

Waterfront History Study: Founders Park

Contents

- Introduction: Founders Park 6
- Colonial and Early National Period, 1749-1799 8
 - Point West (PW)..... 8
 - Parcel PW.1 9
 - Parcel PW.2 10
 - Lot 8 11
 - Parcel 8.1..... 12
 - Lot 14 12
 - Parcel 14.1: Hunter & Allison Wharf/Ferry Landing 14
 - Parcel 14.2: Hepburn’s Wharf..... 15
 - Lots 20 & 21 15
 - Parcels 20.1 and 20.2: Adam’s Wharf, 1774-1823..... 16
 - Parcels 20.3 and 20.4: Herbert & Stewart 17
 - Parcels 20.3 and 20.4: Conway’s Wharf..... 18
 - Lot 26 19
 - Kirkpatrick’s Wharf..... 19
- Early 19th Century, 1800-1859 35
 - Oronoco to Princess Street 35
 - Parcel PW.1 35
 - Parcel PW.2: Fish Wharf..... 37
 - Parcel 8.1: Taylor’s Wharf..... 38
 - Parcel 14.1: Ferry Wharf 39
 - Parcel 14.2: Hepburn’s Wharf..... 41
 - Princess to Queen Street 42
 - Parcels 20.1 and 20.2: Adam’s Wharf, 1774-1823..... 42
 - Parcel 20.1..... 42
 - Parcel 20.2..... 42
 - Parcels 20.3, 20.4 and W.1: Conway’s Wharf 43
 - Parcel W.2 45
- Civil War Era, 1860-1865..... 60

Oronoco to Princess Street	60
Parcels PW.1 and PW.2: Fishtown	60
Parcel PW.1 and PW.2: Lumber Yard	60
Parcel 8.1.....	60
Parcel 14.1.....	60
Parcel 14.2.....	61
Princess to Queen Street	61
Parcel 20.1.....	61
Parcel 20.2.....	61
Parcels 20.3, 20.4, and W.1.....	61
Parcel W.2	61
Late 19 th Century, 1865-1899	66
Oronoco to Princess Street	66
Parcel PW.1, PW.2 and 8.1.....	66
Parcel 14.1.....	67
Parcel 14.2.....	67
Princess to Queen Street	68
Parcels 20.1 and 20.2: Wm. A. Smoot Coal Yard	68
Parcels 20.3 and 20.4	68
Parcels W.1 and W.2	69
20 th – 21 st Century, 1900-Present	74
Oronoco to Princess Street	74
Parcel PW.1, PW.2 and 8.1.....	74
Parcel 14.1 and 14.2.....	75
Princess to Queen Street	76
Parcels 20.1 and 20.2	76
Parcels 20.3 and 20.4	76
Parcels W.1 and W.2	78
Founders Park: 1974-Present.....	79

List of Images

Image 1. Study parcels overlaid on modern street map.....	7
Image 2. Washington, George. "Plat of the Land Where on Stands the Town of Alexandria." 1748. Survey. https://www.loc.gov/item/99466767/ . Detail.	21
Image 3. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. https://www.loc.gov/resource/g3884a.ct000223/ . Detail.....	22
Image 4. Historic parcels on the waterfront block between Oronoco and Queen Streets overlaid on aerial photography, 2021.....	23
Image 5. 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	24
Image 6. James Kerr, "Wanted to Purchase," Columbian Mirror and Alexandria Gazette, December 15, 1792, GenealogyBank.	25
Image 7. William Hunter Jr., "For Sale," Virginia Gazette and Alexandria Advertiser, June 23, 1791, GenealogyBank.	26
Image 8. William Hodgson, Virginia Gazette and Alexandria Advertiser, March 14, 1793, GenealogyBank.	27
Image 9. William Hepburn, "To Be Rented," Virginia Journal and Alexandria Advertiser, April 14, 1785, GenealogyBank.	28
Image 10. William Hepburn, "A Dwelling House to Rent," Columbian Mirror and Alexandria Gazette, August 31, 1797, GenealogyBank.	29
Image 11. Robert Adam, "Robert Adam," Virginia Journal and Alexandria Advertiser, March 3, 1785, GenealogyBank.	30
Image 12. Detail of "Record of Surveys," Fairfax County, 56 [Image 164], 1794.	31
Image 13. Detail "Record of Surveys," Fairfax County, 74 [Image 177], 1798.....	32
Image 14. Gilpin, George. "Plan of the Town of Alexandria in the District of Columbia, 1798." Image. Alexandria, Virginia: I. Thomas, 1798. https://www.loc.gov/item/91681006/ . Detail.	33
Image 15. William Herbert, "To Be Sold to the Highest Bidder," Pennsylvania Packet, September 17, 1778, GenealogyBank.	34
Image 16. Thomas Cruse, "Brewery in Alexandria," Aurora General Advertiser, June 7, 1806, GenealogyBank.	46
Image 17. William Rhodes, "Public Sale," Times; and District of Columbia Daily Advertiser, November 11, 1800, GenealogyBank.	47
Image 18. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. https://www.loc.gov/resource/g3792p.ct006462/ . Detail.	48
Image 19. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. https://www.loc.gov/item/89692516/ . Detail.	49
Image 20. Andrew Jamieson and Robert Anderson, "To Rent," Alexandria Gazette, April 26, 1815, GenealogyBank.	50
Image 21. Robert Anderson and Robert Jamieson, "To Rent," Alexandria Gazette, September 26, 1823, GenealogyBank.	51

Image 22. Robert Anderson and Robert Jamieson, "To Rent," Alexandria Gazette, March 5, 1827, GenealogyBank.	52
Image 23. Robert Jamieson, "Real Estate at Auction," Alexandria Gazette, August 22, 1836, GenealogyBank.	53
Image 24. William Hepburn, "To Rent," Alexandria Gazette, Commercial and Political, December 16, 1816, GenealogyBank.	54
Image 25. William Hepburn, "TO RENT," Alexandria Gazette, Commercial and Political, April 10, 1817, GenealogyBank.	55
Image 26. John Hooff, "Public Sale," Alexandria Gazette & Daily Advertiser, April 1, 1820, GenealogyBank.	56
Image 27. Hezekiah B. Smoot, "Shad and Herrings," Alexandria Gazette, April 11, 1838, GenealogyBank.	57
Image 28. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail.	58
Image 29. John Shreve, "Notice," Alexandria Gazette & Daily Advertiser, September 19, 1817, GenealogyBank.	59
Image 30. United States Coast Survey. "Plan of Alexandria." 1862. Image. https://www.loc.gov/item/89692513/ . Detail.	62
Image 31. Detail of Charles Magnus, Birds Eye View of Alexandria, Va., 1863, Lithographic print, 1863, Library of Congress, https://www.loc.gov/item/81694373/	63
Image 32. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.	64
Image 33. Detail of Charles Magnus, Birds Eye View of Alexandria, Va., 1863, Lithographic print, 1863, Library of Congress, https://www.loc.gov/item/81694373/	65
Image 34. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. https://lccn.loc.gov/90680847 . Detail.	70
Image 35. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/ . Detail.	71
Image 36. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. https://www.loc.gov/item/sanborn08968_002/ . Detail.	72
Image 37. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/ . Detail.	73
Image 38. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/ . Detail.	80
Image 39. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1907. Map. https://www.loc.gov/item/sanborn08968_005/ . Detail.	81
Image 40. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/ . Detail.	82
Image 41. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/ . Detail.	83
Image 42. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.	84

Image 43. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (https://www.fairfaxcounty.gov/maps/aerial-photography).	85
Image 44. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/ . Detail.	86
Image 45. Aerial Photography. 1949. On file at Alexandria Archaeology.....	87
Image 46. Aerial Photography. 1957. On file at Alexandria Archaeology.....	88
Image 47. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/ . Detail.	89
Image 48. Aerial Photography. 1995. On file at Alexandria Archaeology.....	90

Introduction: Founders Park

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-20th centuries (Image 1). 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 waterfront workers including carpenters, bricklayers, ship and dock hands, carters, tavern and ordinary keepers, fishmongers, hostlers, and many other trades helped to shape this section of Alexandria's waterfront as well.

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."¹ 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 (Image 2).²

The modern 200-300 blocks of North Union Street, bounded by Oronoco Street on the north and Queen Street on the south, was constructed through the banked-out portions of Point West and original town Lots 8, 14, and 20. The southernmost part of Founders Park was banked out from "Kirkpatrick's Water Lot," which was east of Lot 26 but not an extension of that lot.

This section of the Study Area was added in 2022 and makes up the northernmost one-third of the Study Area (Appendix B, Image 3).

¹ William Waller Hening, *The Statutes at Large; Being a Collection of All the Laws of Virginia, from the First Session of the Legislature, in the Year 1619*, vol. 4 (New York, NY: Bartow, 1823), 331, <https://hdl.handle.net/2027/hvd.hw2scs?urlappend=%3Bseq=329%3Bownerid=27021597765509182-335>.

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



Image 1. Study parcels overlaid on modern street map.

Colonial and Early National Period, 1749-1799

The original town lots that relate to modern Founders Park are 8, 14, 20, 21, and 26. 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.

Point West (PW)

With a public warehouse, the colonial laws of Virginia required that a landing be built nearby to ensure access.³ In 1730, the law was amended to include a wharf in good repair at the landing.⁴ However, it appears Hugh West did not build a wharf at this location during his lifetime. Early maps of the area, including Washington's survey that shows the warehouse and other structures, do not illustrate a wharf (Image 2). The landing drawn on that survey is labeled "Ware H^o. Dock," which in this period referred to an area of water that was next to or around a wharf or landing place. 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."⁵

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 Braddock's ships in March 1755.⁶

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."⁷ They agreed on a sum of £100 for a 26' wide wharf "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 1762.⁸

³ Hening, *The Statutes at Large*, 32,

<https://hdl.handle.net/2027/hvd.hw2scs?urlappend=%3Bseq=34%3Bownerid=27021597765509182-38>. For existing warehouses, the landing must be within one mile but for new construction the distance was half a mile.

⁴ *Ibid.*, 268-270,

<https://hdl.handle.net/2027/hvd.hw2scs?urlappend=%3Bseq=266%3Bownerid=27021597765509182-272>.

⁵ Fairfax County Court Order book, 1749-1754, p. 368, quoted in Pulliam, "Alexandria's First Wharf," 3.

⁶ Pulliam, "Alexandria's First Wharf," 4-7.

⁷ *Ibid.*, 7.

⁸ "Proceedings from the Board of Trustees," July 2, 1762, quoted in 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.

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.⁹

In February 1770, the Trustees ordered a surveyor to "fix the bounds" of Points West and Lumley, "having large freestones fixed at particular places."¹⁰ 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.¹¹ A 1787 survey shows the warehouse at the southeast corner of Oronoco and Union Streets, adjacent to the Public Wharf (Image 5).

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 (Image 6). 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 on the Potomac.¹²

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. 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.¹³ 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.¹⁴ Thus, in the final weeks of 1797 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

⁹ "Proceedings," December 30, 1769, quoted in Ring and Pippenger, *Town Lots*, 161.

¹⁰ "Proceedings," February 7, 1770, quoted in Ring and Pippenger, *Town Lots*, 162.

¹¹ 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.

¹² T. Michael Miller, *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, s.v. "Kerr, James," (Bowie, Md: Heritage Books, 1991); 1795 Alexandria Personal Property Tax Assessment, on file at Alexandria Archaeology.

¹³ Hustings Deed Book (Alex.) I:315, September 5, 1797.

¹⁴ John Towers, "BARLEY WANTED," *Alexandria Advertiser*, September 13, 1797, GenealogyBank.

time.¹⁵ In December 1799, Henry Keppelle operated the brew house, as Billington removed to work for Andrew Wales a few blocks south of this location.¹⁶

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...”¹⁷ 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.”¹⁸ No one stepped forward to undertake this project, so Trustee William Ramsay agreed to do it with £150 of town funds.¹⁹ 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 £150.²⁰ 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.”²¹ The Trustees decided on a fee schedule for vessels loading or discharging at Point West in January 1775

¹⁵ John Towers, “Potomac Brewery,” *Alexandria Advertiser*, January 3, 1798, GenealogyBank.

¹⁶ John Towers, “Potomac Brewery,” *The Times; and District of Columbia Daily Advertiser*, December 4, 1799, GenealogyBank; Miller, *Artisans and Merchants*, s.v. “Billington, William.” In 1800 Towers paid tax on himself, Keppell is not listed, and Billington had 4 enslaved workers.

¹⁷ “Proceedings,” March 1, 1771, quoted in Ring and Pippenger, *Town Lots*, 163.

¹⁸ Hening 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>; “Proceedings,” March 30, 1773, quoted in Ring and Pippenger, *Town Lots*, 166-167.

¹⁹ “Proceedings,” July 17, 1773, quoted in Ring and Pippenger, *Town Lots*, 167. In 1774, the Trustees leased three lots on Point West on the north side of Oronoco Street. Lot B, located east of what would become Union Street and west of a 20’ alley, was leased by Richard Conway. Lot C, east of the 20’ alley, to Robert McRae and Robert Mease. Lot D, east of Lot C, went to Robert Adam. All leases were for 63 years beginning on January 1, 1775. The Trustees agreed that “no buildings shall be erected on the eastward of the said lott D during the term of sixty three years.” They leased two lots on the north and west sides of Conway’s Lot B to Thomas Moxley for 63 years in January 1775. See “Proceedings,” February 24, 1774-January 22, 1775, quoted in Ring and Pippenger, *Town Lots*, 168-171.

²⁰ “Proceedings,” March 8, 1780, quoted in Ring and Pippenger, *Town Lots*, 177.

²¹ 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.

and appointed Thomas Fleming as the wharf master.²² Fleming submitted an account showing ten captains paid wharfage fees in 1775, including Roberdeau, Harper, and Conway.²³

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.²⁴

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.²⁵

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."²⁶

Lot 8

This lot was a large, irregular-shaped parcel on the south side of West's Point. 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.²⁷ At the same time, the Trustees reserved Lots 9 and 10 for public warehouses (Image 3). 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.²⁸ 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 1786.²⁹ 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.

²² "Proceedings," January 22, 1775, quoted in Ring and Pippenger, *Town Lots*, 171

²³ "Proceedings," March 8, 1780, quoted in Ring and Pippenger, *Town Lots*, 180.

²⁴ "Proceedings," March 8, 1780, quoted in Ring and Pippenger, *Town Lots*, 179-180.

²⁵ Jesse Taylor, "For Liverpool," *Virginia Journal and Alexandria Advertiser*, December 2, 1784, GenealogyBank.

²⁶ Alex. D:74, January 22, 1790.

²⁷ "Proceedings," March 1, 1753, quoted in Ring and Pippenger, *Town Lots*, 132.

²⁸ Hugh West, Last Will and Testament, Fairfax County Will Book (FWB) B1:74, November 21, 1754. 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 "Proceedings," February 1, 1763, quoted in Ring and Pippenger, *Town Lots*, 148-150.

²⁹ Fairfax Deed Book (FDB) 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.

In the 1780s, Lot 8 was divided into 4 parcels (Image 4). 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.³⁰ 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.³¹

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 1799.³²

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.

Parcel 8.1

Jesse Taylor owned the rights to this area beginning sometime in the 1780s (Image 4). 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, a petition related to Hepburn & Dundas's wharf to the south shows Jesse Taylor's wharf on the southern edge of the Public Wharf and Warehouse (Image 5).

Lot 14

Hugh West (1705-1754) was born in Stafford County, Virginia and died in Fairfax County, Virginia, which had been created in 1742 from land that was then Prince William County, and formerly part of Stafford County. He married Sybil Harrison of Stafford County in 1725 and they had five children, John, Hugh, Sybil, George, and William.³³ 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 surveying the town, West built a house and warehouse on the northwest edge of the crescent-shaped bay (Image 2). He also operated a ferry and ordinary there beginning in 1745.³⁴ West bought Lot 33 on the second day of public sale, July 14, 1749.³⁵ He bought Lot 14, one of the remaining unsold lots, on April 20, 1750 for 45 pistoles.³⁶

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

³⁰ FDB P1:24, November 25, 1783; FDB Q1:312, October 29, 1786.

³¹ Alex. B:420, November 6, 1786.

³² Alex. M:197, October 16, 1799.

³³ 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>.

³⁴ Hening et al., *The Statutes at Large*, Vol. 5, , 364; <https://catalog.hathitrust.org/Record/009714930>.

³⁵ "Proceedings," July 14, 1749, quoted in 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.

³⁶ "Proceedings," April 20, 1750, quoted in 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.

the Ferry, to her and her heirs forever.”³⁷ 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 died in 1769, then her son George William Carlyle died a legal infant in 1781 (husband John Carlyle already deceased) 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, 1783.³⁸

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.³⁹ In 1787, William Ward paid taxes on himself and Patrick Ryley, a white servant who was not a citizen, three Black people above age 16, and one 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.⁴⁰ The 1787 Real Estate Tax Assessment showed Sybil West with tenants Ward & Hegarty at Princess and Oronoco paying an annual rent of £100.

The 1787 tax assessment assesses Elizabeth Bray for one white male over age 16 (unnamed) and an ordinary license. Bray also had a runaway, Robert Hart, who was captured in Baltimore in 1787.⁴¹ Ward said that Bray occupied his house where he formerly lived and kept tavern in 1787.⁴²

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.⁴³ They soon built out a wharf, which is referred to as Parcel 14.1 in this study (see below). In December 1783, William Hepburn bought the southern half with the “Ferry House,” likely a tavern.⁴⁴ Hepburn built out his parcel, which is referred to as Parcel 14.2 in this

³⁷ Hugh West, Last Will and Testament, FWB B1:74, November 21, 1754. The enslaved workers were enumerated in the estate inventory of Hugh West’s household and quarter. FWB B1:77, January 20, 1755.

³⁸ The original lease does not survive, so the terms of the agreement are taken from references in Alex. A:222, June 25, 1785 and FDB O1:452, May 1, 1784.

³⁹ William Ward, “To Be Let or SOLD,” *Virginia Journal and Alexandria Advertiser*, February 1, 1787, GenealogyBank; William Ward, “William Ward,” *Virginia Journal and Alexandria Advertiser*, March 15, 1787, GenealogyBank.

⁴⁰ William Ward purchased part of Lot 173 at Wolfe and St. Asaph in 1782, FDB O1:243, January 2, 1782.

⁴¹ Philip Greybell, “Runaways,” *The Maryland Journal and Baltimore Advertiser*, June 22, 1787, GenealogyBank.

⁴² William Ward, “To Be Rented,” *Virginia Journal and Alexandria Advertiser*, September 27, 1787, GenealogyBank.

⁴³ FDB O1:452, May 1, 1784.

⁴⁴ FDB O1:316, December 12, 1783.

study (see below). 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 1785.⁴⁵

Parcel 14.1: Hunter & Allison Wharf/Ferry Landing

Hunter & Allison purchased the northern half of Lot 14 in May 1784. They dissolved their co-partnership in October 1784, however they continued to develop this lot.⁴⁶ In June 1785, William Ward subleased his tenancy to them for £90 annual rent payable to him and Sybil West.⁴⁷ 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 1786.⁴⁸ 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 (Image 5).⁴⁹ 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."⁵⁰ Hunter & Allison were assessed for real estate on Union Street at £20 in 1787. Hunter used his interest in this parcel to secure a debt in January 1788.⁵¹

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 (Image 7). 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 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 (Image 8).

⁴⁵ 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, GenealogyBank.

⁴⁶ Hunter, Allison & Co., *Virginia Journal and Alexandria Advertiser*, August 19, 1784, GenealogyBank.

⁴⁷ Alex. A:222, June 25, 1785.

⁴⁸ FDB Q1:362, September 30, 1786.

⁴⁹ The 1787 Alexandria Land Tax shows Hunter & Allison owned and occupied real estate on Union Street and were taxed for annual rent of £20.

⁵⁰ July 19, 1802, ADB E:143.

⁵¹ Alex. C:186, January 18, 1788.

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 ADB 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.

⁵⁶ FWB F1:202, May 12, 1792.

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.⁵⁷

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.⁵⁸ 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.⁵⁹

In 1797, John Hunter leased the northern half of the waterfront parcel with the ferry to Joseph Thomas.⁶⁰ The terms included an option to buy out the rent and own the parcel outright.

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 (Image 9)."

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.⁶¹ A 1787 petition shows Hepburn & Dundas' wharf on the north edge of Princess Street (Image 5). In 1797, Hepburn offered a two-story brick dwelling house for rent at the corner of Princess and Union Streets (Image 10). John Dundas was Mayor of Alexandria in 1795.

Lots 20 & 21

Roger Lindon of Whitehaven, England, bought lots 20 and 21 in the initial public sale on July 13, 1749 (Image 3).⁶² 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

⁵⁷ FDB W1:336, August 6, 1793; FDB W1:338, August 7, 1793.

⁵⁸ Alex. G:502, August 2, 1796.

⁵⁹ ADB E:143, July 19, 1802.

⁶⁰ FDB B2:422, September 5, 1797.

⁶¹ William Hepburn, *Virginia Journal and Alexandria Advertiser*, August 11, 1785, GenealogyBank; William Hepburn and John Dundas, "Hepburn & Dundas," *Virginia Journal and Alexandria Advertiser*, October 12, 1786, GenealogyBank.

⁶² "Proceedings," July 13, 1749, quoted in Ring and Pippenger, *Town Lots*, 120. The deed was not recorded until March 28, 1752, FDB C1:302.

within two years of purchase.⁶³ 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: £37.1.9.⁶⁴

William & Anne Ramsay sold Lot 21 to Jacob Hite in April 1764.⁶⁵ 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.⁶⁶ In January 1769, Hite sold a moiety of Lot 20, its eastern edge "along the shoar," to Robert Adam.⁶⁷ 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.

Parcels 20.1 and 20.2: Adam's Wharf, 1774-1823

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. Adam notified the public that he was still involved in milling and baking.⁶⁸ Robert Adam imported six enslaved people from Jamaica in the fall of 1773.⁶⁹

George Washington offered a brigantine for sale at Adam's Wharf in 1774.⁷⁰ By 1775, Adam's Wharf/pier was known as "the long wharf" or Long Wharf. It was "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.

⁶³ "Proceedings," June 18, 1754, quoted in Ring and Pippenger, *Town Lots*, 132-133.

⁶⁴ "Proceedings," September 9, 1754, quoted in Ring and 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.

⁶⁵ Ref. FDB L1:257, December 1, 1773.

⁶⁶ "Proceedings," February 8, 1768, quoted in Ring and 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.

⁶⁷ FDB M1:175, January 19, 1769.

⁶⁸ 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, GenealogyBank.

⁶⁹ Thomas Preisser, "Eighteenth-Century Alexandria, Virginia, before the Revolution, 1749-1776" (Williamsburg, Va, William & Mary, 1977), <https://scholarworks.wm.edu/etd/1539623705>, 93.

⁷⁰ George Washington, "To Be Sold at Public Vendue," *Maryland Gazette*, March 10, 1774, Newspapers.com.

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

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...” (Image 11)

That so many lots were available at once signals that a major change recently occurred on the landscape. Adam may have extended or improved the filled area of his waterfront and created more usable land in the process. 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 (Image 5).

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.⁷² Robinson, Sanderson & Co. leased the wharf and warehouse beginning in March 1792 for £50 annual rent.⁷³ 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.⁷⁴ In March 1795, James Irwin leased the wharf and pier to William Hodgson for a 7-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.⁷⁵ 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.⁷⁶

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’ (Image 12). 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 (Image 13). 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.

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, 1773.⁷⁷ On December 2 and 3, Hite and Robert Adam sold Storrs the “lower moiety” of Lot 20 for £400.⁷⁸ Storrs lived in Henrico County, Virginia, and imported English goods to Richmond on the James River.

⁷² Robert Adam, Last Will and Testament, FWB E1:315, June 16, 1789.

⁷³ James Irwin, Guardian Account for estate of Robert Adam, FWB F1:307, December 1, 1793. The account shows they paid ahead for 3 years.

⁷⁴ William Hodgson, *Virginia Gazette and Alexandria Advertiser*, July 11, 1793, GenealogyBank.

⁷⁵ Alex. F:311, March 6, 1795.

⁷⁶ Miller, *Artisans and Merchants*, s.v. “Hodgson, William.”

⁷⁷ FDB L1:257, December 1, 1773; FDB L1:259, December 2, 1773.

⁷⁸ FDB L1:262, December 2, 1773; FDB L1:264, December 3, 1773.

William Herbert and Andrew Stewart bought Lot 21 and the “lower moiety” of Lot 20 from Joshua Storrs for £850 in 1774.⁷⁹ They made a significant improvement by extending a wharf to the channel, identified as Parcels 20.3 and 20.4 of this study (Image 12). 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 (Image 15).”⁸⁰

Richard Conway purchased this waterfront parcel, known as the “lower moiety” of Lot 20, for £3,000 in October 1778.⁸¹ Conway was a merchant who imported goods including salt, wines, sugar and textiles in partnership with Robert and Thomas Conway.⁸² In 1779, Conway and several other Alexandria wharf owners including Robert Adam sold a brigantine built to serve as a privateer.⁸³ Conway paid wharfage fees at both public wharves in Alexandria from 1775-1779. He was appointed a Town Trustee in 1778.⁸⁴

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.⁸⁵ Advertisements for Conway’s Wharf do not appear until 1785, when William Hartshorne & Co. docked a vessel bound for London there in March.⁸⁶ It is represented in a petition from 1787, appearing as a short pier extending from the bulkhead (Image 5). *Citizen*, a ship docked at Capt. Conway’s Wharf in April 1793, offered “CADIZ SALT, suitable for the Fishery” from the agency of William Wilson & Co.⁸⁷

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’ (Image 12). Conway’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.

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 (Image 12). Conway and William

⁷⁹ FDB M1:1, July 29, 1774; FDB M1:2, July 30, 1774.

⁸⁰ William Herbert, “To Be Sold to the Highest Bidder,” *Pennsylvania Packet*, September 17, 1778, GenealogyBank.

⁸¹ FDB D4:253, October 21, 1778.

⁸² Richard Conway & Co., “Just Imported,” *The Maryland Journal and Baltimore Advertiser*, July 28, 1778, GenealogyBank.

⁸³ Robert Adam et al., “To Be Sold,” *The Maryland Journal and Baltimore Advertiser*, July 13, 1779, GenealogyBank.

⁸⁴ “Proceedings,” March 14, 1778, June 15, 1775-April 1778, quoted in Ring and Pippenger, *Town Lots*, 172, 180.

⁸⁵ Miller, *Artisans and Merchants*, s.vv. “Conway, Richard,” “Conway’s Wharf.”

⁸⁶ Capt. Nathaniel West and William & Co Hartshorne, “For London,” *Virginia Journal and Alexandria Advertiser*, March 10, 1785, GenealogyBank.

⁸⁷ William Wilson & Co., “For London,” *Columbian Mirror and Alexandria Gazette*, April 10, 1793, GenealogyBank.

⁸⁸ FDB Z1:352, November 16, 1796.

Hepburn cooperatively extended the wharf to the eastern edge of Union Street, 350' from the eastern side of Water Street (Image 13).

Another survey in 1798 shows Conway's Wharf with two structures, both stone and brick warehouses (Image 13). 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.

Lot 26

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. Jonathan Hall replaced John Kirkpatrick as a town Trustee in February 1770, showing that Kirkpatrick likely died before that date.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' from the east side of Water Street in 1794 (Image 12). 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

⁸⁹ FDB C1:320, April 8, 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 "Proceedings," July 2, 1762, quoted in Ring and Pippenger, *Town Lots*, 147.

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

⁹³ "Proceedings," September 20, 1763, quoted in Ring and Pippenger, *Town Lots*, 152.

⁹⁴ Preisser, "Eighteenth-Century Alexandria, 105.

⁹⁵ "Proceedings," December 16, 1766, quoted in Ring and Pippenger, *Town Lots*, 154.

⁹⁶ "Proceedings," February 7, 1770, quoted in Ring and Pippenger, *Town Lots*, 162.

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

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. He 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 (Image 12). Presumably, West contested William Wools & Co.'s 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.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 (Image 13). William Hepburn and Richard Conway cooperatively built and filled the wharf to Union Street, likely in 1797 or 1798. Gilpin's 1798 *Plan of the Town of Alexandria* incorrectly shows the Queen Street dock and the parcels north of it filled in east of Union Street (Image 14).

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

⁹⁹ Miller, *Artisans and Merchants*, s.v. "Wools, William;" "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" , 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.



Image 2. Washington, Georgia. "Plat of the Land Where on Stands the Town of Alexandria." 1748. Survey. <https://www.loc.gov/item/99466767/>. Detail.

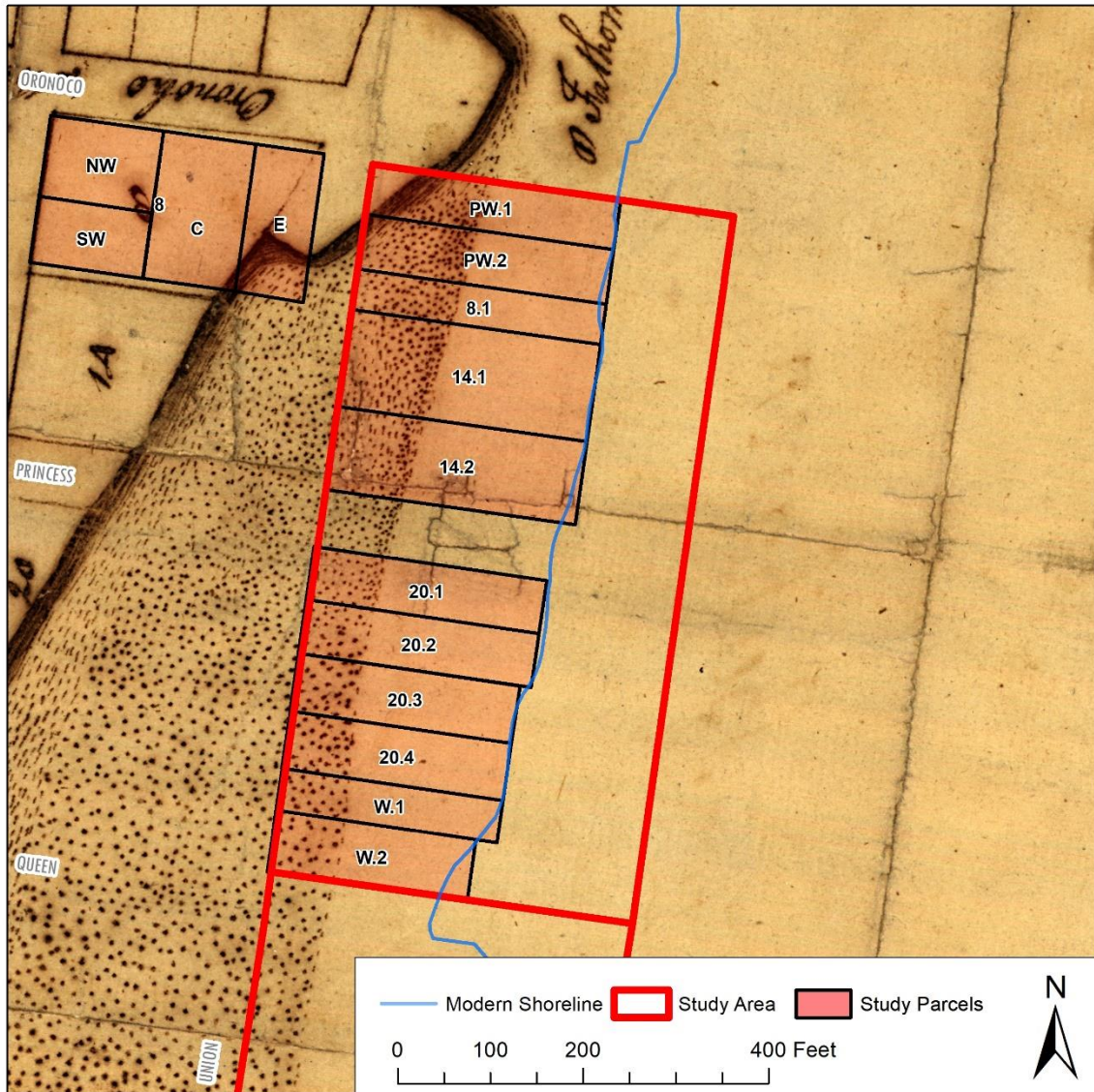


Image 3. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. <https://www.loc.gov/resource/g3884a.ct000223/>. Detail.



Image 4. Historic parcels on the waterfront block between Oronoco and Queen Streets overlaid on aerial photography, 2021.



Image 5. 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.

WANTED to PURCHASE,
Barley, Rye, and Indian Corn,
AT THE
BREWERY and DISTILLERY,
On the County Wharf, Alexandria;
Where may be always had,
STRONG ALE, TABLE BEER,
And WHISKEY of the best quality.
J. KERR.
N. B. Wanted to let, that STORE lately occupied
by Messrs. Hepburn and Dundas, near the Maryland
Ferry.
Dec. 12.

Image 6. James Kerr, "Wanted to Purchase," *Columbian Mirror and Alexandria Gazette*, December 15, 1792, GenealogyBank.

FOR SALE,

On the third Monday of October next, on the premises, in fee simple, (if not disposed of sooner)

ONE HALF of a LOT situated in Alexandria, known by the name of the FERRY LOT, with one half of the FERRY, and an excellent WHARF. One third of the money to be paid down; one third in six months; and one third in twelve months, when an indisputable title will be given. Any person wanting to purchase in the mean time, will please to apply to

WILLIAM HUNTER, JR.

Alexandria, June 23, 1791.

100 - 6w.

IN pursuance of two Deeds from the late
Mr. *William Hunter*, jun. to the subscriber,
one dated the fifth day of February, in
the year 1791, for securing the Payment of
£. 399 : 12 : 4, lawful money of Virginia,
with interest thereupon from that date; and
the other, dated the ninth day of February,
in the same year, for securing the payment
ment of £. 457 : 3 : 6, lawful money of Vir-
ginia, with interest thereupon from the date
thereof—I shall expose to Sale, for *ready-
Money*, at Public Auction, at the Public Fer-
ry-Landing, in this Town, on the 20th day
of next month, at 12 o'clock, one undivided
Moiety of the FERRY-LANDING and
FERRY, at the Town of Alexandria, over
and across the *River Potowmack* to the Ma-
ryland Shore—Also one undivided Moiety
of the WHARF adjoining thereunto, and
of the WAREHOUSE, situated on part of
said Wharf, together with all the advantages
and hereditaments thereunto respectively
appertaining; which said Moieties of the
Ferry-Landing and Ferry, and Wharf, with
the Appurtenances, were sold and conveyed
by Mr. *John Allison* to the said *William
Hunter*, jun. Upon Payment of the purchase-
money, I shall make conveyances of all the
right and title vested in me by the said deeds
of trust.

WILLIAM HODGSON.

Alexandria, Feb' 12, 1793. 186—t.d.s.

To be Rented for One Year from the First of May
next,

THE HOUSE and GARDEN, now occupied
by Mr. Patrick Murray, and situated on the
Corner of King and Pitt Streets.——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 for ever, 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.——Also, to be Rented or
Sold, the Whole or Part of a LOT, on Princess
and St. Asaph's Streets, with a South and East
Front, containing $176\frac{1}{2}$ Feet Front, and 63 in
Depth; it lies high up, and pleasantly situated on
the South-East Corner of the Square where Mr.
Charles Lee lives.——Likewise, to be Let on
Ground-Rent for ever, a LOT of GROUND,
situated between Queen and Princess Streets, on
Pitt-street, containing 86 Feet by $123\frac{1}{2}$.——
Also, 2000 acres of patent Land, in the County of
Monongalia, about 5 Miles from Morgan's-Town,
and 3 from the River Monongalia, which will be
Sold low for Cash or Soldier's Certificates, or
exchanged for Land in this County.——The
Terms may be known by applying to

WILLIAM HEPBURN.

Alexandria, April 13, 1785.

A Dwelling House to Rent.

I WILL rent for one or a term of years, that Two Story Brick Dwelling House, situate on the corner of Princess and Union Streets.—It has two rooms on the first floor, three on the second, and two in the garret, all well finished, and a convenient yard thereto belonging. There is a clever garden adjoining the house that I will let go with it, rent free, till I may have occasion to use myself. Possession will be given any time after the second of next month.

WILLIAM HEPBURN.

August 26.

3wep

Image 10. William Hepburn, "A Dwelling House to Rent," *Columbian Mirror and Alexandria Gazette*, August 31, 1797, GenealogyBank.

Robert Adam,

HAS for sale, old Jamaica spirits, West-India rum, coffee, sugar and cocoa.—Also, a general Assortment of DRY-GOODS, and QUEEN'S-WARE, which he will sell on very reasonable terms, for cash or country produce.—He has to let, on Ground-Rent for ever, 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.—The terms may be known by applying to said Adam, Mr. John Lomax, or Mr. William Ward, where a plan of said Lots may be seen,

March 1, 1785.

Image 11. Robert Adam, "Robert Adam," Virginia Journal and Alexandria Advertiser, March 3, 1785, GenealogyBank.

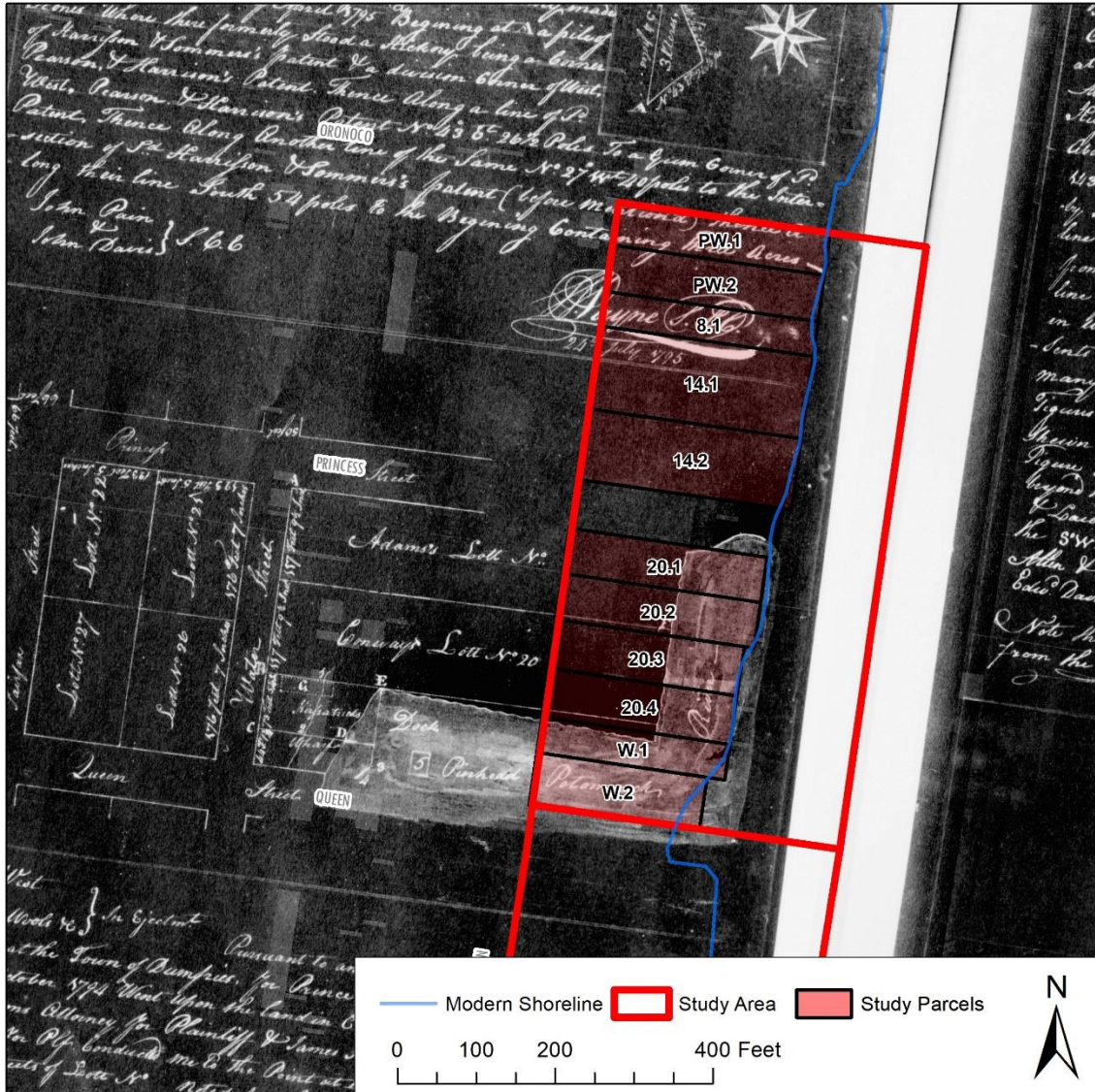


Image 12. Detail of "Record of Surveys," Fairfax County, 56 [Image 164], 1794.



Image 13. Detail "Record of Surveys," Fairfax County, 74 [Image 177], 1798.

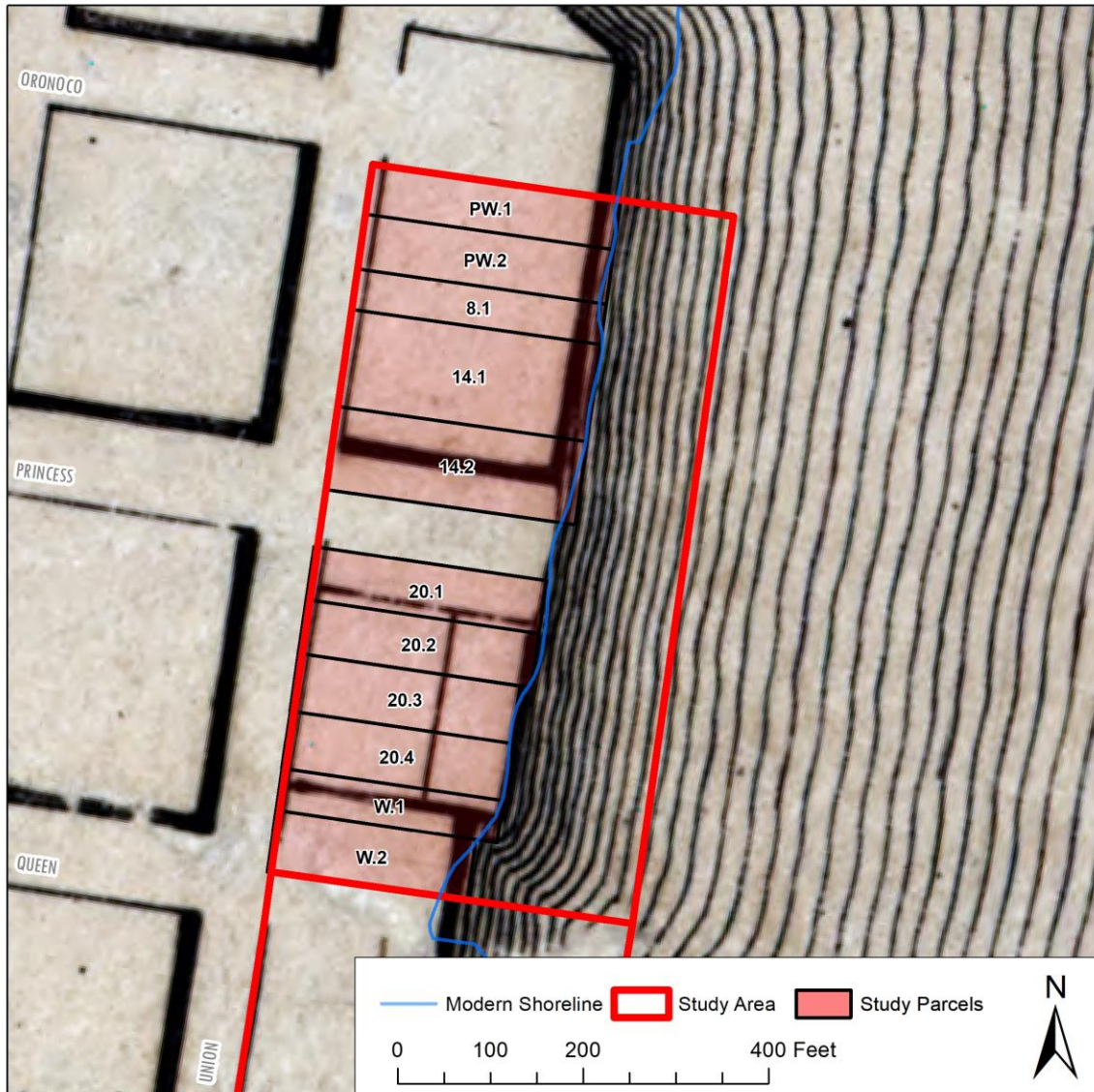


Image 14. Gilpin, George. "Plan of the Town of Alexandria in the District of Columbia, 1798." Image. Alexandria, Virginia: I. Thomas, 1798. <https://www.loc.gov/item/91681006/>. Detail.

To be SOLD to the Highest Bidder,
On Monday the nineteenth of October next, in the town
of Alexandria,

TWO valuable lots in said town, one of which is one hundred and eighteen freat 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 compleatly finished and part filled in, and joins the wharf known by the name of Adam's, or the Long Wharf. It has every advantage a water lot can require, and is bounded by Water-street and the river.

The other lot is opposite up the bank, and bounded by Prince and Water-streets, contains one half acre, has some valuable improvements on it, and affords a beautiful prospect of the river. Each lot will be divided, or sold undivided, as may best suit the purchasers, and may be seen any time before the day of sale, by applying to the subscriber living in the town of Alexandria.

WILLIAM HERBERT.

The partnership of Stewart and Herbert being dissolved by the death of Mr. Andrew Stewart, all those who have any demands against said partnership, are desired to bring in their accounts to the subscriber and they shall be paid; and those indebted to them are requested to make immediate payment, to enable him to make a final settlement of the concern.

W. HERBERT.

Alexandria, Sept. 10, 1778.

Early 19th Century, 1800-1859

Oronoco to Princess Street

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

On April 23, 1801 an execution from the DC Circuit Court in favor of William Billington ordered 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 (Image 16). Cruse estimated an annual sale 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 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

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

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

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, GenealogyBank.

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

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

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

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

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 on the "fish market" during that season.¹¹²

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 (Image 17). 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.¹¹³ Leonard King was a laborer who lived on the wharf from at least 1804-1810.¹¹⁴ Susannah Green was a seamstress there from 1804-1810.¹¹⁵ Samuel Henson was a laborer who lived there from 1804-1810.¹¹⁶

Fish Wharf

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.¹¹⁷

A longstanding practice on the Fish Wharf was that free Black Alexandrians rented lots where they built impermanent wood structures for dining, housing and fish storage. These temporary structures were wood-built with no permanent foundations. Typically, they were one or two stories and their dimensions varied. Some of the tenants lived on site permanently while others worked here seasonally and lived nearby. One free Black man, William C. Beckley, lived in his Fishtown house with his family for 18 years before the war started. Beckley removed an old house and hired men to build a new structure, all white pine, in 1858 or 1859. His lot was 35' frontage on Union Street by 115' deep and was on the north end of the Fish Wharf, likely along the southern side of Oronoco Street. He paid \$25 annual rent, and he estimated his house was 30' wide and about 100' long with a ground floor and a loft that covered two-thirds of the space. The house had three doors, one on each end and one on the east side, and two

¹¹⁰ "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, June 10, 1811, GenealogyBank.

¹¹¹ Edm. I. Lee, "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, August 10, 1811, GenealogyBank.

¹¹² I. P. Thompson, "Alexandria Common Council," *Alexandria Gazette & Daily Advertiser*, May 31, 1819, GenealogyBank.

¹¹³ Miller, *Artisans and Merchants*, s.v. "Bartleman, William."

¹¹⁴ Ibid., s.v. "King, Leonard."

¹¹⁵ Ibid., s.v. "Green, Susan."

¹¹⁶ Ibid., s.v. "Henson, Samuel."

¹¹⁷ Edmund I. Lee, "An Act," *Alexandria Gazette*, February 20, 1813; John Mandeville, "NOTICE," *Alexandria Daily Gazette, Commercial & Political*, February 26, 1813, GenealogyBank; "NOTICE," *Alexandria Daily Gazette, Commercial & Political*, March 16, 1813, GenealogyBank.

windows. In the house, his wife cooked meals for fishermen and fish processors, they offered boarding, and had additional space for fish storage.¹¹⁸

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 C&O and Alexandria Canals.¹²⁰

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 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 (Image 19).

¹¹⁸ “Beckley, William C.,” Ancestry.com. U.S., *Southern Claims Commission Allowed Claims, 1871-1880* [database on-line]. Lehi, UT, USA: Ancestry.com Operations Inc, 2008.

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

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

¹²¹ Miller, *Artisans and Merchants*, s.v. “Evans, John.”

¹²² *Ibid*, s.v. “Waddkins, Robert.”

¹²³ “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, June 7, 1810, GenealogyBank; “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, June 10, 1811, GenealogyBank; “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, January 5, 1813, GenealogyBank.

¹²⁴ ADB E2:443, January 11, 1817.

¹²⁵ William Hepburn, “TO RENT,” *Alexandria Gazette, Commercial and Political*, April 10, 1817, GenealogyBank.

¹²⁶ James McKenzie, “Notice,” *Alexandria Gazette & Daily Advertiser*, August 5, 1820, GenealogyBank.

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

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

Waters & Zimmerman became the agents for the Maryland Mining company, which mined coal from Cumberland, Maryland and brought it via canal to Alexandria where it was wharfed and then loaded onto ocean-going vessels. They subleased the city-owned Fish Wharf in 1851 to store the coal. An estimated 900 tons of coal caused the wharf to sink and buckle, causing the city to order them to remove the coal on the property.¹³⁰ In 1858, the firm, now with additional partner and son of Benjamin Waters, Thomas A. Waters, became agents for a fertilizer manufacturer, B. M. Rhodes & Co., selling "Rhodes' Super Phosphate of Lime."¹³¹

The "booth" or eating house of Betsey Dogan, a free Black woman who rented a lot on the Fish Wharf, burned in 1860. She had it rebuilt in February or March 1861. A free Black ship caulker named Charles W. Brown remembered lodging with her before the fire, helping to build the new structure, and staying there for a few weeks after it was built.¹³²

Parcel 8.1: Taylor's Wharf

During the early 19th century, the use and occupancy of this wharf is not well documented. This wharf was an informal extension of the Fish Wharf. 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. Jesse Taylor died intestate in 1800, leaving his widow, Elizabeth, and seven adult children as heirs.¹³³ Ultimately, this parcel was divided into 48 shares. In 1826, Robert J. Taylor, a lawyer and son of Jesse and Elizabeth Taylor, began to acquire those shares through numerous transactions over the span of 17 years.¹³⁴ The

¹²⁸ From the *Alexandria Gazette* 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, https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportshomettewaterfrontsubmergedresources.pdf?_gl=1*1subkg3*_ga*MTU2NjgxODM0Ni4xNjc3MDAzODkz*_ga_249CRKJTTH*MTcwMDU4OTk0Ny40NzMuMC4xNzAwNTg5OTQ3LjAuMC4w.

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

¹³⁰ Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927, Common Council of Alexandria vs Benjamin Waters, Reuben Zimmerman, Jarvins etc., 1852-015. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia; Arlington Chancery, Waters & Zimmerman vs Maryland Mining Co, 1855-014.

¹³¹ Arlington Chancery, Waters, Zimmerman & Co. vs B M Rhodes & Co., 1860-013. Zimmerman died in June 1859.

¹³² "Dogan, Robert H.," *Southern Claims Commission Allowed Claims, 1871-1880*.

¹³³ Arlington Chancery, William Helm vs. Heirs of Jesse Taylor, 1802-011.

¹³⁴ ADB P2:438, May 27, 1826; 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 X2:275, August 15, 1837; ADB D3:226, August 10, 1843.

1830 tax assessment did not list any tenants here. An 1842 map shows several buildings on this and the City-owned County Wharf (Image 18). 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.¹³⁵

Parcel 14.1: Ferry Wharf

John Hodgkins was licensed and bonded to operate a ferry from Alexandria's Ferry Wharf to Thomas' Ferry on the Maryland shore in November 1802.¹³⁶ Hodgkin(s) was a tavernkeeper and horse dealer; he ran the Indian Queen Tavern for several years.

Shortly after the turn of the century, Andrew Jamieson, prominent baker, 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.¹³⁷ 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.¹³⁸ An 1804 map showed the ferry approximately located at this parcel. 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 (Image 20). In December 1819, Joseph Fearson and his father established themselves here in the grocery and wood business under the name S. G. Fearson & Co. They offered oakwood for sale in 1820.¹³⁹ 1820 tax records show Jas. N. & Jos. Fearson as tenants.

Andrew Jamieson died in 1823, leaving his real estate to his wife, Mary Jamieson, and son, Robert Jamieson, equally divided between them.¹⁴⁰ Soon after, Robert Jamieson and Robert Anderson offered the Upper Ferry Wharf, with the store, dwelling house, and cooper's shop, for rent (Image 21).

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.¹⁴¹ 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. (Image 22)"

The Constable of Alexandria enforced two writs of execution in favor of John M. Johnson & Co. and James Thomas against Thomas Kingston. Kingston's interest in this parcel and its western extension to Water Street sold for \$100 at public auction to James Robinson in 1829.¹⁴² The advertisement described a lot of ground without mentioning any buildings or tenants.¹⁴³ In 1830, James Harris and Hiram Yost were tenants on the parcel.

¹³⁵ ADB I3:289, November 13, 1847; Robert J. Taylor, "Auction Sales," *Alexandria Gazette*, July 14, 1847, GenealogyBank.

¹³⁶ ADB C:322, November 22, 1802.

¹³⁷ ADB E:143, July 19, 1802.

¹³⁸ ADB G:197, December 7, 1803.

¹³⁹ Miller, *Artisans and Merchants*, s.v. "S. J. Fearson & Co."

¹⁴⁰ Andrew Jamieson, Last Will and Testament, Alexandria Will Book (AWB) 3:98, July 7, 1823; Andrew Jamieson, "Obituary," *Alexandria Gazette*, July 8, 1823, GenealogyBank.

¹⁴¹ ADB R2:291, April 2, 1827.

¹⁴² ADB R2:445, August 25, 1829.

¹⁴³ Richard Shackelford, "Public Sale," *Alexandria Gazette*, July 23, 1829, GenealogyBank.

Robert Anderson, biscuit baker, died in 1833 and freed two enslaved men in his will: William Thornton with a \$300 payout and Bill Posey. He gave his real estate between Oronoco and Princess Streets to Margaret Conway, sister of Robert Jamieson, to be held in trust by Jamieson.¹⁴⁴

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 1849.¹⁴⁵ Page used his interest in the building and fishing fixtures to secure a debt in October 1849.¹⁴⁶

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. (Image 23)"

Robert Jamieson sold his father's real estate to Benoni Wheat, and Wheat immediately sold it back to Jamieson at the same price.¹⁴⁷ In 1840, Jamieson bought Andrew Conway's share of Robert Anderson's estate.¹⁴⁸ He bought Colin A. Conway's share in 1848.¹⁴⁹ 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 1840.¹⁵⁰ 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 1842.¹⁵¹

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 (Image 18). The 1845 Ewing map of Alexandria shows a stepped-front wharf on this parcel (Image 19).

Nathaniel & Sarah Ann Janney sold their share of this parcel, extending from Water Street into the Potomac River, to Robert H. Miller in 1846.¹⁵² In 1851, Robert Jamieson and the remaining Conway heirs sold all their interest in the parcel to Andrew Fleming for \$7,000.¹⁵³

¹⁴⁴ Robert Anderson, Last Will and Testament, AWB 4:60, July 5, 1833; "DIED," *Alexandria Gazette*, July 6, 1833, GenealogyBank.

¹⁴⁵ 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, GenealogyBank.

¹⁴⁶ ADB L3:155, October 24, 1849.

¹⁴⁷ ADB X2:114 and ADB W2:273, September 15, 1836.

¹⁴⁸ ADB B3:5, April 25, 1840.

¹⁴⁹ ADB K3:159, August 28, 1848. Colin A. Conway was the son of Robert and Margaret Conway; Margaret was Robert Jamieson's sister.

¹⁵⁰ R. Johnston, "In Council, 29th May 1840," *Alexandria Gazette*, June 2, 1840, GenealogyBank; ADB B3:12, June 1, 1840.

¹⁵¹ Shomette, "Maritime Alexandria," 181.

¹⁵² ADB G3:383, March 13, 1846.

¹⁵³ ADB M3:368, May 31, 1851. Andrew Fleming and Andrew Jamieson used the parcel to secure a debt in 1854, ADB Q3:393, December 15, 1854.

Fleming & Douglass offered this property for sale in February 1858. It had a two-story frame building which rented for \$200 annually, with one or two fish sheds. The platform wharf was rented for \$300-400 during fishing seasons. They suggested that a coal company might find it to be a convenient point for loading and shipping.¹⁵⁴

Parcel 14.2: Hepburn's Wharf

Hepburn & Dundas dissolved their partnership in May 1803.¹⁵⁵ 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 (Image 24, Image 25).¹⁵⁶ 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.¹⁵⁷ Dundas immediately used the real estate to secure a debt.¹⁵⁸ 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.¹⁵⁹ 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 (Image 26). George Carter of Oatlands in Loudon County purchased the property.¹⁶⁰ 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 1831.¹⁶¹ Hezekiah B. Smoot occupied this wharf and warehouse in 1838, using it to package and store fish in barrels (Image 27). He referred to it as "his old stand at the Fish Wharf." 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 (Image 18). An 1845 map of Alexandria shows a projecting wharf with open docks on the north and south sides (Image 19). Richard C. Barton was the tenant in 1850.

Ulam W. Barker and George Kephart ran an independent lumber trading business from King Street and established their lumber yard near the Fish Wharf at Princess and Union Streets in 1851.¹⁶²

¹⁵⁴ Fleming and Douglass, "Valuable Wharf Property for Sale," *Alexandria Gazette*, February 24, 1858, GenealogyBank.

¹⁵⁵ William Hepburn and John Dundas, "The Partnership of Hepburn & Dundas," *Alexandria Advertiser and Commercial Intelligencer*, May 14, 1803, GenealogyBank.

¹⁵⁶ William Hepburn, "To Be Rented," *Alexandria Gazette, Commercial and Political*, March 25, 1815, GenealogyBank; William Hepburn, "To Rent," *Alexandria Gazette, Commercial and Political*, December 16, 1816, GenealogyBank; William Hepburn, "TO RENT," *Alexandria Gazette, Commercial and Political*, April 10, 1817, GenealogyBank.

¹⁵⁷ William Hepburn, Last Will and Testament, AWB 2:186, May 26, 1817.

¹⁵⁸ ADB F2:126, July 24, 1817.

¹⁵⁹ W. H. Dundas, "Timber," *Alexandria Gazette & Daily Advertiser*, September 18, 1817, GenealogyBank.

¹⁶⁰ ADB K2:166, November 10, 1820. For more on Oatlands and Robert Carter, see <https://oatlands.org/the-carter-era/>.

¹⁶¹ ADB S2:536, January 14, 1831.

¹⁶² 1850 Alexandria Land Tax Book, on file at Alexandria Archaeology; Kephart and Barker, "NEW LUMBER YARD," *Alexandria Gazette*, November 25, 1851, GenealogyBank.

Princess to Queen Street

Parcels 20.1 and 20.2: Adam's Wharf, 1774-1823

Adam's Wharf is labeled on a plat map of the city from 1804 (Image 28). 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).¹⁶³

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 purchasing this lot and frame tenement valued at \$2,000 for \$990.¹⁶⁴ The 1830 tax assessment shows Mary Smith as Janney's tenant.

Janney sold this parcel to Hugh Smith in 1836.¹⁶⁵ 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 (Image 18). An 1845 map shows the wharf without any detail for structures (Image 19). Hugh Smith sold the parcel to James Smith in 1853.¹⁶⁶

An unknown fish house operator here went out of business in 1858 and their property, including the lumber of the house, went up for sale. The house contained 20,000 feet of lumber, 900 fish barrels, 65 whiskey barrels, 60 fish hogsheads, three fish vats, 250 bushels of salt and miscellaneous tubs, nets, and plank. The business owned three "fine" horses and one "superior" saddle horse, two new carts and one new dray.¹⁶⁷

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, 1823.¹⁶⁸ She used it to secure a debt to Thomas Irwin in 1824.¹⁶⁹ The 1830 tax assessment shows Sofia Stepney as the tenant of Jane Dade. No tenant was listed on the 1840 or 1850 tax assessment.

¹⁶³ ADB M2:421, May 1, 1823; "Married," *Alexandria Daily Gazette, Commercial & Political*, May 25, 1809, GenealogyBank. 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.

¹⁶⁴ 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.

¹⁶⁵ ADB X2:85, February 16, 1836.

¹⁶⁶ ADB P3:52, July 8, 1853.

¹⁶⁷ D. Funsten, "Trust Sale of Fish Barrels, Vats, Horses Etc.," *Alexandria Gazette*, February 24, 1858, GenealogyBank.

¹⁶⁸ ADB M2:421, May 1, 1823.

¹⁶⁹ ADB O2:99, July 15, 1824.

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 (Image 18). An 1845 map shows the wharf without any detail for structures (Image 19).

Jane Dade offered this wharf for rent, "lately occupied by H. Simpson," in March 1845.¹⁷⁰

Jane Dade was released from trusts due to repayment of debts in 1844. She entered an additional trust in 1849.¹⁷¹

A. W. Eastlack's Ship Yard, 1851-1860

Mr. Eastlack built canal boats from his ship yard on the waterfront in 1851.¹⁷² During his occupation of this parcel, he installed a railroad with a blacksmith's shop, ship screw, and other equipment (Image 1862 map). He built the *William Fowle* for the Alleghany Coal Company in April 1851.¹⁷³ He finished another boat by August of that year with two more on the stocks, ie under construction.¹⁷⁴ A fire destroyed a building on this parcel and damaged one adjoining building on December 8, 1851.¹⁷⁵

Eastlack had two small boats on the stocks in May 1854.¹⁷⁶ In August of that year he launched a sixty ton schooner for S. Shinn & Son.¹⁷⁷

Dade offered this parcel for sale in 1855, describing a wharf lot currently occupied as a ship yard by A. W. Eastlack.¹⁷⁸ However, in 1859 it was still occupied by A. W. Eastlack but offered for sale by Reuben Johnston, one of Dade's creditors.¹⁷⁹

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 (Image 28).

Conway gave his wharf to his brother, Joseph Conway, upon his death in 1806.¹⁸⁰ 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 queen."

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

¹⁷⁰ Jane Dade, "For Rent," *Alexandria Gazette*, March 4, 1845, GenealogyBank.

¹⁷¹ ADB F3:293, July 1, 1844; ADB K3:489, July 24, 1849.

¹⁷² "[The Appearance of the Commencement...]," *Alexandria Gazette*, April 2, 1851, GenealogyBank.

¹⁷³ "[A Splendid Canal Boat...]," *Alexandria Gazette*, April 2, 1851, GenealogyBank.

¹⁷⁴ "Local Items," *Alexandria Gazette*, August 26, 1851, GenealogyBank.

¹⁷⁵ "Local Items," *Alexandria Gazette*, December 9, 1851, GenealogyBank.

¹⁷⁶ W., "Communicated," *Alexandria Gazette*, May 9, 1854, GenealogyBank.

¹⁷⁷ "Local Items," *Alexandria Gazette*, August 8, 1854, GenealogyBank.

¹⁷⁸ Jane Dade and James Dempsey, "For Sale," *Alexandria Gazette*, October 16, 1855, GenealogyBank.

¹⁷⁹ Reuben Johnston, "For Sale," *Alexandria Gazette*, October 3, 1859, GenealogyBank.

¹⁸⁰ Richard Conway, Last Will and Testament, 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 attached a codicil on July 1, 1806, naming his brother and two nephews instead. He attached another codicil on November 17, 1806, detailing the specific properties that each should receive.

rent (Parcel 20.4 in the study area).¹⁸¹ The second added the parcel to the north, including a brick warehouse, wharf and dock for 10 years.¹⁸² Marsteller & Young converted two warehouses to biscuit bakeries. According to Joseph Riddle, this action spurred commercial activity in an area that was underutilized: "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."¹⁸³

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.*¹⁸⁴

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."¹⁸⁵

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 1807.¹⁸⁶

In 1811, Thomas Conway sold his inheritance, the 40' strip of land from Water Street to the River, to Joseph Conway.¹⁸⁷ The deed noted that the eastern portion, Parcel W.1 in this study, was under a demise to Marsteller & Young. Marsteller & Young fell behind on their rent and some of their property was seized and sold to raise funds. It was not enough, so they were ejected from the property in August 1815.¹⁸⁸ Marsteller used the wharf and warehouses to secure a debt to the United States of America in 1816.¹⁸⁹

¹⁸¹ ADB K:458, June 18, 1805.

¹⁸² ADB N:75, June 17, 1806. This lease included a parcel on the west side of Union Street that is outside the study area.

¹⁸³ Answer of Joseph Riddle, Arlington Chancery, Dennis Ramsay vs. Joseph Riddle ETC, 1807-002.

¹⁸⁴ Ibid., Deposition of Neil Mooney

¹⁸⁵ Ibid., Deposition of Jacob Wisemiller.

¹⁸⁶ Ibid., Deposition of James Patten.

¹⁸⁷ ADB U:361, March 8, 1811.

¹⁸⁸ ADB BB:77, August 25, 1815.

¹⁸⁹ ADB C2:94, January 25, 1816.

John Shreve operated a steamboat and a team boat from Conway's Wharf in September 1817 (Image 29). This was a temporary arrangement because Shreve ran his ferry service from Bartle's Wharf, on the south side of Queen Street, from 1816-1818.¹⁹⁰

By 1820, Joseph Conway had died, and Andrew Jamieson occupied the wharf according to the tax assessment. It was part of the marriage bond when Harriet V. Nickoll, the daughter of Joseph Conway, married Joseph B. Ladd in 1824.¹⁹¹

William Fowle & Co. occupied the wharf in 1830 and Jacob Douglas in 1840. An 1842 map of the Potomac River shows an 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 (Image 18).

In 1842, a portion of Parcel 20.4 including a brick dwelling, warehouse, steam mill and right of landing on the wharf, was sold due to Ladd's failure to pay debt.¹⁹² The new owners were Benoni Wheat and John J. Wheat. Benoni Wheat's estate went up for public auction and the steam mill and wharf were purchased by four partners: Benjamin H. Lambert, John J. Wheat, Robert W. Wheat, and Benoni Wheat.¹⁹³ An 1845 map shows the wharf without any detail for structures (Image 19).

1850 tax records for Parcels 20.3 and 20.4 list Harriet V. Ladd as the owner of two houses and a lot from Union to the river with tenants Daniel Shryer, Jane E. Davis, Catherine Howson and Mary Ann Stone. Benoni Wheat owned and occupied the steam mill and wharf.

Harriet Ladd leased the wharf that spanned Parcels 20.3 and 20.4 to Alexander Aldrich and Charles G. Morrison for a 7-year term in 1853.¹⁹⁴ The Ladds sold this wharf and improvements to Lambert & Wheat for \$5,000 in 1854.¹⁹⁵

The slip or dock that occupied most of Parcel W.1 passed to Harriet V. Ladd through her Conway ancestry. In 1853, Ladd sold the parcel, extending west to Water Street, to William N. Brown, who in turn sold it to Benjamin H. Lambert and John J. Wheat. The lease of Alexander Aldrich transferred to Lambert & Wheat.¹⁹⁶

Parcel W.2

The ownership of this parcel originates in the lot on the west side of Union Street. In 1844, James Dundas and Sophia Peyton sold that parcel to Robert G. Violett.¹⁹⁷ 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.

¹⁹⁰ See report for Queen to Cameron Streets.

¹⁹¹ ADB O2:35, October 20, 1824.

¹⁹² ADB Q2:190, October 9, 1827; ADB B3:389, September 7, 1842. Benoni Wheat secured a debt with this property in 1842, ADB B3:397, September 7, 1842.

¹⁹³ ADB P3:607, February 1, 1853.

¹⁹⁴ ADB O3:336, March 1, 1853.

¹⁹⁵ ADB R3:450, March 1, 1854.

¹⁹⁶ ADB O3:515, March 14, 1853; ADB O3:513, March 15, 1853; ADB O3:517, March 25, 1853.

¹⁹⁷ ADB F3:226, June 8, 1844.

BREWERY IN ALEXANDRIA, FOR SALE.

THE subscriber will sell all his interest in that extensive Brewery which he now occupies of which there is eleven years of an unexpired lease to come from the 5th Sept. next.

This Brewery is on an extensive plan having two copper boilers of 1200 and 500 gallons, and every working utensil complete, with malt house, kiln and mill, &c. and is situate on the river Potomack with a line of wharf running with the bed of the river 150 feet, on repairing of which there was lately expended 1000 dollars. The city of Washington and George-town is only 4 miles distant, where a barrel of beer is sent at a few cents expence.

To the capitalist who may be skilled in Brewing, or can procure a person of skill, this concern offers great advantages, as the business might be extended so as to become extremely valuable.

Proposals will be received to the first of July, every necessary information may be had, and letters post paid duly attended to.

Apply to

THOMAS CRUSE.

May 15

thst20je

Image 16. Thomas Cruse, "Brewery in Alexandria," Aurora General Advertiser, June 7, 1806, GenealogyBank.

Public Sale.

Will be sold at Public Sale on Saturday, the 15th instant, at three o'clock in the afternoon, for ready money,



The Schooner,

Now on the Stocks at the County Wharf, with the rigging now on her, two new Anchors and a Camboose. This vessel is upwards of 60 tons burthen, will carry from 550 to 600 barrels, built entire of good seasoned materials, will be launched in two weeks from the day of sale. To be finished and delivered with all her spars, and every thing customary for a shipbuilder to finish.

P. G. MAJSTELLER V. M for
William Rhodes.

Alex. Nov. 11, 1800.

Image 17. William Rhodes, "Public Sale," Times; and District of Columbia Daily Advertiser, November 11, 1800, GenealogyBank.

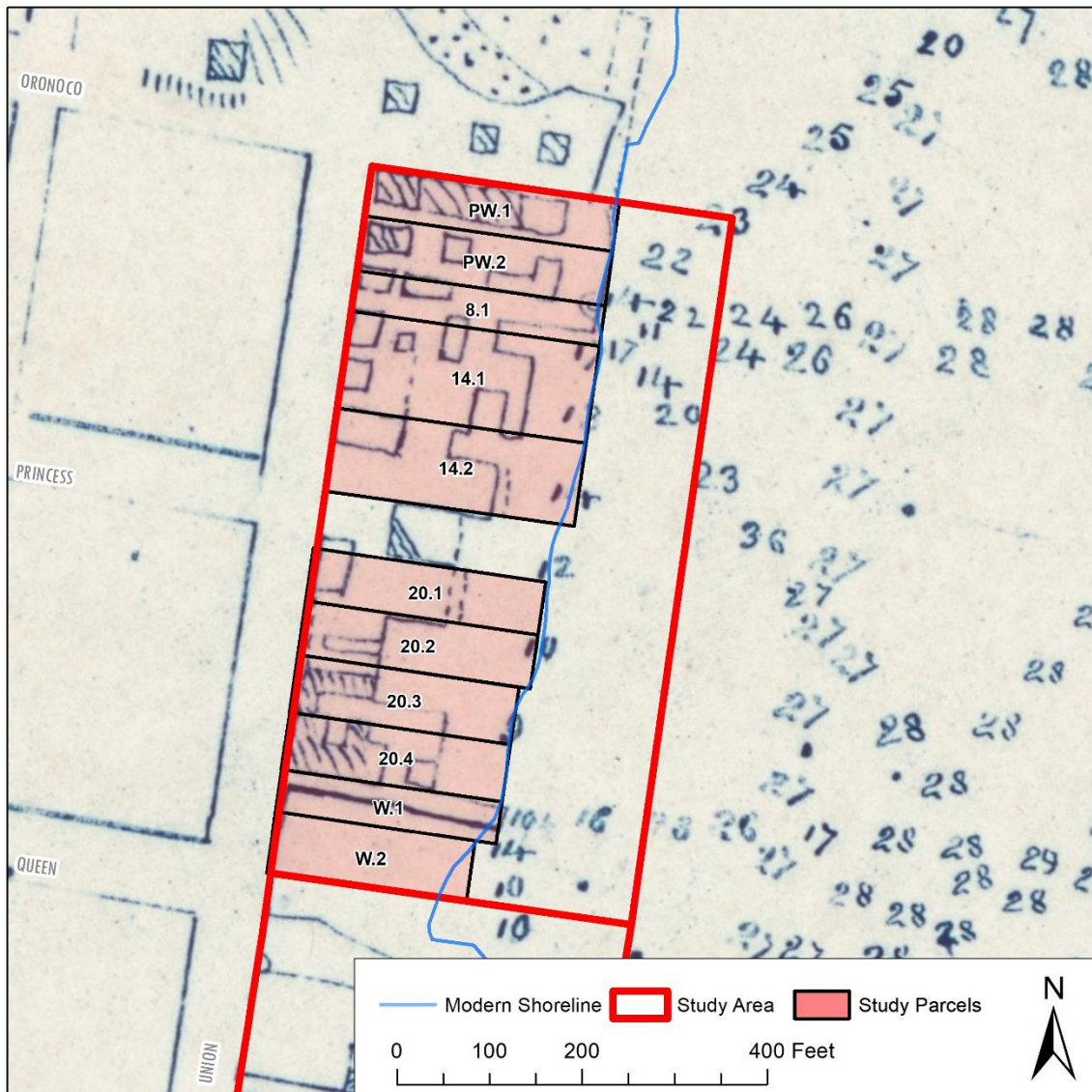


Image 18. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. <https://www.loc.gov/resource/g3792p.ct006462/>. Detail.

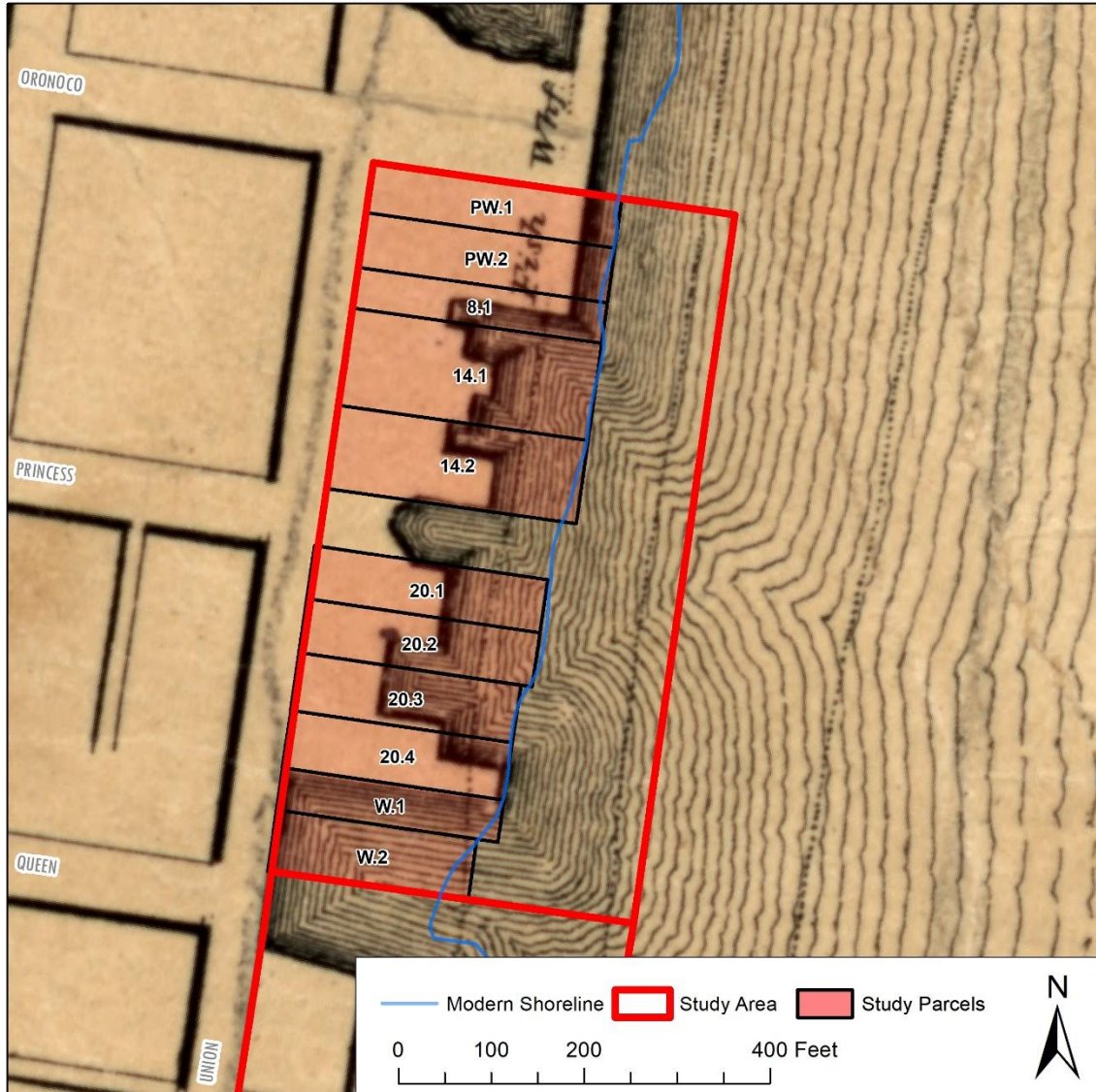


Image 19. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. <https://www.loc.gov/item/89692516/>. Detail.

TO RENT,
For one or more years,
The *Upper Ferry WHARF*, together
with the store, dwelling house & coop-
er's shop situate on the same.—For terms
apply to
ANDREW JAMIESON,
or **ROBERT ANDERSON.**
April 25. St*

Image 20. Andrew Jamieson and Robert Anderson, "To Rent," Alexandria Gazette, April 26, 1815, GenealogyBank.

Sept 26

To Rent,



For one or more years, and possession given the first of Oct. the

Upper Ferry Wharf,

together with the store, dwelling house and cooper's shop thereon. For terms apply to


**ROBERT ANDERSON, or
ROBERT JAMIESON**

sep 27

31

Image 21. Robert Anderson and Robert Jamieson, "To Rent," Alexandria Gazette, September 26, 1823, GenealogyBank.

To Rent,

 For the fishing season, the shop and salt shed in the house at the Upper Ferry, occupied last year by *Monroe & Co.* This valuable stand for a small grocery, is adjoining the public Fish Wharf, and will be rented low with the privilege of the wharf for landing and putting up fish. Apply to

*ROBERT ANDERSON, or
ROBERT JAMIESON.*

march 5

St

Fish Wharf.

THE LOTS on the Fish Wharf will be rented on Thursday the 8th inst. at 10 o'clock. .march 5

AUCTION SALES.

BY GEORGE WHITE.

REAL ESTATE AT AUCTION.

ON Thursday, the 15th day of September next, will be offered at public auction the following valuable property:—

A wharf Lot beginning at the intersection of Union and Queen streets, and running thence Southwardly fifty feet on the East side of Union street and extending into the river.

Also, a lot on the west side of Union street, opposite the Steam Mill, 65 feet front and extending to the rear 140 feet (more or less) to a 20 foot alley.

Also, one 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.

Also, one moiety of a Lot on the West side of Union street, immediately opposite the last named, fronting on said street 50 feet, and running west to Water street; on this lot is an excellent three story brick Bake-House covered with slate.

Also, a lot of ground on the west side of Water street, immediately opposite the last named lot, binding on said street 85 feet by 140 feet in depth.

One third of the purchase money will be required in hand, and the residue in one and two years with interest, the payments to be secured by a lien upon the property. The sale to commence at 10 o'clock precisely, at the intersection of Union and Queen streets

aug 22—cots **ROBT. JAMIESON, Exr.**

TO RENT.

For one or a term of Years,

My Wharf & Warehouse on the north side of Prince street in the town of Alexandria. Possession may be had the 17th of next month. The warehouse is large and convenient & will hold 30,000 bushels grain or salt, and being exactly at the ferry landing, makes it one of the best places in town for purchasing grain or selling salt or any other heavy article. For terms apply to

William Hepburn.

December 16

if

Image 24. William Hepburn, "To Rent," Alexandria Gazette, Commercial and Political, December 16, 1816, GenealogyBank.

TO RENT,

For one or a term of years, and immediate possession given—

MY WHARF & WAREHOUSE—
being on the corner of Prince and Union streets, adjoining the fish market and the landing of the upper ferry, renders it a good place for a store. The house is large, & will hold in two rooms twenty thousand bushels of salt or grain.

William Hepburn.

april 10

Image 25. William Hepburn, "TO RENT," Alexandria Gazette, Commercial and Political, April 10, 1817, GenealogyBank.

Public Sale.

BY virtue of a deed of trust, executed to the subscriber, by William H. Dundas, dated the 24th day of July, 1817, for certain purposes therein mentioned, I shall proceed to sell at public auction, on the premises, for cash, on the 14th of April next ensuing the date hereof, the Wharf, Warehouse and Lot of Ground, devised to the said Dundas, by Wm. Hepburn. Such title will be made as is vested in the trustee.

JOHN HOOFF, Trustee.

march 6.

114A

SHAD AND HERRINGS.

HEZEKIAH B. SMOOT respectfully informs his friends and the public in general, that he has taken his old stand at the Fish Wharf, Alexandria, where he is ready to wait upon all those who may favor him with their patronage. He will put up the fish in good tight white oak barrels, so that they will keep in fine order for years—they being well cured, and salted. Families, who are desirous of having their fish put up in the best manner, will do well to give him a call. Orders will be punctually attended to, and barrels or half barrels of prime fish furnished, as they may be wanted. He will also put up a few half barrels of staid roe. Prices will be moderate.

Members of Congress who are desirous of sending home a barrel of good fish for their families, can be accommodated in the best manner.

apr 6—'f

[Nat Int 2w2w]

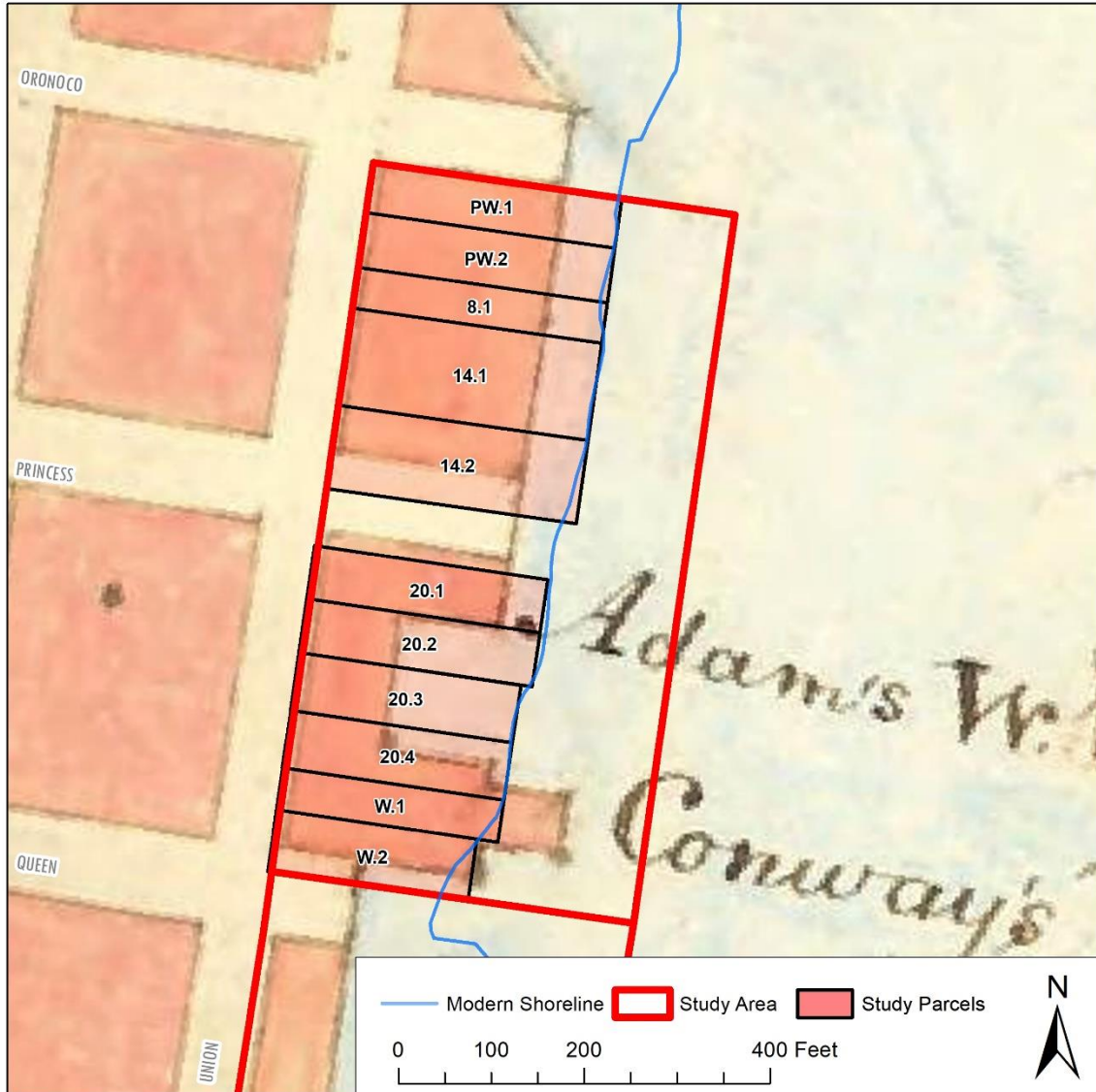


Image 28. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail.

Notice.

IN future, the STEAM BOAT will leave Conway's wharf at 9 A. M. and the TEAM BOAT at 4 o'clock P. M. for Georgetown. Having rented a commodious and safe room immediately on the wharf, all goods sent to either boat can be deposited there; the key of which will be left at Mr. Andrew Jamieson's counting room.

JOHN SHREVE.

August 13

fmw

Image 29. John Shreve, "Notice," Alexandria Gazette & Daily Advertiser, September 19, 1817, GenealogyBank.

Civil War Era, 1860-1865

Oronoco to Princess Street

Parcels PW.1 and PW.2: Fishtown

The Fish Wharf is clearly labeled on the 1862 *Plan of Alexandria*, with a large, rectangular structure indicated along the south edge of Oronoco Street (Image 30).

When the US Army Quartermaster took over the Alexandria waterfront in May 1861, the residents and occupants of Fishtown continued life as usual for a short time. William Beckley remembered that soldiers and people of color met up and “were in the habit of coming to my house after refreshments.” A year later, he and his family were ordered to leave their house on the wharf and were not permitted to take it down to keep the lumber. The exact timing is unclear, but the army used the structure to store tools, shoe horses, and store hay until they tore it down and reused some of the lumber to build large hay sheds.¹⁹⁸

Robert H. Dogan rented a lot on the Fish Wharf from the City of Alexandria in March 1861. John A. Seaton, a free Black carpenter, built a 28’ by 20’ frame building with two floors for Dogan. Dogan ran an eating house, where he sold meals to fishermen and fish processors, until May 1861 when the US Army took possession of it. His mother, Betsy Dogan, owned a 20’ by 30’ house of two stories made of white pine timber. She left her house, which stood three feet from her son’s, a day or two after Robert left his. Robert H. Dogan had a residence on Union Street between King and Prince Streets where he moved and remained during the war years. Robert Dogan worked for the Quartermaster during the war for three-four months in 1863. Betsy Dogan died during the war, likely in 1864. The army stored hay in the houses until they tore them down to build larger hay sheds in their places.¹⁹⁹

Parcel PW.1 and PW.2: Lumber Yard

Magnus’ 1863 *View* shows long hay sheds on most of this block (Image 31). 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 (Image 32).

Parcel 8.1

This parcel was the southern edge of the Fish Wharf in the 1862 *Plan of Alexandria* (Image 30). Magnus’ 1863 *View* shows long hay sheds on most of this block (Image 31). 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 (Image 32).

Parcel 14.1

This parcel contained a wharf with a pier with docks on the north and south in the 1862 *Plan of Alexandria* (Image 30). Magnus’ 1863 *View* shows long hay sheds on most of this block (Image 31). 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 (Image 32).

¹⁹⁸ “Beckley, William C.,” *Southern Claims Commission Allowed Claims, 1871-1880*.

¹⁹⁹ “Dogan, Robert H.,” *Southern Claims Commission Allowed Claims, 1871-1880*. Seaton, the carpenter, worked as a police officer in Washington, D. C. at the time of his testimony.

Parcel 14.2

This parcel contained a wharf with a pier with docks on the north and south in the 1862 *Plan of Alexandria* (Image 30). Magnus' 1863 *View* shows small wood structures and stacked hay on this area (Image 31). 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 (Image 32).

Princess to Queen Street

Parcel 20.1

This parcel contained a wharf with the Princess Street dock on the north in the 1862 *Plan of Alexandria* (Image 30). Magnus' 1863 drawing of the waterfront shows an open area on this part of the waterfront (Image 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 (Image 32).

Parcel 20.2

Jane Dade offered the wharf for sale again in May 1860, noting that it was occupied as a Shipyard by A. W. Eastlack but would be available for occupation in August.²⁰⁰ In August, the Railway and its "appurtenances, Steaming Box, Blacksmith's Shop, Trussels, Grind Stone, Ship Screw, &c, &c,..." were offered for public sale by the county Constable.²⁰¹ This parcel was labeled "Marine Railway" in the 1862 *Plan of Alexandria* (Image 30).

Magnus' 1863 drawing of the waterfront shows a warehouse on this part of the waterfront (Image 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 (Image 32).

Parcels 20.3, 20.4, and W.1

These parcels were labeled "Plaster Mill" in the 1862 *Plan of Alexandria* (Image 30). The southern edge of the wharf ended on the northern half of Parcel W.1.

Magnus' 1863 drawing of the waterfront shows a complex of structures including a smokestack/chimney on this part of the waterfront (Image 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 (Image 32). The end of the wharf has a L-shaped addition projecting to the north and a 66 ½' x 120' shed.

Parcel W.2

This parcel was a slip or dock in the 1862 *Plan of Alexandria* (Image 30). Magnus' 1863 drawing of the waterfront shows the Queen Street dock extending north along the eastern edge of Union Street (Image 33). It was a slip or dock in the 1865 Quartermaster's Map (Image 32).

²⁰⁰ Jane Dade, "Auction Sale," *Alexandria Gazette*, May 10, 1860, GenealogyBank.

²⁰¹ Joseph Padgett, "Public Sale," *Alexandria Gazette*, August 30, 1860, GenealogyBank.

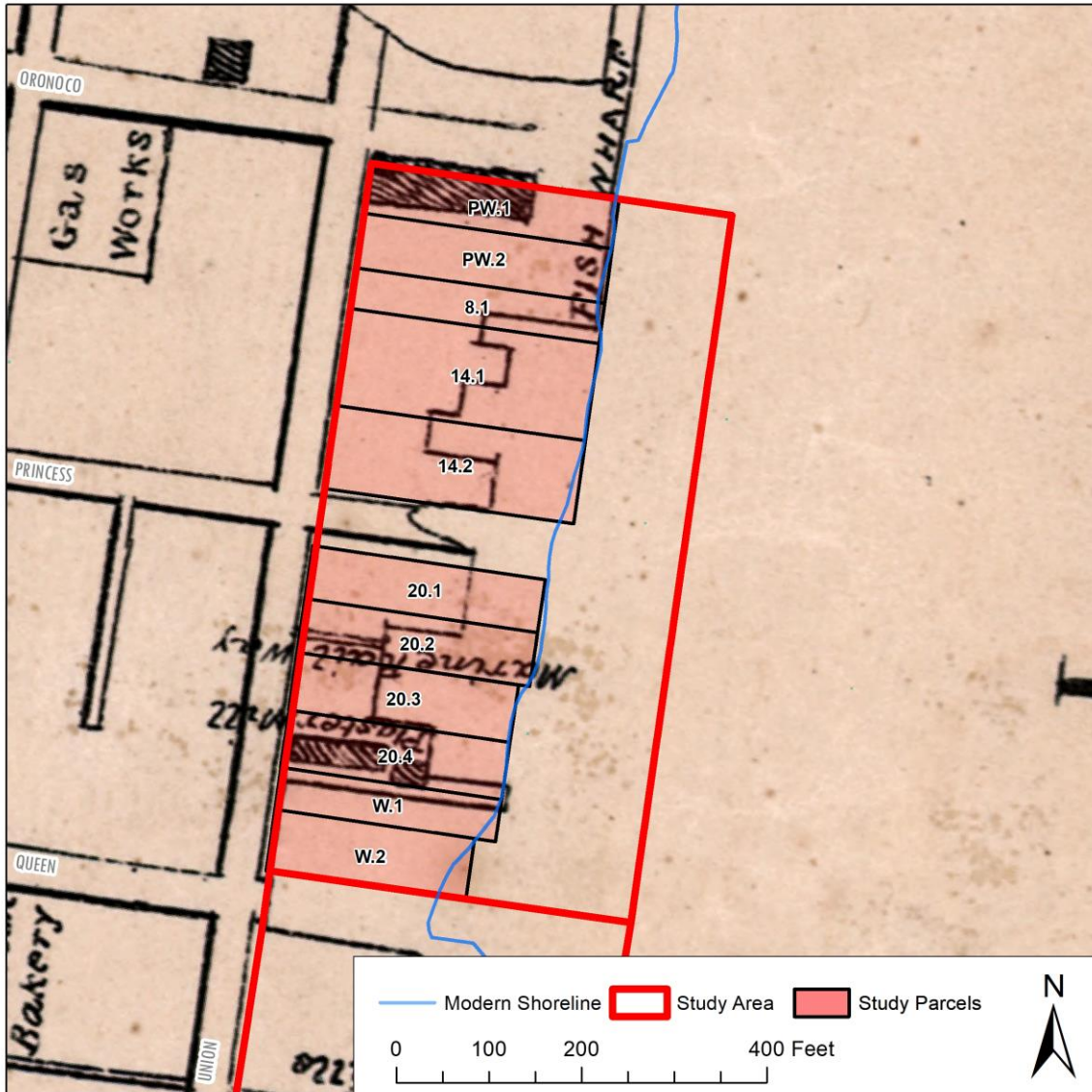


Image 30. United States Coast Survey. "Plan of Alexandria." 1862. Image. <https://www.loc.gov/item/89692513/>. Detail.

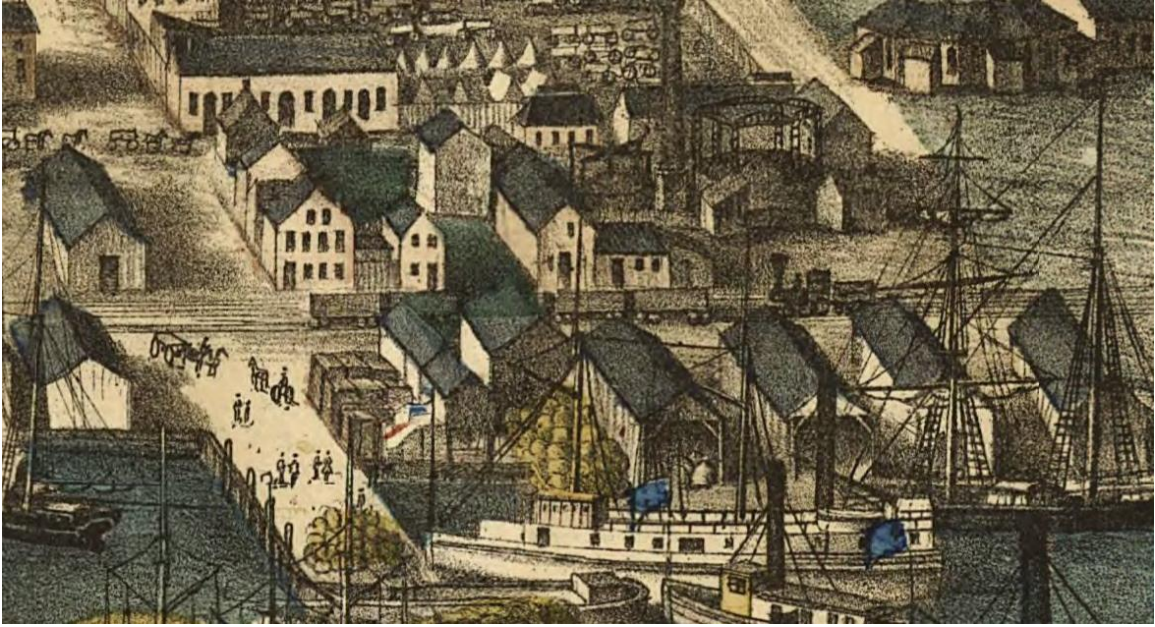


Image 31. Magnus, Charles. *Birds Eye View of Alexandria, Va.* 1863. Lithographic print. Library of Congress.
<https://www.loc.gov/item/81694373/>. Detail. Showing the waterfront from Oronoco Street (right) to Princess Street (left).

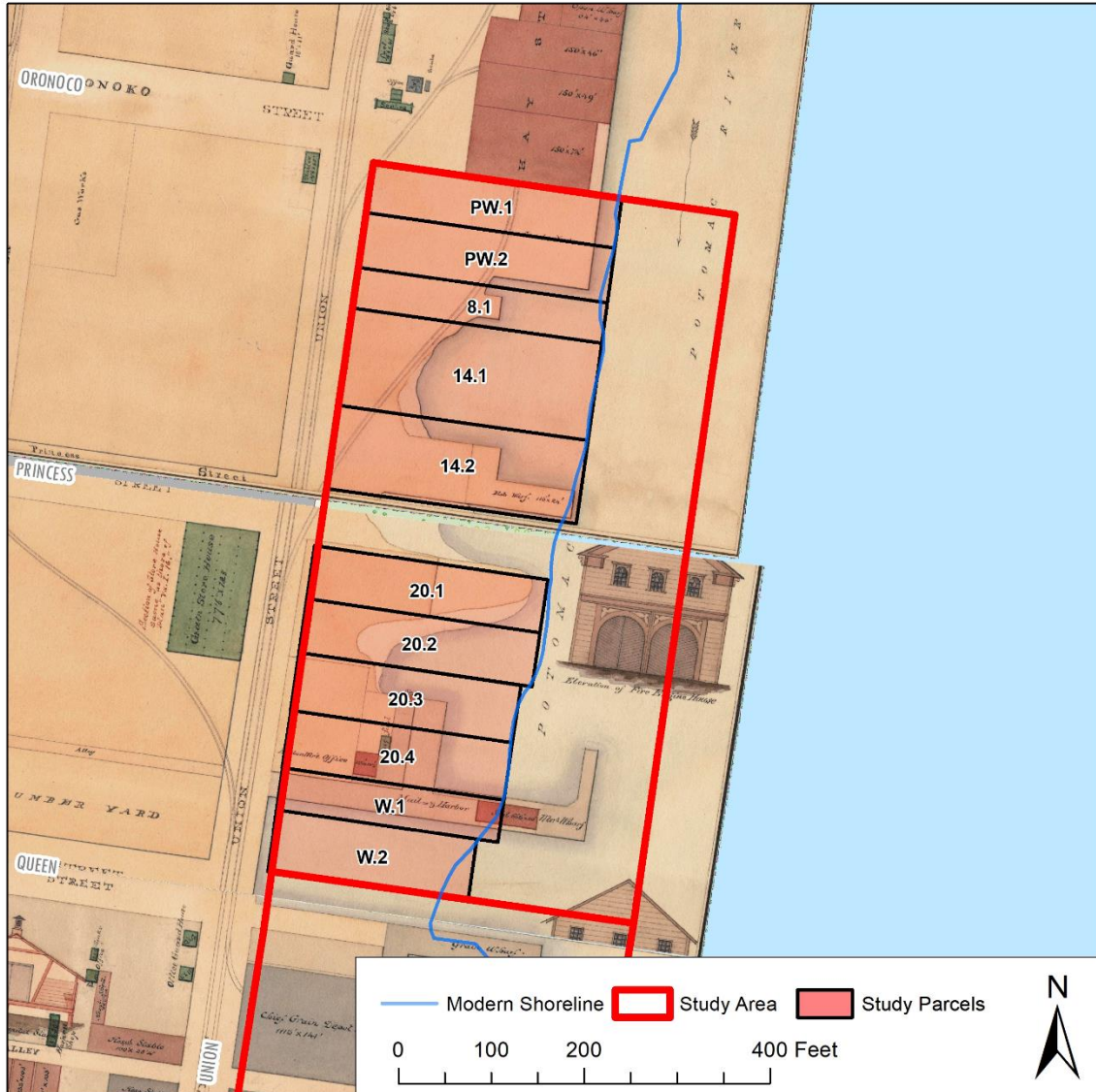


Image 32. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.



Image 33. Magnus, Charles. *Birds Eye View of Alexandria, Va.* 1863. Lithographic print. Library of Congress. <https://www.loc.gov/item/81694373/>. Detail. Showing the waterfront from Princess Street (right) to Queen Street (left).

Late 19th Century, 1865-1899

Oronoco to Princess Street

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.²⁰²

Some of the free Black tenants on the Fish Wharf who lost property during the Civil War filed claims for compensation after the March 3, 1871 Act of Congress that authorized the Southern Claims Commission.²⁰³ William C. Beckley asked for \$700 compensation in September 1872 and received \$150 posthumously in June 1880; his daughter received the money as his estate administrator.²⁰⁴ Robert H. Dogan was granted \$90 for the lumber of two houses, after asking for \$500, in 1878.²⁰⁵

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 (Image 34).

An 1878 Baltimore Sun article about the Fish Wharf detailed the volume of fishing, 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."²⁰⁶

The City of Alexandria leased Lots 1, 2, 3, and 4 to W. A. Smoot & Co. in 1884.²⁰⁷ These lots covered the area south of Oronoco Street and east of Union, extending 100' east of Union. 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 (Image 35).

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 (Image 37)."

"Fishtown was completely wiped out again."²⁰⁸ 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

²⁰² ADB Z3:129, January 27, 1869.

²⁰³ "Southern Claims Commission Case Files," National Archives, December 4, 2017, <https://www.archives.gov/research/military/civil-war/southern-claims-commission>.

²⁰⁴ "Beckley, William C.," *Southern Claims Commission Allowed Claims, 1871-1880*. Appropriations for the SCC were not approved until June 15, 1878.

²⁰⁵ "Dogan, Robert H.," *Southern Claims Commission Allowed Claims, 1871-1880*.

²⁰⁶ 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.

²⁰⁷ ADB 14:294, June 26, 1884.

²⁰⁸ "Extensive Fire," *Alexandria Gazette*, October 19, 1896, GenealogyBank.

Company. The sheds and stores at Fishtown, which were not in use due to it being out of season, were destroyed.

Parcel 14.1

The 1877 Hopkins Map shows three structures on this parcel owned by Andrew J. Fleming (Image 34). 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 (Image 35). Andrew Fleming's heirs sold this parcel to William A. Smoot in 1895.²⁰⁹

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.²¹⁰ 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."²¹¹ The 1896 Sanborn Map shows a Fertilizer warehouse on Union Street with a slip in front of the wharf (Image 37). 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.²¹² More AFCO property burned in an 1897 fire, said to be arson.²¹³ AFCO secured the lease for the County Wharf, north of Oronoco Street, in 1898.²¹⁴

Parcel 14.2

In 1868, William A. Smoot purchased this parcel from the Dundas heirs for \$3,500.²¹⁵

William A. Smoot got permission from the City Council to connect his wharf with the track of the W & O RR in March 1876.²¹⁶ He promoted his business as a dealer of salt, coal and plaster at the foot of Princess Street in January 1877.²¹⁷

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 (Image 34).

²⁰⁹ ADB 34:524, November 21, 1895.

²¹⁰ "Local Brevities," *Alexandria Gazette*, July 27, 1889, GenealogyBank; "Local Brevities," *Alexandria Gazette*, March 1, 1890, GenealogyBank.

²¹¹ "Common Council," January 27, 1892, GenealogyBank; "Alexandria Fertilizer and Chemical Company," *Alexandria Gazette*, September 16, 1893, GenealogyBank.

²¹² "Extensive Fire," *Alexandria Gazette*, October 19, 1896, GenealogyBank.

²¹³ 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.

²¹⁴ "Common Council," *Alexandria Gazette*, April 27, 1898, GenealogyBank.

²¹⁵ ADB Y3:507, August 18, 1868.

²¹⁶ "Official - Common Council," *Alexandria Gazette*, March 29, 1876, GenealogyBank. This is the Washington and Ohio Railroad.

²¹⁷ William A. Smoot, "W. A. Smoot," *Alexandria Gazette*, January 23, 1877, GenealogyBank.

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 (Image 35). The 1891 Sanborn map shows a new fertilizer warehouse on this parcel (Image 36).

The 1896 Sanborn Map shows a warehouse and office along Union Street and a one-story Fertilizer warehouse on the wharf. The rail line extends from a pier along the southern edge of the parcel (Image 37).

All structures on this parcel were destroyed in an October 1896 fire.²¹⁸

Princess to Queen Street

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

Jane Dade offered her wharf lot (Parcel 20.2) for sale in August 1865.²¹⁹

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.²²⁰ He soon offered salt for sale on Union north of King Street.²²¹ He began business with partner J. Robert Edmonds at No. 3 King Street. They sold wheat, corn, flour, wool, coal, guano and other merchandise.²²² A petition of W. A. Smoot for permission to lay a railroad switch to his property, foot of Queen Street, was granted.²²³ Smoot acquired Parcels 20.1 and 20.2 separately. First, he bought 20.2 from Jane Dade in 1870.²²⁴ He won Parcel 20.1 at public auction shortly after and took occupancy by the end of 1870.²²⁵

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 20.1 (Image 34).

The 1885 Sanborn map shows the Wm. A. Smoot Coal Yard & Wharf with the same small structures along Union Street (Image 35).

The 1896 Sanborn map shows an open area with a rail spur cutting across Parcel 20.1 (Image 37).

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 1865.²²⁶ Bowen & Bowen transferred their

²¹⁸ "Extensive Fire," *Alexandria Gazette*, October 19, 1896, GenealogyBank.

²¹⁹ Jane Dade, "For Sale," *Alexandria Gazette*, August 29, 1865, GenealogyBank.

²²⁰ "William Albert Smoot (1840-1917) - Find a Grave..." accessed October 17, 2022, <https://www.findagrave.com/memorial/18802914/william-albert-smoot>.

²²¹ William A. Smoot, "Salt! Salt!! Salt!!!," *Alexandria Gazette*, August 28, 1865, GenealogyBank.

²²² William A. Smoot and J. Robert Edmonds, "W. A. Smoot & Co.," *The Native Virginian*, May 8, 1868, GenealogyBank.

²²³ "City Council - Official Proceedings - Board of Aldermen," *Alexandria Gazette*, July 28, 1869, GenealogyBank.

²²⁴ ADB 1:171, November 30, 1870.

²²⁵ ADB Y3:185, November 30, 1867; ADB 1:166, December 14, 1870; ADB 1:564, November 1, 1871; ADB 2:136, November 1, 1871; ADB 4:359, November 10, 1874.

²²⁶ ADB X3:274, October 9, 1865.

lease to John B. Hutchinson in December 1865; Hutchinson subleased the property to the American Baryles Company in November 1866.²²⁷

In August 1869, the partners of Robert Colgate & Co. reassigned the lease of Ladd's Steam Mill and all the machinery back to Lambert & Wheat.²²⁸ The 1877 Hopkins map shows a flour mill along Union Street, and several other structures owned by Lambert & Wheat (Image 34). 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 (Image 35). 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

They 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 (Image 37). Wheat's Wharf extends into the 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.²²⁹

In 1898, the Wheat heirs sold Wheat's Mill, a structure that straddled Parcel 20.3 and 20.4, to John W. Emmert.²³⁰

Parcels W.1 and W.2

These parcels remained a slip through this period (Image 34, Image 35, Image 36, Image 37). The heirs of Robert H. Miller sold this parcel at public auction in 1878 to Warwick P. Miller.²³¹

²²⁷ ADB X3:616, November 5, 1866.

²²⁸ ADB Z3:456, August 3, 1869.

²²⁹ "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.

²³⁰ ADB 41:399, June 18, 1898; 41:452, July 1, 1898.

²³¹ ADB 7:215, May 3, 1878.

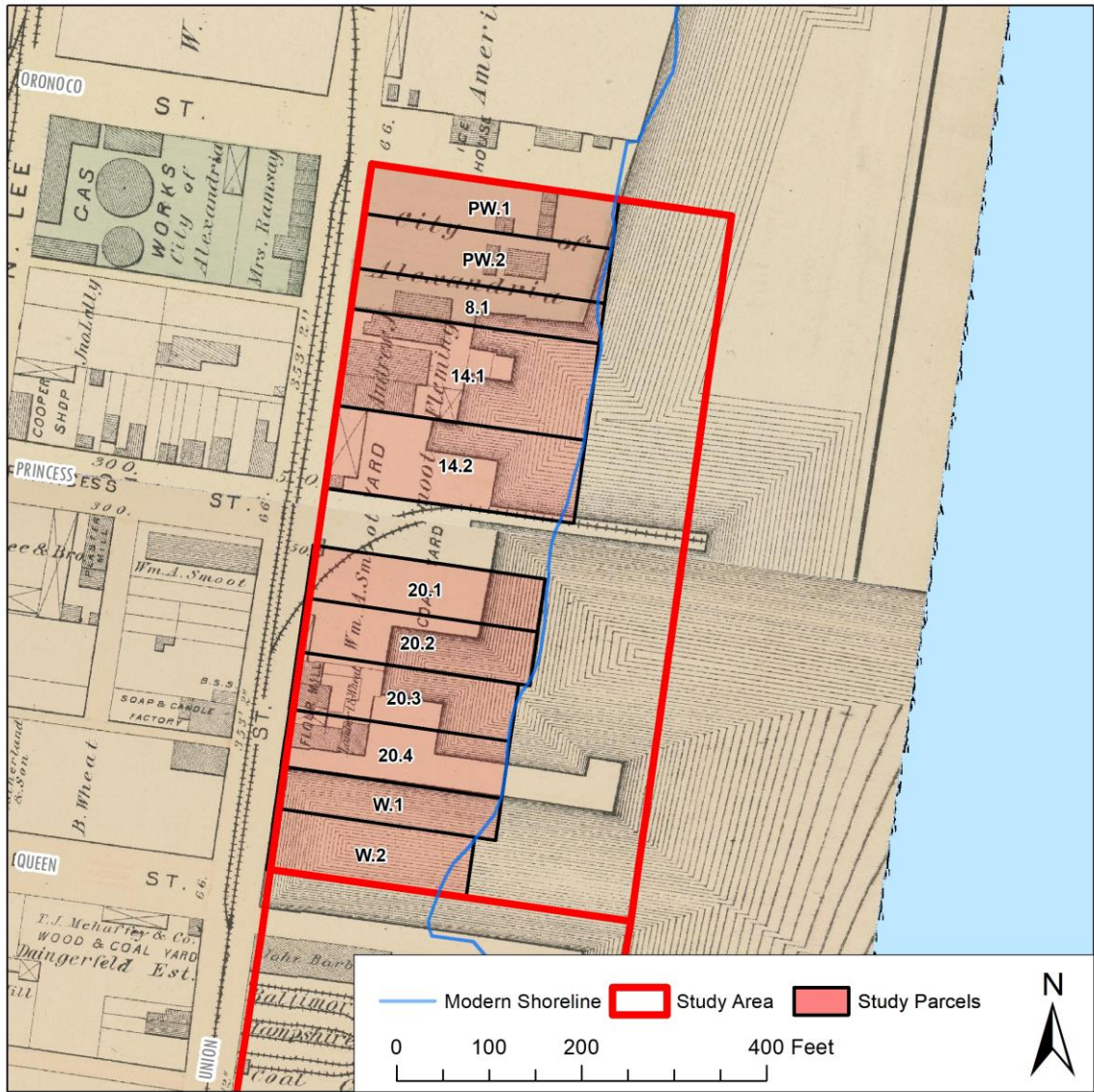


Image 34. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <https://ccn.loc.gov/90680847>. Detail.

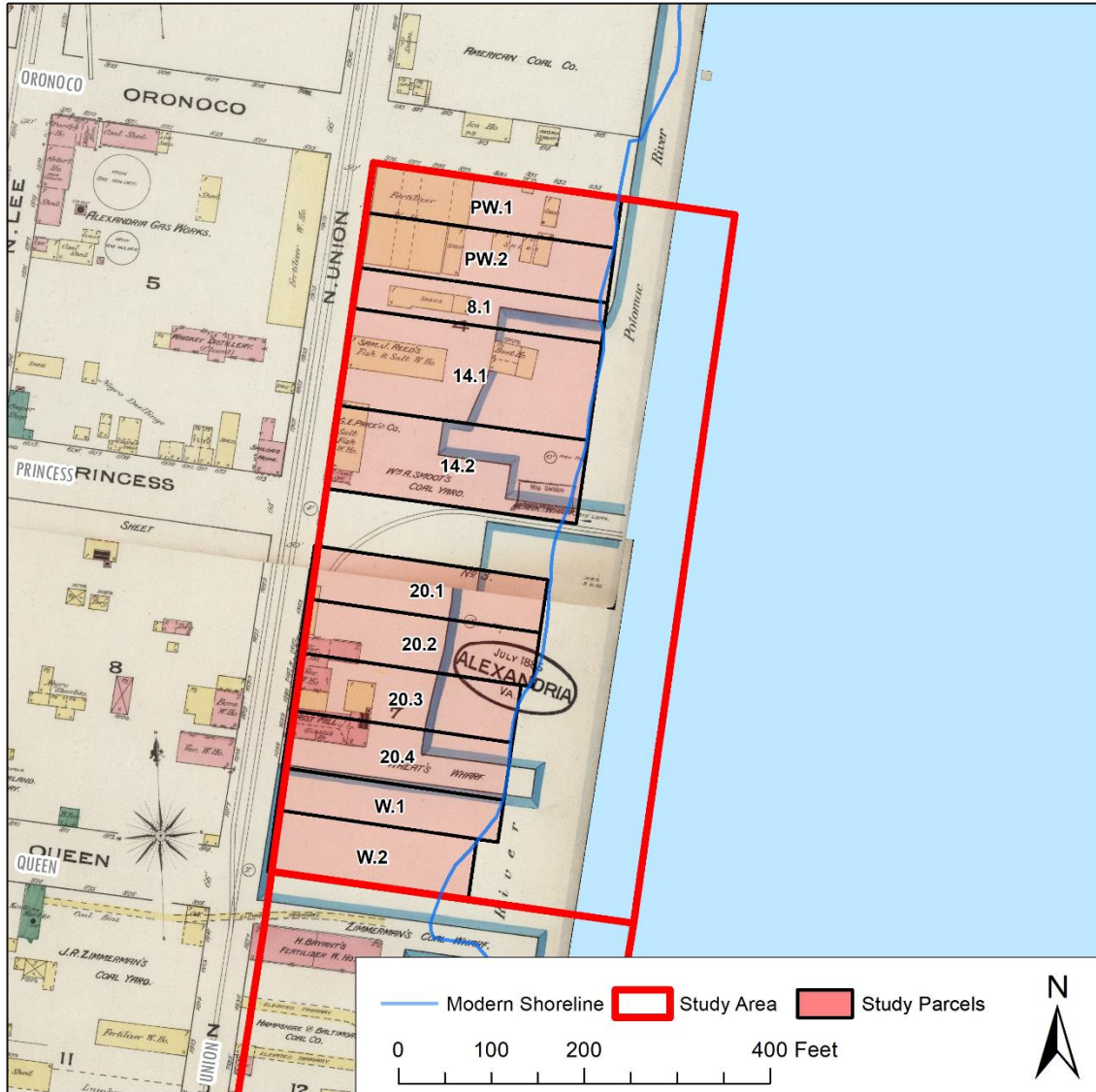


Image 35. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/. Detail.

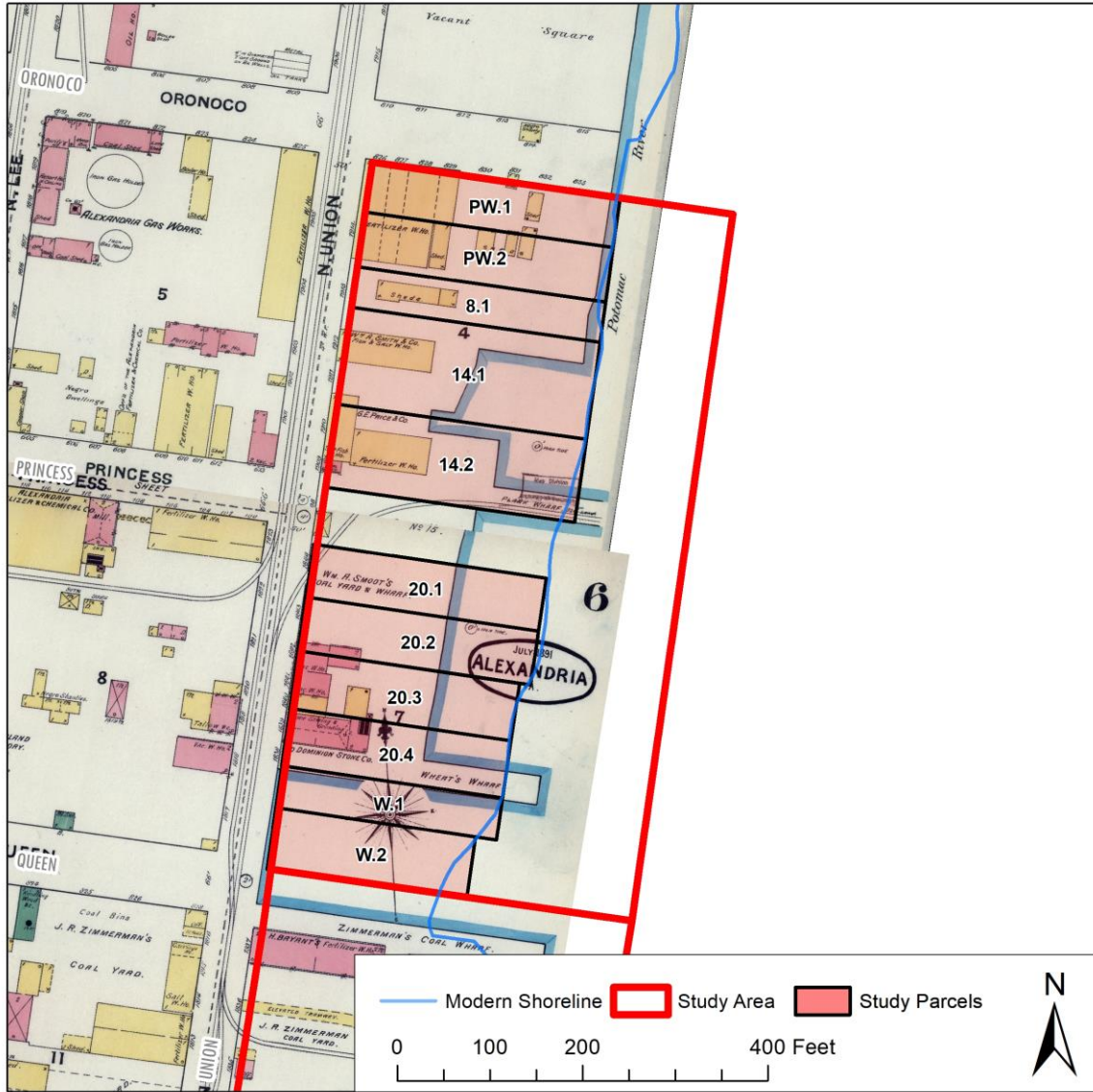


Image 36. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. https://www.loc.gov/item/sanborn08968_002/. Detail.

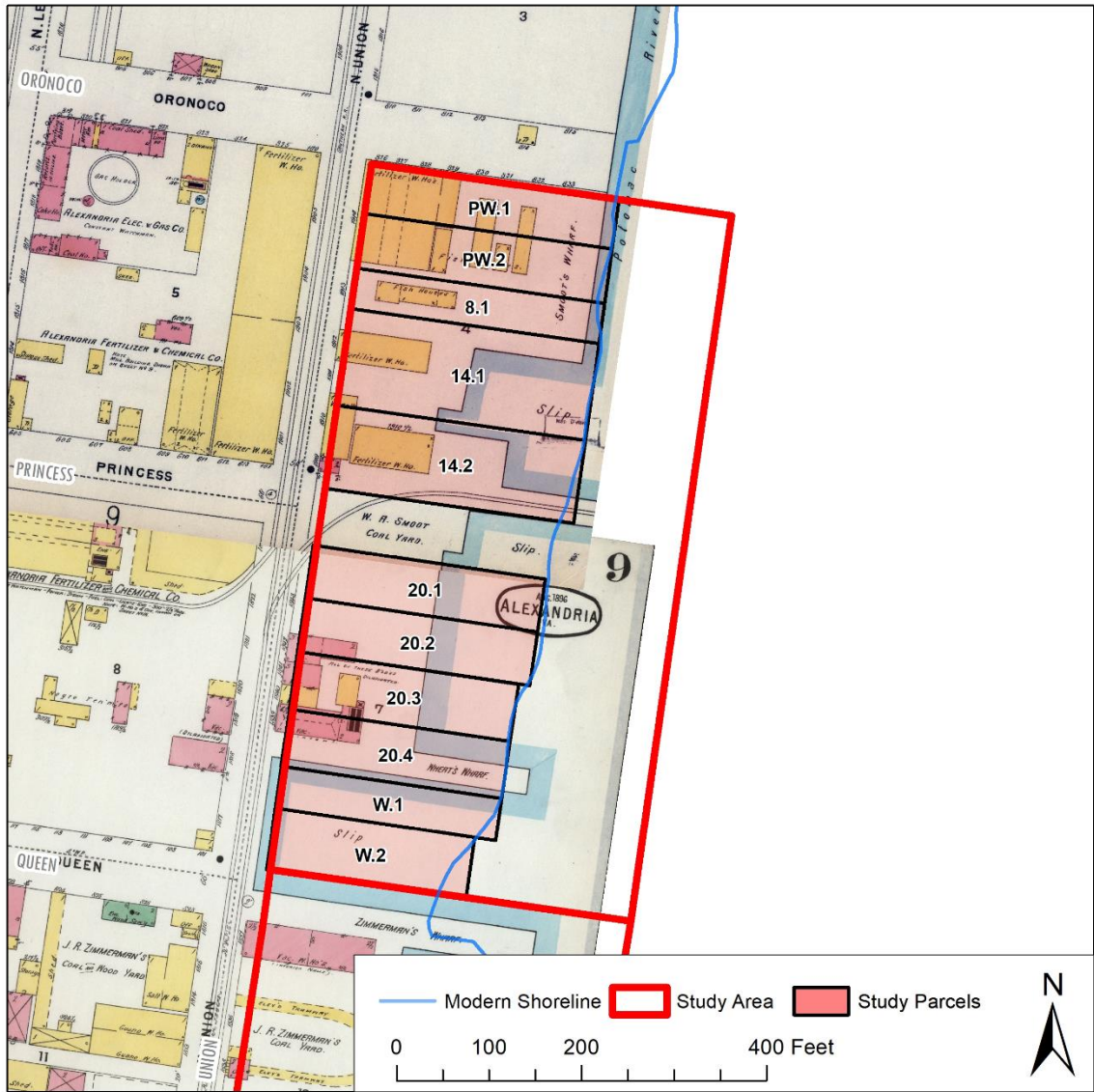


Image 37. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/. Detail.

20th – 21st Century, 1900-Present

Oronoco to Princess Street

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 (Image 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 (Image 40).

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 on 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 (Image 41).”

Aerial photography from 1927 shows the structure in the northwest corner of Parcel PW.1 and stacks of lumber across the wharf (Image 42).

Aerial photography from 1937 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 (Image 43).

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 (Image 44). Aerial photography from 1949 shows no obvious structures on this wharf (Image 45).

The 1957 aerial photography shows this wharf was a parking lot for city vehicles and buses with a small building on Union Street (Image 46). These parcels are labeled “City of Alexandria Property Yard” on the 1958 Sanborn map (Image 47). An office stood along Union Street.

In March 1964, the City of Alexandria exchanged the title for these parcels for parcels south of Princess Street with Albert and Mary Smoot. The Smoot’s received the title here and immediately sold this block from Oronoco to Princess Street to Ralph Rocks and David Squires, partners in Rocks Engineering Company.²³²

Rocks Engineering, a residential and commercial development company, soon turned the block over to a trustee, William Griffith Thomas, who later sold it to Steuart Investment Company in 1969.²³³

Steuart Investment Company sold the block to Alexandria Enterprises, Inc. in 1973.²³⁴

²³² ADB 597:139 and ADB 597:141, March 31, 1964.

²³³ ADB 617:439, January 11, 1965; ADB 701:150, August 22, 1969.

²³⁴ ADB 758:249, March 7, 1973.

Parcel 14.1 and 14.2

William A. Smoot owned these parcels at the turn of the century. The 1902 Sanborn map shows a fertilizer warehouse along Union Street in Parcel 14.1 and a stepped front wharf fronting on the river. Parcel 14.2 contained hay storage and an office along Union Street. The rail pier extending from the front of the wharf may be in disrepair (Image 38).

The 1912 Sanborn map is labeled William A. Smoot and shows cord wood stacked along the north edge of the parcel. The fertilizer warehouse was gone and the upper portion of a coal pile occupies the wharf on Parcel 14.1. Parcel 14.2 included a structure along Union Street and the office at the southwest corner of the parcel. The rail wharf extended from the front of the wharf (Image 40).

The 1921 Sanborn map is marked as W. A. Smoot & Co. Inc., Coal, Wood, Sand & Gravel. The bulkhead of the wharf on Parcel 14.1 was a smooth curve rather than the stepped front with a slip that appeared in earlier years. On Parcel 14.2 a structure stood along Union Street and the office remained at the southwest corner of the parcel. The rail wharf was still present (Image 41). A 1923 Army Corps of Engineers map marked this parcel as Smoots Coal Wharf (Appendix B, Image 27). The pier on the south edge was labeled "Smoot Sand and Gravel Wharf."

Aerial photography from 1927 shows a structure along Union Street and lumber stacked on the wharf. Canal boats are docked along the rail wharf two and three abreast (Image 42).

Aerial photography from 1937 shows two rail spurs that cut through these parcels from Princess Street to PW.1. Two small structures stood between the tracks. Parcel 14.2 had 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 dotted the wharf (Image 43).

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 Parcel 14.1. On Parcel 14.2, a hay and bag house stood along Union Street, with an office and scale off the south end that extended into the Princess Street boundary. A coal bin stood between the two rail spurs that cross the parcel. A rail spur extended east to a wood pier on wood piles (Image 44).

Aerial photography from 1949 shows coal piled on this wharf (Image 45). The 1957 aerial photography shows coal or other storage bins along Union Street. The rail spur still connected to Union Street and additional storage bins stood out near the bulkhead (Image 46).

These parcels are labeled W. A. Smoot & Co. on the 1958 Sanborn map (Image 47). Rail spurs connect diagonally across the parcel to Union Street and to the rail wharf.

In March 1964, the Smoots sold this block from Oronoco to Princess Street to Ralph Rocks and David Squires, partners in Rocks Engineering Company.²³⁵ Rocks Engineering, a residential and commercial development company, soon turned the block over to a trustee, William Griffith Thomas, who later sold it to Steuart Investment Company in 1969.²³⁶

²³⁵ ADB 597:141, March 31, 1964.

²³⁶ ADB 617:439, January 11, 1965; ADB 701:150, August 22, 1969.

Steuart Investment Company sold the block to Alexandria Enterprises, Inc. in 1973.²³⁷

Princess to Queen Street

In 1972, the City Council passed an ordinance to vacate Princess Street east of Union Street, making it the private property of the owners of the adjacent parcels.²³⁸ In March 1973, the Steuart Investment Company sold the north half and Watergate Improvements, Inc. sold the south half to Alexandria Enterprises, Inc.²³⁹

Parcels 20.1 and 20.2

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

The 1912 Sanborn map shows a wood and coal yard with a rail spur on these parcels (Image 40).

The 1921 Sanborn map shows the W. A. Smoot & Co. Inc. wood, coal, sand, and gravel yard (Image 41).

Aerial photography from 1927 shows an open wharf area and canal boats docked against the bulkhead (Image 42).

1937 aerial photography shows rail spurs with cars sitting on the tracks and piles of coal near Union Street (Image 43).

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 (Image 44).

Aerial photography from 1949 shows coal piled on this wharf (Image 45). The 1957 aerial photography shows the rail spur cutting diagonally across the northwest corner and coal or other storage bins along Union Street (Image 46).

These parcels are labeled "W. A. Smoot & Co." on the 1958 Sanborn map (Image 47). The rail spur crossed diagonally across the northwest corner of the parcel.

In March 1964, Albert Smoot exchanged these parcels for some city-owned parcels south of Princess Street.²⁴⁰ The City of Alexandria sold these parcels to Watergate Improvements, Inc. with a condition for a special use permit to be granted. Soon after, Watergate transferred the parcels to Alexandria Enterprises, Inc. with the same conditions attached.²⁴¹

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 (Image 38). The northernmost structure was vacant. No wharf or pier extends beyond the

²³⁷ ADB 758:249, March 7, 1973.

²³⁸ ADB 758:254, September 26, 1972.

²³⁹ ADB 758:249, March 7, 1973.

²⁴⁰ ADB 597:139, March 31, 1964.

²⁴¹ ADB 738:657, March 24, 1972; ADB 748:270, October 31, 1972.

bulkhead. Emmert sold the Globe Mills buildings to Peter Lawrence in 1904.²⁴² The Lawrence Mill Co. operated the flour and corn mill buildings in the 1907 Sanborn map (Image 39).

Harry Wheat bought shares of the remaining area of Parcels 20.3 and 20.4 from other Wheat heirs in 1902.²⁴³

Alexandria Fertilizer & Chemical Company

Harry Wheat sold the parcels, his own shares plus those of the estate of Benoni Wheat, to the Alexandria Fertilizer & Chemical Company in 1904.²⁴⁴ The 1907 Sanborn map shows the AFCO elevated tramway crossed this parcel (Image 39). The American Agricultural Chemical Company bought out AFCO in 1908, however it appears they continued to do business as AFCO in Alexandria after that date.²⁴⁵

AFCO acquired the Globe Mills buildings in January 1912.²⁴⁶ In September 1912, a fire broke out in the Globe buildings and spread to the carpenter shop, machine shop, and chemical works.²⁴⁷

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 (Image 40). 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 1916.²⁴⁸

The 1921 Sanborn map shows the Alexandria Fertilizer & Chemical Co. with the elevated tramway and wharf (Image 41). 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.²⁴⁹ A 1923 Army Corps of Engineers map marked this parcel as Alexandria Fertilizer & Chemical Co. Wharf (Appendix B, Image 27). A fertilizer plant was indicated here as well.

Aerial photography from 1927 shows the elevated tramway and large warehouse along Union Street (Image 42).

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 (Image 43).

²⁴² ADB 51:503, July 20, 1904.

²⁴³ ADB 48:381, April 9, 1902; ADB 48:494, August 30, 1902.

²⁴⁴ ADB 52:360, December 10, 1904.

²⁴⁵ ADB 57:426, September 26, 1908.

²⁴⁶ ADB 61:491, January 24, 1912.

²⁴⁷ 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.

²⁴⁸ "IMPROVING FERTILIZER PLANT: Alexandria Concern Hopes to Banish Disagreeable Acid Odors," *The Washington Post (1877-1922)*, July 19, 1916.

²⁴⁹ THE WASHINGTON POST BUREAU "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.

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 (Image 44).

Aerial photography from 1949 shows the elevated tramway and warehouse along Union Street (Image 45). The 1957 aerial photography shows the same (Image 46).

These parcels are part of the American Agricultural Chemical Company on the 1958 Sanborn map (Image 47). An elevated tramway took up much of Parcel 20.3 and the north half of a large warehouse stood along Union Street on Parcel 20.4.

In 1963, the American Agricultural Chemical Company sold these parcels to the Atlantic Refining Company. Five months later, that company sold to Steuart Investment Company.²⁵⁰

In 1973, Steuart Investment Co. sold this entire block to Alexandria Enterprises, Inc.²⁵¹

Parcels W.1 and W.2

These parcels continued to be a slip in 1902 (Image 38). Harrie Wheat sold the slip in Parcel W.1 to the Alexandria Fertilizer and Chemical Company in 1904.²⁵² AFCO bought Parcel W.2 from the Fauquhar heirs in 1905.²⁵³

In 1912, AFCO extended the wharf 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 (Image 40). In 1921, the waterfront was filled in and new buildings associated with the Alexandria Fertilizer & Chemical Co. lined Union Street (Image 41). The foot of Queen Street was filled in as well.

Aerial photography from 1927 shows the large warehouse along Union Street (Image 42).

1937 aerial photography shows an irregular bulkhead and a large building standing along Union Street (Image 43).

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 (Image 44).

Aerial photography from 1949 shows the warehouse along Union Street (Image 45). The 1957 aerial photography shows the same warehouse (Image 46).

These parcels are part of the American Agricultural Chemical Company on the 1958 Sanborn map (Image 47). A large warehouse stood along Union Street and a "Bag Storage" shed stood along Queen Street.

²⁵⁰ ADB 578:475, June 25, 1963; ADB 590:467, November 7, 1963.

²⁵¹ ADB 758:249, March 7, 1973.

²⁵² ADB 52:360, December 10, 1904.

²⁵³ ADB 53:82, January 5, 1905.

In 1963, American Agricultural Chemical Company sold these parcels to the Atlantic Refining Company.²⁵⁴ Months later, Atlantic sold them to Steuart Investment Company.²⁵⁵

In March 1973, Steuart Investment Co. sold these parcels, along with the rest of this waterfront block, to Alexandria Enterprises, Inc.²⁵⁶

Founders Park: 1974-Present

Watergate and Alexandria Enterprises were granted a Special Use Permit to develop the land east of Union Street, south of Oronoco, and north of Queen in June 1973.²⁵⁷ Community members resisted a projected residential development at this site, and instead pressed for a public park. In January 1974, the developers relinquished their permit and sold the land to the City of Alexandria.²⁵⁸

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 in 1981.²⁵⁹

Aerial photography from 1995 shows the completed park with paved footpaths (Image 48).

²⁵⁴ ADB 578:475, June 25, 1963.

²⁵⁵ ADB 590:467, November 7, 1963.

²⁵⁶ ADB 758:249, March 7, 1973.

²⁵⁷ ADB 758:592, June 18, 1973.

²⁵⁸ ADB 769:803, January 18, 1974.

²⁵⁹ 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; ADB 1138:398, October 7, 1981.

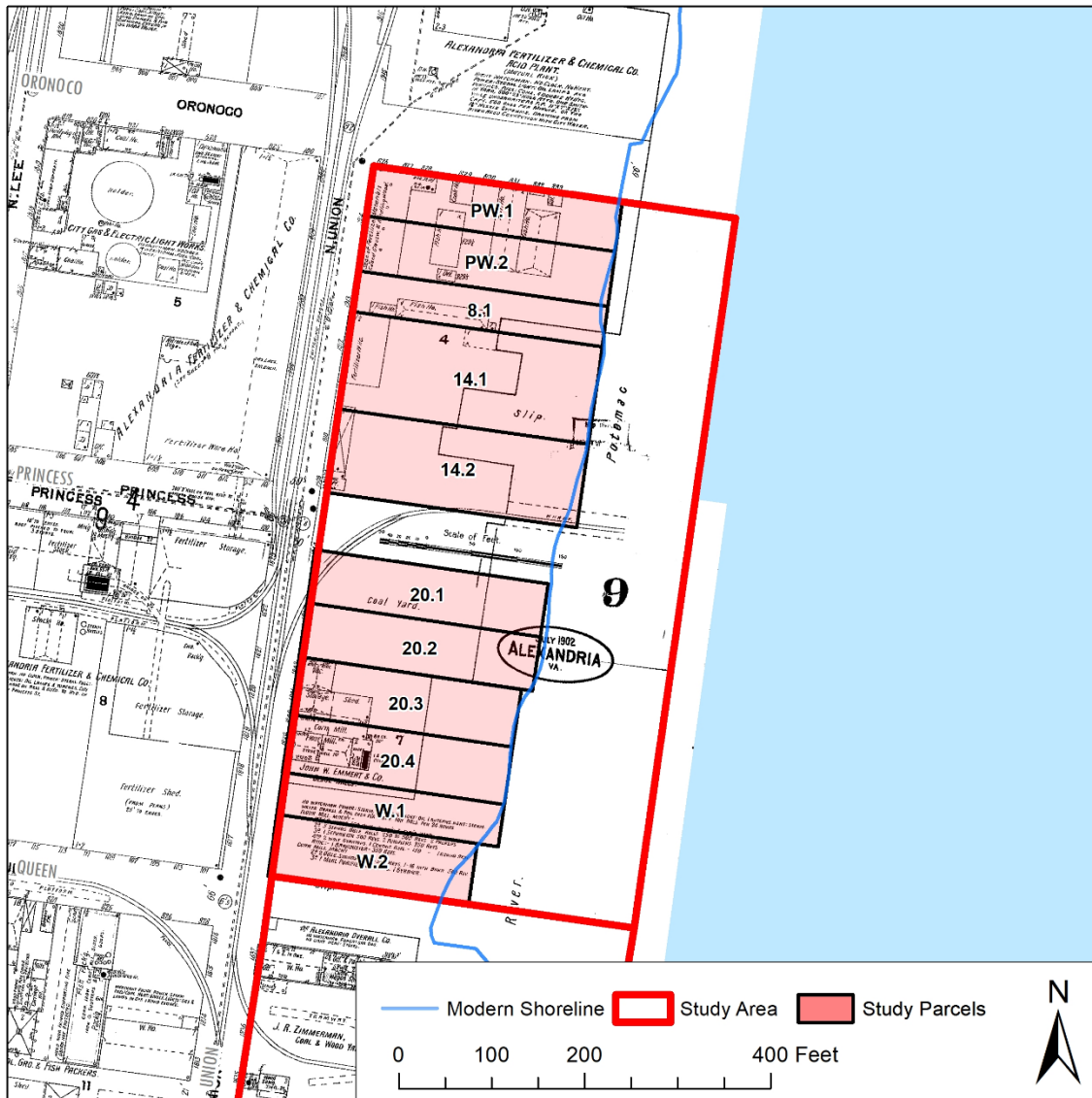


Image 38. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/. Detail.

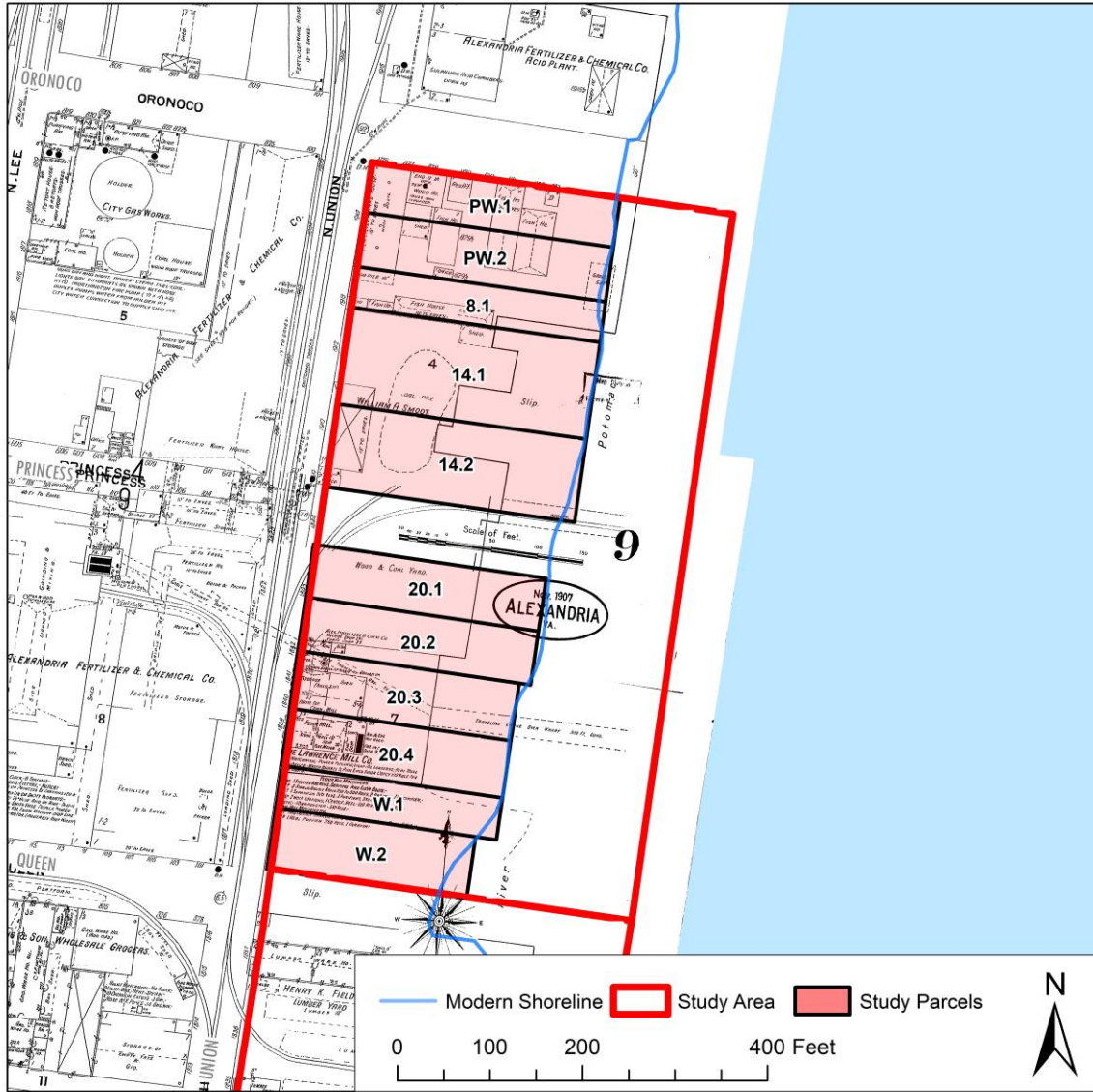


Image 39. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1907. Map. https://www.loc.gov/item/sanborn08968_005/. Detail.

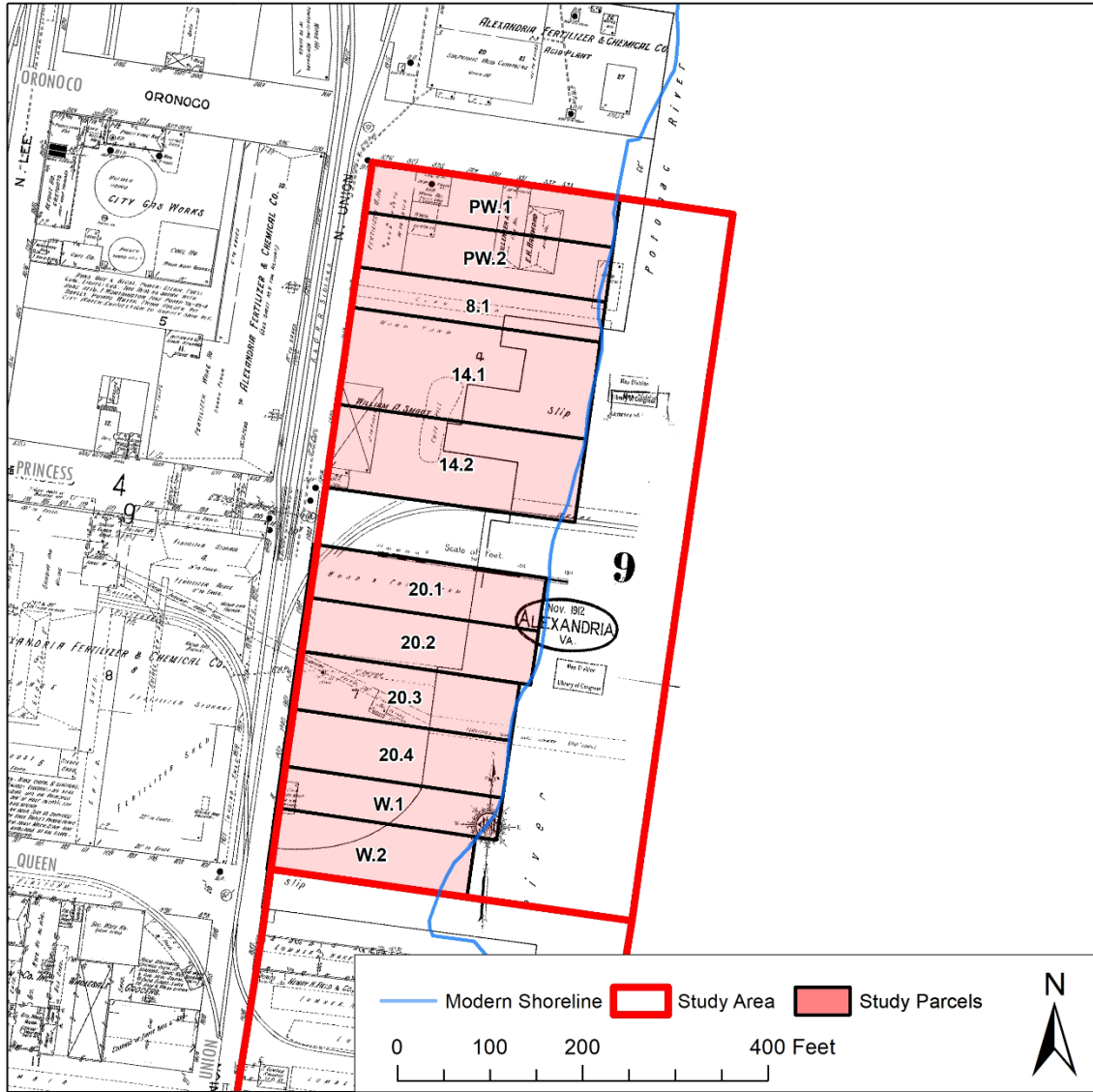


Image 40. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/. Detail.

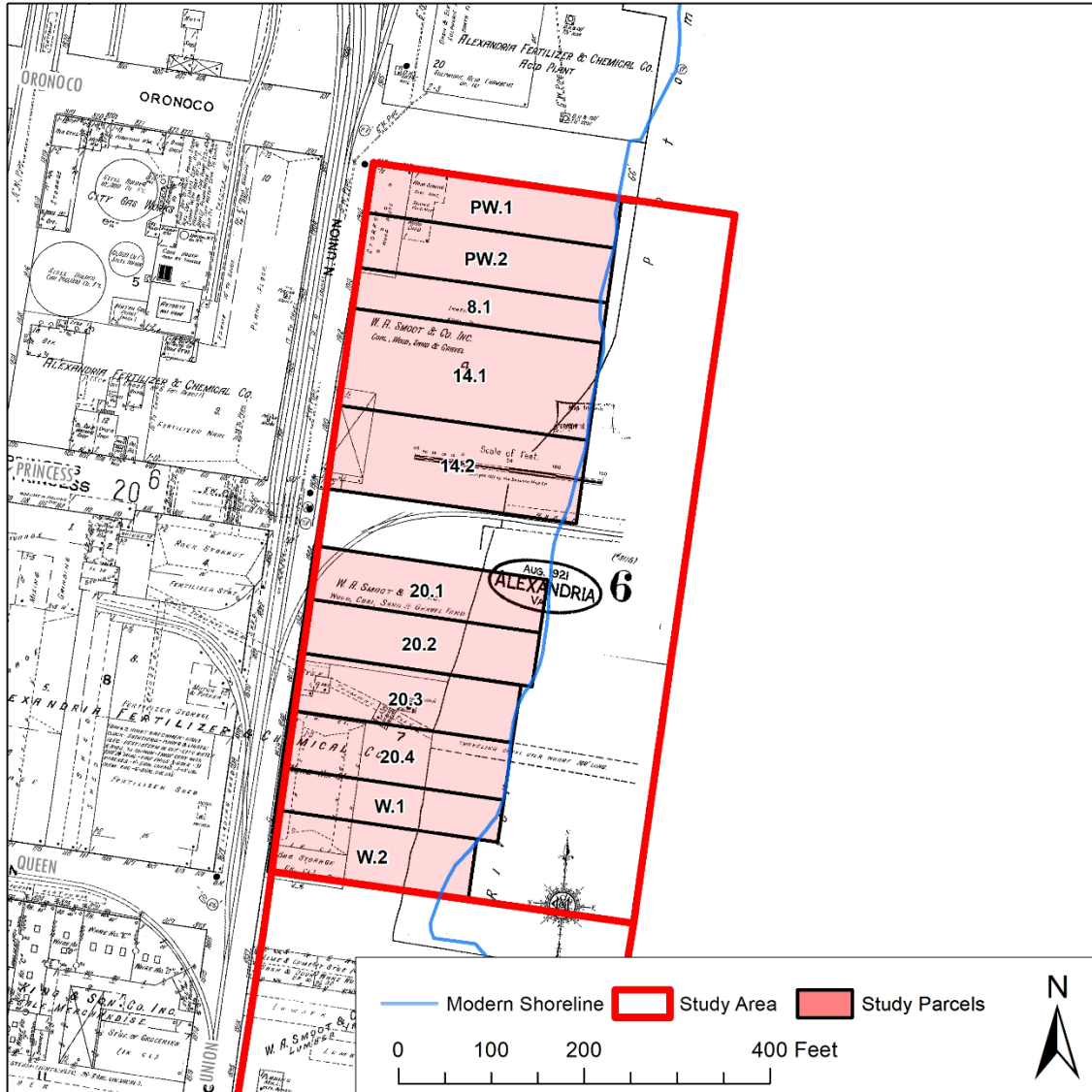


Image 41. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/. Detail.

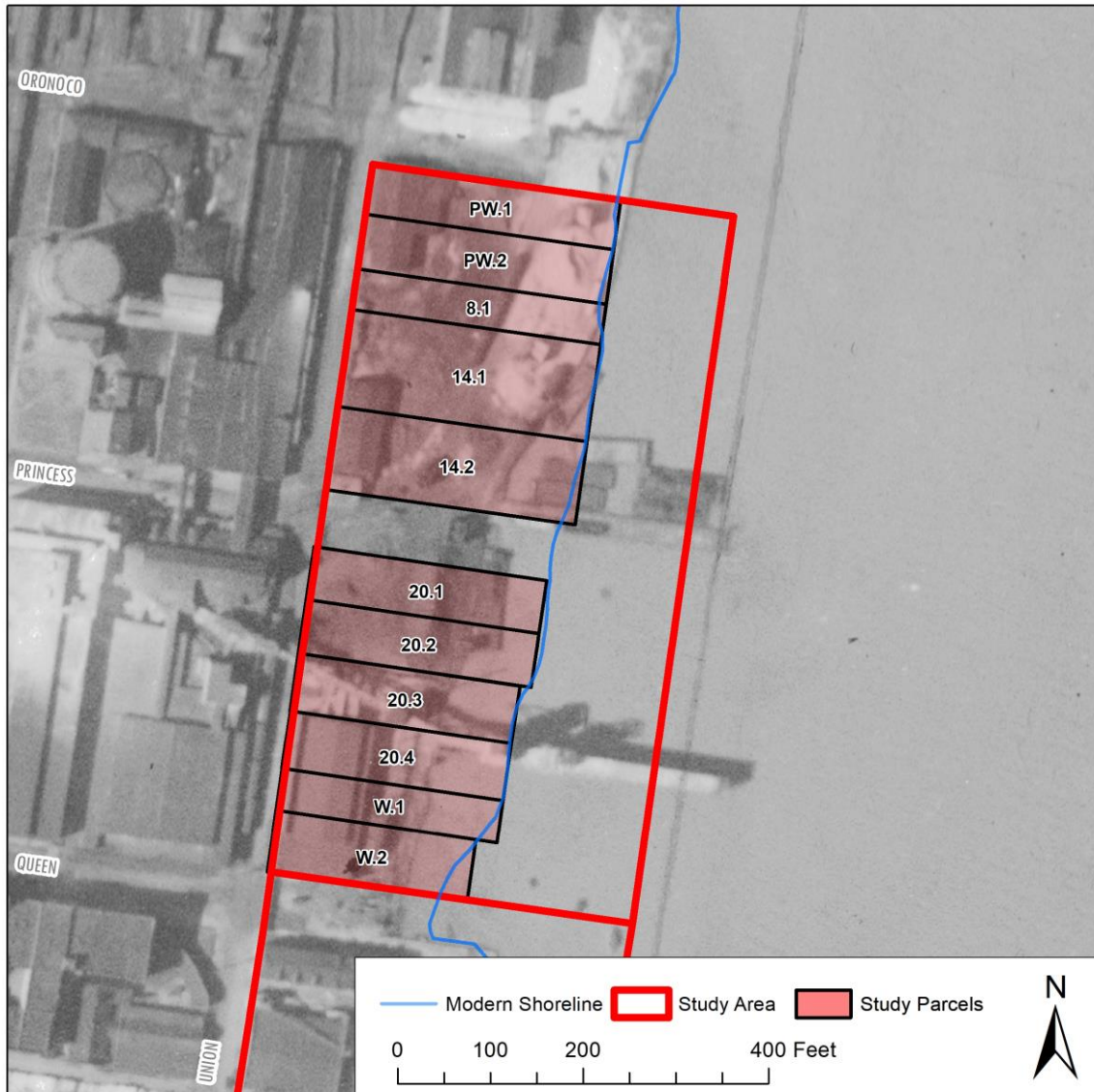


Image 42. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.



Image 43. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (<https://www.fairfaxcounty.gov/maps/aerial-photography>).

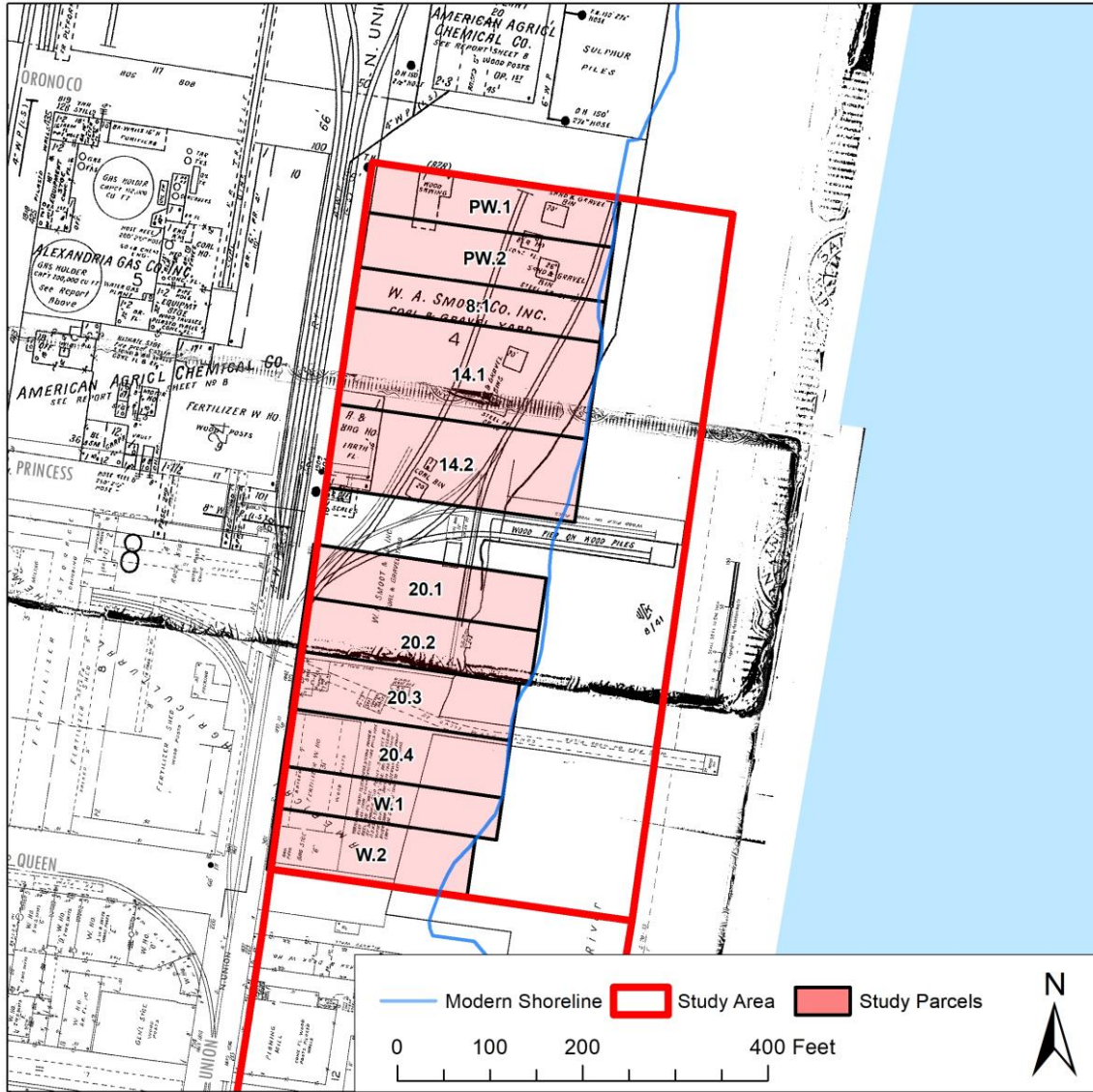


Image 44. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/. Detail.

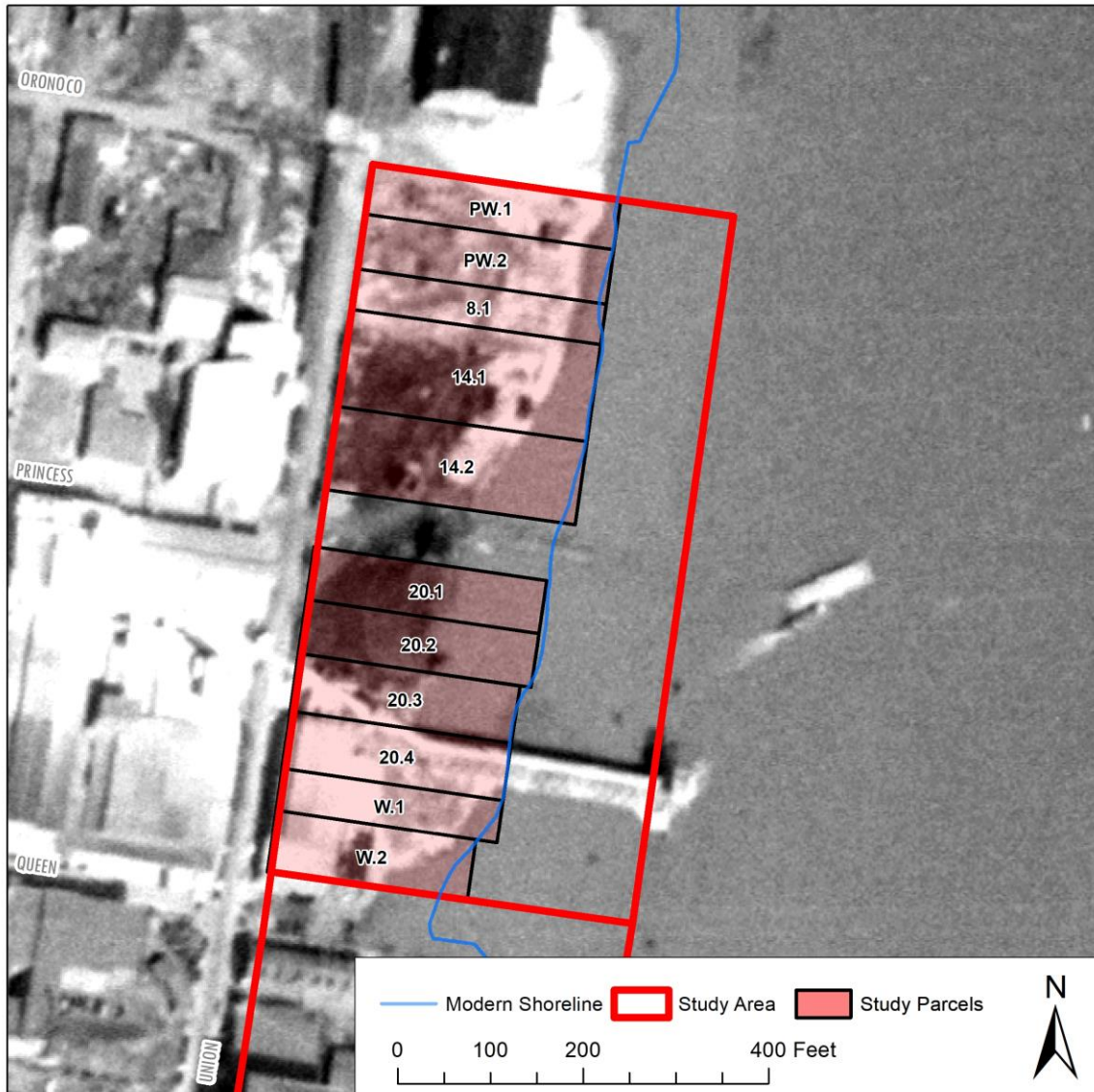


Image 45. Aerial Photography. 1949. On file at Alexandria Archaeology.

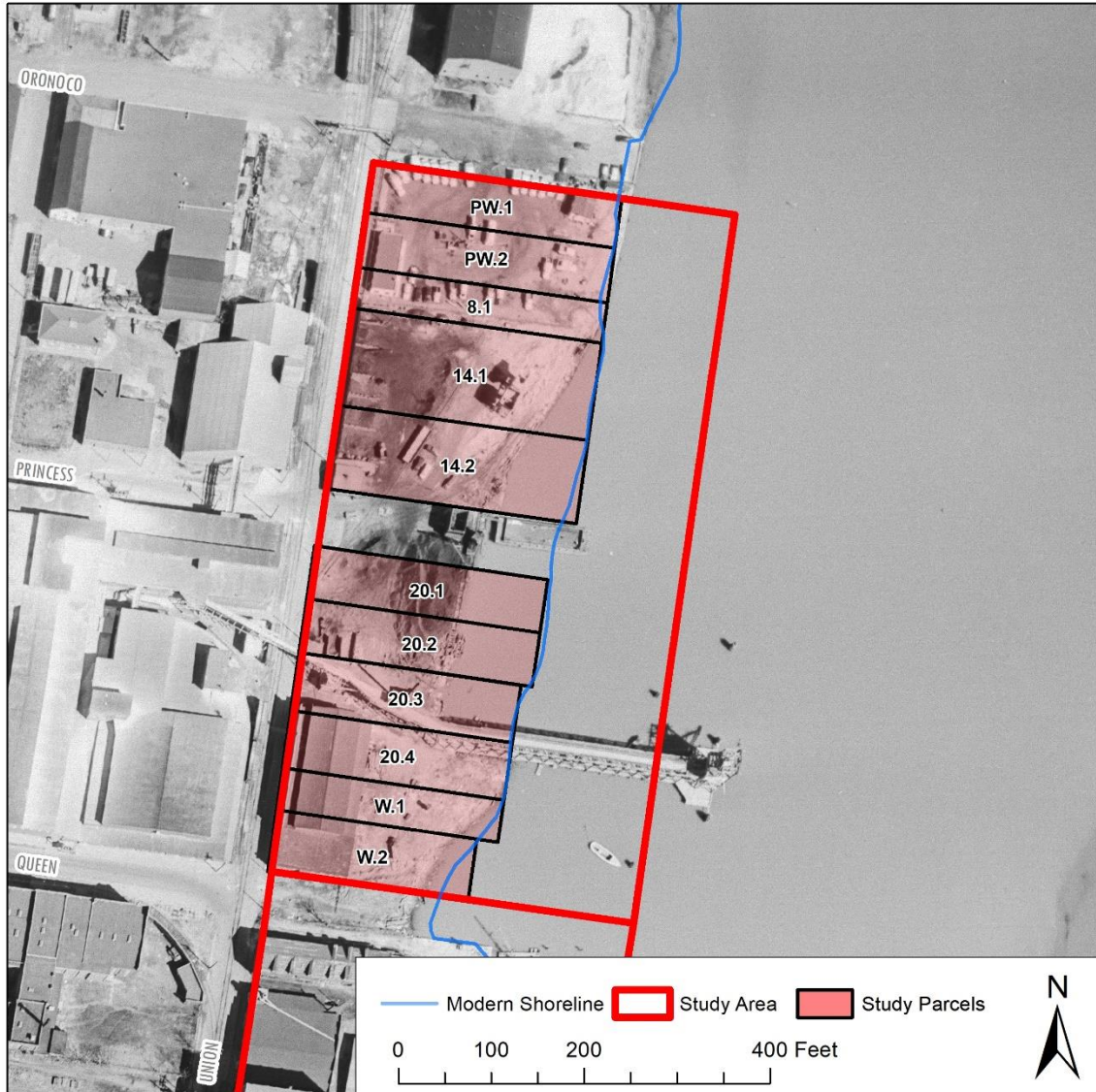


Image 46. Aerial Photography. 1957. On file at Alexandria Archaeology.

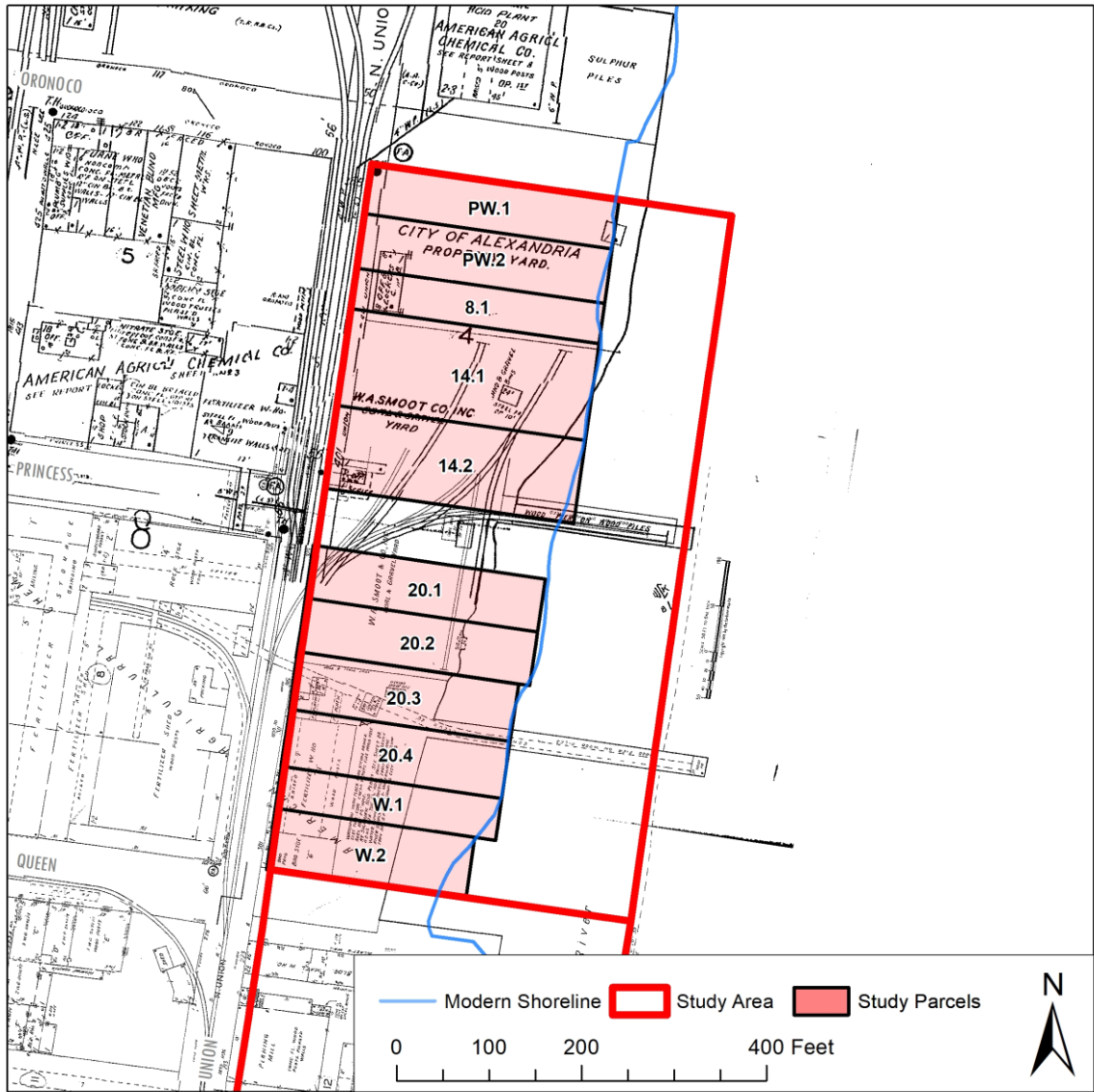


Image 47. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/. Detail.



Image 48. Aerial Photography. 1995. On file at Alexandria Archaeology.