



**Waterfront Flood Management
Phase 1A Report ADDENDUM**

**Alexandria Archaeology Publication
Number 143**



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The City of Alexandria
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Addendum to a Report by:

Stantec Consulting Services Inc.

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Foreword

The City of Alexandria is built upon its past. The ground beneath modern Alexandria is a record of this past and contains an array of archaeological sites, features, and artifacts. Recognizing the importance and uniqueness of these historic resources, the City of Alexandria established a formal archaeology program in 1977.

Alexandria Archaeology, a division of the Office of Historic Alexandria, City of Alexandria, Virginia, is dedicated to preserving and studying the City's rich archaeological heritage. We seek to foster within residents and visitors a connection between the past and present by sharing our interpretations of Alexandria's history. We do this in many ways – in our Alexandria Archaeology Museum on the third floor of the Torpedo Factory Arts Center, through lessons based on archaeological sites and collections, at events throughout the City, and through partnerships with the community. The Alexandria Archaeology Publications Series is another way we make history accessible and is composed of papers on aspects of research conducted under the auspices of Alexandria Archaeology. The authors include historians, archaeologists, students, and Alexandria Archaeology volunteers. Editing of the papers has been kept to a minimum. Publications vary in tone and level of technicality depending on the intended audience.

Each publication began with a question about the past. Each conclusion gets us closer to understanding early Alexandria. We are pleased to share the papers within this series – including professional conference papers, background documentary studies, student course papers, and volunteer research papers – to professionals and public alike.

This report presents research on the land use history of Founders Park.

Eleanor Breen, PhD, RPA
City Archaeologist
2021

MANAGEMENT SUMMARY

This report serves as an addendum to the November 2018 *Initial Archaeological Assessment of the Proposed Waterfront Flood Management Project, Alexandria, VA* submitted to the City of Alexandria, Virginia for the City of Alexandria's Waterfront Flood Mitigation (AWFM) project by Stantec Consulting Services Inc. (Stantec) with EHT Tracerics, Inc. (Tracerics). The City of Alexandria is initiating the Alternative Design phase of the AWFM project and has expanded the original area of potential impact to include Founders Park at 351 N. Union Street.

This addendum expands on the 2018 report and the November 2021 Preliminary Archaeological Assessment to include a study of Founders Park and was undertaken by Alexandria Archaeology, a division of the Office of Historic Alexandria. Therefore, information from the 2018 Phase 1A report is repeated, modified, and/or referenced in this addendum with additions specifically relating to Founders Park. The Alternative Design phase for this project consists of numerous tasks, including this archaeological assessment. This initial archaeological assessment addendum was conducted in accordance with the City of Alexandria's Archaeological Protection Code (City of Alexandria 2018) and Archaeological Standards (revised 2021), the Virginia Department of Historic Resources's (2011) Guidelines for Conducting Historic Resources Survey in Virginia, and the standards and guidelines set forth in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (Federal Register 1983). The potential undertakings proposed in the Founders Park area include underground stormwater detention chambers and associated construction impacts.

The land-use history of the Founders Park section of the project area primarily consists of wharves, warehouses, land-making structures, and associated activities. Complex changes in land ownership and use are documented in the deeds and the progression of building out new land from the original Alexandria shoreline. Minimally, portions of six wharves (some with cores dating to the late 18th century) and remains of up to 50 structures, rail infrastructure, an elevated tramway, and numerous impermanent structures dating from the late 18th to the early 20th centuries are potentially present within the Founders Park project area. Some of these structures may relate to the fishing and oystering industry that evolved into an area known as Fishtown. If present, these elements of the historic built environment could be impacted by construction related to the proposed project. Twentieth-century infilling could have preserved some elements of wharves and structural remains, as has been seen in other sections of the waterfront. Profiles from several geotechnical borings in the Duke to Queen Street section of the project area indicate that modern fill of varying depths is present and likely seals fill episodes dating to the late 18th century. The late 18th-century fill was used to infill the mud flat along what was then the Potomac River waterfront.

Based on the historical research, the Founders Park section of project area, like the previously studied sections, has a high potential for archaeological resources, including the aforementioned wharves and associated structures and their use as steamboat/ferry and freight (primarily coal, wheat, and manufactured goods) terminals and warehouses. Other structures included a brewery, bakery, steam mill, and residential dwellings. Such resources could include the wharf structures (portions of which could predate the 19th century), fill within the wharves, structural foundations, privies, and artifact deposits associated with use of the wharves and associated structures over time. Fill soils and the existing park may have preserved these resources, as has been demonstrated at other wharves and associated ship hull remnants along Alexandria's waterfront, most notably at the 220 S. Union Street (44AX229) and Robinson Terminal South (44AX235) sites located at the foot of Duke Street. Finally, while 20th-century industrial activity, the creation of the park, and the installation of utilities have no

doubt impacted earlier archaeological resources within the project area, the extent of these impacts remains unknown. Once again, similar impacts have occurred at other wharf locations within Old Town, and in those cases archaeological investigations have demonstrated the continued existence of resources under the more recent impacts.

While the nature, location and extents of the ground disturbing activities are not yet designed, this project has the potential to significantly impact some of the deepest historical roots in Alexandria. Depending on the level of preservation and previous construction impacts, the extent of archaeology that may be necessary in the park could be similar to the scale of Robinson Landing or Hotel Indigo. Of all the blocks to potentially be affected by AWFM, the Founders Park area is most similar in relation to original ground and depth of history to Point Lumley. The unknown is the degree of preservation of that multi-layered history.

In the 2018 Phase 1A, Stantec recommended that additional archaeological investigations should be conducted prior to construction to ensure compliance with both the Alexandria Archaeological Protection Code and Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations based on the high potential for archaeological resources within the AWFM project area, and this recommendation now extends into the Founders Park section of the project area. Stantec further recommended that field investigations should be undertaken to: 1) determine the presence, nature, and significance of archaeological resources within the AWFM project area (a Phase I archaeological survey); 2) evaluate any identified resources for potential inclusion to the National Register of Historic Places (a Phase II significance evaluation); and 3) determine if additional archaeological mitigation or monitoring investigations will be required prior to or during construction (Phase III data recovery and mitigation). Alexandria Archaeology does add that given the nature of the undertaking in this urban environment, it may not be possible to conduct archaeological excavation as a separate phase in advance of construction and may need to occur in coordination with the initial phases of construction.

1.0 INTRODUCTION

This report serves as an addendum to the November 2018 *Initial Archaeological Assessment of the Proposed Waterfront Flood Management Project, Alexandria, VA* submitted to the City of Alexandria, Virginia for the City of Alexandria's Waterfront Flood Mitigation (AWFM) project by Stantec Consulting Services Inc. (Stantec) with EHT Tracerics, Inc. (Tracerics).¹

The City of Alexandria is initiating the Alternative Design phase of the AWFM project and has expanded the original area of potential impact to include Founders Park at 351 N. Union Street (Figures 1 to 4). This addendum expands on the 2018 report and the November 2021 Preliminary Archaeological Assessment to include a study of Founders Park and was undertaken by Alexandria Archaeology, a division of the Office of Historic Alexandria. Therefore, information from the 2018 Phase 1A report is repeated, modified, and/or referenced in this addendum with additions specifically relating to Founders Park. The Alternative Design phase for this project consists of numerous tasks, including this archaeological assessment. This initial archaeological assessment addendum was conducted in accordance with the City of Alexandria's Archaeological Protection Code and Archaeological Standards (revised 2021), the Virginia Department of Historic Resources's (2011) Guidelines for Conducting Historic Resources Survey in Virginia, and the standards and guidelines set forth in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (Federal Register 1983).

¹ Paul Kreisa, Eric Griffiths, John Gentry, *Initial Archaeological Assessment of the Proposed Waterfront Flood Management Project, Alexandria, VA*. (Alexandria, Virginia: City of Alexandria, November 2018)

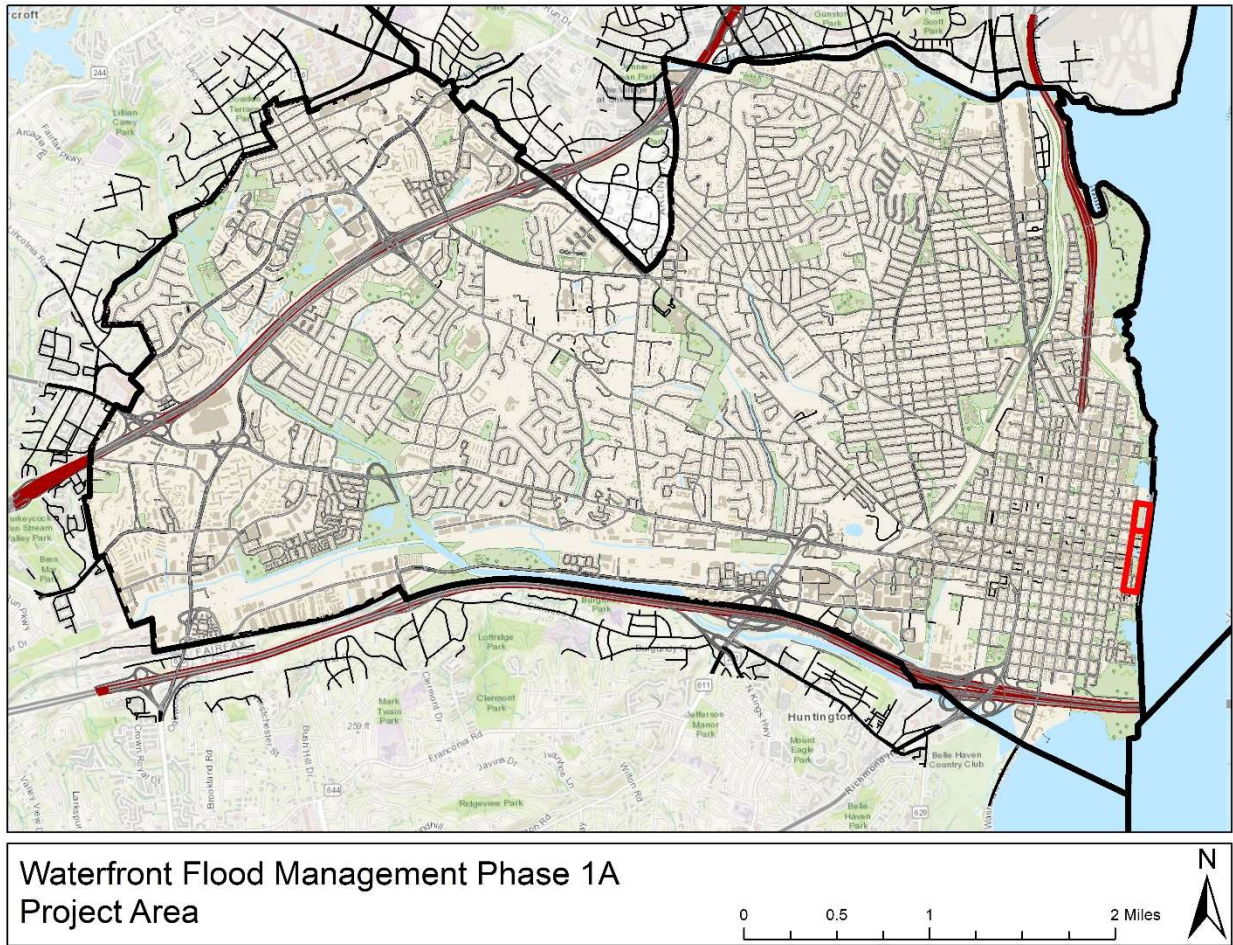


Figure 1. Red rectangle indicates location of original and addendum Waterfront Flood Mitigation project areas in the City of Alexandria.

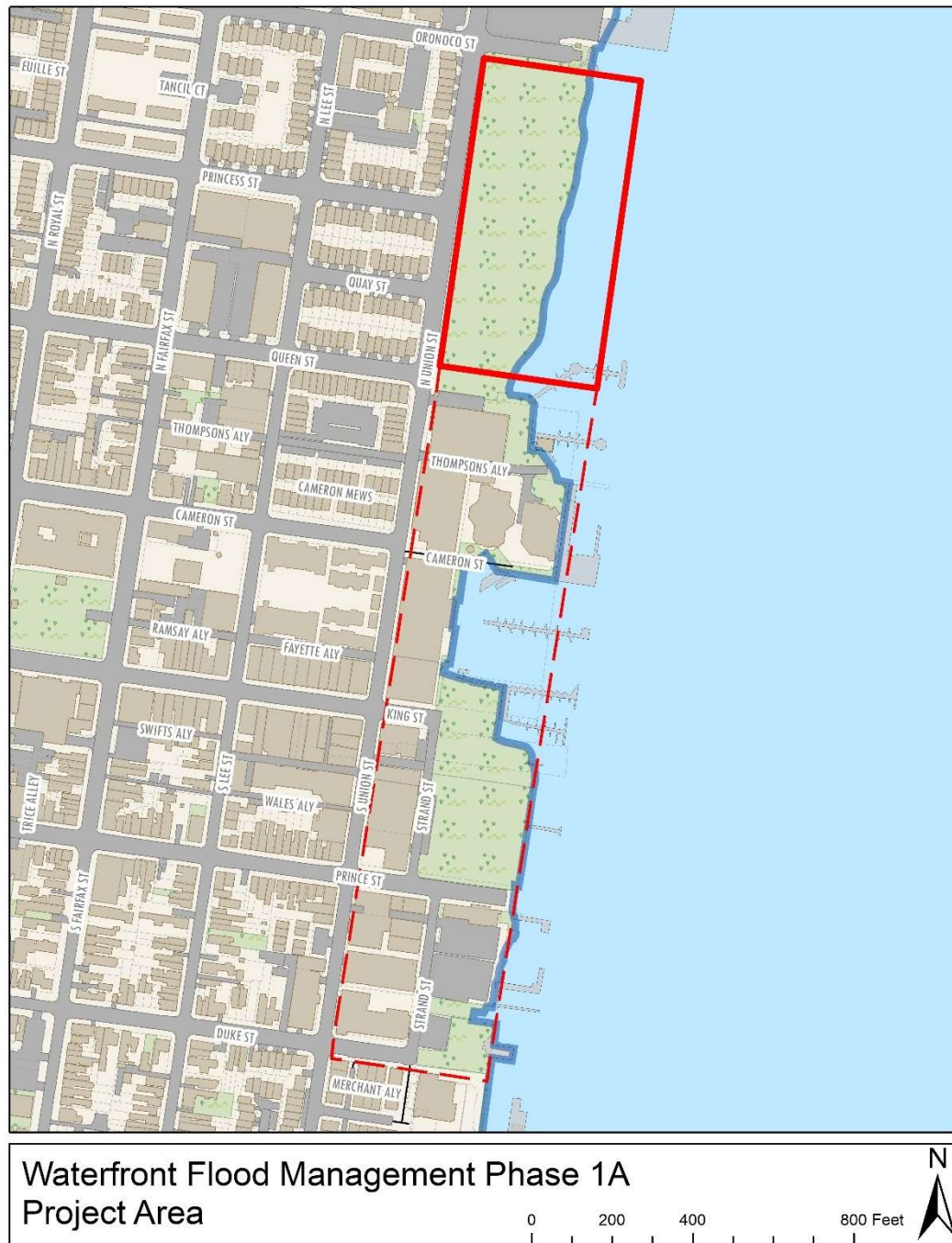




Figure 3. Close up map of Founders Park addendum area.



Figure 4. Close up aerial of Founders Park addendum area.

1.1 Proposed Undertaking

In addition to the impacts noted in the 2018 report including flood mitigation system components and park improvements, the undertakings proposed for Founders Park include underground stormwater detention chambers and associated construction impacts (Figures 5 and 6). In 2021, the City of Alexandria began a reassessment of the initial Flood Mitigation project, seeking out possible alternatives that could meet current cost and climate change projections while still achieving the goal of resiliency and alleviating flooding in the core waterfront area. One of these alternatives involves the detention of stormwater in underground storage chambers sited under portions of Founders Park. This expanded the area of potential impact for the AWFM project between Queen and Oronoco Streets requires a Phase 1A study addendum for this two-block area not previously studied.

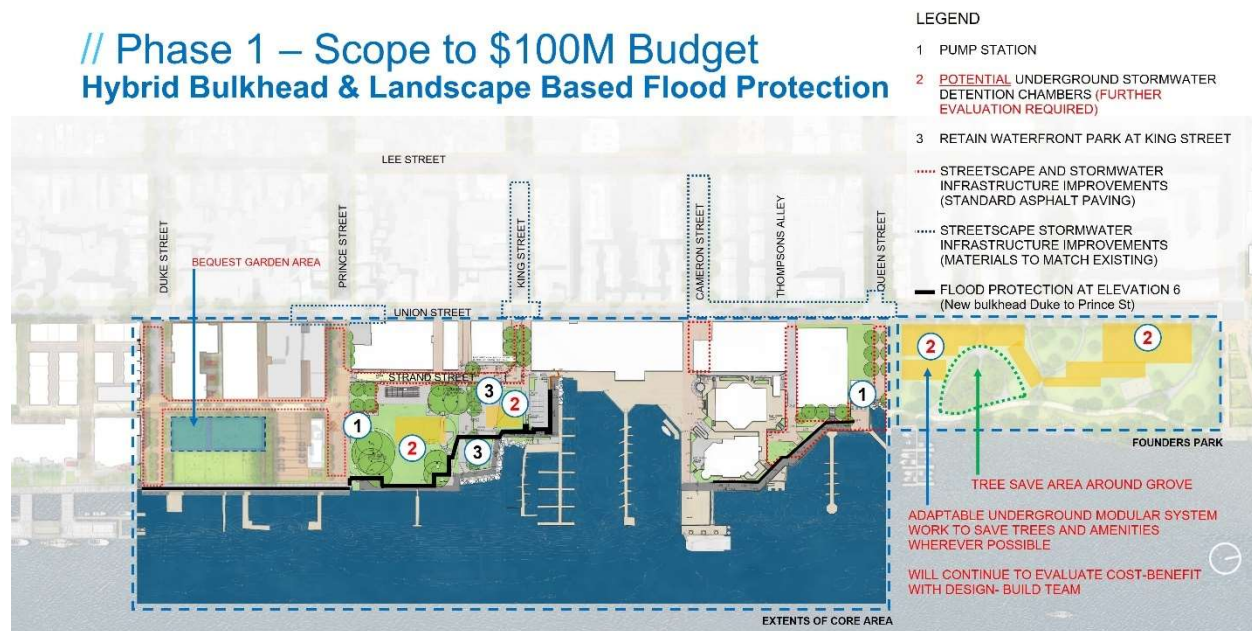


Figure 5. Flood Mitigation alternative showing potential impacts to Founders Park.

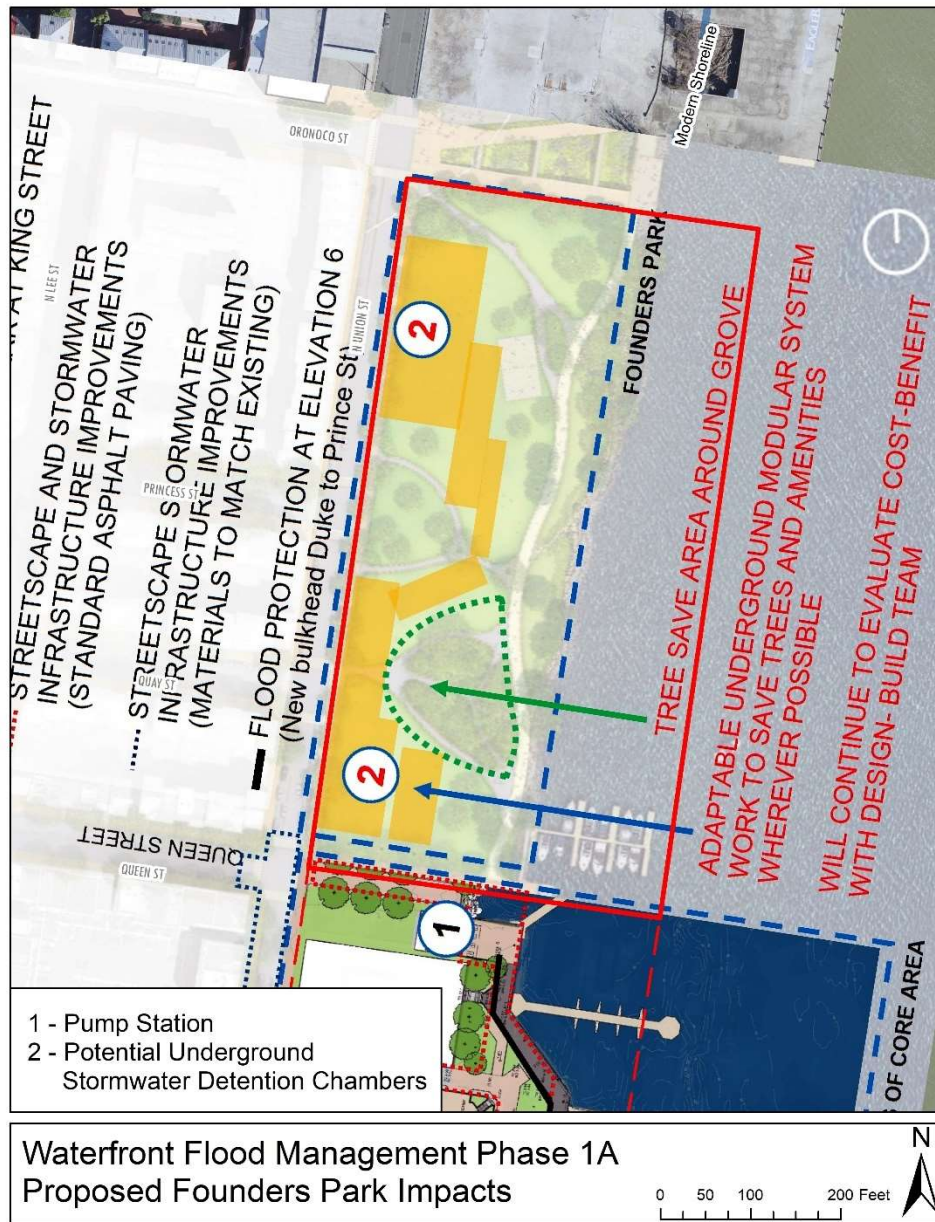


Figure 6. Flood Mitigation alternative showing potential impacts to Founders Park georeferenced.

1.2 Project Area Description

The amended project area is located along the Potomac River waterfront in Alexandria, Virginia, roughly between Duke Street to the south and Oronoco Street to the north. The Duke to Queen Street area is covered in the 2018 Phase 1A report. The Queen to Oronoco Street area is addressed in this addendum. The east boundary extends into the waters of the Commonwealth of Virginia; the final design could extend the boundary eastward into the waters of the District of Columbia. If so, the City of Alexandria must comply with all relevant regulations in all jurisdictions. The western boundary coincides with N. Union Street.

As with the southern section of the project area, the project area is largely comprised of a City of Alexandria park (Founders Park) and associated amenities and walking paths. The surrounding area is largely residential to the west and commercial to the south. The north is currently under construction for the RiverRenew project to prevent combined sewage from polluting the Potomac River.

1.3 General Setting

The general setting for the project area is described in the 2018 Phase 1A report (pages 4-6).

1.4 Addendum Report Organization

Following this introduction, the report contains six additional sections: Assessment Methods, Cultural Context, Previous Archaeological Investigations, Archaeological Resource Sensitivity Assessment, and Archaeological Assessment Summary and Recommendations. Qualifications of Key Personnel comprise Appendix A. Appendix B presents an inventory of historic maps by parcel in the addendum project area. Appendix C contains the chain of title derived from deed research conducted for the addendum project area.

2.0 ASSESSMENT METHODS

The initial archaeological assessment of the proposed AWFM project area employed several research methods. These included background, archaeological, historical, and documentary research; shoreline change analysis; and a site visit. The addendum includes these methods with more extensive documentary research. Geoarchaeology and geotechnical data collected in Founders Park are presented in a forthcoming report.

2.1 Archaeological, Historical, Background, and Documentary Research

In addition to the methods used by Stantec and Traceries, as documented in the 2018 Phase 1A, Alexandria Archaeology completed chains-of title for each historic parcel in the study area. The titles for most of the affected areas originated in town lots located to the west of Lee Street (Water Street, historically). A GIS database of the deeds compiles the documentary evidence based on geographic location and illustrates the changing dimensions of parcels and the shoreline.

2.2 Potomac River Shoreline Change

Alexandria Archaeology has georeferenced early maps to document and interpret the historic of shoreline change within the project area, summarized below.

2.3 Site Visit

Alexandria Archaeology conducted a site visit to field-verify the results of the background research, note visual evidence of past disturbance, and determine a final probability estimate for the presence of archaeological resources. Any disturbances not readily apparent from the background research were identified and taken into consideration with regards to the assessment of archaeological potential for the project area.

3.0 CULTURAL CONTEXT

The Native American and Historic Period contexts are summarized in the 2018 Phase 1A report (pp. 9-32).

4.0 PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS

Review of archaeological surveys archived at Alexandria Archaeology and in the VDHR V-CRIS online database system indicates that a number of archaeological investigations have been undertaken within or adjacent to or within the AWFM LOD. Of more importance for the likely archaeological resources present within the AWFM project area, a number of wharves and wharf-related structures have been investigated in Alexandria. The discussion below centers on those projects and resources associated with wharves not previously summarized in the 2018 Phase 1A report.

4.1 Previous Investigations In and Near the Project Area

No formal archaeological excavation has taken place within the bounds of Founders Park. However, Alexandria Archaeology has monitored a small number of projects located in the park over the past ten years, areas along the shoreline of the park, as well as excavation at the foot of Oronoco Street that provides a possible preview of the state of buried archaeological resources in the park.

Park-related projects

Most of the projects that have occurred at Founders Park over the past decade have caused minimal impacts to the underlying soils. Upkeep of the park, including installing planting beds, re-grading a walking path, maintenance for a sand volleyball court, and replacing riprap along the shoreline have involved no deep excavation and impacted no more than a few inches of soil.

In 2017 the City installed a large anchor on the south end of the park that entailed the excavation of holes for stanchions. Alexandria Archaeology monitored the excavation of several stanchion holes that extended to a depth of approximately 2.5 feet and concluded that the 2.5 feet of soil was modern fill layers dating to the mid-20th century. At the same time, the City excavated a narrow utility trench that went to a maximum depth of 4.5 feet; this too contained only mid-20th century fill.

Founders Park Shoreline

At times the City has replaced riprap along the shoreline of the park, but again, this work has not impacted the underlying ground surface or riverbed.

In late 2017, the City initiated a dredging project for a one-half acre area located in the river to the east of Oronoco Street. Archaeologists monitored the dredging project and observed no historically significant deposits, artifacts, or cultural features that warranted further investigation.²

Foot of Oronoco Street

² Thomas Cuthbertson and Jeremy Smith, *Draft Report: Oronoco Dredging and Capping, Results of Archaeological Monitoring*. (Gainesville, Virginia: Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., March 2018)

In 2013 the City of Alexandria installed a ground water filtration unit at in the unit block of Oronoco Street. At a depth of approximately 8 to 9 feet below grade a grouping of jumbled timbers were encountered, some of which appeared to be part of a wharf structure. Archaeologists recorded the timbers in place before their removal. Technically, Oronoco Street is outside the Founders Park boundaries, and therefore not a part of the AWFM project, but it provides a glimpse at the type of deeply buried deposits that may be situated within the park itself.

Near Founders Park

Robinson Terminal North: Extensive background research has been conducted on the Robinson Terminal North property located on the north side of Oronoco Street and to the east of N. Union Street.³ Like Founders Park, the research indicated a high probability for archaeological resources spanning from the early 18th century to the 20th century. The earliest settlement occurred immediately north of Oronoco St and gradually expanded to the north as landowners filled in the riverfront to create more land. The landform that we see today did not get filled until the mid-19th century. As industries began to populate the waterfront after the Civil War, some of the earlier archaeological remains may have been deeply buried.

Sewer Outfall: In 2021 construction began on a new sewer outfall located on the northern section of Robinson Terminal North. An archaeological consultant devised a monitoring plan for all potential ground disturbances associated with the project, including within a temporary cofferdam on the north side of the project area in the river. The project is still under construction.

North Lee Street Excavation: In the later 1990s archaeologists conducted extensive excavations on the northern half of the 200 block of N. Lee Street, bounded by N. Union Street to the east, Queen Street to the north, Thompson's Alley to the south, and N. Lee Street to the west. This half block is located immediately to the west of the AWFM and yielded an abundance of archaeological features, including a late 18th-century wharf, a bakery complex that operated from the 1830s to the 1880s, a tavern and stables that operated during the first half of the 19th century, a house built by George Wise in the early 19th century that stood until the later 19th century, and a host of features related to the Civil War including a well preserved privy.⁴

4.2 Summary

Modern Founders Park, making up the space between Oronoco Street on the north and Queen Street on the south, and bordered on the west by Union Street, is composed of land that was filled in from the 18th to 20th centuries. Most of the fill was in place by 1800, however some areas have been filled more recently. Riverine and tidal action has shaped the land as well, causing erosion, siltation, and washing out of the fill. The human activity related to actions of Alexandria Trustees, investors, merchants and

³ David Carroll and John P. Mullen, *Draft Documentary Study: 500/501 North Union Street (Robinson Terminal North)*. (Gainesville, Virginia: Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., January 2015); David Dutton, Dara Friedberg, and Robert Taylor, *Documentary Study for RiverRenew*. (Midlothian, Virginia: Dutton and Associates, 2019)

⁴ Thomas W. Cuddy, Francine W. Bromberg, Heather Cowl, T. Michael Miller, Kevin Mock and Cynthia Pfansteihl, *The North Lee Street Project: A Phase I, II, III Archeological Investigation of 221 North Lee Street, Alexandria Virginia*. (Alexandria, Virginia and Gaithersburg, MD: Alexandria Archaeology and URS Corporation)

waterfront workers including carpenters, bricklayers, ship and dock hands, carters, tavern and ordinary keepers, fishmongers, hostlers, and many other trades who contributed to the regular work of a port town.

The previous archaeological investigations and number of recorded sites indicate a high potential for archaeological deposits and features in the Old Town District of Alexandria, especially for historic period resources associated with numerous wharves and associated structures dating from the 18th to 20th centuries. Archaeological investigations have demonstrated that both the wharves and associated structural remains, such as warehouses, are present below the Alexandria waterfront in this area. In contrast, as most of the project area encompasses land created within the Potomac River after the Revolutionary War, there is a generally low potential for Native American resources. The one exception to this statement is the project limits of disturbance (LOD) along Oronoco Street, which is depicted as being near West's Point, not within the Potomac River, on the original 1749 city plan map. This would indicate that there remains a potential for the presence of Native American archaeological resources within the Oronoco Street portion of the AWFM project LOD. A lower probability for pre-Paleoindian and Paleoindian sites also exists on the bottom of the Potomac River.

5.0 ARCHAEOLOGICAL RESOURCE SENSITIVITY ASSESSMENT

For the purposes of this assessment, Alexandria Archaeology has divided the Founders Park LOD into eleven parcels related to original town lots and corresponding with modern street boundaries. These parcels are numbered from north to south. The parcels are described in chronological eras from the colonial period to modern day. For each parcel, the LOD is described, including a discussion of the anticipated subsurface impacts that will take place during implementation of the AWFM project. An overview of the history of that parcel is provided; relevant chain-of-title research results are attached as an appendix. Known archaeological sites and previous archaeological investigations are detailed, and potential archaeological resources and their locations are identified.

The potential for submerged resources is addressed in the Phase 1A report.

Relevant maps are included in the text where they are referenced. A table summarizing the structures depicted on the historical maps consulted for this assessment, both wharves and building, is presented in Appendix B.

For the Founders Park blocks, maps depicting proposed AWFM facilities and impacts have not been designed yet. Figures 5 and 6 present the potential impacts within the Founders Park area. The location of historic wharves, buildings, and railroad lines are depicted on a series of maps included in the appropriate subsections that date from the second half of the 18th century to the middle of the 20th century. Areas of overlap between the proposed AWFM project area and the historic wharves, building locations, and railroad lines are identified on these figures. Without preliminary field investigations, these areas are likely to have the highest potential for the presence of intact archaeological resources associated with Alexandria's waterfront.

5.1 Colonial and Early National Period, 1749-1799

The northern segment of Founders Park is fill that was built out from a point of land known as West's Point, Point West or West Point. Simon Pearson built a tobacco warehouse at this location around 1731, after which it became a public warehouse in 1732 and was referred to as the "Hunting Creek Warehouse." Pearson sold this land and warehouse to Hugh West at some time between 1735 and 1739, after which it became known as West's. The 1749 Act of Assembly that authorized the establishment of Alexandria included the point and tobacco warehouse.⁵

The original town lots that relate to modern Founders Park are 8, 14, 20, 21, and 26 (Figure 7). These lots are particularly instructive of waterfront development in the colonial period because so much of their use, ownership, and attached rights were in dispute during the lifetimes of the original Trustees or their direct replacements. Lot 8 was adjacent to one of the town's two original public landings: Point West. That area's development and use was relevant to this study area, as well.

⁵ Ted Pulliam, "Alexandria's First Wharf," *Studies of the Old Waterfront* (Alexandria, Virginia: City of Alexandria, 2008), 2.

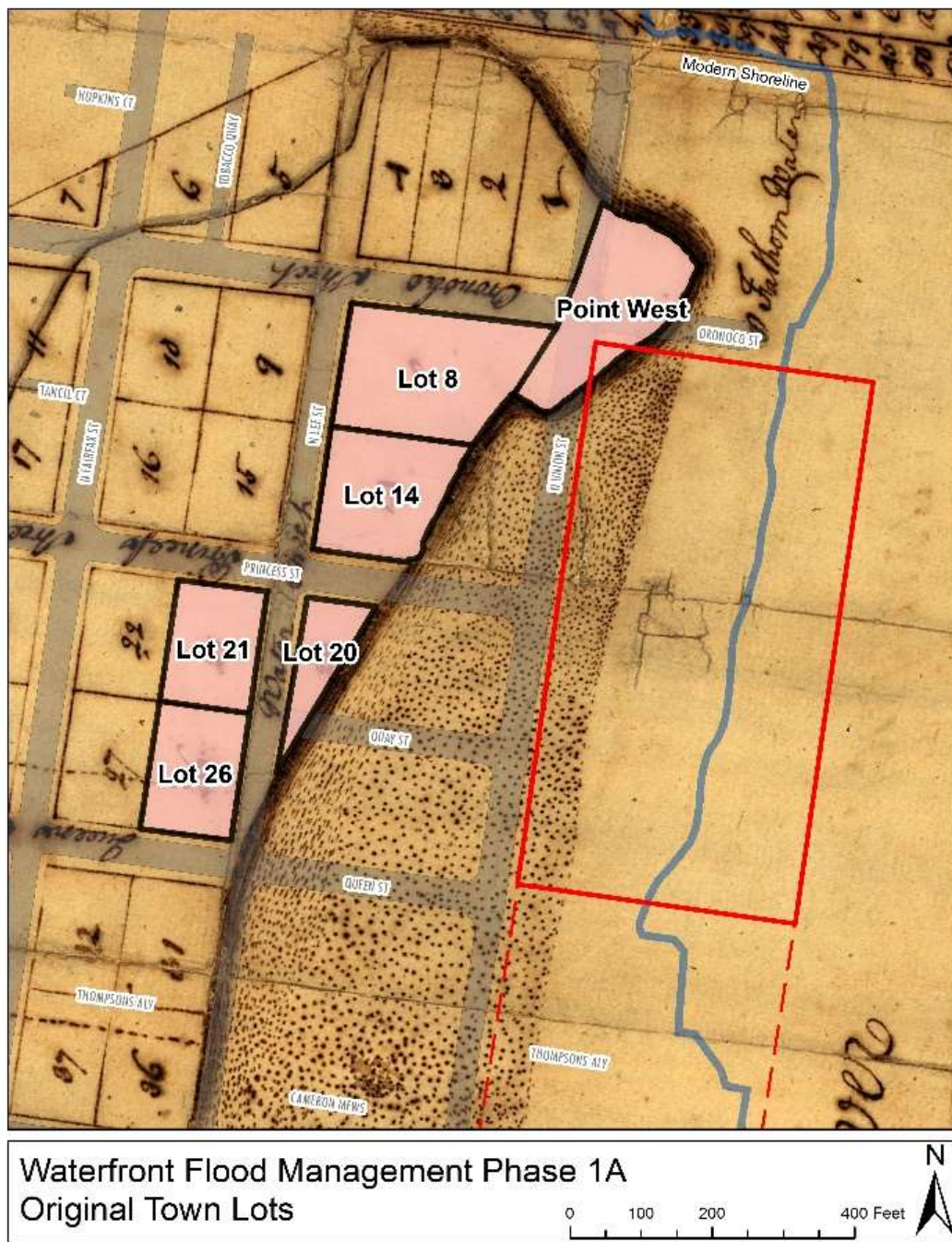


Figure 7. Original town lots relevant to project area.

5.1.1 Point West (PW)

With a public warehouse, the colonial laws of Virginia required that a wharf be built to ensure access. However, it appears Hugh West did not build a wharf at this location during his lifetime. Early maps of the area, including Washington's 1748 survey that shows the warehouse and other structures, do not illustrate a wharf (Figure 8), nor does his copy of the original town plat drawn the following year (Figure 9). Hugh West was summoned by the Fairfax County court on May 18, 1753 "to show cause why he hath not Erected a Wharf at the publick Landing at Alexandria."⁶

In November 1754, Fairfax County levied 22,000 pounds of tobacco to pay John West (the son of Hugh West) for building a wharf. The tobacco sale took place in July 1755, and the sheriff was ordered to pay West £98. This order indicates that the wharf was built and West requested a specific amount in payment. John Carlyle, Trustee and newly appointed Commissary for Washington's troops, may have encouraged West to build the wharf before the arrival of Edward Braddock's ships in March 1755.⁷

In 1759, some Fairfax County residents petitioned to be repaid the 22,000 pounds of tobacco that was levied for wharf construction. The Fairfax justices opposed the request, however, the Burgesses decided to vest the ownership of the wharf in the Alexandria trustees. Alexandria gained the right to charge wharfage, but the revenue was to repay Fairfax County and keep the wharf in good repair. In August 1761, the Alexandria trustees contracted Thomas Fleming to "make an addition to the Wharf at Point West."⁸ They agreed on a sum of £100 for a 26' wide "from the Outer end to the length of the Wharf in Shore" and to be kept in good repair for seven years. John Kirkpatrick was permitted to build a vessel at this location in July 1762.⁹ The historic parcels of Point West are shown overlaid on a modern aerial image for reference (Figure 10).

⁶ Fairfax County Court Order book, 1749-1754, p. 368 as quoted in Pulliam, "Alexandria's First Wharf," 3.

⁷ Pulliam, "Alexandria's First Wharf," 4-7.

⁸ Pulliam, "Alexandria's First Wharf," 7.

⁹ Constance K. Ring and Wesley E. Pippenger, *Alexandria, Virginia Town Lots, 1749-1801. Together with Proceedings of the Board of Trustees, 1749-1780* (Westminster, Md.: Family Line Publications, 1995). 147, Entry for July 2, 1762.



Figure 8. Detail from "A Plat of the land where on stands the town of Alexandria," Washington, 1748, Library of Congress.

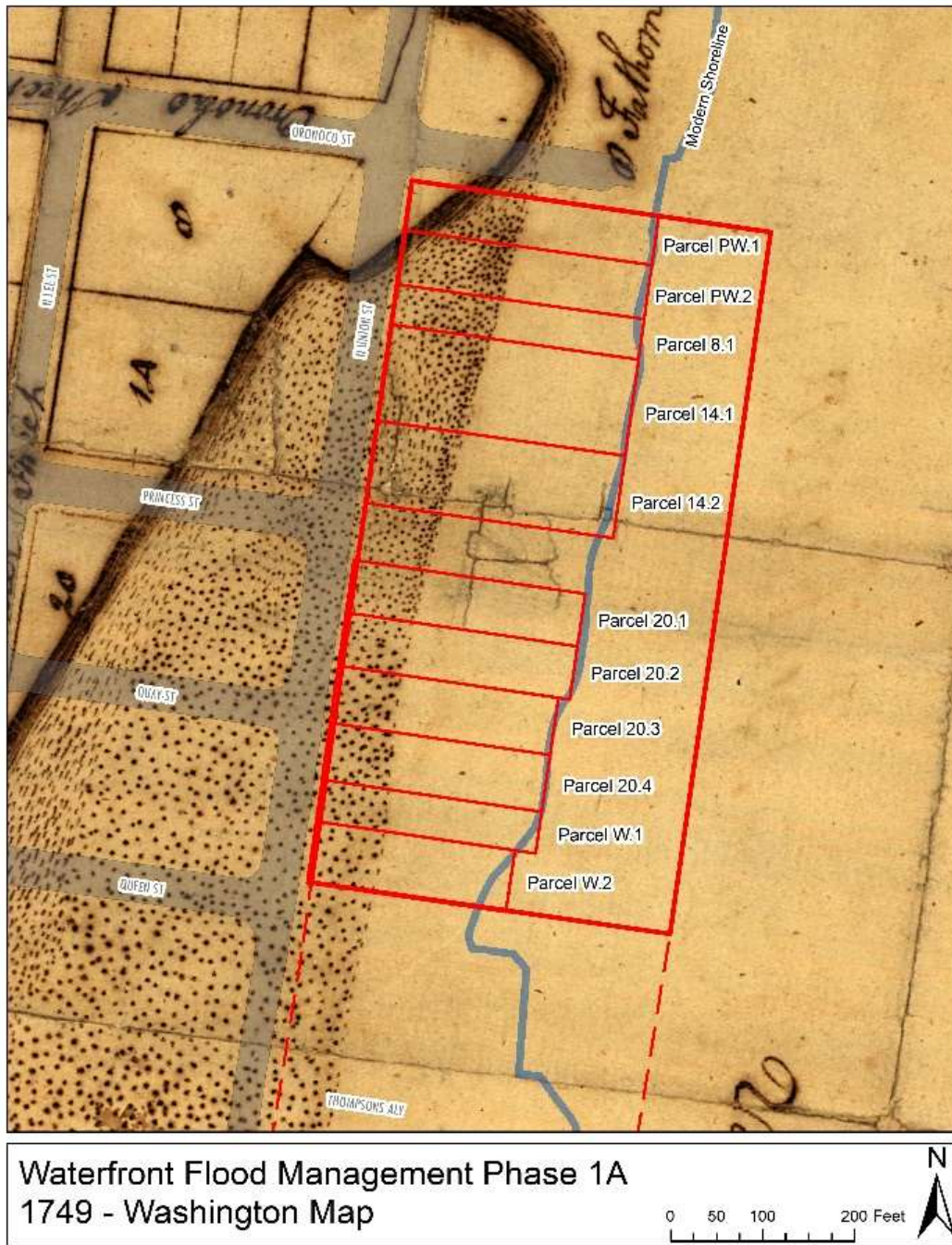


Figure 9. Detail from "A Plan of Alexandria, now Belhaven," Washington, 1749, Library of Congress.



Figure 10. Point West and subsequent Point West parcels within the Project Area.

5.1.1.1 Parcel PW.1

The Alexandria trustees began a process of further developing the public land at Point West in 1770.

*"From the large Increase of the flour & grain trade there seems a necessity to make buildings under the Bank at the Point known by the name of West's Point, and in order to induce those that incline to advance money for building a Warehouse of sixty feet long, & forty feet wide, they are content that the rents for the said warehouse, shall go to discharge the principal & interest, till fully pay'd, and also, that the Interest to be allowed to the said adventurers shall be after the rate of Six p'Cent."*¹⁰

In February 1770, the Trustees ordered a surveyor to "fix the bounds" of Points West and Lumley, "having large freestones fixed at particular places."¹¹ They awarded the contract for building a warehouse at Point West to Robert Adam, a Trustee, who was to maintain a list of subscribers, or funders, and their proportional interest in the project. The warehouse was built south of Oronoco Street at the expense of £700, with a first floor of stone and framed second floor.¹² Andrew Wales paid rent for the "Long Warehouse" in 1773 totaling £7.3.6.¹³ John Carlyle repaired the warehouse in May 1774. He submitted accounts including "my two servants 8 days each," nails, scantling, plank, shingles, smith work on locks and hinges, and "wagon hire for the steps."¹⁴ A 1787 survey shows the warehouse at the southeast corner of Oronoco and Union Streets, adjacent to the Public Wharf (Figure 12). Gilpin's 1798 town survey shows and even and regular bulkhead from north of Oronoco Street to just north of Queen Street (Figure 13).

Potomac Brewery

Established on the County Wharf in 1792, the Potomac Brewery operated under several owners and brewers for 15 years. Initially, James Kerr offered strong ale, table beer, and whiskey (Figure 11). James Kerr paid tax for himself, one black child aged 12-16, one black adult, and one horse or mule in 1795. He remained in business there until the fall of 1795, when he notified the public that he would leave to operate P. R. Fendall's brewery at the Little Falls.¹⁵

John Towers, recently arrived from Philadelphia, Pennsylvania, leased 2 lots on Point West in 1797, one north of Oronoco Street and the other this parcel. Towers had to repair existing buildings, "extend the whole front of the Wharf from the North line thereof to the South line so far into the River Potomac as to range with the front line of Capt.

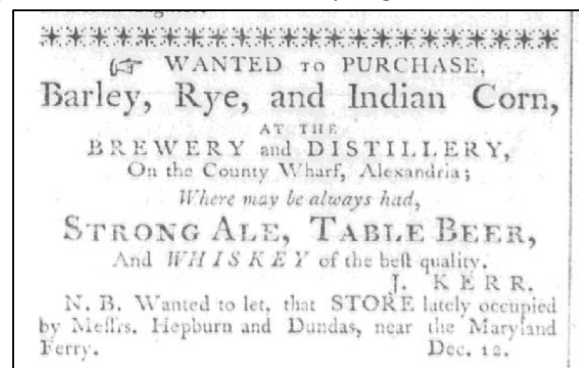


Figure 11. James Kerr, "Wanted to Purchase," *Columbian Mirror and Alexandria Gazette*, December 15, 1792, *Genealogy Bank*.

¹⁰ Ring & Pippenger, *Town Lots*, 161. Entry for December 30, 1769.

¹¹ Ring & Pippenger, *Town Lots*, 162. Entry for February 7, 1770.

¹² Trustees of Alexandria, "Legislative Petition," Legislative Petitions of the General Assembly, 1776-1865, Accession Number 36121, Box 261, Folder 3, http://rosetta.virginiamemory.com:1801/delivery/DeliveryManagerServlet?dps_pid=IE2577254.

¹³ Ring & Pippenger, *Town Lots*, 178. Entry for March 8, 1780.

¹⁴ Ring & Pippenger, *Town Lots*, 176. Entry for March 8, 1780.

¹⁵ See entry for James Kerr in T. Michael Miller, ed., *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, vol. 1, (Bowie, Md: Heritage Books, 1991); 1795 Alexandria Personal Property Tax Assessment, on file at Alexandria Archaeology.

Taylor's Wharf," fill with dirt or gravel, and repair the north line of the wharf. Towers was charged with maintaining the wharf and buildings and was specifically allowed to remove "any Vessells of Copper Iron or Wood made use of by him...in Brewing or Distilling" at the end of the lease.¹⁶ In September, he sought 400-500 bushels of barley and 300-400 wharf logs of pine, gum, and white oak to be delivered within three months.¹⁷ Thus, in the final weeks of 1795 there were likely extensive repairs and/or additions to the wharf in this location.

Towers commenced brewing in January 1798, and offered beer, ale and porter for sale at the brew house or his store at Princess and Water Streets. William Billington operated the brew house at this time.¹⁸ In December 1799, Henry Keppele operated the brew house, as Billington removed to work for Andrew Wales a few blocks south of this location.¹⁹

¹⁶ Alexandria Hustings Court Deeds Book I:315, September 5, 1797.

¹⁷ John Towers, "BARLEY WANTED," *Alexandria Advertiser*, September 13, 1797, Genealogy Bank.

¹⁸ John Towers, "Potomac Brewry," *Alexandria Advertiser*, January 3, 1798, Genealogy Bank.

¹⁹ John Towers, "Potomac Brewery," *The Times; and District of Columbia Daily Advertiser*, December 4, 1799, Genealogy Bank. See entry for William Billington in Miller, *Artisans and Merchants*, Vol. 1.

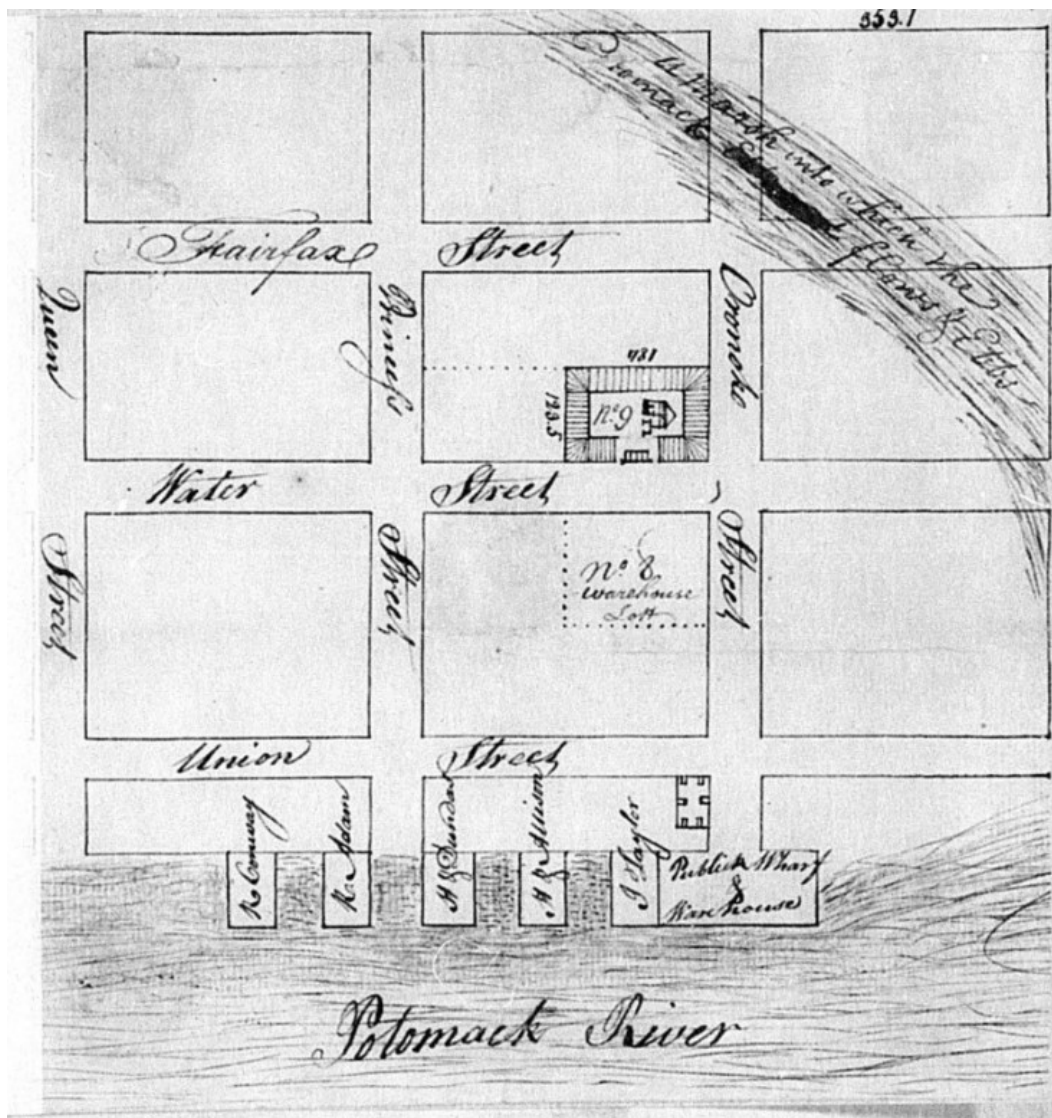


Figure 12. Survey from William Hepburn and John Dundas, "Petition of William Hepburn and John Dundas" (Legislative Petition, Alexandria, Virginia, November 20, 1787), Library of Virginia, http://rosetta.virginiamemory.com:1801/delivery/DeliveryManagerServlet?dps_pid=IE2584276. Waterfront not to scale.

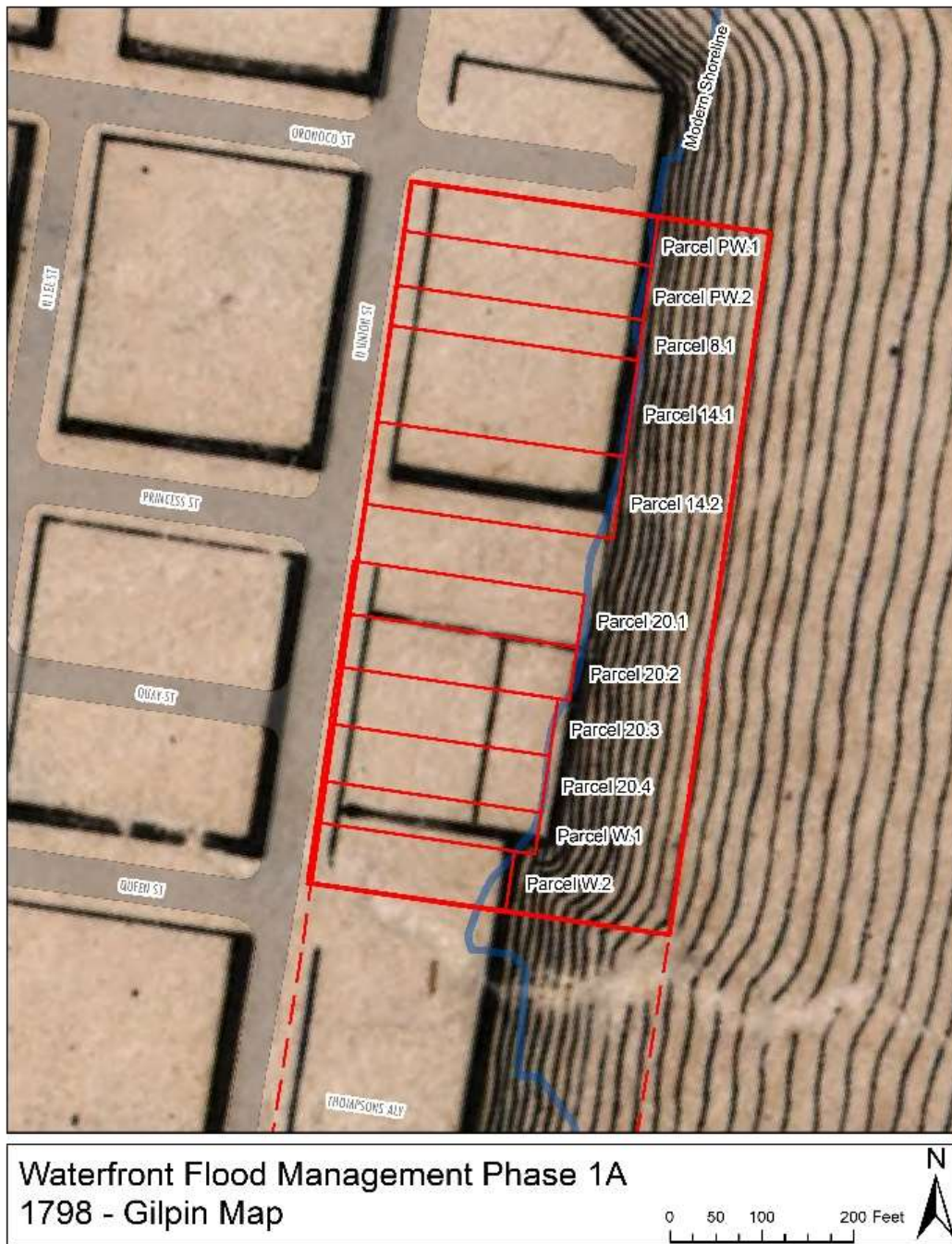


Figure 13. Detail from "Plan of the Town of Alexandria, in the District of Columbia," Gilpin, 1798, Library of Congress.

5.1.1.2 Parcel PW.2

In March 1771, the Trustees “Ordered that a remonstrance be drawn up to the Worshipful the Court of Fairfax representing the ruinous condition of the County Wharf...”²⁰ The Court of Fairfax responded that the Trustees should petition the next assembly for permission to raise funds through a levy on vessels taking off non-tobacco cargos. The Assembly agreed, though it was not until March 1773 that the Trustees “Ordered that advertisements be put up for Letting out to the lowest bidder the extending & carrying a breastwork & filling in the same from the south side of the warehouse wharf at point west so as to include the old wharf, on Saturday the 15th of may next.”²¹ No one stepped forward to undertake this project, so Trustee William Ramsay agreed to do it with £150 of town funds.²² The 1772 Act of Assembly stipulated that wharfage fees, not public funds, would pay for future repairs and upkeep of the wharf. Sometime between July 1773 and February 1774, Ramsay completed the work on the Point West wharf. He submitted accounts “To inlarging repairing in the Town & County wharf at the upper point” for £150.²³ The work included improvements on the north and south sides of Oronoco Street. A 1778 petition described the extent of the wharf:

“...Oronoko Street between [the lots on the north side and the warehouse on the south side] is 66 feet wide, and from the buildings, the County & Town Wharf, with the street extended to the Water gives a clear Area for Mercantile business, & which is not to be built on, of upwards of 18000 square feet.”²⁴

The Trustees decided on a fee schedule for vessels loading or discharging at Point West in January 1775 and appointed Thomas Fleming as the wharf master.²⁵ Fleming submitted an account showing ten captains paid wharfage fees in 1775, including Roberdeau, Harper, and Conway.²⁶

The accounts related to the wharf and warehouse show no entries for 1776. In 1777, Andrew Wales paid £24.18.1 to store barrels in the long warehouse. In 1778, four captains paid wharfage fees to Thomas Fleming, including Conway and Robert Adam & Co. James Adam took over the fee collection from Fleming, and his accounts from 1778 and 1779 show Conway, William Hunter, James Muir, and Mr. Watson owed for wharfage during that time.²⁷

²⁰ Ring & Pippenger, *Town Lots*, 163. Entry for March 1, 1771.

²¹ Virginia et al., *The Statutes at Large; Being a Collection of All the Laws of Virginia, from the First Session of the Legislature, in the Year 1619.: Published Pursuant to an Act of the General Assembly of Virginia, Passed on the Fifth Day of February One Thousand Eight Hundred and Eight*. Vol. 8, (New-York: Printed for the editor, by R. & W. & G. Bartow., 1823), 615, <https://catalog.hathitrust.org/Record/009714930>; Ring & Pippenger, *Town Lots*, 167. Entry for March 30, 1773.

²² Ring & Pippenger, *Town Lots*, 167. Entry for July 17, 1773.

²³ Ring & Pippenger, *Town Lots*, 177. Entry for March 8, 1780.

²⁴ Trustees of Alexandria, “Legislative Petition,” Legislative Petitions of the General Assembly, 1776-1865, Accession Number 36121, Box 261, Folder 3, http://rosetta.virginiamemory.com:1801/delivery/DeliveryManagerServlet?dps_pid=IE2577254.

²⁵ Ring & Pippenger, *Town Lots*, 171. Entry for January 22, 1775.

²⁶ Ring & Pippenger, *Town Lots*, 180. Entry for March 8, 1780.

²⁷ Ring & Pippenger, *Town Lots*, 179-180. Entry for March 8, 1780.

The County and/or public wharf continued to be occupied and used by local merchants and sailing vessels. In 1784, Jesse Taylor offered freight or passage to Liverpool on the ship *Stanley* at the County Wharf.²⁸

In January 1790, Jesse Taylor signed a 99-year lease with the city for a 45' section of Point West that extended from Union Street to the river. It included a stipulation to "fill in with Earth or Ground and fully compleat the vacancy which will be left between the said County Wharf, and the north line of [this] Lott...being about 3 feet in width."²⁹

²⁸ Jesse Taylor, "For Liverpool," *Virginia Journal and Alexandria Advertiser*, December 2, 1784, Genealogy Bank.

²⁹ Alex. D:74, January 22, 1790.

5.1.2 Lot 8

This lot was a large, irregular-shaped parcel on the south side of West's Point (Figure 14). It adjoined an area that was considered public space, and because of that its use and ownership were somewhat unusual compared to other parcels on the waterfront. The lot was not sold until March 1, 1753, when Trustee Hugh West purchased it for 50 Pistoles.³⁰ At the same time, the Trustees reserved Lots 9 and 10 for public warehouses. These three lots extended on the south side of Oronoco Street from Fairfax Street to the waterfront. The eastern edge of Lot 8 was adjoined on the northern half by Point West, public land, and by the river on the southern half. The easternmost point of the lot aligned with what would become the west side of Union Street. Hugh West died in 1754, leaving this lot to his daughter, Sybil Carlyle, with his wife, Sybil West retaining her widow's right to it during her lifetime.³¹ Sybil Carlyle (d. c. 1769), her husband (d. 1780), and her only son (d. 1781) all died, leaving this parcel to Sybil Carlyle's nephew, Thomas West, son of John West, Jr. Thomas West sold the southernmost 16' 8" of Lot 8, extending into the river, to Hunter & Allison in September 1786.³² Hunter & Allison bought the northern half of Lot 14 in 1784, so this small strip of land consolidated their frontage on Water Street and their ability to extend a wharf on the waterfront.

In the 1780s, Lot 8 was divided into 4 parcels (Figure 14). William Bird came to own the northwest corner parcel by 1783 when he was ordered to sell it to Baldwin Dade; Dade was married to Catherine West, daughter of John West and granddaughter of Hugh West. In 1786, Dade sold the parcel to Thomas West.³³ Thomas West retained ownership of the southwest corner parcel of Lot 8 until 1786, when he sold the entire western side, fronting 123' 6" on Oronoco Street, to William Hepburn and John Dundas.³⁴

The 1763 town survey placed the center and eastern parcels of Lot 8 in a new Lot 7, however there is no record that Lot 7 was sold. It is unclear who owned and controlled these parcels after 1763, though it appears that Catherine West Dade, granddaughter of Hugh West and daughter of John West retained a claim to it. The center parcel of Lot 8 was sold by her husband, Baldwin Dade, to Jesse Taylor sometime in the 1780s. Taylor sold it to Richard Conway in 1799.³⁵

It is not known when Jesse Taylor purchased the eastern side of Lot 8, including the right to extend a wharf from the shore. It may have been part of the sale from Baldwin Dade that included the center parcel.

³⁰ Ring & Pippenger, *Town Lots*, 132.

³¹ Last Will and Testament of Hugh West, November 21, 1754, Fairfax County Will Book B1:74. The 1763 survey of the town, which was undertaken when the Trustees added new lots, divided Lot 8 into Lot 7 and 8, with Lot 7 being the eastern side and 8 fronting on Oronoco and Water Streets. It does not appear that this "new" Lot 7 was sold at the time. See *Town Lots*, pp. 148-150.

³² Fairfax County Deed Book Q1:362, September 30, 1786. John Allison signed a Power of Attorney to sell his share of the conjoined Lots 8 and 14, Alex. G:502, August 2, 1796.

³³ FDB P1:24, November 25, 1783; FDB Q1:312, October 29, 1786.

³⁴ Alex. B:420, November 6, 1786.

³⁵ Alex. M:197, October 16, 1799.

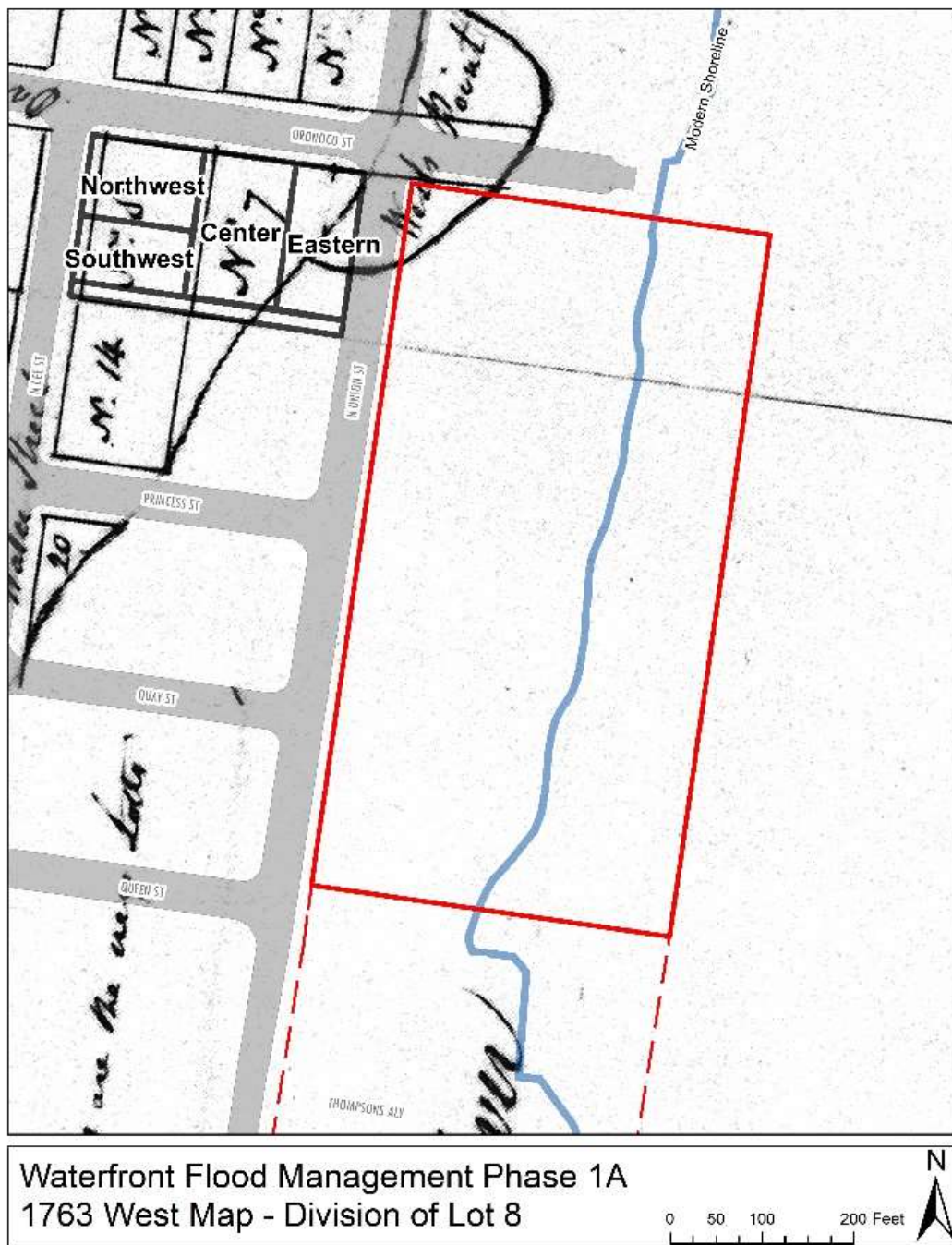


Figure 14. Division of Lot 8 and detail from "Alexandria," West, 1763, Library of Congress.

5.1.2.1 Parcel 8.1

Jesse Taylor owned the rights to this area beginning sometime in the 1780s (Figure 15). It is not known if he extended a wharf for the first time, or if one of the West heirs completed that work. In 1787, the Hepburn & Dundas Petition shows Jesse Taylor's wharf on the southern edge of the Public Wharf and Warehouse. The public warehouse is located at the southeast corner of Union and Oronoco Streets (Figure 12).



Figure 15. Lot 8 with associated historical parcel 8.1 with the project area.

5.1.3 Lot 14

Hugh West (1705-1754) was born in Stafford County and died in Fairfax County, Virginia. He married Sybil Harrison of Stafford County in 1725 and they had five children, John, Hugh, Sybil, George, and William.³⁶ West was one of Alexandria's founding Trustees and early investors. West was one of three men who owned large tracts that included the area that would become Alexandria. Prior to the surveying of the town, West built a house and warehouse on the northwest edge of the crescent-shaped bay (Figure 8). He also operated a ferry and ordinary there beginning in 1745.³⁷ West bought Lot 33 on the second day of public sale, July 14, 1749.³⁸ He bought Lot 14, one of the remaining unsold lots, on April 20, 1750 for 45 pistoles.³⁹

Hugh West died only four years after he purchased Lot 14. "I give and bequeath to my Loving Daughter Sybel West...the Lotts in Alexandria Town where my Ordinary and Warehouses now are & the benefit of the Ferry, to her and her heirs forever."⁴⁰ He gave his other town lots to his four sons to divide evenly. Each heir received an equal share of the enslaved workers including six people at his Alexandria home and eight at his quarter or plantation.

Sybil West, daughter of Hugh, married John Carlyle c. 1762. Carlyle was a town Trustee, merchant and owner of waterfront lots. Sybil West Carlyle d. 1769 then her son George William Carlyle died a legal infant in 1781 (husband John Carlyle already dead) so her estate reverted to her mother Sybil Harrison West (d. 1788) and then to her nephew Thomas (son of John West Jr.) During these decades of shifting ownership, 1754-1788 it is difficult to understand who controlled the property and what, if any, changes they made to it. Sybil Harrison West leased Lot 14 to William Ward in 1782, for a specified term that was either the remainder of her life or nine years from January 1, 1783.⁴¹

William Ward was a tavern keeper. He ran the ordinary and offered hostler services here from 1783 through early 1787 when he moved to the wharf. He described the tavern in 1787: "A three story well finished framed house, with a commodious kitchen &c situate on a corner lot on Princess and Union Streets, which commands a delightful and pleasing prospect, well calculated for a store or tavern." He lived in "the house on the hill" which was likely north and west of the tavern at Princess and Union.⁴² In 1787, William Ward paid taxes on himself and Patrick Ryley, a white servant and not a citizen, 3 enslaved persons above age 16, and 1 cow. His real estate tax that year showed he owned property on Union, Mrs. Bray paid him £25 annual rent on Princess Street, and G. Langsdon paid £8 on Wolfe.⁴³ The 1787

³⁶ Mike Marshall, "Hugh West, 1705-1754," *Early Colonial Settlers of Southern Maryland and Virginia's Northern Neck Counties*, 2022, <https://www.colonial-settlers-md-va.us/getperson.php?personID=I21832&tree=Tree1>.

³⁷ Virginia et al., *The Statutes at Large*, Vol. 5, 364; <https://catalog.hathitrust.org/Record/009714930>.

³⁸ Ring and Pippenger, *Town Lots*, 120-121. Other members of the West family bought lots after the initial round of sale: John West, Lots 72 and 73; Anne West, Lots 80 and 81; George West, Lots 83 and 84; Hugh West Jr., Lots 68 and 76; and William West Jr., Lot 82.

³⁹ Ring and Pippenger, *Town Lots*, 127. The deed was not recorded until August 1, 1752, FDB C1:354. 45 pistoles was equivalent to £48.7.8.

⁴⁰ Last Will and Testament of Hugh West, November 21, 1754, FWB B1:74. The enslaved workers were enumerated in the estate inventory of Hugh West's household and quarter. FWB B1:77.

⁴¹ The original lease does not survive, so the terms of the agreement are taken from references in Alex. A:222 and FDB O1:452.

⁴² William Ward, "To Be Let or SOLD," *Virginia Journal and Alexandria Advertiser*, February 1, 1787, Genealogy Bank; William Ward, "William Ward," *Virginia Journal and Alexandria Advertiser*, March 15, 1787, Genealogy Bank.

⁴³ William Ward purchased part of Lot 173 at Wolfe and St. Asaph in 1782.

Real Estate Tax Assessment showed Sybil West with tenants Ward & Hegarty at Princess and Oronoco paying an annual rent of £100.

Thomas West, grandson of Hugh and Sybil West, sold off Lot 14 in two halves, with the leasing rights of William Ward still attached. In May 1784, William Hunter Jr. and John Allison bought the northern half of Lot 14 with the ferry and ferry landing.⁴⁴ They soon built out a wharf, which is referred to as Parcel 14.1 in this study (Figure). In December 1783, William Hepburn bought the southern half with the “Ferry House,” likely a tavern.⁴⁵ Hepburn built out his parcel, which is referred to as Parcel 14.2 in this study. Hepburn called in delinquent accounts in December 1784, likely to raise money to build his wharf. He offered lots for rent on the wharf at Princess and Union Streets in April 1785.⁴⁶

⁴⁴ FDB O1:452, May 1, 1784.

⁴⁵ FDB O1:316, December 12, 1783.

⁴⁶ William Hepburn, “William Hepburn,” *Virginia Journal and Alexandria Advertiser*, December 16, 1784; William Hepburn, “To Be Rented,” *Virginia Journal and Alexandria Advertiser*, April 14, 1785, Genealogy Bank.



Figure 16. Lot 14 and subsequent Lot 14 parcels within the Project Area.

5.1.3.1 Parcel 14.1: Hunter & Allison Wharf/Ferry Landing

Hunter & Allison purchased the northern half of Lot 14 in May 1784. They dissolved their copartnership in October 1784, however they continued to develop this lot.⁴⁷ In June 1785, William Ward subleased his tenancy to them for £90 annual rent payable to him and Sybil West.⁴⁸ The lease term was defined as Sybil West's lifetime and it included waterfront privileges. Hunter & Allison purchased 16' 8" of the southern portion of Lot 8, along with the right of wharfing into the Potomac, from Thomas West in September 1786.⁴⁹ This is likely when Hunter & Allison began to construct their wharf. A 1787 petition shows Hunter & Allison's Wharf located midway between Oronoco and Princess Streets (Figure 12).⁵⁰ According to a later deed, "they ran a pier farther into the river leaving a Dock upon each side of it, the larger upon the south side for the accommodation of vessels, the smaller upon the north side for the reception of boats."⁵¹ Hunter & Allison were assessed for real estate on Union Street at £20 in 1787. The wharf is known as Parcel 14.1 in this study (Figure 16).

In December 1789, William Hunter Jr. paid £900 for John Allison's share of their wharf, warehouse, ferry and ferry landing which they jointly extended from a segment of original town Lot 14.⁵² The warehouse was west of Union Street and Hunter reserved the right to remove it within 12 months of the sale. Hunter mortgaged a half share of the Ferry service in 1791.⁵³ Hunter then offered half the Ferry Lot, Ferry, and "excellent WHARF" for sale in June 1791 (Figure 17). A later deed states that William Hunter Jr. sold his moiety of the wharf, ferry, and landing to John Hunter, however there is no surviving record of this transaction nor is the date recorded.⁵⁴ In January 1792, Josiah Watson transferred William Hunter Jr.'s mortgage from 1788 for the moiety of the property to John Hunter of Fairfax County.⁵⁵

William Hunter Jr. died in November 1792, leaving a will that directed his real estate be sold to repay outstanding debts. Any funds left over were to be divided among his brother and sisters, all living in

Figure 17. William Hunter Jr., "For Sale," Virginia Gazette and Alexandria Advertiser, June 23, 1791, Genealogy Bank.

⁴⁷ Hunter, Allison & Co., *Virginia Journal and Alexandria Advertiser*, August 19, 1784, Genealogy Bank.

⁴⁸ June 25, 1785, Alex. A:222.

⁴⁹ September 30, 1786, FDB Q1:362.

⁵⁰ The 1787 Alexandria Land Tax shows Hunter & Allison owned and occupied real estate on Union Street and were taxed for annual rent of £20. On file at Alexandria Archaeology.

⁵¹ July 19, 1802, ADB E:143.

⁵² Alex. E:22, December 14, 1789.

⁵³ FDB T1:181, February 5, 1791. The mortgage describes the ferry with terminals in West Point and the Maryland shore.

⁵⁴ Alexandria Deed Book E:143, July 19, 1802.

⁵⁵ FDB U1:226, January 19, 1792. It is not clear how or if John Hunter of Fairfax County was related to William Hunter Jr. Hunter's will described a brother named John Hunter who lived in Galston, Scotland.

Scotland at the time.⁵⁶ William Hodgson, who held the deeds of trust to the Ferry, wharf, and warehouse, advertised their forthcoming public sale in March 1793.⁵⁷

In August 1793, Hodgson sold a moiety of the Ferry to Charles Lee, who then sold it back to Hodgson for the same price one day later.⁵⁸ In 1796, John Allison, who had moved to Wilkes County, Georgia, gave power of attorney to Robert Allison of Alexandria and Robert McRae of Wilkes County, Georgia, to sell the 105' parcel that he and William Hunter Jr. had extended from Water Street into the river.⁵⁹ In September 1796, John Hunter and John Allison agreed on a physical partition of the property: John Allison controlled the southern half (52' 3 ¾") and half the profits from the pier, John Hunter controlled the northern half and received half the profits.⁶⁰ In 1797, John Hunter leased the northern half of the waterfront parcel with the ferry to Joseph Thomas.⁶¹ The terms included an option to buy out the rent and own the parcel outright.

⁵⁶ FWB F1:202, May 12, 1792.

⁵⁷ William Hodgson, *Virginia Gazette and Alexandria Advertiser*, March 14, 1793, Genealogy Bank.

⁵⁸ FDB W1:336, August 6, 1793 and FDB W1:338, August 7, 1793.

⁵⁹ Alex. G:502, August 2, 1796.

⁶⁰ ADB E:143, July 19, 1802.

⁶¹ FDB B2:422, September 5, 1797.

5.1.3.2 Parcel 14.2: Hepburn's Wharf

William Hepburn purchased the southern half of Lot 14 in December 1783, reserving William Ward's existing tenancy with Sybil West. He offered parcels for rent on the wharf in April 1785:

"Also to be rented for a term of years, a new two-story HOUSE on the wharf, near the Ferry landing; it is 30 by 24 feet and may be easily finished for a dwelling house or store.

*Also to be rented on ground rent forever, several lots of ground on the WHARF, on Princess and Union streets, one of which is a corner lot with a south and east front, containing 70 by 50 feet and would do well for a tavern, being near the ferry landing."*⁶²

William Hepburn and John Dundas became business partners in 1785. They operated two stores: one on King and Pitt Streets and one on this wharf.⁶³ A 1787 petition shows Hepburn & Dundas' wharf on the north edge of Princess Street (Figure 12). In 1797, Hepburn offered a 2-story brick dwelling house for rent at the corner of Princess and Union Streets (Figure 18).

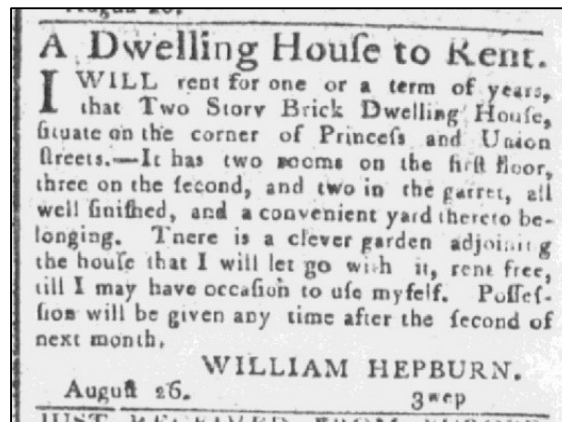


Figure 18. William Hepburn, "A Dwelling House to Rent," *Columbian Mirror and Alexandria Gazette*, August 31, 1797, Genealogy Bank.

⁶² William Hepburn, "To Be Rented," *Virginia Journal and Alexandria Advertiser*, April 14, 1785, Genealogy Bank.

⁶³ William Hepburn, *Virginia Journal and Alexandria Advertiser*, August 11, 1785, Genealogy Bank; William Hepburn and John Dundas, "Hepburn & Dundas," *Virginia Journal and Alexandria Advertiser*, October 12, 1786, Genealogy Bank.

5.1.4 Lots 20 & 21

Roger Lindon of Whitehaven bought lots 20 and 21 in the initial public sale on July 13, 1749.⁶⁴ He paid £24.9.1 for Lot 20 and £20.9.1 for Lot 21. After Lindon's death, his lots, and those of several others, were subject to resale by the Trustees based on the provision to build a suitable house within two years of purchase.⁶⁵ William Ramsay purchased Lots 20 and 21 for £2.5.0, a strikingly small sum compared to what he paid on the same day for Lots 64 and 65: £37.1.9.⁶⁶

William & Anne Ramsay sold Lot 21 to Jacob Hite in April 1764.⁶⁷ The original deed does not survive, so it is unknown how and when Jacob Hite purchased Lot 20. Town Trustees decreed in February 1768 that Hite's property, Lot 20, extended 59' feet along Water Street opposite of Lot 26, which was owned by John & Thomas Kirkpatrick.⁶⁸ In January 1769, Hite sold a moiety of Lot 20, its eastern edge "along the shoar," to Robert Adam.⁶⁹ This description may indicate that no improvements were made to the shoreline, however by law the parcel should have had at minimum one house to demonstrate occupation and use.

⁶⁴ Ring & Pippenger, *Town Lots*, 120. The deed was not recorded until March 28, 1752, FDB C1:302.

⁶⁵ Ring & Pippenger, *Town Lots*, 132-133. The entry is dated June 18, 1754

⁶⁶ Ring & Pippenger, *Town Lots*, 133. Lots 20 and 21 were sold on September 9, 1754 and deeds were recorded the same day. Unfortunately, the deed book that contained these deeds, D1, is missing or unavailable.

⁶⁷ Ref. FDB L1:257, December 1, 1773.

⁶⁸ Ring & Pippenger, *Town Lots*, 159. This decree should have settled the dimensions of Lot 20, however it became a point of legal dispute between Thomas West and Richard Conway in 1798, see the Fairfax County Record of Surveys.

⁶⁹ FDB M1:175, January 19, 1769.



Figure 19. Lots 20 and 21 and subsequent Lots 20 and 21 parcels within the Project Area (see Figure 5 for location of original Lot 21).

5.1.4.1 Parcels 20.1 and 20.2: Adam's Wharf

Robert Adam and Jacob Hite were business partners who improved upon Lot 20 during the 1770s. Hite, of Frederick County, Virginia, owned half the lot but Adam, who lived in Alexandria and was active in the local merchant community, likely managed the construction of a pier and warehouses on Lots 20 and 21. The distance from the original shore to the deep channel of the Potomac was 325 feet on the northern edge of this lot. Robert Adam, a Scottish immigrant, owned and leased other properties on the waterfront, including a bakehouse on Lot 4, and a grist mill on Four Mile Run. He had a business relationship with George Washington dating back to 1760.

In 1770 Robert Adam joined in a trading partnership with Matthew Campbell (d. 1782), an agent for the firm of Carlisle & Adam in Alexandria, and James Adam, under the title of Robert Adam & Company. The partnership dissolved in January 1776, and Robert Adam was still trying to settle the affairs of the firm a year later.⁷⁰ Adam notified the public that he was still involved in milling and baking.

By 1775, Adam's Wharf/pier was known as "the long wharf" or Long Wharf. It was described as "parallel to Princess Street...the whole length of the Long Wharf adjoining the said Lott, commonly known by the name of Adam's or Adam and Hite their Wharf."⁷¹ The southern edge of the wharf made up the dividing line when Hite and Adam split their parcel into geographic halves in 1775.

In March 1785, Adam offered numerous lots for sale or rent on his wharf:

*"Twenty-nine lots under the bank, all made ground, between Water and Union streets, and also on the east side of Union street, and thence running along Princess Street, all of which are very well calculated for trade, and the accommodation of tradesmen, and very convenient to deep water, where vessels of any burthen may load and unload..."*⁷²

That so many lots were available at once signals that a major change recently occurred on the landscape. Adam may have extended the filled area of his waterfront and created more usable land in the process. This area is designated as Parcels 20.1 and 20.2 in this study (Figure 19). Beginning in May 1785, Adam began renting lots between Water and Union Streets. His wharf is represented in a petition from 1787, appearing as a short pier extending from the bulkhead (Figure 12).

Robert Adam died in 1789 and his town lots were divided among his four children as tenants in common. Since his children were young, he designated James Irwin to manage their properties and affairs after his death.⁷³ Robinson, Sanderson & Co. leased the wharf and warehouse beginning in March 1792 for £50 annual rent.⁷⁴ The firm had an English base in Whitehaven and imported English goods to Alexandria. They dissolved their partnership in March 1793, leaving William Hodgson in charge of settling their debts and taking over the business in his name.⁷⁵ In March 1795, James Irwin leased the

⁷⁰ See notes on Robert Adam, "Founders Online: To George Washington from Robert Adam, 10 April 1778" (University of Virginia Press), <http://founders.archives.gov/documents/Washington/03-14-02-0424>; Robert Adam, *Virginia Gazette*, February 14, 1777, 2 edition, Genealogy Bank.

⁷¹ FDB M1:211, August 16, 1775; William Herbert, "To Be Sold to the Highest Bidder," *Pennsylvania Packet*, September 17, 1778, Genealogy Bank.

⁷² Robert Adam, "Robert Adam," *Virginia Journal and Alexandria Advertiser*, March 3, 1785, Genealogy Bank.

⁷³ Robert Adam, Last Will and Testament, FCWB E1:315

⁷⁴ James Irwin, Guardian Account for estate of Robert Adam, FCWB F1:307, December 1, 1793. The account shows they paid ahead for 3 years.

⁷⁵ William Hodgson, *Virginia Gazette and Alexandria Advertiser*, July 11, 1793, Genealogy Bank.

wharf and pier to William Hodgson for a seven-year term. It included “Adam’s Pier,” the warehouse and vacant ground adjoining the pier, and a piece of ground adjoining Capt. Conway’s warehouse currently fenced in by William Hodgson.⁷⁶ Hodgson continued to import goods from Whitehaven and traveled to England in 1796. In 1802, he moved to Harper’s Wharf and later kept a warehouse on Prince Street.⁷⁷

Adam’s Wharf was documented in a survey of the waterfront block between Queen and Princess Streets in 1794. It shows the wharf extending from the eastern edge of Water Street for 500’ (Figure 20). Adam’s lot had 117’ 9 ½” frontage on Water Street, but no structures are represented on that parcel in the survey. This does not mean there were no structures, though, since the survey was directed for the lots on the southern end of the block.

A 1798 survey of the waterfront block shows Adam’s Wharf projecting 355 feet from the eastern edge of Water Street along Princess Street (Figure 21). A pier extended a further 130’ into the Potomac River. The survey noted that “several houses” occupied the space that fell along the line from points B to C.

⁷⁶ Alex. F:311, March 6, 1795.

⁷⁷ See entry for “William Hodgson” in Miller, *Artisans and Merchants*, Vol. 1.



Figure 20. Detail from Fairfax County Record of Surveys, page 56, 1794, Fairfax County Historic Records Center.

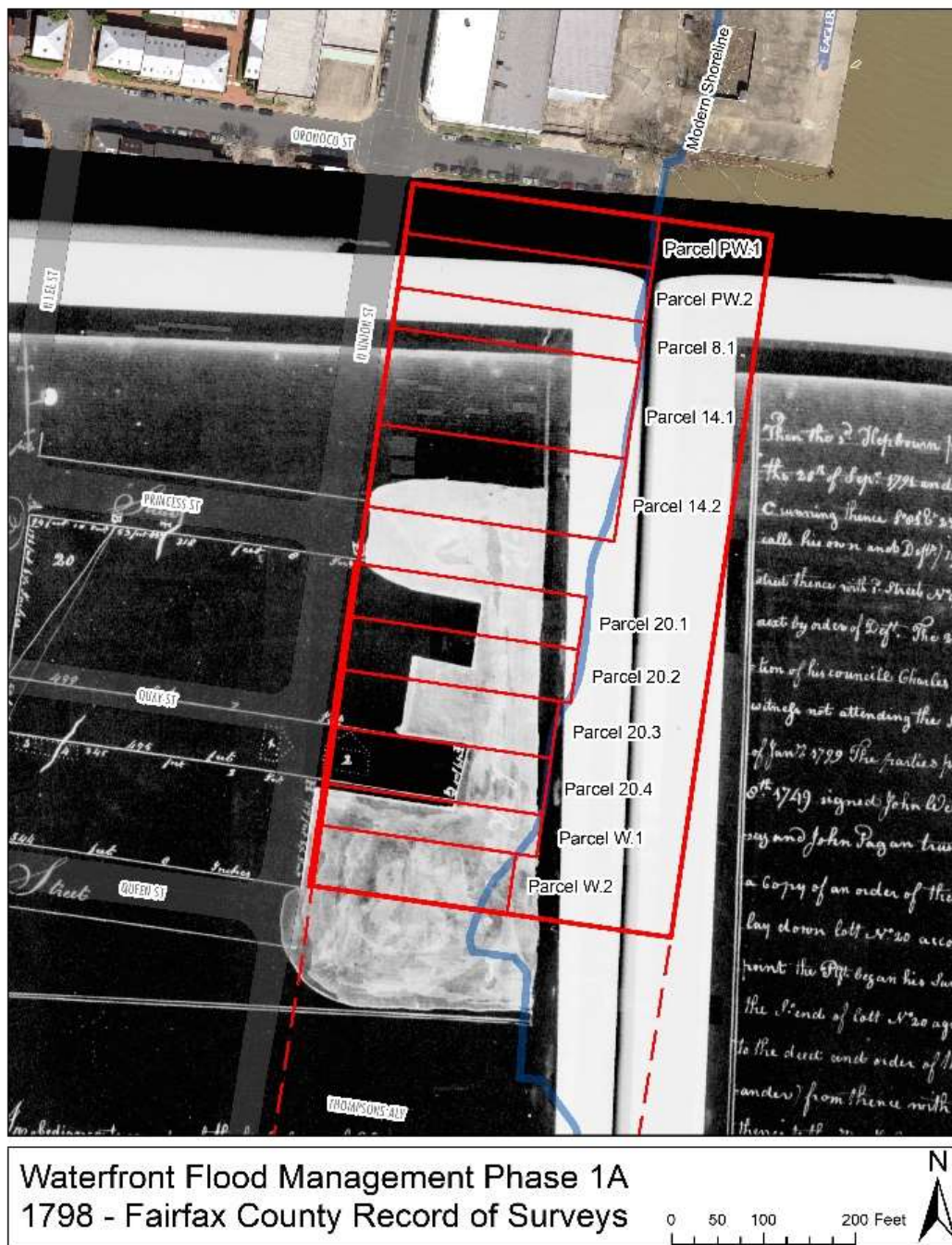


Figure 21. Detail from Fairfax County Record of Surveys, page 74, 1798, Fairfax County Historic Records Center.

5.1.4.2 Parcels 20.3 and 20.4: Herbert & Stewart

Jacob Hite sold Lot 21 with two houses to Joshua Storrs for £400 on December 1 and 2, 1773.⁷⁸ On December 2 and 3, Hite and Robert Adam sold Storrs the “lower moiety” of Lot 20 for £400.⁷⁹ Storrs lived in Henrico County, Virginia, and imported English goods to Richmond on the James River.

William Herbert and Andrew Stewart bought Lot 21 and the “lower moiety” of Lot 20 from Joshua Storrs for £850 in 1774.⁸⁰ They made a significant improvement by extending a wharf to the channel, identified as Parcels 20.3 and 20.4 of this study (Figure 19). Unfortunately, Stewart died and Herbert sold the property mid-project:

“one hundred and eighteen [feet] front on the river, improved with a wharf run out to the channel, where a vessel of any burthen may lay and take in her load, the wood work is completely finished and part filled in, and joins the wharf known by the name Adam’s, or the Long Wharf...is bounded by Water street and the river.”⁸¹

Richard Conway purchased this waterfront parcel, known as the “lower moiety” of Lot 20, for £3,000 in October 1778.⁸² Conway was a merchant who imported goods including salt, wines, sugar and textiles in partnership with Robert and Thomas Conway.⁸³ In 1779, Conway and several other Alexandria wharf owners including Robert Adam sold a brigantine built to serve as a privateer.⁸⁴ Conway paid wharfage fees at both public wharves in Alexandria from 1775-1779. He was appointed a Town Trustee in 1778.⁸⁵

5.1.4.3 Parcels 20.3 and 20.4: Conway’s Wharf

After Richard Conway purchased the “lower moiety” of Lot 20, he completed and improved upon the work begun by Herbert and Stewart. Conway became the Mayor of Alexandria in 1783, remained on the Common Council in 1785, and served as Justice of the Peace from 1786-1788. He imported salt, wines, sugar and molasses. His house and retail shop were nearby on Oronoco Street.⁸⁶ Advertisements for Conway’s Wharf do not appear until 1785, when William Hartshorne & Co. docked a vessel bound for London there in March.⁸⁷ It is represented in a petition from 1787, appearing as a short pier extending from the bulkhead (Figure 12).

Conway’s Wharf was documented in a survey of the waterfront block between Queen and Princess Streets in 1794. It shows the wharf extending from the eastern edge of Water Street for 500’ (Figure 20). Conway’s lot had 117’ 9 ½” frontage on Water Street, but no structures are represented on that parcel

⁷⁸ FDB L1:257, December 1, 1773; FDB L1:259, December 2, 1773.

⁷⁹ FDB L1:262, December 2, 1773; FDB L1:264, December 3, 1773.

⁸⁰ FDB M1:1 and M1:2, July 29 and 30, 1774.

⁸¹ William Herbert, “To Be Sold to the Highest Bidder,” *Pennsylvania Packet*, September 17, 1778, Genealogy Bank.

⁸² FDB D4:253, October 21, 1778.

⁸³ Richard Conway & Co., “Just Imported,” *The Maryland Journal and Baltimore Advertiser*, July 28, 1778, Genealogy Bank.

⁸⁴ Robert Adam et al., “To Be Sold,” *The Maryland Journal and Baltimore Advertiser*, July 13, 1779, Genealogy Bank.

⁸⁵ Ring & Pippenger, *Town Lots*, 172, 179-180.

⁸⁶ See entries for “Conway, Richard” and “Conway’s Wharf” in Miller, *Artisans and Merchants of Alexandria*, Vol. 1.

⁸⁷ Capt. Nathaniel West and William & Co Hartshorne, “For London,” *Virginia Journal and Alexandria Advertiser*, March 10, 1785, Genealogy Bank.

in the survey. This does not mean there were no structures, though, since the survey was directed for the lots on the southern end of the block.

In 1796, Conway added 50' to the southern side of his property, a portion of land that was part of the Kirkpatricks' 99-year lease from the Trustees.⁸⁸ In the 1794 survey, this lot extended only 150' from the east side of Water Street. It had one warehouse on it at that time (Figure 20). Conway and William Hepburn cooperatively extended the wharf to the eastern edge of Union Street, 350' from the eastern side of Water Street. The 1798 survey shows two structures, both stone and brick warehouses. One sat on the east side of Union Street, and the other on the west. Union Street is not marked on the survey, but it was there and likely not recorded because it was not material to the ground in question. Conway's Wharf extended 499' from Water Street on the north edge, and 495' on the south (Figure 21).

5.1.5 Lot 26

5.1.5.1 Kirkpatrick's Wharf

John Kirkpatrick originated in Kirkcudbright, Galloway, Scotland and came to Virginia as an agent of the Scottish firm Maxwell Guthrie & Co.⁸⁹ He served as George Washington's secretary during the Seven Years' War from 1755-1757 and then returned briefly to Kirkcudbright at the end of 1758.⁹⁰ It is not known when he returned to Virginia, however he partnered with Joseph Watson from 1758-1759 to sell goods to the Virginia Regiment. John applied to the Town Trustees for "liberty to build a vessel on the upper Point call'd West Point" and was approved in July 1762.⁹¹ He offered a schooner for sale in September, possibly that same vessel. John partnered with his brother, Thomas Kirkpatrick, to import rum, molasses, and enslaved Africans to Alexandria in September 1762.⁹² He was appointed a Trustee for Alexandria in September 1763.⁹³ Thomas Kirkpatrick & Co. built another vessel, snow *Triton*, at Alexandria in 1764.⁹⁴ In 1768, the brothers applied to the Trustees for permission to build a warehouse and wharf on the east side of Water Street opposite Lot 26. They were granted a 99-year lease with annual ground rent of five shillings beginning on December 25, 1768.⁹⁵

It is not known how quickly the Kirkpatrick brothers built their wharf and warehouse. John Kirkpatrick must have died before February 1770 when Jonathan Hall replaced him as a Trustee of Alexandria.⁹⁶ Thomas Kirkpatrick continued their business. His wharf was mentioned in 1784 as one of three locations where Alexander Chisholm would unload shad and herring.⁹⁷ The wharf extended approximately 150'

⁸⁸ FDB Z1:352, November 16, 1796.

⁸⁹ FDB C1:320, 1752.

⁹⁰ John Kirkpatrick, "Founders Online: To George Washington from John Kirkpatrick, 17 September 1757" (University of Virginia Press, September 17, 1757), <http://founders.archives.gov/documents/Washington/02-04-02-0261>; John Kirkpatrick, "Founders Online: To George Washington from John Kirkpatrick, 3 September 1758" (University of Virginia Press, September 3, 1758), <http://founders.archives.gov/documents/Washington/02-05-02-0365>.

⁹¹ Ring and Pippenger, *Town Lots*, 147.

⁹² John Kirkpatrick and Thomas Kirkpatrick, "JUST IMPORTED," *Maryland Gazette*, September 9, 1762.

⁹³ Ring and Pippenger, *Town Lots*, 152.

⁹⁴ Thomas Preisser, "Eighteenth-Century Alexandria, Virginia, before the Revolution, 1749-1776" (Williamsburg, Va, William & Mary, 1977), <https://scholarworks.wm.edu/etd/1539623705>, 105.

⁹⁵ Ring & Pippenger, *Town Lots Trustees*, 154.

⁹⁶ Ring & Pippenger, *Town Lots*, 162.

⁹⁷ Alexander Chisholm, *Virginia Journal and Alexandria Advertiser*, March 4, 1784, America's Historical Newspapers.

from the east side of Water Street in 1794 (Figure 20). One warehouse stood on the northern edge of the parcel.

Thomas West, heir of Hugh West, apparently ignored the city lease and believed he had a lawful claim to the “slip of land” between the south boundary of Lot 20 and the north edge of Queen Street. He sold this land to Richard Conway in 1791 but then offered a quitclaim to William Hepburn in 1796.⁹⁸ Thomas West initiated two legal actions related to this parcel, one in 1794 and another in 1798. Thomas West filed for ejectment, or eviction, against William Wools & Co. and described a 78’ 5 ¼” “slip of land” extending from the east side of Water Street (Figure 20). Presumably, West contested William Wools & Co.’ occupancy of the land he considered to be his own. Wools was a tavern keeper on Water Street from 1803-1805, though it is unknown what type of business he conducted on this parcel.⁹⁹

In his 1798 lawsuit, Thomas West sought a remedy in Chancery against Richard Conway in relation to Conway’s wharf boundaries and the land claimed by West (Figure 21).¹⁰⁰ It is not clear what the court’s remedy for this boundary dispute was, but Thomas West made no further documented claims to this portion of the waterfront.

William Hepburn bought the lease from the Kirkpatrick heirs some time before 1796, however the transaction was not officially recorded. Hepburn then transferred the lease for the northern 50’ wide segment of the lot to Richard Conway.¹⁰¹ Hepburn retained about 67’ of frontage along the northern side of Queen Street. The 1798 survey showed an “unfinished” wharf extending 350’ east of Water Street (Figure 21). William Hepburn and Richard Conway cooperatively built and filled in the wharf to Union Street, likely in 1797 or 1798. Gilpin’s 1798 survey shows the waterfront north of Queen Street filled but set back slightly from the northern part of this block (Figure 13). Later maps show that Gilpin’s representation of the Queen Street dock was likely not accurate.

⁹⁸ Alex. D:273, September 20, 1791 and ADB N:395, November 5, 1796.

⁹⁹ See entry for William Wools in Miller, *Artisans and Merchants*, Vol. 2. “Record of Surveys, 1742-1856” (Fairfax County, Virginia), United States, Virginia, Fairfax - Land and property, FamilySearch, <https://www.familysearch.org/search/catalog/196528?availability=Family%20History%20Library>.

¹⁰⁰ “Record of Surveys, 1742-1856” (Fairfax County, Virginia, 1856 1742), United States, Virginia, Fairfax - Land and property, FamilySearch, <https://www.familysearch.org/search/catalog/196528?availability=Family%20History%20Library>, 74-75.

¹⁰¹ FDB Z1:352, November 16, 1796. Since Hepburn did not legally own the title, the transfer to Conway went directly from the Fitzpatrick heirs.



Figure 22. Lot 26 and Water [now Lee] Street and subsequent Lots 26 and Water [now Lee] Street parcels within the Project Area (see Figure 7 for location of original Lot 26).

5.2 Early 19th Century, 1800-1859

5.2.1 Oronoco to Princess Street

5.2.1.1 Parcel PW.1

Potomac Brewery

Henry Keppele offered the brewery for rent in August 1800, “the buildings and brewing materials...in compleat order.”¹⁰² In November, he was brewing strong table and small beer.¹⁰³

April 23, 1801 an execution from the DC Circuit Court in favor of William Billington to order the Marshall to seize the goods and chattels of John Towers to raise the sum of \$1,075. The brew house implements, including the copper vessels, and the unexpired lease term, were offered for public sale. Joseph Thomas won the bidding with \$45.¹⁰⁴

In early 1804, merchant Thomas Cruse purchased William Billington’s interest in the brewery, and notified the public that brewing and sales would carry on as usual.¹⁰⁵ The Common Council soon thereafter gave him permission to use earth from the surrounding streets to fill in the Public Wharf: “as may be necessary to fill up and repair the descent of Oronoco Street to the river.” The earth was to be taken from Oronoco between Water and Union and Water between Oronoco and Princess. Cruse went too far, however, and was cited by the Council for taking too much earth from Oronoco. He was ordered to repair the road and if he refused, to be charged by the town for the repairs.¹⁰⁶ That situation resolved, and Cruse sought barley for his brew house in October 1804.¹⁰⁷

Cruse promoted his local Irish Whiskey in August 1805, but in 1806 first offered the brewery for sale. The brewery boasted two copper boilers, malt house, kiln and mill (Figure 23). Cruse estimated an annual sales of 1,300 barrels of beer, and suggested markets in Washington, DC, the West Indies, and Charleston. In May 1807, his final notice regarding the sale was published.¹⁰⁸ It appears that no offer

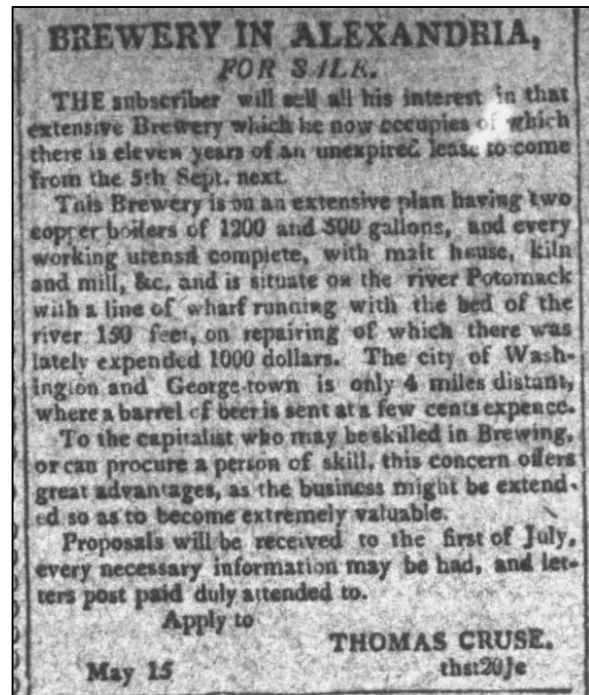


Figure 23. Thomas Cruse, “Brewery in Alexandria,” *Aurora General Advertiser*, June 7, 1806, Genealogy Bank.

¹⁰² Henry Keppele, “To Rent,” *Times; and District of Columbia Daily Advertiser*, August 20, 1800, Genealogy Bank.

¹⁰³ Henry Keppele, “Potowmac Brewery,” *Times; and District of Columbia Daily Advertiser*, November 4, 1800, Genealogy Bank.

¹⁰⁴ ADB B:215, May 12, 1801. The auction included a second lot on the north side of Oronoco Street.

¹⁰⁵ Thomas Cruse, “Potomac Brewery,” *Alexandria Daily Advertiser*, March 21, 1804, Genealogy Bank.

¹⁰⁶ James McCrea, “In Common Council,” *Alexandria Daily Advertiser*, June 30, 1804, September 18, 1804, and September 24, 1804, Genealogy Bank.

¹⁰⁷ Thomas Cruse, “BARLEY,” *Alexandria Daily Advertiser*, October 8, 1804, Genealogy Bank.

¹⁰⁸ Thomas Cruse, “Brewery for Sale,” *Virginia Argus*, May 20, 1806; Thomas Cruse, “Brewery in Alexandria,” *Aurora General Advertiser*, June 7, 1806; Thomas Cruse, “Strong Beer Brewery,” *Alexandria Daily Advertiser*,

came through, as the Common Council investigated “the state of the public property at Point West, to confer with Thomas Cruse and Rob. I. Taylor, administrator of Jesse Taylor, respecting their several leases and the rents in arrear...”¹⁰⁹ One year later, in 1811, a committee of Council members was to “contract for the repairs of the wharf and brew house lately held by Thomas Cruse & the wharf leased by Jesse Taylor, deceased...”¹¹⁰ Cruse continued as a merchant in town and the Council ordered to use the old brewhouse as a storage facility for city-owned tobacco.¹¹¹

The Council reconsidered the old brewery in 1819, forming a committee to study the potential for a lease. They desired a tenant who would bring the building back into use and maintain it. The wharf would be a part of the lease, with the caveat of not impeding the “fish market” during that season.¹¹²

An 1842 map of the area shows a long, segmented building along the south line of Oronoco Street. This was likely the old brewery building (Figure 25).

County Wharf

The wharf area was typically considered separate from the Brew House lot. William Rhodes built a schooner there and offered it for sale in 1800.¹¹³ The 1804 town survey showed a uniform and straight bulkhead along this entire block (Figure 24). The 1810 tax assessment listed four occupants on the County Wharf. William Bartleman was a merchant who also engaged in carpentry and bridge building. In 1813, the Council sought a release from him for his interest in a part of the wharf.¹¹⁴ Leonard King was a laborer who lived on the wharf from at least 1804-1810.¹¹⁵ Susannah Green was a seamstress there from 1804-1810.¹¹⁶ Samuel Henson was a laborer who lived there from 1804-1810.¹¹⁷

In 1813, city officials moved the public Fish Market, which operated from Keith’s Wharf and Jones Point in previous years, to the County Wharf and adjacent property. In February, they passed an act to regulate the seasonal activities including the ability of fishmongers to lease stands on the wharf, to control their use of fire near the tobacco warehouse and restrict their fish processing to planks over water whereby the offal would float away. The city rented out the wharf, with limitations of use during the March-June fishing season, and the Superintendent of Police managed the stand rentals during the season.¹¹⁸

February 5, 1807; Thomas Cruse, “A Brewery Establishment,” *Alexandria Daily Advertiser*, May 29, 1807, Genealogy Bank.

¹⁰⁹ “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, June 7, 1810, Genealogy Bank.

¹¹⁰ “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, June 10, 1811, Genealogy Bank.

¹¹¹ Edm. I. Lee, “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, August 10, 1811, Genealogy Bank.

¹¹² I. P. Thompson, “Alexandria Common Council,” *Alexandria Gazette & Daily Advertiser*, May 31, 1819, Genealogy Bank.

¹¹³ William Rhodes, “Public Sale,” *Times*; and *District of Columbia Daily Advertiser*, November 11, 1800, Genealogy Bank.

¹¹⁴ See William Bartleman entry in Miller, *Artisans and Merchants*, Vol. 1.

¹¹⁵ See Leonard King entry in Miller, *Artisans and Merchants*, Vol. 1.

¹¹⁶ See Susan Green entry in Miller, *Artisans and Merchants*, Vol. 1.

¹¹⁷ See Samuel Henson entry in Miller, *Artisans and Merchants*, Vol. 1.

¹¹⁸ Edmund I. Lee, “An Act,” *Alexandria Gazette*, February 20, 1813; John Mandeville, “NOTICE,” *Alexandria Daily Gazette, Commercial & Political*, February 26, 1813, Genealogy Bank; “NOTICE,” *Alexandria Daily Gazette, Commercial & Political*, March 16, 1813, Genealogy Bank.

Maps from 1842 and 1845 shows a uniform bulkhead front from north of Oronoco Street to the south edge of study Parcel 8.1 (Figures 25, 26 and 27). The 1845 map labels the entire area on both sides of Oronoco Street as the Fish Wharf.

An 1856 fire, which started northwest of here at the Sumac Mills, threatened a public warehouse on the wharf and destroyed one “small booth” in Fishtown. Firefighters pumped water from the Potomac to fight the flames.¹¹⁹

North of Oronoco Street, the city-owned wharf was leased to the American Coal Company in 1857. The company made significant improvements to that side of the wharf and continued to operate there until 1885. They shipped coal from Cumberland, Maryland, to Alexandria via the canal. W. A. Smoot & Co. subleased the wharf from 1885-1889.¹²⁰

¹¹⁹ “Conflagration in Alexandria,” *Richmond Enquirer*, December 9, 1856, Genealogy Bank.

¹²⁰ “New Coal Company,” *Alexandria Gazette*, January 2, 1855; “Renting of the Fish Wharf,” *Alexandria Gazette*, June 1, 1857; “Fish Wharf,” *Alexandria Gazette*, June 29, 1857; “Dock Deepening,” *Alexandria Gazette*, April 4, 1868; “The American Coal Co.,” *Alexandria Gazette*, April 28, 1885; “In the Board of Alderman,” *Alexandria Gazette*, January 26, 1887; “Board of Aldermen,” *Alexandria Gazette*, March 9, 1887; “Lease Expired,” *Alexandria Gazette*, November 1, 1889, Genealogy Bank.

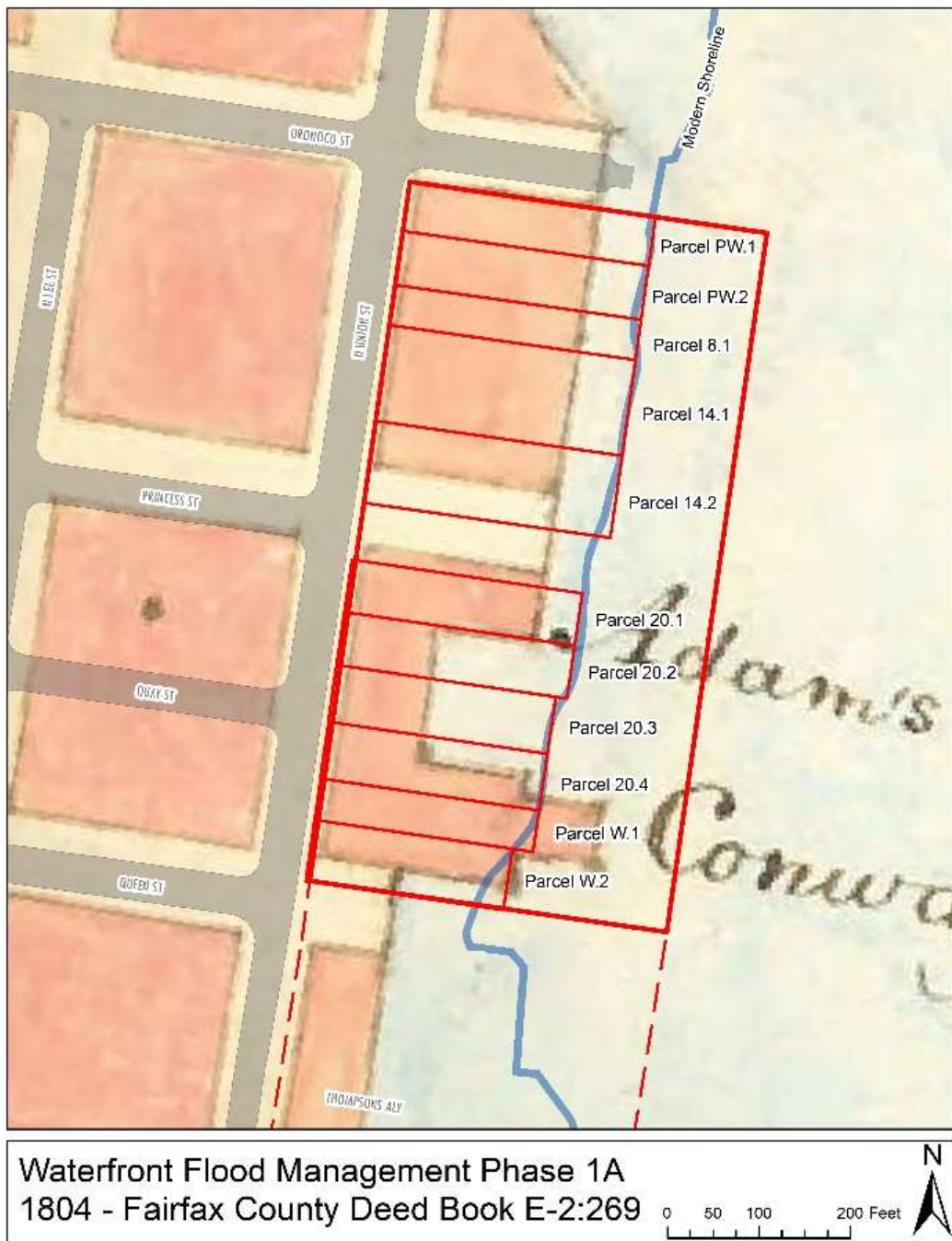


Figure 24. Detail from "A Plan of Alexandria in the Territory of Columbia," 1804, Fairfax County Deed Book E2, page 269.

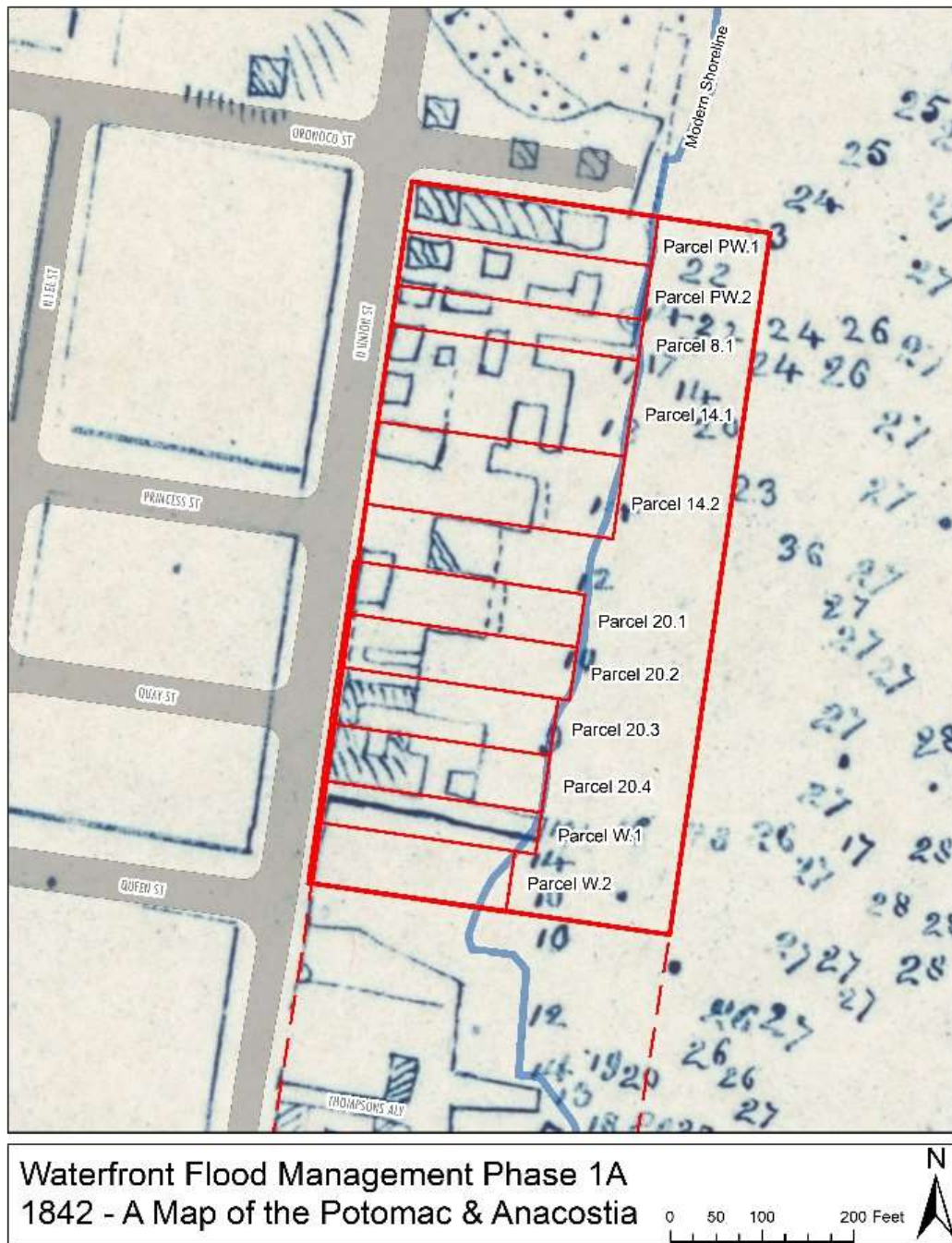


Figure 25. Detail from "A Map of the Potomac and Anacostia Rivers," Young, Surveyed 1842, Published 1857, Library of Congress.

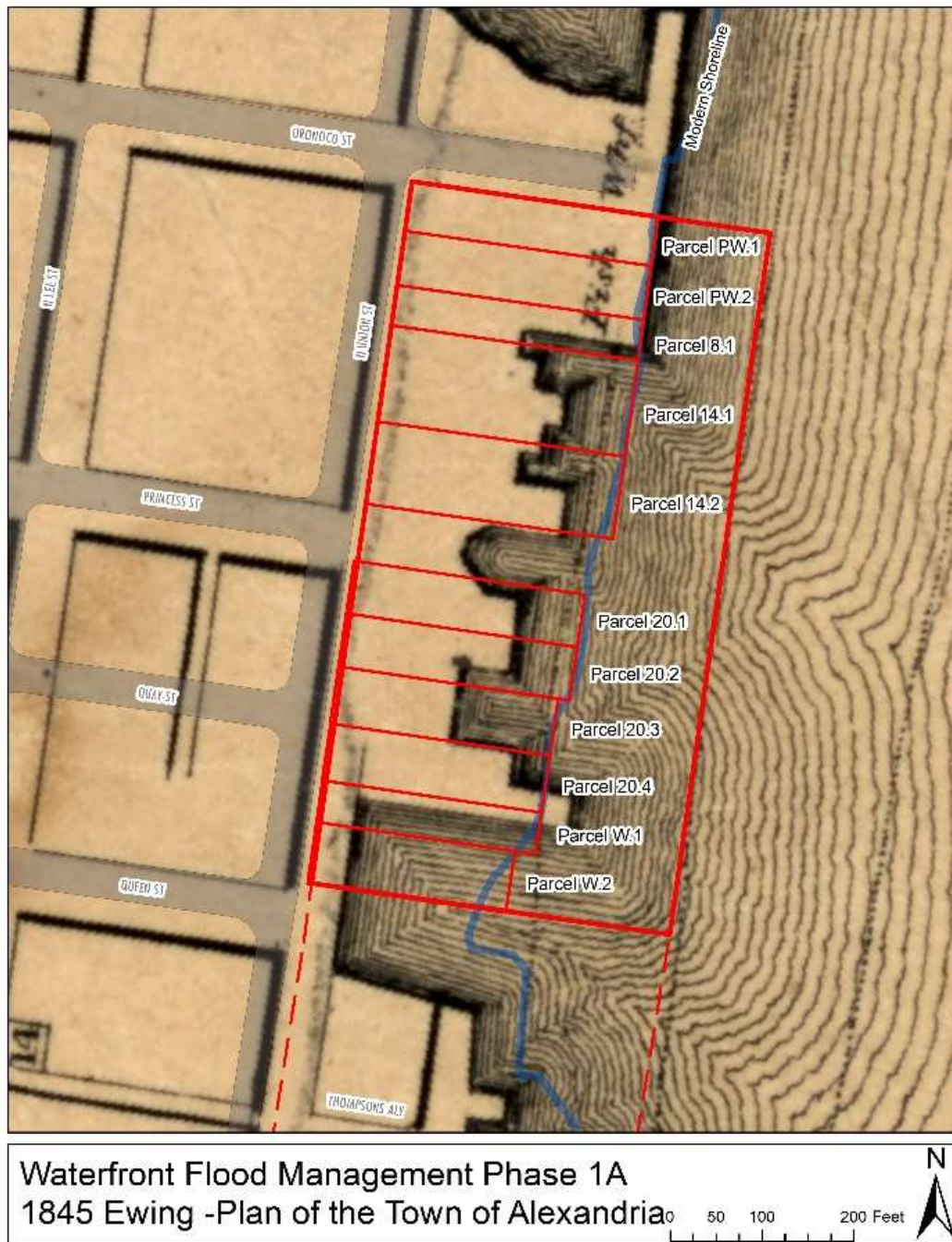


Figure 26. Detail from "Plan of the Town of Alexandria, D.C.," Ewing, 1845, Library of Congress.



Figure 27. Detail from "A Plan of Alexandria Town," Ewing, 1845, Alexandria Library Special Collections.

5.2.1.2 Parcel PW.2: Fish Wharf

Jesse Taylor's estate retained its lease on this parcel. In 1810 the tax assessment shows two tenants: John Evans and Richard Wadkin. John Evans was likely a laborer or ship carpenter, here since 1796 or 1804.¹²¹ Evans was the sole tenant listed in the 1820 tax assessment. Richard Wadkin may have also been a laborer.¹²² The estate unfortunately did not keep up with its lease or tax bill with the city. They appointed a committee to inquire about the rent arrears in June 1810, the rent and taxes in June 1811, and to secure a release of the title from the heirs in January 1813.¹²³ The heirs of Jesse Taylor officially released their title in exchange for the cancellation of their rent arrears in January 1817.¹²⁴

The fish market here was mentioned as an asset near Hepburn's for-rent wharf in 1817.¹²⁵ A sunken schooner, *Retaliation*, lay abandoned at the Fish Wharf in August 1820.¹²⁶ An 1842 map of Alexandria shows three structures on this parcel (Figure 25). Alexandria's Superintendent of Police, William N. Mills, sought bids for someone to rent the Fish Wharf after the season, which usually ended in mid-May, until March 1, 1843, the earliest start for the next year's season. The contract stipulated that previous seasonal renters could ship their barrels free of wharfage and that Robert Jamieson could land wood at the new plank wharf (Parcel 14.1).¹²⁷ The 1845 town survey labeled this and the wharf north of it as the Fish Wharf (Figure 26).

The city offered the fish wharf and Jamieson's Wharf, Parcel 14.1, for rent in 1845 "with all the extensive and well adapted warehouses for curing and storing of fish on said wharf...with the privilege to the renters of shipping their barreled fish free of wharfage, and of storing the same in said warehouses free of charge, until 1st day of March, 1846."¹²⁸

The Fish Wharf was described in 1846 as 500' of river frontage, including several docks and berths, and extending east from Union Street in most places about 240.' The city supplied enough boards to build a temporary platform over the permanent wharf surface, likely gravel or dirt, on which to clean fish. "All the Shanties or other buildings now located on the said wharf, east of a line drawn north and south with the line of the east end of the Corporation warehouse on said wharf, shall be removed."¹²⁹

5.2.1.3 Parcel 8.1: Taylor's Wharf

During the early 19th century, the use and occupancy of this wharf is not well documented. The tax assessor considered it as one with the city-owned parcel to the north, so it may have been occupied by John Evans and/or Richard Wadkin in 1810. After Jesse Taylor's death and the subsequent deaths of

¹²¹ See John Evans entries in Miller, *Artisans and Merchants*, Vol. 1.

¹²² See Robert Waddkins entry in Miller, *Artisans and Merchants*, Vol. 2.

¹²³ "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, June 7, 1810; "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, June 10, 1811; "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, January 5, 1813, Genealogy Bank.

¹²⁴ ADB E2:443, January 11, 1817.

¹²⁵ William Hepburn, "TO RENT," *Alexandria Gazette, Commercial and Political*, April 10, 1817, Genealogy Bank.

¹²⁶ James McKenzie, "Notice," *Alexandria Gazette & Daily Advertiser*, August 5, 1820, Genealogy Bank.

¹²⁷ William N. Mills, "FISH WHARF," *Alexandria Gazette*, May 27, 1842, Genealogy Bank. The "new plank wharf" was on Parcel 14.1 in this study.

¹²⁸ From the *Alexandria Gazette*, as quoted in Donald G. Shomette, "Maritime Alexandria: An Evaluation of Submerged Cultural Resource Potentials at Alexandria, Virginia" (Alexandria, Virginia: City of Alexandria, January 1985), 181.

¹²⁹ From the *Alexandria Gazette*, January 15, 1846, as quoted in Shomette, "Maritime Alexandria," 182.

some of his heirs, this parcel was divided into 48 shares. In 1826, Robert J. Taylor began to acquire those shares through numerous transactions over the span of 17 years.¹³⁰ The 1830 tax assessment did not list any tenants here. An 1842 map shows several buildings on this and the city-owned County Wharf (Figure 25).

Alexandria rented this parcel from Taylor's heirs, until the city purchased it at public auction, paying \$400 for 1/8 share. Presumably all shares eventually transferred to the city after this sale.¹³¹

5.2.1.4 Parcel 14.1: Ferry Wharf

Shortly after the turn of the century, Andrew Jamieson and Robert Anderson gained control of the entire parcel. In July 1802, they purchased the southern half of the parcel from John & Rebecca Allison of Wilkes County, Georgia, including half the profits from the pier.¹³² In December 1803, Jamieson & Anderson took over Joseph Thomas' lease of the northern half, however Thomas reserved the Ferry and north side of the dock for his own use.¹³³ An 1804 map showed the ferry approximately located at this parcel (Figure 29). In 1810, tax records show Benjamin Brady as their tenant on the parcel. An 1815 advertisement offered the "Upper Ferry Wharf" for rent with a store, dwelling house and cooper shop.¹³⁴ 1820 tax records show Jas. N. & Jos. Fearson as their tenants.

Andrew Jamieson died in 1823, leaving his real estate to his wife, Mary Jamieson, and son, Robert Jamieson, equally divided between them.¹³⁵ Soon after, Robert Jamieson and Robert Anderson offered the Upper Ferry Wharf, with the store, dwelling house, and cooper's shop, for rent (Figure 28).

In 1827, Robert Anderson and Robert Jamieson bought out the ground rent of the northern half of the parcel, at that time jointly owned by several heirs of John Hunter.¹³⁶ They offered to rent "for the fishing season, the shop and salt shed in the house at the Upper Ferry, occupied last year by Monroe & Co."¹³⁷ In 1830, James Harris and Hiram Yost were tenants on the parcel.

Robert Anderson, biscuit baker, died in 1833 and freed William Thornton with a \$300 payout and Bill Posey in his will. He gave his real estate between

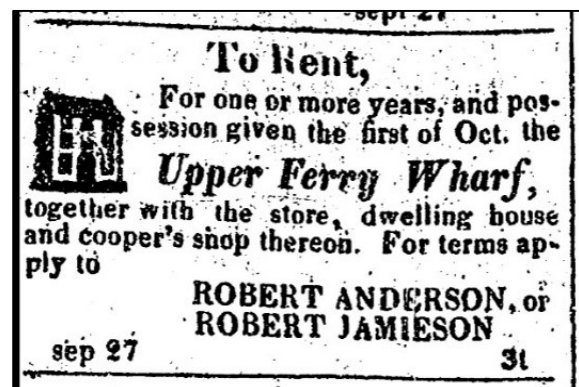


Figure 28 . Robert Anderson and Robert Jamieson, "To Rent," *Alexandria Gazette*, September 26, 1823, Genealogy Bank.

¹³⁰ ADB P2:430, June 15, 1826; ADB P2:423, June 16, 1826; ADB P2:427, August 29, 1826; ADB U2:500, July 12, 1833; ADB W2:149, April 14, 1836; ADB D3:226, August 10, 1843.

¹³¹ ADB I3:289, November 13, 1847.

¹³² ADB E:143, July 19, 1802.

¹³³ ADB G:197, December 7, 1803.

¹³⁴ Andrew Jamieson and Robert Anderson, "To Rent," *Alexandria Gazette*, April 26, 1815, Genealogy Bank.

¹³⁵ Andrew Jamieson LWT, AWB 3:98, July 7, 1823; Andrew Jamieson, "Obituary," *Alexandria Gazette*, July 8, 1823, Genealogy Bank.

¹³⁶ ADB R2:291, April 2, 1827.

¹³⁷ Robert Anderson and Robert Jamieson, "To Rent," *Alexandria Gazette*, March 5, 1827, Genealogy Bank.

Oronoco and Princess Streets to Margaret Conway, sister of Robert Jamieson, to be held in trust by Jamieson.¹³⁸

Richard H. Clagett & William Page leased the property beginning in June 1835, using the wharf to receive goods in their grocery and retail goods business. Their store was on King Street since 1824. Clagett & Page dissolved their business in 1849, however it is unclear if they retained their lease beyond its expiration in 1840.¹³⁹

In 1836, Robert Jamieson, acting as executor of Andrew Jamieson's estate, offered a moiety of

*"a wharf Lot adjoining the public fish-wharf, fronting on the East side of Union street 104 feet, and extending into the river; on this Lot is a good Dwelling House and a Cooper's Shop. This property will be sold subject to Clagett & Page's Lease of the wharf which has three years to run from June last."*¹⁴⁰

Robert Jamieson sold his father's real estate to Benoni Wheat, and Wheat immediately sold it back to Jamieson at the same price.¹⁴¹ In 1840, Jamieson bought Andrew Conway's share of Robert Anderson's estate.¹⁴² Tax records list John D. Simms as the tenant of the house, lot and wharf in 1840. The City Council approved a plan to lease this parcel, known as the Ferry Wharf, from Jamieson for seven years starting in June 1840.¹⁴³ The city was obligated to pay \$200 annual rent, and Jamieson was allowed to land his flour and wood on the premises free of wharfage, except during the fishing season. A plank platform 24' by 84' was built here in or shortly before 1842.¹⁴⁴

An 1842 map of the Potomac River shows depth measurements on the north edge of this parcel. An L-shaped pier extended from this parcel, and four structures are represented on the wharf (Figure 25). The 1845 Ewing map of Alexandria shows a stepped-front wharf on this parcel (Figure 26).

¹³⁸ Robert Anderson LWT, AWB 4:60, July 5, 1833; "DIED," *Alexandria Gazette*, July 6, 1833, Genealogy Bank.

¹³⁹ ADB V2:419, June 5, 1835; Clagett & Page, "New Wholesale and Retail Grocery Store," *Alexandria Gazette & Advertiser*, May 13, 1824; Richard H. Clagett and William Page, "Dissolution of Partnership," *Alexandria Gazette*, September 29, 1849, Genealogy Bank.

¹⁴⁰ Robert Jamieson, "Real Estate at Auction," *Alexandria Gazette*, August 22, 1836, Genealogy Bank.

¹⁴¹ ADB X2:114 and ADB W2:273, September 15, 1836.

¹⁴² ADB B3:5, April 25, 1840.

¹⁴³ R. Johnston, "In Council, 29th May, 1840," *Alexandria Gazette*, June 2, 1840, Genealogy Bank; ADB B3:12, June 1, 1840.

¹⁴⁴ Shomette, "Maritime Alexandria," 181.

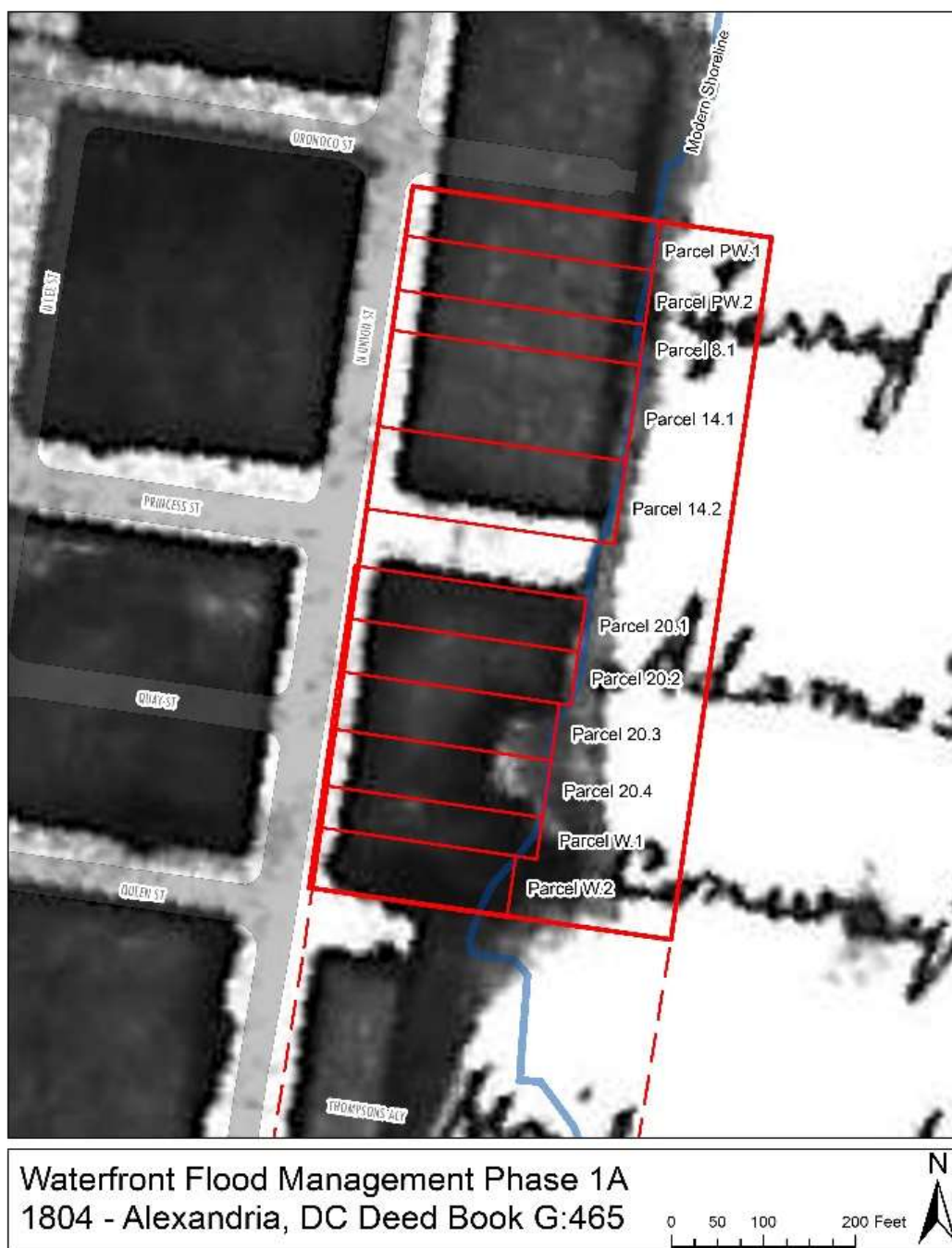


Figure 29. Detail from "A Plan of Alexandria in the Territory of Columbia," 1804, Alexandria, D.C. Deed Book G, page 465.

5.2.1.5 Parcel 14.2: Hepburn's Wharf

Hepburn & Dundas dissolved their partnership in May 1803.¹⁴⁵ The wharf and warehouse was vacant in 1810, according to tax records. Hepburn offered the wharf and warehouse for rent in March 1815, December 1816, and April 1817.¹⁴⁶ The warehouse was said to hold 20-30,000 bushels of grain or salt. Hepburn died in May 1817, leaving the wharf and warehouse to his grandson, William H. Dundas.¹⁴⁷ Dundas immediately used the real estate to secure a debt.¹⁴⁸ He sought "SQUARE TIMBER, suitable for wharf building" later that year, likely to improve or extend this wharf which may have fallen into disrepair over several years of vacancy.¹⁴⁹ M. Metter & Son occupied the property in 1820, according to tax records. Despite these investments, William H. Dundas did not repay his debt, and the trustee, John Hooff, offered the Wharf, warehouse and lot for public sale in April 1820.¹⁵⁰ George Carter of Oatlands in Loudon County purchased the property.¹⁵¹ 1830 tax records show Mordecai Miller was the tenant of the warehouse and wharf. Miller was a town commissioner, merchant and landowner. Carter sold Hepburn's Wharf and warehouse, with the docking rights, to Hugh Smith for \$500 in 1831.¹⁵² Hezekiah B. Smoot occupied this wharf and warehouse in 1838, using it to package and store fish in barrels.¹⁵³ Tax records from 1840 show he remained the sole tenant. An 1842 map of the Potomac River shows a wharf extended beyond the end of Princess Street and one structure on the wharf (Figure 25). An 1845 map of Alexandria shows a projecting wharf with open docks on the north and south sides (Figure 26). Richard C. Barton was the tenant in 1850.

5.2.2 Princess to Queen Street

5.2.2.1 Parcels 20.1 and 20.2: Adam's Wharf

Adam's Wharf is labeled on a plat map of the city from 1804 (Figure 24). Unfortunately, it is not detailed enough to reveal any structures on the parcels. The 1810 tax assessment shows these parcels were vacant and still owned by Robert Adam's estate. The heirs partitioned their shared real estate, and John Adam received the northern half (Parcel 20.1 in this study) and Jane Adam Dade, who married Charles S. Dade, received the southern half (Parcel 20.2 in this study).¹⁵⁴

5.2.2.2 Parcel 20.1

The 1820 tax assessment shows that Jesse Smith occupied the house, lot and wharf on this parcel. A court-ordered sale of John Adam and William Ramsay Jr.'s property in 1823 resulted in Joseph Janney

¹⁴⁵ William Hepburn and John Dundas, "The Partnership of Hepburn & Dundas," *Alexandria Advertiser and Commercial Intelligencer*, May 14, 1803, Genealogy Bank.

¹⁴⁶ William Hepburn, "To Be Rented," *Alexandria Gazette, Commercial and Political*, March 25, 1815; William Hepburn, "To Rent," *Alexandria Gazette, Commercial and Political*, December 16, 1816; William Hepburn, "TO RENT," *Alexandria Gazette, Commercial and Political*, April 10, 1817, Genealogy Bank.

¹⁴⁷ William Hepburn LWT, AWB 2:186, May 26, 1817.

¹⁴⁸ ADB F2:126, July 24, 1817.

¹⁴⁹ W. H. Dundas, "Timber.," *Alexandria Gazette & Daily Advertiser*, September 18, 1817, Genealogy Bank.

¹⁵⁰ John Hooff, "Public Sale," *Alexandria Gazette & Daily Advertiser*, April 1, 1820, Genealogy Bank.

¹⁵¹ ADB K2:166, November 10, 1820. For more on Oatlands and Robert Carter, see <https://oatlands.org/the-carter-era/>.

¹⁵² ADB S2:536, January 14, 1831.

¹⁵³ Hezekiah B. Smoot, "Shad and Herrings," *Alexandria Gazette*, April 11, 1838, Genealogy Bank.

¹⁵⁴ ADB M2:421, May 1, 1823; "Married," *Alexandria Daily Gazette, Commercial & Political*, May 25, 1809, Genealogy Bank. Though the partition was not officially recorded until 1823, it appears some of the heirs took possession of various parcels and managed them as sole owners before this date.

purchasing this lot and frame tenement valued at \$2,000 for \$990.¹⁵⁵ The 1830 tax assessment shows Mary Smith as Janney's tenant.

Janney sold this parcel to Hugh Smith in 1836.¹⁵⁶ The 1840 tax assessment shows John Dixon as the tenant of the house and wharf. James Lindsay was the tenant in 1850.

An 1842 map of the Potomac River shows a structure at the southeast corner of Princess and Union Streets. The wharf projects into the river, however the water is measured to 10' and 12' at its eastern edge (Figure 25). An 1845 map shows the wharf without any detail for structures (Figure 26).

5.2.2.3 Parcel 20.2

The 1820 tax assessment shows that Charles S. Dade's estate owned this parcel with no tenants listed. Jane Dade acquired the property in the partition of Robert Adam's estate on May 1, 1823.¹⁵⁷ She used it to secure a debt to Thomas Irwin in 1824.¹⁵⁸ The 1830 tax assessment shows Sofia Stepney as the tenant of Jane Dade. No tenant was listed on the 1840 or 1850 tax assessment.

An 1842 map of the Potomac River shows a long, thin structure along the southern edge of the parcel. The wharf projects into the river, however the water is measured to 10' and 12' at its eastern edge (Figure 25). An 1845 map shows the wharf without any detail for structures (Figure 26).

5.2.2.4 Parcels 20.3, 20.4 and W.1: Conway's Wharf

Conway's Wharf is labeled on a city plat from 1804, however the plat incorrectly shows that the southern edge of the wharf meets the northern edge of Queen Street (Figure 24). Conway gave his wharf to his brother, Joseph Conway, upon his death in 1806.¹⁵⁹ At that time, Marsteller & Young, biscuit bakers, occupied the wharf and paid \$1420 annual rent. That rent did not include "the first bake house and yard to the westward of Union Street and forty feet extending from Union Street to the River Potomac and binding on the north side of ground [illegible]."

Marsteller & Young signed two leases with Conway to secure their occupation of the wharf in 1805 and 1806. The first designated the wharf and pier, a brick dwelling and warehouse, frame warehouse, small frame stable, and the use of the north line of the pier and the dock for a 10-year term at \$500 annual rent (Parcel 20.4 in the study area).¹⁶⁰ The second added the parcel to the south, including a brick warehouse, wharf and dock for 10 years.¹⁶¹ Marsteller & Young converted two warehouses to biscuit bakeries. According to Joseph Riddle, this action spurred commercial activity in an area that was underutilized:

¹⁵⁵ ADB N2:241, April 18, 1823; ADB M2:511, May 3, 1823. The second deed was to ensure clear title after the official partition of the Robert Adam heirs on May 1, 1823.

¹⁵⁶ ADB X2:85, February 16, 1836.

¹⁵⁷ ADB M2:421, May 1, 1823.

¹⁵⁸ ADB O2:99, July 15, 1824.

¹⁵⁹ AWB B:370, December 6, 1806. Conway's original will, June 5, 1804, named his wife Mary as the sole beneficiary of most of his real estate. He filed a codicil on July 1, 1806, naming his brother and two nephews instead. He filed another codicil on November 17, 1806, detailing the specific properties that each should receive.

¹⁶⁰ ADB K:458, June 18, 1805.

¹⁶¹ ADB N:75, June 17, 1806. This lease included a parcel on the west side of Union Street that is outside the study area.

Capt. Conway's three warehouses on the same wharf and the wharf itself had been of little or no value to him - but since [the conversion of the bakery] the other houses are rented out & considerable business is done there & the wharf almost constantly surrounded with vessels.¹⁶²

Neil Mooney, a stone mason and bricklayer who likely oversaw the conversion here, agreed:

[Mooney] resides near the wharf of the late Captain Conway, that when Mr. William Wilson and others occupied the brick warehouses on that wharf there was frequently altho' not constantly much business done there. That after those persons left the warehouses, they remained vacant until leased by the present tenants Marsteller and Young...have leased all the houses and the wharf forever, and have built three ovens in one of the houses and two in another. And since they have leased the said property and have employed it as aforesaid, there has been much shipping at [Marsteller & Young's] wharf. And he further states, that near to one of the brick houses, which has been converted into a bake house, there is a wooden warehouse which is also in the occupancy of Marsteller & Young, and is the nearest house to the water. And he thinks that if either of the said bake houses should take fire it would be easy to protect the wooden warehouse, in consequence of its proximity to the water.¹⁶³

Another observer described the layout of the ovens at their bakery:

Marsteller & Young have a brick bake house, the ovens of which are in a kind of cellar, and that a fire was lately produced therein in attempting to dry wood in the customary way, which fire could not have been extinguished if it was not that the ovens were situated in a particular manner.¹⁶⁴

The 1810 tax assessment shows that Marsteller & Young occupied the wharf and James Patten was a tenant. Patten was a merchant who operated from Conway's Wharf since at least 1807.¹⁶⁵

In 1811, Thomas Conway sold his inheritance, the 40' strip of land from Water Street to the River, to Joseph Conway.¹⁶⁶ The deed noted that the eastern portion, Parcel 5 in this study, was under a demise to Marsteller & Young. Marsteller used the wharf and warehouses to secure a debt to the United States of America in 1816.¹⁶⁷

¹⁶² Answer of Joseph Riddle in Dennis Ramsay vs. Joseph Riddle ETC, Arlington County Chancery Court, 1807-002.

¹⁶³ Deposition of Neil Mooney in Ramsay vs. Riddle.

¹⁶⁴ Deposition of Jacob Wisemiller in Ramsay vs. Riddle.

¹⁶⁵ Deposition of James Patten in Ramsay vs. Riddle.

¹⁶⁶ ADB U:361, March 8, 1811.

¹⁶⁷ ADB C2:94, January 25, 1816.

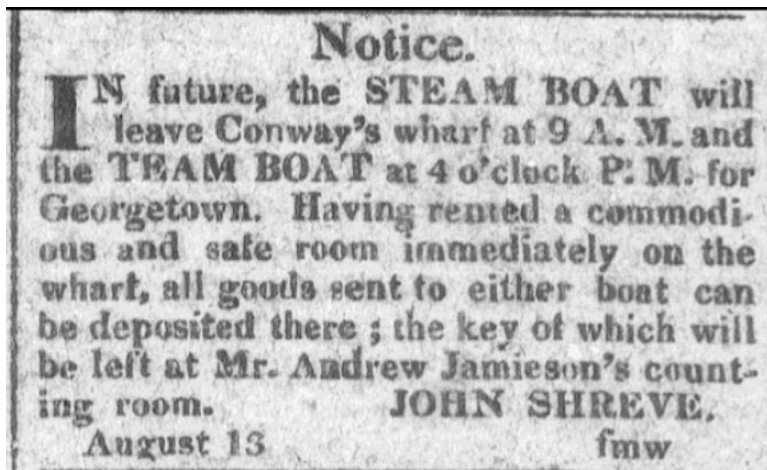


Figure 30. John Shreve, "Notice," *Alexandria Gazette & Daily Advertiser*, September 19, 1817, *Genealogy Bank*.

John Shreve operated a steamboat and a team boat from Conway's Wharf in September 1817 (Figure 30). This was a temporary arrangement because Shreve ran his ferry service from Bartle's Wharf, on the south side of Queen Street, from 1816-1818.¹⁶⁸

By 1820, Joseph Conway had died, and Andrew Jamieson occupied the wharf according to the tax assessment. William Fowle & Co. occupied the wharf in 1830 and Jacob Douglas in 1840.

An 1842 map of the Potomac River shows a L-shaped structure along Union Street and extending to the front of the wharf. The wharf projects into the river, however the water is measured to 9' at its eastern edge (Figure 25). The 1845 *Plan of the town of Alexandria, D.C.* by Maskell Ewing of the town shows the wharf without any detail for structures (Figure 26).

5.2.2.5 Parcel W.2

This area remained a slip or dock until the 20th century, despite representations on some maps that show Conway's Wharf extending to the north side of Queen Street.

¹⁶⁸ See report for Cameron to Queen Streets.

5.3 Civil War Era, 1860-1864

5.3.1 Oronoco to Princess Street

A Civil War-era photo illustrates this block, however it is mostly obscured (Figure 31). Rail cars are visible on the spur that crossed this block. The Fishtown area appears to be completely empty.



Figure 31. Detail of "View from Pioneer Mill, looking up the wharf," Andrew Russell, May 1865, <https://www.loc.gov/item/2005684447/>.

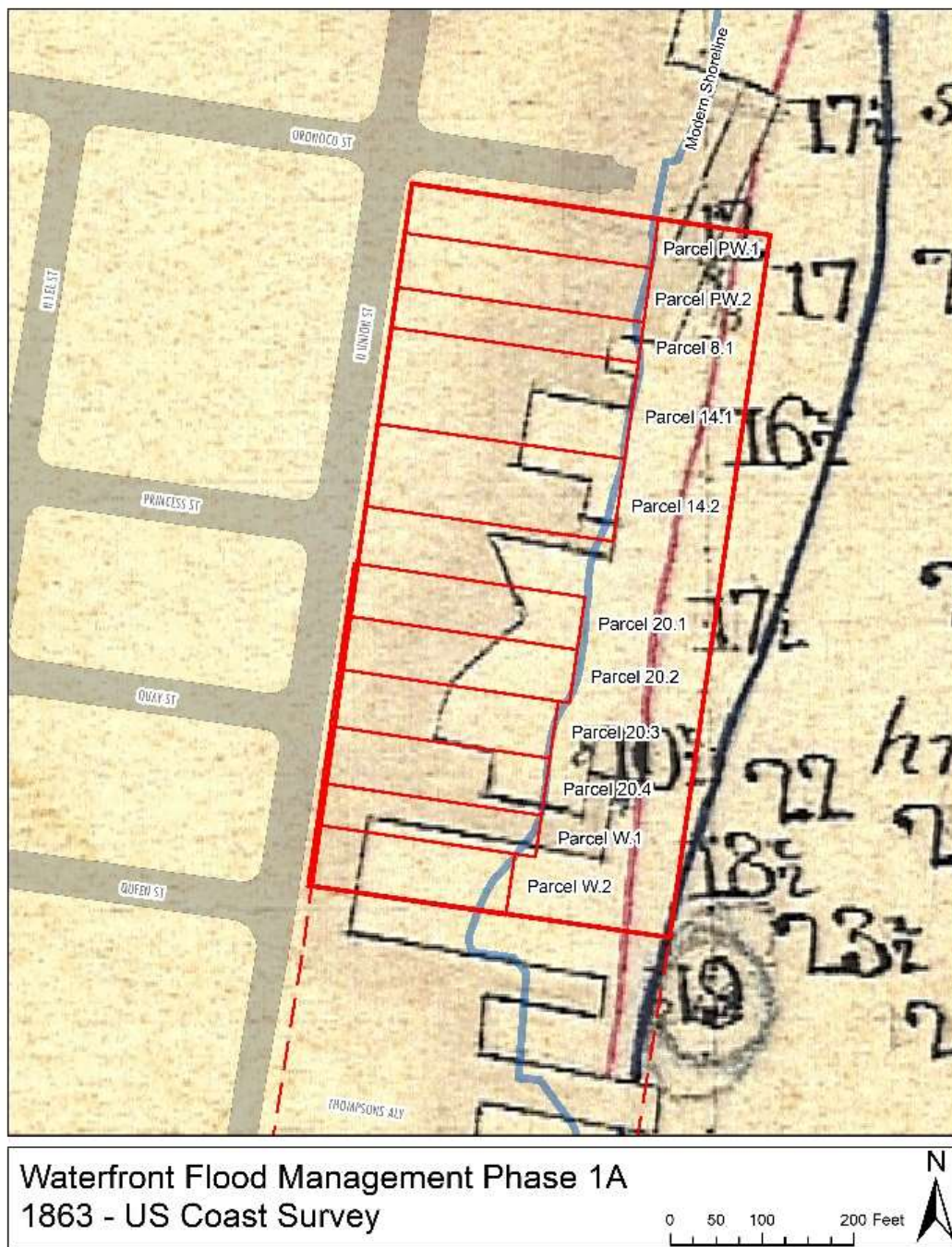


Figure 32. Detail from "From Ft. Washington to Alexandria", U.S. Coast Survey, 1863, National Oceanic and Atmospheric Administration.

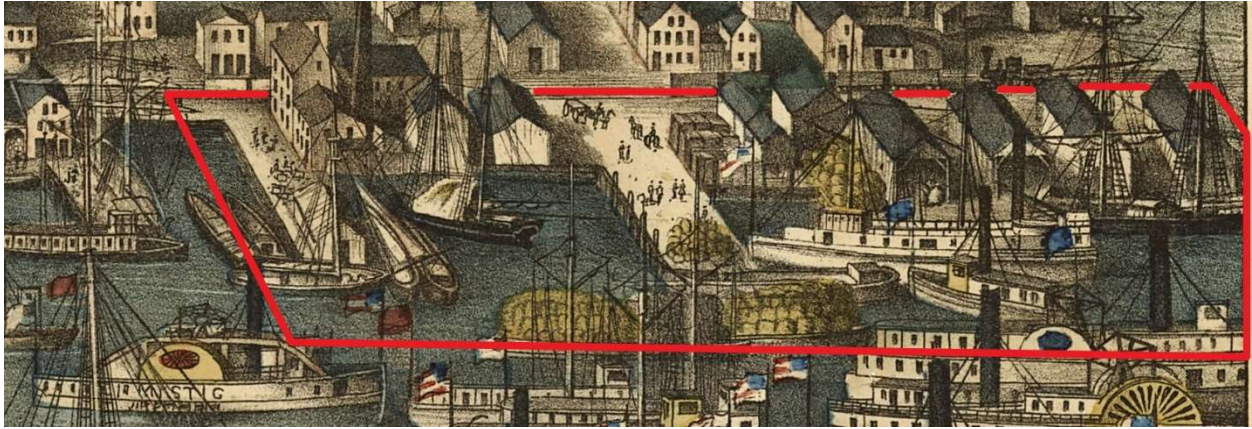


Figure 33. Detail of Charles Magnus, Birds Eye View of Alexandria, Va., 1863, Lithographic print, 1863, Library of Congress, <https://www.loc.gov/item/81694373/>.



Figure 34. Detail from Quartermaster Maps of Alexandria, Sheets 28, 29, and 30, Record Group 92, National Archives.

5.3.1.1 Parcel PW.1 and PW.2: Lumber Yard

Magnus' 1863 view of the waterfront shows several long, shed warehouses on these parcels and 8.1 (Figure 33). Those were likely representations of fish houses, the impermanent structures built seasonally to support the explosive fish processing that occurred here. Some of the warehouse remained, storing barrels for the fish merchants until the following year's fishing season. The city-owned wharf was marked as a lumber yard on the 1865 Quartermaster Map. A rail spur extended through the center of the parcels (Figure 34).

5.3.1.2 Parcel 8.1

An unlabeled wharf with a dock to the north and south appeared on the 1865 Quartermaster Map. A rail spur crossed the parcel along the bulkhead of the wharf (Figure 34).

5.3.1.3 Parcel 14.1

Magnus' 1863 view depicts a pile of hay and a 2-story structure along Union Street on this parcel (Figure 33). In the Civil War era Quartermaster map, Parcel 14.1 appears to be a bulkhead wharf specifically built to support the rail spur that transects the parcel (Figure 34).

5.3.1.4 Parcel 14.2

Magnus' view depicts piles of goods, likely wood, stacked alongside two small structures at the corner of Union and Princess Streets (Figure 33). Parcel 14.2 is labeled as the Fish Wharf with a 116' by 24' pier extending from the face of the wharf and adjoining the Princess Street dock. Close to Union Street, a rail spur extends from the southwest corner of the parcel (Figure 34).

5.3.2 Princess to Queen Street

5.3.2.1 Parcel 20.1

Magnus' 1863 drawing of the waterfront shows an open area on this part of the waterfront (Figure 33). The 1865 Quartermaster's Map shows the rounded edges of the formerly angular wharf, suggesting that it fell into ruin leaving erosion and sedimentation to shape it (Figure 34).

5.3.2.2 Parcel 20.2

Magnus' 1863 drawing of the waterfront shows a warehouse on this part of the waterfront (Figure 33). The 1865 Quartermaster's Map shows the rounded edges of the formerly angular wharf, suggesting that it fell into ruin leaving erosion and sedimentation to shape it (Figure 34).

5.3.2.3 Parcels 20.3, 20.4, and W.1

Magnus' 1863 drawing of the waterfront shows a complex of structures including a smokestack/chimney on this part of the waterfront (Figure 33). A shed is present on the wharf. The 1865 Quartermaster's Map shows several structures including the Harbor Master's office along Union Street, some outbuildings and the Mail & Harbor Master's wharf (Figure 34). The end of the wharf has a L-shaped addition projecting to the north and a 66 ½' x 120' shed.

5.3.2.4 Parcel W.2

This area is a slip or dock in the 1863 US Coast Survey and the 1865 Quartermaster's Map (Figures 32 and 34).

5.4 Late 19th Century, 1865-1899

5.4.1 Oronoco to Princess Street

5.4.1.1 Parcel PW.1, PW.2 and 8.1

In 1869, Alexandria used all its corporation-owned lands to secure numerous stocks, bonds and debts that it held. These three historic parcels were included in that trust, along with Point Lumley.¹⁶⁹ The city-owned wharf at the foot of Oronoco Street was primarily an open space in 1877 with 8 small structures near the bulkhead. A larger structure occupied the southern edge of the parcel, adjoining the privately-owned lot to the south (Figure 35).

An 1878 Baltimore Sun article about the Fish Wharf described the volume of fishing and included some observations about the people and activities there. “The old warehouses and huts which made up “Fishtown” were all destroyed by fire a few years ago, and the present fish depot is made up entirely of light frame buildings. It is also much circumscribed in extent, a portion of the old “town” having been leased by the city to the American Coal Company, who use it as a coal depot.”¹⁷⁰

In 1885, a fertilizer warehouse occupied the southeast corner of Oronoco and Union Streets. Several small sheds remained in place near the bulkhead, as did the large shed along the southern line (Figure 36).

In 1896, this wharf was labeled “Smoot’s Wharf.” The fertilizer warehouse remained, but the sheds were either replaced or expanded near the bulkhead. The larger shed along the south line was labeled “Fish houses (Figure 37).”

“Fishtown was completely wiped out again.”¹⁷¹ A fire that consumed all of the waterfront structures on October 18, 1896 started west of Union Street near the Alexandria Gas Works and spread quickly through the fertilizer and chemical warehouses of W. A. Smoot & Co. and the Alexandria Fertilizer Company. The sheds and stores at Fishtown, which were not in use due to it being out of season, were destroyed.

¹⁶⁹ ADB Z3:129, January 27, 1869.

¹⁷⁰ Correspondence of the Baltimore Sun, “Potomac Shad and Herring Fisheries: MARYLAND AND VIRGINIA SHORES--OPERATIONS FOR 1878--THE PAST AND, THE PRESENT OF OUR FISHERIES, ETC.,” *The Sun* (1837-), April 18, 1878.

¹⁷¹ “Extensive Fire,” *Alexandria Gazette*, October 19, 1896, Genealogy Bank.

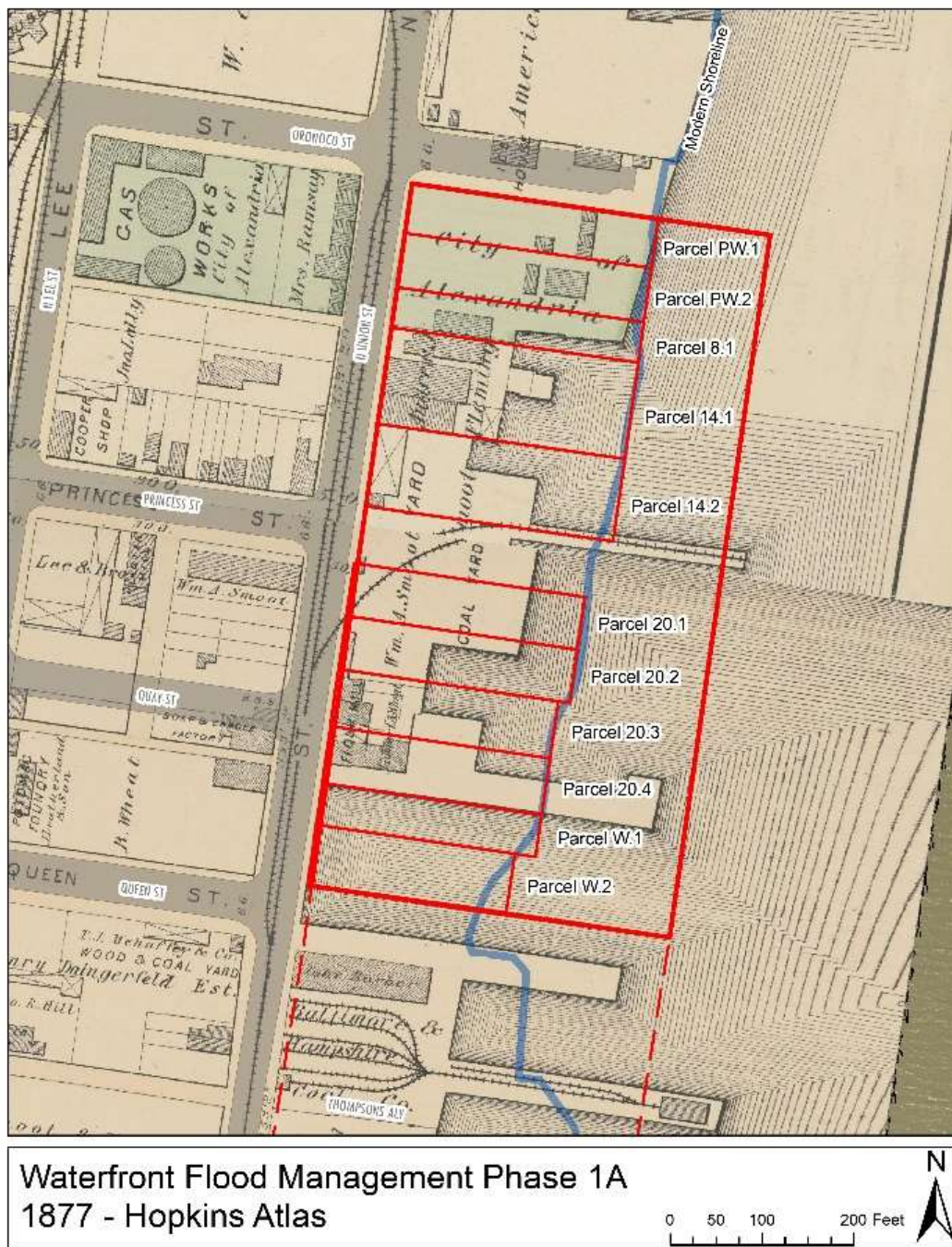


Figure 35. Detail from "City Atlas of Alexandria VA," Hopkins, 1877, University of Virginia.

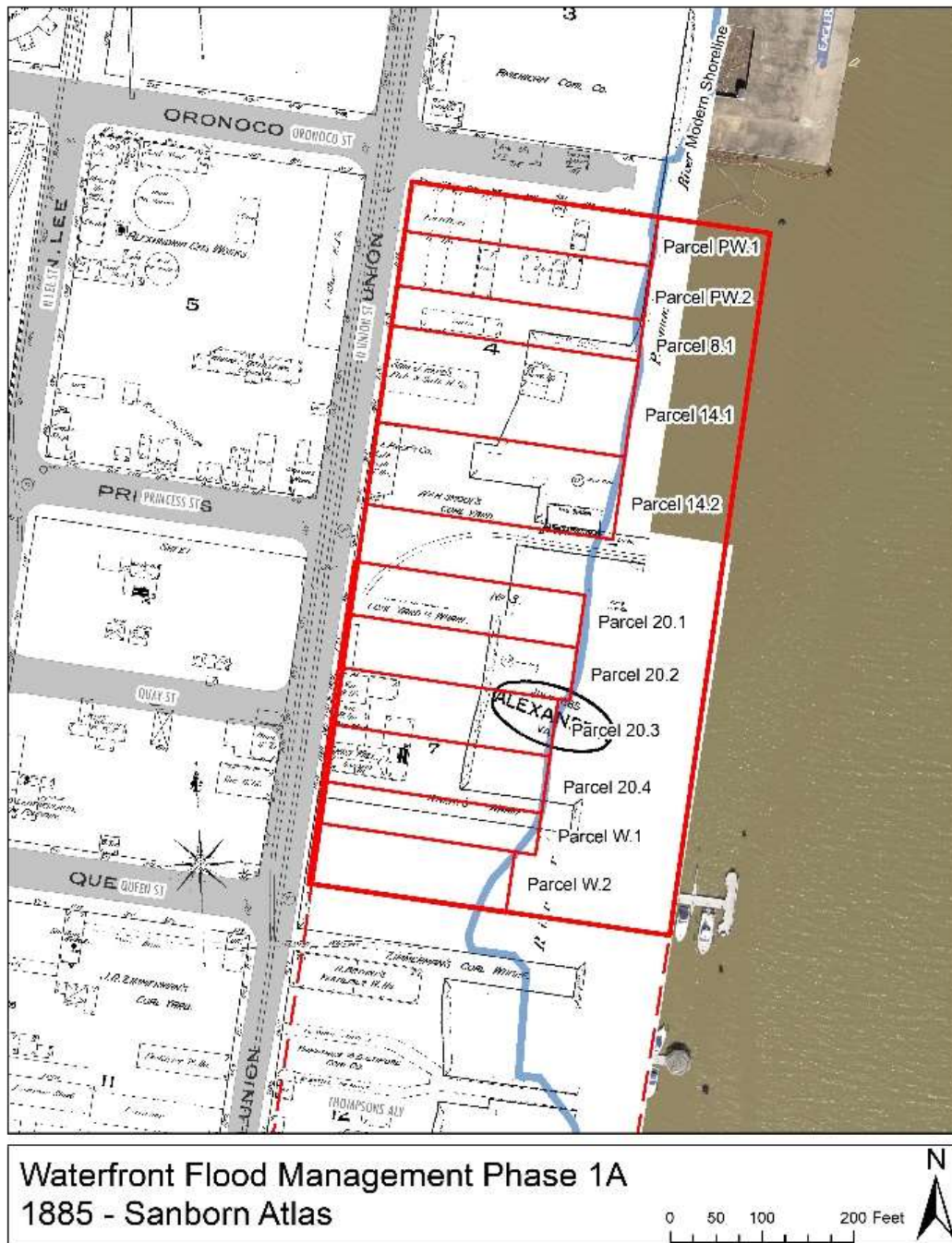


Figure 36. Detail from Sanborn Map and Publishing Co. Atlas of Alexandria Virginia, 1885.

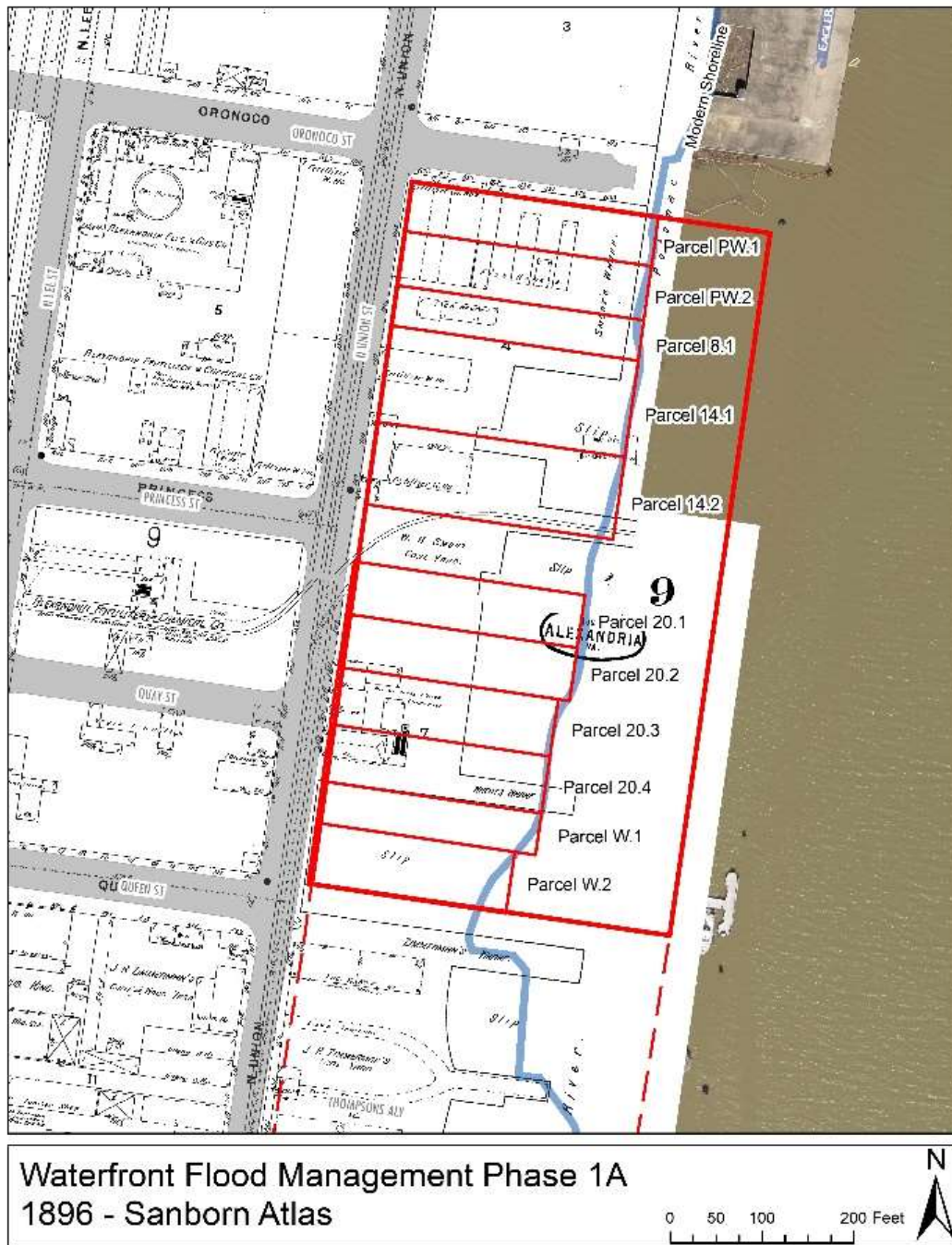


Figure 37. Detail from Sanborn-Perris Map Co. Atlas of Alexandria Virginia, 1896.

5.4.1.2 Parcel 14.1

The 1877 Hopkins Map shows three structures on this parcel owned by Andrew J. Fleming (Figure 35). The 1885 Sanborn map shows Sam. J. Reed's Fish & Salt warehouse along Union Street with a boat house extending off the front of the wharf (Figure 36).

Alexandria Fertilizer & Chemical Company

Founded in 1889, the Alexandria Fertilizer & Chemical Company (AFCO) began their operations on the west side of Union Street. Their mill was on the south side of Princess along with a warehouse next to it. The company quickly expanded their operations, purchasing more land on the west side of Union Street, building new warehouses and processing structures, and leasing land on the east side of Union.¹⁷² AFCO submitted a bid to rent the public wharf for \$500 per year for ten years in 1892, however it seems the Smoot Company retained its lease on the northern part of the wharf and AFCO occupied this parcel and possibly 14.2. An advertisement for AFCO from 1893 described "twenty feet of water at their wharves...can accommodate five vessels at a time, with a tonnage of 1,500 tons each. They can ship 400 tons per day."¹⁷³ The 1896 Sanborn Map shows a Fertilizer warehouse on Union Street with a slip in front of the wharf. Possibly the southern edge of the public wharf was extended to the south between 1885 and 1896. All structures on this parcel were burned in the October 1896 fire (Figure 37).¹⁷⁴ More AFCO property burned in an 1897 fire, said to be arson.¹⁷⁵ AFCO secured the lease for the County Wharf, north of Oronoco Street, in 1898.¹⁷⁶

5.4.1.3 Parcel 14.2

In 1868, William A. Smoot purchased this parcel from Agnes Dundas for \$3,500.¹⁷⁷ Smoot got permission from the City Council to connect his wharf with the track of the W & O Railroad in March 1876.¹⁷⁸ He promoted his business as a dealer of salt, coal and plaster at the foot of Princess Street in January 1877.¹⁷⁹

The 1877 Hopkins Map shows one structure along Union Street, with a long rail pier extending from the southern edge of the wharf. It is labeled as part of William A. Smoot's Coal Yard (Figure 35).

The 1885 Sanborn Map shows G.E. Price & Co.'s Salt Fish warehouse along Union Street with a small, two-story Coal Office at the southwest corner of the parcel. Wm. A. Smoot's Coal Yard is located on the wharf, with a plank rail wharf extending 326' into the river (Figure 36).

¹⁷² "Local Brevities," *Alexandria Gazette*, July 27, 1889; "Local Brevities," *Alexandria Gazette*, March 1, 1890, Genealogy Bank.

¹⁷³ "Common Council," January 27, 1892; "Alexandria Fertilizer and Chemical Company," *Alexandria Gazette*, September 16, 1893, Genealogy Bank.

¹⁷⁴ "Extensive Fire," *Alexandria Gazette*, October 19, 1896, Genealogy Bank.

¹⁷⁵ 621 King street WASHINGTON POST BUREAU, "ALEXANDRIA NEWS IN BRIEF: Fire Does Slight Damage in the Fertilizer Factory. Destruction of Barn and Hay Stacks on the Outskirts of the City--Funeral of the Late John H. Cooke Attended by Many Friends.," *The Washington Post (1877-1922)*, October 4, 1897.

¹⁷⁶ "Common Council," *Alexandria Gazette*, April 27, 1898, Genealogy Bank.

¹⁷⁷ ADB Y3:507.

¹⁷⁸ "Official - Common Council," *Alexandria Gazette*, March 29, 1876, Genealogy Bank. This is the Washington and Ohio Rail Road.

¹⁷⁹ William A. Smoot, "W. A. Smoot," *Alexandria Gazette*, January 23, 1877, Genealogy Bank.

The 1896 Sanborn Map shows a warehouse and office along Union Street and a 1-story Fertilizer warehouse on the wharf. The rail line extends from a pier along the southern edge of the parcel (Figure 37). All structures on this parcel were destroyed in the October 1896 fire.¹⁸⁰

5.4.2 Princess to Queen Street

5.4.2.1 Parcels 20.1 and 20.2: Wm. A. Smoot Coal Yard

William A. Smoot (1840-1917) was born in Alexandria into an established commercial and business family. He joined the Confederacy and returned to Alexandria in 1865 after being wounded and paroled.¹⁸¹ He soon offered salt for sale on Union north of King Street.¹⁸² He began business with partner J. Robert Edmonds at No. 3 King Street. They sold wheat, corn, flour, wool, coal, guano and other merchandise.¹⁸³ A petition of W. A. Smoot for permission to lay a railroad switch to his property, foot of Queen Street, was granted.¹⁸⁴

The 1877 Hopkins map shows the wharf was overtaken by the William A. Smoot coal yard. Two small structures stood along Union Street, and a rail spur crossed diagonally across Parcel 1 (Figure 35).

The 1885 Sanborn map shows the Wm. A. Smoot Coal Yard & Wharf with the same small structures along Union Street (Figure 36).

The 1896 Sanborn map shows an open area with a rail spur cutting across Parcel 1 (Figure 37).

5.4.2.2 Parcels 20.3 and 20.4

Wheat & Lambert leased all their property east of Union Street, which included the area of Parcel W.1, to Isaac Bowen and James L. Bowen for a five-year term in 1865.¹⁸⁵

The 1877 Hopkins map shows a flour mill along Union Street, and several other structures owned by Lambert & Wheat (Figure 35). The wharf projects into the river with an L-shaped projection to the north. There is a discrepancy between this and the Quartermaster's Map, here the wharf is represented in Parcel 20.4 instead of Parcel W.1.

The 1885 Sanborn map shows several structures: two vacant warehouses on Union Street, and a grist mill marked closed (Figure 36). In total, there are 7 structures represented on the wharf. Wheat's Wharf extends into the river, terminating in a straight end with no northern extension.

Alexandria Fertilizer & Chemical Company (AFCO)

AFCO may have occupied these parcels at some point after 1893. The 1896 Sanborn map shows a vacant and dilapidated complex of 7 structures along Union Street (Figure 37). Wheat's Wharf extends into the

¹⁸⁰ "Extensive Fire," *Alexandria Gazette*, October 19, 1896, Genealogy Bank.

¹⁸¹ "William Albert Smoot (1840-1917) - Find a Grave..." accessed October 17, 2022, <https://www.findagrave.com/memorial/18802914/william-albert-smoot>.

¹⁸² William A. Smoot, "Salt! Salt!! Salt!!!," *Alexandria Gazette*, August 28, 1865, Genealogy Bank.

¹⁸³ William A. Smoot and J. Robert Edmonds, "W. A. Smoot & Co.," *The Native Virginian*, May 8, 1868, Genealogy Bank.

¹⁸⁴ "City Council - Official Proceedings - Board of Aldermen," *Alexandria Gazette*, July 28, 1869, Genealogy Bank.

¹⁸⁵ ADB X3:274, October 9, 1865.

river, terminating in a straight end with no northern extension. In 1896, a devastating fire wiped out the Smoot buildings and some of the Alexandria Chemical Co. buildings.¹⁸⁶

5.4.2.3 Parcels W.1 and W.2

These parcels remained a slip through this period.

¹⁸⁶ "BIG FIRE IN ALEXANDRIA: Twenty Houses and Seventeen Loaded Cars Burned. IS SUPPOSED TO BE INCENDIARY Flame Broke from the Dreifus Ware House, and Quickly Spread to the Smoot Chemical Works, to the Railroad Tracks, and to Fish Town-Flue of Engine Gave Out, and Fighting the Fire Was Consequently Difficult-Some of the Losses. Wind Spread the Flames. Explosions of Nitrate of Soda. Some of the Losses.," *The Washington Post* (1877-1922), October 19, 1896.

5.5 20th – 21st Century, 1900-1974

5.5.1 Oronoco to Princess Street

5.5.1.1 Parcel PW.1, PW.2 and 8.1

The 1902 Sanborn map shows several structures related to fish processing on these parcels. Five fish houses are labeled, along with a cook house, office, salt building, and shed. At the corner of Union and Oronoco, a warehouse for the storage of fertilizer, cased glass ware, and kindling wood stood across Parcels PW.1 and PW.2 (Figure 38).

The 1912 Sanborn map shows a fertilizer warehouse at the corner of Oronoco and Union Streets. Adjacent to the east, a wood house equipped with a saw and chopper, and a wood shed. Closer to the bulkhead and along the south edge of Oronoco Street, two fish houses for Ballenger & Cook and E. H. Hammond stood adjacent to each other. One shed stood close to the edge of the bulkhead. A line of cord wood extended from Union Street close to the end of the wharf. This may have divided the public wharf from the private property to the south (Figure 39).

In 1921, the only remaining structures were the corner warehouse, marked “Storage,” and the adjacent wood sawing sheds. The fish houses and sheds do not appear in this map, and the southern edge of Parcel 8.1 was altered. The slip that previously appeared along the south edge of the public wharf was filled in and Parcel 8.1 contained an “irregular coal pile (Figure 40).”

1937 areial photography shows a wood sawing building and two rail spurs coming up from Princess Street. Small structures, likely coal or gravel bins, stand adjacent to the rail spurs (Figure 41).

The 1941 Sanborn map shows the W. A. Smoot & Co. Inc. coal and gravel yard with two rail spurs coming up from Princess Street. A wood sawing building and three sand and gravel bins stand on these parcels (Figure 42).

1964 aerial photography shows a structure along Union Street and numerous piles of goods, likely wood or gravel, in two lines across the wharf (Figure 43).

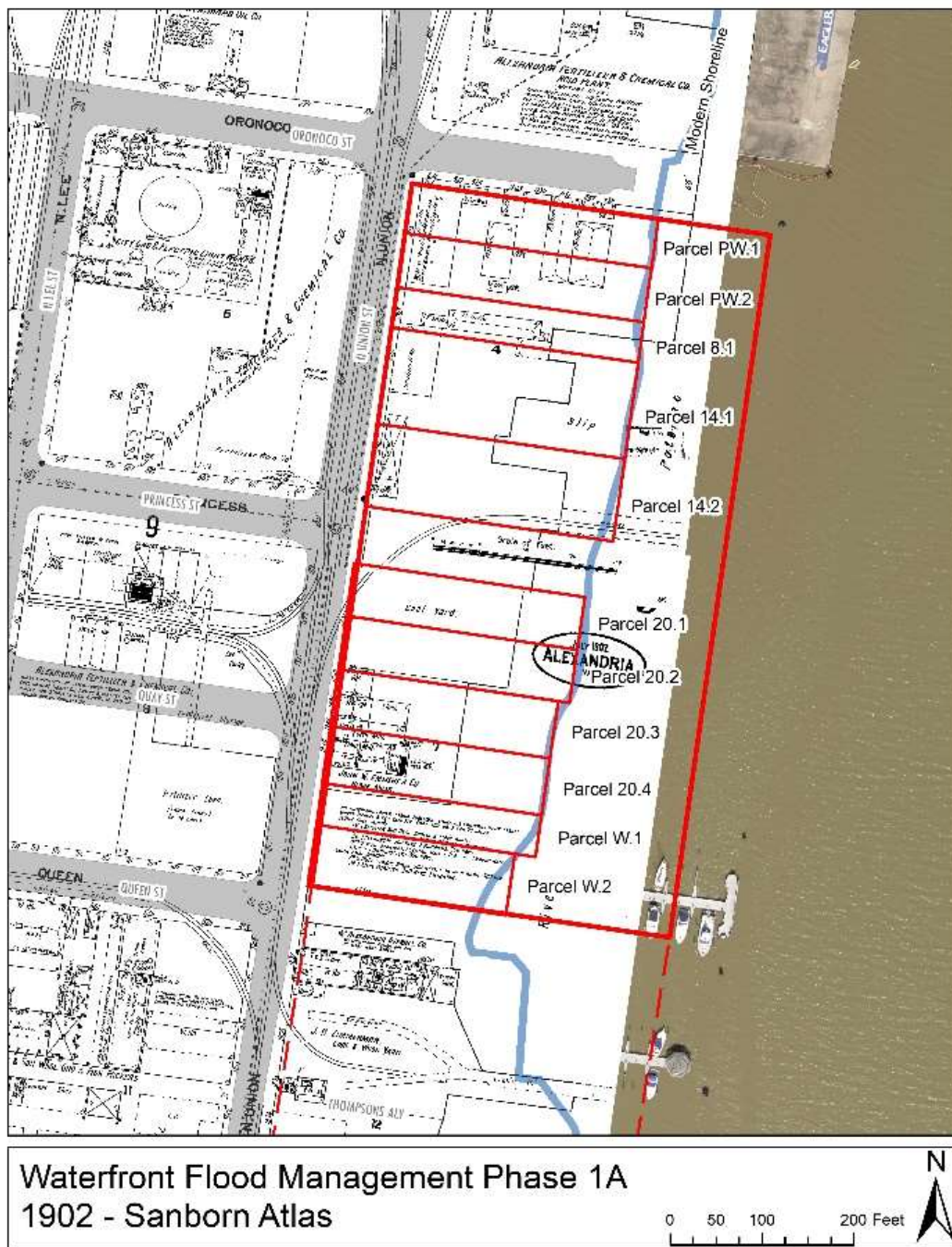


Figure 38. Detail from Sanborn Map Company Atlas of Alexandria Virginia, 1902.



Figure 39. Detail from Sanborn Map Company Atlas of Alexandria Virginia, 1912.

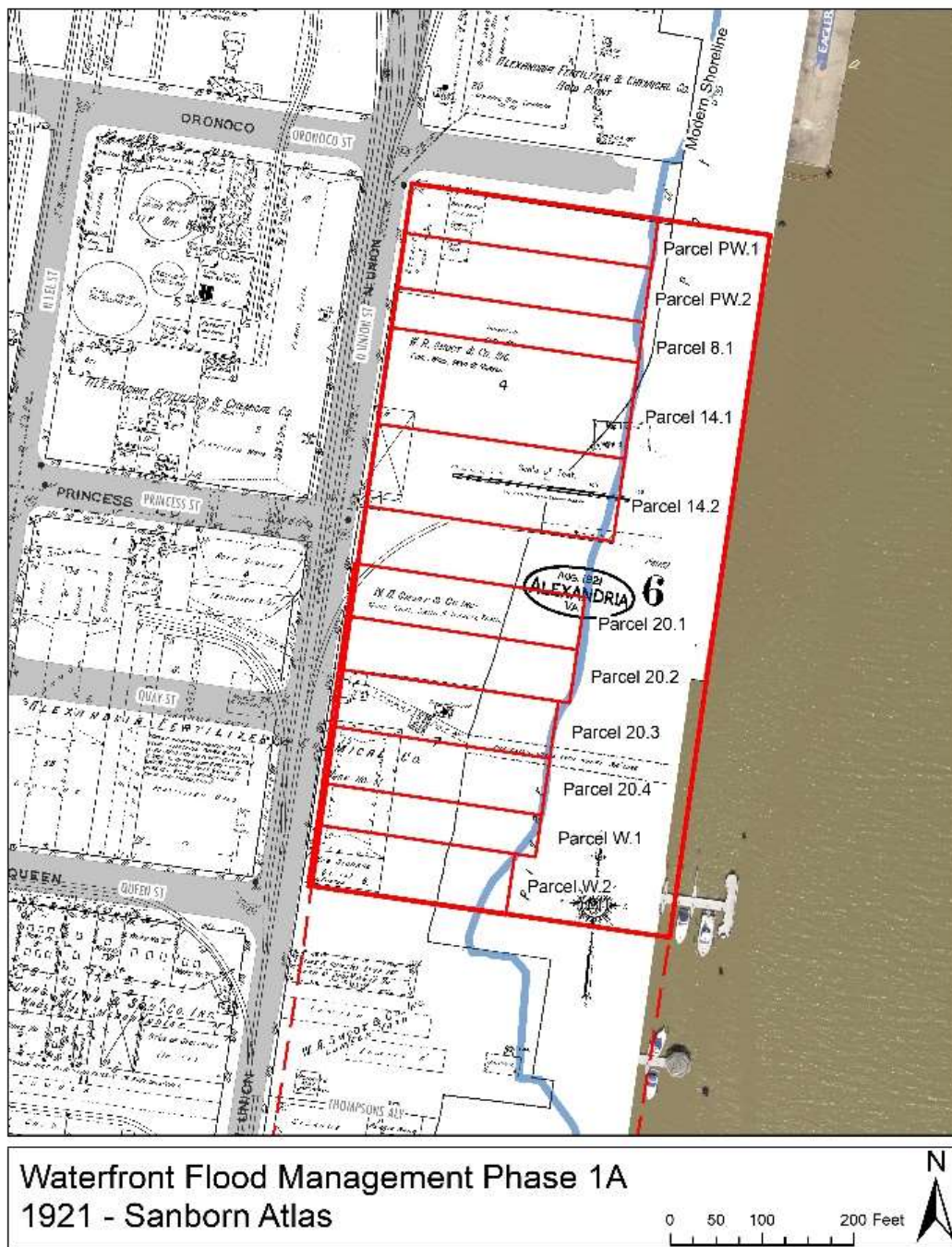


Figure 40. Detail from Sanborn Map Company Atlas of Alexandria Virginia, 1921.



Figure 41. 1937 Aerial Imagery, City of Alexandria.

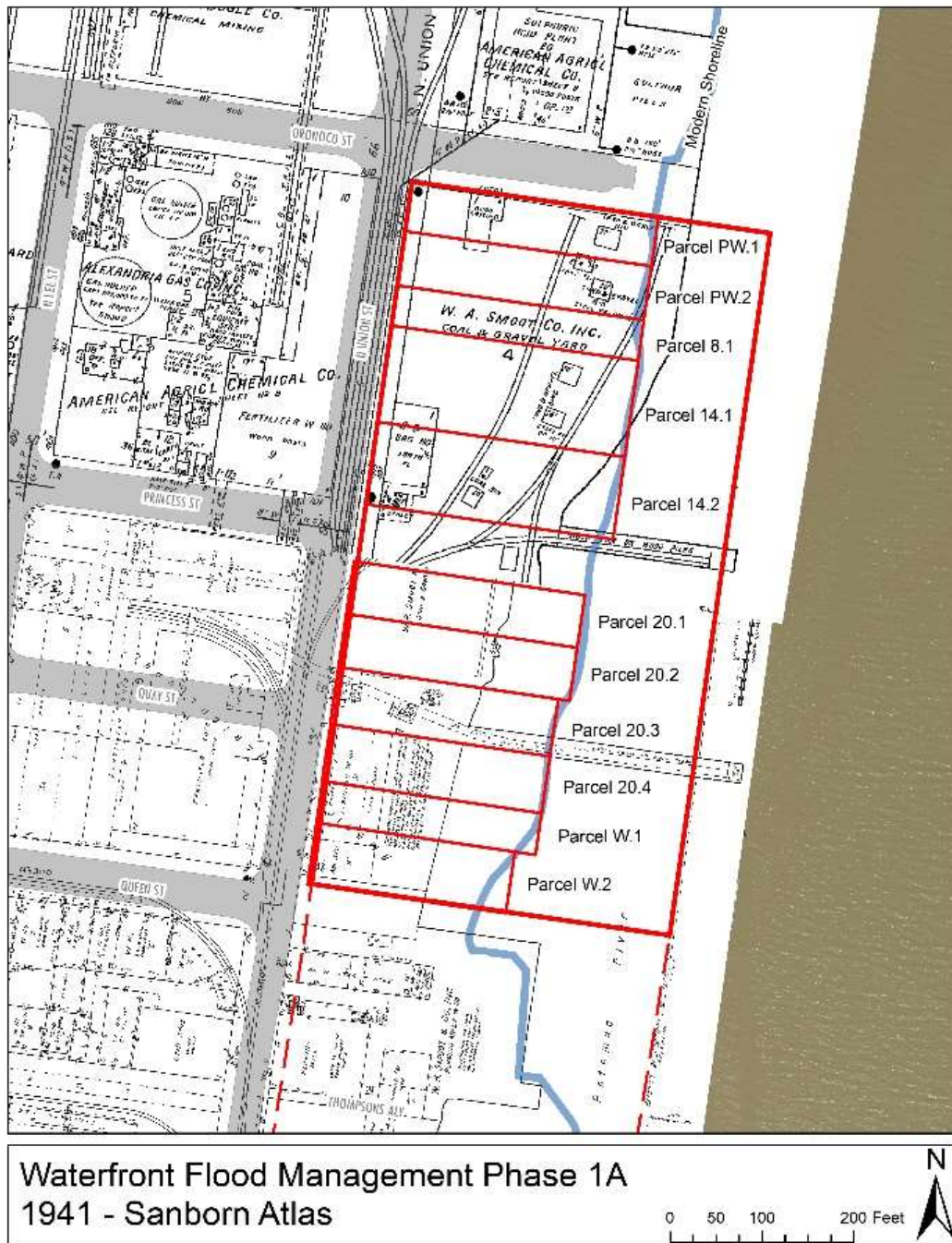


Figure 42. Detail from Sanborn Map Company Atlas of Alexandria Virginia, 1941.



Figure 43. 1964 Aerial Imagery, City of Alexandria.

5.5.1.2 Parcel 14.1

The 1902 Sanborn map shows a fertilizer warehouse along Union Street and a stepped front wharf fronting on the river (Figure 38).

The 1912 Sanborn map shows cord wood stacked along the north edge of the parcel. The fertilizer warehouse is gone and the upper portion of a coal pile occupies the wharf (Figure 39).

The 1921 Sanborn map is marked as W. A. Smoot & Co. Inc., Coal, Wood, Sand & Gravel. The bulkhead of the wharf is a smooth curve rather than the stepped front with a slip that appeared in earlier years (Figure 40).

Aerial photography from 1937 shows two rail spurs that cut through this parcel from Princess Street to PW.1. Two small structures stand between the tracks (Figure 41).

The 1941 Sanborn map shows two sand and gravel bins between the two rail spurs. The northern edge of a building along Union Street stands in the southwest corner of this parcel (Figure 42).

Aerial photography from 1964 shows some bins along Union Street and possibly one structure or bin closer to the bulkhead (Figure 43).

5.5.1.3 Parcel 14.2

The 1902 Sanborn map shows hay storage and an office along Union Street. The rail pier extending from the front of the wharf may be in disrepair (Figure 38).

The 1912 Sanborn map shows the property of William A. Smoot, including a structure along Union Street and the office at the southwest corner of the parcel. The rail wharf extends from the front of the wharf (Figure 39).

The 1921 Sanborn map shows the structure standing along Union Street and the office at the southwest corner of the parcel. The rail wharf is still present (Figure 40).

Aerial photography from 1937 shows the structure along Union Street with the office extension on the south end. The rail spurs, including the one extending out the pier are visible and have cars standing on them. Piles of coal dot the wharf (Figure 41).

The 1941 Sanborn map shows a hay and bag house along Union Street, with an office and scale off the south end that extended into the Princess Street boundary. A coal bin stands between the two rail spurs that cross the parcel. A rail spur extends east to a wood pier on wood piles (Figure 42).

Aerial photography from 1964 shows the rail wharf/pier is gone and the front of the wharf extended further into the river than previously (Figure 43).

5.5.2 Princess to Queen Street

5.5.2.1 Parcels 20.1 and 20.2

The 1902 Sanborn map shows a Coal Yard, the rail spur, and no other structures on these parcels (Figure 38).

The 1912 Sanborn map shows a wood and coal yard with a rail spur on these parcels (Figure 39).

The 1921 Sanborn map shows the W. A. Smoot & Co. Inc. wood, coal, sand, and gravel yard (Figure 40).

1937 aerial photography shows rail spurs with cars sitting on the tracks and piles of coal near Union Street (Figure 41).

The 1941 Sanborn map shows the W. A. Smoot & Co. Inc. coal and gravel yard across Parcels 20.1 and 20.2, crossing Princess Street and occupying all the wharf space from Princess to Oronoco Streets. On this parcel, rail spurs cross the northwest corner of the parcel and cut across the front of the bulkhead (Figure 42).

Aerial photography from 1964 shows an open yard with an uneven shoreline and no visible structures (Figure 43).

5.5.2.2 Parcels 20.3 and 20.4

The 1902 Sanborn map shows the John W. Emmert & Co. Globe Mills occupied a flour mill, corn mill, and storage shed (Figure 38). The northernmost structure was vacant. No wharf or pier extends beyond the bulkhead.

Alexandria Fertilizer & Chemical Company (AFCO)

AFCO acquired the Globe Mills buildings before 1912. In September 1912, a fire broke out in the Globe buildings and spread to the carpenter shop, machine shop, and chemical works.¹⁸⁷

The 1912 Sanborn map shows an elevated tramway that crossed Union Street and Parcel 20.3 to connect to a 300' wharf extending from Parcels 20.3 and 20.4 (Figure 39). The wharf had a traveling crane over it. The mill buildings are not represented, they were likely razed after the September 1912 fire. AFCO electrified the tramway in 1916.¹⁸⁸

The 1921 Sanborn map shows the Alexandria Fertilizer & Chemical Co. with the elevated tramway and wharf (Figure 40). A large warehouse along Union Street is marked "Ware Ho. 31" and has a bag storage building adjacent to the south in Parcel W.2. A fire in 1927 destroyed 120,000 sacks of fertilizer.¹⁸⁹

1937 aerial photography shows the elevated tramway extending from Union Street to the end of the pier. The north end of a large building along Union Street takes up most of the western side of Parcel 20.4 (Figure 41).

The 1941 Sanborn map shows the American Agricultural Chemical Company's elevated tramway with associated control and supply rooms on Parcel 20.3. The north end of a fertilizer warehouse occupies the western side of Parcel 20.4 (Figure 42).

Aerial photography from 1964 shows the elevated tramway, wharf and warehouse (Figure 43).

¹⁸⁷ 703 King Street WASHINGTON POST BUREAU, "\$30,000 LOSS BY FIRE: Four Buildings of Alexandria Fertilizing Plant Destroyed. CAPITAL FIREBOAT HELPS Assists Virginia Firemen in Saving Vessels and Structures Along the Water Front -- Blaze Started in Old Globe Flour Mill -- Wide Spread Only Prevented by Hard Work.," *The Washington Post* (1877-1922), September 14, 1912.

¹⁸⁸ "IMPROVING FERTILIZER PLANT: Alexandria Concern Hopes to Banish Disagreeable Acid Odors. WASHINGTON POST BUREAU, 703 King Street, Alexandria, Va.," *The Washington Post* (1877-1922), July 19, 1916.

¹⁸⁹ Alexandria THE WASHINGTON POST BUREAU. 124 N. Patrick St., "ALEXANDRIA SEWER ORDINANCE IS READY FOR COUNCIL ACTION: Bill for Hooffs Run Expected to Be Submitted Tomorrow. SHRINERS ARRANGING ELABORATE PROGRAM \$28,000 Fire Loss in September Is the Highest for Two Years.," *The Washington Post* (1923-1954), October 5, 1927.

5.5.2.3 Parcels W.1 and W.2

These parcels continued to be a slip in 1902 (38). In 1912, the wharf was extended to make a curve across Parcels W.1 and W.2. A wood shop stood along Union Street on parcel W.1. The southern half of Parcel W.2 and most of the foot of Queen Street remained a slip (Figure 39). In 1921, the waterfront was filled in and new buildings associated with the Alexandria Fertilizer & Chemical Co. lined Union Street (Figure 40). The foot of Queen Street was filled in as well.

1937 aerial photography shows an irregular bulkhead and a large building standing along Union Street (Figure 41).

The 1941 Sanborn map shows the American Agricultural Chemical Company's fertilizer warehouse along Union Street with a smaller structure south of it at the corner of Union and Queen for bag storage (Figure 42).

Aerial photography from 1964 shows the wharf and warehouse (Figure 43).

5.6 Founders Park: 1974-Present

Community members resisted a projected residential development at this site, and instead pressed for a public park. The City of Alexandria and the United States of America reached an agreement to reserve the waterfront from Queen to Oronoco Street as a scenic easement 1981.¹⁹⁰

5.7 Known Archaeological Resources

One architectural resource situated within the Founders Park segment has been registered with the VDHR. Site 100-0121-1534, the northernmost section of the Alexandria waterfront bulkhead, juts into the southeast corner of the LOD for Founders Park. At the time it was registered, most portions of the bulkhead (including the section in the Founders Park LOD) was deemed not individually eligible for listing on the NRHP due to its loss of integrity of design, materials, workmanship, and feeling.

Otherwise, no architectural or archaeological sites located in Founders Park have been registered with the VDHR.

5.8 Potential Archaeological Resources

Historical map research indicates that the Founders Park segment of the AWFM project was within the Potomac River at least through 1749 (Figure 9). Given that this segment was within the Potomac River at and prior to 1749, there is a low potential for Native American resources. An exception may be that the current riverbed was exposed during the last glacial period and could have provided a living surface for pre-Paleoindian and Paleoindian groups.

In the years immediately following the American Revolution, at least six wharves were built along the stretch of river between Oronoco and Queen Streets. A public wharf had been established early on at the foot of Oronoco Street along with a public warehouse situated on the southeast corner of N. Union and Oronoco Streets. Jesse Taylor built a private wharf immediately to the south and adjacent to the public wharf. South of Taylor's wharf, John Hunter and Robert Allison built a wharf that was in

¹⁹⁰ Founders Park Community Association, "History," Founders Park Community Association, 2022, <https://www.alexandriafounderspark.org/history>; National Park Service Office of Land Use Coordination, "Alexandria Waterfront Land Use Agreements," Washington, DC, 1992, 28-29.

operation by 1790. Near the intersection of N. Union and Princess Streets, William Hepburn and John Dundas built a third private wharf, and immediately to the south of that one, Robert Adam also built a wharf. Finally, Robert Conway built a wharf north of the intersection of N. Union and Queen Streets to complete the main wharf building episodes within the Founders Park property.

The six wharves changed hands over the years, but all remained active up into the mid-19th century. The wharf owners also built houses and support structures along the west side of N. Union Street. Ferries operated from at least two of the wharves over the years, and the northernmost wharves became known collectively as Fish Wharf or Fishtown, and an extensive fishing industry drew maritime trade and seasonal workers, many of them free Black residents.

The Union Army used the wharves during the Civil War, and in the post-Civil War years the area began to develop a more industrial character. A plaster mill was in operation at the foot of what is now Quay Street. The Harbor Master office stood on the property, as well as the Harbor Master's Wharf. A lumberyard was established on the north end of the park property along Oronoco Street, and the fishing pier continued in use as well. By the 1870s the plaster mill had been transformed into a flour mill, predating the Pioneer Mill complex by several decades. Lumberyards and coal yards continued to operate in the area. A rail spur was built from North Union Street to one of the wharves to provide direct access to ships. By the end of the 19th century the property housed fertilizer warehouses, a coal yard, and the flour mill had transformed yet again into a stone and grinding mill.

Throughout the first half of the 20th century, the park property continued to serve as a storage yard, the location of warehouses, and cargo transport from the several wharves that continued to operate. Perhaps most importantly from a preservation standpoint, no major industries were built that would potentially have severely impacted the earlier archaeological deposits.

Based on historic map analysis, Founders Park (from Queen Street to Oronoco Street) retains excellent archaeological integrity for resources between ca. 1730 to 1920. Figure 44 shows that much of the land of Founders Park was created from the mudflats of the Potomac River by 1845, with the exception of the southern quarter, which does not get created until the early 20th century. There is a significant amount of area built out by 1798 as well, with some of the earliest and densest activity occurring in the northern quarter. Figure 45 depicts historically documented structures within Founders Park based on map evidence, which provides an additional source of evidence for the high archaeological potential of the park. However, the potential for resources related to Indigenous Peoples is generally quite low. Historic period resources associated with trade, transportation, commerce, industry, and the waterfront are likely present throughout the segment. Undoubtedly, infrastructure installation has impacted these resources. However, given the scale of such impacts in relation to the size of the resources, there remains a high potential for the presence of intact archaeological resources within the Queen Street to Oronoco Street segment.



Figure 44. Historic shorelines overlain onto the modern aerial for Founders Park.



Figure 45. Historic structures derived from maps overlain onto the modern aerial for Founders Park.

5.10 Recommendations

Appendix B depicts an overlay of the project area and the location of potential archaeological resources between within Founders Park. This figure indicates that as many as 56 potential resources could be impacted (if present) and if construction-related excavations are of sufficient depth. Geotechnical borings conducted within this segment suggest that 8 to 12 feet of modern fill are likely present between the ground surface and deposits associated with the 18th-century filling of the river front. Resources could be present within this upper fill deposit.

As planning advances, potential depth of construction-related excavations should take into account the potential presence of archaeological resources in this area. If excavation depths are planned within the initial 8–12 feet below surface, preliminary identification excavations conducted by a qualified archaeologist should be conducted to provide a baseline for expectations during the construction stage of the AWFM project. If construction-related excavations are expected within this initial 8–12 feet below surface, monitoring of the construction excavations and archaeological documentation of identified resources may be required by both OHA and VDHR. If archaeological resources are present, the City of Alexandria would be required to consult with VDHR and OHA on the NRHP eligibility of the archaeological resource. If eligible, data recovery or other mitigation measures would be implemented under terms of a Memorandum of Agreement.

Finally, while it is likely that most if not all mapped resources were constructed on the surface of (or perhaps to some extent into) the late 18th-century infilling (or banking out) of the waterfront cove and its associated mud flat, additional unknown resources could in fact be present within the fill. Resources such as part of 18th-century ships were found in the late 18th-century fill deposits near the south end of the AWFM LOD. While the estimated maximal depth of deposits based on resources depicted in maps and through historical record documentation, undocumented resources, both within the initial fill deposits, and in the earlier fill, could be present.

6.0 ARCHAEOLOGICAL ASSESSMENT SUMMARY AND RECOMMENDATIONS

Four attributes are available for the assessment of archaeological resource potential within the AWFM project area—most importantly the land-use history presented in Section 5, but also the nature of elevation change (based to some extent on the data from the geotechnical borings), the results of nearby archaeological investigations and the profiles from geotechnical borings, and an estimate of prior impacts, in this instance, mainly associated with utilities. Table 1 presents a summary of the implications of these attributes for the presence, nature, and integrity of archaeological resources within the AWFM project area.

<i>Segment</i>	<i>Attribute</i>	<i>Site Probability Implications</i>	<i>Reasoning</i>
Queen Street to Princess Street	Land-Use History	High	Remains of eighteenth to twentieth century wharves and potentially associated structures likely to be present
	Elevation Change	High	Borings and nearby archaeological excavations indicate fill present
	Nearby Investigations	High	Elements of wharves and structures located in nearby excavations
	Existing Utilities Impacts	Low	Appear to be limited to small-scale infrastructure impacts within LOD
Princess Street to Cronoco Street	Land-Use History	High	Remains of eighteenth to twentieth century wharves and potentially associated structures likely to be present, although segment has lowest potential (fewest mapped resources present)
	Elevation Change	High	Borings and nearby archaeological excavations indicate fill present
	Nearby Investigations	High	Elements of wharves and structures located in nearby excavations
	Existing Utilities Impacts	Low	Appear to be limited to small-scale infrastructure impacts within LOD

Table 1. AWFM archaeological site potential assessment attributes.

Perhaps the most important aspect of the archaeological site potential is the prior land-use history of the AWFM project area, as summarized in Section 5. Six wharves (some with cores dating to the late 18th century) and remains of up to 50 structures, rail infrastructure, an elevated tramway, and numerous impermanent structures dating from the late 18th to the early 20th centuries are potentially present within the Founders Park project area. Twentieth-century infilling between the wharves has the potential to have preserved the wharves and structural remains. Profiles from several nearby geotechnical borings indicate that modern fill of varying depths is present across the project area covering what is likely to be fill dating to the late 18th century that was used to infill the mud flat along then Alexandria Potomac River waterfront.

Nearby archaeological investigations also provide some level of information as to subsurface integrity and potential resources within the AWFM project area. The results of the archaeological site file search indicated that at least six of Alexandria's wharves, generally dating to the late 18th to 19th centuries, have been investigated at some level. Monitoring or informant research was conducted at 44AX0098 and 44AX0146, both adjacent to and west of the AWFM project area. Also in the proximity of the AWFM project area are investigations conducted at Roberdeau's wharf, Keith's wharf, Lee's wharf, and the Carlyle-Dalton wharf. These investigations resulted in an understanding of the techniques used in wharf construction, facilities associated with wharves, and materials, including derelict vessels, used as fill. Most recently investigations have been conducted near Kirk's wharf. While the results of those excavations have not been reported, a portion of an 18th-century ship, remains of a warehouse, and other features were identified and excavated.

While areas may have the potential for the presence of archaeological resources, subsurface impacts could destroy any such deposits. Two sources of subsurface impact might be most damaging to urban archaeological resources: demolition and park installation and the installation of utilities. The historical maps consulted for this project suggest that, at some time in the 20th century, the structures along the Alexandria waterfront within the AWFM LOD were demolished. No construction, aside from the preparation of parks, appears to have occurred over much of the AWFM area.

Subsurface utilities have caused limited subsurface impacts to the AWFM project area. While utilities have no doubt impacted the subsurface integrity of portions of the AWFM project area, such impacts appear to be rather limited in comparison to the overall size of the project area.

In sum, the AWFM project area has a high potential for archaeological resources, most likely associated with 18th-to-20th century wharves and various associated structures. Such resources could include the wharf structure itself, fill within the wharf, and structure foundations, privies, and deposits of artifacts associated with each use of the wharves. Fill and the existing hard surfaces may have preserved such resources, as has been demonstrated at other wharves in the Old Town neighborhood. Finally, while demolition and the installation of utilities have no doubt impacted archaeological resources within the project area, such impacts appear to be limited in extent. Once again, similar impacts have occurred at other wharf locations within Old Town, and archaeological investigations have demonstrated the continued existence of resources.

Appendix A: Qualifications of Key Personnel

Eleanor Breen, PhD, RPA
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105 N. Union Street, Suite 327, Alexandria, VA 22314

Professional Field: Anthropological Archaeology
Area: Historical Archaeology
Geographical Region: North American, Mid-Atlantic

EDUCATION

PhD, 2013 The University of Tennessee, Knoxville (UTK), Department of Anthropology.
M.A., 2003 The University of Massachusetts, Boston (UMB), Department of Anthropology.
B.A., 1998 The College of William and Mary (W&M), Department of Anthropology.

PROFESSIONAL EXPERIENCE

City Archaeologist

March 2017-Present

Alexandria Archaeology, Office of Historic Alexandria, City of Alexandria

Currently, I direct Alexandria Archeology's unique community program representing over 40 years of archaeological investigation, research, and dissemination, 250 recorded archaeological sites, 3 million artifacts and associated primary records, and volumes of documentary research.

Archaeologist

January 2016-February 2017

Alexandria Archaeology, Office of Historic Alexandria

Deputy Director for Archaeology

November 2012-January 2016

George Washington's Mount Vernon

Mount Vernon Ladies' Association

South Grove Fellow, Archaeological Collections Online Initiative (ACO)

July 2010-October 2012

George Washington's Mount Vernon

Mount Vernon Ladies' Association

PROFESSIONAL SERVICE & APPOINTMENTS

- State Review Board (2022-present)
- Immediate Past President, Council of Virginia Archaeologists (2021-present)
- Virginia Professional Archaeologist of the Year (2020)
- Register of Professional Archaeologists (since 2003)

SELECTED PUBLICATIONS/REPORTS

- 2017 Archaeological Research on Eighteenth-Century Virginia: Recent Scholarship, Trends, and Future Directions. *Archeological Society of Virginia Quarterly Bulletin*. With Barbara Heath.
- 2017 *Material Worlds: Archaeology, Consumption, and the Road to Modernity*. Routledge, London. Co-Edited with Barbara Heath and Lori Lee.
- 2016 The Archaeology of Enslavement: Mount Vernon's House for Families. In *Lives Bound Together: Slavery at George Washington's Mount Vernon*. MVLA, Mount Vernon, VA.
- 2013 The revolution before the Revolution? A Material Culture Approach to Consumerism at George Washington's Mount Vernon, VA. Doctoral dissertation, Department of Anthropology, University of Tennessee, Knoxville. http://trace.tennessee.edu/cgi/viewcontent.cgi?article=3439&context=utk_graddiss
- 2012 Culture Embossed: A Database of Wine Bottle Seals. <http://cova-inc.org/wineseals/index.html>
- 2012 Culture Impressed: A Database of Marked European Clay Tobacco Pipes. <http://www.cova-inc.org/pipes/>
- 2012 "One More Bowl and Then?": A Material Culture Analysis of Punch Bowls. *Journal of Middle Atlantic Archaeology* 28:81-98.
- 2012 Processing Fine Screen Samples from Archaeological Sites: A Case Study from the South Grove Midden at Mount Vernon Plantation. *Journal of Middle Atlantic Archaeology* 28:117-126. With Esther White and Jeanne Higbee.
- 2012 A Survey of Archaeological Repositories in Virginia. Report sponsored by the Council of Virginia Archaeologists Collections Committee. <http://cova-inc.org/resources/COVACollectionsSurvey.pdf>. With Esther White.
- 2012 Mount Vernon's Midden. <http://mountvernonmidden.org/>.
- 2009 Assessing Variability among Quartermen Sites in Virginia. *Northeast Historical Archaeology* 38:1-28. With Barbara Heath.
- 2005 Digging for Trash and Finding Treasure at Mount Vernon. *The Magazine Antiques* CLXVIII(3):88-95 (with Dennis Pogue and Esther White).
- 2004 Whose Trash is it, anyway: A Stratigraphic and Ceramic Analysis of the South Grove Midden (44FX762/17), Mount Vernon, Virginia. *Northeast Historical Archaeology* 33:111-130. (Article based on Master's thesis from UMB.)

TEACHING EXPERIENCE & ASSISTANTSHIPS

University of Maryland, College Park. Research Faculty, Mount Vernon Historic Preservation Field School, Summers 2013-2015.

UTK. Graduate Research Assistant, Charles H. Faulkner Historical Archaeology Laboratory, Fall and Spring Semesters 2007-2010. Graduate Teaching Assistant, Historical Archaeology Laboratory and Historical Archaeology, 2007-2010. Field School Teaching Assistant Summers 2008-2010. UTK, Knoxville, TN.

University of Mary Washington, Fredericksburg, VA. Adjunct Professor, American Archaeology and Laboratory Methods in Archaeology, Spring 2004 and Fall 2005.

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22314

UNIVERSITY OF VIRGINIA

Charlottesville, VA

Ph.D. in Anthropology

2004

THE COLLEGE OF WILLIAM AND MARY

Williamsburg, VA

M.A. in History

1991

UNIVERSITY OF CALIFORNIA AT SANTA CRUZ

Santa Cruz, CA

B.A. in History and American Studies

1986

DEPUTY CITY ARCHAEOLOGIST

Alexandria, VA

Alexandria Archaeology, Office of Historic Alexandria

2011 - Present

VICE PRESIDENT AND SENIOR ARCHAEOLOGIST

Williamsburg, VA

James River Institute for Archaeology, Inc.

2002 - Present

MEMBER, STEERING COMMITTEE

Charlottesville, VA

Digital Archaeological Archive of Comparative Slavery

2000 - Present

SENIOR ARCHAEOLOGIST

Williamsburg, VA

Cultural Resources, Inc.

2001 - 2002

CHAIR, STEERING COMMITTEE

Williamsburg, VA

Jamestown 2007 Conference.

1998 - 2001

PRINCIPAL INVESTIGATOR

Williamsburg, VA

James River Institute for Archaeology, Inc.

1993 - 2001

PROJECT ARCHAEOLOGIST

Jamestown, VA

Audrey Noel Hume Center for Archaeological Research

1996 - 2000

PROJECT ARCHAEOLOGIST

Williamsburg, VA

James River Institute for Archaeology, Inc.

1989 - 1993

PROJECT ARCHAEOLOGIST

Jamestown, VA

Virginia Company Foundation

1989 - 1994

PROJECT ARCHAEOLOGIST

Yorktown, VA

Yorktown Archaeological Trust

1989 - 1990

FIELD SUPERVISOR

Williamsburg, VA

James River Institute for Archaeology, Inc.

1988 - 1989

EXCAVATOR

Williamsburg, VA

James River Institute for Archaeology, Inc.

1987 - 1988

HISTORICAL INTERPRETER

Williamsburg, VA

Colonial Williamsburg Foundation

1987

ARCHAEOLOGICAL INTERN

Williamsburg, VA

Colonial Williamsburg Foundation, Dept. of Archaeological Research

1986 - 1987

Excavating the Spaces and Interpreting the Places of Enslaved Africans and Their Descendants, *Landscapes of North American Slavery*, eds. Clifton Ellis and Rebecca Ginsburg, pp. 27-49 (New Haven, Yale University Press), 2010.

Review of *Findings: The Material Culture of Needlework and Sewing* by Mary Carolyn Beaudry, Museum Anthropology 32(2):163-165, 2009.

“Beautiful Confusion:” The Archaeology of Civil War Camp Life in an Urban Context (with Matthew Laird and Hank Lutton), *Huts and History: the Historical Archaeology of Military Encampment During the American Civil War*, eds. Clarence Geier, David Orr, and Matthew Reeves, pp. 216-243 (Gainesville, University Press of Florida), 2006.

Living Arrangement among Enslaved Women and Men at an Early Eighteenth-Century Virginia Quarters Site, *Engendering African-American Archaeology*, ed. Jillian Galle and Amy Young, pp. 177-236 (Knoxville, University of Tennessee Press), 2004.

From Houses to Homes: The Development of Slave Quarters in Virginia, *Footsteps: African American History*, (Peterborough, New Hampshire, Cobblestone Publishing Company), May/June 2002.

Co-editor with Maria Franklin of *Historical Archaeology, Identity Formation, and the Interpretation of Ethnicity*, Colonial Williamsburg Research Publications, Colonial Williamsburg Foundation (Richmond, Dietz Press), 1999.

Over my 35-year career I have directed several hundred archaeological projects in the Chesapeake region that range from small shovel test surveys to large-scale excavations. I have authored hundreds of technical reports, some of which constituted scholarly contributions.

I have directed over a dozen summer archaeological field schools teaching field methods to college students and young scholars.

I have delivered more than 30 professional papers at conferences as well as numerous public lectures to civic organizations, local history museums, schools, churches, and other organizations.

I have served on several dissertation and thesis committees, and have mentored more than two dozen high school and college students in projects involving history and archaeology.

Abby Burch Schreiber, PhD

Baltimore, MD 21214 | 410-908-6939 | abbybschreiber@gmail.com | www.abbybschreiber.com

Overview of Qualifications

Historian with expertise in urban economic history and GIS. Master's degree in Material Culture from the Winterthur Program in American Material Culture, and a Ph.D. in American History.

Award winning public historian with 10+ years of educating the public, undergraduate and graduate students on Chesapeake economic history, history of slavery, and material culture. Courses on Baltimore Merchants in the Early Republic, Virginia/Maryland Plantations, Early American History. Exhibits and audio tours on urban slavery and the landscape of merchants in the early 19th century. Mentoring student interns and advising undergraduate and graduate research projects.

10+ years of research experience in local, state, national and international archives. Expert with business records, chain-of-title, and historical tax documents. GIS analysis related to economic activity in 18th-19th century port cities. Designed and populated databases of port activity, personal correspondence, and historical financial documents.

Core competencies

Material Culture

Public History

US History

Digital Humanities

GIS

Exhibit development

Database Creation

Historical Research and Writing

Education and Teaching

Mentoring

Economic History

Social History

Museum and Higher Education Employment

Waterfront Historian, OFFICE OF HISTORIC ALEXANDRIA, Alexandria, VA

2020-present

Design and complete a public-facing research project to write detailed property histories for a 4-block area of the historic waterfront. Write a complete report detailing the ownership and use of each parcel and analysis of their significance. Create a StoryMap based in GIS environment for public education and give public talks to present findings.

- Visit archives in person and online to collect deeds, manuscripts, tax and census records, maps, and many other types of evidence to support analysis.
- Mentor student interns and collaborate with staff archaeologists and historians.
- Major findings include the significance of women property owners in the 18th and 19th centuries, the use of enslaved people as security for debt, and greater insight on the social networks that shaped the waterfront.

Principal Consultant, ABBY SCHREIBER, LLC, Baltimore, MD

2018-present

Undertake contracted historical research projects. Researched the history of Carrollton Hall and its occupants, free and enslaved, for the Carrollton Hall Interpretive Project. Archival research in Maryland state and local archives.

- Curate a permanent educational exhibit about the site's history and how the Franciscan Friars are still carrying on their work. Write label copy, and select images, maps, paintings, and objects to illustrate the historical themes.
- Curate temporary exhibits based on significant themes, people, and events related to the property.
- Develop relevant adult programming to coincide with the exhibit openings and special project launches.

Lecturer, WILLIAM & MARY, Williamsburg, VA

2017-present

Develop, teach, and grade three courses each semester on many topics related to colonial, early US, and public history, to class sizes of up to 35 students. Work with archivists to collect primary documents for students to analyze.

- Organize regular experiential learning activities, such as site visits and curatorial talks.
- Collaborated with the Lemon Project staff to interrogate the university's history of owning enslaved people and their ongoing renaming, commemoration, and educational goals.

Research Consultant, HOMEWOOD MUSEUM, Baltimore, MD

2014-2018

Consulted on two major research projects. Completed all work on time and according to schedule.

Demonstrated strong ability to prioritize tasks, manage time, and balance competing demands.

Enslaved at Homewood

- Designed and completed a research project requiring archival research in Maryland and Pennsylvania.
- Wrote an 80-page research report and two interpretive tours. Gave public talks and led docent trainings.
- Taught a practicum for the Museums & Society program: students co-curated an exhibit based on my research. Historic Preservation Award for Heritage Preservation, Baltimore Heritage, June 2019
- Editor's Pick for "Best of Baltimore – Museum," *Baltimore Magazine*, July 2019
- Excellence in Consulting Award, National Council of Public Historians, March 2020

Carroll Papers Project

- Collaborated with Curator, Project Manager, and students employees to develop keyword standards.
- Read 19th century correspondence and inputted keywords into a FileMaker database.

Visiting Assistant Professor, TOWSON UNIVERSITY, Towson, MD

2014-2017

While teaching "American Studies" and "Maryland Plantations: Then and Now," I incorporated experiential learning by taking my classes on fieldtrips to historical sites and implementing "digital fieldtrips" that involved examining primary documents and objects and analyzing their historical significance.

Graduate Student/Teaching Associate, OHIO STATE UNIVERSITY, Columbus, OH

2010-2016

My dissertation "'To Promote Your Interest & Gain Your Confidence': Baltimore's Merchants in the Atlantic World, 1790-1830" included databases for social network analysis and GIS work including shapefiles and georeferenced historical maps. I attended a week-long training for GIS at the Digital Humanities Summer Institute in Victoria, BC in 2013.

Museum Services Coordinator, HOMEWOOD MUSEUM, Baltimore, MD

2009-Dec. 2009

Jan.

Managed the gift shop, docents, and accounting for this historic house museum dedicated to early 19th century architecture, decorative arts, and social history. Supported educational programs, object registration, preservation, research, and interpretation.

- Scheduled and supervised 30-45 docents, research interns, and student employees. Processed payroll.
- Accessioned new museum collections and updated collections database as necessary.
- Developed a special subject tour related to a city-wide tourism initiative; implemented initiative to make collections accessible on the web; and gave a public talk on the history of the C&O Canal.

Assistant Curator, SAN ANTONIO MUSEUM OF ART, San Antonio, TX
August 2008

May 2008-

- Researched and catalogued objects for a contracted exhibit, wrote script, and planned the exhibit design.

Previous internships at FORD'S THEATRE NATIONAL HISTORIC SITE, SMITHSONIAN AMERICAN HISTORY MUSEUM, SMITHSONIAN NATURAL HISTORY MUSEUM, and MARYLAND HISTORICAL SOCIETY.

Education

PhD, History, THE OHIO STATE UNIVERSITY
2016

Earned numerous awards and grants; Major field: Colonial and Early US History; Minor fields: Economic/Quantitative History, Atlantic History

MA, WINTERTHUR PROGRAM IN AMERICAN MATERIAL CULTURE, UNIVERSITY OF DELAWARE
2008

Earned a fellowship and multiple research grants.

BA, History and Anthropology, JOHNS HOPKINS UNIVERSITY
2006

Skills

Digital Humanities: Initiated a digital humanities project at Homewood Museum; created an audio tour of Baltimore (funded through a MuseWeb grant) based on my dissertation research, which is now available via an app. GIS expert.

Project Management: Managed historical projects from conception through completion, while balancing numerous competing demands.

Database Management: Built and managed numerous databases, several with 5,000+ entries each.

Technical Abilities: FileMaker, Past Perfect, Microsoft Access, Omeka, Gephi, GIS/ArcGIS.

Benjamin A. Skolnik, PhD

Archaeologist

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Alexandria, VA 22314

703.746.4716

Education

Ph.D., Department of Anthropology, University of Maryland, College Park, 2019

Dissertation Title: *"The real distance was great enough": Remapping a multivalent plantation landscape using historical Geographic Information Systems (hGIS)*

Certificate in Historic Preservation, School of Architecture, Planning & Preservation, University of Maryland, College Park, 2019

Master of Applied Anthropology, University of Maryland, College Park, 2012

Bachelor of Arts, Anthropology and History, The College of William & Mary, 2007

Selected Work Experience

Archaeologist 2015-present

Alexandria Archaeology, Office of Historic Alexandria, City of Alexandria VA

Works as part of a team in order to preserve, study, and interpret the past by discovering, protecting, and analyzing the history and archaeology of Alexandria, VA. Duties include oversight and management of the use of Geographic Information Systems, implementation of aspects of the Alexandria Archaeological Protection Code, accountability for the outstanding delivery of services to the community, assistance in the curation and management of the Alexandria Archaeology collection, and presentation of the City's past for public and professional audiences.

Lecturer 2014-2015

The Catholic University of America, Department of Anthropology & The University of Maryland College Park, Department of Anthropology

Developed and taught sections of ANTH354/624 (Archaeology of Settlements and Landscapes) at Catholic University and ANTH240 (Introduction to Archaeology) at the University of Maryland.

Associate Director/Laboratory Manager 2011-2014

Archaeology in Annapolis

Responsible for day to day operation and management of the Archaeology in Annapolis office and laboratory including supervising students and research, maintaining correspondence, writing grant proposals, conducting archaeological research, and reporting on research.

Field Supervisor/Instructor 2011-2014

University of Maryland, College Park, Department of Anthropology

Planned and ran archaeological field school (ANTH496/696) through the University of Maryland. Required organizing, budgeting, and running excavations at multiple archaeological sites, supervising student excavators, and maintaining field records.

Graduate Assistant 2010-2014

University of Maryland, College Park, Department of Anthropology

Duties include carrying out tasks on an as-needed basis for faculty in order to facilitate intro-level courses. These include teaching, grading, attending lectures, and creating lessons and assignments.

Archaeologist/Laboratory Specialist 2007-2010

R. Christopher Goodwin & Associates, Inc.

Position entailed carrying out all phases of compliance-driven fieldwork in addition to subsequent laboratory processing, analysis, and curation preparation.

Skills

GIS, Excel, Database Management, Photography, Laser Scanning, Photogrammetry, SketchUp

Appendix B: Historical map overview of Founders Park

Year	Map	Parcel	Description	Structures	Comments
1749	City Plan		Some dry ground on northwest corner	None	
		PW.1	Mud flats	None	
		PW.2			
		8.1			
		14.1			
		14.2			
		20.1			
		20.2			
		20.3			
		20.4			
		W.1			
		W.2			
1763	City Plan		Some dry ground on northwest corner	None	
		PW.1	Mud flats	None	
		PW.2			
		8.1			
		14.1			
		14.2			
		20.1			
		20.2			
		20.3			
		20.4			
		W.1			
		W.2			
1794		PW.1			

Year	Map	Parcel	Description	Structures	Comments
	Record of Surveys	PW.2			
		8.1			
		14.1			
		14.2			
		20.1	Filled in	None	"Adam's Lott"
		20.2	Partially filled	None	
		20.3	Filled in	None	"Conway's Lott No. 20"
		20.4			
		W.1	Partially filled	None	"Conway's Lott No. 20" on northern edge
		W.2	Potomac River	None	
1798	Record of Surveys	PW.1			
		PW.2			
		8.1			
		14.1			
		14.2	Princess Street slip	None	
		20.1	Projecting wharf	None	
		20.2			
		20.3	Filled in	None	
		20.4	Projecting wharf	1	
		W.1	Potomac River	None	
		W.2			
1798	Gilpin	PW.1	Filled in	None	
		PW.2			
		8.1			
		14.1			
		14.2			
		20.1			
		20.2			

Year	Map	Parcel	Description	Structures	Comments
		20.3			
		20.4			
		W.1			
		W.2			
1804	City Plan	PW.1	Filled in	None	
		PW.2			
		8.1			"ferry"
		14.1			
		14.2			
		20.1			"Adam's Wharf"
		20.2	Partially filled in	None	
		20.3			
		20.4			
		W.1	Projecting wharf	None	"Conway's Wharf"
		W.2			
1838	Stone	PW.1	Projecting wharf	None	
		PW.2			
		8.1			
		14.1	Partially filled	None	
		14.2			"County Wharf"
		20.1			
		20.2	Projecting wharf	None	
		20.3			
		20.4	Partially filled in	None	
		W.1	Projecting wharf	None	
		W.2			
1842	Coast Survey	PW.1	Filled in	2 or 3 connected	
		PW.2		3	Depth measurements at eastern edge
		8.1		2	

Year	Map	Parcel	Description	Structures	Comments
		14.1	Partially filled with L-shaped pier	4 and a fence	
		14.2	Partially filled with projecting wharf	1	
		20.1		1	
		20.2	Partially filled	1 with fence	
		20.3		1 with fence	
		20.4		2 or 3	
		W.1	Projecting wharf	None	
		W.2	Potomac River	None	
1845	Ewing	PW.1	Filled in	None	"Fish Whf"
		PW.2		None	
		8.1		None	
		14.1	Stepped wharf front	None	
		14.2	Projecting wharf	None	
		20.1		None	
		20.2		None	
		20.3	Partially filled	None	
		20.4	Projecting wharf	None	
		W.1	Potomac River	None	
		W.2		None	
1862	City Plan	PW.1	Filled in	1 or 2 connected	"Fish Wharf"
		PW.2		None	
		8.1		None	
		14.1	Stepped wharf front	None	
		14.2		None	

Year	Map	Parcel	Description	Structures	Comments
		20.1	Projecting wharf	None	
		20.2	Partially filled	Possibly 1	"Marine Rail Way"
		20.3		None	
		20.4	Projecting wharf	2 or 3	"Plaster Mill"
		W.1		None	
		W.2		None	
1863	US Coast Survey	PW.1	Filled in	Rail and 1 structure	
		PW.2		2	
		8.1		1	
		14.1	Stepped wharf front	1	
		14.2		None	
		20.1	Partially filled	1	
		20.2		1	
		20.3		None	
		20.4		1	
		W.1	Projecting wharf with L-shaped pier	1	
		W.2	Potomac River	None	
1864	Scholl	PW.1	Filled in	Rail	"No. 4. Artillery. 3 Vessels"
		PW.2		Rail	
		8.1		Rail	
		14.1		Rail	
		14.2		Rail	
		20.1		None	
		20.2		None	
		20.3		None	

Year	Map	Parcel	Description	Structures	Comments
		20.4	Projecting wharf with L-shaped pier	None	No. 5 Artillery 2 Vessels
		W.1	Filled in	None	
		W.2		None	
1865	Quartermaster's	PW.1	Filled in	Rail	"Lumber Yard"
		PW.2		Rail	
		8.1	Projecting wharf	Rail	
		14.1	Partially filled	Rail	
		14.2	Projecting wharf	Rail	Fish Wharf 116' x 24'
		20.1	Projecting wharf (eroded)	None	
		20.2	Partially filled	None	
		20.3		4	"Sinks"
		20.4		5	"Harbor Mr's Office" and "fuel"
		W.1	Projecting wharf with L-shaped pier	1	"Mail & Harbor Mr's Wharf" and "Shed"
		W.2	Potomac River	None	
1877	Hopkins	PW.1	Filled in	6	"City of Alexandria"
		PW.2		2	
		8.1		1	
		14.1	Partially filled with projecting pier	4 or 5	"Andrew J. Fleming"
		14.2		2 and rail	"Coal Yard Wm. A. Smoot"
		20.1	Partially filled	1 and rail	
		20.2		1	
		20.3		3	

Year	Map	Parcel	Description	Structures	Comments
		20.4	Projecting wharf with L-shaped pier	3	
		W.1	Potomac River	None	
		W.2		None	
1885	Sanborn	PW.1	Filled in	3	"Fertilizer W. Ho." and "Sheds"
		PW.2		5	
		8.1		2	"Sheds"
		14.1	Partially filled with projecting pier	2	"Sam. J. Reed's Fish & Salt W. Ho." and "Boat Ho."
		14.2		2 and rail	"G.E. Price & Co. Salt Fish W. Ho.," "Coal Off.," "Wm. A. Smoot's Coal Yard," and "Plank Wharf 216' Long"
		20.1	Partially filled	1	"Wm. A. Smoot's Coal Yard and Wharf"
		20.2		1	
		20.3		4	"Vac. W. Ho." and "Vac. W. Ho."
		20.4	Projecting wharf	4	"Grist Mill (closed)" and "Wheat's Wharf"
		W.1		None	"Wheat's Wharf"
		W.2	Potomac River	None	
1896	Sanborn	PW.1	Filled in	3	"Fertilizer W. Hos," "Fish Houses," and "Smoot's Wharf"
		PW.2		5	
		8.1		3	"Fish Houses" and "Smoot's Wharf"
		14.1	Partially filled	1	"Fertilizer W. Ho." and "Slip"
		14.2	Partially filled with projecting pier	3 and rail	"Wareho.," "Off," and Fertilizer W. Ho."
		20.1	Partially filled	Rail	
		20.2		2	"Vac."
		20.3		6	"All of these b'ldgs dilapidated"
		20.4	Projecting wharf	2	"Vac." and "Wheat's Wharf."
		W.1	Potomac River	None	"Slip"
		W.2		None	

Year	Map	Parcel	Description	Structures	Comments
1902	Sanborn	PW.1	Filled in	8	"Wareho. Stge of Fertilizer Materials Cased Glassw. & Kindling Wood." Eng. Rm" "Cook Ho.," and "Fish Ho."
		PW.2		5	"Wareho. Stge of Fertilizer Materials Cased Glassw. & Kindling Wood." "Off." and "Fish Ho."
		8.1		3	"Fish Ho."
		14.1	Partially filled with projecting pier	2	"Fertilizer W. Ho." and "Slip"
		14.2		3 and rail	"Hay Storage," "Off." and "Wharf"
		20.1	Partially filled	Rail	"Coal Yard"
		20.2		None	
		20.3		3	"Vac" "Storage" and "Shed"
		20.4		4	"Corn Mill" "Flour Mill" "Eng. Rm" "John W. Emmert & Co. Globe Mills"
		W.1	Potomac River	None	"Slip"
		W.2		None	
1907	Sanborn	PW.1	Filled in	8	"Fertilizer Ware House" "Wood Ho." "Wood Shed" "Fish Ho." "Restr." "
		PW.2		7	"Fertilizer Ware House" "Wood Shed" "Fish Ho." "Office" "Sand Shed"
		8.1		3	"Wood Pile" "Fish Ho." "Sand Shed"
		14.1	Partially filled with projecting pier	2	"Shed" "Coal Pile" "William A. Smoot" "Slip"
		14.2		2 and rail	"Coal Pile" "Office" "William A. Smoot" "Wharf"
		20.1	Partially filled	Rail	"Wood & Coal Yard"
		20.2		None	
		20.3		4 and elevated tramway	"Alex. Fertilizer & Chem. Co." "Machine Shop" "Chain Shop" "Storage Shed"
		20.4	Partially filled with projecting wharf	3 and traveling crane over wharf	"Corn Mill" "Flour Mill" "Eng. Rm" "The Lawrence Mill Co." "Traveling Crane Over Wharf 300 Ft. Long"
		W.1	Potomac River	None	"Slip"
		W.2		None	

Year	Map	Parcel	Description	Structures	Comments
1912	Sanborn	PW.1	Filled in	5	"Fertilizer W. Ho." "Wood Ho." "Wood Shed" "Ballenger & Cook Fish Ho." "E. H. Hammond Fish Ho."
		PW.2		5	"Fertilizer W. Ho." "Wood Shed" "Ballenger & Cook Fish Ho." "E. H. Hammond Fish Ho." "Sand Shed"
		8.1		1	"Sand Shed" and "Cord Wood"
		14.1	Partially filled with projecting pier	1	"Wood Yard" "Coal Pile" "William A. Smoot" "Slip"
		14.2		2 and rail	"Coal Pile" "Off." "William A. Smoot" "Wharf"
		20.1	Partially filled	Rail	"Wood & Coal Yard"
		20.2		None	
		20.3	Partially filled with projecting wharf	1, elevated tramway, drain pipe	"Tramway" "Traveling crane over wharf (300' long)"
		20.4	Partially filled	None	
		W.1		1	"Wood Shop"
		W.2		None	"Slip"
1921	Sanborn	PW.1	Filled in	2	"Storage" "Wood Sawing"
		PW.2		2	
		8.1		None	"Irregular Coal Pile"
		14.1	Filled in	1	"W.A. Smoot & Co. Inc. Coal, Wood, Sand & Gravel"
		14.2	Partially filled with projecting pier	2 and rail	"Off." "Wharf"
		20.1	Partially filled	Rail	"W. A. Smoot & Co. Inc. Wood, Coal, Sand & Gravel Yard"
		20.2		None	
		20.3	Partially filled with projecting wharf	3 and elevated tramway	"Stge" "Tramway" "Scales" "Traveling Crane Over Wharf 300' Long"
		20.4	Partially filled	1	"Alexandria Fertilizer & Chemical Co." "Ware Ho. 31"

Year	Map	Parcel	Description	Structures	Comments
		W.1		1	
		W.2		2	"Alexandria Fertilizer & Chemical Co." "Ware Ho. 31" "Bag Storage"
1923	Schmitt	PW.1	Filled in	None	
		PW.2		None	
		8.1		None	
		14.1		None	
		14.2	Partially filled with projecting pier	None	
		20.1	Partially filled	None	
		20.2		None	
		20.3	Partially filled with projecting wharf	1	
		20.4		1	
		W.1	Partially filled	None	
		W.2		None	
1941	Sanborn	PW.1	Filled in	2 and rail	"Wood Sawing" "Sand and Gravel Bin"
		PW.2		2 and rail	"Sand & Gravel Bin"
		8.1		Rail	"W. A. Smoot Co. Inc. Coal & Gravel Yard"
		14.1		3 and rail	"Sand & Gravel Bins" "A & Bag Ho."
		14.2	Partially filled with projecting pier	4 and rail	"A & Bag Ho." "Coal Bin" "Wood Pier on Wood Piles"
		20.1	Partially filled	Rail	"W. A. Smoot & Co. Inc. Coal & Gravel Yard"
		20.2		Rail	
		20.3		5 and elevated tramway	"Stge" "Motor Ho." "Control Ho. And Scales" "BLR Ho"
		20.4	Partially filled with projecting wharf	1 and elevated conveyor	"Wood pier on wood piles" "Fertilizer W. Ho"

Year	Map	Parcel	Description	Structures	Comments
1958	Sanborn	W.1	Partially filled	1	"Fertilizer W. Ho."
		W.2		2	"Fertilizer W. Ho." "Bag Stge"
		PW.1		1	"City of Alexandria Property Yard"
		PW.2		1	"Off. & Lockers" "City of Alexandria Property Yard"
		8.1		1	
		14.1	Filled in	1 and rail	"W. A. Smoot Co. Inc Coal & Gravel Yard" "Sand and Gravel Bin"
		14.2	Partially filled with projecting pier	2 and rail	"W. A. Smoot Co. Inc Coal & Gravel Yard" "Wood Pier on Wood Piles"
		20.1	Partially filled	Rail	"W. A. Smoot & Co. Inc. Coal & Gravel Yard"
		20.2		Rail	
		20.3	Partially filled with projecting wharf	4 and elevated tramway	"Motor Ho." "Fr. Plat'm" "Control Ho. And Scales" "BLR Ho" "Wood Pier on Wood Piles" "American Agricultural Chemical Co."
		20.4		1	"Fertilizer W. Ho." "American Agricultural Chemical Co."
		W.1	Partially filled	1	
		W.2		2	"Fertilizer W. Ho." "American Agricultural Chemical Co." "Bag Stge"

Appendix C: Chain of Title

Lot 8

March 1, 1753	Town Trustees	Hugh West	Lot 8	<i>Proceedings</i> , 132.
November 25, 1783	William Bird	Baldwin Dade	NW Parcel: Related to court order	FDB P1:24
September 30, 1786	Thomas & Ann West	William Hunter Jr. and John Allison	16' 8" along southern edge of Lot 8 with right of wharfing into River	FDB Q1:362
October 29, 1786	Baldwin Dade	Thomas West	NW Parcel	FDB Q1:312
November 6, 1786	Thomas & Ann West	William Hepburn and John Dundas	NW and SW Parcels	Alex. B:420
June 17, 1780's	Baldwin Dade	Jesse Taylor	Possibly Center and Eastern parcels with water rights	Ref. Alex. M:197
August 2, 1796	John Allison	Robert Allison and Robert McRae	POA to sell 17' of Lot 8 and 88' of Lot 14	Alex. G:502
October 16, 1799	Jesse & Elizabeth Taylor	Richard Conway	Center Parcel	Alex. M:197

Parcel PW.1

September 5, 1797	Common Council	John Towers	Lease; Stipulations to repair wharf	Alex. I:315
May 12, 1801	Daniel Carroll Brent	Joseph Thomas	Remaining years of John Towers' lease and rights	ADB B:215
January 27, 1869	City of Alexandria	Reuben Johnston and J. Ferguson Beach	Security for debt	ADB Z3:129

Parcel PW.2

January 22, 1790	Common Council	Jesse Taylor	99-year Lease	Alex. D:74
January 11, 1817	Heirs of Robert Taylor	Common Council	Quitclaim of Lease	ADB E2:443
January 27, 1869	City of Alexandria	Reuben Johnston and J. Ferguson Beach	Security for debt	ADB Z3:129

Parcel 8.1

May 27, 1826	Augustine J. and Susannah Smith	Augustine J. Smith, Jr.	1/8 share	ADB P2:438
June 15, 1826	Jesse & Creasy Taylor	Robert J. Taylor	1/8 share	ADB P2:430
June 16, 1826	Augustine J. Smith	Robert J. Taylor	1/8 share	ADB P2:423
August 29, 1826	William Wilson	Robert J. Taylor	1/48 share	ADB P2:427
July 12, 1833	James C. Wilson	Robert J. Taylor	1/48 share	ADB U2:500
April 14, 1836	Ann C. Wilson	Robert J. Taylor	1/48 share	ADB W2:149
August 15, 1837	James and Malvina Campbell	Robert J. Taylor	1/48 share	ADB X2:275
August 10, 1843	R. J. T. Wilson	Eliza Wilson	1/48 share	ADB D3:226
November 13, 1847	Robert J. Taylor	Common Council	1/8 share	ADB I3:289
January 27, 1869	City of Alexandria	Reuben Johnston and J. Ferguson Beach	Security for debt	ADB Z3:129

Lot 14

August 21, 1752	Town Trustees	Hugh West	Lot 14	FDB C1:354
November 21, 1782	Sybil West	William Ward	Lease, Lot 14	Ref. Alex. A:222
December 12, 1783	Thomas & Ann West	William Hepburn	Lower Moiety Lot 14	FDB O1:316
May 1, 1784	Thomas & Ann West	William Hunter Jr. and John Allison	Moiety with ferry and landing	FDB O1:452
June 25, 1785	William Ward	William Hunter Jr. and John Allison	Use of lot with waterfront	Alex. A:222
June 21, 1786	William & Agnes Hepburn	Monica Clifford and Jeremiah Clifford	Lease	Q1:233
January 1, 1787	William & Agnes Hepburn	Nehemiah Clifford	Lease	Q1:367
January 18, 1788	William Hunter Jr.	Josiah Watson	Security for debt	Alex. C:186
December 14, 1789	John & Rebecca Allison	William Hunter Jr.	Allison's share of parcel, ferry, ferry landing, warehouse	Alex. E:22
February 5, 1791	William Hunter Jr.	William Hodgson	Mortgage, Moiety of ferry	FDB T1:181
February 9, 1791	William Hunter Jr.	John Hopkins and William Hodgson	Mortgage, all of ferry, ferry landing, and wharf	FDB T1:185
March 10, 1791	Nehemiah Clifford	William Hepburn		Alex. D:220

January 19, 1792	Josiah Watson	John Hunter	Transfer mortgage, moiety of Lot 14	FDB U1:226
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Parcel 14.1 (includes part of Lot 8 and Lot 14 extensions)

December 14, 1789	John & Rebecca Allison	William Hunter Jr.	Allison's share of parcel, ferry, ferry landing, warehouse	Alex. E:22
February 5, 1791	William Hunter Jr.	William Hodgson	Mortgage, Moiety of ferry	FDB T1:181
February 9, 1791	William Hunter Jr.	John Hopkins and William Hodgson	Mortgage, all of ferry, ferry landing, and wharf	FDB T1:185
January 19, 1792	Josiah Watson	John Hunter	Transfer mortgage, moiety of Lot 14	FDB U1:226
August 6, 1793	William Hodgson	Charles Lee	Moiety of Ferry	FDB W1:336
August 7, 1793	Charles Lee	William Hodgson	Moiety of Ferry	FDB W1:338
September 5, 1797	John & Jane Hunter	Joseph Thomas	Lease; Moiety with ferry	FDB B2:422
July 19, 1802	John & Rebecca Allison	Andrew Jamieson and Robert Anderson	Including half profits from pier; extends west to Water Street	ADB E:143
December 7, 1803	Joseph Thomas	Andrew Jamieson and Robert Anderson	Lot and Dock, option to pay off rent; Thomas reserves Ferry and north side of dock and wharf to himself	ADB G:197
April 2, 1827	George W. & Angelina Hunter, John & Janey Haycock, Ira & Margaret Gunnell, William & Sarah Gunnell	Robert Anderson and Robert Jamieson	Discharging Hunter's 1/4 share and the 1/16 share each of Haycock, Gunnell and Gunnell	ADB R2:291
August 25, 1829	Richard Shackleford	James Robinson	Sale at public auction; extends west to Water Street	ADB R2:445
June 5, 1835	Robert Jamieson	Richard Claget and William Page	Lease, 5-year term	ADB V2:419
September 15, 1836	Benoni Wheat	Robert Jamieson	Moiety	ADB W2:273

September 15, 1836	Robert Jamieson	Benoni Wheat	Moiety	ADB X2:114
April 25, 1840	Andrew J. Conway	Robert Jamieson	Andrew Conway's interest in estate of Robert Anderson	ADB B3:5
June 1, 1840	Robert Jamieson	Reuben Johnston (Common Council)	Ferry Wharf	ADB B3:12
March 13, 1846	Nathaniel & Sarah Ann Janney	Robert H. Miller	Their share (does not say how much that is)	ADB G3:383
August 28, 1848	Colin A. Conway	Robert Jamieson	Moiety	ADB K3:159
October 24, 1849	William & Mary Page	Henry W. Davis	Trust to secure debt, lot with buildings and fishing fixtures	ADB L3:155
May 31, 1851	Robert & Elizabeth Jamieson	Andrew Fleming	Both moieties	ADB M3:368
December 15, 1854	Andrew Fleming and Andrew Jamieson	William G. Cazenove and Reuben Johnston	Security for debt	ADB Q3:393

Parcel 14.2

July 24, 1817	William H. Dundas	John Hooff	Security for debt	ADB F2:126
November 10, 1820	John Hooff	George Carter	Wharf, warehouse and lot	ADB K2:166
January 14, 1831	George Carter	Hugh Smith	Hepburn's Wharf and warehouse, right to dock	ADB S2:536
August 18, 1868	Agnes Dundas and J. R. C. Oldham	William A. Smoot	Tenement and lot	ADB Y3:507

Lot 20

March 28, 1752	Town Trustees	Roger Lindon	Lot 20	FDB C1:302
February 8, 1768	Town Trustees	Jacob Hite	Fixing boundary of Lot 20	<i>Proceedings</i> , 159
January 19, 1769	Jacob & Frances Hite	Robert Adam	Moiety of Lot 20	FDB M1:175
December 2, 1773	Jacob Hite and Robert Adam	Joshua Storrs	Lease of "Lower Moiety"	FDB L1:262
December 3, 1773	Jacob Hite and Robert Adam	Joshua Storrs	Release of "Lower Moiety"	FDB L1:264
July 29, 1774	Joshua Storrs	William Herbert and Andrew Stewart	Lease of "Lower moiety"	FDB M1:1

July 30, 1774	Joshua Storrs	William Herbert and Andrew Stewart	Release of "Lower moiety"	FDB M1:2
August 16, 1775	Jacob & Frances Hite	Robert Adam	Partition, Adam's Wharf	FDB M1:211
August 16, 1775	Robert Adam	Jacob & Frances Hite	Partition, southern half of Lot 20	FDB M1:211
October 21, 1778	William Herbert, John Maxwell Nesbet, David Stuart, Andrew Stuart	Richard Conway	"Lower Moiety"	FDB D4:253
May 24, 1785	Robert & Ann Adam	Robert Evans	Lease, part of Lot 20	Ref. Alex. H:1
March 27, 1786	Robert & Ann Adam	Ann McMachen	Lease, part of Lot 20	FDB Q1:262
April 27, 1786	Robert & Ann Adam	James Myler	Lease, part of Lot 20	FDB Q1:303
July 21, 1786	James & Elizabeth Myler	William Sydebotham	Mortgage	Alex. B:403
1787	Robert & Ann Adam	Michael & Ann McMachen	Lease, part of Lot 20	Ref. Alex. C:194
January 26, 1787	Henry Gardner	John Reynolds and Alexander Smith	Trust to secure debt, part of Lot 20	Alex C:194
August 20, 1793	Richard & Mary Conway	James Young	Lease, part of Lot 20	Alex. E:377
January 8, 1794	James Irvine	Robert Brockett	Lease, part of Robert Adam's estate	Alex. E:180
March 1, 1794	Robert & Drusilla Evans	Lemuel Bent	Lease, part of Lot 20	Ref. Alex. H:1
June 8, 1794	James Irvine	James McHenry	Lease, part of Robert Adam's estate	Alex. E:184
September 18, 1795	James Irvine and Daniel & Mary Barry	Robert Brockett	Lease, part of Robert Adam's estate	Alex. F:379
August 27, 1796	Lemuel & Betsey Bent	Thomas Patten	Lease, part of Robert Adam's estate	Alex. H:1
October 10, 1799	James Irvine and Mary Barry	Thomas White	Lease, part of Robert Adam's estate	Alex. M:202

Parcel 20.1 and 20.2

March 6, 1795	James Irvine	William Hodgson	Lease, 7-year term, Robert Adam's pier, warehouse and lot	Alex. F:311
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Parcel 20.1

April 18, 1823	Tench Ringgold	Joseph Janney	Public auction, frame tenement and lot	ADB N2:241
May 1, 1823	Mary Barry and Jane Dade	John & Mary Adam	Partition, lot and tenement	ADB M2:421
May 3, 1823	John & Mary Adam	Joseph Janney	Public auction	ADB M2:511
February 16, 1836	Joseph & Hannah H. Janney	Hugh Smith		ADB X2:85
July 8, 1853	Hugh Smith	James Smith		ADB P3:52
November 30, 1867	James and Mary Smith	Andrew Jamieson	Trust	ADB Y3:185

Parcel 20.2

May 1, 1823	John & Mary Adam and Mary Barry	Jane Dade	Partition, lot of ground	ADB M2:421
July 15, 1824	Jane Dade	William Herbert	Security for debt	ADB O2:99
July 1, 1844	Peter E. Hoffman	Jane Dade and Thomas Irwin Jr.	Deed, recovery of title	ADB F3:293
July 24, 1849	Jane Dade	William C. Yeaton and Reuben Johnston	Security for debt	ADB U3:491
July 24, 1849	Jane Dade	William Yeaton and Reuben Johnston	Security for debt	ADB K3:489

Parcel 20.3 and 20.4

October 21, 1778	William Herbert, John Maxwell Nesbet, David Stuart, Andrew Stuart	Richard Conway	"Lower Moiety"	FDB D4:253
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Parcel 20.4

June 18, 1805	Richard Conway	Ferdinand Marsteller and John Young	10-year lease, wharf and pier	ADB K:458
August 25, 1815	Ferdinand Marsteller and John Young	Joseph Conway	Re-entry due to unpaid rent	ADB BB:77

Lot 26

March 28, 1752	Town Trustees	Allan Macrae	Lot 26	FDB C1:301
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1773 estimate	John Macrae	William Black	Lot 26, not recorded and later nullified	Ref. Alex. B:357
May 5, 1773	William Black	Thomas Kirkpatrick	Lease and Release, Lot 26	Ref. Alex. B:357
September 20, 1786	John Macrae	Alexander Henderson	Transfer of title to executors of Thomas Kirkpatrick, Lot 26	Alex. B:357
September 27, 1796	William Wilson, Elizabeth Kirkpatrick, Katherine Kirkpatrick, Henrietta Kirkpatrick	William Herbert	Part of Lot 26	ADB M:451
January 6, 1796	James Irvine	James & Letitia Kennedy	Public auction, Part of Lot 26	Ref. ADB I:49
January 8, 1796	James & Letitia Kennedy	William Wilson	Half interest in part of Lot 26	Alex. M:171
July 29, 1799	James & Letitia Kennedy	James Keith	Trust, half interest in part of Lot 26	Alex. M:184

“Kirkpatrick’s Water Lot”

	Town Trustees	John Kirkpatrick and Thomas Kirkpatrick	99-year lease	
September 20, 1791	Thomas West	Richard Conway	Slip of ground east of Water Street	Alex. D:273
September 27, 1796	William Wilson and Roger Coltart	William Hepburn	Remainder of 99 year lease and water rights	Alex. H:443
September 30, 1796	William Hepburn	William Wilson and Roger Coltart	2/3 interest in remainder of 99 year lease and water rights	Alex. M:473
November 5, 1796	Thomas West	William Hepburn	All claims to estate of Hugh West east of Water Street	ADB N:395
November 16, 1796	William Wilson and Roger Coltart	Richard Conway	Residue of 99-year lease, extends to edge of flats	FDB Z1:352
November 16, 1796	Richard & Mary Conway	William Wilson, William Hepburn, Roger Coltart	Part of “slip of ground” with water rights	Alex. H:157

April 12, 1797	Roger Coltart	John Dundas	1/3 of Wilson, Hepburn and Coltart partition	Alex. H:437
April 28, 1800	William Wilson	William Hepburn and John Dundas	1/3 part of Wilson, Hepburn and Dundas partition	Alex. N:43
March 8, 1811	Thomas Conway	Joseph Conway	Part of slip of ground, crossing Union	ADB U:361
March 17, 1817	William H. Dundas	James H. Dundas and Henry Pratt	Trust, Kirkpatrick's Water Lot	ADB N2:522
July 9, 1838	William H. Dundas	United States of America	Release to repay debt to government	ADB A3:150
May 3, 1839	William H. & Mary Young Dundas	United States of America	Kirkpatrick's Water Lot	ADB Z2:252
October 25, 1839	United States of America	Benoni Wheat	Kirkpatrick's Lot	ADB H3:189
February 1, 1853	John J. and Maria Wheat	Benjamin H. Lambert and John J. Wheat	Public sale, divided into 4 equal shares	ADB P3:607

Parcel W.1

November 16, 1796	William Wilson and Roger Coltart	Richard Conway	Residue of 99-year lease, extends to edge of flats	FDB Z1:352
June 17, 1806	Richard Conway	Ferdinand Marsteller and John Young	Lease, brick warehouse, wharf, and dock	ADB N:75
March 8, 1811	Thomas Conway	Joseph Conway	Part of slip of ground, crossing Union and demised to Marsteller & Young	ADB U:361
March 14, 1853	John H. and Harriet V. Ladd	William N. Brown	Sale	ADB O3:515
March 15, 1853	William N. Brown	Benjamin H. Lambert and John J. Wheat	Sale	ADB O3:513

Parcel 20.4 and W.1

January 25, 1816	Ferdinand & Margaret Marsteller	Edmund Lee	Trust to secure debt to United States	ADB C2:94
October 20, 1824	Harriet V. Ladd and Joseph B. Ladd	John H. Ladd	Marriage Bond	ADB O2:35
October 9, 1827	John H. and Harriet V. Ladd	John Hooff and Farmers Bank	Security for debt	ADB Q2:190
March 1, 1853	Harriet V. Ladd	Alexander Aldrich and Charles G. Morrison	7 year lease; lands, houses and wharf	ADB O3:336
March 25, 1853	William N. Brown	Benjamin H. Lambert and John J. Wheat	Sublease of Aldrich share	ADB O3:517
March 1, 1854	John H. and Harriet V. Ladd	Benjamin H. Lambert and John J. Wheat	Lands, houses and wharf	ADB R3:450
October 9, 1865	Benjamin H. Lambert and John J. Wheat	Isaac Bowen and James L. Bowen	5 year lease; all property of Msrs. Wheat & Lambert	ADB X3:274
August 3, 1869	Robert Colgate, Edward Austen, Abner W. Colgate, and Samuel J. Colgate	Benjamin H. Lambert, John J. Wheat, Benoni Wheat, and Susan M. Wheat	Ladd's Steam Mill	ADB Z3:456

Parcel W.2

June 8, 1844	James H. Dundas and Sophia M. Peyton	Robert G. Violett	Eastern edge into River	ADB F3:226
May 15, 1852	Robert G. and Amanda M. Violett	Robert H. Miller	Sale	ADB N3:268
May 15, 1852	Robert H. and Anna Miller	Reuben Johnston	Security for debt	ADB N3:301

Parcel 20.4, W.1 and W.2

September 7, 1842	John Hooff	Benoni Wheat and John J. Wheat	Sale at Public Auction	ADB B3:389
September 7, 1842	Benoni & Maria Wheat	Francis L. Smith	Security for debt	ADB B3:397
February 1, 1853	John J. and Maria Wheat	Benjamin H. Lambert and John J. Wheat	Public sale, divided into 4 equal shares	ADB P3:607

Founder's Park

June 18, 1973	City of Alexandria	Watergate Improvements, Inc./Alexandria Enterprises, Inc.	Special Use Permit	ADB 758:592
January 18, 1974	Alexandria Enterprises, Inc.	City of Alexandria	Relinquish Special Use Permit	ADB 769:803
October 7, 1981	City of Alexandria	United States of America	Scenic Easement	ADB 1138:398