

Post American Revolution Transition

passage from Baltimore County Panorama

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In the era following the American Revolution, profound changes occurred in the region. One of the most significant involved the growth of Baltimore City, then part of Baltimore County. As a thriving port and the third largest city in the fledgling nation, Baltimore's urban energies allowed it to dominate the region.

Because the port offered an outlet for the county's agricultural surplus, the city's domination was vital to the surrounding county's economic health. But the city also had an appetite for political power and developed a need for services that forced a divergence from the county by mid-century.

The city's extension of the boundaries in 1816 (the northern line became what is now North Avenue in Baltimore) served notice of the new political and demographic muscle. In 1854, what had essentially been essentially a joint governing arrangement between Baltimore City and the county was broken when the county separated all of its functions and established a county seat in Towson.

undertook development of other portable power tools. Today, Black and Decker's plant size has multiplied manyfold because of the worldwide demand for their products, and its corporate wealth includes diverse subsidiary companies in America and foreign countries.

Locally important was the dramatic growth experienced by Harry T. Campbell Sons' Corporation in the 1920s and 1930s. Campbell began his quarry and contracting business in 1891 with a six-man operation on Harford Road. After their father's death, sons H. Guy and Bruce Campbell took over the company in 1922. In 1926 the firm acquired its Texas quarry, and in 1931 built a Camelite plant to produce concrete. It was during the 1920s that Campbell's began building many of the county's highways and became a prominent company on the state level. Property acquisition at White Marsh and a concrete plant on Pulaski Highway followed in the 1930s. Campbell's continues a lucrative construction business as a subsidiary of the Flintkote Corporation.

Following the repeal of prohibition the Calvert Distilling Company built a plant on Washington Boulevard near Relay. Expansion throughout the 1930s made this plant one of the largest and best equipped in the country. At that time its daily production of liquor was 44,000 gallons."

The Patapsco and Back River Necks received the greatest boost of any area when an agent for Glenn L. Martin purchased about 1,200 acres in the Middle River area in 1929. Martin selected Middle River for the site of his aircraft plant because of its proximity to Baltimore and Washington, its access to rail facilities and the good, year-round flying weather. Local exemption of plant machinery from taxation also encouraged Martin to locate in the county. In March 1929 more than 2,000 sightseers visited the Martin property to witness construction, and before the end of the year the first Buildings were completed, containing 298,000 square feet of factory space.

By the middle of June 1930, Martin's was building thirty boat-type patrol airplanes (the PM-1), and the firm had received a U.S. Navy contract for twenty-five more aircraft valued at \$1,396,451. After the depression-created employment slump of the mid-1930s, Martin's rebounded when new demands from Europe and this nation filled its order books. Kingsville's Ken Ebel, a vice-president of the engineering department, played an important part in the development of the China Clipper, a now-classic flying boat. As Martin's most accomplished test pilot, he was the first to fly the China Clipper, and Philippine, Soviet, and Hawaiian Clippers soon followed the prototype. By 1939 Martin's employed 4,100 workers, and the firm had invested about \$12 million in its Middle River plant since 1929.