

Waterfront History Study: Union Street from Queen to Cameron

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Introduction: Queen to Cameron Streets

This chapter focuses on the waterfront area between Queen Street on the north, Cameron Street on the south, and Union Street on the west (Image 1). To establish the original ownership of the made land, early town lots situated west of Union Street are discussed. The eastern boundary of the parcels changed over time.

Early owners of this waterfront area sought to develop Alexandria into a port town that would contribute to the Atlantic tobacco trade. When that economy faltered, later owners hoped to benefit from coastal and inland trade with a focus on canal trade in the 19th century. A significant coal depot existed on this block. The current appearance of this block developed over the second half of the 20th century as developers built government buildings, modern offices, and public recreation space. The modern 200 block of North Union Street, bounded by Queen Street on the north and Cameron Street on the south, was constructed through the banked-out portions of original town Lots 31 and 36.

This block is in the middle third of the Study Area (Appendix B, Image 3).

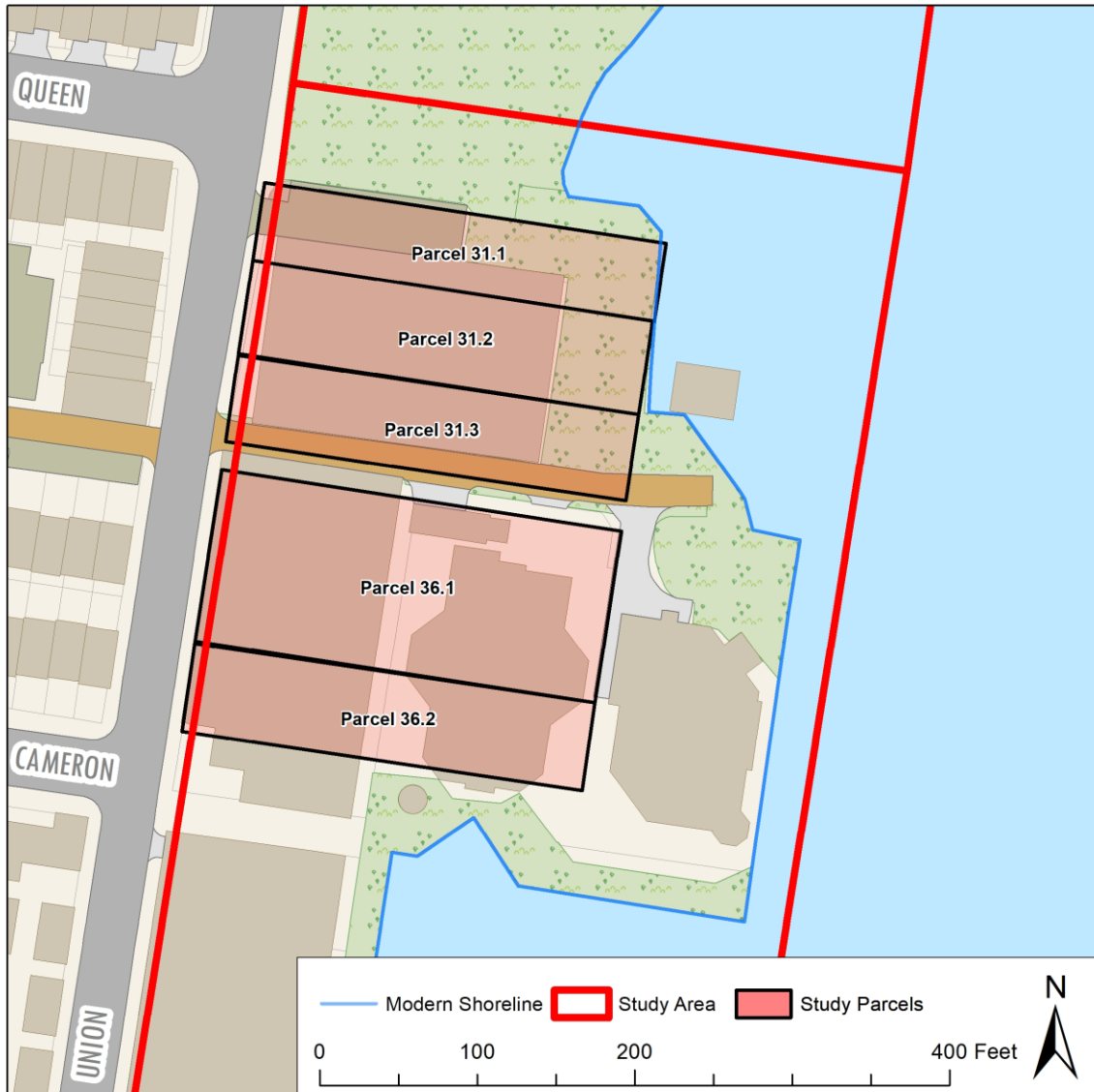


Image 1. Modern street map showing the Queen, Union, Cameron Street block overlaid with study parcels.

Colonial and Early National Period, 1749-1799

Lot 31

Colonel Garrard/Gerrard Alexander (1714-1761) purchased Lots 31 and 32 in the initial July 1749 sale of Alexandria lots (Image 2). He inherited a plantation north of the town, later called Abingdon, and married Mary Dent of Maryland. They owned enslaved people and he held positions of power in the community including being an original trustee of Alexandria, a Burgess of Fairfax County from 1751-1755 and a justice of Fairfax County in 1742.¹ Alexander left Lots 31 and 32 to his widow, Mary Alexander, in his will in lieu of the traditional dower.² There is no evidence describing what, if any, improvements or changes he made to this parcel during his lifetime. That he was a civic leader suggests he would have made some developments, either a warehouse or pier, for commercial purposes.

In 1767, Mary Alexander and her son Philip Alexander sold the lots to John Glassford and Archibald Henderson.³ Glassford & Co. was a Scottish tobacco firm that had numerous Chesapeake locations. Glassford never visited North America himself, but his factors ran the stores and managed business, thus he had numerous divisions or partnerships in Maryland and Virginia. In Alexandria, Henry Riddell managed their shop located on Lots 31 and 32: “a large and commodious brick Storehouse, and other houses. The lots have a front of about 180 feet on the main-street, the same to the river, on which a most valuable improvement is begun (Image 3).”⁴ John Gibson purchased the lots on October 1, 1776 and then resold them to Alexander Henderson (1738-1815), who previously acted as the Glassford & Co. legal representative, two days later for the same price.⁵ Henderson agreed with John Dalton, owner of Lots 36 and 37, to each reserve 10’ for an alley to the Potomac River.⁶

City archaeologists found evidence in 1997 of a bulkhead-type wharf that extended to approximately 200’ east of Water Street. Measuring 20’ wide, the wharf surface was partially covered with large, flat stones. In a stratigraphic analysis, they found a top layer of fill with cultural materials (glass, pottery, leather, etc.), a sterile sediment layer, and then another fill layer with cultural materials. Their conclusion was that someone partially filled the wharf, work ceased for several years while tides, floods and rain deposited silt, and then someone completed the wharf, adding the top layer of fill and the paving stones. Documentary evidence supports this conclusion, as Henderson noted in 1776 that a “valuable improvement” was under construction.⁷

¹ Fairfax Deed Books (FDB) B1:496, September 20, 1749; Donald A. Wise, “Some Eighteenth-Century Family Profiles Part 1,” *Arlington Historical Magazine*, October 1977, 8. The ruins of Abingdon are located at what is now Reagan National Airport, see “History of Reagan National Airport,” Metropolitan Washington Airports Authority, <https://www.flyreagan.com/about-airport/history-reagan-national-airport#:~:text=In%201998%2C%20the%20Airports%20Authority,1930%2C%20and%20the%20ruins%20stabilized.>

² Fairfax County Will Books (FWB) B1:327, September 16, 1761.

³ FDB G1:229, March 10, 1767; FDB G1:231, March 11, 1767.

⁴ Alexander Henderson, “TO BE SOLD,” *Dunlap’s Pennsylvania Packet*, September 24, 1776, GenealogyBank.

⁵ FDB M1:266, October 1, 1776; FDB M1:269, October 3, 1776.

⁶ FWB D1:17, July 21, 1777. “The ten feet is left vacant in order that Alexander Henderson or those claiming [sic] under him may lay off an equal proportion of his Lots that a Lane may be extended down between the said lots to Powtomack [sic] River.”

⁷ Thomas W. Cuddy et al., “THE NORTH LEE STREET PROJECT: A PHASE I, II, AND III ARCHAEOLOGICAL INVESTIGATION OF 221 NORTH LEE STREET, ALEXANDRIA, VIRGINIA, SITE 44AX180” (Alexandria, Virginia: Alexandria Archaeology, 2006), 7.15-7.25.

Archaeologists could not determine with certainty how far into the river the wharf extended, however they did not find remains of an eastern-facing bulkhead, so it likely extended beyond the 200' that was found. Its construction was atypical of other 18th-19th century wharves in Alexandria because the bulkhead was constructed of planks rather than timbers or horizontal posts (Image 4). They concluded that either the location of the wharf, in the shallow, slow moving bay, called for a less-significant construction technique, or this exposed section was part of a larger grid of "groins" meant to stabilize a large area of fill. They were not able to conclusively determine if there were additional sections to the north or south of this feature.⁸ Did Glassford & Co. intend to fill the entire frontage of their lot, or were they extending a wharf further into the bay as their southern neighbors, Carlyle & Dalton did, beginning in 1769?

Henderson was a Scottish immigrant who moved to Colchester in 1756. He acted as an agent for Glassford & Co., but also served in public office and in the Virginia Militia during the Revolution. He was a Captain from 1775-1777 and Deputy Commissioner of Military Stores from 1777-1779.⁹ It is unlikely that Henderson, while active in the military, made improvements to his wharf lot. He sold these lots to Alexandria merchant and banker William Herbert in 1778.¹⁰ Herbert quickly sold Lots 31 and 32 to Thomas May, an ironmaster of Cecil County, Maryland in February 1778.¹¹ It is unclear what, if any, actions May took to improve or use these lots during his period of sole ownership. Possibly, he was responsible for the second campaign of fill and partial paving of the wharf surface.

Thomas May (1731-1792) was born near Philadelphia and married a Quaker, Sarah Holland Potts, in 1761. He worked as a blacksmith and forgerman, renting ironworks from his in-laws for several years. He began to operate Elk Forge in Cecil County, Maryland, in 1768. He participated in numerous business partnerships to own and operate iron works and forges in the region, including some with Jesse Hollingsworth, a merchant in Baltimore. He and his business partners owned enslaved people and indentured servants. During the American Revolution, May's home at Elkton and the forge were threatened by the British landing there on August 25, 1777. Thomas and Sarah May, they had no known children, relocated to Wilmington, Delaware and the forge took little damage besides two enslaved workers leaving with the British. John Roberts, May's partner at the forge, relocated to Philadelphia and was hanged for treason in November 1778.¹²

From 1775-1785, May significantly increased his land and property holdings, including the lots in Alexandria. In 1780, May bought another water lot in Elkton, Maryland where he built a warehouse and wharf. He handed over the management of Elk Forge to his brother and focused primarily on merchant activities and land acquisition in 1781. Thomas and Sarah May sold 1/3 of Lots 31 and 32 back to William

⁸ Cuddy, et al., "THE NORTH LEE STREET PROJECT," 7.20-7.25.

⁹ *Sons of the American Revolution Membership Applications, 1889-1970* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011. Original data: *Sons of the American Revolution Membership Applications, 1889-1970*. Louisville, Kentucky: National Society of the Sons of the American Revolution. Microfilm, 508 rolls. Alexander Henderson would go on to open a storehouse in Dumfries which he later expanded to Alexandria. He was active on Merchant's Wharf from 1795-1805.

¹⁰ Ref. Hustings Deed Books (Alex.) A:95, January 1, 1778. More on William Herbert is written in the King to Cameron block report.

¹¹ Ref. Alex. A:95, February 18, 1778.

¹² Daniel Graham, "Thomas May (1731-1792): Pennsylvania/Maryland Ironmaster, Delaware Merchant and Assemblyman" (Ellicott City, MD, 2001), 1-17.

Herbert in 1783.¹³ At that time, they owned almost nine thousand acres in Maryland. May bought more land in Pennsylvania and Maryland in 1784. He began sending regular cargoes of flour, pig iron, rod iron and staves to other coastal American ports and the West Indies. May invested in “soldier certificates,” or war debt, from Delaware soldiers in 1783 and 1784.¹⁴

In Alexandria, William Herbert and John Potts operated their joint merchant venture from a store on the corner of Fairfax and Queen Streets in October 1784.¹⁵ They imported goods from London, including polished marble chimney pieces and mantles. John Potts Jr. (1760-1809) was Thomas May’s nephew, born in 1760 to Samuel Potts and Joanna Holland, sister of Sarah Holland Potts May.¹⁶ John Potts worked along with his brothers and father on their extensive iron holdings. Potts trained as a lawyer in Philadelphia but moved to Alexandria in 1784 to work as the Secretary of the Potomac Company.¹⁷ He married Eliza Ramsay, sister-in-law of William Wilson and daughter of Patrick Ramsay. Potts and Wilson managed the hiring out of 34 enslaved people from Eliza’s father’s estate; many worked for the Potomac Company and one, Abraham, freed himself. As Secretary of the Potomac Company, Potts placed an advertisement in November 1785 seeking one hundred enslaved workers to labor for the canal.¹⁸

Thomas May sold another 1/3 share of Lots 31 and 32 to John Potts Jr. in April 1788 and a few months later, Herbert & Potts dissolved their partnership.¹⁹ Herbert & Potts owned three parcels in 1788: two self-occupied on Fairfax Street and one occupied by J. Edmunds on Royal.²⁰ Potts then partnered with William Wilson in 1790, forming William Wilson & Co., until Jan 1, 1795.²¹ In 1791, Potts occupied a parcel on King Street owned by Peter Cassenove.²²

¹³ Alex. A:95, November 10, 1783.

¹⁴ Graham, “Thomas May,” 17-22.

¹⁵ William Herbert and John Potts Jr., “Herbert and Potts,” *Virginia Journal and Alexandria Advertiser*, October 28, 1784, GenealogyBank.

¹⁶ Graham, “Thomas May,” 5; *Sons of the American Revolution Membership Applications, 1889-1970* [database online]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

¹⁷ Mrs. Thomas Potts James, *Memorial of Thomas Potts, Junior, Who Settled in Pennsylvania* (Cambridge: Priv. Print., 1874), 257,

<https://ia800902.us.archive.org/4/items/memorialofthomas00injame/memorialofthomas00injame.pdf>.

¹⁸ John Potts Jr., “One Hundred Negroes,” *Virginia Journal and Alexandria Advertiser*, November 3, 1785, GenealogyBank.

¹⁹ Alex. C:232, April 14, 1788; William Wilson and John Potts Jr., “Ten Dollars Reward,” *Virginia Journal and Alexandria Advertiser*, July 26, 1787; William Herbert and John Potts Jr., “The Copartnership,” *Virginia Journal and Alexandria Advertiser*, December 4, 1788, GenealogyBank; Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. Ramsay vs. Wilson, 1810-049, Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia.

²⁰ 1787 Land Tax Assessment, on file at Alexandria Archaeology. The rent value of the Fairfax Street parcels were £40 and £5. William Herbert was assessed in 1787 for property on Fairfax, Cameron, Oronoko and Water Streets. At this time, William Herbert and his dependents owned or controlled half of the block south of Cameron Street, so it is difficult to distinguish the exact location of each assessed parcel. Thomas May is not listed as an owner of real estate in 1787 or 1788.

²¹ William Wilson & Co., “Just Arrived,” *Virginia Gazette and Alexandria Advertiser*, November 11, 1790, GenealogyBank; William Wilson & Co., “For London,” *Columbian Mirror and Alexandria Gazette*, April 10, 1793, GenealogyBank. For more details on their business arrangement see Arlington Chancery, Potts vs. Wilson, 1810-049.

²² Marjorie D. Tallichet, *Alexandria City Directory 1791* (Bowie, Md: Heritage Books, 1986).

The trustees of Thomas May's estate sold his 1/3 share of Lots 31 and 32 to William Wilson on February 9, 1795.²³ Wilson was a Scottish factor for Colin Dunlap & Son & Co. in Alexandria from 1774-1776. He returned to Scotland where he met and married Sophia Ramsay, daughter of the late Patrick Ramsay, a tobacco merchant, and Elizabeth Ramsay. Mrs. Ramsay, a native of Virginia and beneficiary of her late husband's landed and enslaved estate there, decided to return with her children. William Wilson agreed to reside in Virginia for a few years and he helped Mrs. Ramsay borrow the necessary money from her trust and arranged their travel. The party set sail in August 1783 and survived a harrowing misadventure when their ship nearly sank near Lisbon, where they stayed until they could book passage to Baltimore. They arrived in Virginia in March 1784 and stayed at Broadway, the James River plantation of Thomas Gordon and Elizabeth Ramsay's sister, Ann Isham Gordon. Sophia Wilson delivered a son there on March 22 but died a few weeks later. Wilson left for Alexandria in May 1784 and his mother-in-law, infant son, and the other Ramsay children joined him in May 1785. One daughter, Sarah Douglass Ramsay, died in November 1785 and another, Eliza, married John Potts in August 1786.²⁴ Wilson's firm, headquartered in Scotland, declared bankruptcy and he returned to Glasgow in 1788. Though he intended to make a new effort in London, a friend asked him to return to Virginia to settle the affairs of a different firm. When that assignment ended, again due to bankruptcy, he decided to recommence his own house of trade in Alexandria importing goods from London and Glasgow. This firm was successful, and he brought his struggling brother-in-law, John Potts, in as a 1/3 partner in January 1790. In 1791, he occupied space on Conway's Wharf and Fitzgerald's Wharf.²⁵ This partnership was dissolved on January 1, 1795.²⁶

In 1796, the three co-owners of Lots 31 and 32 set aside 10' for an alley along the south edge of the lots and partitioned the lots to give each person an equal, yet individual, share (Image 5).²⁷ The only building indicated on the partition is a brick store at the southeast corner of Fairfax and Queen Streets. On the waterfront block, they created three similar parcels with eastern boundaries in the Potomac River (Image 6). A deed for the parcel on the north side of Queen Street, Lot 26, refers to the wharf of Herbert, Wilson & Potts being under construction in late September 1796.²⁸

Parcel 31.1

William Wilson owned Partition 21, the parcel on the south side of Queen Street known as Parcel 31.1 in this study (Image 5).²⁹ His 1796 tax assessment, including all his real estate in Alexandria, was \$4,200.³⁰ Wilson continued to engage in trade, often hiring his younger brothers-in-law, Andrew, William and Patrick Ramsay, as clerks and supercargoes. In 1798, Wilson made a variety of shipments to Europe and the West Indies, "Great in their amount and unfortunate in their issue."³¹ He lost tens of thousands of

²³ Alex. O:76, February 9, 1795.

²⁴ "Mortuary Notice," *Maryland Journal*, November 29, 1785, GenealogyBank; William Wilson, "Just Imported," *Virginia Journal and Alexandria Advertiser*, October 28, 1784, GenealogyBank; Arlington Chancery, James Dunlop vs. Thomas Herbert, 1818-001.

²⁵ Tallichet, *Alexandria City Directory 1791*; William Wilson & Co., "For London," *Columbian Mirror and Alexandria Gazette*, April 10, 1793, GenealogyBank.

²⁶ Arlington Chancery, Potts vs. Wilson, 1810-049.

²⁷ Alex. L:75, March 29, 1796. This deed describes the lots as "extending from the East side of Fairfax Street, across Water & Union Streets into the River Potomack."

²⁸ Alex. H:443, September 27, 1796.

²⁹ Alex. L:351, March 31, 1796.

³⁰ 1796 Tax Assessment, on file at Alexandria Archaeology.

³¹ Arlington Chancery, Potts vs. Wilson, 1810-049.

dollars and sold all his vessels to Baltimore merchants, losing a great deal of money in the process. In 1799, Wilson used this parcel, along with eight others, to secure a debt of \$9,770 to the Bank of Alexandria.³² The 1799 tax assessment for William Wilson shows that he owned property on Oronoko, Fairfax, and Prince Streets.³³ There is no indication from that record that he occupied or leased this property on the waterfront.

Parcel 31.2

William Herbert owned Partition 20, the middle parcel known as Parcel 31.2 in this study (Image 5).³⁴ Herbert was elected President of the Bank of Alexandria in 1796, and so his attention to this parcel and its development is unclear as his total taxable real estate that year was \$5,100.³⁵ The 1799 tax assessment for William Herbert showed that he collected rents on Fairfax and Water Streets, but none of the amounts indicate a large warehouse or wharf that might extend to the Potomac River.³⁶ Herbert owned a wharf south of Cameron Street, where he lived and rented warehouses since 1780. The area south of Cameron Street was known as Herbert's Wharf.

Parcel 31.3

John Potts owned Partition 19, the south parcel known as Parcel 31.3 in this study (Image 5).³⁷ In 1796 the total assessed value of his real estate was \$2,400, significantly less than his former partners William Herbert and William Wilson.³⁸ In 1799, Potts secured a debt of \$14,417 to the Bank of Alexandria with this parcel and six others.³⁹ The 1799 tax assessment for John Potts shows that he collected rent (£80 annually) from Carlin & Faxon for a lot between Fairfax and Water Streets.⁴⁰

Lot 36

John Dalton (1722-1777) purchased Lots 36 and 37 from the Town Trustees in the first offering of parcels in 1749 (Image 2).⁴¹ John Dalton was business partners with John Carlyle, owner of Lots 41 and 42 across Cameron Street, since 1744. Dalton was commissioned as a captain in the Fairfax Militia and appointed a Town Trustee after the death of Richard Osborne. In 1756, he led a militia unit to Winchester to assist Colonel George Washington. He married Jemima Shaw and had several children, though only two daughters survived into adulthood. They built a brick house on Fairfax Street which remained unfinished at his death, and another house on the alley between Lot 37 and Lot 32 which was

³² Alex. M:178, August 21, 1799.

³³ Wilson's tenants were himself on Oronoko (£100 annual rent) and Fairfax (£36), Charles Jones on Fairfax (£40), and Josiah Faxon on Prince (£60 and £36). 1799 Tax Assessment, on file at Alexandria Archaeology.

³⁴ Alex. L:351, March 31, 1796.

³⁵ A. Glenn Crothers, "Banks and Economic Development in Post-Revolutionary Northern Virginia, 1790-1812," *The Business History Review* 73, no. 1 (1999): 17. 1796 Tax Assessment, on file at Alexandria Archaeology.

³⁶ Herbert's tenants were Washer Blunt on Water Street (£23 annual rent), Lawrence Hooff on Water (£30), and himself on Fairfax (£18). 1799 Tax Assessment, on file at Alexandria Archaeology.

³⁷ Alex. L:351, March 31, 1796.

³⁸ 1796 Tax Assessment, on file at Alexandria Archaeology.

³⁹ Alex. M:261, May 1, 1799.

⁴⁰ 1799 Tax Assessment, on file at Alexandria Archaeology. Hugh Carlin/Carolyn was a carpenter on Queen Street and Josiah Faxon/Faxton was active as a merchant in the early 19th century. T. Michael Miller, *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, s.vv. "Carlin, Hugh," "Faxon, Josiah," (Bowie, Md: Heritage Books, 1991).

⁴¹ FDB B1:493,494, September 20, 1749.

occupied by John Page. Dalton was a Presbyterian and served in the vestry of Christ Church in Alexandria. In the Revolutionary period, he aided in procuring supplies for Virginia's military forces.⁴²

Besides his merchant activities with John Carlyle, Dalton owned plantations and controlled the labor of numerous individuals including indentured servants, convicts, and enslaved people. In 1755, an English servant named James Large absconded from Alexandria with a horse and a "Face...a little bruised and black."⁴³ In 1767, two Irish convicts, one a weaver named Edward Bryan and the other a teen named Will Canely, left Alexandria.⁴⁴ Upon Dalton's death in 1777, eight enslaved men were sold from his estate: "six of them are good smiths, and have served regular times to the trade; they do all kinds of ship and planters work, shoe horses, &c. one understands a good deal of gun work and making nails; one of the others is a waterman and pilot in the river and bay, the other a plantation negro."⁴⁵ These details show that Dalton profited from the labor of others in multiple areas of work, including specialized crafts like gunsmithing and weaving, in-demand skills such as piloting, and the brutal physical labor of plantation agriculture.

Catherine Dalton, a daughter of John Dalton, inherited the northern portion of Lots 36 and 37, including a house where John Page lived at the corner of Fairfax Street and the reserved alley between these lots and 31 and 32 (Image 6).⁴⁶ Catherine married William Bird (1757-1812) in 1781. Bird was from Pennsylvania, where his first wife died in childbirth, and had served as a captain of the 4th Regiment Light Dragoons in the Revolution.⁴⁷ He acquired land near Holmes' Run, west of Alexandria, where he lived with his family until the 1790s when they moved to Warren County, Georgia.⁴⁸

One tenant on this parcel, Thomas Hanson, was a partner in the merchant firm of Samuel and Thomas Hanson, active since 1784. Hanson was an enslaver and landowner in Virginia and Maryland. He occupied a building here, likely a store house, from 1787-1788 paying £60 rent and then £130. It is not clear why the rent increased so dramatically; perhaps he took on more space or made a significant improvement in the buildings.⁴⁹ Two other occupants in 1787, John Joseph Combes and William Anderson, paid £20 and £10 annual rent respectively. Combes was a vendue master while Anderson may have been a former constable turned retailer.⁵⁰

⁴² Wise, "Some Eighteenth-Century Family Profiles Part 1," 25-26.

⁴³ John Dalton, "Ran Away from the Subscriber," *Maryland Gazette*, April 10, 1755, Newspapers.com.

⁴⁴ John Dalton and Robert Adam, "Ran Away from the Subscribers," *Maryland Gazette*, June 18, 1767, Newspapers.com.

⁴⁵ *Maryland Gazette*, April 24, 1777, Newspapers.com.

⁴⁶ FWB D1:17, July 21, 1777.

⁴⁷ William Bird had been commissioned a lieutenant in the 2nd Pennsylvania Regiment in January 1776 before transferring to the 4th Continental Light Dragoon Regiment in January 1777. He was eventually promoted to captain. George Washington, "Founders Online: From George Washington to Officers of the 4th Continental Light ..." (University of Virginia Press, August 15, 1777), <http://founders.archives.gov/documents/Washington/03-10-02-0611>.

⁴⁸ Terry L. Linton, "Colonel William Bird (1757-1812)," Direct Genealogy Lineage of Thomas Jefferson Bird Sr. and Drusilla Gay, 1995, http://linton-research-fund-inc.com/Colonel_William_Bird_1757_1812_Project.html.

⁴⁹ 1787, 1788 Alexandria Land Book, on file at Alexandria Archaeology; Samuel Hanson and Thomas Hanson, *Virginia Journal and Alexandria Advertiser*, June 3, 1784, GenealogyBank; Thomas H. Hanson, *Virginia Journal and Alexandria Advertiser*, February 24, 1785, GenealogyBank; Thomas H. Hanson, "To Be Rented," *Virginia Journal and Alexandria Advertiser*, March 30, 1786, GenealogyBank.

⁵⁰ Miller, *Artisans and Merchants*, s.vv. "Combes, John Joseph," "Anderson, William."

Joseph Delarue, a Parisian silk scourer, occupied a space here in 1788. He had a relative in town, Augustus Delarue, but moved to Norfolk by August of that year.⁵¹ In 1789, David Edwards, profession unknown, was a tenant. He paid taxes for a white worker, likely an apprentice or indentured servant, named Patrick Gibbons in the same year.⁵²

John Kean/Keane occupied a space here from 1790-1791. His personal taxes in 1790 show him and a white worker, James Golden. Unfortunately, his occupation is unknown.⁵³

Lanty Crowe occupied a house on Fairfax Street for which he paid £18 annual rent from 1789-1793.⁵⁴ Crowe was a shopkeeper and had no taxable workers or property, except himself, in 1790. In 1795, he paid taxes on himself, a Black teen, a Black adult, and a horse or mule.⁵⁵ He moved to a different house on Fairfax Street, was nominated to be a constable of the Hustings Court, but died in 1801. Crowe was Catholic and a member of the Masonic Lodge.⁵⁶

Bird advertised property for sale in 1787: "A LOT OF GROUND, situated on Fairfax-street, adjoining Mr. Leigh's tavern, containing 120 feet in front, which is improved with convenient buildings, extending from Fairfax-street parallel with Cameron-street to the channel of the river, having six fronts."⁵⁷ The fronts were on Fairfax, the alley from Fairfax to Water, west side of Water, east side of Water, the alley from Water to Union, and the west side of Union. Bird offered the "Houses and Lot" on Fairfax Street to the channel of the river for sale again in 1790 (Image 7).⁵⁸ In December 1790, Thomas West paid the Birds £328 for the 60' wide segment containing John Dalton's former residence and bounded by Fairfax and Water Streets.⁵⁹ In September 1790, West leased the same parcel, stretching from Fairfax to Water Street, back to Bird for £16.4 annual rent.⁶⁰

In April 1793, the Birds sold their entire parcel, fronting approximately 120' on Fairfax Street, crossing Water and Union Streets and into the river, to Jonah Thompson and David Finley. Stipulations included the ground rent owed to Thomas West for the 60' strip from Fairfax to Water Streets, that Bird could continue to occupy the former John Dalton house and its associated kitchen and garden until October 1, 1793, and that Lanty Crowe could remain in his house until his term expired.⁶¹ William Hepburn and John Dundas bought the ground rent from Thomas West in August 1793.⁶²

⁵¹ Joseph Delarue, "Joseph Delarue," *Virginia Journal and Alexandria Advertiser*, February 1, 1787, GenealogyBank; Joseph Delarue, "Joseph Delarue," *Norfolk and Portsmouth Journal*, August 13, 1788, GenealogyBank; 1788 Alexandria Land Tax Book, on file at Alexandria Archaeology.

⁵² 1789 Alexandria Land Book and Personal Property Tax Book, on file at Alexandria Archaeology.

⁵³ 1790 Alexandria Land Book and Personal Property Tax Book; Tallichet, *Alexandria City Directory 1791*.

⁵⁴ 1789, 1790, 1791 Alexandria Land Book, on file at Alexandria Archaeology; Alex. E:63, April 24, 1793.

⁵⁵ 1790, 1795 Alexandria Personal Property, on file at Alexandria Archaeology. In 1800, Crowe only paid tax on himself. Miller, *Artisans and Merchants*, s.v. "Crowe, Lanty."

⁵⁶ "DIED," *Times; and District of Columbia Daily Advertiser*, May 11, 1801, GenealogyBank; William, James Carolin, and Hugh Carolin, "To Rent," *Alexandria Expositor*, October 7, 1803, GenealogyBank.

⁵⁷ William Bird, "Lots and Lands for Sale," *Virginia Journal and Alexandria Advertiser*, December 6, 1787, GenealogyBank. For the property transfer, reference FDB W1:341, September 14, 1790.

⁵⁸ William Bird, "For Sale," *Virginia Gazette and Alexandria Advertiser*, December 2, 1790, GenealogyBank.

⁵⁹ FDB U1:416, December 13, 1790.

⁶⁰ FDB W1:341, September 14, 1790.

⁶¹ Alex. E:63, April 24, 1793.

⁶² FDB W1:349, August 22, 1793.

When David Finley died intestate in December 1793, his share of the parcel passed to his mother, Amelia Finley, in Middlesex County, Great Britain. She signed Power of Attorney to James Patten, who auctioned the share on June 10, 1795, and Charles Robert Scott won the bidding at £1500.¹² Scott signed over the right of purchase for “certain considerations” to Jonah Thompson, giving Thompson full ownership of the parcel from Fairfax Street into the River.⁶³

Originally from Scotland, Jonah Thompson settled in Alexandria and married Margaret Peyton, daughter of Col. Francis Peyton. From his store on Fairfax Street, he sold seasonable merchandise from London in 1784.⁶⁴ This store was likely on the west side of Fairfax, south of King Street on Lot 53. He rented a parcel on King Street from Richard Arell as early as 1791.⁶⁵ He purchased this parcel in 1793 and in 1795 he occupied a building (£100) on the east side of Fairfax Street along with James Patten (£40), while Bryan Hampson paid £30 rent on Water Street.⁶⁶ Jonah Thompson was elected a director of the Bank of Alexandria in January 1797 and served on the Common Council and as Mayor of Alexandria.⁶⁷ Bryan Hampson was a grocer who, in 1791, was a partner in Hampson & Williams on Prince Street. He lived and had a store on the east side of Fairfax Street between King and Prince Streets in 1797. It is not evident what type of structure he rented from Thompson on Water Street in 1795.⁶⁸

James Patton was a merchant who became a banker and agent for Lloyd’s House of London. In 1793 he formed a partnership with David Finley, called James Patton & David Finley, which imported sugar and coffee until it dissolved when Finley died in December of that year.⁶⁹ The 1796 insurance record shows Patton occupied at least one of five structures along Fairfax Street: two wooden dwellings, a wooden retail store, a brick dwelling, and a wooden kitchen (Image 9). He was elected a Director of the Bank of Alexandria in 1797, which is the same year he gave up his lease on the brick dwelling house adjoining Abert’s Tavern, formerly the residence of John Dalton (Image 8).⁷⁰ Patton occupied warehouses and a scale house on King Street between Water and Union Streets, and would later occupy structures on other areas of the waterfront. He moved to the country in 1800 but continued to engage in trade and banking in Alexandria. In 1819, he permanently moved to London.⁷¹

Parcel 36.1

There is little documentation for how and when the waterfront east of Union Street was developed on this parcel. Tax records from the period do not specify any structures east of Water Street. Bird described “six fronts” from Fairfax Street to the channel of the river in 1787: Fairfax, the alley from

⁶³ Alex. F:316, July 1, 1795.

⁶⁴ Jonah Thompson, “Just Imported from London,” *Virginia Journal and Alexandria Advertiser*, October 28, 1784, GenealogyBank. His store adjoined Shreve & Lawrason who, at that time, operated from the southwest corner of King and Fairfax.

⁶⁵ Tallichet, *Alexandria City Directory 1791*.

⁶⁶ 1795 Alexandria Land Tax, on file at Alexandria Archaeology.

⁶⁷ “Alexandria, January 17,” *Greenleaf’s New York Journal and Patriotic Register*, January 25, 1797, GenealogyBank.

⁶⁸ Miller, *Artisans and Merchants*, s.v. “Hampson, Bryan;” Tallichet, *Alexandria City Directory 1791*.

⁶⁹ James Patton and David Finlay, *Virginia Gazette and Alexandria Advertiser*, March 14, 1793, GenealogyBank; James Patton and David Finlay, “For Charter to the West Indies,” *Virginia Gazette and Alexandria Advertiser*, July 11, 1793, GenealogyBank.

⁷⁰ “Alexandria, January 17,” *Greenleaf’s New York Journal and Patriotic Register*, January 25, 1797, GenealogyBank; James Patton, “TO BE RENTED,” *Columbian Mirror and Alexandria Gazette*, May 18, 1797, GenealogyBank.

⁷¹ Miller, *Artisans and Merchants*, s.vv. “Patton, James,” Patton, James & James Dykes,” “Patton, James & David Finlay.”

Fairfax to Water, west side of Water, east side of Water, the alley from Water to Union, and the west side of Union.⁷² Likely at that time, there was little or no made land to the east of Union Street. In 1793, the deed specified that the parcel crossed Water and Union Streets and extended into the River.⁷³ Jonah Thompson likely built out the land and made improvements east of Union Street after 1796, since there are no insurance policies for buildings other than those on Fairfax Street. The 1798 Gilpin plan shows this block having a front parallel to Union Street that extended east approximately 180 feet (Image 10).

Along the southern edge of Lots 36 and 37, Dalton's daughter Jenny inherited the 60' front extending north from Cameron Street. By 1777, John Dalton was building a brick house at the northeast corner of Fairfax and Cameron Streets. When he wrote his will in March, he directed that his estate funds be used to complete the "house and other appurtenances within the said bounds." His will, proved on July 21, 1777, directed this parcel, stretching from Fairfax Street to the Potomac River, to his daughter Jenny "Jane" Dalton.⁷⁴ She later wed Thomas Herbert. Thomas and Jenny Herbert did not reside in Alexandria, but rather in Fairfax County.

In 1785, Henry Lyles retired from retail trade and became an inn keeper. He opened the Alexandria Inn and Coffee House at the corner of Fairfax and Cameron. "The house is large ... with the convenience of a large and commodious stables, where horses are taken in at livery. I have in this house several very convenient private rooms, with fire places where gentlemen may be most comfortably accommodated..."⁷⁵ Lyles sought a "genteel young man who is smart, active, and sober" as a bar keeper for the establishment soon after.⁷⁶ Unfortunately, Lyles died just a few months into the next year.⁷⁷ Thomas Herbert placed a detailed advertisement seeking someone to take on the lease before October, "when the races of this town come on" (Image 11). The tavern was 3 stories and shaped like an L, one front 58' and the other 42.' He described the number and dimensions of the rooms, including the garret which was undivided, and a full cellar under the whole house. The outbuildings included a two-story 11' x 21' kitchen, a 61' x 26' stable with a large shed, a corn house and necessary. The use of an ice house was included, though the ice house was likely at a different location. Herbert stressed the ongoing development of Alexandria and the Potomac River with the promise of high volume for a genteel establishment.⁷⁸

⁷² William Bird, "Lots and Lands for Sale," *Virginia Journal and Alexandria Advertiser*, December 6, 1787, GenealogyBank.

⁷³ Alex. E:63, April 24, 1793.

⁷⁴ FWB D1:17, July 21, 1777.

⁷⁵ Henry Lyles, "The Alexandria Inn and Coffee House," *Virginia Journal and Alexandria Advertiser*, September 29, 1785, GenealogyBank.

⁷⁶ Henry Lyles, "Wanted Immediately," *Virginia Journal and Alexandria Advertiser*, October 27, 1785, GenealogyBank. After Lyles' death, Barney Conner, an indentured rope maker belonging to his estate, ran away from Alexandria. William Lyles and James Hendricks, "Ran Away from Alexandria," *Virginia Journal and Alexandria Advertiser*, July 13, 1786, GenealogyBank.

⁷⁷ "DIED," *Maryland Journal*, April 11, 1786, GenealogyBank.

⁷⁸ Thomas Herbert, "To Be Let," *Maryland Journal*, May 12, 1786, GenealogyBank.

George H. Leigh took up the tavern business here as “The Bunch of Grapes” in April 1787.⁷⁹ The Northern Stagecoach used this as their hub.⁸⁰ 1787-88 Land Tax records show G. G. Leigh paid £200 then £160 annual rent to Thomas Herbert.⁸¹ Leigh’s tenure was also short, as John Wise operated here beginning in 1788, when he paid £130 annual rent.⁸² Wise’s taxable work force included three Black teens, aged 12-16, five Black adults over the age of 16, and two white men, Jesse Simms and Joseph Werany [Merony], in 1789, though taxes were not levied on white women workers.⁸³ Wise remained until 1792, when he removed to a new, purpose-built hotel and tavern at the west end of the Market house.⁸⁴ John Abert was the occupant in 1795, paying £150 annual rent. Abert’s taxable work force included 2 white males, 2 Black teens aged 12-16, and 3 Black men over 16 years old.⁸⁵ He claimed to have a cook who formerly worked at Mount Vernon in his kitchen, along with two waiters and two hostlers.⁸⁶ He remained at this location until 1799 when he moved to Shepherd’s Town, now in West Virginia.

Thomas Herbert occupied a structure on Cameron Street in 1787 and in 1788 Barney Harragon and Lawrence Hooff occupied structures on Water Street. Hooff was a carter and butcher who owned a parcel on King Street. Hooff was the only occupant of Alexandria taxed for a stud horse in 1788.⁸⁷ Tax records from 1789 and 1790 only list the tavern keeper, John Wise, as a tenant on Thomas Herbert’s property.

Parcel 36.2

Like Parcel 36.1 to the north, there is little evidence for when and who built out the land to the east of Union Street. Unlike William Bird, Thomas Herbert did not attempt to advertise this parcel for sale during the 18th century. Tax records do not indicate that anyone leased or occupied this parcel except for the tavern on Fairfax Street as noted. It was, however, built out by 1798 as shown in the Gilpin plan (Image 10).

⁷⁹ George H. Leigh, “The Bunch of Grapes,” *Virginia Journal and Alexandria Advertiser*, April 19, 1787, GenealogyBank.

⁸⁰ G. P. VanHorne, “The Northern Stages,” *Virginia Journal and Alexandria Advertiser*, October 25, 1787, GenealogyBank.

⁸¹ 1787 and 1788 Alexandria Land Book, on file at Alexandria Archaeology.

⁸² 1789 Alexandria Land Book, on file at Alexandria Archaeology.

⁸³ 1789 Alexandria Personal Property Tax, on file at Alexandria Archaeology. Jesse Simms and Joseph Merony were listed as taxable workers for John Wise in 1790. Simms had his own tavern in 1791 Miller, *Artisans and Merchants*, s.v. “Simms, Jesse.”

⁸⁴ John Wise, “City-Tavern,” *Virginia Gazette and Alexandria Advertiser*, March 14, 1793, GenealogyBank; Tallichet, *Alexandria City Directory 1791*. Miller, *Artisans and Merchants*, s.v. “Wise, John.”

⁸⁵ 1795 Alexandria Land Tax and Personal Tax, on file at Alexandria Archaeology.

⁸⁶ John Abert, “The Subscriber Has Just Opened,” *Maryland Journal*, January 22, 1793, GenealogyBank; “Astonishing Musical Powers,” *Times; and District of Columbia Daily Advertiser*, October 11, 1797, GenealogyBank.

⁸⁷ 1788 Alexandria Personal Property Tax, on file at Alexandria Archaeology.

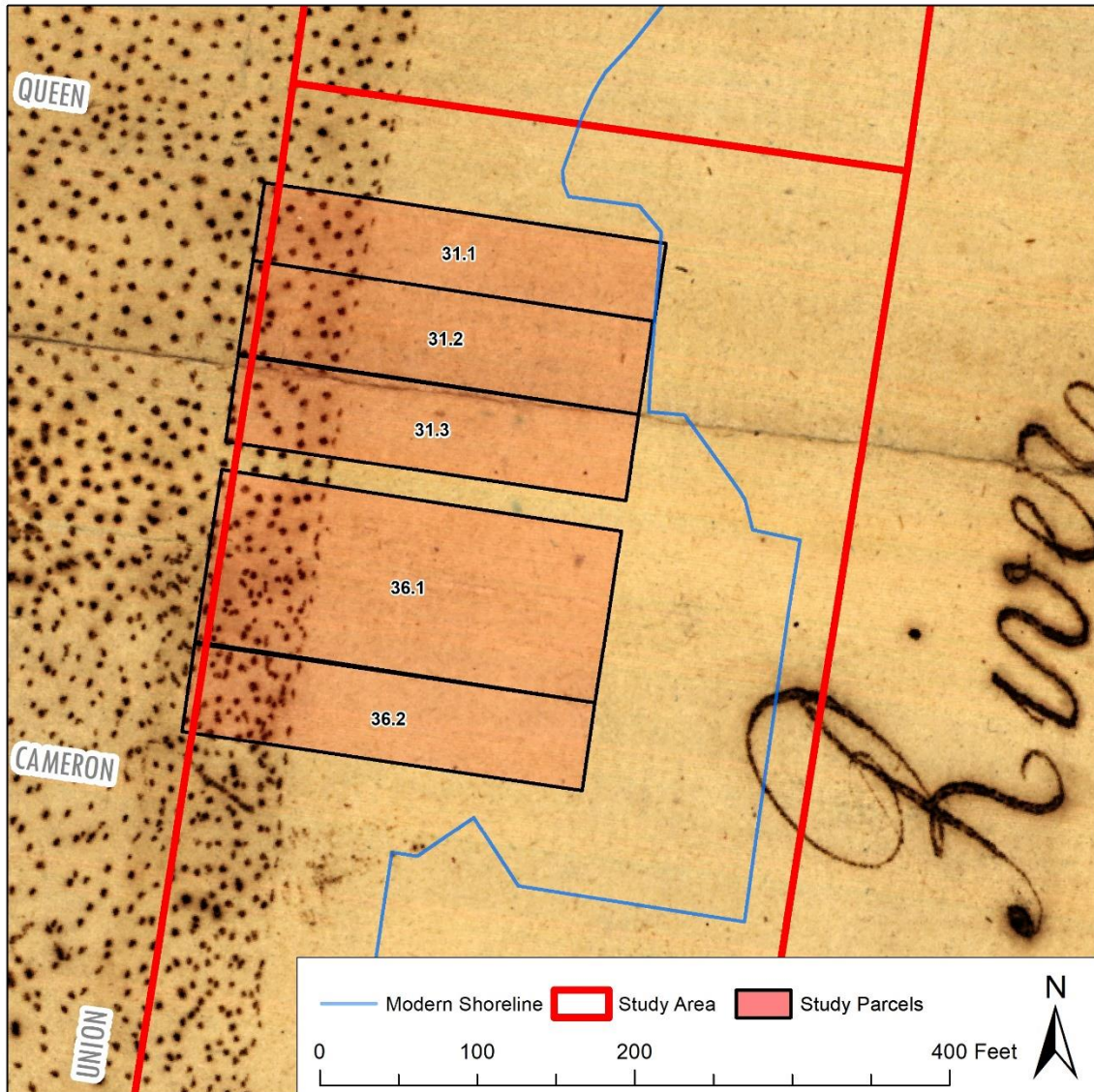


Image 2. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. <https://www.loc.gov/resource/g3884a.ct000223/>. Detail.

Colchester, August 30, 1776.

T O B E S O L D,
On Tuesday, the first day of October next, for ready
money, to the highest bidder,

TWO valuable LOTS in the town of Alexandria,
on which is a large and commodious brick Store-
house, and other houses: The lots have a front of about
180 feet on the main-street, the same to the river, on
which a most valuable improvement is begun. The sale
will be in the Store-house, at three o'clock in the after-
noon. An indisputable title will be made to the suc-
chaser, by **ALEXANDER HENDERSON.**

Image 3. Alexander Henderson, "TO BE SOLD," Dunlap's Pennsylvania Packet, September 24, 1776, GenealogyBank.



Image 4. Photograph of wharf bulkhead from the southwest, Alexandria Archaeology, 44AX180.

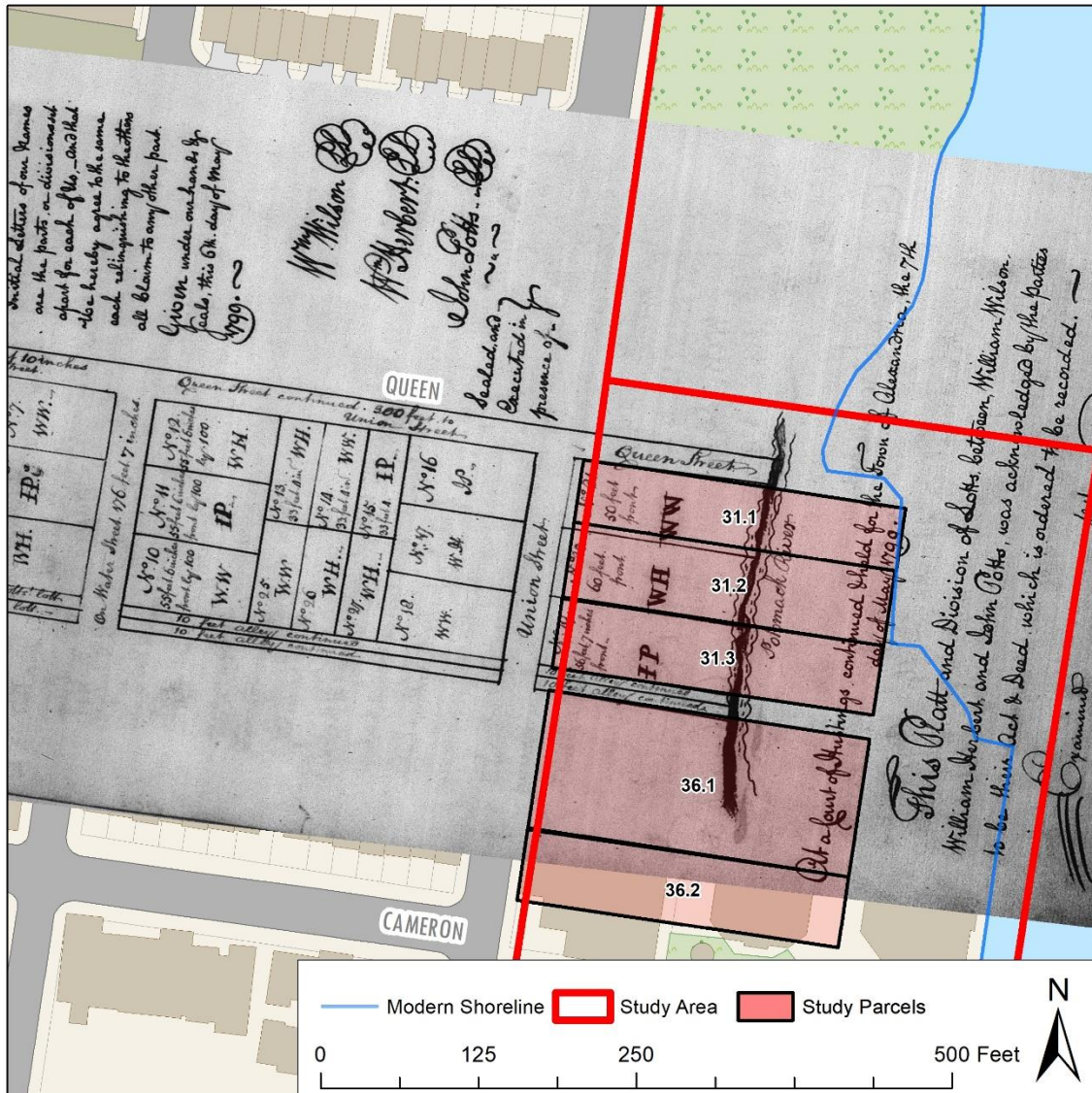


Image 5. Partition of joint tenants William Wilson, William Herbert, and John Potts. Alex. L:362, May 7, 1799.

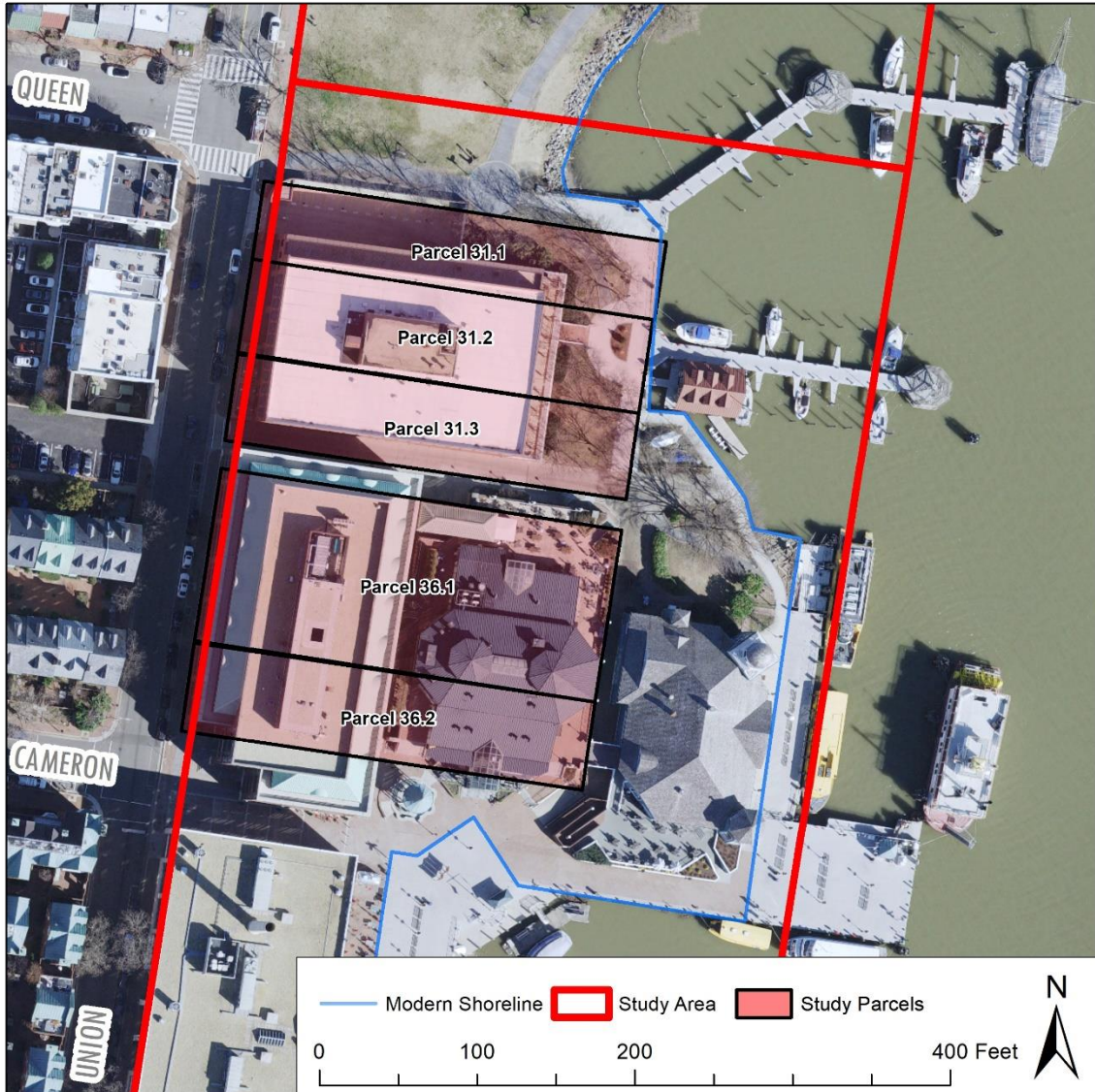


Image 6. Aerial Photography. 2021. On file at Alexandria Archaeology.

F O R S A L E,

THAT Tract of LAND where I now live, on Holmes's Run, containing sixty acres; thirty of which are good meadow-ground, about twenty have been cut for several years, and are in good order. It is well inclosed and divided with post and rail fences. The beauties of this place, it's healthy situation, and convenient distance from Alexandria, being within four miles, render it a desirable retreat from that place in the summer season. There are a genteel frame house, an excellent garden well inclosed, and a well of water, equal to any in the County, at the door.

A Tract of 265 Acres, adjoining the above; about 35 acres are good meadow-ground, and some made. There are a good frame house and other buildings on this tract.

My HOUSES and LOT, in Fairfax-Street, next above Mr. Wise's Tavern, having 122 feet front on that street, and extending across Water and Union Streets to the channel of the River. Lands of the first quality, in Frederick or Berkeley County, in an agreeable situation, or good bonds and a few Negroes, will be received in payment.

W. BIRD.

Woodville, Nov. 23, 1797.

TO BE RENTED,
From one to four years,
The House occupied by the
subscriber on Fairfax street, adjoining Mr. A
bert's Tavern. Possession to be given on or be
fore the first of June. For terms apply to
JAMES PATTON.
—
He has also to rent,
That well known Store,
on Fairfax street, formerly occupied by M
Guy Arkinson.—Possession given immediately.
May 4.

Image 8. James Patton, "TO BE RENTED," *Columbian Mirror and Alexandria Gazette*, May 18, 1797, GenealogyBank.

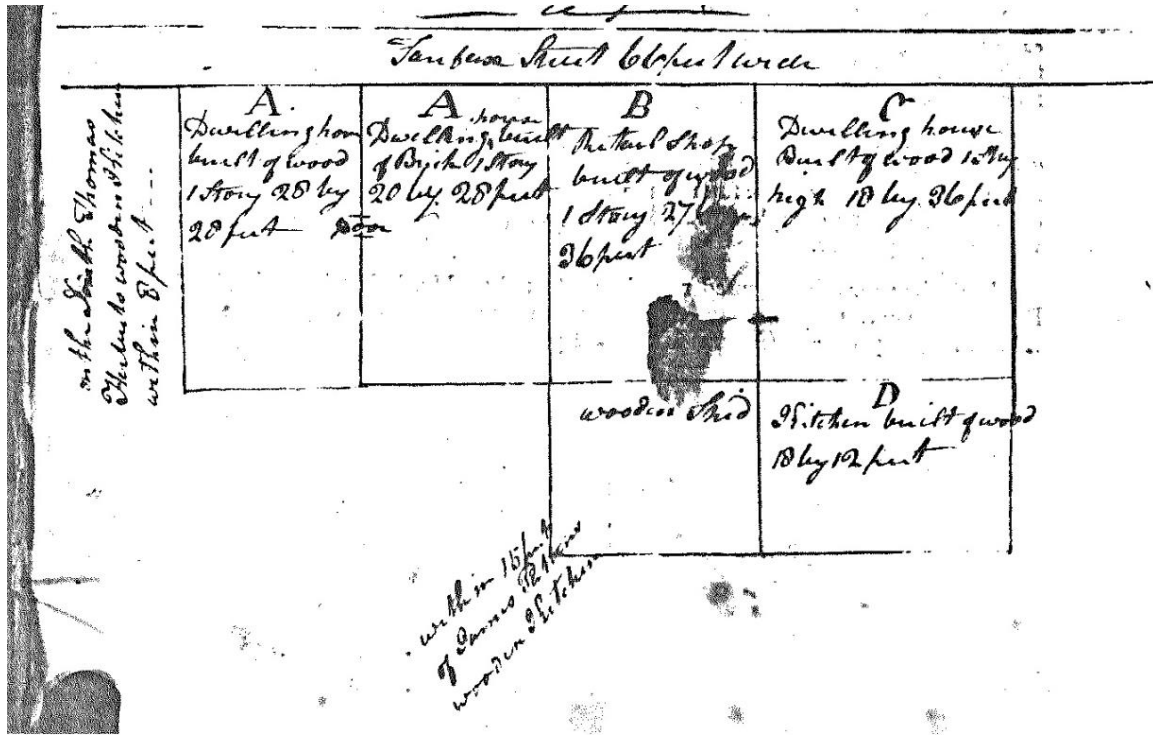


Image 9. Mutual Assurance Society Policy (MAP) No. 29, March 27, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

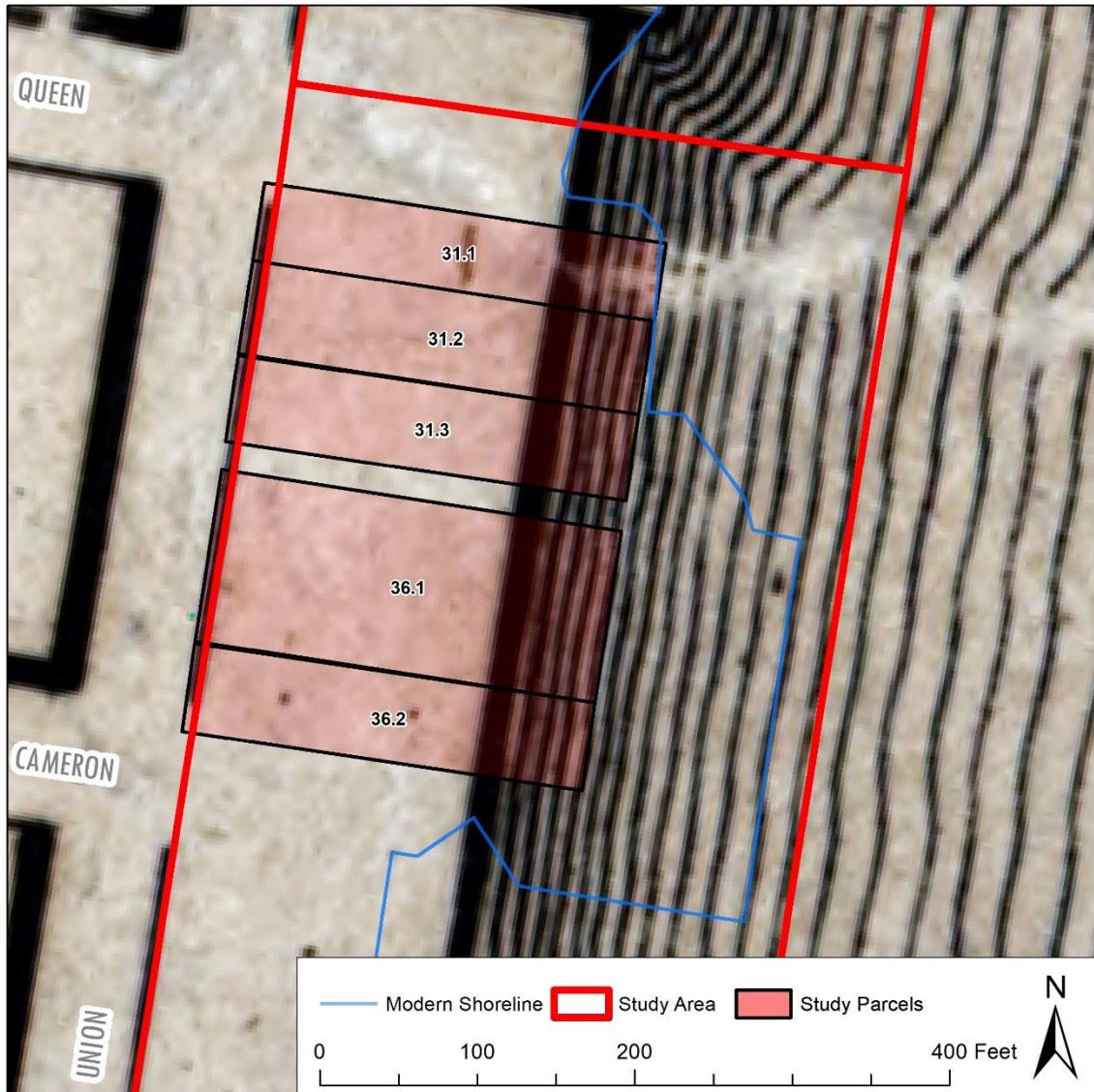


Image 10. Gilpin, George. "Plan of the Town of Alexandria in the District of Columbia, 1798." Image. Alexandria, Virginia: I. Thomas, 1798. <https://www.loc.gov/item/91681006/>. Detail.

T O B E L E T,

THAT large and commodious TAVERN, in this Town, in which Mr. HENRY LYLES, deceased, lately lived, known by the name of the ALEXANDRIA INN and COFFEE-HOUSE. This building is three stories high, and being a corner house is shaped like an L, having two fronts, one of 58, the other of 42 feet on Fairfax and Cameron streets. It has on the first floor 5 rooms, one 26 by 24 feet, the others 16 by 12.—The same number of rooms and of the like dimensions, are on the second floor, with fireplaces and closets in the whole.—On the third floor are six rooms and one or two more may be conveniently made.—The garret may as yet be divided as the renter may choose. Under the whole house is a complete cellar, in which is a walled and covered well. The houses adjoining it are as follow: A new two story kitchen 11 by 21 feet; the chimney of which is so contrived as to admit of a fireplace 8 feet wide, with an oven at one side, and a set of fixed boilers on the other; a fireplace is on the second floor: A stable 61 feet long by 26 feet wide, completely finished, with 28 stalls, and two more may be made, with a large shed on one side, under which carriages may be kept. This stable is built with an attic story, which makes the loft thereof to contain at one time, by good stowage, from 25 to 30 tons of hay; also a corn-house and necessary. The tenant may be accommodated with every species of house and kitchen furniture of the best kind, belonging to the estate of the deceased, for which a credit will, if required, be given, and also with the use or privilege of a complete ice-house, for some years on reasonable terms. The situation of all the buildings is in the most public part of the Town, fronting the Court and Market Houses. The plan and execution thereof are also universally approved of. A genteel tavern being much wanted at this time in Alexandria, such would meet with considerable encouragement, and the prospect that business in that and every other line will increase rapidly in this Town, will scarcely be doubted, by any person acquainted with it; for laying no stress on the many other advantages it possesses, the great progress already made in opening the navigation of Patowmack, and the judicious manner with which that business is conducted, are of themselves sufficient to justify the opinion.—It will be to the advantage of any person who may incline to apply to be expeditious in doing so, from the benefit he would derive in being established as early as possible before the month of October, when the races of this Town come on. Possession may be had at any time.—For terms, application may be made to Messrs. Herbert and Potts, Colonels Lyles and Hendricks, Merchants, in Alexandria, or the Subscriber, living within two miles of this Town.

THOMAS HERBERT.

Alexandria, May 4, 1786.

Early 19th Century, 1800-1859

Parcel 31.1

After the financial panic of 1796-1797, William Wilson was heavily in debt. He and John Potts attempted to sell their lots and wharves in December 1804, but no sale was made for this parcel.⁸⁸ Wilson used his real estate to secure debts many times over; this parcel was placed into five overlapping trusts.⁸⁹ This was an extremely risky business practice and it ended predictably: William Wilson declared bankruptcy and was detained in debtor's prison. The Bank of Alexandria forced the sale of this parcel before the bankruptcy, though, and it was sold at public auction in 1807.⁹⁰ Wilson did not appear to make significant changes to the parcel, as an 1804 plat of the city shows the same waterfront as 1798 (Image 12). Andrew Jamieson, a baker and merchant in Alexandria since 1785, paid \$6,000 for this parcel and immediately used it to secure debt. He may have built a warehouse on it before 1810. It is likely that Andrew Jamieson extended a wharf into the channel between 1810-1811 (Image 21). In 1810, tax records show he was liable for a house and lot appraised at \$5,000. In 1811, the tax burden increased to \$5,750 for a house and lot and then in 1812 it was the same amount for house, lot and wharf. The value in 1813 fell back to \$5,000 and then remained the same until 1826. By 1840, the value was down to \$3,000, showing that the property was not being significantly improved during those decades.⁹¹ In 1811, Jamieson's creditors listed many of his town lots for auction, including this "WHARF and WAREHOUSE."⁹² However, it did not sell as Jamieson retained ownership until his death in 1823.

Jamieson offered the wharf and warehouse for rent in May 1814 and Andrew Bartle, a house carpenter and wharf and bridge builder, took it on (Image 13). Previously, he worked from the lower end of Duke Street, however a long campaign of bridge building on Maryland's Choptank River caused him to relocate upon his return to Alexandria.⁹³ Bartle frequently sought laborers related to resource extraction including axemen, sawyers, quarry men, and day laborers. He won contracts for significant infrastructure projects, such as the Choptank bridges, and hired dozens of men to work on monthly terms. These workers were free, enslaved, and indentured. In 1814, he oversaw the rebuilding of Fort Washington on the Maryland side of the Potomac, a significant public works project.⁹⁴

On March 21, 1815, Bartle entered into an agreement with Andrew Jamieson to buy this wharf and warehouse. Jamieson had used the parcel to secure debts to the Bank of Alexandria and the Bank of the

⁸⁸ John Potts, "Public Sale," *Alexandria Daily Advertiser*, January 1, 1805, GenealogyBank.

⁸⁹ Alex. M:178, August 21, 1799; ADB I:327, April 7, 1804; ADB L:332, November 12, 1805; ADB L:311, December 20, 1805; ADB N:236, January 27, 1806.

⁹⁰ James Keith, "Public Sale," *Alexandria Daily Advertiser*, March 2, 1807, GenealogyBank; ADB O:169, May 7, 1807; ADB O:340, May 8, 1807. Wilson's bankruptcy proceedings dragged on in the courts for over a decade. See Arlington Chancery, Patrick Ramsay vs. William Wilson, 1810-049. Andrew Jamieson appears as a taxable worker under the listing for Ninien Anderson in 1787. Alexandria Personal Property, on file at Alexandria Archaeology.

⁹¹ Alexandria Land Books, on file at Alexandria Archaeology. I consulted every year from 1810-1820, 1822, 1824, 1826, 1828, 1830, 1835, 1837, and 1840.

⁹² James Keith Jr. and James Keith Sr., "Advertisement," *Alexandria Daily Gazette, Commercial & Political*, October 3, 1811, GenealogyBank.

⁹³ Andrew Bartle, "Laborers Wanted," *Alexandria Daily Gazette, Commercial & Political*, July 8, 1809, GenealogyBank; Andrew Bartle, "TO THE PUBLIC," *Alexandria Daily Gazette, Commercial & Political*, January 16, 1812, GenealogyBank; Andrew Bartle, "Laborers Wanted," *Alexandria Gazette*, August 20, 1813, GenealogyBank.

⁹⁴ Andrew Bartle, "Laborers Wanted," *Alexandria Gazette*, September 29, 1814, GenealogyBank. See Arlington Chancery, Andrew Bartle vs. George Coleman, 1828-014.

Potomac, and he claimed that the debt was approximately equal to the sale price: \$7,000. Bartle claimed that he made some repairs, paid his first installment of \$1,000, and then discovered that the debt burden was closer to \$9,000. He then decided to withhold payment until Jamieson cleared the title and arrangements were made to guarantee that Bartle would not be held responsible for the debt above \$7,000. Jamieson and the banks balked at this, and Jamieson filed suits for the unpaid money and a writ of possession to evict Bartle from the parcel. At the termination of proceedings, Bartle lost in court and was evicted.⁹⁵ Jamieson advertised it for sale or rent in March 1818 (Image 14). The Union Steam Boat and Union Team Boat, which started using the northern edge of the parcel in July 1816, rented the full parcel in August 1818 (Image 15, Image 16).⁹⁶ Bartle's role in Alexandria and the region, however, was not over.

Andrew Bartle had a reputation as a harsh taskmaster. He acquired a term slave named Jane Martin in the early 19th century. Martin worked in Alexandria under the control of John Carlyle Herbert. He sold her as a term slave, someone who is enslaved for a specified number of years or until a specific age, to Andrew Jamieson. Jamieson sold Jane to John McCook who sold her again to Andrew Bartle. At some point during this succession of sales, Jane had a baby. Jane testified that Bartle "[became] displeased with her" and "treated her in a very severe and cruel manner." Bartle then sold Jane and her infant child to Eli Legg, who was "in the habit of purchasing people of colour for the traders in Slaves" and, she believed, bought her with the intention to sell her apart from her child (Image 17). Jane's first response to this was to flee with her baby, an attempt which ended with her suing in court for an injunction against Legg (Image 18). She argued through her lawyer that since Jane had only three years of service left, it was inequitable for her and/or her child to be sold outside of the District of Columbia. The court agreed and ordered the injunction.⁹⁷ Bartle's abusive treatment of his workers went on for many years. A young man, Leven Jones, with only a few months left on his apprenticeship as a house carpenter and joiner, absented himself in 1809.⁹⁸

At his wharf on Queen Street, Bartle offered a "constant supply" of wood for any buyers (Image 19). Bartle built a pedestrian bridge over the Rappahannock River in Fredericksburg in 1816. He engaged in efforts to fish the Potomac and was credited with devising a new strategy to remove obstructions and

⁹⁵ Arlington Chancery, Andrew Bartle vs. Andrew Jamieson, 1817-022. The agreement to transfer the land from Jamieson to Bartle was apparently not recorded. They drafted and signed an informal agreement but, since Bartle stopped paying Jamieson, the transfer was never officially recorded. Bartle was taxed as the owner of this parcel in 1815-1817; each year's assessment was \$5,000. 1815, 1816, 1817 Alexandria Land Book, on file at Alexandria Archaeology.

⁹⁶ John Shreve, "Notice," *Alexandria Gazette*, July 1, 1816, GenealogyBank; John Shreve, "Union Steam Boat," *Alexandria Gazette & Daily Advertiser*, August 11, 1818, GenealogyBank. The Steam Boat and Team Boat used Conway's Wharf in September 1817, however they were back at Bartle's former wharf in August 1818. The 1816 Alexandria Land Tax shows Andrew Bartle as the owner of this lot and wharf, valued at \$5,000.

⁹⁷ Arlington Chancery, Jane vs. Eli Legg, 1819-020; Andrew Bartle, "One Dollar Reward," *Alexandria Gazette*, May 29, 1817, GenealogyBank. Thomas F. Herbert supported Jane Martin's testimony in a sworn statement. Elias P. Legg was a tavernkeeper and slave trader in Alexandria. See Joshua D. Rothman, *The Ledger and the Chain: How Domestic Slave Traders Shaped America* (Basic Books, 2021).

⁹⁸ Andrew Bartle, "Twenty-Five Dollars Reward," *Alexandria Daily Gazette, Commercial & Political*, March 20, 1809, GenealogyBank.

improve the catch.⁹⁹ While he was busy with these efforts, he claimed William Stoops, a wharf builder, removed 36 white oak piles from his property in Maryland and used them to build the wharf of Jonah Thompson in Alexandria. Bartle and Stoops then proceeded to have a lengthy and energetic altercation in the newspapers and the courts. They called a third wharf builder, John D. Davis, to give testimony in court. It is unknown how the case resolved, but Bartle carried on his business from Fredericksburg and Stoops was jailed as an insolvent debtor in October 1819.¹⁰⁰ Bartle returned to Alexandria in 1819, but not to this wharf.¹⁰¹

Andrew Jamieson was taxed for this vacant house, lot and wharf in 1818, when he also occupied Conway's parcel on the north side of Queen Street. Jamieson entered a partnership with his son, Robert Jamieson, in 1821, called Andrew Jamieson & Son. Andrew Jamieson died in 1823 and "all the shipping in the harbor displayed their colors at half mast." He directed his estate to be divided between his wife, Mary, and son, Robert, in his will.¹⁰² Mary Jamieson died in 1824, leaving half her rights to Robert Jamieson and the other half to her daughter, Margaret Conway, and her children outside of the control of Robert Conway. Mary left specific instructions for Robert Jamieson to sell the property when it was most advantageous for her daughter, or to continue to use it to best effect if sale was unadvisable.¹⁰³

In 1824, Moses B. Cawood was listed as the occupant of this parcel for the first time, and he remained there through at least 1837. Cawood was a cooper and a partner in at least two fishing enterprises.¹⁰⁴ He hired or owned enslaved workers, one of whom, Robert Brooks, ran away in March 1836.¹⁰⁵ In 1837, Cawood resolved to move to Baltimore and set his nephew, James Hoskins, up to continue his Alexandria cooperage business. A financial crisis in his fishing enterprise, under the name of John T. Armstrong & Co., brought him back to Alexandria to deal with accusations of unpaid debts. Cawood and Reuben Berry, who claimed that Armstrong & Co. owed him for months of unpaid work, aired their disagreement in the local newspapers, even going to the extent of publishing their account books for all to examine.¹⁰⁶ In 1842 during his bankruptcy proceedings, the trustees auctioned off his property

⁹⁹ *Baltimore Patriot & Evening Advertiser*, November 8, 1816, GenealogyBank; Andrew Bartle and Henry Frazier, "Fishery," *Alexandria Gazette*, March 19, 1817, GenealogyBank; *Independent Chronicle*, May 8, 1817, GenealogyBank.

¹⁰⁰ Andrew Bartle, "Notice to the Advisers of Mr. William Stoops," *Alexandria Gazette & Daily Advertiser*, July 31, 1817, GenealogyBank; William Stoops, "NOTICE," *Alexandria Herald*, August 1, 1817, GenealogyBank; "John D. Davis," *Alexandria Herald*, June 17, 1818, GenealogyBank; Andrew Bartle, "Mr. Snowden," *Alexandria Gazette & Daily Advertiser*, July 18, 1818, GenealogyBank; Andrew Bartle, "Notice," *Alexandria Gazette & Daily Advertiser*, August 3, 1818, GenealogyBank; William Stoops, "To Mr. Andrew Bartle," *Alexandria Gazette & Daily Advertiser*, August 29, 1818, GenealogyBank; Edmund I. Lee, "District of Columbia," *Alexandria Herald*, October 6, 1819, GenealogyBank.

¹⁰¹ Andrew Bartle, "Hands Wanted," *Alexandria Gazette & Daily Advertiser*, April 8, 1819, GenealogyBank.

¹⁰² Andrew Jamieson, Last Will and Testament, Alexandria Will Books (AWB) 3:98, July 7, 1823 .

¹⁰³ Mary Jamieson, Last Will and Testament of, AWB 3:128, August 2, 1824.

¹⁰⁴ Joseph Grigg, Moses O. B. Cawood, and Thomas Ching, "Notice," *Alexandria Gazette*, January 26, 1835; Moses O. B. Cawood, "NOTICE," *Alexandria Gazette*, October 26, 1835, GenealogyBank.

¹⁰⁵ Moses O. B. Cawood, "Ten Dollars Reward," *Alexandria Gazette*, March 30, 1836, GenealogyBank.

¹⁰⁶ Moses O. B. Cawood, "NOTICE," *Alexandria Gazette*, July 14, 1837, GenealogyBank; Moses O. B. Cawood, "NOTICE," *Alexandria Gazette*, May 19, 1838, GenealogyBank; Reuben Berry, "To The Public," *Alexandria Gazette*, June 9, 1838, GenealogyBank; Moses O. B. Cawood, "A Card," *Alexandria Gazette*, June 14, 1838, GenealogyBank; Moses O. B. Cawood, "To the Public," *Alexandria Gazette*, June 21, 1838, GenealogyBank.

including a cooper shop on the west side of Union; at some point between 1837 and 1842 he moved away from the waterfront.¹⁰⁷

An advertisement for all the late Andrew Jamieson's real estate described this parcel as a "wharf Lot" in 1836 (Image 20).¹⁰⁸ In 1837, tax records show William C. Gardner as the owner and occupant of this parcel.¹⁰⁹ Gardner was a partner in A. C. Cazenove & Co., who occupied the wharf on the north side of Cameron Street at this time. Gardner offered this wharf and lot, "a fine situation for a Wood and Coal yard," for rent in September 1841.¹¹⁰ It is not clear what may have transpired between Jamieson and Gardner, because Robert Jamieson sold the parcel at public auction in 1842.¹¹¹ A map from that year shows no structures on this parcel, and the Queen Street dock angled to make this a wedge-shaped parcel (Image 22). William Williams Chester, the investor, was a merchant in New York City. Unfortunately for him, it sold at a loss the following year to Henry Daingerfield.¹¹²

Henry Daingerfield was a son of Bathurst Daingerfield, resident of Alexandria since c. 1800 and port surveyor for a time, and part of a locally influential and wealthy family. Along with his brothers, John B. and David, he engaged in shipping, retailing, banking and manufacturing in the Antebellum era. The Daingerfields were among the wealthiest merchants in the city in 1834, but Henry stood out as individually the owner of the most valuable property in 1855, being assessed for \$130,000 worth of property that year.¹¹³ Henry Daingerfield was a Director of the Orange & Alexandria Railroad in 1849.¹¹⁴

On this parcel, the 1845 "Plan of the Town of Alexandria" shows that the Queen Street dock expanded south into the historic northern boundary of Lot 31 where it extended into the river (Image 23). Another survey of Alexandria from 1845 shows a dotted-line pier or bulkhead along the north edge of this parcel and a straight bulkhead running parallel to Union Street dropping south from it. This parcel is marked "Daingerfield," and the dotted lines likely indicate an in-progress improvement to the existing wharf (Image 24).

In February 1852, a fire occurred in the frame warehouse on this parcel, destroying the warehouse and its contents, along with some nearby outbuildings. The warehouse contained guano, pressed hay, and other articles owned by T. M. McCormick & Co., S. S. Masters & Son, and William L. Powell & Son.¹¹⁵

¹⁰⁷ R. Johnston, "Assignee's Sale," *Alexandria Gazette*, November 29, 1842, GenealogyBank. "A lot of ground corner of Queen and Union streets, with a wooden Cooper shop thereon." It was subject to a deed of trust in favor of John Lloyd. See ADB A3:50, June 25, 1839 and A3:51, June 26, 1839.

¹⁰⁸ 1820 and 1830 Alexandria Land Tax, on file at Alexandria Archaeology; Andrew Jamieson, "Notice," *Alexandria Gazette*, October 13, 1821; Andrew Jamieson, "Obituary," *Alexandria Gazette*, July 8, 1823, GenealogyBank; Robert Jamieson, "Real Estate at Auction," *Alexandria Gazette*, August 22, 1836, GenealogyBank. Jamieson's estate was taxed for a cooper shop and wharf in 1830, however that property was likely on the north side of Queen Street and did not indicate a cooper shop on the south side of the street.

¹⁰⁹ 1837 and 1840 Alexandria Lank Book, on file at Alexandria Archaeology.

¹¹⁰ William C. Gardner, "To Rent," *Alexandria Gazette*, September 8, 1841, GenealogyBank.

¹¹¹ ADB C3:202, March 19, 1842.

¹¹² ADB D3:64, July 13, 1843.

¹¹³ Harold W. Hurst, "The Merchants of Pre-Civil War Alexandria: A Dynamic Elite in a Progressive City," *Records of the Columbia Historical Society, Washington, D.C.* 52 (1989): 330.

¹¹⁴ "Orange and Alexandria Railroad," *Alexandria Gazette*, May 14, 1849, GenealogyBank.

¹¹⁵ "LOCAL ITEMS," *Alexandria Gazette*, February 26, 1852, GenealogyBank.

Daingerfield built a new warehouse here in 1853 which was depicted in 1863 as a 2.5-story warehouse (Image 30).¹¹⁶

Parcel 31.2

A 1798 map of Alexandria shows no pier or wharf extending out of this block (Image 10). There is little information to determine what existed here during the 19th century. In 1808, William Herbert entered an unrecorded trust with his son, William Herbert Jr., to act as trustee for the property to secure \$5,000 owed to John Carlyle Herbert. Tax records from 1810 and 1820 do not indicate the property was occupied. In 1821, John Carlyle Herbert bought the property outright.¹¹⁷ John Carlyle Herbert lived in Maryland and was not active in Alexandria affairs.

Tax records from 1830 describe this parcel as a steamboat wharf. In 1840, no occupant is listed for the lot and wharf. The 1842 map and 1845 plan of Alexandria show a straight-front bulkhead with no visible structures on this parcel (Image 22, Image 23). The 1845 plan of Alexandria shows a dotted line across the river front of this parcel, indicating that it may have been improved at the same time as Parcel 31.1 to the north (Image 24). The 1847 advertisement for the public sale of this parcel described a “frame building on Union Street and is well adapted for the approaching coal trade; the wharf is in good order.”¹¹⁸ Mary Herbert of Baltimore, Maryland, widow of John Carlyle Herbert, sold the parcel for \$2,100 in 1847 to John Withers of Alexandria.¹¹⁹

John Withers was a shoe retailer and in partnership with George H. Bayne. In 1850, Withers and others including William Selden, the former treasurer of the United States, started their own exchange bank in Washington, D.C. Withers invested in land in Alexandria, including this parcel, much of which he sold off when the bank failed, and the partners tried to raise enough money to cover their debts. The sale of this lot, in May 1853, was not long before the bankruptcy of the Exchange Bank of Selden, Withers & Co. was announced.¹²⁰ Solomon S. Masters and William K. Masters bought this parcel for \$6,000.¹²¹

William L. Powell & Son occupied a warehouse here in 1850. They were guano and grocery traders who likely used this warehouse to store their cargoes. They stored cargo in the adjoining warehouse to the north, which burned in 1852. Powell was an early Director of the Orange & Alexandria Railroad. After William L. Powell’s death in 1853, his son auctioned off their remaining stock at their store on King and Union.¹²²

¹¹⁶ “An Extensive Fire,” *Alexandria Gazette*, December 31, 1872, GenealogyBank.

¹¹⁷ Ref. ADB I3:213, August 6, 1808; ADB L2:101. John Carlyle Herbert’s property south of Cameron Street was used primarily as a lumberyard during his ownership.

¹¹⁸ A. Herbert, “Executors’ Sale of Valuable Real Estate,” *Alexandria Gazette*, May 22, 1847, GenealogyBank.

¹¹⁹ ADB I3:47, June 18, 1847. Withers soon recorded a quitclaim from all the William Herbert Sr. heirs to ensure his clear title. ADB I3:213, July 1, 1847.

¹²⁰ George H. Bayne and John Withers, “Spring Supply,” *Alexandria Gazette*, March 14, 1848, GenealogyBank; William Selden et al., “Exchange Bank of Selden, Withers & Co.,” *Alexandria Gazette*, November 26, 1850, GenealogyBank; George H. Bayne and John Withers, “Notice,” *Alexandria Gazette*, July 12, 1852, GenealogyBank; John Withers, “To the Editor of the Globe,” *Alexandria Gazette*, January 16, 1855, GenealogyBank.

¹²¹ ADB O3:525, May 5, 1853. On the same day, the Masters’ entered into a deed of trust with Andrew Wylie Jr. of Alexandria to secure their debt to Withers. ADB O3:527, May 5, 1853.

¹²² William L. Powell & Son, “Peruvian Guano,” *Alexandria Gazette*, April 7, 1849, GenealogyBank; “Died,” *Alexandria Gazette*, September 6, 1853, GenealogyBank; Thomas H. Hanson Jr., “Groceries at Auction,” *Alexandria*

Solomon S. Masters & Son, the copartnership of Solomon and his son William, was organized in 1848 after the dissolution of Masters & Cox.¹²³ They purchased several lots in Alexandria and operated primarily from a wharf at Oronoco and Union Streets. Part of their stock in trade, mostly guano, was burned in the 1852 fire that destroyed Daingerfield's warehouse on Parcel 31.1. In 1854, another fire on the waterfront between King and Prince Streets destroyed a warehouse they rented and occupied.¹²⁴ They used this lot to secure several debts in trusts from 1853, 1855, and 1857.¹²⁵ Solomon S. Masters & Son became embroiled in a large lawsuit where the Baltimore-based guano agents for the Peruvian government sued them to recover \$72,000.¹²⁶ Their creditors offered all their Alexandria real estate at auction in 1858, listing this parcel as a lot with no buildings (Image 25).¹²⁷ Nathaniel B. Wells of New York City bought this and several other of their lots for over \$15,000.¹²⁷ Wells sold all the Alexandria properties to Federico L. Barreda for \$1 in 1859. Barreda was one of the partners in the firm that sued Masters & Son. He was no longer the guano agent for Peru; however, he moved in wealthy and well-connected circles in New York and Newport, Rhode Island.¹²⁸

Fowle & Co. contracted to build a large warehouse, rail switch, and wharf on this parcel and 31.3 to the south in 1859. The building was planned to front 142' on Union Street and extend 350' to the end of the wharf; the in-progress work on the pier widened it from 26' to 40.' The building was meant to be a depot for the New York & Virginia Steamship Company and the Orange & Alexandria Railroad. Contactors included William H. McKnight for carpentry, Emanuel Frances for the brick work, and H. K. Bradshaw & Co. for the wharf construction.¹²⁹ Once completed, the building was about 100' on Union Street and it extended about 150' east to the wharf, according to the 1877 Hopkins map (Image 32).

Parcel 31.3

John & James H. Tucker was a grocery and general goods retail firm located on Fairfax Street in July 1800 and then at the former store of Col. John Fitzgerald at the southeast corner of King and Union by December of that year.¹³⁰ They owned sailing vessels and enslaved people, reporting a runaway named Joe from the schooner *Sally & Ann* in October 1800 and Daniel from the *Polly & Betsey* in 1802.¹³¹ They were among the local businesses who temporarily closed down during the yellow fever epidemic of

Gazette, November 19, 1853, GenealogyBank; "Orange and Alexandria Railroad," *Alexandria Gazette*, May 14, 1849, GenealogyBank.

¹²³ Solomon S. Masters and William J. Cox, "Notice," *Alexandria Gazette*, September 1, 1848, GenealogyBank.

¹²⁴ "LOCAL ITEMS," *Alexandria Gazette*, February 26, 1852, GenealogyBank; "Destructive Fire," *Alexandria Gazette*, June 6, 1854, GenealogyBank.

¹²⁵ ADB Q3:496, June 7, 1855; ADB R3:516, April 1, 1857.

¹²⁶ "Heavy Suit," *Alexandria Gazette*, June 21, 1855, GenealogyBank.

¹²⁷ ADB T3:179, October 14, 1858.

¹²⁸ ADB W3:114 and U3:191, November 30, 1859. Papers for F. Barreda & Bro. are held by the National Park Service: http://pdf.oac.cdlib.org/pdf/maritime/safr_14317_hdc0062.pdf. Personal papers of Federico L. Barreda are held by the Morris Library at Southern Illinois University: <https://www.worldcat.org/title/federico-l-barreda-papers-1856-1879/oclc/263084215>.

¹²⁹ "Steamship Depot," *Alexandria Gazette*, July 27, 1859.

¹³⁰ John Tucker and James H. Tucker, "John & James H. Tucker," *Times; and District of Columbia Daily Advertiser*, July 19, 1800, GenealogyBank; John Tucker and James H. Tucker, "John & J H Tucker," *Alexandria Daily Advertiser*, December 15, 1800, GenealogyBank.

¹³¹ John Tucker and James H. Tucker, "Ten Dollars Reward," *Times; and District of Columbia Daily Advertiser*, October 22, 1800, GenealogyBank; John Tucker and James H. Tucker, "Ten Dollars Reward," *Times; and District of Columbia Daily Advertiser*, April 26, 1802, GenealogyBank.

1803.¹³² A month later, they dissolved their partnership and John Tucker continued business on his own.¹³³ In 1804, Tucker operated from Ramsay's Wharf, on the north side of King Street.¹³⁴ On February 14, 1805, he purchased this parcel from John and Elizabeth Potts.¹³⁵ He quickly took possession of the wharf, advertising sugar for sale on board the *President* in July 1805, but did not occupy the warehouse until October 1807 (Image 26).¹³⁶

Despite his recent real estate purchase, Tucker began to advertise his desire to close his Alexandria affairs and relocate. Beginning in January 1809, he sought a buyer for this wharf and warehouse:

*"A lot of ground on the east side of Union street, 57 ft 7 in on said street, and extending 185 ft to the river Potomac, and a PIER extended 24 feet that will accommodate three vessels. On the Wharf there is a large and convenient two story warehouse within 44 feet of the river, with the use of a 20 feet alley for the whole space. This property will be sold together or in lots to suit the purchaser."*¹³⁷

By June 1809, he offered this property for rent for one or more years.¹³⁸ He found a tenant in Jacob Morgan, a young merchant who offered sugar and coffee for sale here in 1810.¹³⁹ Morgan married Ann Thompson, daughter of Jonah Thompson who owned the parcel south of this one.¹⁴⁰ Morgan moved his business to the counting house of Jonah Thompson on Fairfax Street in 1816 and received a waterfront lot on Parcel 36.1 from his father-in-law in 1817.¹⁴¹

Other merchants docked at Tucker's Wharf during 1810: James Patton offered Spanish hides and William Hartshorne sold flour from ship *Amazon*.¹⁴² Merchant John Gird offered 30 crates of earthen ware and 403 bars of Swedish iron in 1811.¹⁴³

¹³² John et al Janney, "We the Subscribers Inform Our Customers...", *Alexandria Daily Advertiser*, October 27, 1803, GenealogyBank.

¹³³ John Tucker and James H. Tucker, "NOTICE," *Alexandria Daily Advertiser*, November 8, 1803, GenealogyBank.

¹³⁴ John Tucker, "SALT," *Alexandria Daily Advertiser*, May 4, 1804, GenealogyBank; John Tucker, "MOLASSES," *Alexandria Daily Advertiser*, July 20, 1804, GenealogyBank.

¹³⁵ John Potts, "Public Sale," *Alexandria Daily Advertiser*, January 1, 1805, GenealogyBank; ADB I:510, February 14, 1805.

¹³⁶ John Tucker, "Sugars," *Alexandria Daily Advertiser*, July 15, 1805, GenealogyBank; John Tucker, "Removal," *Alexandria Daily Advertiser*, October 10, 1807, GenealogyBank.

¹³⁷ John Tucker, "Valuable Property for Sale," *Alexandria Daily Gazette, Commercial & Political*, January 23, 1809, GenealogyBank.

¹³⁸ John Tucker, "COFFEE," *Alexandria Daily Gazette, Commercial & Political*, June 15, 1809, GenealogyBank.

¹³⁹ Jacob Morgan, "40 or 50 Bales Cotton," *Alexandria Daily Gazette, Commercial & Political*, March 30, 1810, GenealogyBank; Jacob Morgan, "LANDING THIS DAY," *Alexandria Daily Gazette, Commercial & Political*, May 1, 1810, GenealogyBank; James Patton, "Spanish Hides for Sale," *Alexandria Daily Gazette, Commercial & Political*, July 26, 1810, GenealogyBank.

¹⁴⁰ "Married," *Alexandria Daily Gazette, Commercial & Political*, February 21, 1812, GenealogyBank.

¹⁴¹ Jacob Morgan, "REMOVAL," *Alexandria Gazette*, April 16, 1816, GenealogyBank; ADB E2:28, January 2, 1817.

¹⁴² James Patton, "Spanish Hides for Sale," *Alexandria Daily Gazette, Commercial & Political*, July 26, 1810, GenealogyBank; William Hartshorne, "For Sale, Freight, or Charter," *Alexandria Daily Gazette, Commercial & Political*, December 29, 1810, GenealogyBank.

¹⁴³ Miller, *Artisans and Merchants*, s.v. "Gird, John."

Tucker considered leaving Alexandria permanently, but failing to sell his real estate, he temporarily left town for the West Indies in July 1811.¹⁴⁴ He offered three buildings lots for sale and the rent of his warehouse and wharf. Finally, in 1813 John Tucker decided to leave Alexandria for good and sell his waterfront property.

*"...his Wharf and Warehouse...the House is large and convenient to the River, with the use of a 20 feet Alley on the South, extending to Union Street. The wharf can accommodate ships of the greatest draught of water. Also three building lots between the said Warehouse and Union Street, two of which fronts on said street 27 ft 9 inches each, and extending back 66 ft; the other fronting on the alley 33 feet and extending back 55 ft 7 inches, on which lots are a shed or tobacco warehouse and stable."*¹⁴⁵

Tucker failed to sell his wharf properties privately, so William Herbert purchased this parcel at public auction in 1814.¹⁴⁶ James Sanderson occupied the wharf and warehouse from 1816-1820. He sold wine, sugar, textiles, and other imported goods. He sold several refurbished ships from this wharf.¹⁴⁷ Sanderson was an enslaver and likely assigned dock and warehouse work to enslaved men at this site. John Allen, an enslaved man who "lived with [Sanderson] for several years, and [had] travelled a good deal with [him]" absented himself in May 1818. Though Allen likely did not work on the waterfront, his knowledge of travel and familiarity with the port lead Sanderson to appeal to residents in Baltimore and Philadelphia to return Allen.¹⁴⁸

After William Herbert's death in 1819, the Bank of Alexandria seized the property to settle his outstanding debt. Herbert, as the Director of the bank, owed a substantial amount of money. The Bank offered the wharf and warehouse, formerly occupied by James Sanderson, for rent in April 1820.¹⁴⁹ In 1830 the warehouse and wharf had two occupants, William Veitch and Anthony Charles Cazenove. In 1834, the Bank of Alexandria had to liquidate its real estate holdings and offered the property, "The Wharf, Warehouse &c called Tucker's," for sale.¹⁵⁰ It was not purchased until the end of 1836, when Joseph Mandeville paid \$600 for it.¹⁵¹

Joseph Mandeville was a co-partner of the chandlery firm Samuel B. Larmour & Co. which dissolved in 1835.¹⁵² He was a partner in a grocery business with Daniel Cawood. Neither of these businesses

¹⁴⁴ John Tucker, "NOTICE," *Alexandria Daily Gazette, Commercial & Political*, April 3, 1811, GenealogyBank; John Tucker, "NOTICE," *Alexandria Daily Gazette, Commercial & Political*, July 2, 1811, GenealogyBank.

¹⁴⁵ John Tucker, "Valuable Wharf Property," *Alexandria Daily Gazette, Commercial & Political*, June 25, 1813, GenealogyBank.

¹⁴⁶ ADB Q:117, February 8, 1808; ADB Y:349, January 1, 1814; ADB Y:473, May 11, 1814.

¹⁴⁷ James Patton and James Sanderson, "Old and Genuine Madeira Wine," *Alexandria Gazette, Commercial and Political*, January 3, 1816; James Sanderson, "Public Sale," *Alexandria Gazette, Commercial and Political*, April 20, 1816; James Sanderson, "For Sale or Freight," *Alexandria Gazette, Commercial and Political*, July 18, 1816; James Sanderson, "For Sale, at Public Auction," *Alexandria Gazette & Daily Advertiser*, June 12, 1817; James Sanderson, "For Sale," *Alexandria Gazette & Daily Advertiser*, December 3, 1817, GenealogyBank.

¹⁴⁸ James Sanderson, "Absconded," *Alexandria Gazette & Daily Advertiser*, May 18, 1818, GenealogyBank.

¹⁴⁹ Bank of Alexandria, "To Let," *Alexandria Gazette & Daily Advertiser*, April 12, 1820, GenealogyBank.

¹⁵⁰ 1830 Alexandria Tax Assessment; "REAL ESTATE FOR SALE," *Alexandria Gazette*, June 19, 1834, GenealogyBank.

¹⁵¹ ADB W2:162, December 10, 1836. Mandeville immediately used the property to secure debt. ADB W2:118, December 10, 1836.

¹⁵² Joseph Mandeville, "Notice of Dissolution," *Alexandria Gazette*, October 17, 1835, GenealogyBank.

operated from this wharf, however. Mandeville died at the age of 73 in 1837.¹⁵³ His estate owned this property until 1852, and it was vacant for much of that time. The estate executor posted a rental notice for Tucker's Wharf, warehouse and vacant lot in October 1837.¹⁵⁴ Another ad for "the wharf and warehouse, late Tucker's...in good order and immediate possession" appeared in July 1840. No occupant was listed in the 1840 tax assessment. An ad to rent the wharf and store formerly Mandeville's appeared in September 1841.¹⁵⁵ An 1842 map shows a warehouse on the east side of wharf with an alley reserved on its south side and a pier projecting into the river from this parcel (Image 22). The 1845 plan of Alexandria shows the alley and projecting pier, but structures are not represented anywhere on that print (Image 23). Another ad for the "large warehouse and lot...very suitable for a coal and wood yard" appeared in 1847.¹⁵⁶ It was offered for rent again in July 1849 and continuously until August 1850.¹⁵⁷ It was marked vacant in the 1850 tax assessment.

Finally, S. S. Masters & Son purchased it at public auction in 1850, adding to their extensive real estate on the waterfront.¹⁵⁸ The advertisement described "A large warehouse, wharf, and lot...Length of this lot 181 feet 3 inches, length of pier 98 feet."¹⁵⁹ They used this lot to secure debts in 1855 and 1857.¹⁶⁰ Solomon S. Masters & Son became embroiled in a large lawsuit where the Baltimore-based guano agents for the Peruvian government sued them to recover \$72,000.¹⁶¹ Their creditors offered all their Alexandria real estate at auction in 1858, listing this parcel as a "Large frame warehouse, wharf and lot of ground" (Image 25). Nathaniel B. Wells of New York City bought this and several other of their lots for over \$15,000.¹⁶² Wells sold all the Alexandria properties to Federico L. Barreda for \$1 in 1859. Barreda was one of the partners in the firm that sued Masters & Son. He was no longer the guano agent for Peru, however he moved in wealthy and well-connected circles in New York and Newport, Rhode Island.¹⁶³ Fowle & Co. constructed a large rail and steam depot here, see above for more information.

Parcel 36.1

Jonah Thompson continued to own this parcel in the first years of the nineteenth century. Thomson ended his partnership with Richard Veitch in 1801, and began a new partnership with his son, called

¹⁵³ Joseph Mandeville and Daniel Cawood, "Notice," *Alexandria Gazette*, May 18, 1836, GenealogyBank; "Died," *Alexandria Gazette*, July 26, 1837, GenealogyBank.

¹⁵⁴ William C. Gardner, "To Rent," *Alexandria Gazette*, October 19, 1837, GenealogyBank. Joseph Mandeville's will did not direct this property to any individual. Joseph Mandeville, Last Will and Testament, AWB 4:143, 1837.

¹⁵⁵ William C. Gardner, "To Rent," *Alexandria Gazette*, September 8, 1841, GenealogyBank.

¹⁵⁶ John West, "For Rent," *Alexandria Gazette*, July 27, 1847, GenealogyBank.

¹⁵⁷ John West, "For Rent," *Alexandria Gazette*, July 19, 1849, GenealogyBank.

¹⁵⁸ *Alexandria Gazette*, October 10, 1850, GenealogyBank; ADB O3:433, October 10, 1852.

¹⁵⁹ "Sale Under Decree," *Alexandria Gazette*, August 14, 1850, GenealogyBank.

¹⁶⁰ ADB Q3:496, June 7, 1855; ADB R3:516, April 1, 1857.

¹⁶¹ "Heavy Suit," *Alexandria Gazette*, June 21, 1855, GenealogyBank.

¹⁶² ADB T3:179, October 14, 1858.

¹⁶³ ADB W3:114 and U3:191, November 30, 1859. Papers for F. Barreda & Bro. are held by the National Park Service: http://pdf.oac.cdlib.org/pdf/maritime/safr_14317_hdc0062.pdf. Personal papers of Federico L. Barreda are held by the Morris Library at Southern Illinois University: <https://www.worldcat.org/title/federico-l-barreda-papers-1856-1879/oclc/263084215>.

Jonah Thompson & Son in 1803.¹⁶⁴ They operated from a counting house on Fairfax Street until 1816.¹⁶⁵ Thompson's daughter, Ann, married merchant Jacob Morgan in 1812.¹⁶⁶ Morgan took over the counting house on Fairfax Street.

Andrew Scholfield & Co. leased this parcel and warehouse according to the 1810 tax assessment. Scholfield was a lumber merchant with a lumberyard and counting house on the waterfront between King and Cameron Street.¹⁶⁷ Scholfield leased or owned several parcels at or near the corner of Union and Cameron Streets, including Parcel 36.2 and at least two parcels on the west side of Union Street.¹⁶⁸

The wharf received an update and structural addition in 1817. William Stoops, a local wharf builder, completed repairs on Thompson's Wharf, including the replacement of 36 white oak piles. Unfortunately, this work became part of a public dispute about Stoops' integrity and rates. A different wharf builder, Andrew Bartle, accused Stoops of stealing the timber and tools used on this job: "Well may Mr. Stoops work cheaper than I, when he makes free to take my implements and materials without permission or paying for them. I hope, therefore, Mr. Thompson's wharf will no longer be considered as a criterion to estimate my labor and materials by."¹⁶⁹ The timber was stored at Bartle's wharf in Maryland, according to Bartle, and Stoops carried it off without permission. After a year-long legal and public battle, Bartle moved to Fredericksburg and Stoops was jailed as an insolvent debtor.¹⁷⁰

Jonah and Margaret Thompson deeded a waterfront parcel on this wharf to their son-in-law, Jacob Morgan, after their daughter's death. Morgan built a three-story fireproof warehouse there, which he offered for rent in 1819.¹⁷¹ In 1820, tax records do not show any tenants in the warehouse or wharf besides the owners. In 1830, Morgan occupied his warehouse and Thompson's wharf had one tenant, Morse & Josselyn.

Jonah Thompson died in 1834 and left his estate to his children and grandchildren divided into 30 shares. His sons, Israel Peyton Thompson, William Edward Thompson, and James Thompson received the largest shares and retained control of this parcel.¹⁷² A three-story building here was used by C. & I. P. Thompson as a hat factory.¹⁷³

In 1840, tax records show that lumber merchant George H. Smoot leased Morgan's warehouse. Smoot's lumberyard and counting house were located on the waterfront between King and Cameron Streets. Benoni Wheat leased the wharf from Thompson's estate. Wheat was a grocery merchant and ferry operator in Alexandria. His primary business location was on the wharf just north of King Street. The

¹⁶⁴ Jonah Thompson and Richard Veitch, "The Term of Partnership," *Alexandria Advertiser and Commercial Intelligencer*, March 2, 1802, GenealogyBank; Jonah Thompson & Son, "Jonah Thompson and Son," *Alexandria Advertiser and Commercial Intelligencer*, May 11, 1803, GenealogyBank.

¹⁶⁵ Jacob Morgan, "REMOVAL," *Alexandria Gazette*, April 16, 1816, GenealogyBank.

¹⁶⁶ "Married," *Alexandria Daily Gazette, Commercial & Political*, February 21, 1812, GenealogyBank.

¹⁶⁷ More details about Andrew Scholfield are in the Cameron to King Street chapter.

¹⁶⁸ See the 1810 Tax Assessment, on file at Alexandria Archaeology.

¹⁶⁹ Andrew Bartle, "A Communication to Whom It May Concern," *Alexandria Herald*, July 21, 1817, GenealogyBank.

¹⁷⁰ Andrew Bartle, "Notice," *Alexandria Gazette & Daily Advertiser*, August 3, 1818, GenealogyBank; Edmund I. Lee, "District of Columbia," *Alexandria Herald*, October 6, 1819, GenealogyBank.

¹⁷¹ ADB E2:28, January 2, 1817; Jacob Morgan, "For Rent," *Alexandria Gazette & Daily Advertiser*, February 3, 1819, GenealogyBank.

¹⁷² Jonah Thompson, Last Will and Testament, AWB 4:63, April 10, 1834.

¹⁷³ "An Extensive Fire," *Alexandria Gazette*, December 31, 1872, GenealogyBank.

1842 map shows warehouses along the alley on the north side of this parcel, several structures on the south edge of the parcel, and a projecting pier off the bulkhead. South of the pier, the bulkhead was curved and formed a slip with another pier in Parcel 36.2 (Image 22). The 1845 plan of Alexandria represents the south bulkhead as linear and squared off, rather than rounded as in the earlier map (Image 23). The 1845 sketch of Alexandria labels this as Thompson's wharf (Image 24).

An 1847 advertisement for the public sale of Thompson's estate provided details about the buildings and wharf construction. The 106' front extended 140' into the River and included three primary structures: Jacob Morgan's warehouse, a three-story brick fire-proof warehouse 28' by 40' with a 55' long woodshed attached, and a small wooden tenement to the south of the brick warehouse. The wharf projected from the front for 130' and was 40' wide. 40' of the wharf, closest to the bulkhead, was "built solid" with the rest presumably on piles with a plank deck. The dock on the north side was 52' wide and on the south 25'.¹⁷⁴

Henry Daingerfield, owner of Parcel 31.1, turned his attention to this parcel. He purchased the lot and wharf in the 1847 public sale and Morgan's parcel in 1850.¹⁷⁵ An ad for the adjacent wharf, formerly Tucker's, identified this as "Daingerfield's" in July 1847.¹⁷⁶ The 1850 tax assessment shows Capt. Boyd Smith occupied Morgan's warehouse and part of the wharf. John Dixon occupied Thompson's wharf and warehouse.

Parcel 36.2: Herbert's Wharf, 1777-1831

When Thomas and Jane Herbert sold this parcel, from Fairfax Street to the Potomac River, to John Carlyle Herbert in 1803, the deed described the boundary "...across Union Street to the river Potomac thence along the River Potomac to Cameron Street thence along Cameron Street to Union Street..."¹⁷⁷ John Carlyle Herbert paid \$20,000 for the large, though seemingly undeveloped, parcel. Jane Herbert died the following day.¹⁷⁸ Thomas Herbert bought the property back from John Carlyle Herbert in July 1803.¹⁷⁹ This wharf was labeled Wilson & Herbert's in an 1804 map of Alexandria (Image 12, Appendix B, Image 7).

Thomas Herbert leased the wharf property to Leonard Cook and Thomas Cook beginning on April 1, 1803, for a seven-year term with an annual rent of \$200. The lease had several stipulations that show the unfinished state of the wharf. Thomas Herbert was to fill in the ground east of Union Street between the wharf of Jonah Thompson and Cameron Street "to the best work of the said wharf." Leonard Cook and Thomas Cook were to "raise finish and complete...the said wharf or breast work..." Any buildings that the Cooks erected they could remove at the end of their lease, unless Herbert paid for them. "Leonard and Thomas are to lower and move or cause to be moved as soon as Thomas Herbert shall dig away the bank near which it stands the stable belonging to the said Thomas Herbert, from where it now stands to such Part of his Wharf as he may direct..." The lease provided detailed instructions for finishing the stable "as a neat and proper warehouse" including planed and painted weatherboard, floor plank, a counting room ten by twelve feet with a window in the end next to Cameron Street, and if the house

¹⁷⁴ Andrew J. Fleming, "Public Sale of Valuable Property," *Alexandria Gazette*, May 22, 1847, GenealogyBank.

¹⁷⁵ ADB I3:251, June 4, 1847; ADB L3:351, May 16, 1850.

¹⁷⁶ John West, "For Rent," *Alexandria Gazette*, July 27, 1847, GenealogyBank.

¹⁷⁷ ADB D:513, March 23, 1803.

¹⁷⁸ *Alexandria Daily Advertiser*, March 25, 1803, GenealogyBank.

¹⁷⁹ ADB D:517, July 7, 1803.

was located on Union Street to have a double door on that side. To offset their costs, the Cooks were to receive the rents and profits from the two last years of their lease term.¹⁸⁰

Leonard Cook and Thomas Cook were lumber merchants who partnered together and with other local businesspeople, such as Daniel Clare and Andrew Scholfield. Thomas Cook had previously partnered with Daniel McClean, though their association ended in 1802.¹⁸¹ The partnership with Scholfield ended in 1809, resulting in Scholfield continuing to offer lumber of various types and stone lime.¹⁸² Scholfield may have taken over the lease, as he occupied this parcel in 1810. L & T Cook hired out fancy carriages and sleighs for residents and visitors of Alexandria.¹⁸³ Cook and Cook dissolved their partnership in 1810, listing business assets such as work and carriage horses, a used carriage, a “nearly finished” carriage” and gold-plated harnesses for sale. Their stable and warehouse on King Street was also on offer.¹⁸⁴ Leonard Cook announced his intent to leave the area in 1811, but he remained and formed a new partnership, Cook & Clare, on Ramsay’s Wharf.¹⁸⁵

At some point during the 1803-1810 occupancy of Andrew Scholfield & Co., which included partners Leonard and Thomas Cook, Andrew Scholfield built a warehouse on this parcel. He was repaid for the structure by the following tenant, George Coleman.¹⁸⁶

Thomas Herbert used this wharf property to secure debts in 1804, 1806 and 1810.¹⁸⁷ Capt. George Coleman signed a seven-year lease in 1810, agreeing to pay \$300 annual rent. The lease stipulated that Andrew Scholfield already occupied the parcel and that Coleman had to pay Scholfield “whatever sum the Warehouse now on the demised premises and owned by Andrew Scholfield may be valued at.” Herbert was to reimburse Coleman for that expense with equal payments over the seven-year term. Additionally, Coleman agreed with William Herbert (owner of the parcel on the south side of Cameron) to jointly fill and finish Cameron Street east of Union Street. The City was supposed to reimburse their expenses for that undertaking.¹⁸⁸

George Coleman was a sea captain and merchant. In 1806, he married Elizabeth Marsteller, daughter of Philip Marsteller. Two of Coleman’s sailing apprentices ran away, James D. Hammond in 1808 and William Sandford in 1816.¹⁸⁹ The Norfolk packet boat, *Mary and Kitty*, docked at this wharf.¹⁹⁰ A sloop

¹⁸⁰ ADB F:205, May 5, 1803.

¹⁸¹ Daniel McClean and Thomas Cook, “Notice,” *Columbian Advertiser and Commercial, Mechanic, and Agricultural Gazette*, October 22, 1802, GenealogyBank.

¹⁸² Andrew Scholfield, Leonard Cook, and Thomas Cook, “Dissolution of Partnership,” *Alexandria Daily Gazette, Commercial & Political*, March 28, 1809, GenealogyBank.

¹⁸³ Leonard Cook and Thomas Cook, “Notice,” *Alexandria Daily Gazette, Commercial & Political*, October 26, 1808, GenealogyBank.

¹⁸⁴ Leonard Cook and Thomas Cook, “Notice,” *Alexandria Daily Gazette, Commercial & Political*, April 20, 1810, GenealogyBank.

¹⁸⁵ Leonard Cook, “For Sale,” *Alexandria Herald*, June 10, 1811; Cook & Clare, “For Sale or Charter,” *Alexandria Gazette, Commercial and Political*, October 6, 1812; Cook & Clare, “For Norfolk & Richmond,” *Alexandria Gazette*, April 5, 1816; Cook & Clare, “REMOVAL,” *Alexandria Herald*, June 12, 1820, GenealogyBank.

¹⁸⁶ ADB T:26, February 3, 1810.

¹⁸⁷ ADB K:19, December 5, 1804; ADB M:463, November 7, 1806; ADB S:386, February 1, 1810.

¹⁸⁸ ADB T:26, February 3, 1810.

¹⁸⁹ George Coleman, “Six Cents Reward,” *Alexandria Daily Advertiser*, February 18, 1808, GenealogyBank; George Coleman, “Five Dollars Reward,” *Alexandria Gazette, Commercial and Political*, October 3, 1816, GenealogyBank.

¹⁹⁰ D. Black, “For Norfolk,” *Alexandria Daily Gazette, Commercial & Political*, July 30, 1810, GenealogyBank.

Packet was offered for sale at Capt. Coleman's wharf in 1811 by Joseph Richards.¹⁹¹ Thomas Lowe offered a cargo of rum and oranges from Antigua for sale at Coleman's wharf in 1816.¹⁹² Coleman left the warehouse at the end of his lease, it was offered to rent as of April 1, 1817.¹⁹³ Coleman's store, likely in this warehouse, was burgled on March 30, 1817. Stolen articles included various accounting and business paperwork and crates of tea. Coleman reported that one large glove was left behind, a possible clue to the identity of the burglar.¹⁹⁴

James and Thomas Lowe took on the warehouse lease, as their occupation was documented in October 1818.¹⁹⁵ In 1819, they offered a schooner *Rose-in-Bloom* for sale at Scholfield's Wharf, south of Cameron Street.¹⁹⁶ The 1820 tax assessment lists Thomas Lowe as the occupant here. Thomas Lowe notified the public that he would leave Alexandria in July 1826 and he moved to Lancaster County, Virginia where he died in 1830 at 36 years old.¹⁹⁷

J. H. White sold blacksmith coal off the schooner *Lively* at Herbert's Wharf in September 1827.¹⁹⁸ Robert L. White occupied the warehouse, followed by Thomas M. White in 1828.¹⁹⁹ White operated a grocery and ship chandlery store here for three years. In 1831, he sold all his stock at public auction, including his horse and cart.²⁰⁰

Noblet Herbert, a son of Thomas Herbert, had been managing his father's real estate since 1813. When Thomas Herbert died in 1826, he left this wharf parcel to three other sons: John D. Herbert, Maurice Herbert, and Benjamin Fuller Herbert.²⁰¹ Unfortunately, Thomas Herbert also left a lot of debt, so much that the Bank of Alexandria received a court order to sell some real estate to repay the debt. In the meantime, Noblet Herbert, Maurice Herbert, and Benjamin Fuller Herbert died, leaving the administration of their father's estate largely in the hands of a lawyer, Robert J. Taylor. Two of Herbert's daughters, Elizabeth and Catherine, asked George H. Smoot to bid on a house at the corner of Fairfax and Cameron Streets for them. He agreed, but when he was outbid by a bank representative, the sisters convinced another man to place a winning bid for them as they urged others in the crowd to cease bidding. They won, and later their lawyer argued that they paid a fair market price for the parcel. This wharf lot, however, was purchased by A. C. Cazenove & Co.²⁰²

¹⁹¹ Joseph Richards, "For Sale," *Alexandria Daily Gazette, Commercial & Political*, March 23, 1811, GenealogyBank.

¹⁹² Thomas Lowe, "For Sale," *Alexandria Gazette, Commercial and Political*, October 10, 1816, GenealogyBank.

¹⁹³ N. Herbert, "Wanted to Hire," *Alexandria Gazette, Commercial and Political*, March 21, 1817, GenealogyBank.

¹⁹⁴ George Coleman, "Fifty Dollars Reward," *Alexandria Gazette, Commercial and Political*, March 31, 1817, GenealogyBank.

¹⁹⁵ N. Herbert, "To Let," *Alexandria Gazette & Daily Advertiser*, October 17, 1818, GenealogyBank.

¹⁹⁶ James Lowe and Thomas Lowe, "For Sale," *Alexandria Gazette & Daily Advertiser*, November 10, 1819, GenealogyBank.

¹⁹⁷ Thomas Lowe, "Notice," *Alexandria Gazette*, June 20, 1826, GenealogyBank; "Died," *Alexandria Gazette*, August 24, 1830, GenealogyBank.

¹⁹⁸ J. H. White, "Blacksmith Coal," *Alexandria Gazette*, September 15, 1827, GenealogyBank.

¹⁹⁹ Thomas M. White, "Thomas M. White," *Alexandria Gazette*, August 8, 1828, GenealogyBank.

²⁰⁰ William D. Nutt, "Sales at Auction," *Alexandria Gazette*, July 13, 1831, GenealogyBank.

²⁰¹ Thomas Herbert, Last Will and Testament, AWB 3:247, February 6, 1826.

²⁰² Arlington Chancery, Bank of Alexandria vs Administrators of Thomas Herbert, 1837-001; ADB E3:233, December 19, 1831.

The four partners were Anthony Charles Cazenove, William C. Gardner, Charles Cazenove and Louis A. Cazenove.²⁰³ Cazenove (1775-1852) was a French-speaking Protestant from Switzerland who sought political refuge in Philadelphia in 1794 (Image 27). Well-connected by birth and association, he immediately joined a land company with Albert Gallatin and others, establishing mills and glassworks in Fayette County, Pennsylvania. He married Anne Hogan, daughter of Edmund Hogan of Philadelphia, in Alexandria in 1797 (Image 28). He and Anne moved to Alexandria, Virginia several months after their marriage and had ten children together over a span of 20 years.²⁰⁴ Cazenove was appointed the Swiss Consul and operated a successful mercantile business in Alexandria. He was among the wealthiest merchants in Alexandria during the Antebellum period, and he operated as a broker and banker.²⁰⁵

Cazenove was the owner and occupant on the 1840 tax assessment. The 1842 map shows two structures on this parcel, one at the corner of Union and Cameron Streets, the other on the eastern side of the parcel along Cameron. A pier projects from this parcel (Image 22). Anne Hogan Cazenove died July 9, 1843.²⁰⁶ In 1844, the surviving partners of A. C. Cazenove & Co. transferred this parcel to the private ownership of Anthony Charles Cazenove.²⁰⁷ The Ewing's 1845 *Plan of Alexandria* shows a projecting pier from this parcel (Image 23). The 1845 annotated version labels this as Cazenove's wharf (Image 24). After Anthony Charles Cazenove's death in 1852, this parcel was sold at public auction with its "large frame warehouse."²⁰⁸ Gazaway B. Lamar of Brooklyn, New York purchased the parcel in January 1853 for \$12,000 and sold it to William G. Cazenove and Cassius F. Lee in June for \$12,000.²⁰⁹ Cazenove & Co. continued to operate here after the Civil War. Lee used his interest to secure debt in 1853 and repaid it in 1858.²¹⁰

²⁰³ William C. Gardner married A.C. Cazenove's daughter, Eliza Frances Cazenove, in 1816. Gardner was from Newport, Rhode Island. Charles Cazenove (1801-1834) and Louis A. Cazenove (1807-1852) were sons of Anthony Charles and Anne Cazenove.

²⁰⁴ John Askling and Anthony-Charles Cazenove, "Autobiographical Sketch of Anthony-Charles Cazenove: Political Refugee, Merchant, and Banker, 1775-1852," *The Virginia Magazine of History and Biography* 78, no. 3 (1970): 295-307.

²⁰⁵ Hurst, "The Merchants of Pre-Civil War Alexandria," 327-43.

²⁰⁶ Askling, ed., "Autobiographical Sketch of Anthony-Charles Cazenove," 306.

²⁰⁷ ADB E3:260, October 13, 1844.

²⁰⁸ W. G. Cazenove and Cassius F. Lee, "Auction Sales," *Alexandria Gazette*, January 27, 1853, GenealogyBank.

²⁰⁹ ADB P3:227, March 9, 1853; ADB P3:228, June 4, 1853. Gazaway Bugg Lamar was a Georgia merchant and industrialist who moved to New York in the Antebellum period. He returned to Georgia during the Civil War, was imprisoned twice by the Union Army, and ultimately won the largest settlement for seized property to date after the war. See the Gazaway Bugg Lamar Papers at the University of Georgia Special Collections, <https://scfind.libs.uga.edu/scfind/view?docId=ead/ms10.xml&doc.view=print;chunk.id=>

²¹⁰ Ref. ADB T3:307, July 1, 1853; ADB T3:307, October 23, 1858.

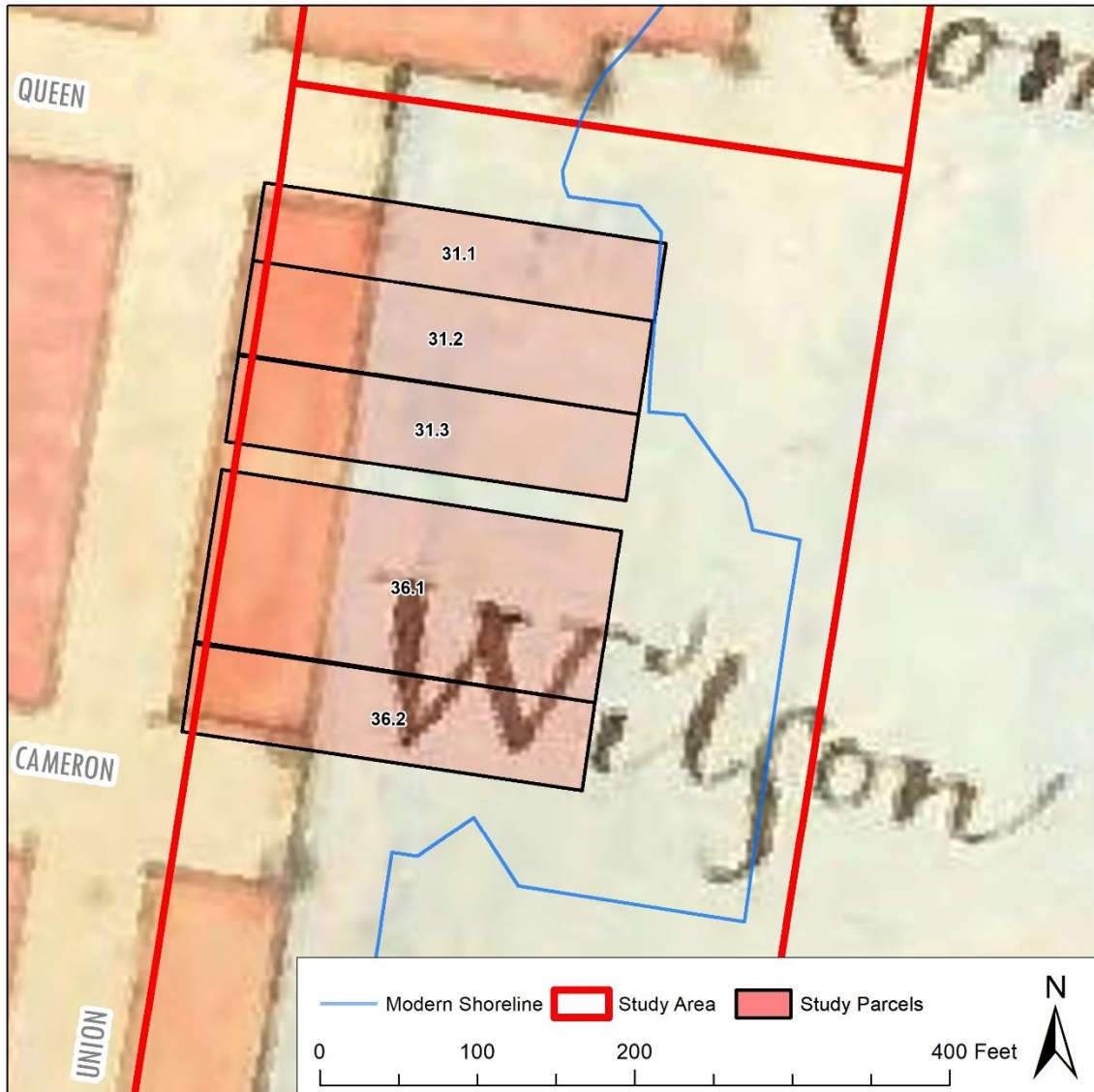


Image 12. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail. Wilson & Herbert's Wharf is on the north side of Cameron Street while Conway's Wharf is on the north side of Queen Street.

TO RENT,
The Wharf and Warehouse at the
foot of Queen Street.—Immediate
possession may be had by applying
to **ANDREW JAMIESON.**
May 23. 3t

Image 13. Andrew Jamieson, "TO RENT," Alexandria Herald, May 27, 1814, GenealogyBank.

Notice.

Having in conjunction with the Captain of the Steam Boat, rented the upper side of Andrew Bartle's wharf for the accommodation of our boats; masters of vessels are forewarned from hauling to said wharf, unless they may have a cargo of wood for the use of the Steam Boat, as frequent inconveniences arise by their laying there.

J. Shreve.

June 29

St

Image 15. John Shreve, "Notice," Alexandria Gazette, July 1, 1816, GenealogyBank.

Union Steam Boat.

The Union Steam Boat has commenced running her regular route from Georgetown to Alexandria—starting from the former place at nine o'clock A. M. & from the latter place at four o'clock P. M.;—and for the accommodation of persons to and from the city of Washington, will stop on her way up and down, opposite Captain Davis's wharf, a few minutes.

This boat is fitted up at an expense and in a style of elegance not equalled by any similar passage boat in the United States; and every arrangement has been made that can add to the comfort and convenience of the passengers, particularly the ladies.

Fare and passage same as last year.

Annual tickets may be had of the captain.

This boat will start from the wharf of Messrs. John W. Baker, lower end of Market street, Georgetown—& from the wharf of Mr. Andrew Bartle, Alexandria.

JOHN SHREVE.

March 17

d2w

Negroes Wanted.

THE highest prices in cash will be paid for a parcel of young **NEGRO BOYS** and **GIRLS**, from 12 to 20 years of age, if application is made at **ELI LEGG'S Tavern**, King-st. Alexandria.

June 20,

3t

Image 17. Eli Legg, "Negroes Wanted," Alexandria Gazette & Daily Advertiser, June 27, 1820, GenealogyBank.

One Dollar Reward.

RAN AWAY on the night of the 27th instant, a mulatto wench, by the name of JANE, (she calls herself Jane Martin) formerly the property of Capt. John M'Cobb—she took with her a child of about 15 months old. Jane is common sized, rather sturdy made and stammers in her speech. Whoever brings said runaway home to me or secures her in any jail so that I can get her, shall receive the above reward but no charges. All persons are forewarned from harboring said negro, and masters of vessels and others from carrying her off, under the severest penalty of the law.

ANDREW BARTLE.

May 29

3t

Image 18. Andrew Bartle, "One Dollar Reward," Alexandria Gazette, May 29, 1817, GenealogyBank.

WOOD FOR SALE.

THIS is to inform the citizens of Alexandria, that I have two loads of Wood, just arrived, and intend keeping a constant supply on my wharf at the lower end of Queen street.

Andrew Bartle.

Jan 25

3t

Image 19. Andrew Bartle, "Wood for Sale," Alexandria Gazette, Commercial and Political, January 25, 1816, GenealogyBank.

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.



Image 21. Stone, William James. "Chart of the Head of Navigation of the Potomac River Shewing the Route of the Alexandria Canal: Made in Pursuance of a Resolution of the Alex'a Canal Company Oct. 1838." Image. Washington, D.C.: United States Senate, 1838. <https://www.loc.gov/item/89696869/>. Detail.

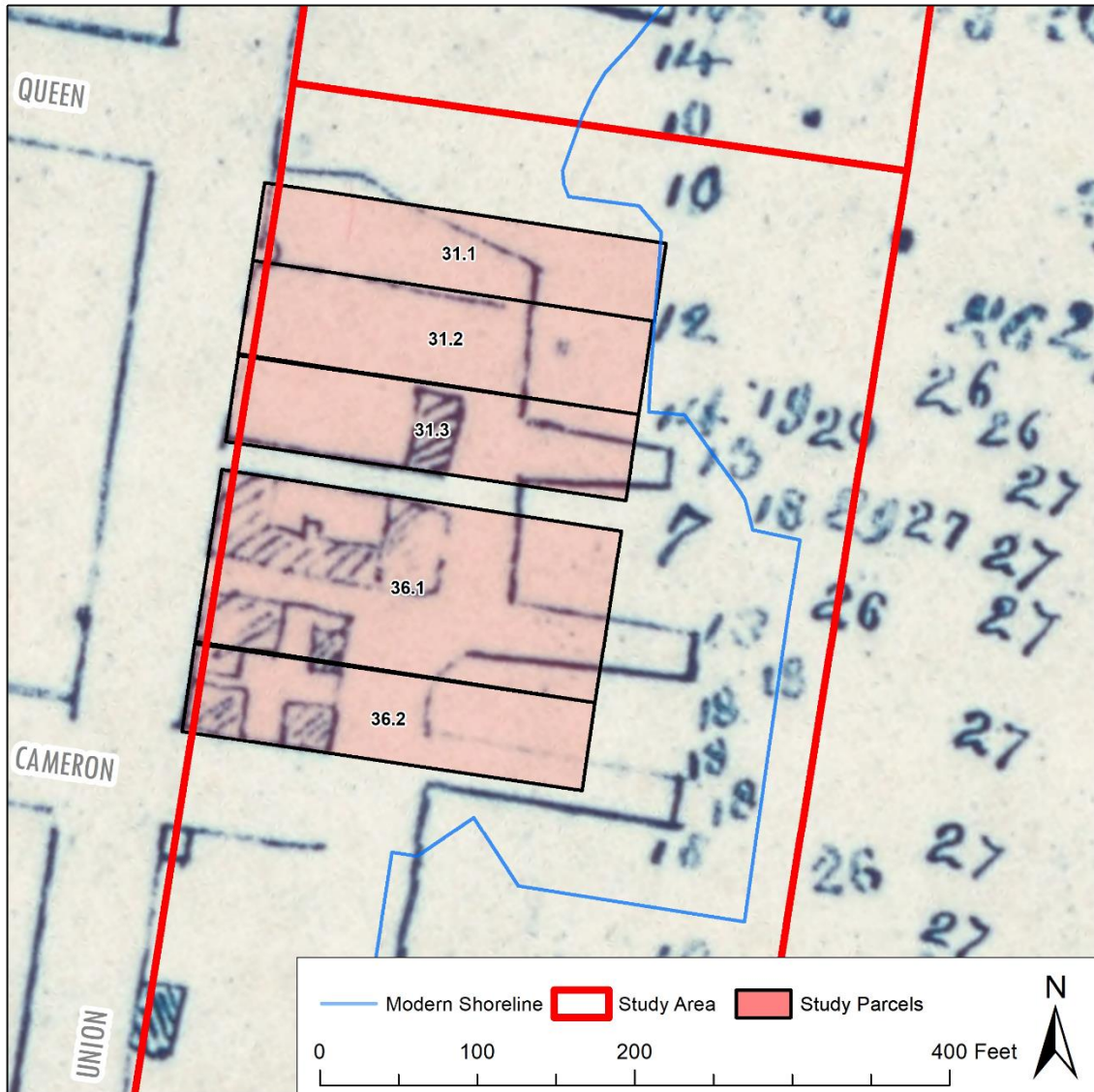


Image 22. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. <https://www.loc.gov/resource/g3792p.ct006462/>. Detail.

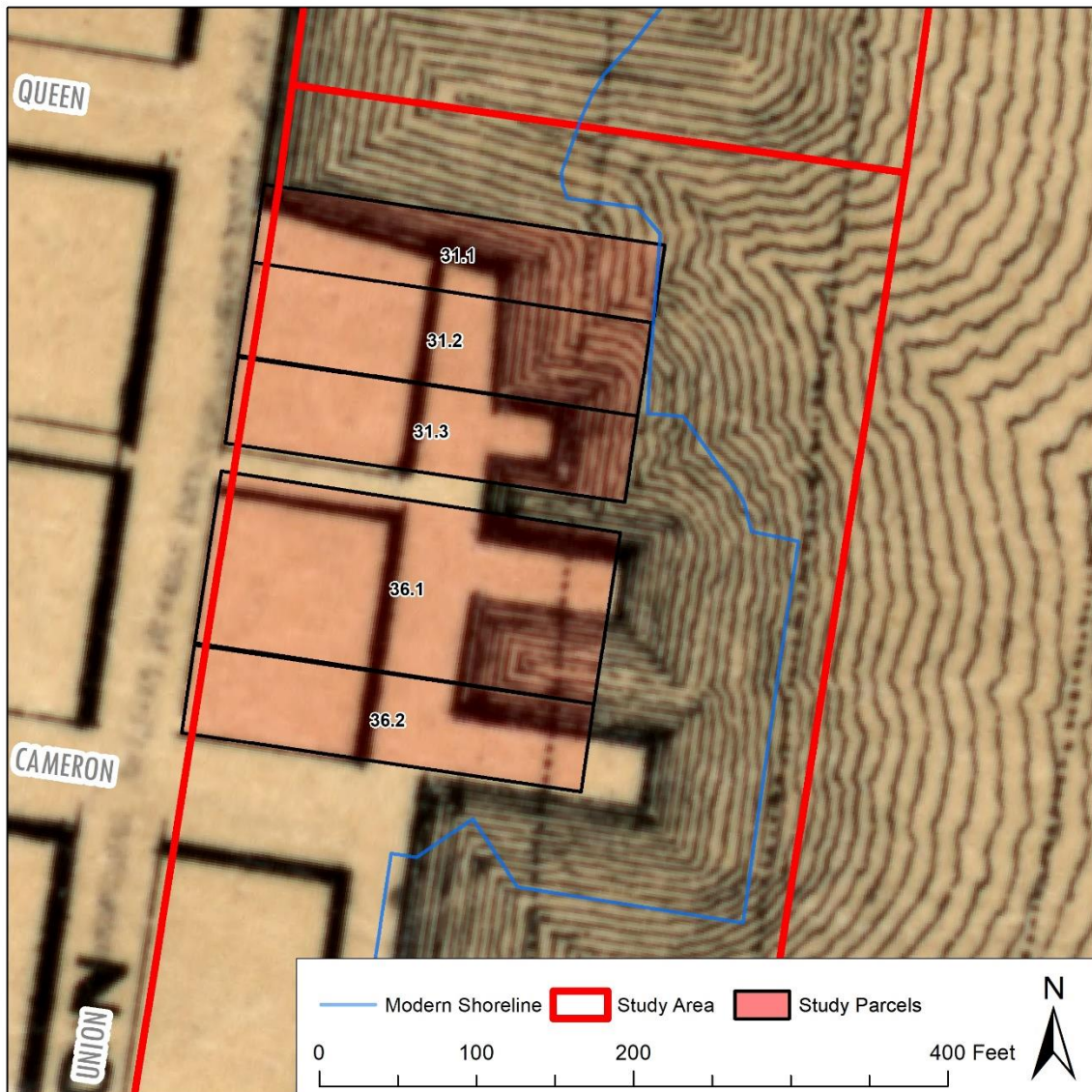


Image 23. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. <https://www.loc.gov/item/89692516/>. Detail.

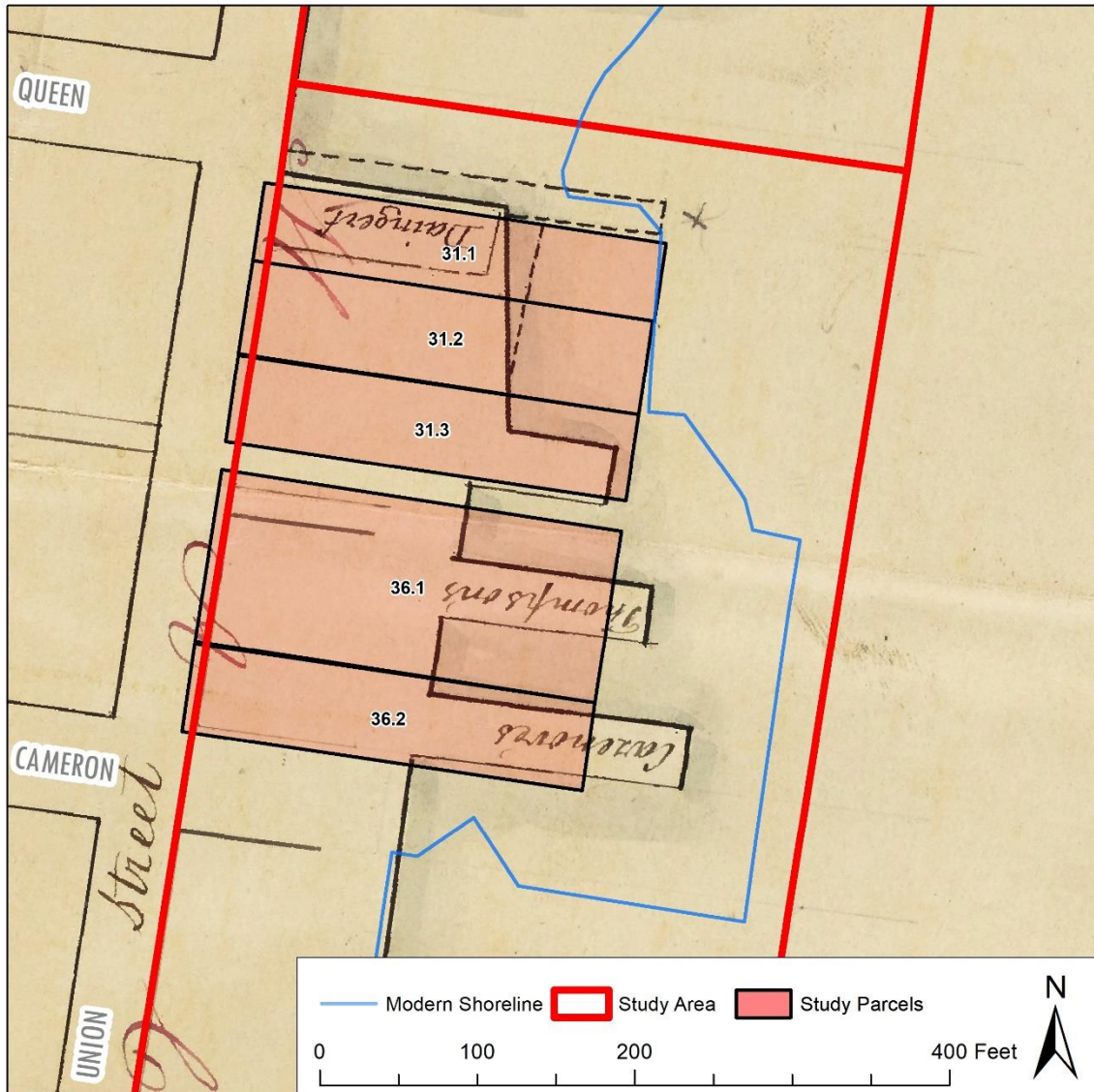


Image 24. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. George O. Dixon and John A. Dixon vs. William H. Irwin, 1850-003. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia. Detail.


AUCTION SALES.

BY S. J. McCORMICK—AUCTIONEER.

TRUSTEE'S SALE OF A LARGE AND VALUABLE REAL ESTATE IN AND NEAR THE CITY OF ALEXANDRIA, VA.—By virtue of a deed of trust from S. S. Masters and others, bearing date the 1st of April, 1857, and duly recorded in Alexandria and Fairfax counties, the undersigned will, at 11 o'clock, A. M., on *Wednesday, the 13th day of October, 1858*, in front of the Mayor's Office, in the city of Alexandria, sell at public auction, the following valuable real estate, or so much thereof as may be necessary to satisfy the debt secured by said deed. viz:

In the City of Alexandria.


No. 1. A LOT OF GROUND on the East side of Union street, beginning 50 feet south of Queen street, and extending thence South with Union street, 60 feet more or less, to the line of the adjoining lot (formerly Mandeville's), and extending east into the Potomac River.


 No. 2. A THREE STORY BRICK DWELLING AND LOT OF GROUND, on the north side of King street, beginning 98 feet 11 inches east of Patrick street, and running thence west on King street, 24 feet 6 inches, and extending back 100 feet to a 12 feet alley.

No. 3. A LOT OF GROUND immediately in the rear of No. 2, on the north side of the 12 feet alley, fronting on said alley about 22 feet 5 inches, and extending back northerly about 64 feet 3 inches.


No. 4. The north half of the SQUARE OF GROUND bounded by Washington, St Asaph, Wythe, and Pendleton streets.

No. 5. A LOT OF GROUND at the south west corner of King and Patrick streets, extending thence west on King street 25 feet, and extending southerly 100 feet to a 10 feet alley.

 No. 6. A BRICK TENEMENT AND LOT OF GROUND on the north side of Cameron street, beginning 50 feet to the west of Water street, and running thence west on Cameron street, 40 feet, and extending northerly 61 feet, more or less, to the line formerly Thompson's.

 No. 7. A LARGE FRAME WAREHOUSE, WHARF, AND LOT OF GROUND on the east side of Union street, between Queen and Cameron streets, fronting about 55 feet 7 inches on Union street, and extending into the Potomac river. Said Lot is bounded by a 20 feet alley on the south and Lot No. 1 on the north.

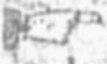
No. 8. A LOT OF GROUND on the north side of Oronoko street, and binding also on the Potomac river, which lot is designated as No. 1, in the original plan of the town of Alexandria.

 Removal.

JOHN TUCKER,

Has removed from King-street to his wharf
 adjoining Messrs. John Thompson & Sons,
 where he has for sale—

1700 SPANISH HEESES
 2000 bushels coarse Turk's-Island SALT
 First quality Muscovado SUGAR in hogs-
 heads and barrels—and
GROCERIES as usual.

 He also takes the liberty to inform his
 friends in the country, that he has a large and
 commodious Warehouse for the reception of
 flour, either by water or waggons, and would
 take in flour on storage.

October 10. ed:Od. 31aw3w

Image 26. John Tucker, "Removal," Alexandria Daily Advertiser, October 10, 1807, GenealogyBank.

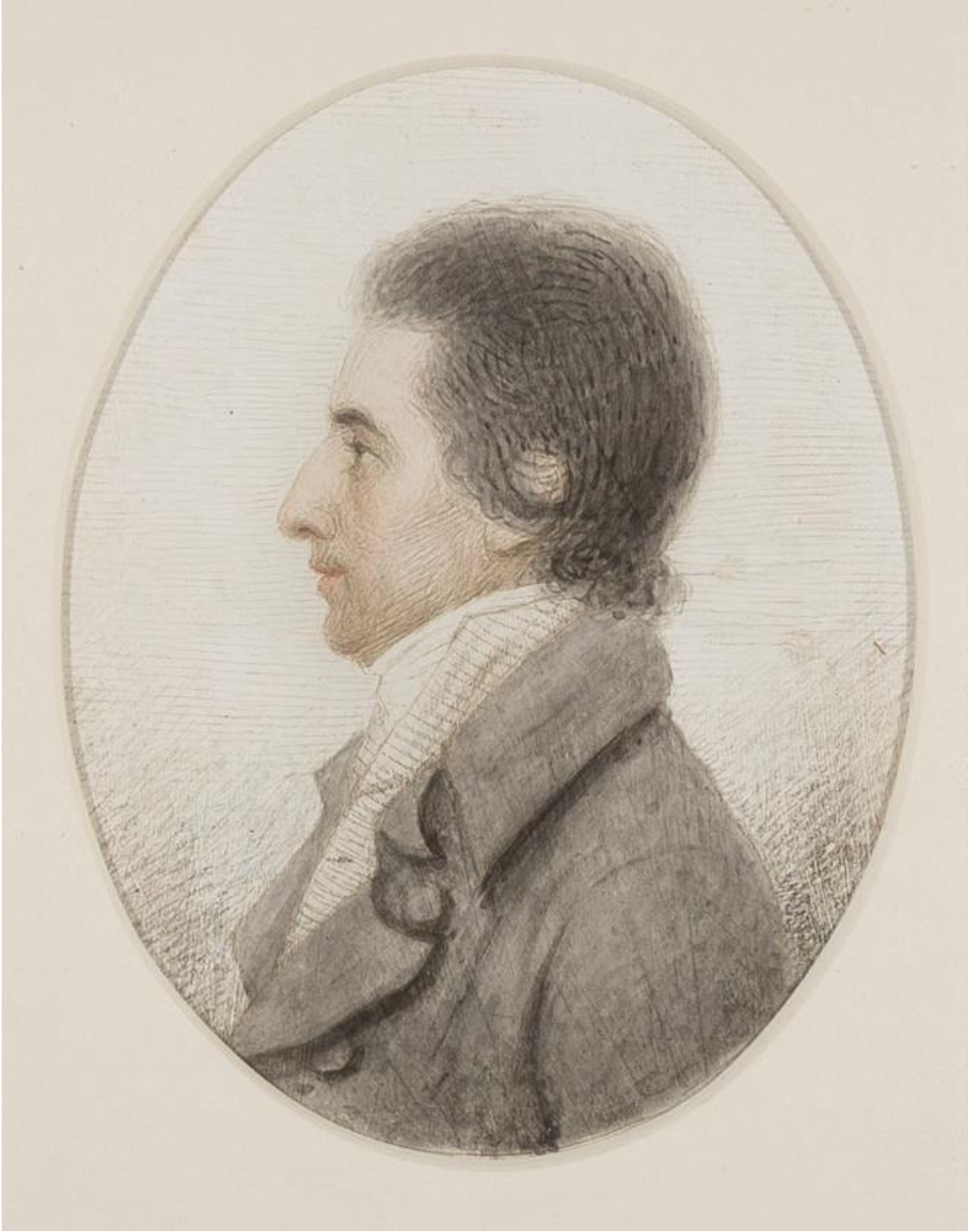


Image 27. Boudon, David. Anthony-Charles Cazenove. Watercolor. Miniature. February 16, 1806. Winterthur Museum, 1969.0158 A.



Image 28. Boudon, David. Anne Hogan Cazenove. Watercolor. Miniature. February 17, 1806. Winterthur Museum, 1969.0156 A.

Civil War Era, 1861-1865

Parcel 31.1

Henry Daingerfield owned this parcel during war time. The 1863 *Magnus View* shows a pier extending into the river with a two- or three-story warehouse (Image 30).

The 1865 Quartermaster map shows the Grain Wharf extending 308' from the east side of Union Street along the north edge of this parcel in Queen Street (Image 31). An unmarked structure occupied the northern 2/3 of the parcel. The Grain Depot that occupied Parcels 31.2 and 31.3 extended into this parcel.

Parcel 31.2 and 31.3

Frederick Barreda owned this parcel during this period however the pier on Parcel 31.3 was labeled "Mandeville" on the 1862 *Plan of Alexandria* (Image 29). Magnus represented this property as a large, shed warehouse with a covered pier in 1863 (Image 30). Its use as a steamboat wharf was paused while it was occupied by the Union Army's Quartermaster. A large, shed warehouse stood across both parcels and was labeled as the Chief Grain Depot (Image 31). An alley was depicted along the south edge of Parcel 31.3.

Parcel 36.1

Henry Daingerfield owned this parcel during this period. The pier on this parcel was labeled "Thompson" on the 1862 *Plan of Alexandria* (Image 29). In 1863, a three-story warehouse stood here with a shed extending into the river on the wharf (Image 30).

The 1865 Quartermaster map shows the Chief Commissary Depot taking up this parcel and most of 36.2, however the northern edge of the depot extends beyond the northern edge of the parcel (Image 31). A "Covered Com[missar]y. Wharf" measuring 224' by 34' extended from this parcel. Approximately 110' of the wharf was not covered. Part of the Commissary Storehouse occupied this parcel adjacent to the east of the depot.

Parcel 36.2

Cazenove and Lee owned half shares of this parcel during this period. The pier on this parcel was labeled "Cazenoves" on the 1862 *Plan of Alexandria* (Image 29). W. G. Cazenove became a member of the secessionist Virginia House of Delegates and some of his stocks were confiscated.²¹¹ Magnus' 1863 *View* shows a three-story warehouse and one-story warehouse along front of the wharf with a pier that extends into the river (Image 30).

The 1865 Quartermaster map shows the Chief Commissary Depot taking up this parcel and most of 36.1. Part of the Commissary Storehouse occupied this parcel adjacent to the east of the depot and extended to the south beyond the northern edge of Cameron Street. The Commissary Wharf extended from the southern portion of this parcel along the northern edge of Cameron Street (Image 31).

²¹¹ "Landlords and Tenants--Decision of the District Supreme Court--The Bill on the Subject in the Senate--The Alleged Gambling Case--Additional Letter Currier--Colored Troops--Narrow Escape of an Actress--Funeral, of Mr. Gideon--Enlistments--Distinguished Visitors--The Great Fair--Washington Navy Yard, &c.," *The Sun* (1837-), February 29, 1864; "William G. Cazenove," Virginia House of Delegates Clerk's Office, <https://history.house.virginia.gov/members/6965>

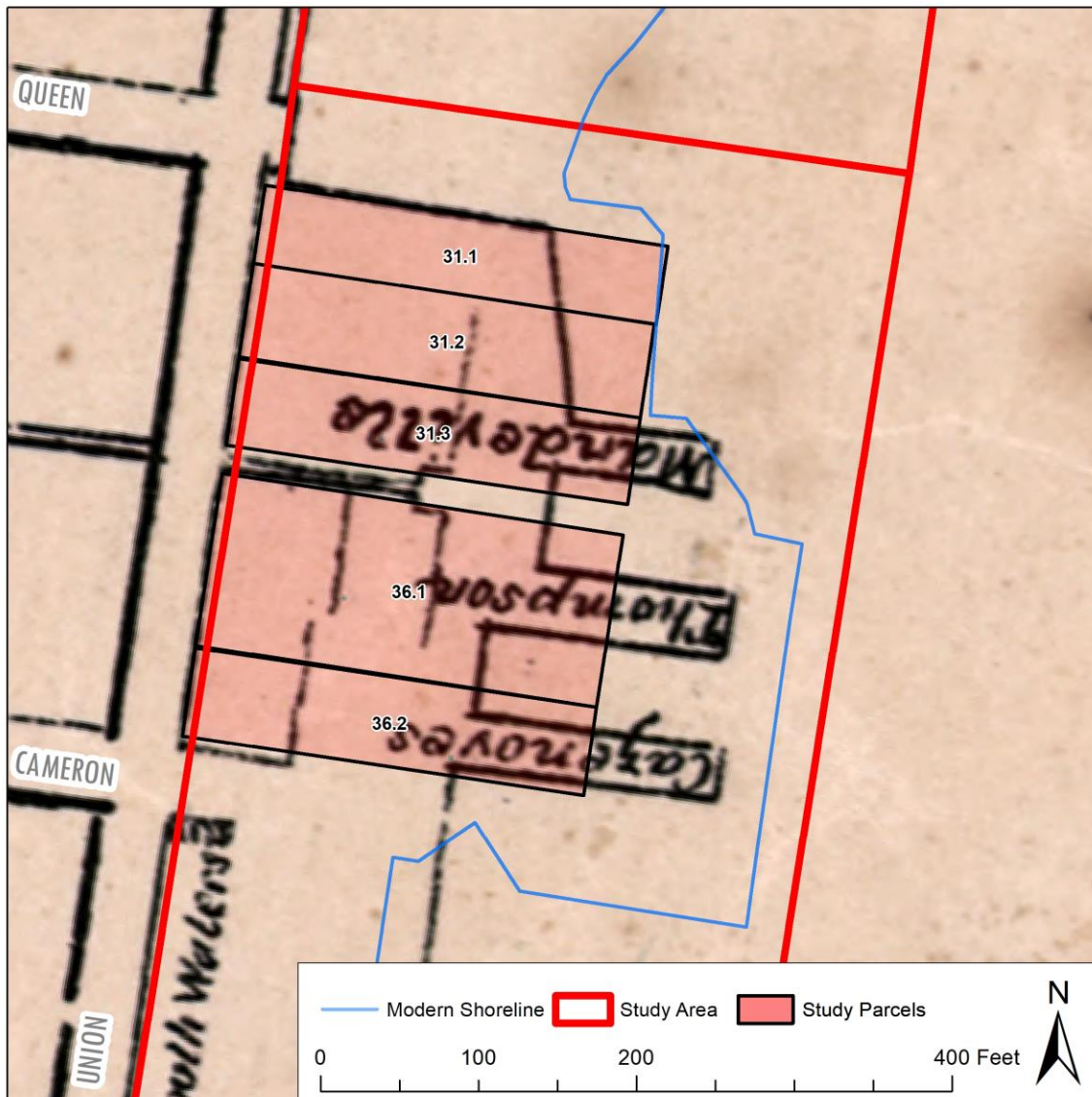


Image 29. United States Coast Survey. "Plan of Alexandria." 1862. Image. <https://www.loc.gov/item/89692513/>. Detail.



Image 30. 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 Queen Street (right) to Cameron Street (left).

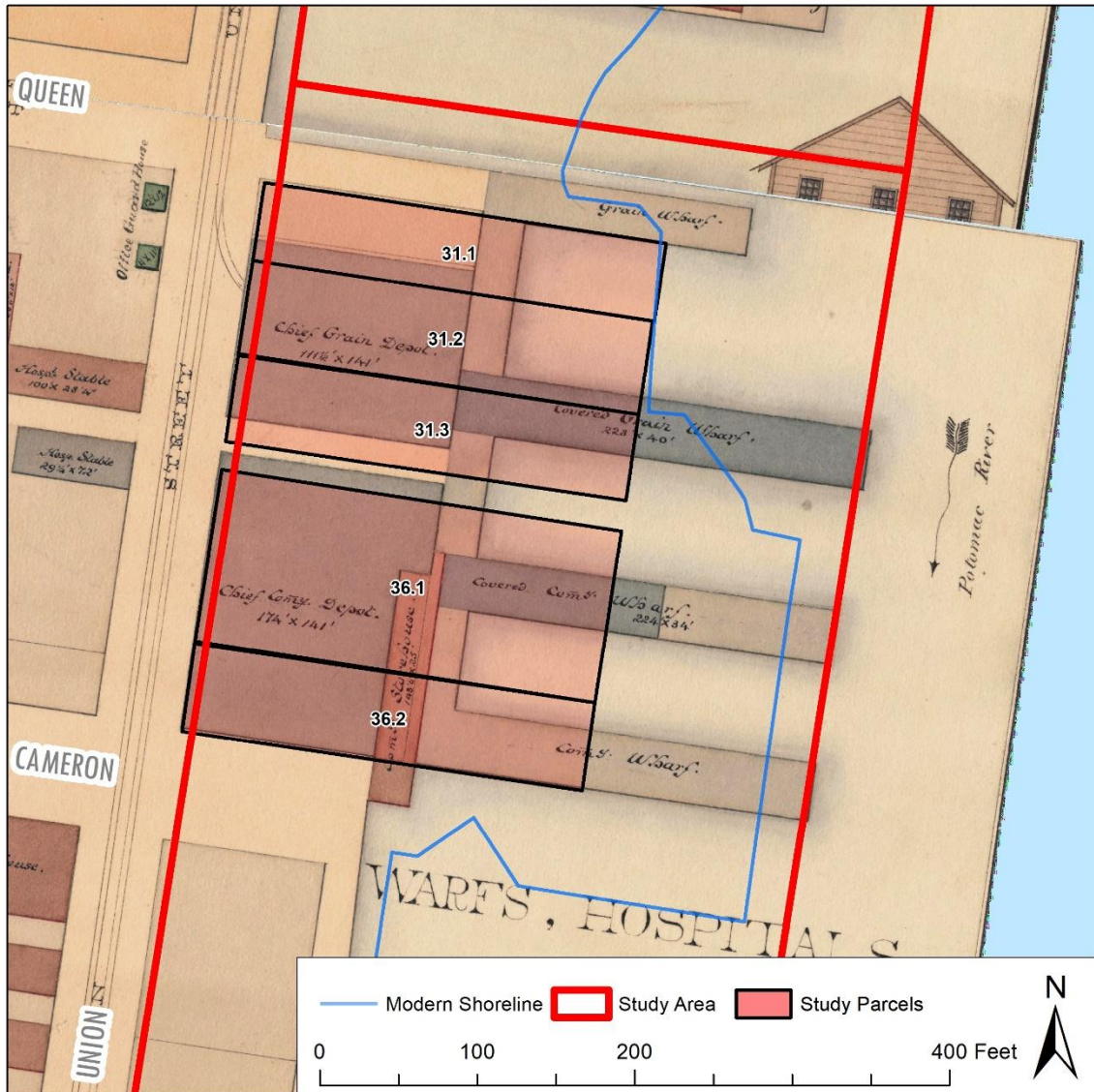


Image 31. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.

Late 19th Century, 1865-1900

Parcel 31.1

Susan S. Barbour received this parcel in the partition of Henry Daingerfield's estate in 1870.²¹² A two-story brick warehouse stood on the parcel and the partition included the wharf and pier on the east end of the parcel. On December 30, 1872, this warehouse along with the entire block from Queen to Cameron Street was destroyed in a large fire. The flames spread from the middle warehouse on the block and burned the structures and contents on each parcel. Here, the warehouse was occupied by Wm. H. May & Co., whose place of business was on Fairfax Street. The entire contents of this building were burned due to the lack of access for the firefighters. An estimated \$18,000 worth of agricultural implements were lost. Some of the stock was owned by Valentine Becker of Fairfax County.²¹³

The 1877 Hopkins map shows a wharf extending from Queen Street along the northern line of this parcel (Image 32). John Barber's warehouse took up the wharf space here, leaving an open space between the east face of the warehouse and the edge of the wharf.

J. R. Zimmerman extended his coal yard on the west side of Union Street onto this parcel before 1885 when Zimmerman's coal wharf extended along Queen Street on the north side of this parcel (Image 33). The wharf featured an elevated tramway. H. Bryant's Fertilizer Warehouse occupied the entire parcel, leaving an open space on the east face to the bulkhead.

The 1891 Sanborn map shows H. Bryant's Fertilizer Warehouse at 1837 N. Union Street (Image 34). Zimmerman's Coal Wharf extended along the south side of the Queen Street dock.

The 1896 Sanborn map shows Zimmerman's Wharf extending from Queen Street along the north edge of this parcel (Image 35). Two vacant warehouses stood along Queen Street, leaving an open space along the bulkhead. Ellen Daingerfield sold the lot with warehouse and wharf to John R. Zimmerman in 1898 for \$2,600.²¹⁴

Parcels 31.2 and 31.3

Frederick S. Barreda sold the former grain depot and rail switch sheds at public auction to the Hampshire and Baltimore Coal Company in 1871.²¹⁵ "Improved by extensive sheds covering the entire lot and wharves, now considerably out of repair. This property was expensively fitted up, and for some time used as the depot of the New York Steamship line and is especially well situated and otherwise adapted to such a purpose."²¹⁶ The alley was along the south edge of the property.

The coal company apparently leased storage space here, as the fire report from December 1872 listed Geo. R. Shinn & Co.'s stock of grain and guano as the major loss on this parcel, amounting to \$1,000.²¹⁷ The coal stores of the Hampshire and Baltimore Coal Co. were saved by the exertions of the fire department, who pumped water from the river and nearby hydrants.

²¹² ADB A4:131, February 23, 1870.

²¹³ "An Extensive Fire," *Alexandria Gazette*, December 31, 1872, GenealogyBank.

²¹⁴ ADB 42:95, June 17, 1898.

²¹⁵ ADB 1:574, September 5, 1871; ADB 1:576, September 5, 1871.

²¹⁶ L. D. Harrison, "Valuable Real Estate at Auction," *Alexandria Gazette*, April 12, 1871, GenealogyBank.

²¹⁷ "An Extensive Fire," *Alexandria Gazette*, December 31, 1872, GenealogyBank.

The 1877 Hopkins map shows a rail depot here for the Baltimore & Hampshire Coal Co (Image 32). Though it does not depict a rail spur connecting to the Union Street line, it shows rail spurs connected to a track extending east on a long wharf with a shed or covered track at the end. The Hampshire & Baltimore Coal Company used these parcels to secure a debt in 1880 but sold them in 1883 to Silas M. Hamilton.²¹⁸

The 1885 Sanborn map shows Hampshire and Baltimore Coal Co. occupied these parcels (Image 33). Two elevated tramways crossed from Union Street to the pier, which extended from Parcel 31.3. An office stood on Union Street at the southwest corner of Parcel 31.3. A one-story shed is located south of this parcel in the historic alley.

The 1891 Sanborn map shows J. R. Zimmerman's Coal Yard on these parcels, with a rail spur off Union Street (Image 34). An elevated tramway extended from the east side of Union Street to the end of the pier. A small office stood on the southwest corner of Parcel 31.3.

The estate of Silas M. Hamilton sold the parcels to John R. Zimmerman in 1896.²¹⁹ The 1896 Sanborn map shows J. R. Zimmerman's Coal Yard occupied these parcels (Image 35). Two elevated tramways crossed from Union Street to the pier, which was marked with slips to the north and south and extended from Parcel 31.3. An office stood at the southwest corner of Parcel 31.3.

Parcel 36.1

The four brick, three-story warehouses on this parcel were distributed to Henry Daingerfield's heirs in 1870. Warehouses 2 and 4, which sat along the south side of Thompson's Alley, went to Henry Daingerfield, Jr. They included the right of way over the wharf on the east end of the parcel. Reverdy Daingerfield received the southern warehouse, numbers 1 and 3, that shared a wall with Cazenove's buildings. Reverdy also received the wharf, pier, and waterfront with a right of way to Thompson's Alley (Image 36).²²⁰

These warehouses were the origin of the December 1872 fire that destroyed much of the property on this block. The "commission house of Wattles, Knox & Co., (John S. Knox and H. Star Wattles) ... was stored with a very large amount of grain, flour, &c., all of which was destroyed by the flames. The stables of the firm were also within the building and two valuable horses, with the carts, harness, &c., were burned, the stock reaching \$20,000."²²¹ The grain and fertilizer stored by R. M. Lawson in the southern warehouses were similarly destroyed. "Two heavy brick ways, intended to prove a bar to [flames], were burst through by the heat, and portions thrown upon the floors breaking them down...the outer walls remained firm, except a portion of the north wall and the centre of the east wall, which fell during the fire, and a part of the west wall that fell at 9 o'clock [the following morning]."²²²

The 1877 Hopkins map shows an open area here marked "Henry Daingerfield Estate" with a long pier extending from the center of the parcel (Image 32).

²¹⁸ ADB 8:557, April 13, 1880; ADB 12:552, April 27, 1883.

²¹⁹ ADB 36:89, January 15, 1896.

²²⁰ ADB A4:131, February 23, 1870.

²²¹ "An Extensive Fire," *Alexandria Gazette*, December 31, 1872, GenealogyBank.

²²² *Ibid.*

The 1885 Sanborn map shows F. A. Reed and Co., Dealers in Barrel Stock on this parcel (Image 33). A warehouse stood along Union Street and a second, long structure marked "Storage of Barrel Staves" stood on Union along the south side of this parcel. A third, large structure marked "Barrel Staves &c" was located close to the bulkhead. Reed's Wharf extended from the south side of the parcel, with a shed marked "Barrel Staves &c."

The 1891 Sanborn map shows no structures on this parcel, with Reed's Wharf extending into the Potomac (Image 34).

The 1896 Sanborn map shows two long lumber piles marked at Smoot & Co (Image 35). The wharf extending into the river was marked "Smoot's Wharf." In 1900, J. W. Hammond won a court-ordered sale of Lots 1 and 3, including the wharf and pier.²²³

Parcel 36.2

Cazenove & Co. offered "the 3-story brick warehouses at the foot of Cameron Street, with the wharf" for sale or rent, together or separately, in January 1866.²²⁴ Lee used his half share to secure a debt in early 1866, and then sold his share to William G. Cazenove in 1868.²²⁵

The warehouse on this parcel fared best during the December 1872 fire that destroyed this block, due to it being the first accessed by firemen. "Occupied...by W. A. Moore as a commission house and for the storage of grain. Many thousand bushels of wheat were stored here, some of which was not injured at all by the fire and other parcels of which were saved, but in a damaged condition. Mr. Moore, who was uninsured does not estimate his loss at over \$1500."²²⁶

The 1877 Hopkins Map shows two warehouses along Union Street with an open area between them and the bulkhead (Image 32). A long pier extended from the southern edge of the parcel. It is marked "W. G. Cazanove." W. G. Cazenove died in 1877, apparently intestate.

The 1885 Sanborn map shows five structures occupying the entire parcel while leaving an open space along the bulkhead (Image 33). Two are marked "Fertilizer W. Ho.," one is a boatwright. The Jno. W. Prescott Carriage Stock Manufactory occupied the two buildings on the southeast corner of the parcel, with part of one marked "Dry Rm." A 6' lumber pile occupied the wharf at the foot of Cameron Street.

The 1891 Sanborn map shows four two-story buildings marked "Fertilizer W[are] Ho[use]," "Boatwright," "B[ui]ld[i]ng Materials W[are] Ho[use]," and "Vac[ant] (Image 34)." The wharf is marked with "Lumber Piles."

Mary Cazenove died in 1892 and her estate sold this property to Alexander H. Smith, Jr. and Louisa W. Moore.²²⁷ Smith and Moore established the Ice Manufacturing Company of Alexandria, Virginia. In 1893, Smith's wife Neitah J. Smith bought a share of the company and real estate.²²⁸ The Smiths sold their shares of the property and machinery to J. W. Hammond in 1895.²²⁹ The 1896 Sanborn Map shows the

²²³ ADB 46:123, October 1, 1900.

²²⁴ Cazenove & Co., "For Sale or Rent," *Alexandria Gazette*, January 11, 1866, Newspapers.com.

²²⁵ ADB Y3:328, January 15, 1866; ADB Z3:293, November 18, 1868.

²²⁶ "An Extensive Fire," *Alexandria Gazette*, December 31, 1872, GenealogyBank.

²²⁷ ADB 28:557, December 7, 1892; "Ice Manufactory," *Alexandria Gazette*, December 20, 1892.

²²⁸ ADB 29:320, March 15, 1893.

²²⁹ ADB 34:451, November 26, 1895.

Alexandria Ice Manufacturing Co. operating here (Image 35). Their complex included a Freezing room, water cooler, icehouse, coal room and engine room.

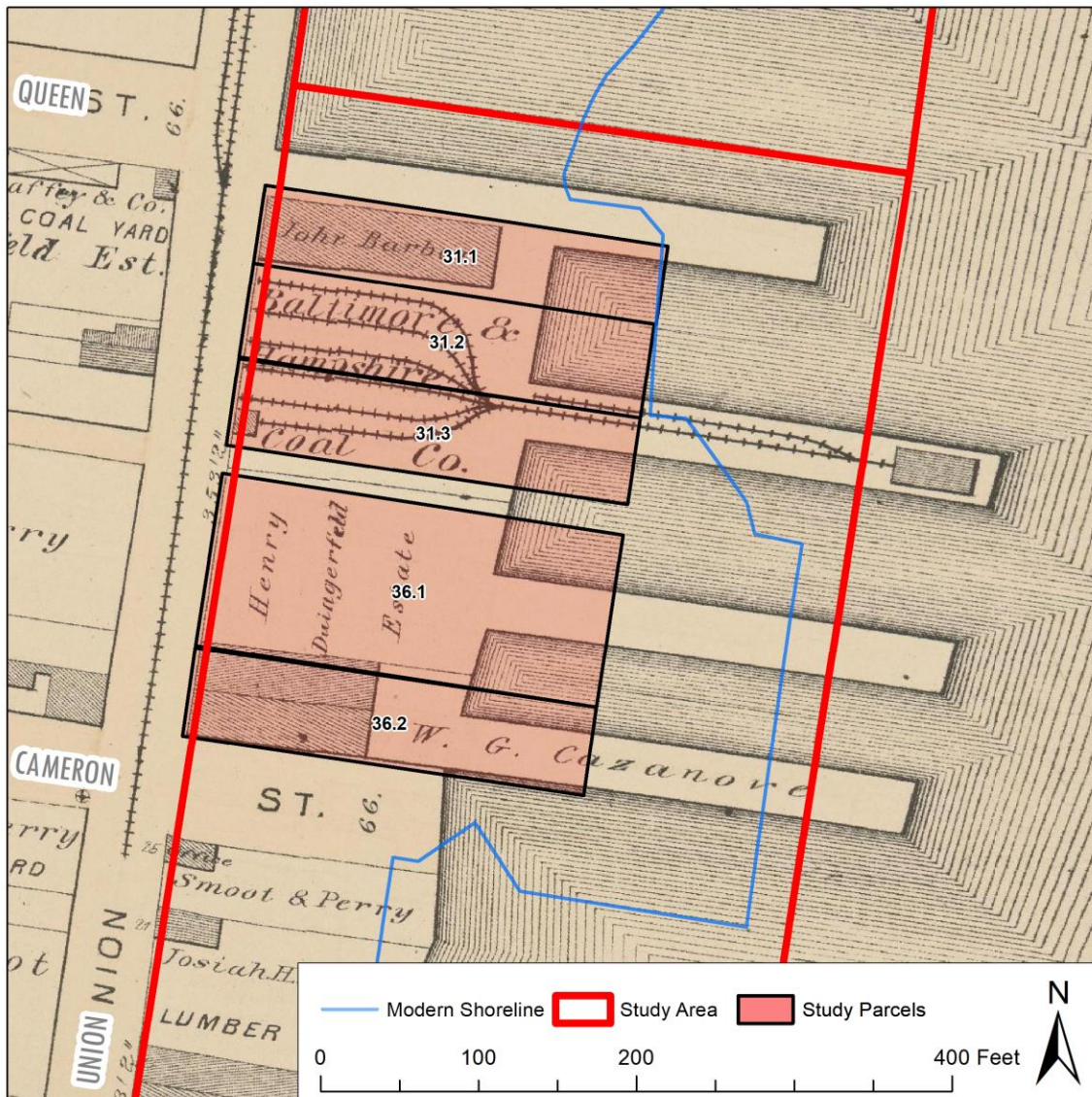


Image 32. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <https://lcn.loc.gov/90680847>. Detail.

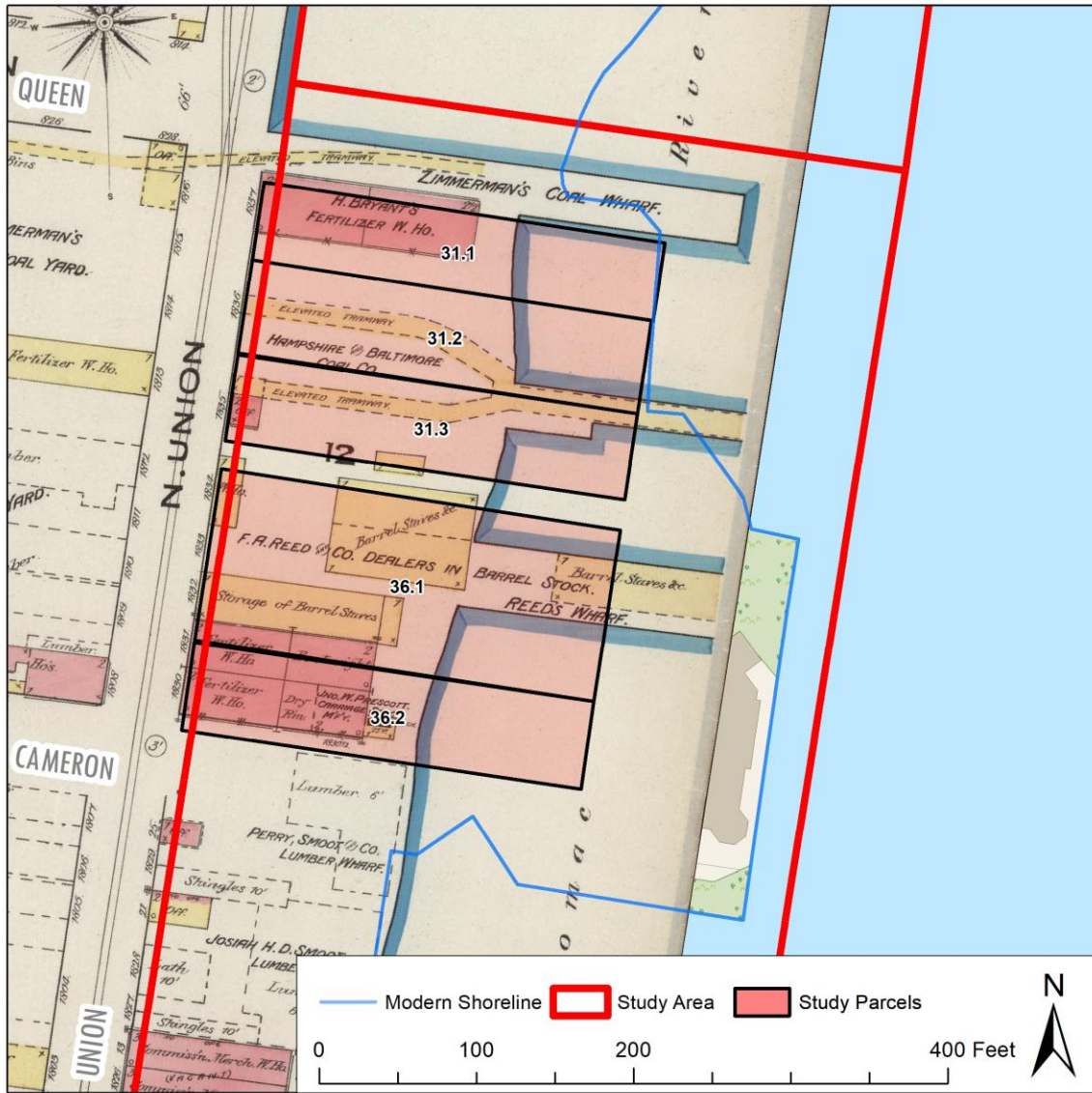


Image 33. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/. Detail.

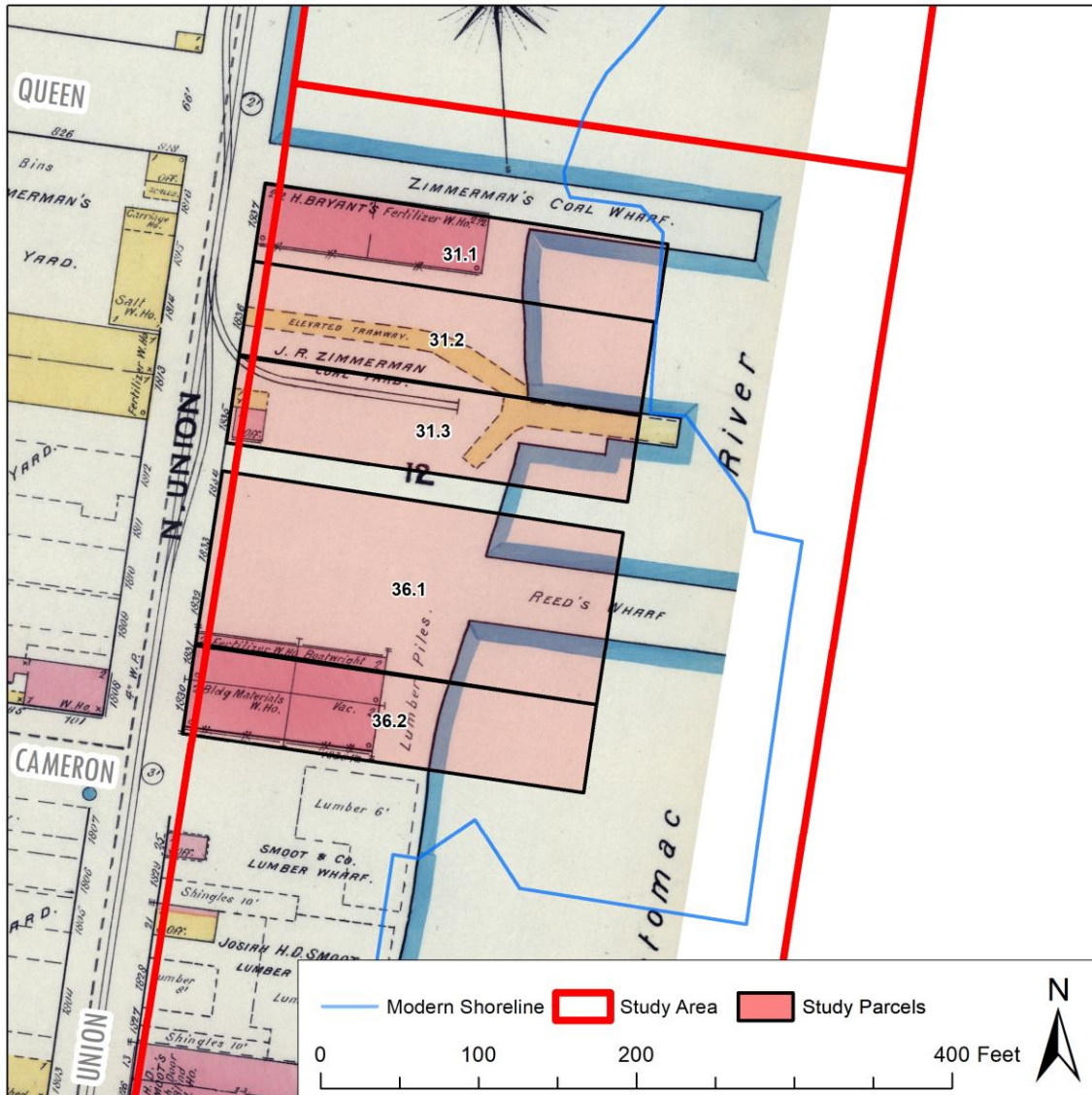


Image 34. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. https://www.loc.gov/item/sanborn08968_002/. Detail.

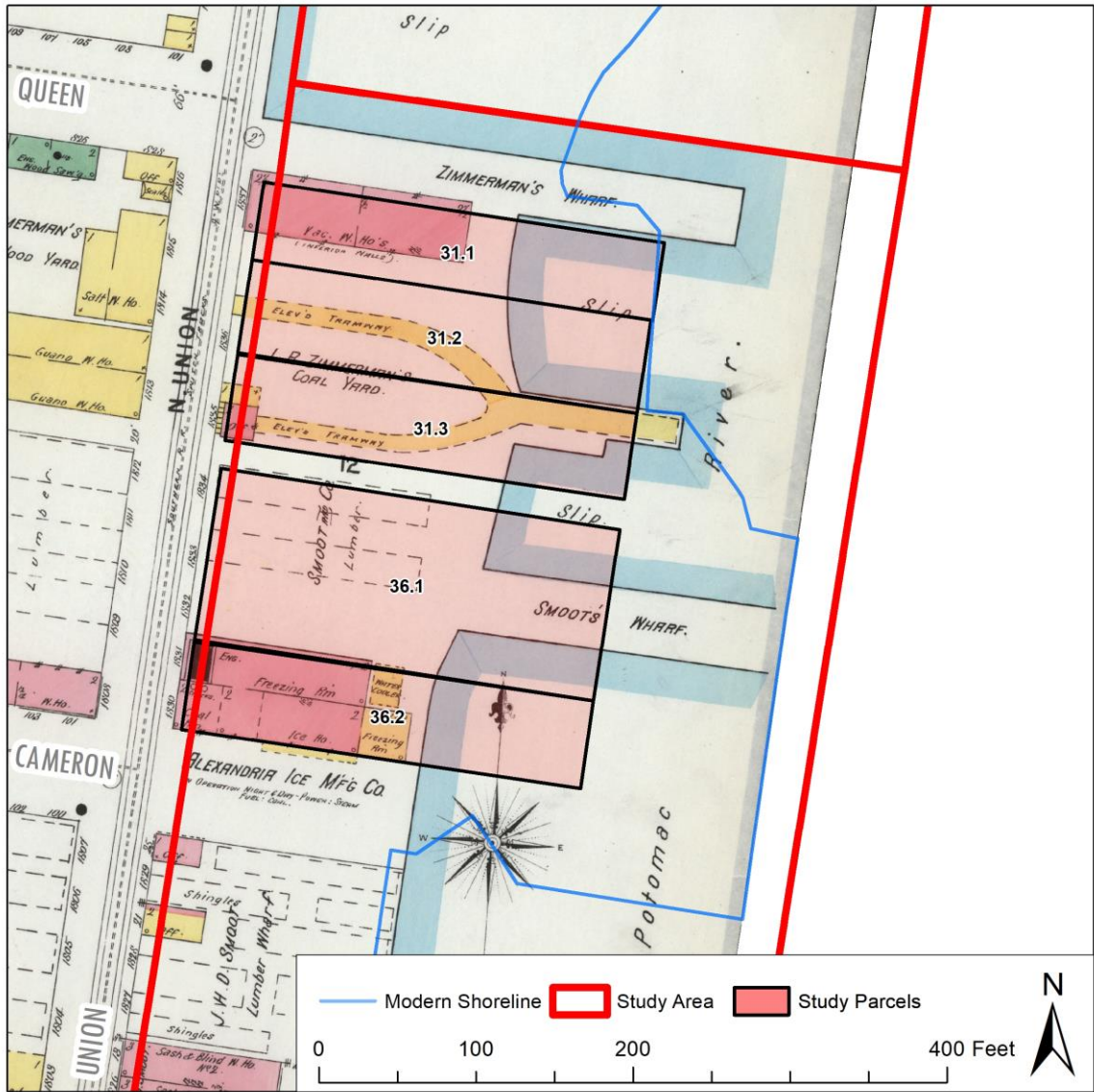


Image 35. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/. Detail.

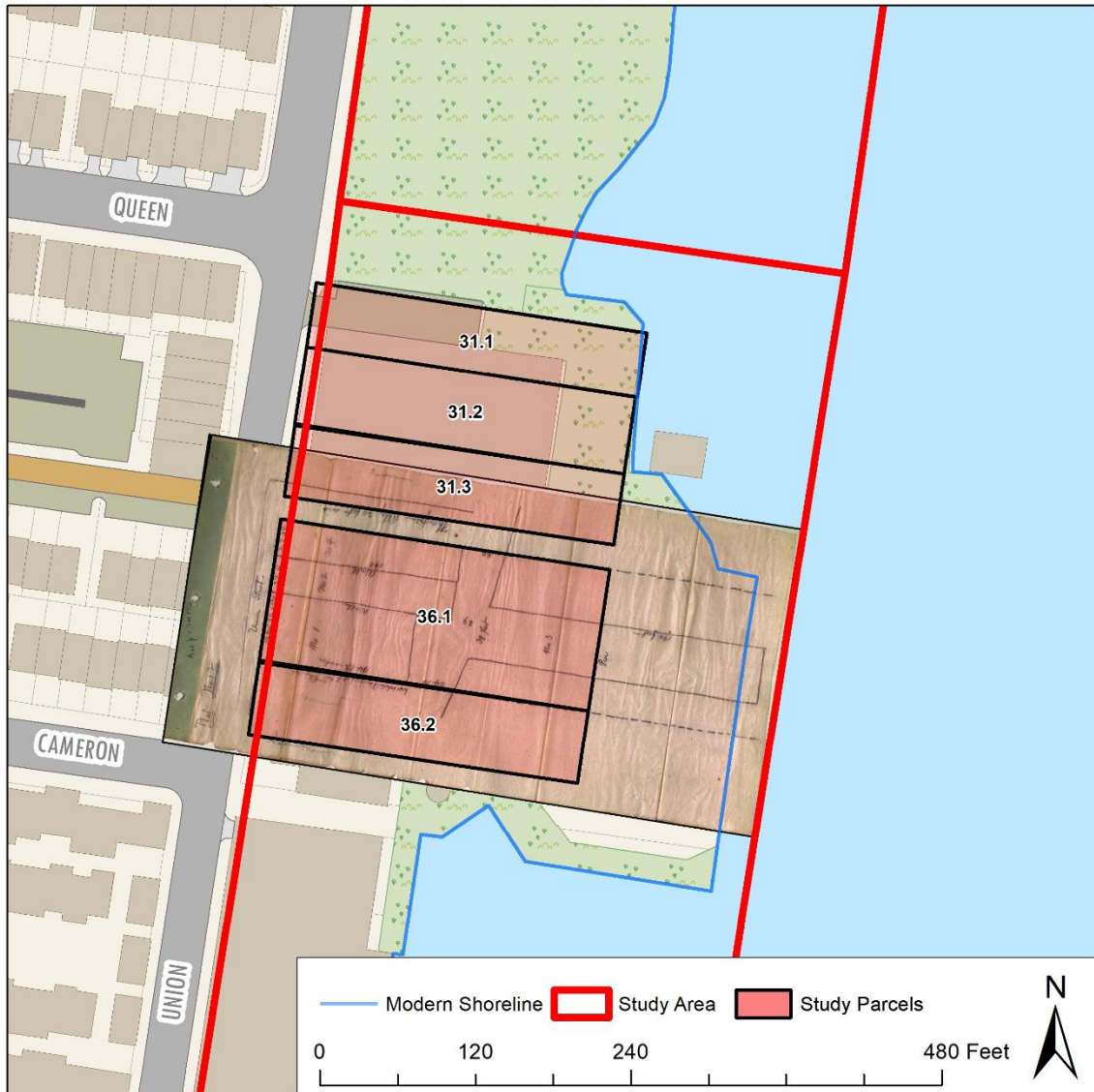


Image 36. Plat from Daingerfield vs. Daingerfield, et al, 1901-011, Chancery Records of Virginia

20th Century, 1901-2000

Parcel 31.1

The 1902 Sanborn map shows a short extension of the wharf in Queen Street along the north edge of this parcel occupied by the Alexandria Overall Co (Image 37). The buildings extending from Union Street to the bulkhead are a warehouse, office and packing, wagon shop and wagon shed. Scales were located at the southwest corner of the parcel. John R. and M. Ellen Zimmerman sold this parcel with wharf and warehouse to the First National Bank of Alexandria in 1903.²³⁰ The bank sold the property to Henry K. Field and James Hopkins in 1905.²³¹

The 1907 Sanborn map (Sheet 9) shows the northern edge of the wharf extending into the Queen Street slip area. The warehouse along the north edge of the parcel is a lumber warehouse with a wagon shed and the eastern edge of the bulkhead is distant from the eastern face of the buildings. Scales occupied the southwestern corner of the parcel.

The 1912 Sanborn map shows the northern edge of the wharf in Queen Street along the north edge of this parcel (Image 38). A lumber warehouse and wagon shed stand at Union and Queen Streets. Scales occupied the southwestern corner of the parcel.

In 1919, W. A. Smoot & Co. consolidated this parcel with 31.2 and 31.3, see below.

Parcels 31.2 and 31.3

The 1902 Sanborn map shows the J. R. Zimmerman Coal & Wood Yard here with two tramways extending to the pier (Image 37). A rail spur connects to the Union Street track. A wood sawing structure stood at the southwest corner of Parcel 31.3. The pier extends from Parcel 31.3. John R. and M. Ellen Zimmerman sold this parcel to the First National Bank of Alexandria in 1903.²³² The bank sold the property to Henry K. Field and James Hopkins in 1905.²³³ In 1907, they entered into an agreement to make Thompson's Alley, to the south of Parcel 31.3, private.²³⁴ The 1907 Sanborn map shows the Henry K. Field & Co. Lumber Yard here with three long stacks of lumber, one 10' high and two 5.' A rail spur entered the parcel from Union Street and extended to the pier. A lumber storage building stood at the southwest corner of Parcel 31.3.

The 1912 Sanborn map shows the Henry K. Field & Co. Lumber Yard, with three long stacks of lumber (Image 38). A rail spur entered the parcel from Union Street and extended to the pier. A lumber storage building stood at the southwest corner of Parcel 31.3.

In 1919, W. A. Smoot & Co. consolidated these parcels with 31.1, see below.

Parcels 31.1, 31.2 and 31.3: W. A. Smoot & Co.

W. A. Smoot & Co. purchased these three parcels on June 5, 1919.²³⁵ They expanded their cement and lumber yard across this area and made additions and changes over time.

²³⁰ ADB 51:70, December 1, 1903.

²³¹ ADB 53:232, December 23, 1905.

²³² ADB 51:70, December 1, 1903.

²³³ ADB 53:232, December 23, 1905.

²³⁴ ADB 55:354, January 21, 1907.

²³⁵ ADB 68:235, June 5, 1919.

The 1921 Sanborn map shows the northern edge of the wharf in Queen Street along the north edge of this parcel (Image 39). The warehouse at Union and Queen Streets is marked “Lime & Cement St[ora]ge 1st, Sash & Door ware Ho. 2d.” The area is marked W. A. Smoot & Co. Inc. Lumber Yard. Two long stacks of lumber stood on the wharf, with a sawing shed near the bulkhead. A planing mill stood near Union Street along the south edge of Parcel 31.3. Aerial photography from 1927 shows the mill buildings with a pile of lumber on the wharf (Image 40). Aerial photography from 1937 shows the mill buildings with a pile of lumber on the wharf (Image 41).

The 1941 Sanborn map shows the northern edge of the wharf in Queen Street along the north edge of this parcel (Image 42). The warehouse at Union and Queen Streets is marked “Sash Door W. Ho.” with “Auto Rep.” on the eastern end. The eastern portion of the wharf is labeled “W. A. Smoot & Co. Inc. Planing Mill & W. Ho.” The W. A. Smoot & Co. Inc Planing Mill is along Union Street with three small, attached structures on the north edge of the large structure. A large shed close to the bulkhead is marked “Finished LBR Shed.” The front of the wharf is straight with a short, projecting pier on the northern edge of Parcel 31.3.

Aerial photography from 1957 shows the same structures including the Planing Mill, warehouse along Queen Street, and the shed on the south edge of Parcel 31.3 (Image 43). The wharf extending from Parcel 31.3 projected further into the Potomac and the area east of the alley was filled in. Five small buildings stood on the wharf. The 1958 Sanborn map shows the northern edge of the wharf in Queen Street along the north edge of this parcel (Image 44). The W. A. Smoot & Co. Inc. Planing Mill and Warehouse occupied these parcels. The warehouse here is marked “Bldg. Matl W. Ho.” The planing mill stood along Union Street and two lumber sheds occupied the wharf area. A small office sat near the bulkhead on the southeast corner of Parcel 31.3

Parcels 31.1, 31.2 and 31.3

In the 1960s, the land transferred owners several times. W. A. Smoot & Co. sold in 1964 to Ralph D. Rocks and David D. Squires.²³⁶ Aerial photography from 1964 shows that the long warehouse along the south side of Queen Street was demolished (Appendix C, Image 5). Rocks Engineering Company sold to Victor L. Minter in 1965.²³⁷ Minter sold the parcels to Millsite, Inc. in 1968.²³⁸ Millsite sold to Kristos and Anna Kiriakow in 1970.²³⁹

Kristos Kiriakow operated two restaurants in Alexandria, and hoped to open a third, larger restaurant on this site. After seeking a permit to start construction and waging a many-years battle with City Council, Kiriakow’s application was denied. The City planned to remake the waterfront as a public space with a park-like atmosphere and less development adjacent to the waterfront.²⁴⁰ Kiriakow and the City came to an agreement to subdivide the parcel and reserve some areas for public use.²⁴¹

²³⁶ ADB 595:415, February 26, 1964.

²³⁷ ADB 618:214, January 11, 1965.

²³⁸ ADB 683:328, June 5, 1968.

²³⁹ ADB 716:366, November 2, 1970; ADB 716:368, November 2, 1970.

²⁴⁰ Robert Meyers, “Public Spirit vs. Private Dream: In Alexandria: Public Spirit vs. Private Dream,” *The Washington Post* (1974-), June 19, 1980.

²⁴¹ ADB 719:286, January 25, 1971; ADB 755:401, January 8, 1973; ADB 796:390, March 31, 1975.

The building currently standing at 211 North Union Street was built in 1986.²⁴² In 1994, Kiriakow transferred his remaining land to the Charcoal House, Inc. business entity.²⁴³ Aerial photography from 1995 shows two buildings on these parcels (Image 45). A long, narrow building stood along the north edge of Parcel 31.1 and a larger building spread across Parcels 31.2 and 31.3. A landscaped green area occupied the wharf, and two modern piers extended from the eastern end of the bulkhead.

The alley between 31.3 and 36.1 transferred from Kiriakow to the City of Alexandria in 1981.²⁴⁴

Parcel 36.1

The 1902 Sanborn map shows a large lumber pile at the corner of the alley and Union Street (Image 37). The southwest corner of the parcel was surrounded by a fence. The eastern side of the wharf to the bulkhead is an open space, and the bulkhead cuts diagonally to the west from the northern side of the parcel. Smoot's Wharf extends east into the river.

The Mutual Ice Company bought the entire parcel in two parts: Lots 1 and 3 including the whole wharf and pier in February 1906 and then Lots 2 and 4 in December 1906 (Image 36).²⁴⁵ In 1907, Mutual Ice entered into an agreement to make Thompson's Alley, to the north of Parcel 36.1, private.²⁴⁶ The 1907 Sanborn map shows that J. W. Hammond & Sons Mutual Ice Co. occupied both this and Parcel 36.2 to the south. Here, a large ice house stood with a 5' platform along its west and south sides. An ice slide connected the platform to another platform at the eastern end of the wharf, which was expanded to the south substantially.

The 1912 Sanborn map shows the Mutual Ice Co. occupied this parcel and 36.2 to the south (Image 38). A large ice house and blacksmith shop stood on this parcel. An ice slide connected the ice house to the platform at the end of the wharf.

The 1921 Sanborn map shows the Mutual Ice Co. occupied this parcel and 36.2 to the south (Image 39). A large storage shed, repair shop, and building occupied this parcel. A 1923 Army Corps of Engineers map labeled this wharf, along with 36.2, as the Potomac Steamship Company (Appendix B, Image 27). Aerial photography from 1927 shows the same structures along Union Street and some new buildings on the wharf (Image 40). Aerial photography from 1937 shows the buildings along Union Street were demolished with the "Repair Shop" remaining (Image 41). No structures remained on the wharf, however several boats are moored at the dock.

In November 1940, the Mutual Ice Company sold this parcel and 36.2 to the United States of America.²⁴⁷

The 1941 Sanborn map shows a fenced area with a structure marked "Whol[esale]. Fish" near the bulkhead (Image 42). The extended wharf has a wooden pier on northeast corner with wood piles. A square structure marked "St[orage]." in the middle of the wharf straddles this and Parcel 36.2.

²⁴² 211 North Union Street, Real Estate Assessment Search, City of Alexandria, <https://realestate.alexandriava.gov/detail.php?accountno=50312800>.

²⁴³ ADB 1513:2000, June 10, 1994.

²⁴⁴ ADB 1026:757, July 14, 1981.

²⁴⁵ ADB 53:525, February 20, 1906; ADB 55:287, December 20, 1906.

²⁴⁶ ADB 55:354, January 21, 1907.

²⁴⁷ ADB 169:402, November 8, 1940.

Parcel 36.2

The 1902 Sanborn map shows the J. W. Hammond & Sons Ice Factory on this parcel (Image 37). The complex includes freezing tanks, a condenser, an icehouse, office and engine room. In 1906, Hammond sold the complex and real estate to the Mutual Ice Company.²⁴⁸ The 1907 Sanborn map shows the same structures for J. W. Hammond & Sons Mutual Ice Co. They extended the wharf/pier to the northern line of Cameron Street.

The 1912 Sanborn map shows the Mutual Ice Co. occupied this parcel and 36.1 to the north (Image 38). The same structures stood on this parcel, with the addition of a loading shed along the south edge of the icehouse and an air compressor and bottle house on the north side of the freezing tanks.

The 1921 Sanborn map shows the Mutual Ice Co. occupied this parcel and 36.1 to the north (Image 39). The same structures stood here as in 1912. A 1923 Army Corps of Engineers map labeled this wharf, along with 36.1, as the Potomac Steamship Company (Appendix B, Image 27). Aerial photography from 1927 shows the same structures on the parcel (Image 40). Aerial photography from 1937 shows that all the structures on this parcel were demolished except a small building on the wharf (Image 41).

In November 1940, the Mutual Ice Company sold this parcel and 36.1 to the United States of America.²⁴⁹ The 1941 Sanborn map shows a mostly open area marked "Auto Parking (Image 42)." A square structure marked "Stge." in the middle of the wharf straddles this and Parcel 36.1. On the southeast corner of the wharf a wood pier on wood piles extends into the river.

Parcels 36.1 and 36.2: Torpedo Factory

The US Navy built an additional structure here as part of an expansion of the Torpedo Factory during World War II. In 1945, production stopped, and the buildings were converted to other uses such as storage and office space. Aerial photography from 1957 shows the building along Union Street and parking lot taking up most of the wharf of Parcel 36.1 (Image 43). Two buildings stood along the bulkhead of the wharf and a water tower stood on the south edge of Parcel 36.2. The 1958 Sanborn map shows the United States occupied parcels 36.1 and 36.2 (Image 44). A large fireproof building stood along Union Street from the northern line of 36.1 and crossing Cameron Street to the block south. A structure marked "St[ora]ge" stood in the middle of the wharf and a wood pier extended into the river.

The United States retained the property until 1970, when it sold the land and buildings to the City of Alexandria.²⁵⁰ The City along with other partners developed the site into a waterfront for public access and used the existing Building #3 to further economic development in the area.²⁵¹ The structure currently standing at 201 N. Union Street was built in 1983.²⁵² The structure currently standing at 5 Cameron Street was built in 1988.²⁵³ Aerial photography from 1995 shows the still-standing building along Union Street (Image 45). A modern building stood to the east, stretching across both Parcels and

²⁴⁸ ADB 53:525, February 20, 1906.

²⁴⁹ ADB 169:402, November 8, 1940.

²⁵⁰ ADB 707:327, March 2, 1970.

²⁵¹ See Chain of Title for numerous related agreements, easements, and leases.

²⁵² 201 North Union Street, Real Estate Assessment Search, City of Alexandria, <https://realestate.alexandriava.gov/detail.php?accountno=50314100>.

²⁵³ 5 Cameron Street, Real Estate Assessment Search, City of Alexandria, <https://realestate.alexandriava.gov/detail.php?accountno=50314150>.

extending east onto the wharf. A pedestrian walkway and landscaping occupied the east and northeast areas of the wharf, and a pedestrian pier extended from the terminus of Cameron Street.

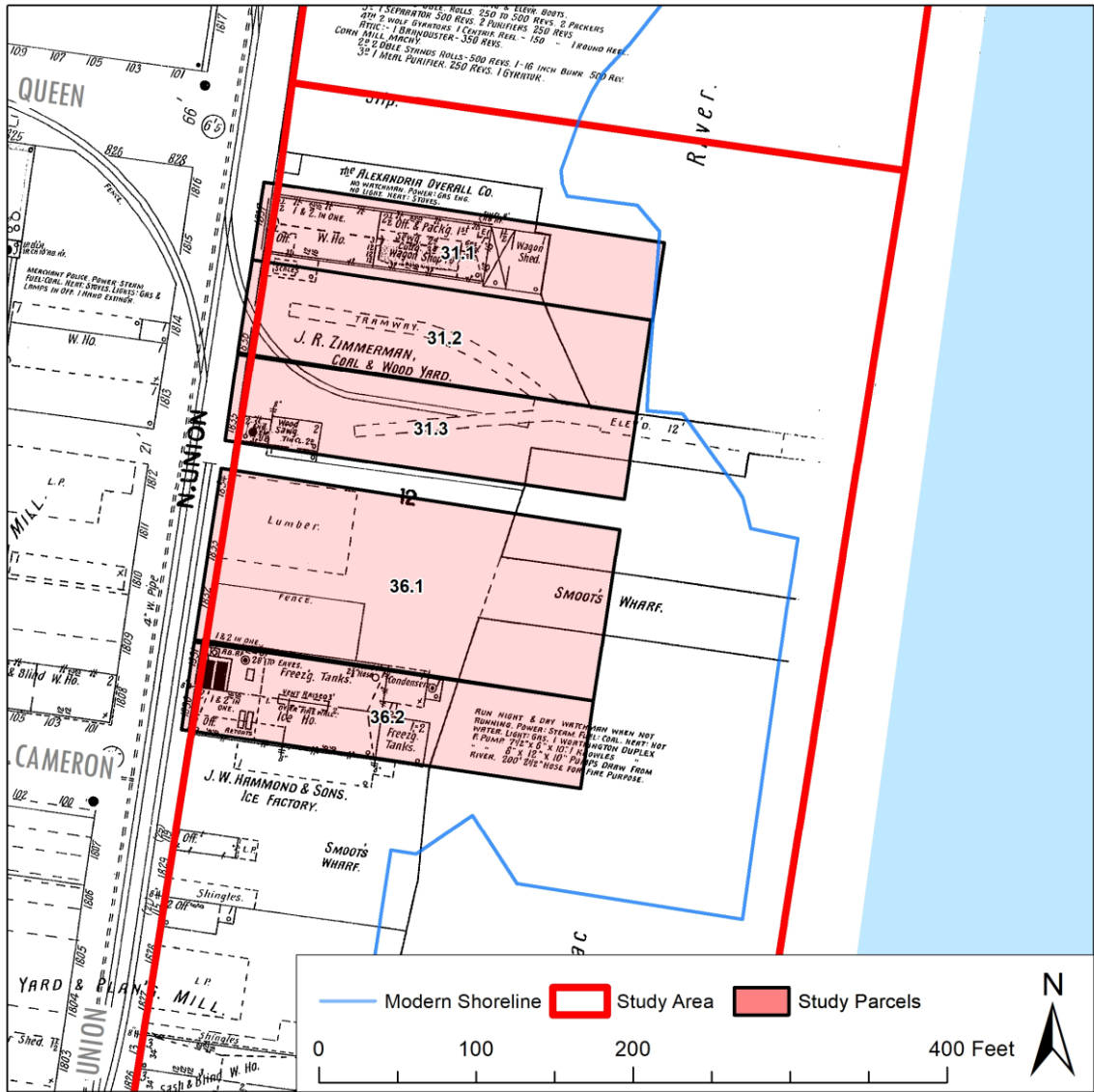


Image 37. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/. Detail.

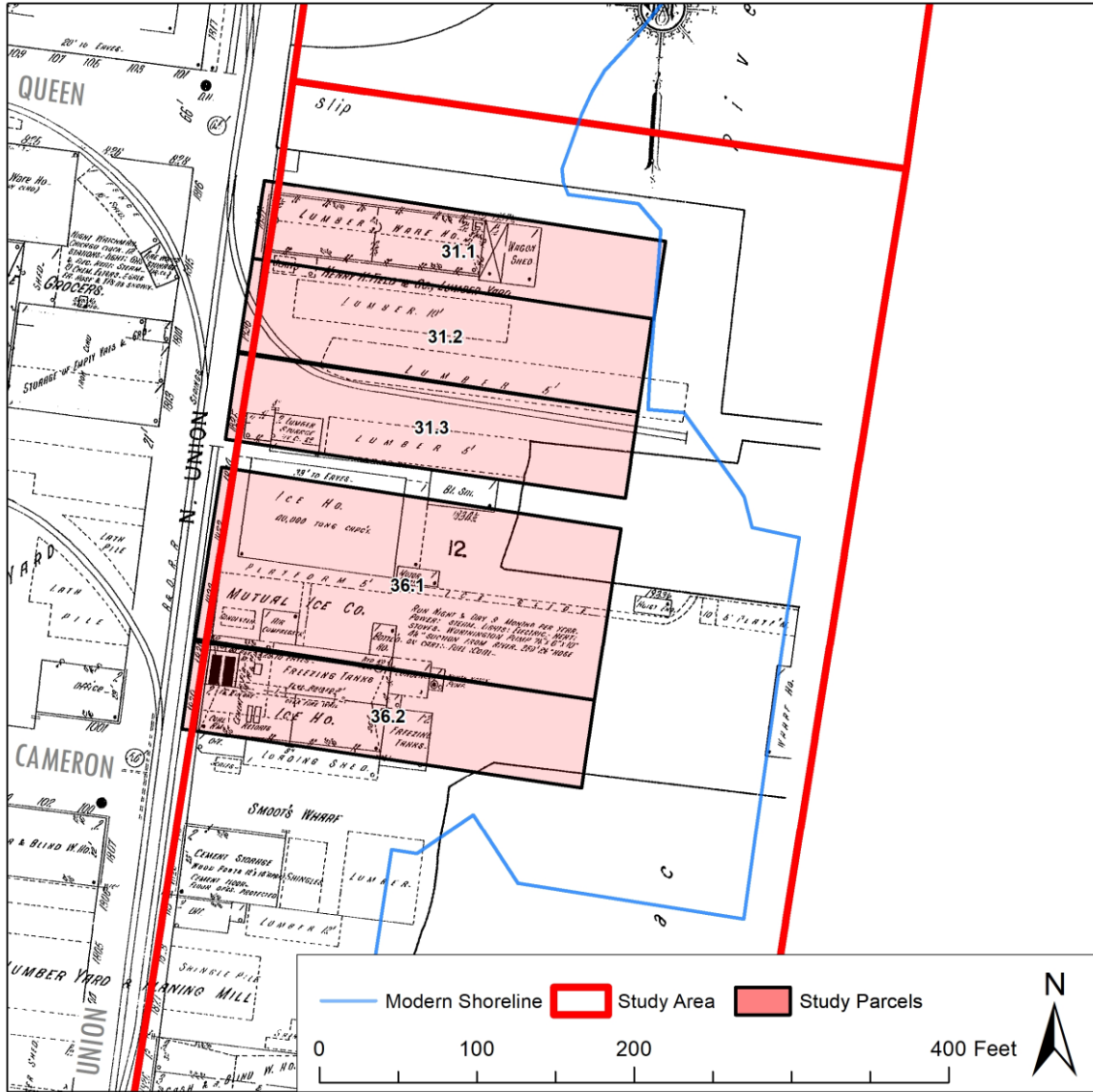


Image 38. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/. Detail.

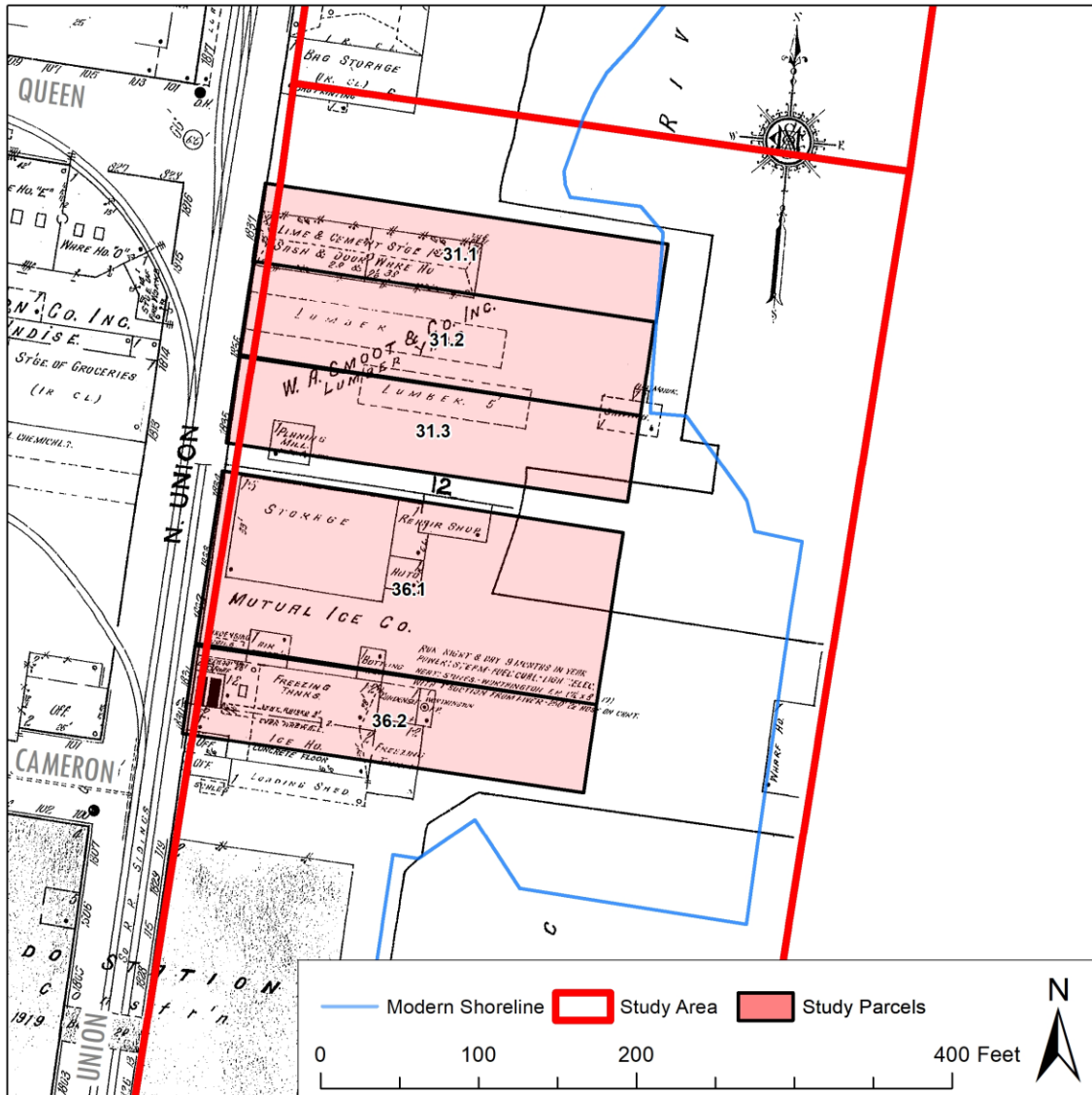


Image 39. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/. Detail.

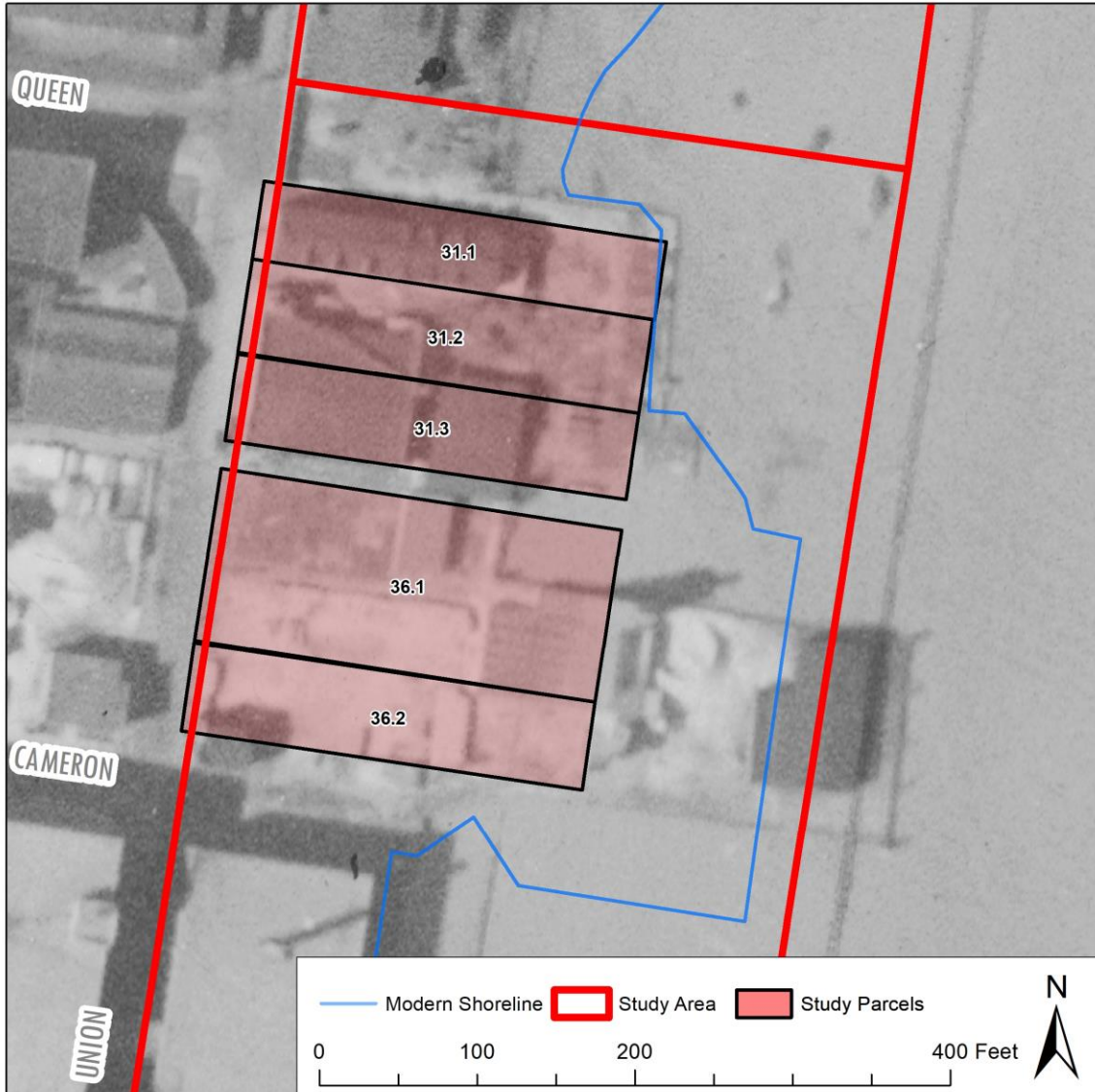


Image 40. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.

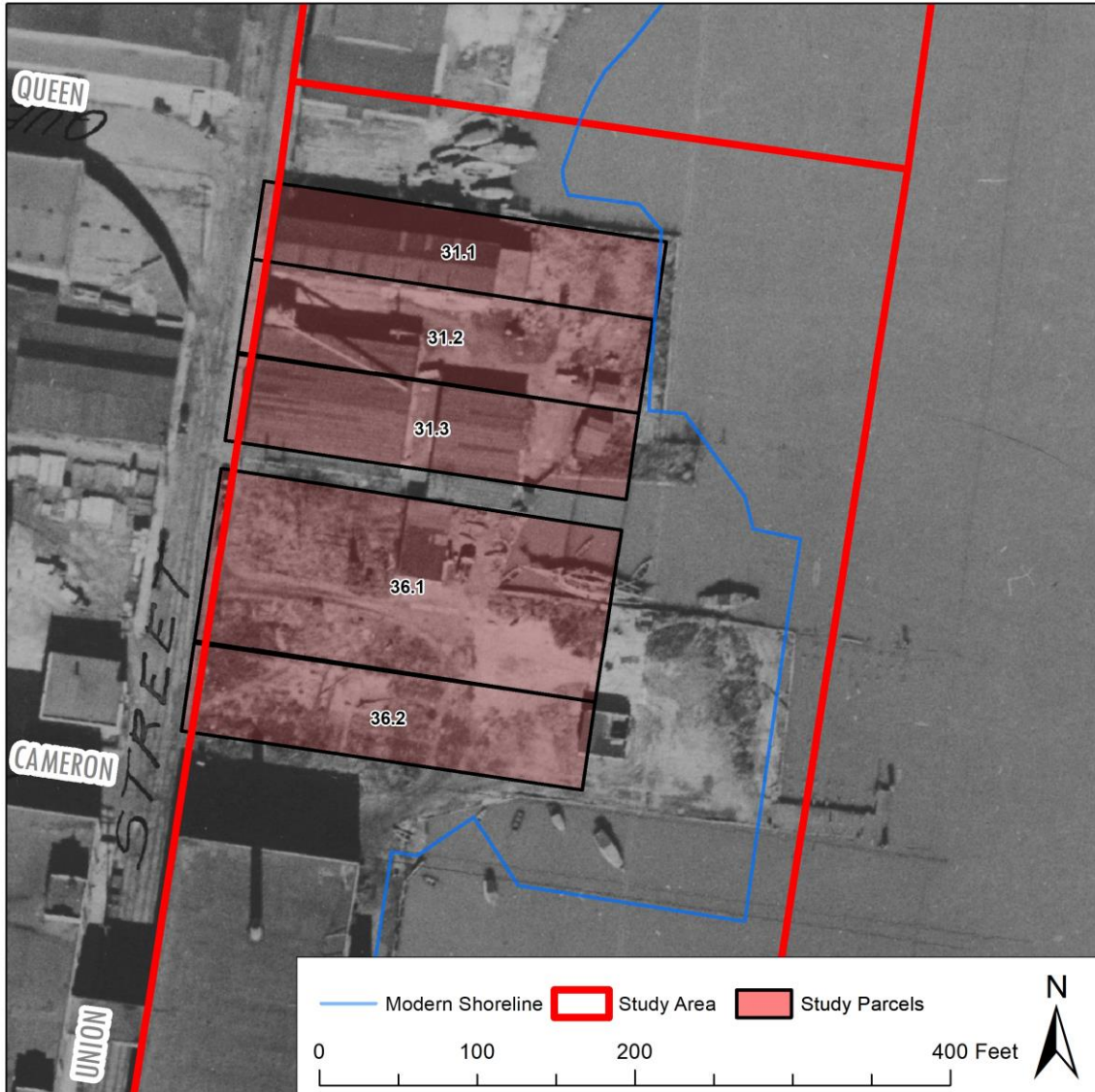


Image 41. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (<https://www.fairfaxcounty.gov/maps/aerial-photography>).

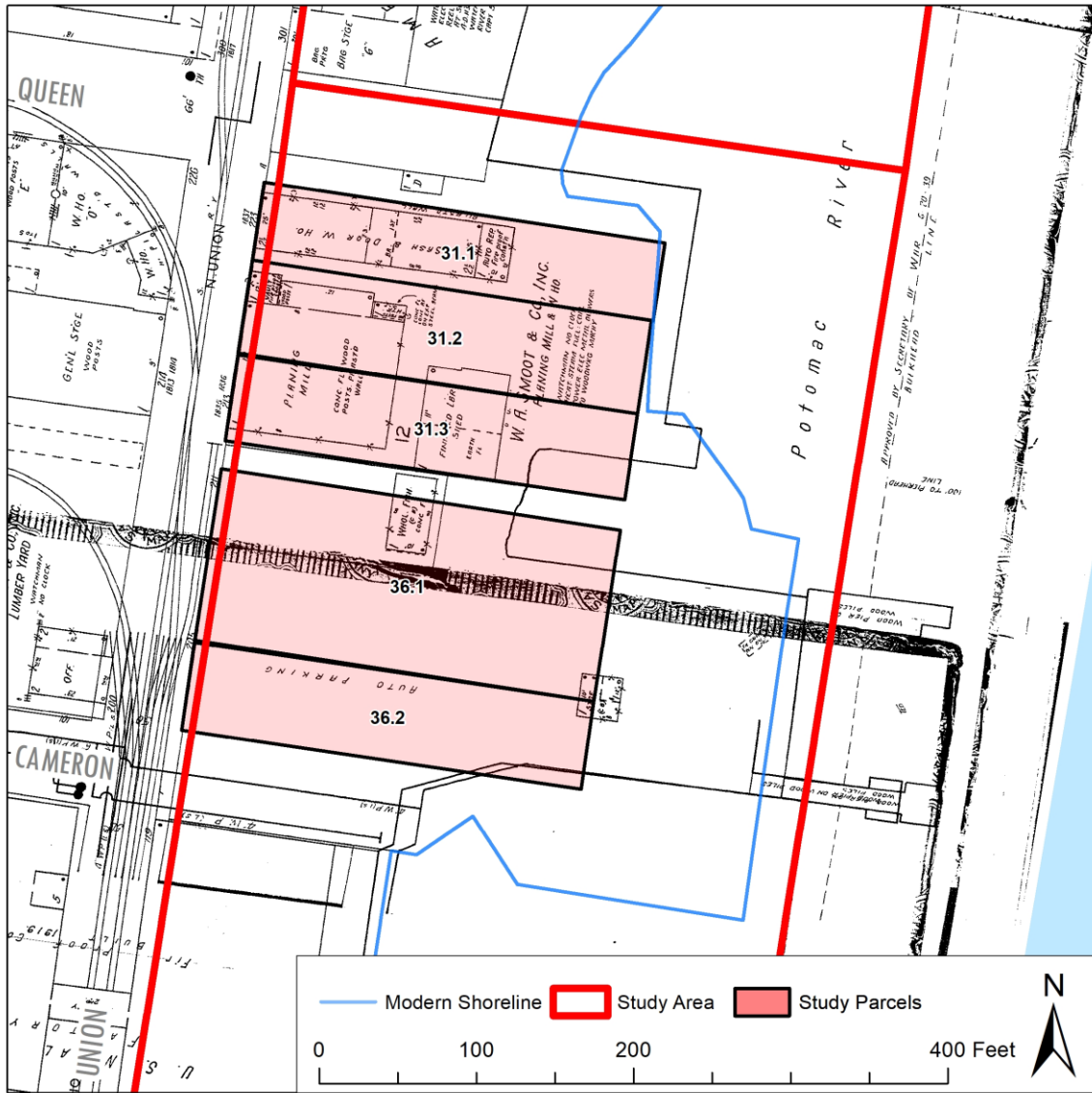


Image 42. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/. Detail.

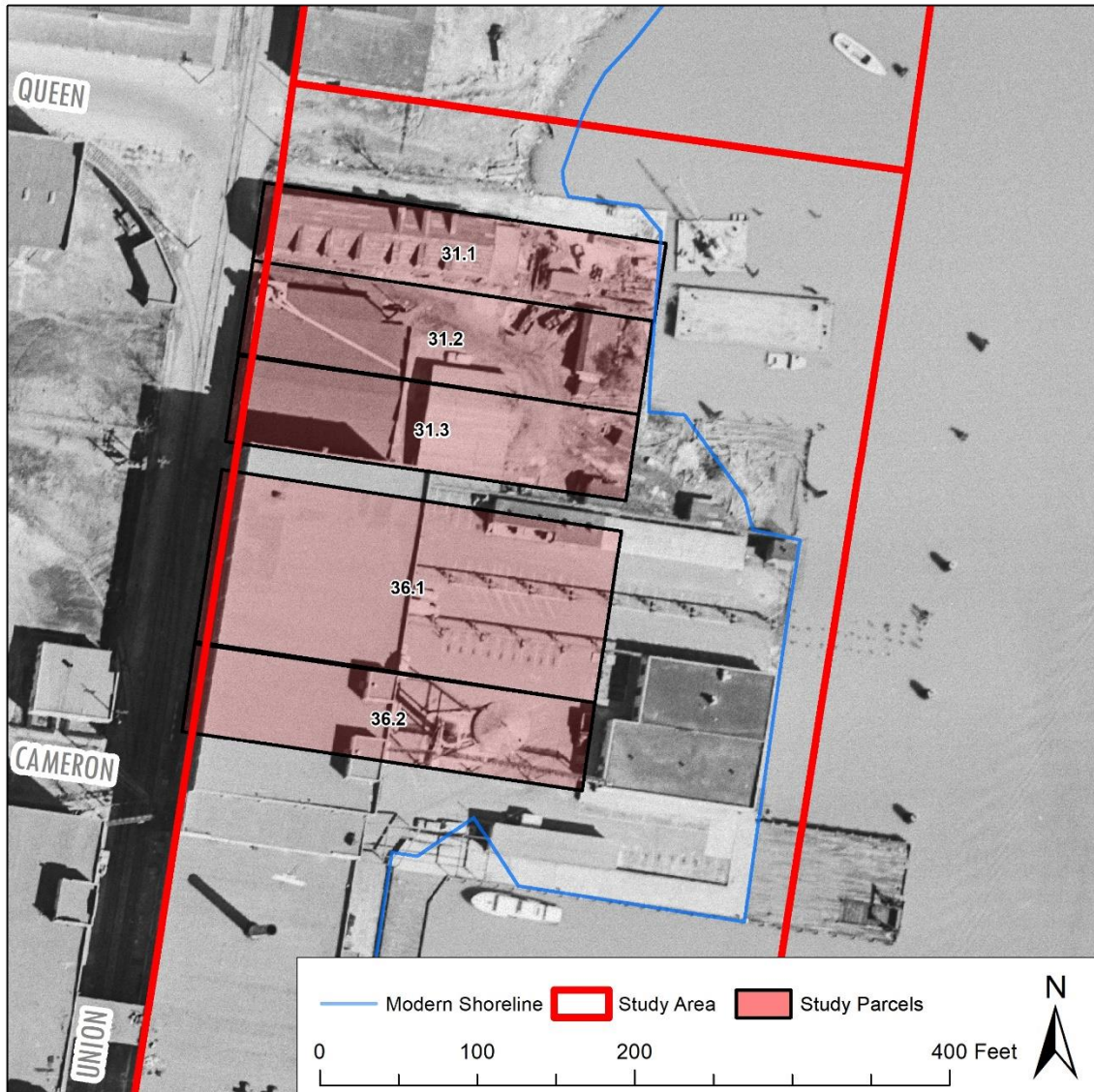


Image 43. Aerial Photography. 1957. On file at Alexandria Archaeology.

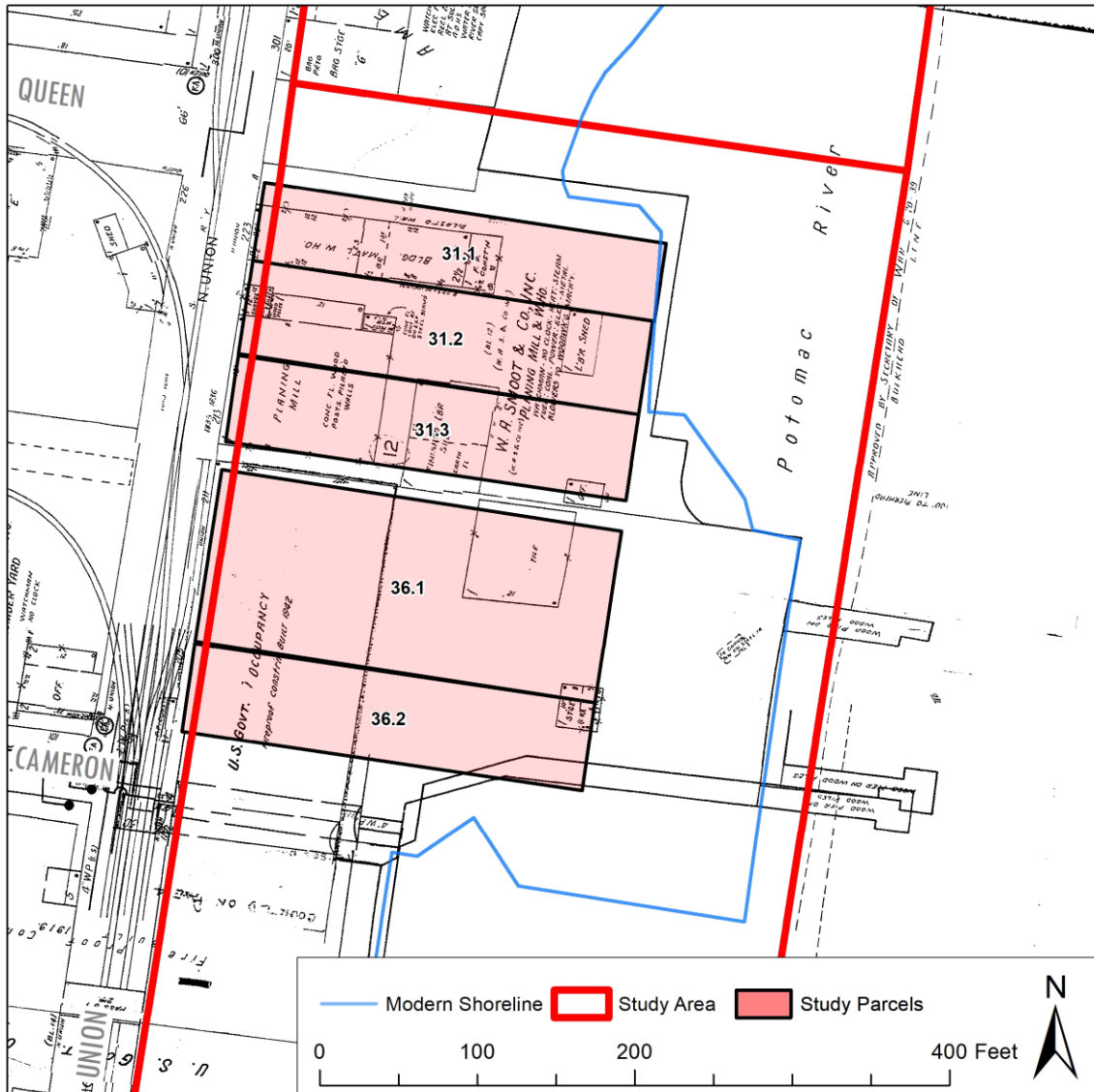


Image 44. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/. Detail.

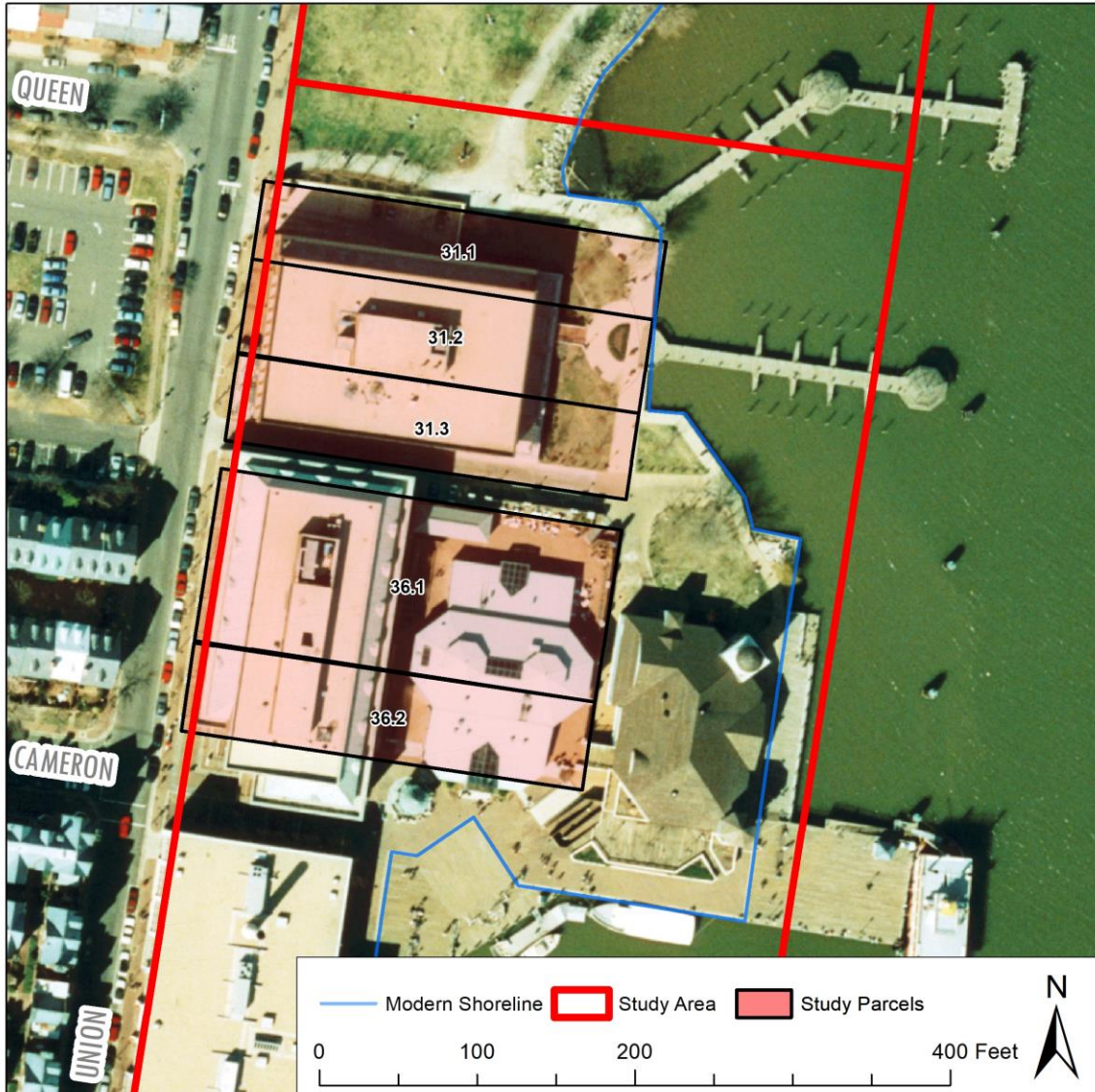


Image 45. Aerial Photography, 1995. On file at Alexandria Archaeology.

21st Century, 2001-Present

Parcels 31.1, 31.2 and 31.3

The Charcoal House, Inc. sold these parcels to another private entity, CIA-211 N Union Street LLC, in 2021.²⁵⁴ Aerial photography from 2021 shows the same structures here as in 1995 (Image 6).

Parcels 36.1 and 36.2

The City of Alexandria and Torpedo Factory Associates continued to own and operate the building and waterfront here. Aerial photography from 2021 shows the same structures here as in 1995 (Image 6).

²⁵⁴ Inst 210015913, June 17, 2021.

