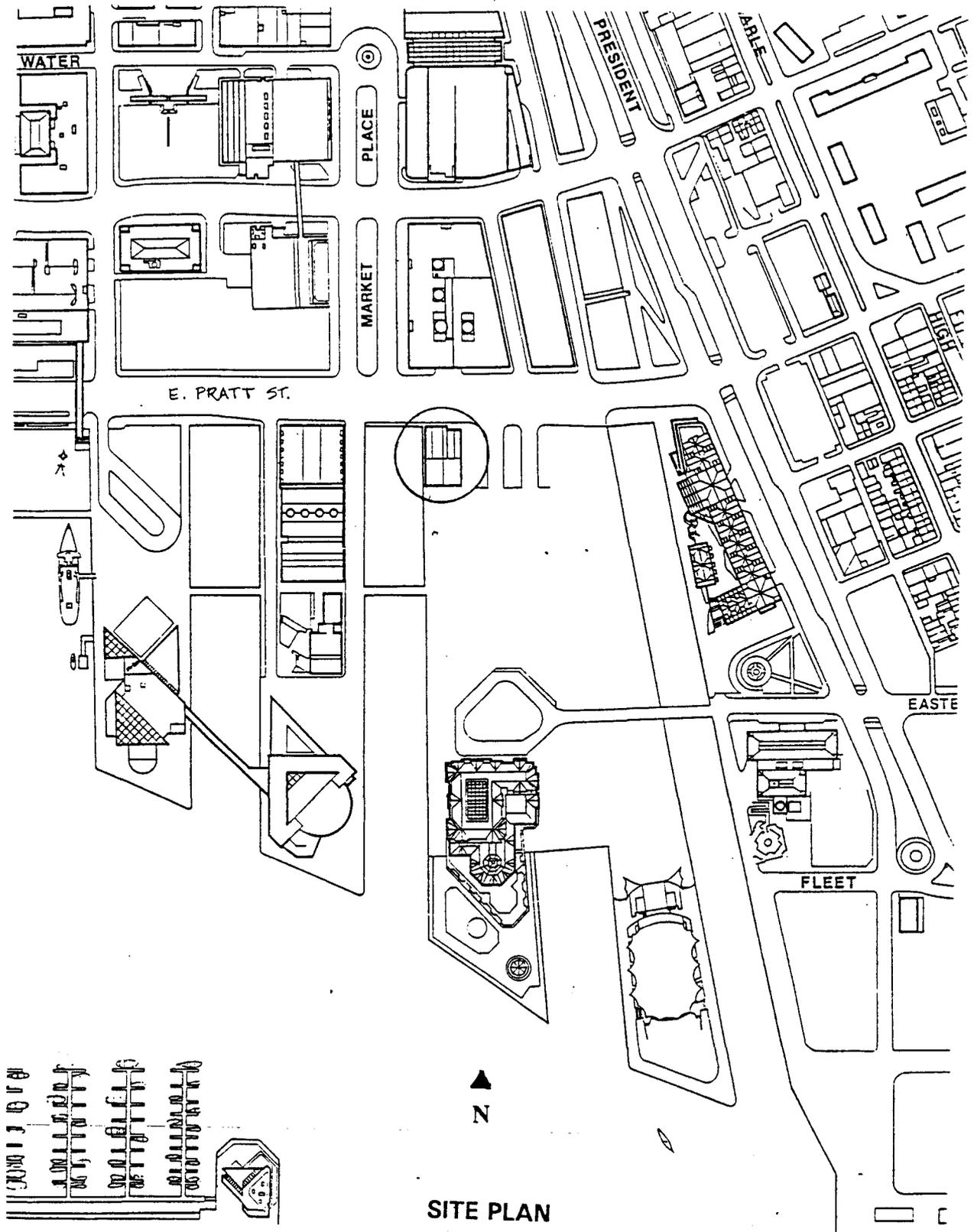
Additional oral interviews would probably provide the most information about this property. City lease records, which could not be located for this study, might provide additional information about Connolly's physical history. Records pertaining to Marsh Market and passenger steamers could provide information about the commercial context for the complex.

PROJECT INFORMATION

This documentation was prepared pursuant to a Memorandum of Agreement for construction of the Christopher Columbus Center for Marine Research and Exploration, a project partially funded by several federal agencies and requiring permits from the U.S. Army Corps of Engineers. The project, to be constructed on Piers 5 and 6, required the demolition of Connolly's Seafood Restaurant. Research and documentation took place from March 1992 to January 1993.

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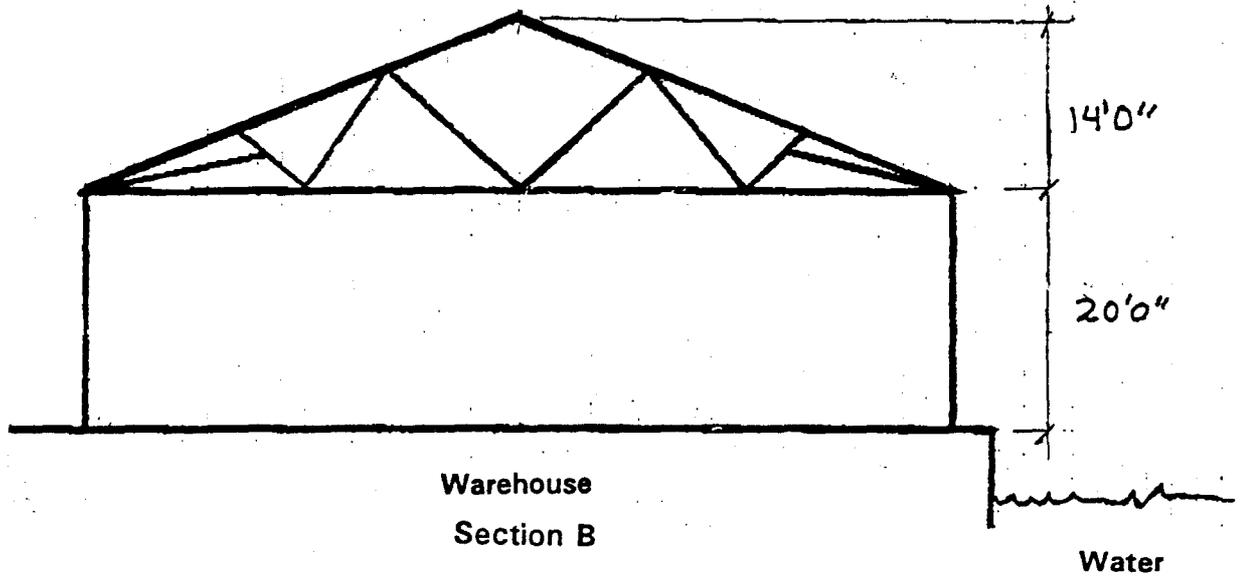
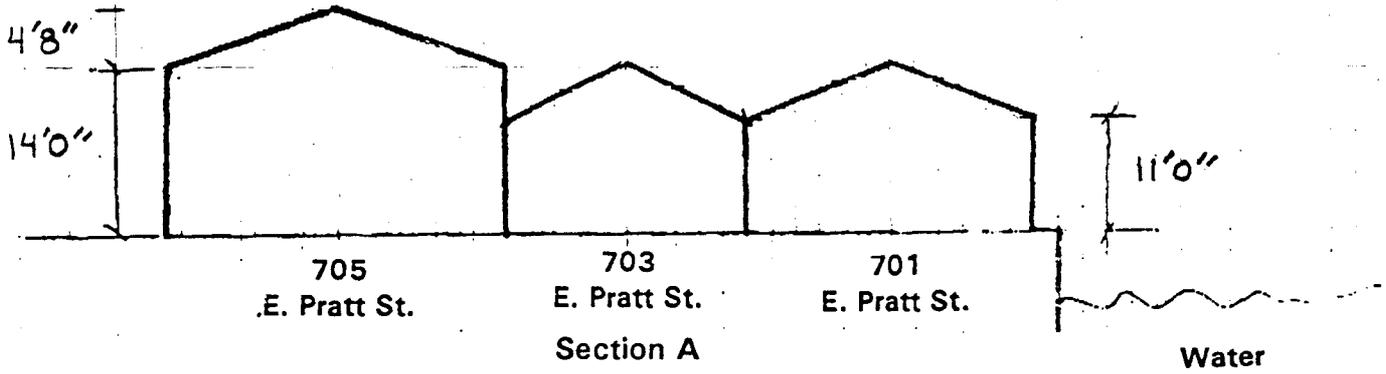
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SITE PLAN

Source: Gannett Fleming, Inc.

SCHEMATIC SECTIONS
September 11, 1992



SCHEMATIC PLAN September 11, 1992

