

Waterfront History Study: Union Street from Cameron to King

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Introduction: Cameron to King Streets

This chapter focuses on the waterfront area between Cameron Street on the north, King 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.

On this waterfront block, lot owners constructed wharves, piers and docks to better access the Potomac River. In the 19th century, these parcels hosted ferries, taverns and hotels, a bake house, and active wharves. During the periods of commercial success in Alexandria, this block exemplified the bustling and active port that boosters and merchants hoped for. In the 20th century, much of the block was transformed into a United States Navy facility, which remains standing to this day. The modern 100 block of North Union Street, bounded by Cameron Street on the north and King Street on the south, was constructed through the banked-out portions of original town Lots 41 and 46.

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

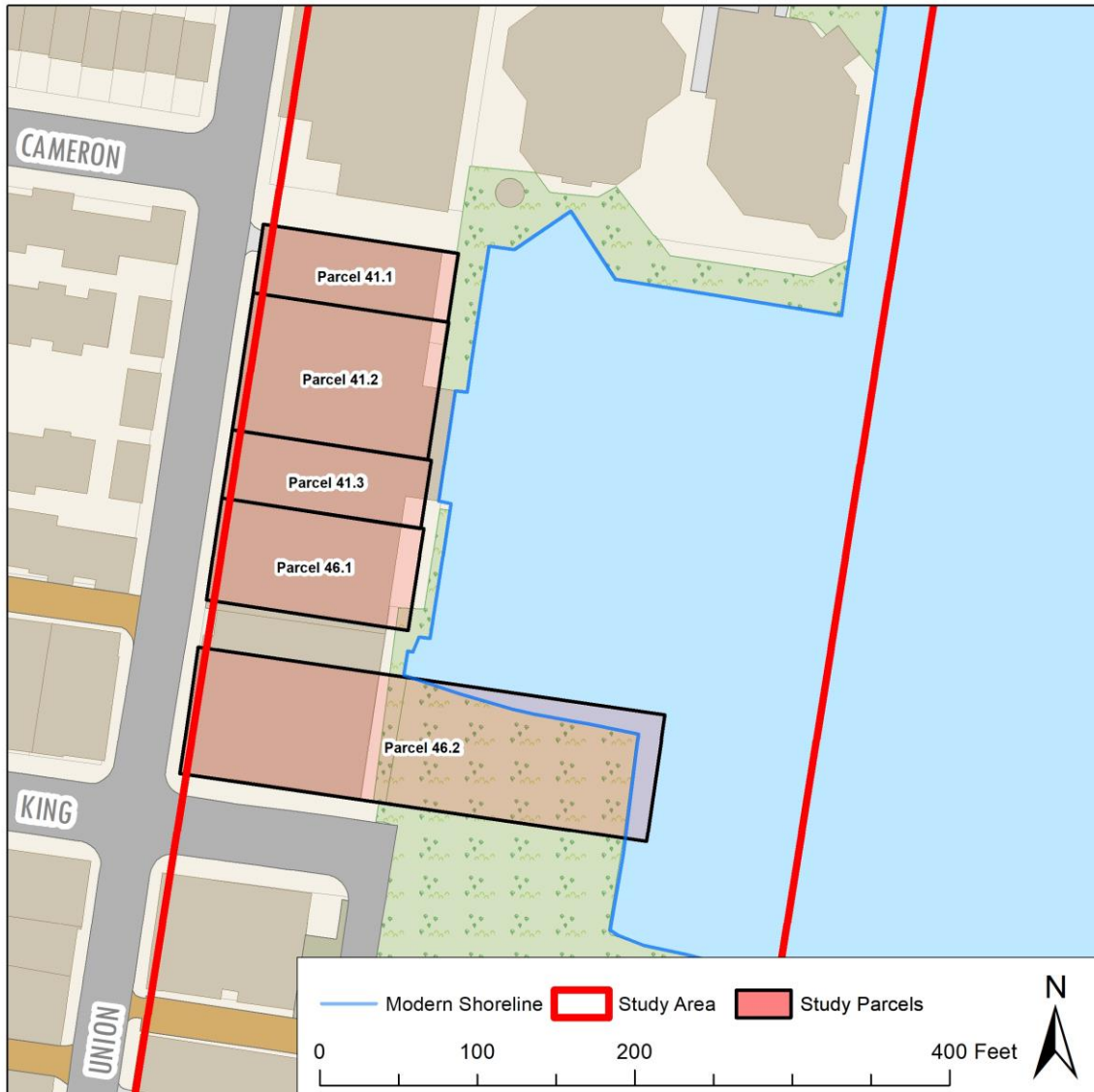


Image 1. Modern street map showing the Cameron, Union, King Street block overlaid with study parcels.

Colonial and Early National Period, 1749-1799

Lot 41

John Carlyle (1720-1790) was a merchant and one of the original trustees of Alexandria. He was born in England with Scottish heritage and came to Virginia in 1739 as an agent for William Hicks. Once established, his major trade was importing coal, convicts, rum, enslaved people, and sugar, and exporting flour, grain, lumber and tobacco. He married Sarah Fairfax, daughter of William and Sarah Walker Fairfax, in 1747 and acquired land and labor, the two keys to wealth in early Virginia, one small part of which were his town lots in Alexandria, including Lots 41 and 42 on the south side of Cameron Street, east of Fairfax, and fronting on the Potomac River (Image 2). Lot 41 was situated at the deepest segment of the crescent bay, meaning that Carlyle had the most land to make to reach the river's deep channel. Carlyle paid £32.5 for waterfront Lot 41 and £17.4 for Lot 42.¹ He began construction on a Georgian stone mansion in 1751 on Lot 42. He and his wife, Sarah Fairfax Carlyle, moved into the house on August 1, 1753. The house still stands today at 121 North Fairfax Street and still bears the Carlyle name.²

John Carlyle entered a partnership with John Dalton in 1744 wherein they imported and exported from various ports along the Potomac, settling on Alexandria once that town was established in 1749. Dalton purchased Lots 36 and 37 on the north side of Cameron Street.³ Their trading house was among the most prominent in the emerging town and they held an open account with George Washington for several years.⁴ They each bought and sold sailing vessels and engaged in tobacco and flour trading, as well as trading in convict labor and enslaved workers.⁵ John Carlyle was Commissary of the Virginia militia during the Seven Years' War. Together and individually, they played important roles in the early development of the town.

John Carlyle was Overseer of the Town until he resigned and was replaced by John Dalton on December 19, 1754.⁶ Dalton held the position until June 16, 1756.⁷ Though few of their actions in this role are fully documented, the Overseer was responsible for maintaining public thoroughfares and advancing the establishment of the town through orderly building practices. In today's terms, we might consider this as code enforcement, inspection, and contracting. John Dalton and John Carlyle, among others, were made

¹ Encyclopedia Virginia, 2020, "s.v. Carlyle, John (1720-1780)," <https://encyclopediavirginia.org/entries/carlyle-john-1720-1780/>; Fairfax County Deed Books (FDB) B1:501, September 20, 1749.

² "Carlyle House Historic Park," Northern Virginia Regional Park Authority, accessed Dec. 4, 2023, <https://www.novaparks.com/parks/carlyle-house-historic-park/history>.

³ FDB B1:493 and FDB B1:494, September 20, 1749.

⁴ "Carlyle & Dalton (Firm)," *The Financial Papers of George Washington*, 2021, <http://financial.gwpapers.org/?q=content/carlyle-dalton>. Dalton became a Town Trustee in February 1749/50, see "Proceedings from the Board of Trustees," February 27, 1749/1750, quoted in Constance K. Ring and Wesley E. Pippenger, *Alexandria, Virginia Town Lots, 1749-1801. Together with Proceedings of the Board of Trustees, 1749-1780* (Westminster, Md.: Family Line Publications, 1995), 124.

⁵ Thomas Preisser, "Eighteenth-Century Alexandria, Virginia, before the Revolution, 1749-1776" (Williamsburg, Va, William & Mary, 1977), 63-64, 105-106, <https://scholarworks.wm.edu/etd/1539623705>. For more on Carlyle & Dalton's slaving activities, see Donald M. Sweig, "The Importation of African Slaves to the Potomac River, 1732-1772," *The William and Mary Quarterly* 42, no. 4 (1985): 507-24, <https://doi.org/10.2307/1919032>.

⁶ "Proceedings," December 19, 1754, quoted in Ring and Pippenger, *Town Lots*, 134.

⁷ "Proceedings," June 16, 1756, quoted in Ring and Pippenger, *Town Lots*, 136.

responsible for putting the Main Street “dry and fitt for traveling for Waggon and foot people” and all the Trustees were made equally responsible to “keep the Publick landings in repair and divide the labouring tithably in Alexandria equally between [them].”⁸

The trustees usually paid for work and materials with their own money and were reimbursed later with civic funds. Carlyle & Dalton sought permission to build a wharf for public and private use in 1759:

*a good & convenient Landing at Cameron Street in the Town of Alexandria may be made of General Utility to the Town and that [Carlyle & Dalton] will undertake to accomplish the same provided they and their Heirs[,] in Consequence on the expence they will be at[,] may have leave to apply to their use one half of the said Landing[,] the same being Considered by the Trustees leave is granted...*⁹

It is not known when they completed the landing/wharf but the work was done some time before 1775. They may have hired local ship builder Thomas Fleming to complete the work as he was engaged to extend the public wharf at West Point in 1761.¹⁰ Remnants of the Cameron Street landing/wharf were uncovered during a 1982 construction project. The archaeological field work completed at that time concluded that the crib wharf extended about 140 feet east of the eastern curb of Water/Lee Street. The northern edge of the wharf ran along the southern curb of Cameron Street and the wharf was at least 23 feet in its north-south dimension (Image 3).¹¹

Carlyle & Dalton kept up a regular trade during this time, though it is not known how extensively they used this landing. Since it was within the shallow bay, captains of large shipping vessels would have dropped anchor in the deep river channel and offloaded cargos into smaller flats or scows. The flat-bottomed boat would then unload the cargo at the landing, where it was moved into a warehouse or taken away by draymen. The firm owned numerous sailing vessels, flats, and scows over their decades of business. George Washington hired one of their flats to move barrels of corn and tobacco in April 1760.¹² Their brigantine *Hawke* sought a tobacco cargo for Liverpool later that year and ship *Hicks* lay “at Alexandria, in Patowmack River” in 1764 (Image 4).¹³ It is possible that this advertisement describes *Hicks* as literally anchored in the river as opposed to being docked at a wharf, or it may simply be clearly defining the location of Alexandria since the town was still known by some as Belhaven at that time.¹⁴

Through a process of natural siltation and artificially induced erosion, the banks of the crescent-shaped harbor slowly grew toward the deep channel of the Potomac. In 1775, the public ground at Point Lumley

⁸ “Proceedings,” May 30, 1763, quoted in Ring and Pippenger, *Town Lots*, 151-152.

⁹ “Proceedings,” July 18, 1759, quoted in Ring and Pippenger, *Town Lots*, 138.

¹⁰ “Proceedings,” August 17, 1761, quoted in Ring and Pippenger, *Town Lots*, 147. Thomas Fleming was contracted to make an addition to the public wharf at Point West “26 foot wide from the Outer end to the length of the Wharf in shore”

¹¹ Steven J. Shephard, “Preliminary Report on the Carlyle-Dalton Wharf, 100 Block of Cameron Street, Alexandria, Virginia,” Alexandria Urban Archaeology Program (Alexandria, Virginia: Office of Historic Alexandria, 1985).

¹² George Washington, “Founders Online: [Diary Entry: 17 April 1760]” (Diary, University of Virginia Press, April 17, 1760), <http://founders.archives.gov/documents/Washington/01-01-02-0005-0004-0017>.

¹³ John Carlyle and John Dalton, “The Brigantine *Hawke*,” *Maryland Gazette*, September 18, 1760; John Carlyle and John Dalton, “The Ship *Hicks*,” *Maryland Gazette*, March 22, 1764, Newspapers.com.

¹⁴ The name Belhaven was still in use by some through the 1760s. See Diane Riker, “ALEXANDRIA and BELHAVEN: A Case of Dual Identity,” *Studies of the Old Waterfront* (Alexandria, Virginia: Alexandria Archaeology, 2009), <https://media.alexandriava.gov/docs-archives/historic/info/history/waterfronthistorybelhaven.pdf>.

was expanded and reinforced by a bulkhead retaining wall 30-35 feet from the 1749 shoreline.¹⁵ In that same year, Carlyle & Dalton rescinded their private interest in the Cameron Street Landing/Wharf:

*an indulgence was granted on the 18 of July 1759 to John Carlyle & John Dalton in the infancy of this town that for their cutting down and making a road to the River in Cameron street they had the permission not only to themselves but to their heirs to occupy & hold one haf [sic] of the said street for them to make use of for their own emolument now know ye not only for the present time but for futurity That the said John Carlyle & John Dalton signing at this time with our brother Trustees do disclaim not only for ourselves but for our heirs from henceforth, any right or claim in consequence of the said order.*¹⁶

Their motivations for taking this action are unknown. In May 1774, they petitioned the House of Burgesses to enact another expansion of the Town and to encourage the draining and filling of the marshy areas north of Point West.¹⁷ They argued that the town was “in a very thriving condition” and the lack of available land created an insurmountable hurdle for any new merchant or craftsman who might want to establish business there. The war interrupted this effort, and the town was not officially enlarged at that time. In 1779, the town was incorporated under the new government and proprietors were allowed more time to improve their lots. The act cited a lack of building materials during war time as the primary reason for delayed house construction.¹⁸

Thus, Carlyle & Dalton may have delayed their efforts to bank out the rest of their Potomac frontage to create a landing that was more accessible and less prone to silting. It is possible Carlyle coordinated with William Ramsay, owner of Lot 46, to undertake the effort since John Dalton died in 1777.¹⁹ When John Carlyle wrote his will in April 1780, his “land taken Out of the River adjoining Mr. Ramsay” passed in unequal portions to his daughter, Sarah Carlyle Herbert, son, George William Carlyle, and grandson, Carlyle Fairfax Whiting.²⁰ These divisions became the historic Parcels 41.1, 41.2, and 41.3 in this study (Image 5).

Parcel 41.1

Sarah Carlyle married William Herbert, an Irish immigrant, merchant and banker, in 1774 or 1775.²¹ Herbert was a partner of Herbert & Potts, which imported a wide range of goods, and invested in ships and shipping ventures. One example was the “private ship of war” *General Washington*, which sought a

¹⁵ Daniel Baicy et al., “Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street),” Site 44AX0229, Hotel Indigo (Alexandria Archaeology, September 2020), 128-156.

¹⁶ “Proceedings,” January 22, 1775, quoted in Ring and Pippenger, *Town Lots*, 172. King Street was ordered to be repaved at this same meeting.

¹⁷ “Founders Online: William Ramsay, Robert Adam and Carlyle & Dalton to GW and Joh ...” (University of Virginia Press, May 16, 1774), <http://founders.archives.gov/documents/Washington/02-10-02-0047>.

¹⁸ Virginia et al., *The Statutes at Large;: Being a Collection of All the Laws of Virginia, from the First Session of the Legislature, in the Year 1619.: Published Pursuant to an Act of the General Assembly of Virginia, Passed on the Fifth Day of February One Thousand Eight Hundred and Eight.: Volume I[-XIII].*, vol. 10, Hening’s Statutes at Large. (New-York: Printed for the editor, by R. & W. & G. Bartow., 1823), <https://catalog.hathitrust.org/Record/009714930>.

¹⁹ *Maryland Gazette*, April 24, 1777, Newspapers.com.

²⁰ Fairfax County Will Books (FWB) D1:203, probated October 17, 1780. George William Carlyle died at Eutaw Springs on September 8, 1781, aged 15. His share of the waterfront lot passed to a grandson, John Carlyle Herbert.

²¹ Katherine Maas, “Recreating the Wedding of Sarah Carlyle and William Herbert,” *Carlyle House Docent Dispatch* (May 2009).

crew and cargo of tobacco for a late-summer voyage in 1778. *General Washington* returned to Alexandria on July 10, 1779 with a cargo from Nantz [sic] consisting of textiles, wine and brandy, personal consumer goods, window glass, and other items.²² After John Carlyle's death, the Herbert family moved into the Carlyle house and Sarah lived there until her death in 1827. The waterfront lot she inherited in 1780 fronted 44' 1 ½" on Water Street, and its eastern extent is undocumented. In December 1785, William Herbert offered a "warehouse on the wharf" for rent, "well fitted for the reception of all kinds of country and West-India produce."²³ Herbert rented the parcel to William Buddicom, a mariner and merchant, in 1787.²⁴ A 1796 insurance policy described a two-story warehouse, first story of stone, second of wood, fronting on Cameron Street with the river to the east and vacant ground on the west. A wooden slaughterhouse stood within 20 feet to the south of the warehouse.²⁵ The 1797 tax list shows Lawrence Hooff & others as the occupants.²⁶ Hooff was a cartwright and butcher who owned real estate on Fairfax Street.²⁷

Parcel 41.2

John Carlyle Herbert inherited the 88' waterfront lot known as Parcel 41.2 in this study (Image 5). Born in 1775, he graduated from St. John's College in Annapolis, MD in 1794. He ran for and won a seat in the Virginia House of Delegates in 1798 and 1799 after commencing a law practice in Richmond. After his marriage and relocation to Prince George's County, Maryland, Herbert adopted a role of absentee owner of this parcel.²⁸ It is likely his father, William Herbert, who owned the adjacent parcel, managed its use and upkeep.

Parcel 41.3

Carlyle Fairfax Whiting inherited Parcel 41.3 in this study. His mother, Anne Carlyle, married Henry Whiting and died while birthing him in 1778.²⁹ He was an infant by law until 1799 and his guardian managed its use and upkeep after Henry Whiting's death in 1786.

²² Hooe & Harrison, Josiah Watson, and William Herbert, *Maryland Journal*, July 7, 1778; Hooe & Harrison, Josiah Watson, and William Herbert, "Imported," *Virginia Gazette*, July 24, 1779. "Nantz" was Nantes, France.

²³ William Herbert, "TO BE LET," *Virginia Journal and Alexandria Advertiser*, December 1, 1785, GenealogyBank. Herbert owned a share of another wharf south of Point Lumley, and that may be where this warehouse was located.

²⁴ 1787 Alexandria Land Tax Book, on file at Alexandria Archaeology. Buddicom paid £40 annual rent here, he also used Andrew Wales' store house on the Prince to King Street waterfront.

²⁵ Mutual Assurance Society Policy (MAP) No. 70, March 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology. The warehouse is valued at \$1500 but does not include dimensions. The policy does not indicate a location for Union Street, but since it locates the water to the east, we can assume that Union Street was on the west.

²⁶ 1797 Alexandria Land Tax Book, on file at Alexandria Archaeology.

²⁷ T. Michael Miller, *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, s.v. "Hooff, Lawrence (Sr.)," (Bowie, Md: Heritage Books, 1991)

²⁸ Biographical Directory of the United States Congress, 2021, s.v. "Herbert, John Carlyle, 1775-1846," <https://bioguide.congress.gov/search/bio/H000525>.

²⁹ "[Diary entry: 26 July 1798]," *Founders Online*, National Archives, <https://founders.archives.gov/documents/Washington/01-06-02-0007-0007-0026>. [Original source: *The Diaries of George Washington*, vol. 6, 1 January 1790–13 December 1799, ed. Donald Jackson and Dorothy Twohig. Charlottesville: University Press of Virginia, 1979, p. 310.]

Parcels 41.1-.3

The 1798 map shows an artificial waterfront with a uniform face across these three parcels (Image 6). Though this projection is not a literal survey of the area, it confirms that none of these parcels were extended with a pier. It also suggests that Cameron Street extended to the edge of the private land, which was different from other east/west streets, such as King Street, which terminated in a public dock.

Lot 46

William Ramsay (1716-1785) was a merchant and immigrant from Galloway, Scotland. He engaged in business with John Carlyle and became one of the founding trustees of Alexandria, where he purchased Lots 46 and 47 in 1749 (Image 2).³⁰ Ramsay was involved in civic affairs, serving as the Justice of the Peace and the Postmaster, among other things.³¹ He was the first resident of Alexandria, building a house on what would become Lot 47 in the 1740s. With his wife Ann McCarty he had eight children, many of whom would acquire parcels in Lots 46 and 47 as they came of age and married.³²

William Ramsay borrowed £500 from James Russell in July 1753. This loan was secured through a trust with Charles Green and Daniel McCarty, father of Ann McCarty Ramsay. Green and McCarty held Ramsay's lots 34, 46 and 47 as well as 14 enslaved people as collateral. This agreement was renewed for several years until 1756, after which time there is no further evidence of it.³³ Normally, once a debt was repaid a quitclaim was filed, however none survive related to this debt. Despite this, it seems likely that it was discharged since Ramsay used these parcels and enslaved people as collateral for a new debt in the following year.

The summer of 1757, Ramsay wrote to George Washington that he was "extreamly unfortunate in all my affairs, which has greatly emberrass'd me, in Ordr to remedy which, I have made Application to the Monied ones My L[or]d F[airfax], Mr Speaker, Mr Corbin, Mr Cary & many others without success, which I put to the Account of my perverse fortune, not their want of ability to serve me."³⁴ He asked Washington for £200 or 250; Washington loaned him £150 in two installments in the fall of 1757. John Dixon of Whitehaven, England and Ramsay had a formal business partnership until June 1757, when they dissolved, and Dixon took on the outstanding debts of their joint business.³⁵ Dixon's agents were active in the tobacco, flour and slave/convict trades in the Chesapeake. Ramsay mortgaged his town lots, a large tract of land in the county, and several enslaved people to Dixon just a month after their

³⁰ FDB B1:506, September 20, 1749.

³¹ Paul Kreisa, Eric Griffiths, and John Gentry, "Initial Archaeological Assessment of the Proposed Waterfront Flood Management Project, Alexandria, VA," 2018, 76, <https://www.alexandriava.gov/uploadedFiles/special/WaterfrontPlan/info/Waterfront%20Phase%20II%20Flood%20Management%20-%20Initial%20Archaeological%20Assessment%20-%202018.11.20.pdf>.

³² William Francis Smith and T. Michael Miller, *A Seaport Saga: Portrait of Old Alexandria, Virginia* (Norfolk, Va: Donning Co, 1989), 18.

³³ FDB D1:380, December 4, 1756; FDB D1:381, December 6, 1756. These documents refer to numerous earlier indentures, none of which survive in the deed books.

³⁴ William Ramsay, "Founders Online: To George Washington from William Ramsay, 30 July 1757" (University of Virginia Press, July 30, 1757), <http://founders.archives.gov/documents/Washington/02-04-02-0229>.

³⁵ FDB D1:438, June 21, 1757.

dissolution. Dixon's agent, Harry Piper, was given power of attorney to enforce the repayment of Ramsay's debt, which was not fulfilled until 1784.³⁶

William Ramsay avoided bankruptcy and began the process of banking out his water lot some time before 1777. Upon his daughter Betty's marriage to James Stuart, a local merchant, he gave them a 34' x 75' parcel on Lot 47 and "two lotts or parcels of ground below the banks of my Lotts being ground made by me...which may be extended to the Channel of Potowmack River..." The lots were each 30' wide, one was at the northeast corner of King and Water Streets, the other on the northeast corner of Ramsay's Alley and Water Street (Image 7).³⁷ Ramsay refers to his "plan" of parcels, a document that laid out the subdivisions on his made land. Though its current existence is unknown, he continued to refer to it in other land transactions in 1784 and 1785, showing that he had a plan for how extensive his land making would be.

The parcels adjacent to the east of the Stuarts' were gifted to Ann Ramsay and Robert Allison when they married. The Fairfax County Deed Book N1 is missing, but it covered the years from 1778-1780.³⁸ After that, Ramsay did not distribute any of his waterfront lots until December 1784 when he allocated all the remaining parcels east of Water Street to his children. Along King Street from Water Street east the recipients were Stuart, Allison, William Ramsay Jr. (30'), Hannah Ramsay Madden (45'), Sarah Ramsay (45'), Amelia Ramsay (45') and Dennis Ramsay (75' made up of two lots, on the corner of Union and King).³⁹ These deeds, except Dennis Ramsay's corner lot, included a clause "reserving to [William Ramsay] an absolute Right and Title to take away as much dirt or earth from the said Ground as will be sufficient to be applied towards filling up my wharf and Piers untill [sic] they are finished by me or those to whom I have given Water Lotts." Ramsay put the same stipulation on the lots west of Water Street. At the end of 1784, most of the parcels on Lots 47, 46 and the made ground east of Water Street were undeveloped or underdeveloped.

The parcels on the north side of Fayette Alley, excepting the two previously given to Stuart and Allison, were given in trust to Dennis Ramsay with the rents to benefit his mother and sisters.⁴⁰ These parcels did not include a stipulation that the dirt could be removed, suggesting that they were considered finished or close to. Union Street was used as a boundary for the eastern most parcel, indicating that the street was in use by December 1784. All parties agreed to preserve Ramsay's Alley, Fayette Street [Alley], and a 4' alley between the Ramsay lots and the Carlyle lots to the north in a 1785 bond of trust.⁴¹

³⁶ FDB D1:450, July 20, 1757; FDB D1:452, July 21, 1757; FDB D1:455, August 8, 1757; FDB O1:335, March 9, 1784. For more on Harry Piper, see Thomas M. Preisser, "The 'Precarious Trade' of a Virginia Tobacco Merchant: Harry Piper of Alexandria, 1749-1776," *Alexandria History*, 1978. The span of almost thirty years to repay a mortgage was, in this period, unusually long. This may indicate that Dixon and Ramsay had an especially trusting relationship, or that the volume of their business together was so great that the mortgage amount, just over £800, was small in comparison.

³⁷ FDB M1:284, February 15, 1777.

³⁸ See the Fairfax County Circuit Court indexes for this context, <https://www.fairfaxcounty.gov/circuit/historic-records-center/finding-aids/deeds>.

³⁹ FDB P1:366, 374, 376, 378, 369, December 20, 1784.

⁴⁰ FDB P1:348, 351, 354, 357, 360, December 20, 1784.

⁴¹ FDB P1:383, January 15, 1785.

The made land on the east side of Union Street was given to Dennis Ramsay in 1784.⁴² The deed describes “all the ground made or unmade, water, wharfs, Piers and docks to the eastward of Union Street to the Channel...being numbered in my plat number seventeen, eighteen, nineteen, twenty, twenty one & thirty five.” Unfortunately, this plat does not survive. Dennis Ramsay’s inheritance was a major undertaking that remained unfinished ten years later. The owners of lots between Water and Union Streets agreed to contract the width of Fayette Alley to 30’ instead of William Ramsay’s originally planned 50.’ They stopped up the 4’ alley bordering on the Carlyle parcels. One parcel that was only 90 feet east of Water Street had not been completed by 1795: “The piece of Ground...has never been properly banked out from the river and finished in such manner as to enable any person to improve it which has put it out of the power of the said Dennis Ramsay to procure any rent from it.”⁴³

Dennis Ramsay (1756-1810) served as Captain of the Virginia Continental Line, ranking as a Colonel by the end of the Revolutionary War. He returned to Alexandria in time to assume ownership of a substantial portion of the town’s waterfront. He married Jane Allen Taylor, daughter of Jesse and Elizabeth Taylor, in 1785, worked for the Jenifer & Hooe merchant firm and became the Mayor of Alexandria in 1788.

Parcels 46.1 and 46.2

Despite the unfinished condition of many of the Ramsay parcels, the valuable lots along King Street and the wharf were developed before the turn of the century. Ramsay mortgaged the parcels flanking Fayette Alley in 1789 to secure a debt to Isaac Littledale & Co. of Whitehaven.⁴⁴ Tax records from 1787 do not specify a wharf location, but in 1788 David Jones paid £5 rent “on the Wharf” and John Jolly paid £30 on King Street.⁴⁵ Jones was a shopkeeper who sold wet and dry goods and enslaved people.⁴⁶ Jolly was a shopkeeper on Fairfax Street opposite the courthouse.⁴⁷

Ramsay’s Wharf, 1784-1845

The wharf extending into the Potomac on the north side of King Street, known as Ramsay’s Wharf, was partially built in 1784 and incomplete until several years later. It extended approximately 215 feet from the eastern edge of Union Street by 1796 (Image 11).

Thomas Richards purchased three parcels on the wharf in April 1794 and may have built a warehouse there, likely on the northeast corner of King and Union Streets.⁴⁸ In 1795, Richards sold pork, sugar, molasses, and wine from his warehouse on Col. Ramsay’s Wharf (Image 8). Richards was a merchant and tavernkeeper who bought and sold numerous parcels in and outside of Alexandria.⁴⁹ He was a partner in Richards & Edmonds, a firm that sold wine, sugar, candles and soap from their warehouse on Col. Ramsay’s Wharf in 1795 (Image 9). Richards sold these wharf parcels and warehouse to Joseph Riddle

⁴² FDB P1:369, December 20, 1784.

⁴³ Hustings Deed Books (Alex.) F:162, February 6, 1795.

⁴⁴ Alex. C:288, September 16, 1789.

⁴⁵ 1787 and 1788 Alexandria Property Tax, on file at Alexandria Archaeology. There are no Wharf, Union or King Street properties listed for Dennis Ramsay in 1789, 1790, or 1795.

⁴⁶ Miller, *Artisans and Merchants of Alexandria*, s.v. “Jones, David.”

⁴⁷ Miller, *Artisans and Merchants of Alexandria*, s.v. “Jolly, John.”

⁴⁸ Alex. E:274, April 16, 1794, Alex. G:12, G:16, October 10, 1794.

⁴⁹ Miller, *Artisans and Merchants*, s.v. “Richards, Thomas.”

and James Dall, partners in the Baltimore merchant firm Joseph Riddle & Co.; Richards & Edmonds dissolved in February 1796.⁵⁰

Joseph Riddle & Co. operated from a store on Fairfax Street in 1794. They purchased these wharf parcels as an investment since their 1796 insurance policy lists “Hugh Smith and others” as the occupants of the wharf property and they continued to do business from Fairfax Street. The policy included a 30’ x 34’ three-story wood warehouse at the northeast corner of King and Union Streets with three adjacent structures: a one-story wood storehouse, a “rough shed of wood,” and a one-story wood blockmakers shop (Image 10).⁵¹ A plat submitted for evidence in a Chancery cause later in the 19th century shows two structures here in 1796: the warehouse on the corner and another building fronting the wharf (Image 11). Hugh Smith occupied this and another three-story brick warehouse on King Street west of Water Street. He imported salt, coal, and queensware at Ramsay’s Wharf (Image 12). Despite offering the warehouse on this parcel for rent in October 1796, 1797 tax records show Hugh Smith paid £100 rent on King Street. Thomas Clark, a blockmaker, paid £20, and William Mitchell £40.⁵²

Dennis Ramsay owned the lots fronting on the wharf and water. In 1797, his tenants were William Emack, a grocer, on King (£40), William Yeaton near King (£40), and himself in the warehouse near King (£36). The 1799 Land Book shows Dennis Ramsay (£50) and merchant John Stewart (£40) as tenants on King Street, William Yeaton at Ramsay’s Wharf (£40), and Dennis Ramsay at the warehouse on Ramsay’s Wharf (£40).⁵³ William Yeaton was a merchant and surveyor who operated from this location into the 19th century (see below).

Dennis Ramsay further subdivided Parcel 46.2 in 1799 when he sold a square lot on the south side of Fayette Alley to William Chapman. Chapman then sold it to Richard Clark, losing \$18 in the process.⁵⁴ It is unclear if Richard Clark was any relation to Thomas Clark, the blockmaker who occupied the adjacent shop that fronted on King Street. Ramsay was attempting to raise money to repay his mortgage from Isaac Littledale & Co, however he failed and two of his wharf lots were ordered for public sale (Image 13). George Deneale purchased the lot on the north side of Fayette Alley; Joseph Riddle purchased the lot along the south side of Fayette Alley, of which he already owned the western half.⁵⁵ In 1801, Clark sold the eastern portion of the lot to Joseph Riddle and James Dall, completing their block of subdivided lots at the northeast corner of Union and King Streets.⁵⁶

⁵⁰ Alex. G:49, October 10, 1795; Miller, *Artisans and Merchants*, s.v. “Richards & Edmonds.”

⁵¹ Blockmakers specialized in making pulley blocks for ships.

⁵² 1797 Alexandria Land Tax, on file at Alexandria Archaeology; Miller, *Artisans and Merchants*, s.vv. “Clarke, Thomas,” “Smith, Hugh.” The only entry in Miller for William Mitchell is a “housekeeper” so it is unclear if this is the same person.

⁵³ 1797, 1798 and 1799 Alexandria Land Tax Books, on file at Alexandria Archaeology. The 1798 Land Tax Book shows the same tenants for Dennis Ramsay as the 1797 book. Miller, *Artisans and Merchants*, s.v. “Emmack, Wm.”

⁵⁴ Alex. L:384, April 19, 1799; Alex. M:281, December 11, 1799. All parties were said to be residents of Alexandria; however they do not appear in Miller, *Artisans and Merchants*.

⁵⁵ ADB A:272 and ADB A:291, January 19, 1801.

⁵⁶ ADB A:50, April 15, 1801.



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

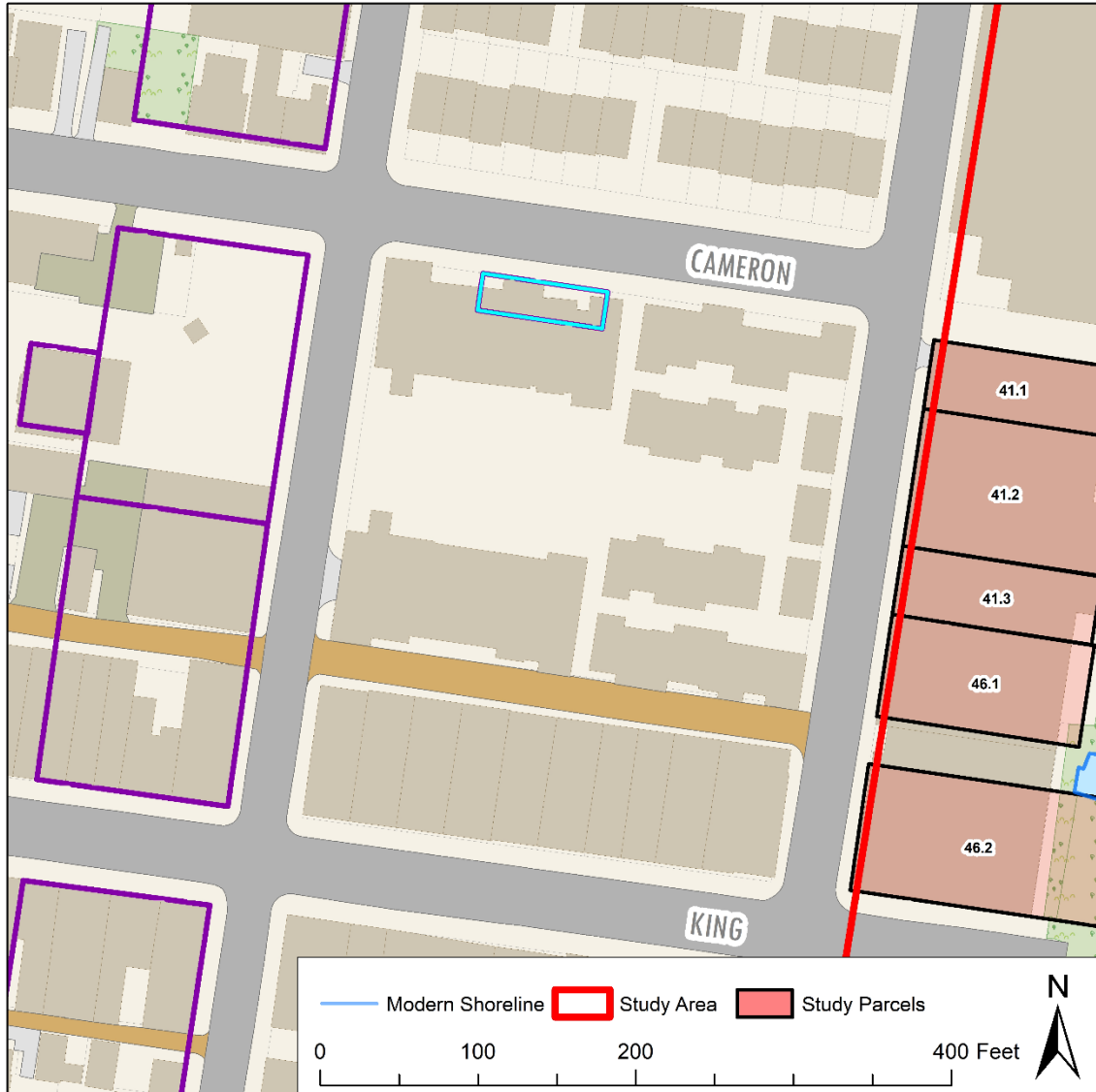



Image 3. Location of the Carlyle-Dalton Wharf marked by green line.



2 **T**HE SHIP *HICKS*, now lying at ALEXANDRIA, in *Patowmack* River, Burthen about 250 Tons, would take in a Load of Tobacco for any Port of *Britain*; and provided she could have Dispatch, would go low in the Freight.

The Terms may be known by applying to the Captain on board, or to **CARLYLE & DALTON.**

Image 4. John Carlyle and John Dalton, "The Ship Hicks," *Maryland Gazette*, March 22, 1764, *Newspapers.com*.

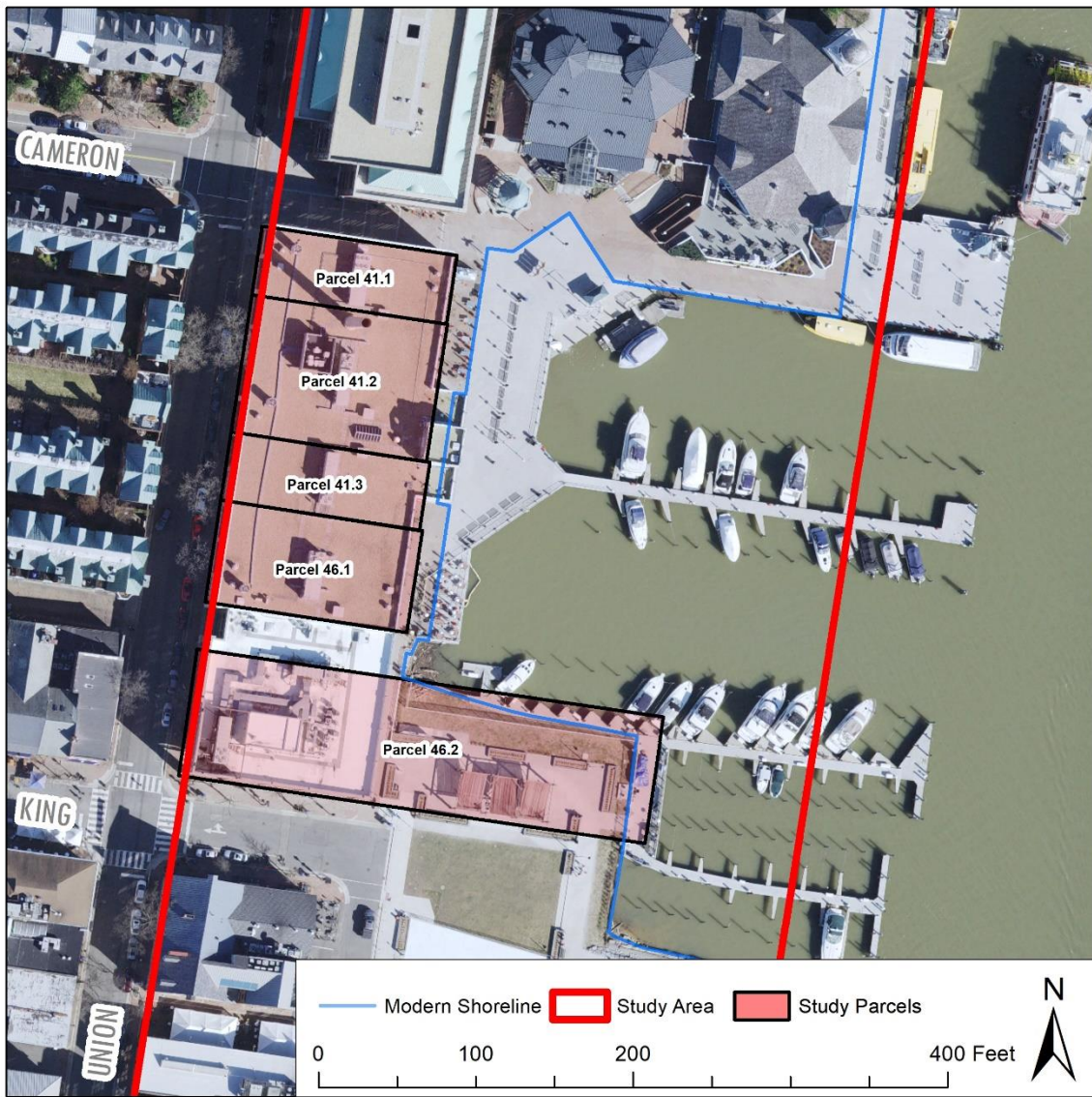


Image 5. Aerial photo from 2021 with the boundaries of the historic parcels for this study marked in red.

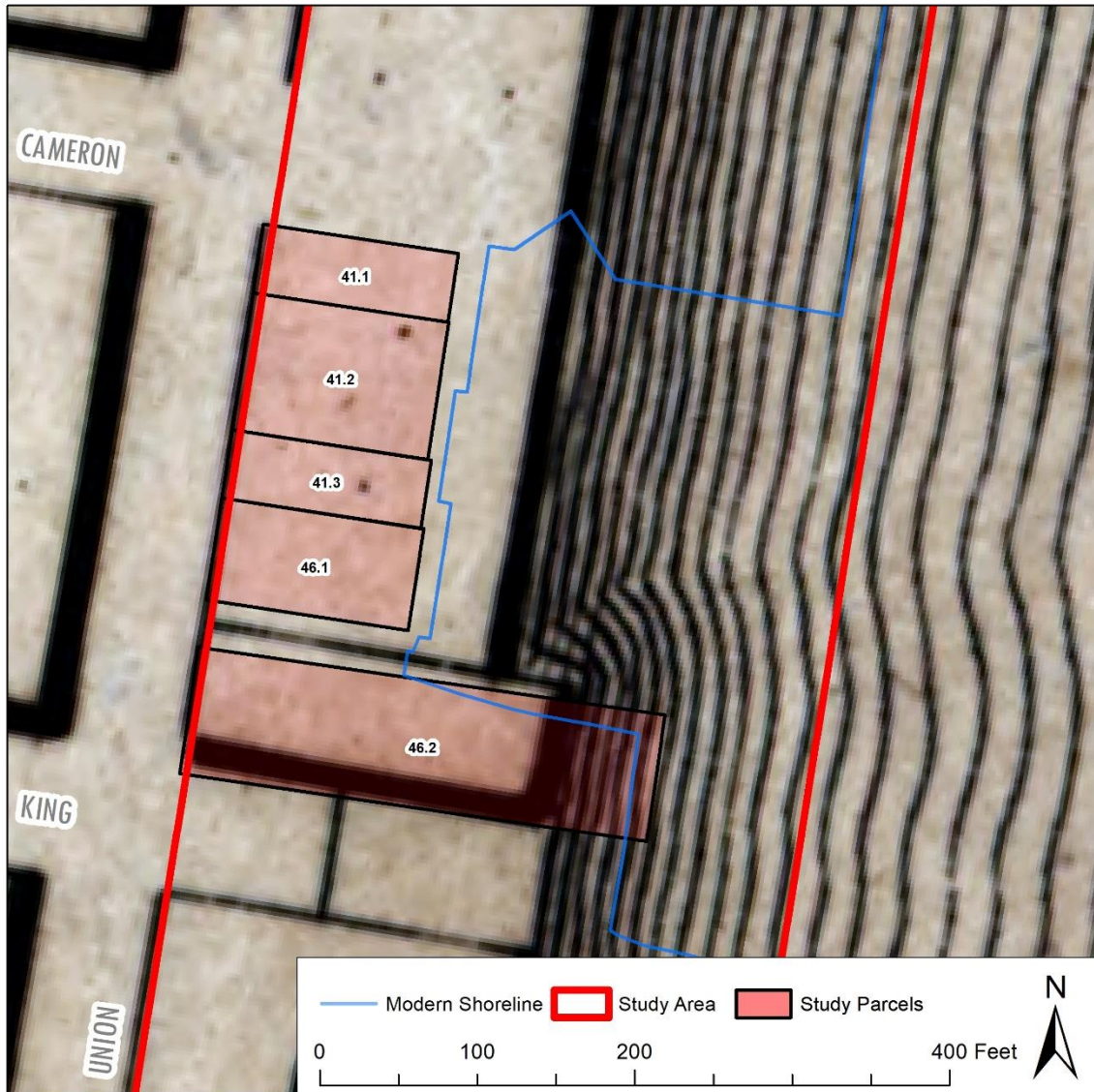


Image 6. Gilpin, George. "Plan of the Town of Alexandria in the District of Columbia, 1798." Image. Alexandria, Virginia: I. Thomas, 1798. <https://www.loc.gov/item/91681006/>. Detail.

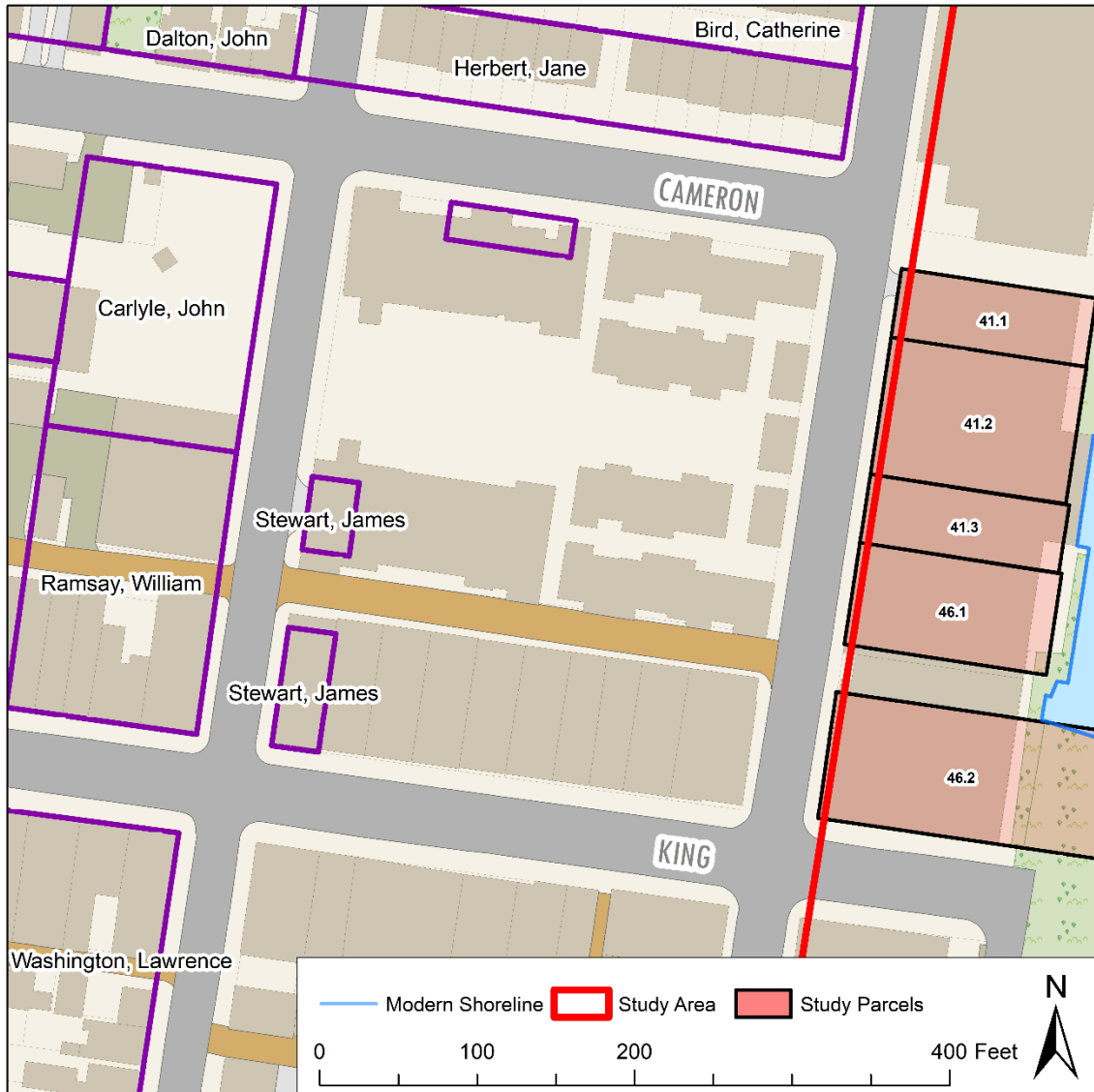


Image 7. Location of the two parcels gifted to Betty and James Stuart upon their marriage in 1777.

Thomas Richards

BEGS leave to inform his former customers, and the public in general, that he has for sale at his warehouse on Col. Ramsay's wharf,

60 barrels pickled Pork

10 hhd. Muscovado Sugar

30 barrels do.

12 hhd. Molasses

8 Pipes Madeira, London particular,

4 Pipes Port Wine

8 Quarter casks do.

60 Tierces of Lime.

Alexandria, April 4, 1795.

Image 8. "Thomas Richards," *Columbian Mirror and Alexandria Gazette*, Alexandria, Va., April 30, 1795.

Richards & Edmonds,
*Have for sale at their Ware-house on Col. Ramsay's
 Wharf.*

100 crates of Queen's ware elegantly assorted,
 Muscovado Sugar in Hhds. and barrels,
 Molasses in hogheads,
 Madeira Wine in Pipes,
 Port Wine in quarter-casks,
 Pearl Barley in bags,
 Raisins of a superior quality in casks,
 Castile and Brown Soap in boxes,
 Spermaceti candles in boxes,
 Brimstone and Tar in barrels,
 Also a quantity of Turk's Island SALT, and a con-
 siderable quantity of excellent Spanish Segars.

Alexandria, July 4. 1795. (c. f.)

Image 9. Richards & Edmonds, "Richards & Edmonds," *Columbian Mirror and Alexandria Gazette*, August 6, 1795, GenealogyBank.

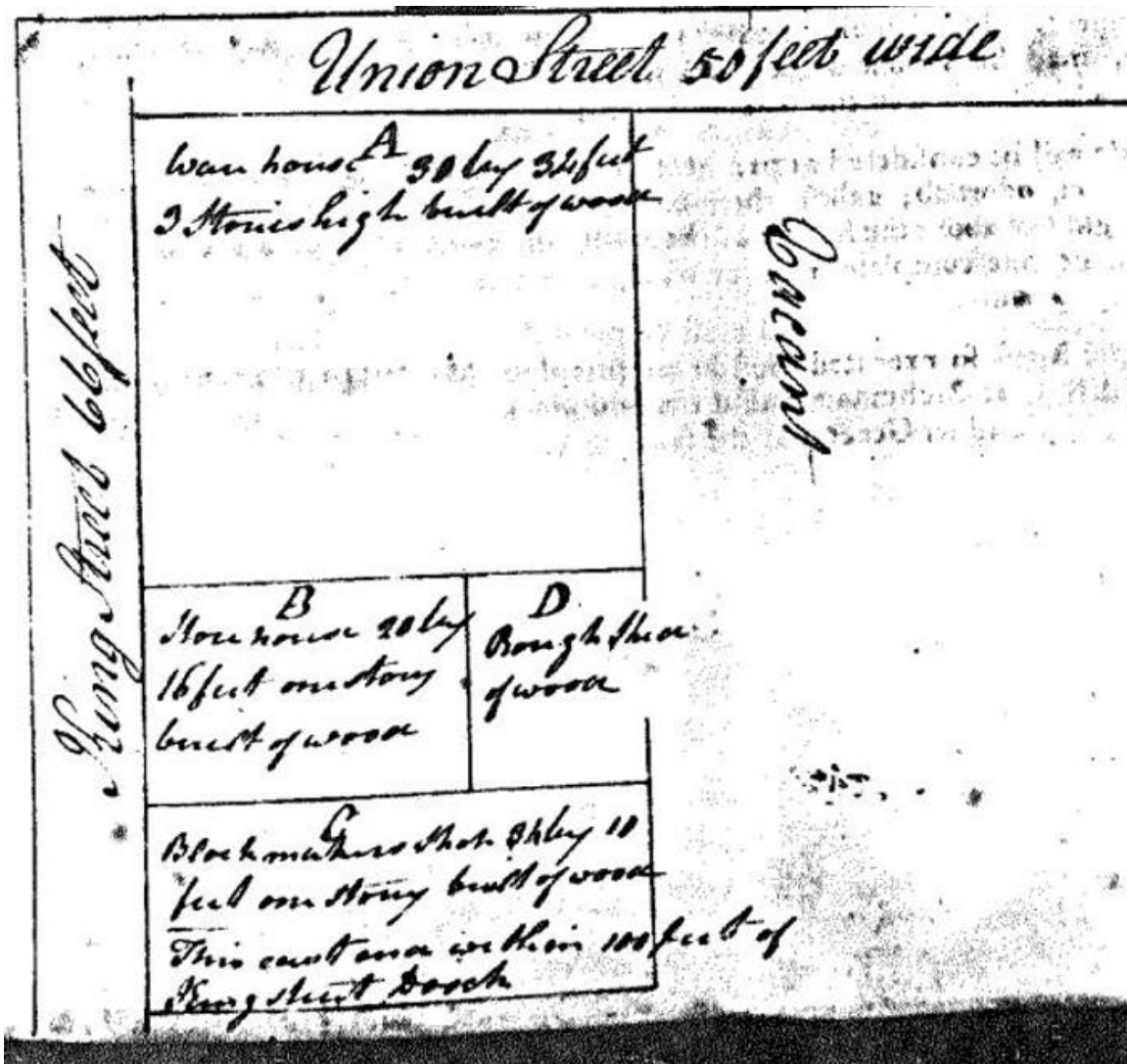


Image 10. Mutual Assurance Society Policy (MAP) No. 67, June 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

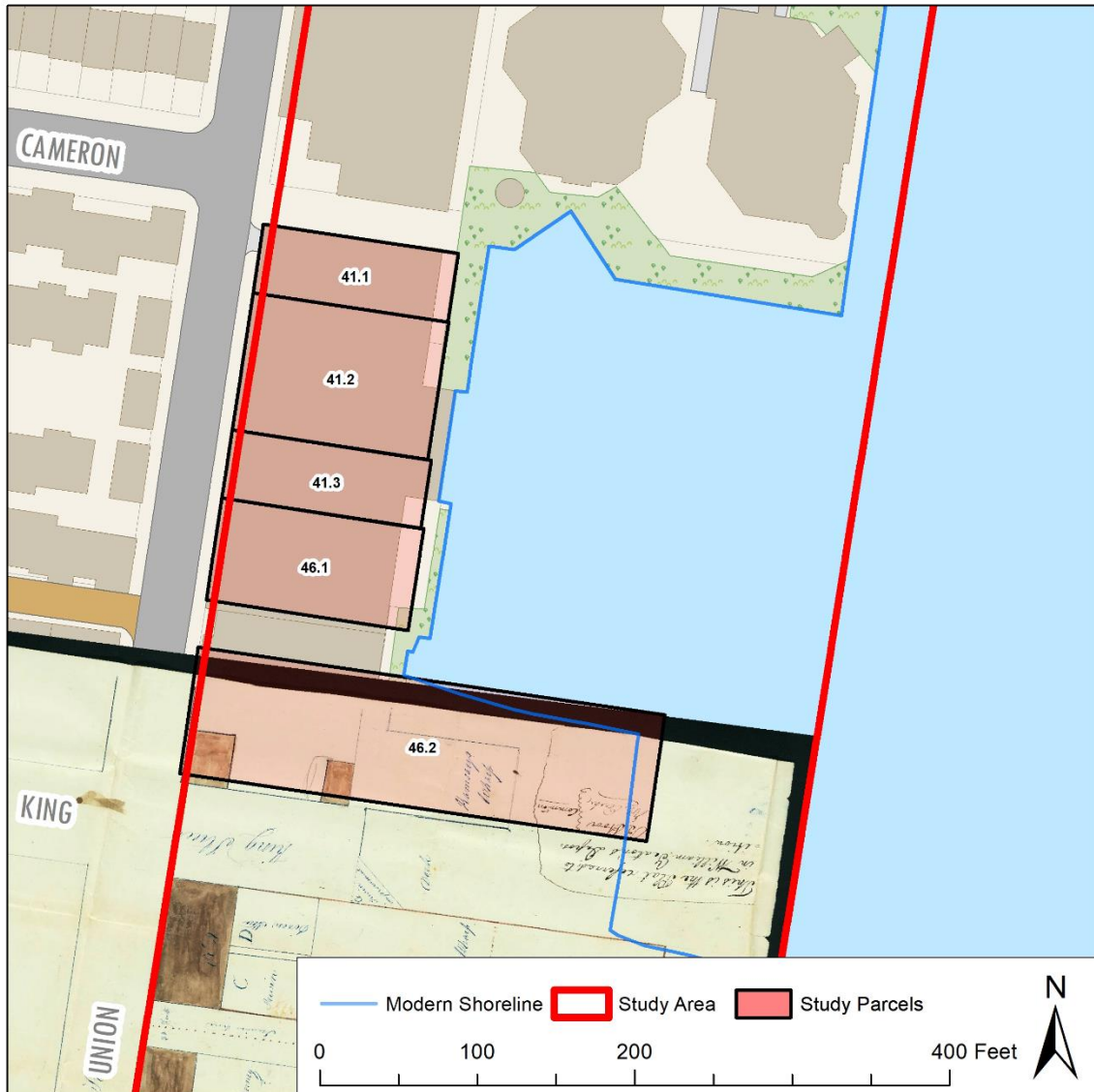


Image 11. "A sketch of the Water Lots," Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. George O. Dixon ETC vs. William H. Irwin, 1850-003. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia.

April 16.
Now Landing,
From on board the Parkman, at Ramfay's wharf, and
for sale by the subscriber, at the store lately occupied
by Richards and Edmonds, on King-street,
Liverpool stoved Salt ;
600 bushels of Coal ;
Queen's Ware assorted.
HUGH SMITH.
t. f.
April 9.

Image 12. Hugh Smith, "Now Landing," *Columbian Mirror and Alexandria Gazette*, April 16, 1796, GenealogyBank.

By virtue of a decree of the County Court of Fairfax, will be sold on the 17th day of January, 1801, on the Premises, for Cash.

Two Lots of Ground,

Situated and lying in the Town of Alexandria, described as follows:

One piece or parcel of Ground situate upon the East side of Union Street, and to the Northward of King Street, which is contained in the following boundaries, viz.—Beginning upon Union Street, fifty four feet ten inches and a half to the northward of King Street, twenty one feet, one inch and a half to the line of a street called Parer's Street; thence eastwardly with the line of that street, and parallel to King Street, twenty feet; thence southwardly with a line parallel to Union Street, twenty one feet one inch and a half; thence with a straight line to the beginning.

Also, one other piece of ground situate upon the east side of Union Street, and to the northward of King Street, and bounded as follows, viz.—Beginning upon Union Street, one hundred and twenty six feet to the northward of King Street, and running thence northwardly with Union Street forty six feet six inches; thence eastwardly with a line, parallel to King Street seventy feet; thence southwardly with a line parallel to Union Street, forty six feet six inches; thence with a straight line to the beginning;—to satisfy debt due Isaac Littledale & Co.

JAMES TURNER D. C.

V FOR

WM. DENEALE.

December 19, 1800.

dtf

Image 13. James Turner and William Deneale, "Two Lots of Ground," Times; and District of Columbia Daily Advertiser, December 27, 1800, GenealogyBank.

Early 19th Century, 1800-1859

Parcels 41.1-.3, from Cameron Street extending south to the center line with the Ramsay parcels, were generally used during this period as lumberyards. There were two individuals, Benjamin Waters and James McGuire, who individually and in partnership with others occupied these parcels for extended periods. Even during those times, however, small firms appear as occupants in tax records. Lumber, lime, and barrels of preserved foods were stacked here until draymen hauled them to their purchasers. Unlike most of the waterfront, no large warehouses were built here. Instead, there were a handful of small, timber frame houses with outbuildings, a store house and stable, and likely some other impermanent sheds. Parcels 46.1 and 46.2 underwent a more typical development, with several large brick warehouses, a bake house, and Ramsay's Wharf which fell into a state of disrepair by the late Antebellum period.

Parcel 41.1: Herbert's Wharf, 1780-1834

William & Sarah Herbert owned this parcel which had a two-story warehouse fronting Cameron Street and a slaughterhouse south of that. Andrew Scholfield & Co., a partnership of Andrew Scholfield and Presley Barker, leased this parcel along with the corner lot on the western side of Union Street for a five-year term starting in 1810 at \$250 annual rent. The lease stipulated that in the event of war breaking out, the term could be cut short.⁵⁷ Scholfield was a lumber merchant who had been in partnership with Leonard Cook and Thomas Cook until 1809.⁵⁸ Scholfield owned and rented several houses and parcels on King, Queen, and Fairfax Streets, including at least two warehouses.⁵⁹ The 1810 tax record describes this parcel, along with study Parcels 41.2 and 41.3, as lumberyards from Union to the river.⁶⁰ Andrew Scholfield & Co. dissolved in January 1815.⁶¹ Scholfield went into business with Benjamin Waters, and Barker soon partnered with James McGuire (see below). Scholfield & Waters remained in business until January 1823.⁶²

When William Herbert died in 1824, Jonah Thompson exercised his right to sell this parcel based on their deed of trust from 1813. He offered the land and "all the buildings thereon" at public auction and the Bank of Alexandria purchased it.⁶³ The parcel extended from Water Street, crossing Union, and into the Potomac River. Ten years later, the Bank of Alexandria unsuccessfully leveraged their real estate to remain solvent (Image 14). Benjamin Waters purchased the parcel "known by the name of Herberts' Wharf and the lots of ground connected therewith lying on the south side of Cameron Street and east side of Water Street" for three thousand dollars at private sale.⁶⁴ Waters occupied the water lot beginning in 1830, running a lumber yard from the site for decades. In 1841, he partnered with Reuben Zimmerman as Waters & Zimmerman, selling lumber, lime, and nails at the foot of Cameron Street. They

⁵⁷ ADB U:312, March 1, 1810.

⁵⁸ Scholfield, Andrew, Cook, Leonard, and Cook, Thomas, "Dissolution of Partnership," *Alexandria Gazette*, March 28, 1809, GenealogyBank.

⁵⁹ Miller, *Artisans and Merchants*, s.v. "Scholfield, Andrew."

⁶⁰ 1810 Alexandria Tax List, Ward 2, on file at Alexandria Archaeology. Two other possible occupants in 1810 were John Smith and Mankins & Shreeve. Nothing is known for certain about John Smith, but Mankins & Shreeve were likely coopers, see Miller, *Artisans and Merchants*, s.vv. "Mankin, Charles," Shreeve, Benjamin."

⁶¹ Andrew Scholfield and Presley Barker, "NOTICE," *Alexandria Gazette*, January 17, 1815, GenealogyBank.

⁶² Andrew Scholfield and Benjamin Waters Jr., *Alexandria Gazette*, January 4, 1823, GenealogyBank.

⁶³ Jonah Thompson, "Public Sale," *Alexandria Gazette*, August 26, 1824, GenealogyBank; ADB O2:103, 1824.

⁶⁴ ADB U2:749, September 18, 1834.

offered a brick store for rent at Union and Cameron Streets (Image 15). Waters & Zimmerman became the agents for the Maryland Mining company, which mined coal from Cumberland, Maryland and brought it via canal to Alexandria where it was wharfed and then loaded onto ocean-going vessels. They subleased the city-owned Fish Wharf (north of Princess Street) in 1851 to store the coal.⁶⁵ In 1858, the firm, now with additional partner Thomas A. Waters, became agents for a fertilizer manufacturer, B. M. Rhodes & Co., selling “Rhodes’ Super Phosphate of Lime.”⁶⁶

In 1850, Ulam W. Barker ran an independent lumber trading business from this parcel, alongside Waters & Zimmerman. Barker and his new partner, George Kephart, established their own lumber yard near the Fish Wharf at Princess and Union Streets in 1851.⁶⁷ Kephart was formerly an agent for the notorious Alexandria slave traders Franklin & Armfield and from 1837 worked on his own account in that business.⁶⁸ His partnership with Barker signaled a desire to cease slave trading and transition to lumber sales. In 1851, Kephart bought Belmont, a plantation in Loudoun County, Virginia.⁶⁹ Waters and his partners, however, continued their “extensive” trade of lumber, shingles, and laths from North Carolina, New York, Pennsylvania, Maine, and the British Provinces (Image 16). A June 1857 fire that started in the storehouse and stable of Smoot & Uhler (adjacent to the south) burned some of Waters & Zimmerman’s lumber but also damaged two timber frame dwellings and their outbuildings. The houses were saved, but all the outbuildings were lost in this supposed arson (Image 17). Another attempted arson occurred in June 1859. Two ship captains observed a small boy attempting to drop a box of lit matches through a stable window. The box fell outside the stable and the boy was arrested. Lucas Allen, enslaved to the estate of Robert Alexander, said an unknown white man paid him to set the stable on fire. Allen was charged with arson, but his prosecution ended when his owner pledged to send him out of Virginia.⁷⁰ Allen’s fate is unknown. Reuben Zimmerman died in 1859 and the firm continued as Waters & Co.⁷¹

Parcel 41.2

John Carlyle Herbert (1775-1846) moved to Prince George’s County, Maryland in 1805 and offered his livestock and “term slaves” for sale in October.⁷² He served in the Maryland House of Delegates (1808-1813) and the United States Congress (1815-1819). Herbert retained ownership of this parcel and it was listed as a lumberyard in 1810 tax records. Scholfield & Waters and James McGuire & Co. used this parcel and the adjacent parcels as a lumberyard. Scholfield & Waters, Andrew Scholfield and Benjamin

⁶⁵ Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. Common Council of Alexandria vs Benjamin Waters, Reuben Zimmerman, Jarvins etc., 1852-015 and Waters & Zimmerman vs Maryland Mining Co., 1855-014. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia.

⁶⁶ Arlington Chancery, Waters, Zimmerman & Co. vs B M Rhodes & Co, 1860-013 . Zimmerman died in June 1859.

⁶⁷ 1850 Alexandria Land Tax Book, on file at Alexandria Archaeology; Kephart and Barker, “NEW LUMBER YARD,” *Alexandria Gazette*, November 25, 1851, GenealogyBank.

⁶⁸ Benjamin A. Skolnik, “Building and Property History, 1315 Duke Street, Alexandria, Virginia” (Alexandria, Virginia: Office of Historic Alexandria, January 2021), Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/1315dukestbuildinghistoryskolnik2021.pdf>, 53-73.

⁶⁹ *Ibid.*, 73.

⁷⁰ “Incendiary Attempt,” *Alexandria Gazette*, June 17, 1859, GenealogyBank; *Alexandria Gazette*, July 7, 1859, GenealogyBank. The stable was on the west side of Union.

⁷¹ “DIED,” *Alexandria Gazette*, June 1, 1859; Benjamin Waters and Thomas A. Waters, “Dissolution!,” *Alexandria Gazette*, March 5, 1860, GenealogyBank.

⁷² John Carlyle Herbert, “PUBLIC SALE,” *Alexandria Daily Advertiser*, October 14, 1805, GenealogyBank.

Waters, were lumber merchants who operated from Parcel 41.1 in this study and this parcel from 1815-1823. "Scholfield's Wharf" and "Scholfield's Lumberyard" were landmarks in this period.

James McGuire was a house joiner turned lumber merchant, establishing himself in the latter trade in 1807 (Image 18). He partnered with James Millan in 1814 as James McGuire & Co. They dissolved their business in 1818, but McGuire continued to sell lumber independently and in partnership with Presley Barker.⁷³ The Barker association dissolved in 1822 and soon after McGuire started up a grocery business in his brick store on the corner of King and Fayette Streets.⁷⁴ McGuire let the public know that he continued to operate his lumber business "at his old stand on Union Street (Image 19)." In 1828, George H. Smoot (1801-1870) bought out McGuire's lumber stock and moved his operations, formerly on the waterfront near Wolfe Street, to this location (Image 20).

John Carlyle Herbert leveraged this parcel to secure Thomas F. Herbert's debt in 1818.⁷⁵ In 1827, creditors seized the parcel and John Carlyle Herbert was appointed the trustee for collection of the debts.⁷⁶ The creditors received shares of the land in proportion to the amount of money due them, thus this parcel was divided into several unequal portions. John Carlyle Herbert retained sole ownership of the northernmost 21' frontage on Union Street. The remaining 67' of the parcel was broken up into shares with Craven Peyton Thompson, Israel Peyton Thompson, Charles Bennett, Whitmore & Crump, and Joseph C. Smith.⁷⁷ George H. Smoot purchased all subdivisions on January 31, 1832.⁷⁸

George H. Smoot Lumber Yard, 1828-1919

George H. Smoot traded in lumber, lime, nails and coal. At 14, he apprenticed to Josiah H. Davis and remained in his charge until the age of 21. Smoot and Davis partnered in a lumber business until 1826, when they dissolved, and Davis gave their joint real estate to Smoot.⁷⁹ Smoot's counting house or office was on King Street near Union.⁸⁰ He partnered with his brother-in-law, Peter G. Uhler, in 1841 (Image 21).⁸¹ Josiah Hewes Davis Smoot (1831-1888), George H. Smoot's son, entered their joint business in 1853.⁸² In 1858 the firm added another partner and Smoot son, Allegheny Smoot.⁸³ Though he died in

⁷³ James McGuire and James Millan, "LUMBER YARD," *Alexandria Herald*, March 23, 1814; James McGuire, "NOTICE," *Alexandria Herald*, December 30, 1818, GenealogyBank.

⁷⁴ James McGuire and Presley Barker, "NOTICE," *Alexandria Herald*, November 11, 1822; James McGuire, "BUCKWHEAT MEAL," *Alexandria Herald*, February 12, 1823, GenealogyBank.

⁷⁵ ADB H2:74, June 1, 1818.

⁷⁶ ADB Q2:204, September 24, 1827.

⁷⁷ ADB Q2:222 and ADB Q2:225, September 24, 1827.

⁷⁸ ADB T2:220 and ADB T2:223, January 31, 1832. This did not include the full Thompson share, which Smoot purchased from Thompson's heirs:ADB X2:214, May 2, 1837.

⁷⁹ William P. Barse et al., "Woodrow Wilson Bridge Project: Phase III Archaeological Mitigation of the Prehistoric and Historic Components of Site 44AX185, Jones Point Park, Alexandria, Virginia," December 2006, 3.23.

⁸⁰ E. A. Cohen & Company, *A Full Directory for Washington City, Georgetown, and Alexandria* (Washington D.C.): E.A. Cohen & Co.; (Wm. Greer), 1834), https://link.gale.com/apps/doc/CY0102763318/SABN?u=viva_wm&sid=zotero&xid=2f5bf0e8.

⁸¹ George H. Smoot and Peter G. Uhler, "NOTICE," *Alexandria Gazette*, January 6, 1841, GenealogyBank.

⁸² George H. Smoot, Peter G. Uhler, and J. H. D. Smoot, "Notice," *Alexandria Gazette*, March 2, 1853, GenealogyBank.

⁸³ George H. Smoot et al., "NOTICE," *Alexandria Gazette*, March 4, 1858, GenealogyBank.

1870, George H. Smoot's lumber business persisted here until 1918, when the United States Naval Torpedo Station was erected on the site.⁸⁴

The lumber yard was the site of several notable, and tragic, events. Smoot's young son nearly drowned when he fell into the ferry slip off Ramsay's Wharf; Robert T. Ramsay jumped in to rescue him.⁸⁵ An employee, Mr. Skinner, fell off a pile of lumber and was seriously injured.⁸⁶ In 1857, a fire broke out in a frame store house and stable near the corner of Cameron and Water streets and spread to the adjacent lumber piles of Waters, Zimmerman & Co. (see above). The three horses in the stable were rescued, though one was burned around the face.⁸⁷ The fire was believed to be arson. The following month, an attempted burglary occurred in their counting house but was interrupted by a passing ship captain.⁸⁸ Another arson fire in 1858 burned a small amount of lumber and cooper's shop on Water Street, but the firemen extinguished the blaze before it did much damage. The cooper, Alexander Boden, was a free Black man.⁸⁹

Parcel 41.3

Carlyle Fairfax Whiting (1778-1831), grandson of John Carlyle, inherited this parcel in 1786 but did not appear to have much involvement with Alexandria or this parcel. Robert Hunter bought the annuity, or right to collect ground rent, in 1822 with an option to buy out the rent. Hunter failed to pay according to schedule so Whiting filed a quitclaim in 1831.⁹⁰ James McGuire occupied this parcel with his lumberyard from 1807-1828 (see above). George H. Smoot then occupied this parcel through the Antebellum period. When Whiting died in 1831, he left all his property to his wife, and ultimately his daughter, Ellen M. Whiting, inherited this parcel from Water Street to the River. She sold the section west of Union to George H. Smoot in 1852.⁹¹

Parcel 46.1

At the beginning of the 19th century, it is unclear what, if anything, stood on this parcel. It was effectively split into two sections: one fronting on Union and the other starting 60' east of Union extending into the river.

Dennis Ramsay did not repay his 1789 mortgage to Isaac Littledale, so two parcels on the east side of Union were sold at auction to raise the money. This parcel, fronting 46' 6" on Union and extending 70' east, sold to George Deneale for \$1884.59.⁹² Ramsay bought the property back for the same amount in May 1803, with John Carlyle Herbert signing on to secure his debt.⁹³ Ramsay used the parcel to secure another mortgage with Charles Simms in 1805.⁹⁴ Ramsay, again, failed to pay his debt and the parcel was offered for sale (Image 22). At \$1,300, Dennis Ramsay won the bidding and once again owned the

⁸⁴ T. Michael Miller, "Wandering Along the Waterfront: Cameron to King St.," *The Fireside Sentinel*, 1990, 107.

⁸⁵ "Communicated," *Alexandria Gazette*, July 18, 1837, GenealogyBank.

⁸⁶ *Alexandria Gazette*, June 6, 1854, GenealogyBank.

⁸⁷ "FIRE," *Alexandria Gazette*, June 10, 1857, GenealogyBank.

⁸⁸ TRUTH, *Alexandria Gazette*, July 27, 1857, GenealogyBank.

⁸⁹ "FIRE," *Alexandria Gazette*, August 12, 1858, GenealogyBank.

⁹⁰ ADB N2:17, October 20, 1822; ADB X2:176, May 6, 1831.

⁹¹ ADB O3:119, December 15, 1852.

⁹² ADB A:291, January 19, 1801. The second parcel was on the south side of Fayette Alley.

⁹³ ADB D:507, May 20, 1803; ADB D:469, May 21, 1803.

⁹⁴ ADB K:373, August 26, 1805.

parcel.⁹⁵ A plat from a February 1807 Chancery case labels the Union-fronting location “Col. Ramsay ware house 1 ½ stories high” and the wharf-fronting location “Col. Ramsay’s ware house 1 story high.”⁹⁶ In 1808, Ramsay used the parcel to secure a debt with George Deneale.⁹⁷

Deneale auctioned the Union-fronting parcel, including “a good substantial oak frame house 60 feet fronting on Fayette Alley” in June 1811, and the three partners of Faxon, Metcalf & Co., Josiah Faxon, Dwight Metcalf, and Joseph Baxter, won the bidding.⁹⁸ Their place of business was on Prince and Water Streets, so they likely used this warehouse to store their stock of wholesale goods.

Dwight Metcalf bought out his partners’ interest in this parcel in November 1818 and began to rent the house and lot.⁹⁹ Dunbar & Townsend, a merchant firm with branches in Alexandria and Boston, Massachusetts, operated from here in 1820 but dissolved in 1821 when Peter Dunbar died.¹⁰⁰

Team-Boat Hotel, 1822-1865

William B. Stewart initiated a 10-year lease in September 1822 for the Union-fronting parcel.¹⁰¹ Stewart previously operated a livery stable and oyster house on the public wharf at the foot of Duke Street. In 1820, he began to offer hacks, gigs and horses for hire. He also sold coal on commission there, however that appears to have been an isolated endeavor.¹⁰² In November 1822, he opened the Team Boat Hotel & Oyster House here in a two-story wood building (Image 23). Stewart added a large yard and stable “capable of accommodating from 40 to 50 horses” in 1825; the stable was located west of Union Street between the Market and the team boat ferry (Image 24). A team boat was a vessel powered by horses hitched to a dial or crank that transferred power to a paddle (Image 30). In the following year, he announced a horse market at the site (Image 25). He offered “northern ICE” for sale but soon purchased the Columbian Ice House, located at the north end of Water Street, for which customers could buy an ice subscription for their households. He filled it with “clean, pure ICE from the Potomac, free from any extraneous matter, such as grass, dirt, or anything else.”¹⁰³

Stewart’s household included enslaved men, women, and children who were likely tasked with work supporting all his endeavors. In 1819, Dick Douglas, an enslaved shoemaker, removed himself from the conditions of slavery; Stewart offered a reward for his return, and suggested he may be in Cedar Grove

⁹⁵ ADB K:166, June 1, 1806.

⁹⁶ Arlington Chancery, Dennis Ramsay vs. Joseph Riddle etc, 1807-002.

⁹⁷ ADB Q:312, June 10, 1808.

⁹⁸ ADB T:359, July 1, 1811. Miller, *Artisans and Merchants*, s.v. “Faxon, Josiah & Co.” In November 1811, Faxon, Metcalf & Co. moved to Union Street in the “store adjoining the Golden Ball.” Faxon, Metcalf & Co, “Faxon, Metcalf & Co,” *Alexandria Daily Gazette, Commercial & Political*, November 21, 1811, GenealogyBank.

⁹⁹ ADB G2:229 and ADB I2:222, November 11, 1818.

¹⁰⁰ Isaac P. Townsend, “Dissolution of Co-Partnership,” *Alexandria Gazette*, August 7, 1821, GenealogyBank.

¹⁰¹ ADB M2:270, September 6, 1822.

¹⁰² William B. Stewart, “New Livery Stable,” *Alexandria Gazette & Daily Advertiser*, January 1, 1819; William B. Stewart, “Oysters,” *Alexandria Gazette & Daily Advertiser*, October 27, 1819; William B. Stewart, “Livery Stable,” *Alexandria Gazette & Daily Advertiser*, July 14, 1820; William B. Stewart, “Coal for Sale,” *Alexandria Gazette & Daily Advertiser*, January 31, 1821; “A Statement of Warrants - Rent Roll,” *Alexandria Herald*, March 3, 1823, GenealogyBank.

¹⁰³ William B. Stewart, “Columbian Ice House,” *Alexandria Gazette*, April 13, 1827; William B. Stewart, “Notice,” *Alexandria Gazette*, February 10, 1830, GenealogyBank. Stewart continued to rent the ice house until 1832, when R. H. Miller advertised it available for rent: R. H. Miller, “For Rent,” *Alexandria Gazette*, December 31, 1832, GenealogyBank.

(Fairfax County), Loudoun County, or with Douglas' wife in Colchester (Image 26). In 1820, Stewart's household included himself and his wife, three daughters and one son all under age 16, and seven enslaved people: one male aged 14-26, three males 26-43, one male above 43, one female under 14, and one female 14-26. The higher number of enslaved men may indicate they were engaged in hostelry or driving from the livery. Six members of the household were engaged in commerce, according to the census. The household in 1830 included Stewart, his wife and five children, and seven enslaved people: two males aged 10-24, one male 35-45, three females 10-24, and one female over age 55. Undoubtedly by this time, some of the enslaved workers did the work of filling and emptying the icehouse and delivering ice throughout Alexandria.¹⁰⁴ Stewart's wife was "engaged in public business, which she promptly discharged to the great satisfaction of all those who moved in the circle of her acquaintance."¹⁰⁵

The Team Boat Hotel was well-located to capture the ferry and waterfront traffic, but it suffered occasionally from robbery and theft. In one case, a guest was deprived of his silver watch and coat; in another a burglar entered the office and stole money and paperwork.¹⁰⁶ A deserter from the Marine Barracks made off with a rented mare in 1840.¹⁰⁷ There were good times to be had at the Team Boat Hotel, though, such as turtle soup for "lovers of good eating."¹⁰⁸ The hotel served as the transportation hub for a Cotillion Party at Shuter's Hill Grove in 1840.¹⁰⁹

William B. Stewart ran the Team Boat Hotel until the late 1830s when Capt. William P. Thomas took over management.¹¹⁰ Thomas closed his tavern business, which he called the Union Hotel, in May 1841, selling off the furniture and fixtures, and Dwight Metcalf offered the property for sale.¹¹¹ In July 1841, John W. Smith and Rezin Fraser reopened the Union Hotel and stable, pledging "order and decorum...they will not credit any person at the Bar."¹¹² In 1850, J. & J. Ball occupied the building.¹¹³

When Dwight Metcalf died in 1857, his will directed that "my lot of ground on Union Street with the improvements occupied by John Ball next Fayette Alley on the north I desire should be sold at discretion [of] my Executors."¹¹⁴ The "house & lot Union Street and alley" was appraised for \$5,000 as part of

¹⁰⁴ 1820 United States Federal Census, 1830 United States Federal Census, Ancestry.com.

¹⁰⁵ "DIED," *Alexandria Gazette*, November 24, 1836, GenealogyBank. There is no evidence of her name so far, and no evidence about what became of William B. Stewart after her death.

¹⁰⁶ *Alexandria Gazette*, December 13, 1823; John A. Marshal, "Ten Dollars Reward," *Alexandria Gazette*, June 27, 1826, GenealogyBank.

¹⁰⁷ William P. Thomas, "\$50 Reward," *Alexandria Gazette*, December 28, 1840, GenealogyBank.

¹⁰⁸ William B. Stewart, "Turtle Soup," *Alexandria Gazette*, July 12, 1827, GenealogyBank.

¹⁰⁹ Jno. E. Catts and Legg, "Cotillion Party," *Alexandria Gazette*, August 15, 1840, GenealogyBank.

¹¹⁰ The 1834 City Directory lists Wm. B. Stewart as the proprietor of the Team Boat Hotel. Stewart was listed as the tenant here in the 1837 Alexandria Property Tax Book. Stewart is not listed in the 1840 US Census for Alexandria.

E. A. Cohen & Company, *A Full Directory*,

https://link.gale.com/apps/doc/CY0102763318/SABN?u=viva_wm&sid=zotero&xid=2f5bf0e8; "DIED," *Alexandria Gazette*, November 24, 1836, GenealogyBank.

¹¹¹ William P. Thomas, "SALE OF FURNITURE," *Alexandria Gazette*, May 6, 1841; Dwight Metcalf, "FOR SALE," *Alexandria Gazette*, May 14, 1841, GenealogyBank. There were apparently no satisfactory offers, as Metcalf paid taxes for this property in 1850 and owned it until his death in 1857.

¹¹² John W. Smith and Rezin Fraser, "UNION HOTEL," *Alexandria Gazette*, July 21, 1841, GenealogyBank.

¹¹³ 1850 Alexandria Land Tax Book, on file at Alexandria Archaeology.

¹¹⁴ Dwight Metcalf, Last Will and Testament, Alexandria Will Books (AWB) 1800-1878; Virginia. Corporation Court (Alexandria); Alexandria, Virginia, Will Books, Vol 7-8, 1855-1867, ancestry.com.

Metcalf's estate in 1857.¹¹⁵ However, it appears his executors instead managed the property, continuing to rent it as a hotel and tavern. Ball sold off his furniture and bar fixtures in 1858, listing 9 featherbeds with bedsteads among the auction lots (Image 27). In February 1859, Enos Ferguson used tavern, bar, household and kitchen furniture except for the tavern supplies contained in the Union Hotel to secure a debt.¹¹⁶ The hotel, known as both the Union Hotel and Ferry Tavern, was offered for sale in 1859 and 1860, when it was struck off at public auction for \$4,200 (Image 28).¹¹⁷

Wharf Parcel

In 1808, Dennis Ramsay's wife Jane Allen Ramsay revoked her dower rights (the "Widow's Third" portion of an estate) in exchange for full ownership of the wharf parcel: beginning 60' east of Union and extending into the Potomac River, and with half the dock "between the old pier and the one now building."¹¹⁸ This new pier may have been located at the foot of Fayette Alley, or just north of that, and later became known as the Ferry Slip (Image 29). Her claim was held in trust by local attorney Robert J. Taylor. Shortly before his death in 1810, Ramsay offered three lots on Fayette Alley for sale, however no deeds are recorded in that timeframe.¹¹⁹

Golden Ball Tavern, 1809-1816

Joseph Cooper occupied the Strand to River parcel, including a house and lot, in 1810. Cooper maintained a tavern license from 1809-1818. The Golden Ball Tavern stood adjacent to Faxon, Metcalf & Co.'s store in 1811.¹²⁰ It is unclear who occupied this structure, or if it even continued to stand, after the Team Boat Hotel opened.

Ferry Slip, 1822-1877

The wharf area near the northern edge of Fayette Alley may have been the "new pier" referred to in the 1808 trust of Jane Allen Ramsay.¹²¹ The extent to which it projected into the river is undocumented. It came to be known as the Ferry Slip after a team-boat ferry was established there in 1822. An account described, "the establishment of the King Street ferry. The Team-Boat is constantly employed and the road to it is excellent. It furnishes a safe, cheap and expeditious conveyance for the transportation of every description of carriages, cattle, produce or merchandise."¹²² The ferry was powered by a team of horses that moved a paddle wheel or wheels (Image 30). The slip is indicated in an 1842 map of the Potomac River, which illustrates the ferry's path and landing on the Maryland shore (Image 31).

¹¹⁵ AWB 7:269, December 7, 1857.

¹¹⁶ ADB T3:560, February 16, 1859.

¹¹⁷ D. R. Blacklock, "Public Sale," *Alexandria Gazette*, May 28, 1859; C. W. Wattles, "FERRY TAVERN AT PUBLIC AUCTION," *Alexandria Gazette*, March 9, 1860; "AUCTION SALES," *Alexandria Gazette*, April 4, 1860, GenealogyBank.

¹¹⁸ ADB Q:429, June 11, 1808.

¹¹⁹ Dennis Ramsay, "Public Sale," *Alexandria Daily Gazette, Commercial & Political*, June 23, 1810, GenealogyBank.

¹²⁰ 1810 Alexandria Land Tax Book, on file at Alexandria Archaeology; Miller, *Artisans and Merchants*, s.vv. "Cooper, Joseph," "Golden Ball Tavern;" Faxon, Metcalf & Co, "Faxon, Metcalf & Co," *Alexandria Daily Gazette, Commercial & Political*, November 21, 1811, GenealogyBank. There are earlier references to a Golden Ball Tavern in Alexandria in 1798 and 1801, but their location is unconfirmed.

¹²¹ ADB Q:429, June 11, 1808.

¹²² "Team-Boat Ferry," *Alexandria Gazette*, November 12, 1822, GenealogyBank.

In 1843, Jane Allen Ramsay gave the wharf and pier to her sons, Robert T. Ramsay and George W. D. Ramsay, in trust for their benefit.¹²³ They entered a trust with Reuben Johnston to preserve the right of way over Fayette Alley in 1845.¹²⁴ R. & W. Ramsay's grocery operated here with a brief relocation to the rear of the warehouse on the south side of Fayette Alley in 1843.¹²⁵ Their firm dissolved in 1845; Richard T. Ramsay focused on the manufacture and marketing of "Ramsay's Bitters," a patent medicine said to be derived from vegetables and meant to treat fevers, dyspepsia, ague, and morbid stomach.¹²⁶ Robert T. Ramsay and G.W.D. Ramsay continued selling grocery items here until 1849, when D. & S. Blacklock established their grocery, wine & liquor store (Image 32).¹²⁷ Initially they referred to this location as "the store at the Ferry slip" but soon referred to the landing place here as Blacklock's Wharf.¹²⁸

The Ramsay heirs sold their shares of the wharf in 1852 to wholesale grocers and commission merchants Alpheus Hyatt and Alexander H. Stump of Baltimore.¹²⁹ Hyatt & Stump's property was part of a city tax sale in 1879, but the city released their lien in 1883.¹³⁰ Hyatt and Stump owned a share of this parcel until 1882 when a court order forced a sale.

In 1853, Dennis R. Blacklock and F. Sidney Blacklock bought one moiety of this parcel with half the dock.¹³¹ In 1858, the firm added a partner, Thomas Marshall, and became Blacklock, Marshall & Co.¹³² Dennis R. Blacklock left the firm in 1860.¹³³ F. Sidney Blacklock used his interest in the Union parcel to secure a debt in September 1860.¹³⁴

A joint stock company formed in 1856 to operate "The Alexandria Steam Ferry Company" to provide service from Alexandria to Fox's Landing on the Maryland shore. Service was discontinued during the Civil War.

Parcel 46.2

This parcel was divided up into various configurations, which overlapped at some points, resulting in redundant title transfers. Situated between King Street and Fayette Alley, one reason for the complicated property lines here was the narrowing of Fayette Alley. In Ramsay's plan from c. 1777, the alley was intended to be fifty feet wide, and Dennis Ramsay and others entered a trust to preserve it "at the distance of seventy six feet north of King Street and extending thence in a line parallel to King Street

¹²³ ADB D3:251, May 24, 1843; ADB F3:64, April 24, 1844; ADB F3:455, April 2, 1845.

¹²⁴ ADB G3:131, November 25, 1845.

¹²⁵ R. Ramsay and W. Ramsay, "REMOVAL," *Alexandria Gazette*, July 27, 1843, GenealogyBank.

¹²⁶ Robert T. Ramsay, "Ramsay's Bitters," *Alexandria Gazette*, November 14, 1845; Robert T. Ramsay, "TO THE PUBLIC," *Alexandria Gazette*, June 22, 1848, GenealogyBank.

¹²⁷ R. T. Ramsay and G. W. D. Ramsay, "DISSOLUTION," *Alexandria Gazette*, April 28, 1845, GenealogyBank.

¹²⁸ D & S Blacklock, "FOREIGN AND DOMESTIC LIQUORS," *Alexandria Gazette*, September 8, 1856; D & S Blacklock, "D & S Blacklock," *Alexandria Gazette*, April 9, 1857, GenealogyBank. Eliza Ramsay, daughter of William Ramsay, married Nicholas Blacklock. These Blacklocks could be their children.

¹²⁹ ADB N3:399, August 12, 1852.

¹³⁰ ADB 10:207, June 19, 1879; ADB 12:375, February 21, 1883.

¹³¹ ADB P3:637, January 26, 1853.

¹³² D. R. Blacklock, F. S. Blacklock, and Thomas Marshall, "NOTICE," *Alexandria Gazette*, March 5, 1858, GenealogyBank.

¹³³ D. R. Blacklock, Thomas Marshall, and F. S. Blacklock, "DISSOLUTION," *Alexandria Gazette*, March 29, 1860, GenealogyBank.

¹³⁴ ADB U3:541, September 5, 1860.

fifty feet wide to a Dock of sixty feet which lies east of Union Street” in 1785.¹³⁵ However, over time the occupants of adjacent parcels overbuilt into the alley, and by 1794 when Ramsay sold the parcels along the south side of Fayette Alley, they measured five additional feet fronting on Union.¹³⁶ The parcels along the alley were treated for some time as separate parcels, but then were annexed to the parcels that front on King Street.

The City maintained King Street and occasionally altered public access to the thoroughfare. In 1804, King Street was paved from Union Street to the head of the dock. This aligned with the same timing that Irwin, on the south side of the street, was building a new warehouse along King Street. In 1847, City Council debated whether a wood fence at the foot of King Street obstructed public access to the street and waterway, a long-observed right of local residents and business owners. Ultimately, the fence was removed, and access was preserved.¹³⁷

At the turn of the 19th century, Joseph Riddle and James Dall owned three of the four lots on this parcel. They purchased the fourth in 1801.¹³⁸ James Dall’s 1805 insurance policy on these buildings shows a three-story wooden warehouse here with no occupant listed (Image 35). Adjacent to the east was a one-story wooden store house and a one-story wooden blockmaker’s shop.

Joseph Riddle & Co., the partnership between Riddle and James Dall, dissolved in 1806. Riddle continued to sell retail goods on Fairfax Street in Alexandria, and they continued joint ownership of these parcels at the corner of Union and King Streets.¹³⁹ James Dall died in 1808 and left \$5,000 to establish a fund for educating poor boys ages 8-14 in Baltimore. Modeled after the free schools of Boston, he wanted the interest of the investment to pay a tutor’s salary. His fund was smaller than he intended, having “losses a great part of which have been sustained from those, whom Thomas Jefferson has called “The Chosen People of God” but who from the character of very many of them I think ought more properly to be called The Nabobs of Virginia living on the Industry of honest men.”¹⁴⁰ Dall referenced here a section of Jefferson’s *Notes on the State of Virginia* where the author praised farmers and argued that America should engage in farming over industry. Dall used a derogatory slang word that was commonly applied to wealthy plantation owners, who were perceived as exploitive rather than productive to society and the economy.

Corner Lot: Bake House

In early 1807, Joseph Riddle partnered with Joseph Thornton to convert the frame warehouse to a bake house. They consulted with local mason and bricklayer Neil Mooney to develop a plan to line the interior of the house with brick, pave the floors with brick, build 9-inch-thick brick walls, plaster the ceilings, and construct bake ovens in the back yard to make a biscuit baking establishment. This plan was not well-received by local businessmen including Dennis Ramsay, who owned several adjacent wood structures,

¹³⁵ FDB P1:383, January 15, 1785.

¹³⁶ ADB G:12, ADB G:16, October 10, 1794.

¹³⁷ Miller, “Wandering Along the Waterfront: Cameron to King St.,” 104.

¹³⁸ ADB A:50, April 15, 1801.

¹³⁹ Joseph Riddle and James Dall, *Alexandria Daily Advertiser*, April 19, 1806, GenealogyBank.

¹⁴⁰ James Dall, Last Will and Testament, Baltimore Wills Vol 8, 1805-1811, "Maryland Register of Wills Records, 1629-1999." *FamilySearch*. Citing Prerogative Court. Hall of Records, Annapolis. It appears his fund was used for education, as his family trust owned the ground rent on a lot where a high school building was located in 1859 (ground that is today the War Memorial).

and Thomas Irwin, who owned a brick structure across King Street. Dennis Ramsay, a former mayor of Alexandria, appealed to the Common Council to evaluate the safety of retrofitting a frame structure as a bake house in a dense area adjacent to the waterfront.¹⁴¹ The Council's committee found that there was no extraordinary danger and that they did not have the authority to interfere in the plan in any case.¹⁴²

Ramsay took his case to the Chancery Court of Alexandria County, D.C., where he argued again that a biscuit bake house was more dangerous than any other establishment, and especially so in this case since they planned to convert the frame house. He filed his request for a stay of the construction the same day the Common Council released their committee report, February 3, 1807. Several people, including long-time biscuit bakers, owners of neighboring buildings, and Neil Mooney, the stone mason, gave depositions including their opinions of the relative safety of the plan. Most agreed that the primary factor in the safety of a bake house was the sobriety and care of the baker who oversaw the operation. After all the testimony was collected, the court released the injunction and allowed Riddle & Thornton to continue in April 1807.¹⁴³ Mooney completed his plan to build two ovens behind the frame structure and line the interior with brick and plaster. The fire insurance policy on the property in 1815 described a 34' by 31' wood bake house with a 24' by 12' brick addition on the rear for the ovens (Image 34). The small parcel between the ovens and Fayette Alley was vacant at that time.

Tax records in 1810 show this building was occupied by Thornton & Co.¹⁴⁴ Riddle sold his share of these four parcels to John Heathcote of Baltimore, Maryland in 1811.¹⁴⁵ Heathcote acted as trustee for James Dall's estate, so this purchase gave him full control of the parcels. In 1812, Andrew Jamieson moved into the white bake house located on this corner (Image 33). Jamieson was a baker and merchant in Alexandria since 1785. He owned a wharf and warehouse at the foot of Queen Street. In January 1815, two boys in his service, an apprentice named David Rollinson and an enslaved youth named Tom, aged 16 and 14 respectively, absented themselves. They might have worked in the bake house where they would have been chopping wood and hauling supplies as they learned the trade.¹⁴⁶ Jamieson occupied this bake house until the summer of 1815, when John Heathcote died and his estate sold the property at public auction to Cornelius Griffith for \$1925.¹⁴⁷ Jacob Butts operated the bake house after Jamieson, baking "a constant supply of Crakers, superfine Pilot & Navy bread of the best quality."¹⁴⁸ Edward Lloyd bought Griffith's bond for the property in 1817.¹⁴⁹

The bake house had multiple occupants during the time when Edward Lloyd owned it. Robert Anderson operated here from at least 1820-1823. Tax records show Peter Hewitt as the occupant in 1830. Hewitt partnered with his wife Jane Moxley in the biscuit baking business. They took on a large contract with

¹⁴¹ James M. McRae, "In COMMON COUNCIL," *Alexandria Daily Advertiser*, February 2, 1807, GenealogyBank. The Council appointed a committee of Messrs. Smith, McKinney, and Hewes to evaluate the situation. They returned their report, including a list of 24 bake houses in town, on February 3, 1807.

¹⁴² Arlington Chancery, Dennis Ramsay vs. Joseph Riddle etc, 1807-002.

¹⁴³ Ibid.

¹⁴⁴ 1810 Alexandria Land Tax Book, on file at Alexandria Archaeology; see Miller, *Artisans and Merchants*, s.v. "Thornton & Co."

¹⁴⁵ ADB U:419, September 2, 1811. Heathcote may have been a relation to James Dall, though it is undetermined.

¹⁴⁶ Andrew Jamieson, "3 Cents and 3 Dollars Reward," *Alexandria Gazette*, January 24, 1815, GenealogyBank.

¹⁴⁷ ADB E2:273, July 31, 1817. Edward Day, "Public Sale," *Alexandria Gazette, Commercial and Political*, May 8, 1815, GenealogyBank. So far, no deed related to the 1815 sale to Cornelius Griffith has been found.

¹⁴⁸ Jacob Butts, "Notice," *Alexandria Gazette*, August 14, 1815, GenealogyBank.

¹⁴⁹ ADB E2:273, July 31, 1817.

the Navy Department in 1833 to supply 220,000 pounds of bread, which demanded that they borrow money to secure enough materials to fulfill the order. Moxley offered her share of the biscuit making business and implements as collateral.¹⁵⁰ Hewitt made a separate agreement with James & William H. Irwin for advances. Some of Hewitt and Moxley's other real estate was sold in 1834 to repay a separate debt.¹⁵¹ Peter Hewitt appeared in the 1834 Directory as a baker at the corner of King and Union Streets.¹⁵² John Tatspaugh occupied the bake house from at least 1840-1850.

Edward Lloyd bought out the last Dall heir in 1826.¹⁵³ After his death, his estate continued to pay taxes on the property through 1840. Johanah Lloyd, daughter of Edward Lloyd, owned the property through the Civil War era.

King Street Lot

Riddle & Dall purchased the King Street-fronting portion of this parcel in 1795 and the Fayette Alley-fronting portion in 1801.¹⁵⁴ Their 1805 insurance policy shows a wooden store house and a wooden blockmaker's shop occupied the 30' by 34' area along King Street with nothing standing along the alley (Image 35). An 1807 court record described "A one story frame house rented to Mr. Jarbo fronting 30 feet on King Street."¹⁵⁵ Vernon Jarbo had a tavern license in 1807 and may have operated here. The 1810 tax records list Andrew Lasy, a whitesmith, as the occupant.¹⁵⁶ Phineas Janney purchased shares of the parcel from Dall heirs in 1815, 1817 and 1820.¹⁵⁷ Insurance policies for the bake house to the west describe a wood house here in 1815 and a three-story brick building with a slate roof in 1823.

Phineas Janney (1778-1852) was an active merchant of Alexandria and part-owner of Janney's Wharf between King and Prince Streets. This property was likely an investment which he improved by building a fire safe warehouse some time between 1815 and 1823, perhaps after his other warehouses burned in 1819. The brick warehouse extended from King Street to Fayette Alley.¹⁵⁸ Lindsay, Hill & Co. occupied the warehouse from at least 1827 through 1831. They moved from a location on Union Street between Prince and Duke Streets. Besides the two partners Samuel Lindsay and Lawrence Hill, the firm added a third partner from New York named Henry Van Solingen.¹⁵⁹

¹⁵⁰ ADB U2:332, April 15, 1833.

¹⁵¹ C. Scott, "Marshal's Sale," *Alexandria Gazette*, April 9, 1834, GenealogyBank. This case went on to the Supreme Court in 1839.

¹⁵² E. A. Cohen & Company, *A Full Directory*, https://link.gale.com/apps/doc/CY0102763318/SABN?u=viva_wm&sid=zotero&xid=2f5bf0e8.

¹⁵³ ADB O2:438, March 21, 1826. This deed makes it apparent that the Dall heirs thought they owned half the property, but since John Heathcote bought out Riddle's half as a representative of Dall's estate, they owned 100% of the parcel.

¹⁵⁴ Alex. G:49, October 10, 1795; ADB A:272, January 19, 1801; ADB A:50, April 15, 1801.

¹⁵⁵ Arlington Chancery, Dennis Ramsay vs. Joseph Riddle etc, 1807-002.

¹⁵⁶ 1810 Alexandria Land Tax Book, on file at Alexandria Archaeology; Miller, *Artisans and Merchants*, s.vv. "Jarbo, Vernon," "Lasy, Andrew." A whitesmith was someone who finishes or polishes iron and steel objects and/or works with tin and pewter.

¹⁵⁷ ADB BB:6, June 16, 1815; ADB F2:309, January 21, 1817; ADB K2:489, December 7, 1820.

¹⁵⁸ R & W Ramsay moved temporarily into the Fayette Alley front of the warehouse in 1843. R. Ramsay and W. Ramsay, "REMOVAL," *Alexandria Gazette*, July 27, 1843, GenealogyBank.

¹⁵⁹ Samuel Lindsay, Lawrence Hill, and Henry Van Solingen, "Copartnership," *Alexandria Gazette*, February 13, 1827; Samuel Lindsay, Lawrence Hill, and Henry Van Solingen, "Dissolution," *Alexandria Gazette*, August 20, 1831, GenealogyBank.

Janney had several other occupants during his period of ownership including William H. Miller in 1840, and J.J. Wheat & Bros. in 1850. J. J. Wheat & Brothers was a joint venture of John J. Wheat, Robert W. Wheat and Benoni Wheat; they imported bulk groceries such as bacon, coffee and sugar, operated a steam mill at another location, and were the local agents for the steam packet to Baltimore.¹⁶⁰ Janney's executors sold the property at public auction to John J. Wheat, Robert W. Wheat and Benoni Wheat Jr. in 1852.¹⁶¹

King & Strand Lot

There was a 20' x 30' wood building here in 1796 (Image 11) and the wharf was built by that year. In 1805, insurance records show a one-story wood storehouse located here (Image 35).

An 1807 Chancery case described: "A lot 50 feet fronting on King Street sold by Col. Ramsay to Mr. Yeaton on which there is 2 small frame houses which Mr. Yeaton in his deposition says he will remove and cover this lott with a brick or stone ware house."¹⁶² Before 1810, Yeaton built a 40' by 40' three-story brick warehouse. The loft was occupied immediately by Thomas Sanford, a sail maker, who continued in business there for decades. In his early years, four apprentices ran away from his establishment: John & William Freeman, Thornton Paler and Paroclete Spears.¹⁶³ Sanford took on a partner, James P. Middleton, in 1836.¹⁶⁴ The 1850 tax record shows Middleton as the occupant; he carried on the business after Sanford retired.¹⁶⁵

Dennis Ramsay used this property to secure a debt in 1809. The creditors assumed management of the property after Ramsay's death until 1819, when the Bank of Alexandria bought it at public auction.¹⁶⁶ Throughout this period, several merchants occupied the store and warehouse below the sail loft. William Yeaton and Joshua Yeaton operated from here in 1810; William Yeaton had occupied the wooden storehouse on this parcel since 1797. Yeaton sold tea, plaster of Paris, cider and other goods (Image 36). Yeaton partnered with Conway for some time before they removed from here prior to 1815.¹⁶⁷ Lewis Deblois occupied space in this building, and possibly in an earlier structure on Ramsay's Wharf. He landed cargoes here starting in 1802; his store was located on the northwest corner of Union and King as early as 1808. He sold rum, brandy, molasses, cod and other goods (Image 37). Joseph H.

¹⁶⁰ J. J. Wheat & Bros., "Bacon and Lard," *Alexandria Gazette*, August 9, 1847; J. J. Wheat & Bros., "Sugar, Coffee and Molasses," *Alexandria Gazette*, September 1, 1847; J. J. Wheat & Bros., "For Sale or Rent," *Alexandria Gazette*, June 30, 1848; J. J. Wheat & Bros., "FOR BALTIMORE," *Alexandria Gazette*, April 4, 1851, GenealogyBank.

¹⁶¹ ADB P3:609, November 16, 1852.

¹⁶² Arlington Chancery, Dennis Ramsay vs. Joseph Riddle etc, 1807-002. William Yeaton did not have a clear title to this land in 1807. Based on existing land records, he occupied this land while Ramsay and others secured some debts. This arrangement persisted until 1816, when Yeaton stopped paying his note and the land was sold at public auction where it was purchased by the Bank of Alexandria. See ADB S:197, October 9, 1809; ADB G2:364, May 10, 1819.

¹⁶³ Thomas Sanford, "Six Cents Reward," *Alexandria Daily Gazette, Commercial & Political*, December 26, 1809; Thomas Sanford, "Six Cents Reward," *Alexandria Daily Gazette, Commercial & Political*, May 30, 1810, GenealogyBank. Sanford gave a deposition in Dixon vs. Irwin (Arlington Chancery, 1850-003) in 1845 recalling that he occupied the sail loft "Ever since it was built; I think for thirty years." Tax records show that he occupied this structure in 1810, however, so his recollection was a few years off.

¹⁶⁴ Thomas Sanford, "COPARTNERSHIP," *Alexandria Gazette*, July 9, 1836, GenealogyBank.

¹⁶⁵ Thomas Sanford died before September 1852, when the newspaper published news of his widow, Esther Leavens,' death. "Died," *Alexandria Gazette*, September 14, 1852, GenealogyBank.

¹⁶⁶ ADB S:197, October 9, 1809; ADB G2:364, May 10, 1819.

¹⁶⁷ C Griffith, "REMOVAL," *Alexandria Gazette*, May 20, 1815, GenealogyBank.

Mandeville moved into “the brick house lately occupied by Lewis Deblois, Esq, corner of King and Union” in November 1808.¹⁶⁸ In 1810, Deblois was listed as an occupant of this building.¹⁶⁹

An 1816 public notice informed of the pending sale of this three-story warehouse fronting 40’ on King Street and 40’ on Ramsay’s Wharf, located “next to the dock that divides Irwin’s from Ramsay’s wharf.” It was occupied by John Adam and Jacob Morgan.¹⁷⁰ John Adam was a silversmith and merchant who operated at King and Washington Streets until 1817 when he moved to this location. He imported gold watches, English twine, and other assorted goods.¹⁷¹ Jacob Morgan was a merchant who imported goods from Europe and exported tobacco. He was located on Tucker’s Wharf from 1810 but had removed to Ramsay’s Wharf by 1815. In the meantime, he married Ann Thompson, daughter of Jonah Thompson who owned a wharf north of Cameron Street. Morgan moved to Thompson’s former counting house on Fairfax Street in 1816.¹⁷²

John McCobb occupied part of this building from 1818-1820. He managed a packet to Norfolk, Virginia, and imported sugar, rum and tobacco.¹⁷³ Cohagen & Whittle moved here in 1827 after a tremendous fire destroyed their store on Union Street.¹⁷⁴ They described this location as “the store recently occupied by W. Yeaton on Ramsay’s Wharf, and adjoining the store of Messrs. Lindsay & Hill...” Cohagen & Whittle continued here through 1832.¹⁷⁵

Benoni Wheat & Son took over this store in December 1832, offering groceries, candles, seeds, nails and other goods for sale (Image 38). Benoni and John Jordan Wheat operated from this location for many years. The Bank of Alexandria was forced to sell off its assets to cover its debts, and this building and lot were part of that sale (Image 39). In 1834, Benoni Wheat purchased the property, including the brick warehouse and lot, for \$2,500.¹⁷⁶ The occupants in 1850 were J.J. Wheat & Bros. and Robert W. Wheat; James P. Middleton occupied the sail loft.¹⁷⁷ The Wheats purchased the parcels north and west of this in

¹⁶⁸ Joseph H. Mandeville, “REMOVAL,” *Alexandria Daily Gazette, Commercial & Political*, November 7, 1808, GenealogyBank.

¹⁶⁹ 1810 Land Tax, on file at Alexandria Archaeology.

¹⁷⁰ Taylor, R. I. and Herbert Jr., W., “Public Sale,” *Alexandria Daily Gazette, Commercial and Political*, June 15, 1816, GenealogyBank.

¹⁷¹ John Adam, “John Adam,” *Alexandria Gazette & Daily Advertiser*, September 19, 1817, GenealogyBank; John Adam, “Bridport Seine Twine,” *Alexandria Gazette & Daily Advertiser*, November 21, 1817, GenealogyBank. John Adam occupied this parcel in 1818, 1819 and 1820.

¹⁷² Jacob Morgan, “LANDING THIS DAY,” *Alexandria Daily Gazette, Commercial & Political*, May 1, 1810; “Married,” *Alexandria Daily Gazette, Commercial & Political*, February 21, 1812; Jacob Morgan, “Freight or Passage for Europe,” *Alexandria Gazette*, December 28, 1815; Jacob Morgan, “REMOVAL,” *Alexandria Gazette*, April 16, 1816, GenealogyBank.

¹⁷³ John McCobb, “Sugar, Rum, Tobacco &c.,” *Alexandria Gazette & Daily Advertiser*, November 16, 1818; John McCobb, “John McCobb,” *Alexandria Gazette & Daily Advertiser*, April 6, 1819, GenealogyBank; 1820 Land Tax, on file at Alexandria Archaeology.

¹⁷⁴ “The Late Fire,” *Alexandria Gazette*, January 23, 1827, GenealogyBank; Cohagen & Whittle, “Removal,” *Phenix Gazette*, February 20, 1827, GenealogyBank.

¹⁷⁵ 1830 Land Tax Book, on file at Alexandria Archaeology.

¹⁷⁶ ADB U2:735, April 14, 1834; ADB U2:742, June 9, 1834; ADB V2:192, October 3, 1834.

¹⁷⁷ 1850 Land Tax Book, on file at Alexandria Archaeology.

1852, consolidating their presence at the foot of King Street. J. J. Wheat & Bros. purchased this parcel and the wharf at public auction from Benoni Wheat's estate in February 1853.¹⁷⁸

Fayette Alley & Strand Lot

This parcel sits along the south side of Fayette Alley and the western side of the Strand. Tax assessors often included it among the houses and lot connected to the pier as part of Dennis Ramsay's estate. Because of that, it is difficult to identify occupants with certainty. In 1807, two small frame houses stood on this lot, which William Yeaton rented from Dennis Ramsay.¹⁷⁹

In 1809, Dennis Ramsay purchased a small, 10' strip of this parcel back from Joseph Riddle for a nominal fee of \$1.¹⁸⁰ This parcel may have been the site of the Golden Ball Tavern, operated by Joseph Cooper from 1809-1818 (see above). Or Cooper simply lived here from at least 1810 through 1826. This lot sold at public auction to settle Dennis Ramsay's estate debts in 1815; Robert J. Taylor, the lawyer who managed Jane Allen Ramsay's wharf parcel.¹⁸¹ This sale stipulated that nothing could be built to the east or north of this parcel. R.T. Ramsay & Co. advertised the house for rent in 1826: "the stand is equal to any in town for a small business, and well calculated to accommodate a small family."¹⁸²

In 1843, Benoni Wheat sold a 20" strip along the south edge of this parcel and the use of Wheat's north wall to Taylor for \$150. That transfer shows that Taylor recently built a brick warehouse on this parcel.¹⁸³ Robert T. Ramsay occupied the parcel in 1850.¹⁸⁴ The partners of J. J. Wheat & Bros. purchased this parcel in November 1852.¹⁸⁵

Ramsay's Wharf, 1784-1845

The exact boundaries of Ramsay's Wharf shifted in the early 19th century, based on which parcels the Ramsay family continued to own. After Dennis Ramsay's death in 1810, the wharf and pier remained under the control of his estate executors through 1845. Though there does not appear to have been significant material changes in the structure and extent of the pier, there were several buildings on the front of the wharf and on the pier itself that changed occupancy throughout the period.

Cook & Clare, a partnership of Lenard Cook and James Clare, operated their grocery business from Ramsay's Wharf from 1812 to 1820 (Image 40). They chartered vessels and advertised for laborers, including a runaway enslaved man named Ben Foster.¹⁸⁶ They sought to hire temporary workers who

¹⁷⁸ ADB P3:612, February 1, 1853. Benjamin Lambert won the bidding at \$13,000, but he transferred the property to J. J. Wheat & Brothers immediately after.

¹⁷⁹ Arlington Chancery, Dennis Ramsay vs. Joseph Riddle etc, 1807-002.

¹⁸⁰ ADB U:463, July 1, 1809.

¹⁸¹ ADB AA:447, April 26, 1815.

¹⁸² Robert T. Ramsay & Co., "To Rent," *Alexandria Gazette*, October 25, 1826, GenealogyBank.

¹⁸³ ADB O3:34, December 7, 1843.

¹⁸⁴ 1850 Alexandria Land Tax, on file at Alexandria Archaeology.

¹⁸⁵ ADB O3:46, November 1, 1852.

¹⁸⁶ Cook & Clare, "For Sale or Charter," *Alexandria Gazette, Commercial and Political*, October 6, 1812; Cook & Clare, "FOR SALE," *Alexandria Herald*, March 31, 1813; Cook & Clare, "Cyder, Apples &c," *Alexandria Gazette*, November 12, 1814; Cook & Clare, "20 DOLLARS REWARD," *Alexandria Herald*, August 21, 1815; Cook & Clare, "For Norfolk, Petersburg, and Richmond," *Alexandria Herald*, December 11, 1815; Cook & Clare, "For Freight or Charter," *Alexandria Gazette, Commercial and Political*, January 31, 1816; Cook & Clare, "For Norfolk & Richmond," *Alexandria Gazette*, April 5, 1816; P. G. Marsteller, "PUBLIC SALE," *Alexandria Herald*, October 2, 1818, GenealogyBank.

were likely hired out enslaved workers to garden and keep house.¹⁸⁷ In 1820, their store on the wharf was burglarized, resulting in the loss of stock of shoes and boots. Two men, Richard Hull and John Reeves, were apprehended, tried and convicted of the crime. Reeves, found to have only assisted in the theft, was sentenced to lashes and a fine. Hull, however, was found guilty of “feloniously breaking and entering the store house” and sentenced to death. He was hanged at the public gallows. Shortly after this incident, Cook & Clare moved to a warehouse at the corner of Union and King Streets.¹⁸⁸

Samuel & Joseph Fearson established a joint venture in groceries next door to Cook & Clare in 1818. After about 13 months, they dissolved their partnership and Joseph N. Fearson organized a partnership with his father, Joseph Fearson, located on the upper ferry wharf. Joseph Fearson held a tavern license, though it is unclear if he operated a tavern here or at the northern site.¹⁸⁹

Jeremiah Boothe operated a grocery store on Ramsay’s Wharf from 1818 until 1821 when he died and his stock in trade was sold at public auction.¹⁹⁰

Elijah Compton & Co., a grocery firm of Elijah Compton and Edward G. Norris, had a store on Ramsay’s Wharf. They dissolved their partnership in December 1829 and Compton continued there for at least one year.¹⁹¹ Other 1830 occupants included Robert Blacklock, Robert T. Ramsay, and James Clare. 1840 occupants included Edward Valentine, Louisa Foster, and R & W Ramsay.

A Chancery suit related to 18th century debts of William Ramsay to Isaac Littledale & Co. resulted in the sale of the wharf and pier. William Ramsay’s unpaid debts settled on Dennis Ramsay, who died in 1810 intestate. His executors and the representatives of Isaac Littledale & Co. continued this case through the courts for decades. In 1845, the court appointed commissioners to manage the sale of the wharf and a parcel on Royal Street to cover part of the debt. They advertised “the wharf pier at the foot of King Street, north side, in the Town of Alexandria, known as "Ramsay's Wharf" with the adjacent ground, docks, and water privileges (Image 41).”¹⁹² The wharf was sold with restrictions against putting up any structures east of the lines of Wheat and Taylor. Benoni Wheat won the auction for the wharf and the dock space that was formerly reserved for the benefit of Jane Allen Ramsay.¹⁹³ In 1853, J. J. Wheat &

¹⁸⁷ Cook & Clare, “FOR SALE,” *Alexandria Herald*, March 31, 1813, GenealogyBank; Cook & Clare, “Cyder, Apples &c,” *Alexandria Gazette*, November 12, 1814, GenealogyBank.

¹⁸⁸ Cook & Clare, “Twenty Dollars Reward,” *Alexandria Gazette & Daily Advertiser*, January 18, 1820; Cook & Clare, “NOTICE,” *Alexandria Herald*, February 4, 1820; “Sentence of Death,” *Alexandria Gazette & Daily Advertiser*, May 1, 1820; “Sentence of Death,” *City of Washington Gazette*, May 2, 1820; Cook & Clare, “REMOVAL,” *Alexandria Herald*, June 12, 1820, GenealogyBank.

¹⁸⁹ Joseph Fearson and William Fearson, “Just Received,” *Alexandria Gazette & Daily Advertiser*, October 22, 1818; William Fearson and Joseph N. Fearson, “Notice,” *Alexandria Gazette & Daily Advertiser*, October 30, 1818; Samuel Fearson and Joseph Fearson, “Notice,” *Alexandria Gazette & Daily Advertiser*, November 21, 1818; Samuel G. Fearson and Joseph N. Fearson, “Notice,” *Alexandria Gazette & Daily Advertiser*, December 20, 1819; Joseph N. Fearson and Joseph Fearson Sr., “Notice,” *Alexandria Gazette & Daily Advertiser*, December 23, 1819, GenealogyBank; 1818 and 1819 Land Tax Book, on file at Alexandria Archaeology.

¹⁹⁰ Jeremiah Boothe, “For Richmond,” *July 13, 1819*, July 13, 1819; Ann Boothe, “Public Sale,” *Alexandria Gazette*, October 29, 1821, GenealogyBank. 1818, 1819 and 1820 Land Tax Book, on file at Alexandria Archaeology.

¹⁹¹ Elijah Compton and Edward G. Norris, “Dissolution of Partnership,” *Alexandria Gazette*, December 5, 1829, GenealogyBank; 1830 Land Tax Book, on file at Alexandria Archaeology.

¹⁹² R. Johnston and G. W. D. Ramsay, “Valuable Wharf Property &c For Sale,” *Alexandria Gazette*, September 1, 1845, GenealogyBank.

¹⁹³ ADB G3:162, November 25, 1845.

Brothers purchased the wharf and the adjacent parcel on King and The Strand from Benoni Wheat's estate.¹⁹⁴


¹⁹⁴ ADB P3:612, February 1, 1853.


AUCTION SALES.


REAL ESTATE FOR SALE.


By virtue of a Deed of Trust from the Bank of Alexandria to the subscribers, for the purposes therein mentioned, the following described PROPERTY will be sold, on reasonable terms and liberal credit:


The WHARF and LOTS OF GROUND on the south side of Cameron street, now in the occupancy of Mr. Benjamin Waters.


 The WHARF, WAREHOUSE, &c. called Tucker's.


 A three story Brick DWELLING HOUSE and LOT OF GROUND, on the west side of Water street, between Cameron and Queen streets.


 The Brick DWELLING HOUSE on the north side of Cameron street, between Fairfax and Royal street, occupied by Mrs. Mills.

 The BRICK BUILDING at the intersection of Cameron and Fairfax streets.


 The four-story Brick WAREHOUSE on Ramsay's wharf, occupied by Messrs. B. Wheat & Son and Mr. Thomas Sanford.

 The ACRE LOT and BRICK HOUSE, with several out-houses, on Washington street, in possession of Thompson F. Mason, Esq.

 The large WAREHOUSES at the corner of King and Columbus street, and an excellent FRAME DWELLING HOUSE ad joining.

 A HOUSE and LOT near the "Village" formerly owned by Mr. P. G. Marsteller.

A VACANT LOT on the south side of Prince street, near Pitt.

 A DWELLING HOUSE and LOT OF GROUND on Pitt street, opposite St. Paul's Church, formerly owned by Mr. Gurden Chapin.

A vacant LOT OF GROUND on Water street, opposite the Farmers' Bank.

A FARM in Fairfax County, Va. called the "Meadows," containing 275 acres.

Another FARM in said County, called "Lomax" or "Turkey Cock Run,"—352 acres.

One other FARM, called "Willow Spring," near Centreville.

Three small TRACTS OF LAND on Mount Vernon Road, containing, together, 307 acres.

Particulars will be given on application to Mr. Isaac Robbins, at the Bank of Alexandria; and proposals for any part of the property, directed to the subscribers, will be answered by

GEORGE BRENT,
BENJ. WATERS,
WM. H. MILLER,
WM. C. GARDNER, } Trustees.

June 18—1f

NOTICE.

THE undersigned have entered into partnership under the firm of **WATERS & ZIMMERMAN.** They always keep on hand, for sale, an assortment of well selected Lumber, Lime, and Nails, at their Lumber Yard, at the foot of Cameron street.

All persons indebted to Benjamin Waters will please make immediate payment, and those having claims against him, are requested to present them for settlement.

mar 27—31 **BENJ. WATERS,
REUBEN ZIMMERMAN.**

FOR RENT.



The brick Store at the corner of Cameron and Union streets. A good stand for a Grocery. Apply as above.

Image 15. Benjamin Waters and Reuben Zimmerman, "NOTICE," Alexandria Gazette, March 30, 1841, GenealogyBank.

D. WATERS. R. ZIMMERMAN. T. A. WATERS.

WATERS, ZIMMERMAN & CO.

☞ Extensive dealers in Lumber, Shingles, Laths, &c., on the wharf, foot of Cameron street, are constantly in the receipt of Building Materials, from the States of North Carolina, Pennsylvania, N. York, Maine, and the British Provinces, which they offer for sale on accommodating terms. Their arrangements with manufacturers enable them to supply particular bills of White Spruce, and Yellow Pine, at the shortest notice.

mb 1—tf

Image 16. Waters, Zimmerman & Co, "Waters, Zimmerman & Co," Alexandria Gazette, April 12, 1855, GenealogyBank.

LOCAL ITEMS.

FIRE.—About eleven o'clock, on Monday night, a fire broke out in a frame building, used as a store-house and stable, belonging to Messrs. Smoot & Uhler, and situated in their lumber-yard, near the corner of Cameron and Water streets, which was totally consumed. The flames spread to piles of lumber belonging to Waters, Zimmerman & Co., and to two adjoining frame dwellings, occupied, belonging to Mr. Benjamin Waters, which were saved in a damaged condition by the most strenuous exertions of the firemen, who, on this, as on all similar occasions, won the highest encomiums from our citizens, for the manner and efficiency with which they worked. There were three horses in the stable at the time the fire broke out, but they were rescued—not, however, until one of them was severely burned about the head. The back buildings of the dwelling houses were burned, and the roofs injured. All the furniture in them was saved. Messrs. Smoot & Uhler's loss will be about one thousand dollars, on which there is no insurance.—Mr. Waters' loss will hardly exceed five hundred dollars, which is fully covered by insurance. The fire was, without doubt, the work of an incendiary, and but for the exertions of the firemen, would have been very destructive, as the burnt building was surrounded by piles of lumber and frame houses.

Image 17. "FIRE," Alexandria Gazette, June 10, 1857, GenealogyBank.

Lumber Yard.

THE subscriber respectfully informs his friends and the public in general, that he has established a *Lumber Yard* adjoining Colonel Ramsay's wharf, where he intends keeping a constant supply of the best materials in that line, and will sell low for cash or on a short credit.

James McGuire.

March 18.

d4t eolm

N. B. He continues the *House-Joiners* business, and from his knowledge in that line, will pay particular attention to any orders for Lumber that he may receive.

Image 18. James McGuire, "Lumber Yard," Alexandria Daily Advertiser, March 18, 1807, GenealogyBank.

NOTICE.

THE subscriber respectfully informs his friends and the public in general that he continues the

LUMBER BUSINESS,

at his old stand on Union street, and adjoining the team-boat ferry, and that he has a good assortment of all kinds of well seasoned.

BUILDING MATERIALS,

which he will dispose of at very reduced prices for cash or to punctual customers.

JAMES MCGUIRE.



To Let, a well finished two-story brick house on Prince street, with a well of good water at the door, and every convenience for a genteel family. Possession given immediately.



Also to let, that large and convenient two story brick warehouse corner of King and Fayette streets, at present occupied by myself. Possession given the 1st of April next. To good tenants the rent will be made to suit the times.—

Inquire as above...

6t

March 24.

Image 19. James McGuire, "NOTICE," Alexandria Herald, March 24, 1823, GenealogyBank.

Lumber, Lime, Nails, Oils and Paints.


THE subscriber having bought out Captain James McGuire's entire stock of *LUMBER*, and having removed his former stock to the yard formerly occupied by Capt. McGuire, respectfully offers for sale the best and most general assortment of well seasoned timber at his usual low and accommodating prices,

Consisting of the following articles, viz:

47,000 feet of pannel, 1, 1½, 1¾ and 2 inch Susquehannah plank
 15,000 do of common do
 85,000 do merchantable 1½ inch E. S. flooring boards
 30,000 do cullings 1½ inch do do do
 57,000 do N. Carolina 1½, 1¾ and 2 inch heart plank
 56,000 do white pine cullings
 37,000 do ½ inch Sus. do
 90,000 do ¾ inch E. S. boards
 45,000 do 4-4 inch Md. E. S. do
 50,000 do cullings 4-4 inch do
 35,000 do oak plank
 140,000 do joist and scantling
 80,000 do oak and pine girders from 30 to 70 ft. long
 25,000 do white oak 1½ and 2 inch plank 30 to 50 feet long
 20,000 Suffolk shingles
 60,000 N. Carolina bunch shingles
 1,800 cedar and locust posts
 1000 chestnut rails
 490 casks Thomaston lime, fresh & in good order
 50 barrels Suffolk tar
 10 do drip turpentine
 Cut and wrought nails and spikes, lamp oil
 Paint oil, white lead in qr. kegs, &c.

Persons wanting any of the above articles or any other kinds of lumber, will do well by calling at my yard on Union-street and north of King-street.

ALSO, TO RENT,

 The Wharf, Warehouse and Lot used by me as a Lumber yard, on Wolf-street, and known as the property of Mr. James Entwistle and adjoining the brew-house. For terms apply to Mr. James Entwistle or to the subscriber

GEO. H. SMOOT.

april 4--6t

Image 20. George H. Smoot, "Lumber, Lime, Nails, Oils and Paints," Phenix Gazette, April 4, 1828, GenealogyBank.

LIME! LIME!! LIME!!!
200 CASKS fresh Thomaston Lime, now
landing, and for sale by the subscri-
bers, at their Lumber Yard, on Union, be-
tween King and Cameron streets.
G. H. SMOOT & UHLER.
nov 19—eod3t

Image 21. George H. Smoot and Peter G. Uhler, "Lime! Lime!! Lime!!!," Alexandria Gazette, November 22, 1841, GenealogyBank.

PUBLIC SALE.

Will be exposed to Public Sale to the highest bidder, for ready money, on the premises on Saturday the 20th April next, by virtue of a deed of trust duly executed to me for the purpose of satisfying a debt therein mentioned,

A LOT, or PIECE of GROUND,

on Ramsay's wharf, situate on the east side of Union Street, and to the northward of King Street in the town of Alexandria, fronting sixty five feet & 4 inches on Union Street, and seventy feet on Favette alley. The title is indisputable, and the sale will commence at three o'clock in the afternoon. — JOHN C. HERBERT, Trustee.

March 16.

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Image 22. John C. Herbert, "PUBLIC SALE," Alexandria Daily Advertiser, April 3, 1805, GenealogyBank.

TEAM-BOAT HOTEL AND OYSTER-HOUSE.

THE subscriber tenders his unfeigned thanks to his numerous friends and to the public for the encouragement he has heretofore received, and solicits from them its continuance. He has fitted up

The most convenient manner, and at a very considerable expense to the present establishment, corner of Union street and Fayette Alley, near the Team-Boat ferry landing, where by his assiduous endeavors to please, he confidently hopes to merit the patronage he solicits. Travellers and others can be handsomely accommodated with the

Best Liquors, Refreshments, &c. at the shortest notice and on moderate terms. He is provided with an attentive **OSTLER** and good **STABLING**.

Private **PARTIES** furnished with oyster suppers, &c. as heretofore.

WM. B. STUART.

nov 9

7i

Image 23. William B. Stewart, "Team-Boat Hotel," Alexandria Gazette, November 19, 1822, GenealogyBank.

Team-Boat Hotel.

THE subscriber takes this method of informing the public, that he has added to his establishment

A large Yard and Stable,
capable of

Accommodating from 40 to 50 Horses.

It is situated between the Market and the Team-boat Ferry, which renders it decidedly the most convenient stand for gentlemen coming from Maryland, as well as for Drovers, who will always meet with purchasers at the subscriber's Hotel—most of the horses sold in Alexandria being for the Maryland market.

The stable will be attended by Ostlers of established sobriety and industry, and will always be provided with provender of the first quality. The charges shall be as low as any others in the District, and every exertion made to please gentlemen who may think proper to call.

WM. B. STEWART.

aug 6

Image 24. William B. Stewart, "Team-Boat Hotel," Alexandria Gazette, August 6, 1825, GenealogyBank.

Horse



Market.

THE subscriber respectfully informs the public, that
he has taken out a license for

Vending Horses,

and that he will offer for sale on *Tuesdays and Saturdays*, at 9 o'clock, in each week, at the Team-Boat Hotel, Horses of various descriptions. He will always be prepared to attend to the calls of his friends at any other time—having good stables for the accommodation of Horses, persons wishing to purchase may generally be supplied at private sale.

June 3

WM. B. STUART.

Image 25. William B. Stewart, "Horse Market," Alexandria Gazette, June 3, 1826, GenealogyBank.

Fifty Dollars Reward.

RAN AWAY from the subscriber, on Thursday, the 11th inst. a negro man, named **DICK**, who sometimes calls himself *Dick Douglas*. He is a small man about 5 feet 6 inches high, and is not a very black man. I purchased him from the estate of Edgar McCarty, esq. Cedar Grove, Fairfax county, Va. and it is likely that he may be lurking about that neighborhood or Colchester, as he has a wife at capt. Berry's of the latter place; or he may have gone to Loudoun county, as he has lived there in the neighborhood of Wm. McCarty and John McCarty, near Leesburg. He had on and took with him an old grey cloth coat and a brown do pantaloons of drab colored domestic cloth. He is much addicted to liquor, and is a coarse shoemaker. I will give 20 dollars if taken in the district of Columbia. Thirty dollars if taken in Fairfax county, and the above reward if apprehended in any other place, and secured so that I get him again; and reasonable charges if brought home.

WM. B. STUART.

november 16

tf

Image 26. William B. Stewart, "Fifty Dollars Reward," Alexandria Gazette & Daily Advertiser, November 16, 1819, GenealogyBank.

AUCTION SALES.

FURNITURE, BAR FIXTURES, &c., FOR SALE.—Having closed the Union Hotel, corner of Market Alley and Union street, the HOUSEHOLD AND KITCHEN FURNITURE, BAR FIXTURES, &c., are for sale, and if not disposed of privately before the 10th day of June, will be offered at public sale on that day, commencing at 10 o'clock, the following named articles—

9 Feather Beds, Bedsteads, and Mattresses

8 Washstands, 1 Mahogany Top Dining Table

1 Bureau and Safe

2 dozen Chairs, one large Cook Stove

1 Bar Room Stove, together with complete
BAR ROOM FIXTURES. Terms made known
on the day of sale.

JOHN BALL.

my 26—eots GEO. W. TAYLOR, Auct.

Image 27. John Ball and George W. Taylor, "Furniture, Bar Fixtures &c," Alexandria Gazette, May 26, 1858, GenealogyBank.

AUCTION SALES.



FERRY TAVERN AT PUBLIC AUCTION.—Will be offered at public sale, on the premises, on *Tuesday, April 3rd, at 10 o'clock*, that valuable property known as **FERRY TAVERN**, near the wharf, adjoining the Messrs. Blacklock, and situated at the corner of Union street and Fayette Alley, binding on Union street 65 feet 6 inches, and on said Alley 61 feet 8 inches, more or less.

The peculiar advantages of this property are obvious, and will be enhanced by the establishment of the new Steam Ferry in its immediate vicinity. Perhaps no better opportunity for a safe and improving investment can be found in the city.

TERMS:—\$1500 in hand, balance in equal parts, in 12, 18, 24, and 30 months, with interest, secured by the notes of the purchaser, and a deed of trust on the premises. These terms may, however, be varied to a reasonable extent, if desired.

For further information, apply to

C. W. WATTLES,
mh 9—2awls King-street, Alexandria.

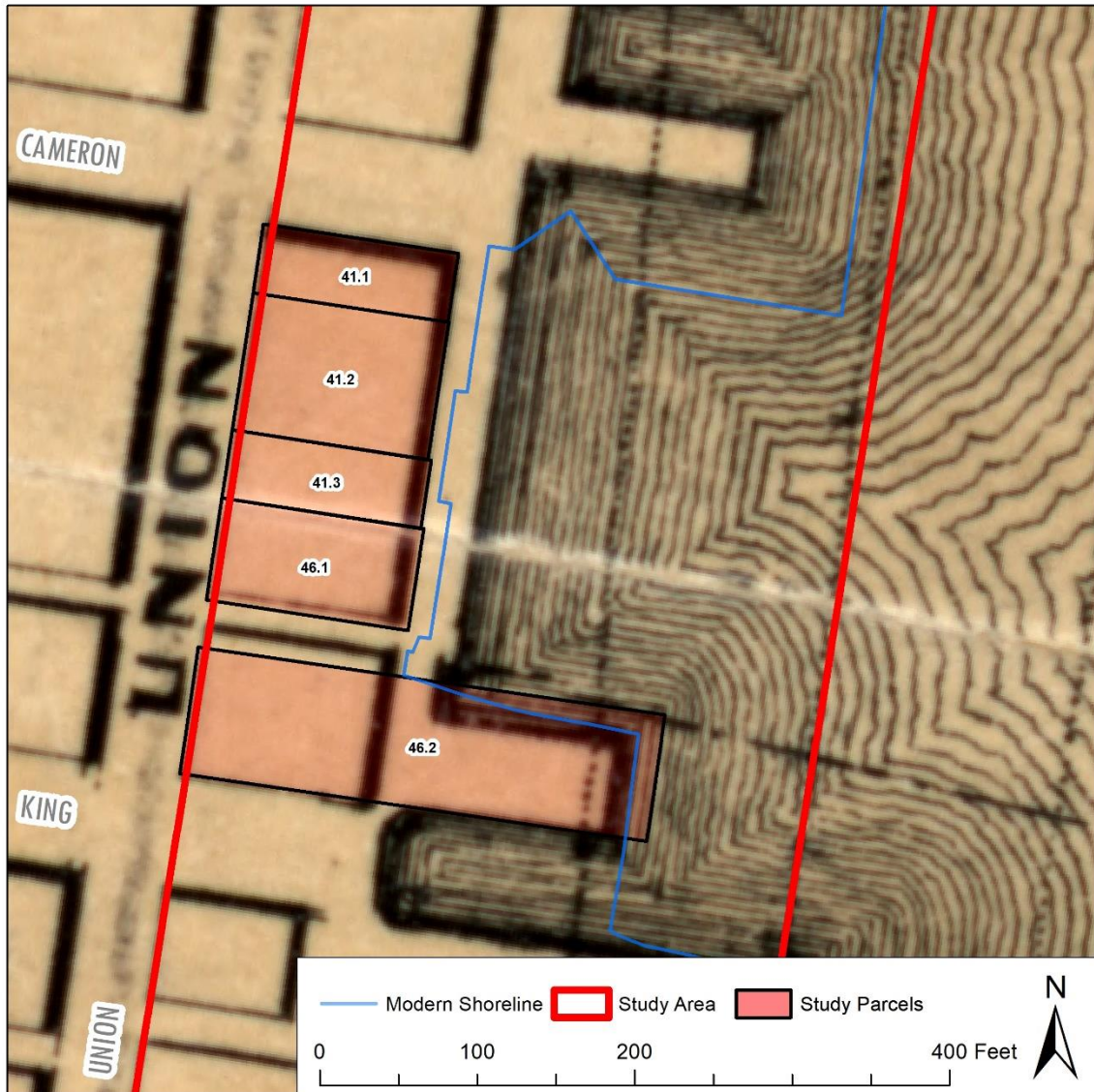


Image 29. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. <https://www.loc.gov/item/89692516/>. Detail.

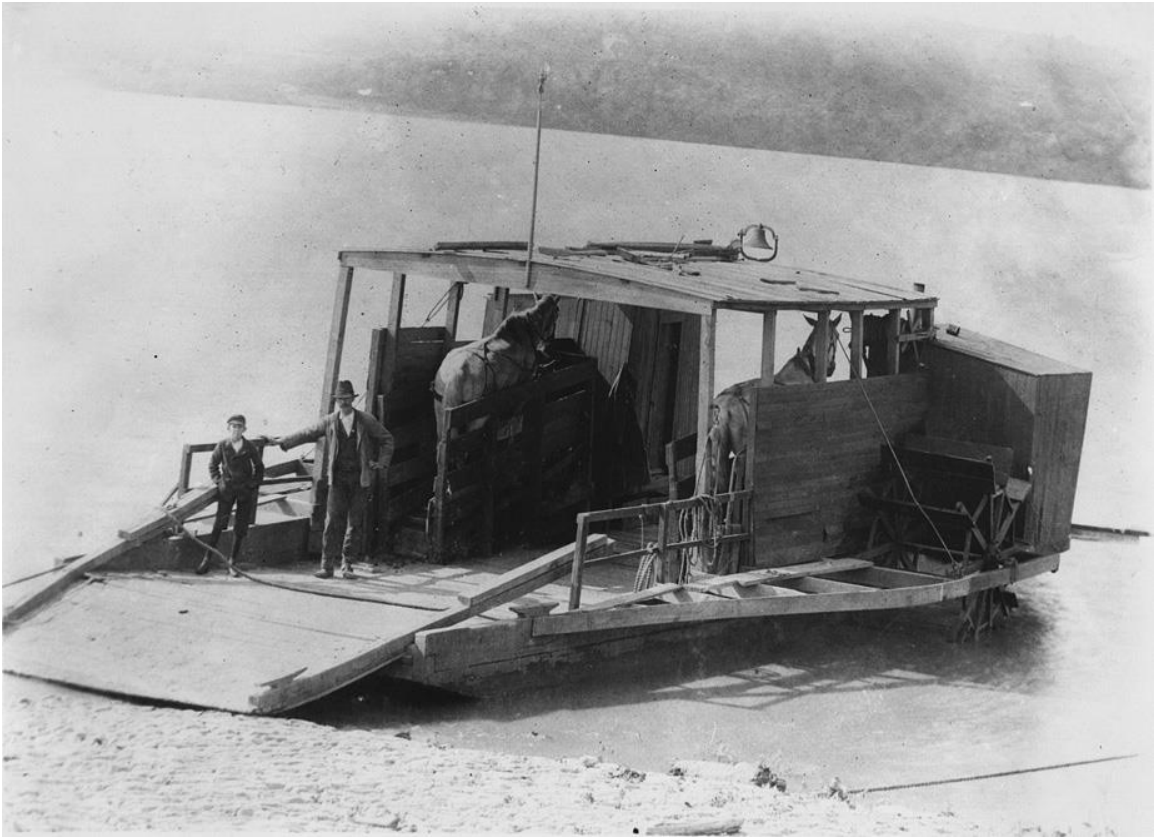


Image 30. Horse ferry in Chillicothe, Ohio in 1900. Inland Riverboats Photograph Collection, Public Library of Cincinnati and Hamilton County.

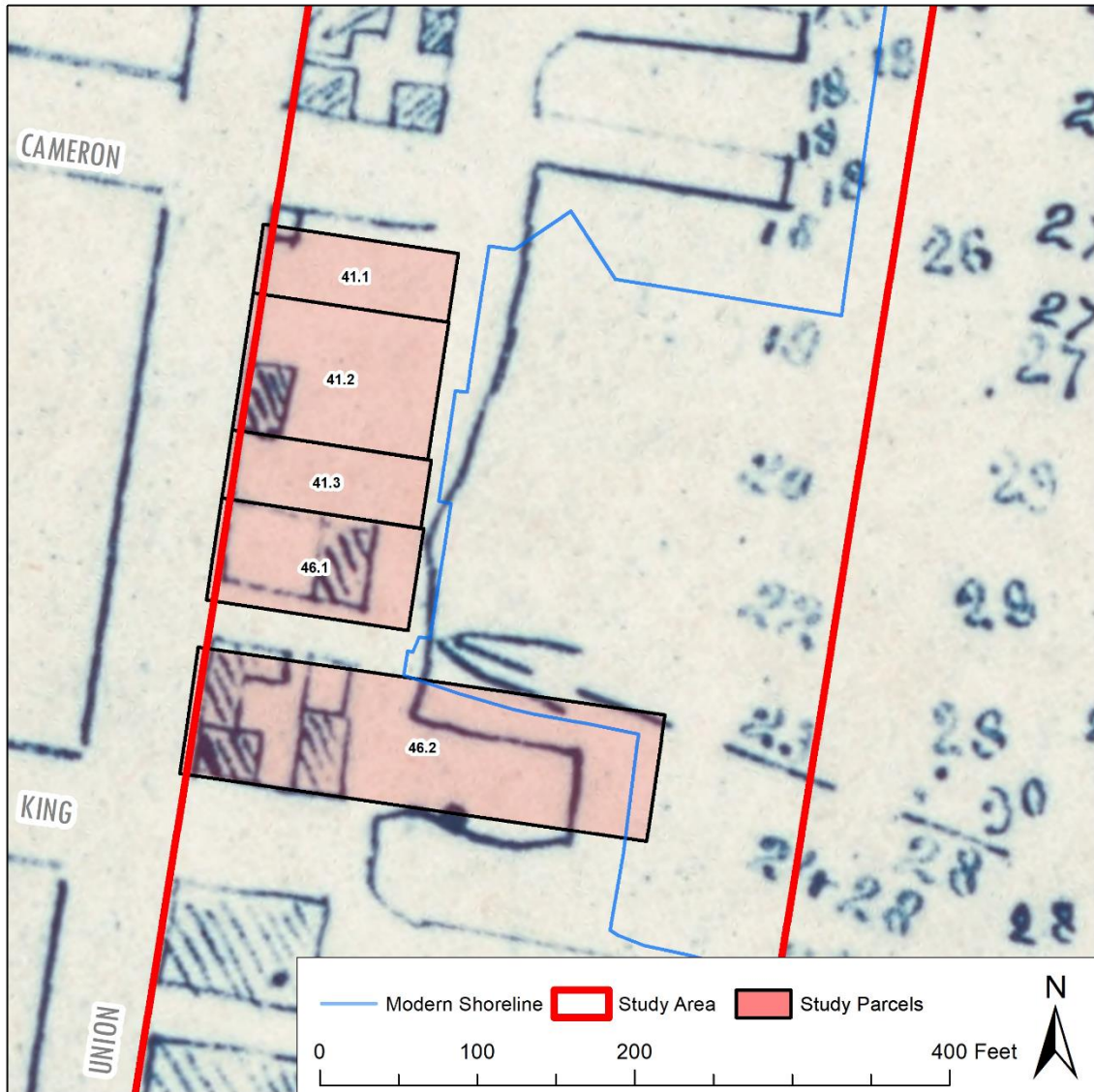


Image 31. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. <https://www.loc.gov/resource/q3792p.ct006462/>. Detail.

NOTICE.—The subscribers having taken the store at the Ferry Slip, lately occupied by G. W. D. Ramsay, will carry on the Grocery Business, under the firm of D. & S. BLACKLOCK, and keep a general assortment of GROCERIES, WINES, LIQUORS, &c., which they will sell as low as can be purchased elsewhere.

mh 12

D. R. BLACKLOCK.
F. S. BLACKLOCK.

Image 32. D. R. Blacklock and F. S. Blacklock, "NOTICE," Alexandria Gazette, March 12, 1849, GenealogyBank.

REMOVAL.
ANDREW JAMIESON has removed to
the *WHITE BAKE-HOUSE* on the corner of
Union & King streets, near Ramsay's Wharf.
Where he will keep an assortment of the
best WHITE BISCUITS.
April 24. d4.

Image 33. Andrew Jamieson, "REMOVAL," Alexandria Daily Gazette, Commercial & Political, April 24, 1812, GenealogyBank.



Image 34. Mutual Assurance Society Policy (MAP) No. 1892, December 15, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

West Street 66 feet wide

<p>A, B & C In alignment with Ramsay's Wharf</p>	<p>66' Ramsays 1 story wooden shed</p>	<p>66 feet vacant ground</p>	<p>O wooden house Block maker shop 1.5 story high 10 by 34 feet</p>	<p>B wooden Store horizont. story high 20 by 34 feet</p>	<p>A wooden Warehouse 3 stories high 31 by 34 feet</p>
--	--	--------------------------------------	---	--	--

alley from Union Street to the River 30 feet wide

These buildings are contiguous within 30 feet
to 7. Wooden Houses. A, B, C not included

James M. Smith
Wm. Harper


Joshua Redick

10 p. 6. Rev. 20 febr. 1806. recte

West Street 66 feet wide

The Union Street 50 feet wide

Image 35. Mutual Assurance Society Policy (MAP) No. 539, September 10, 1805, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.



FOR BOSTON,
The substantial fast sailing Brig
B E T S E Y,
GILBERT HALL, Master ;
 Now laying at Col. Ramsay's wharf, and
 will sail with all possible dispatch, having the
 greatest part of her cargo already engaged.—
 For freight of the remainder, which will be
 taken on moderate terms, or passage, apply
 to the Captain on board, or to Mr. William
 Yeaton, near said wharf—
Who has for sale, landing from said Brig,
 Plaister Paris, Cider in bottles, and a few
 chests Bohea Tea, and tanners' Bark.
August 12. **3t^h**

Image 36. William Yeaton, "FOR BOSTON," Alexandria Daily Gazette, Commercial & Political, August 12, 1808, GenealogyBank.

**FOR SALE, BY
LEWIS DEBLOIS**

At his Store, near Col. Ramsay's wharf,

French Brandy, in pipes

Catalonia Wine, in half pipes and quarter
casks

New-England Rum, in hogsheads and bar-
rels

Molasses, in hogsheads

Cod-Fish, in boxes

Cider, Potatoes, Beets, and Winter Pears,
in barrels

Cheese

Cider Vinegar, in hogsheads and pipes

March 9.

Image 37. Lewis Deblois, "For Sale," Alexandria Daily Advertiser, March 11, 1808, GenealogyBank.

Copartnership.

THE subscribers having entered into partnership under the firm of Benoni Wheat & Son, now offer for sale, at their Store on Ramsay's Wharf, in the house lately occupied by Cohagan & Whittle,

AN ASSORTMENT OF GROCERIES,

Consisting of

St. Croix, Porto Rico and New Orleans Sugars
Rio, Laguira, and St. Domingo Coffee
New Orleans and Trinidad Molasses, *prime*
Sperm, mould and dipped Candles
Soap, Pepper, Alum, Copperas
Epsom Salts and refined Salt Petre
Indigo and Fig Blue, Madder, Starch, Cheese
Sperm and Fish Oil; Chewing Tobacco
Chocolate and Rice; Nett and Gross Herrings
No. 1, 2 and 3 Mackerel
Ground alum and sack Salt
Nails of various sizes

With a variety of other articles in that line.

Also, *Family Flour, warranted*

Also, first quality *new Clover Seed*

They are general dealers in GRAIN, and now have on hand 700 bushels Rye, and 4 or 500 bushels of Oats.

**BENONI WHEAT,
JOHN JORDAN WHEAT.**


dec 17—d3t&e06t


AUCTION SALES.


REAL ESTATE FOR SALE.


BY virtue of a Deed of Trust from the Bank of Alexandria to the subscribers, for the purposes therein mentioned, the following described PROPERTY will be sold, on reasonable terms and liberal credit:


The WHARF and LOTS OF GROUND on the south side of Cameron street, now in the occupancy of Mr. Benjamin Waters.


 The WHARF, WAREHOUSE, &c. called Tucker's.


 A three story Brick DWELLING HOUSE and LOT OF GROUND, on the west side of Water street, between Cameron and Queen streets.


 The Brick DWELLING HOUSE on the north side of Cameron street, between Fairfax and Royal street, occupied by Mrs. Mills.

 The BRICK BUILDING at the intersection of Cameron and Fairfax streets.


 The four-story Brick WAREHOUSE on Ramsay's wharf, occupied by Messrs. B. Wheat & Son and Mr. Thomas Sanford.

 The ACRE LOT and BRICK HOUSE, with several out-houses, on Washington street, in possession of Thompson F. Mason, Esq.

 The large WAREHOUSES at the corner of King and Columbus street, and an excellent FRAME DWELLING HOUSE adjoining.

 A HOUSE and LOT near the "Village" formerly owned by Mr. P. G. Marsteller.

A VACANT LOT on the south side of Prince street, near Pitt.

 A DWELLING HOUSE and LOT OF GROUND on Pitt street, opposite St. Paul's Church, formerly owned by Mr. Gurden Chapin.

A vacant LOT OF GROUND on Water street, opposite the Farmers' Bank.

A FARM in Fairfax County, Va. called the "Meadows," containing 275 acres.

Another FARM in said County, called "Lomax" or "Turkey Cock Run,"—352 acres.

One other FARM, called "Willow Spring," near Centreville.

Three small TRACTS OF LAND on Mount Vernon Road, containing, together, 307 acres.

Particulars will be given on application to Mr. Isaac Robbins, at the Bank of Alexandria; and proposals for any part of the property, directed to the subscribers, will be answered by

GEORGE BRENT,
BENJ. WATERS,
WM. H. MILLER,
WM. C. GARDNER, } Trustees.

June 18—1f

FOR SALE,
200 bushels Seed and Family Potatoes, first
quality—by
COOK & CLARE,
At their store on Ramsay's wharf.
Who wish to hire for the season
An elderly black Man, acquainted with
gardening.
March 31.

Image 40. Cook & Clare, "FOR SALE," Alexandria Herald, March 31, 1813, GenealogyBank.

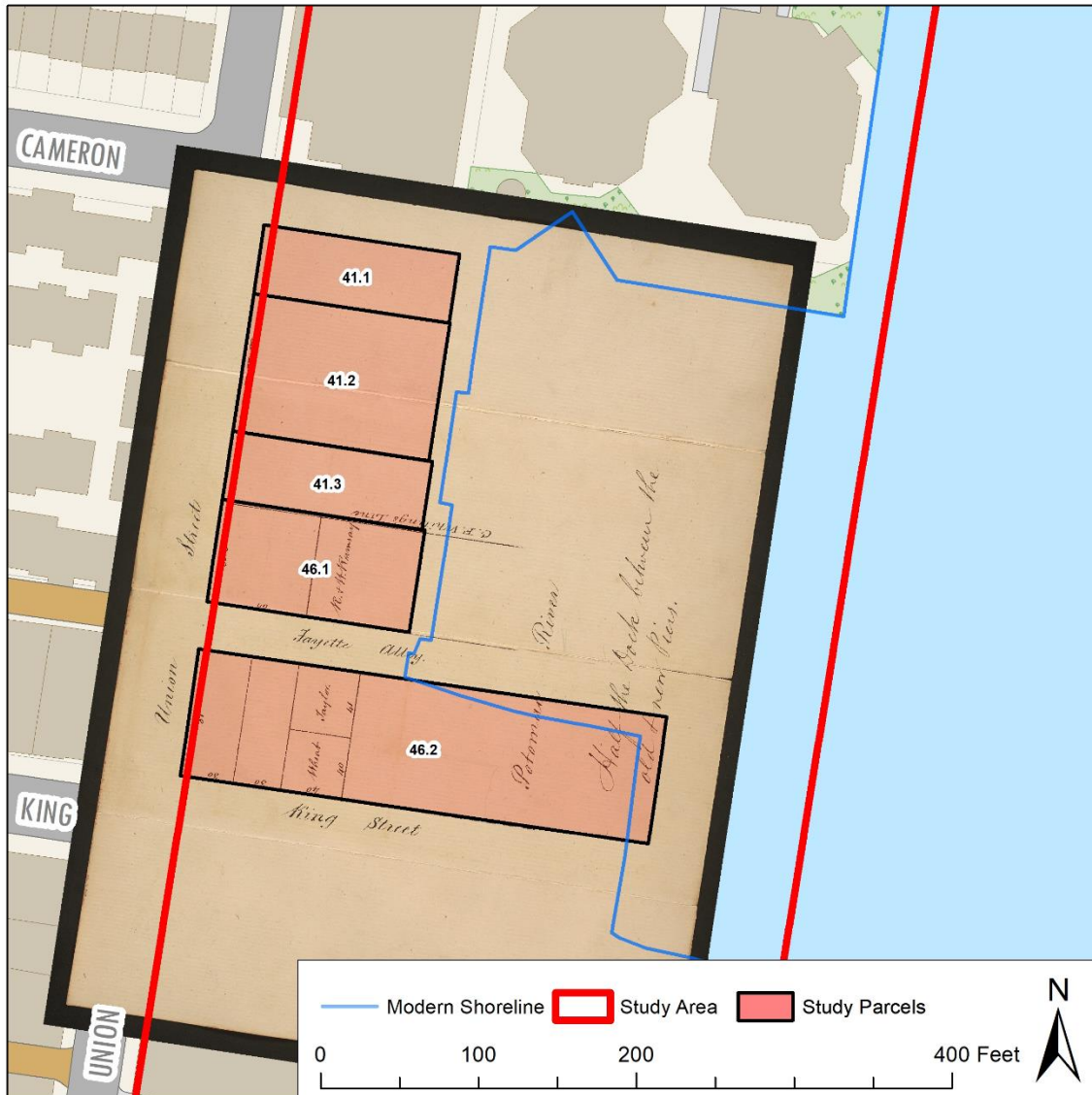


Image 41. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. Administrator of John Dixon vs. Heirs of William Ramsay, 1851-002. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia.

Civil War Era, 1861-1865

The Magnus illustration of Alexandria shows an open lumberyard with two small houses along Union Street on the northern end of the block (Image 42). A set of rail cars sit on the Union Street tracks. A three-story warehouse stood on the middle of the block, corresponding to Parcel 41.3. The brick structures on Parcel 46.1 were the outbuildings of the Ferry Tavern. On the south side of the alley, a three-story warehouse adjoined a large, 4 ½ -story warehouse on the north side of King Street. A wide and busy wharf extended into the river from this parcel.

A period map shows Smoot & Waters across four parcels with no marked structures. The pier and alley are marked Ramsay (Image 43).

The waterfront of this block was mostly used by Union forces as storage areas (Image 44). The lumberyard areas did not have noteworthy structures, however the Commissary built and occupied storage buildings on the west side of Union in 1862.¹⁹⁵ Ramsay's Wharf was occupied by a 30' by 12' guard house (Image 44).

Benjamin Waters died in 1864 and left his real estate to his daughter, Mary A. E. Zimmerman, and son, Thomas A. Waters. Waters owned Parcel 41.1.¹⁹⁶

¹⁹⁵ *Alexandria Gazette*, October 25, 1862, GenealogyBank.

¹⁹⁶ Benjamin Waters, Last Will and Testament, AWB 8:185, February 1, 1864.

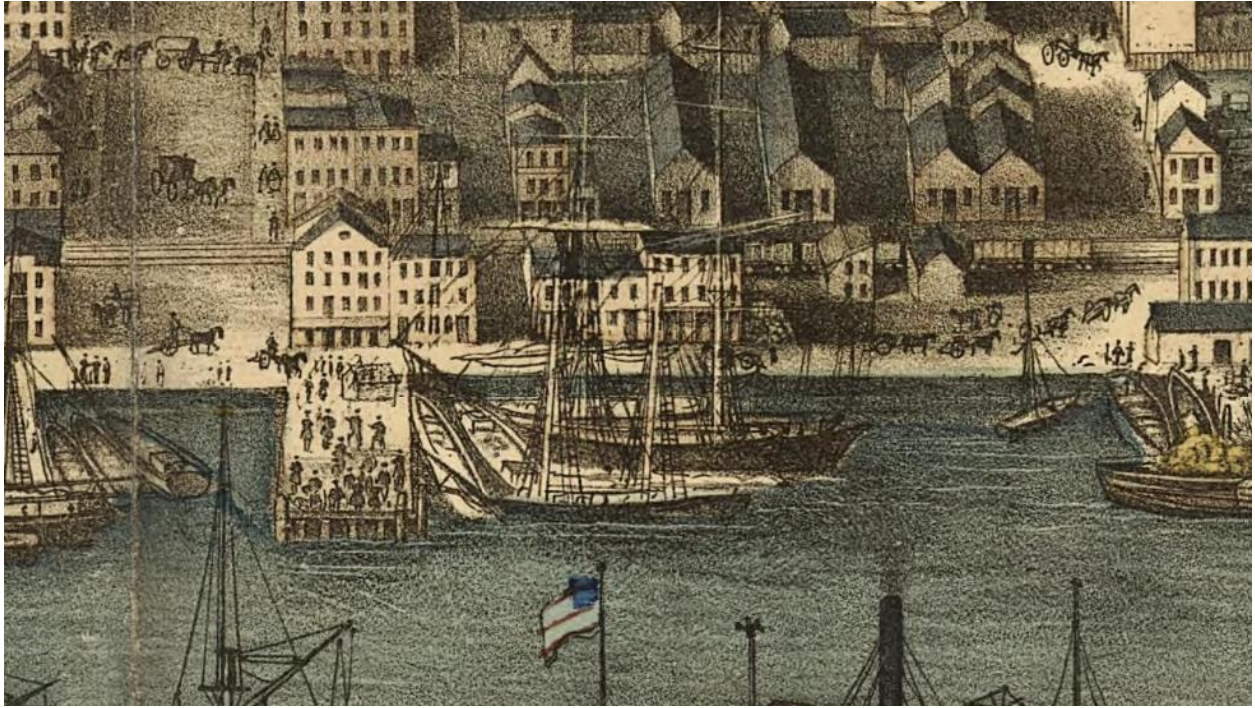


Image 42. Magnus, Charles. *Birds Eye View of Alexandria, Va.* 1863. Lithographic print. Library of Congress.
<https://www.loc.gov/item/81694373/>. Detail. Showing the waterfront from Cameron Street (right) to King Street (left).

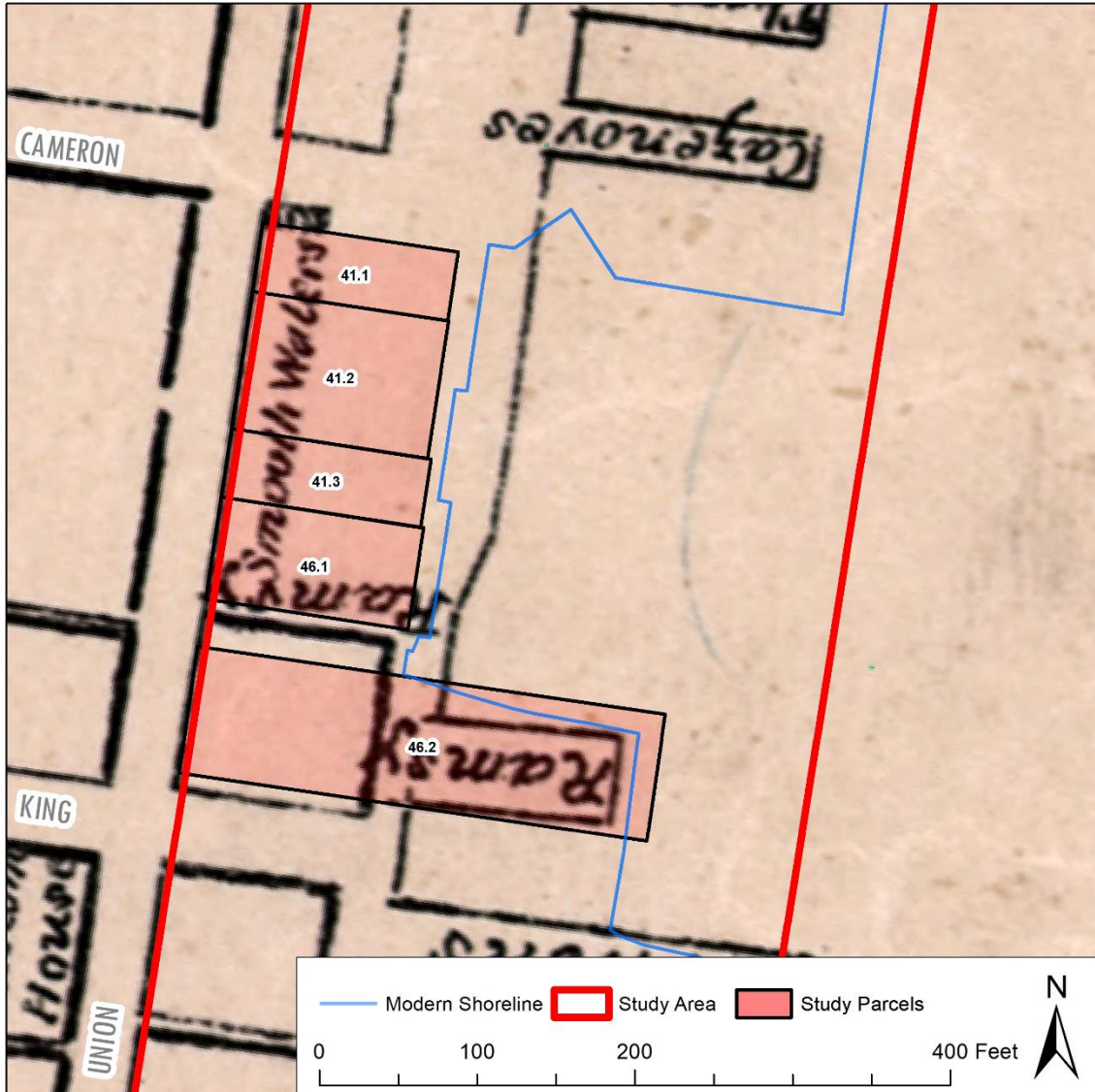


Image 43. United States Coast Survey. "Plan of Alexandria." 1862. Image. <https://www.loc.gov/item/89692513/>. Detail.

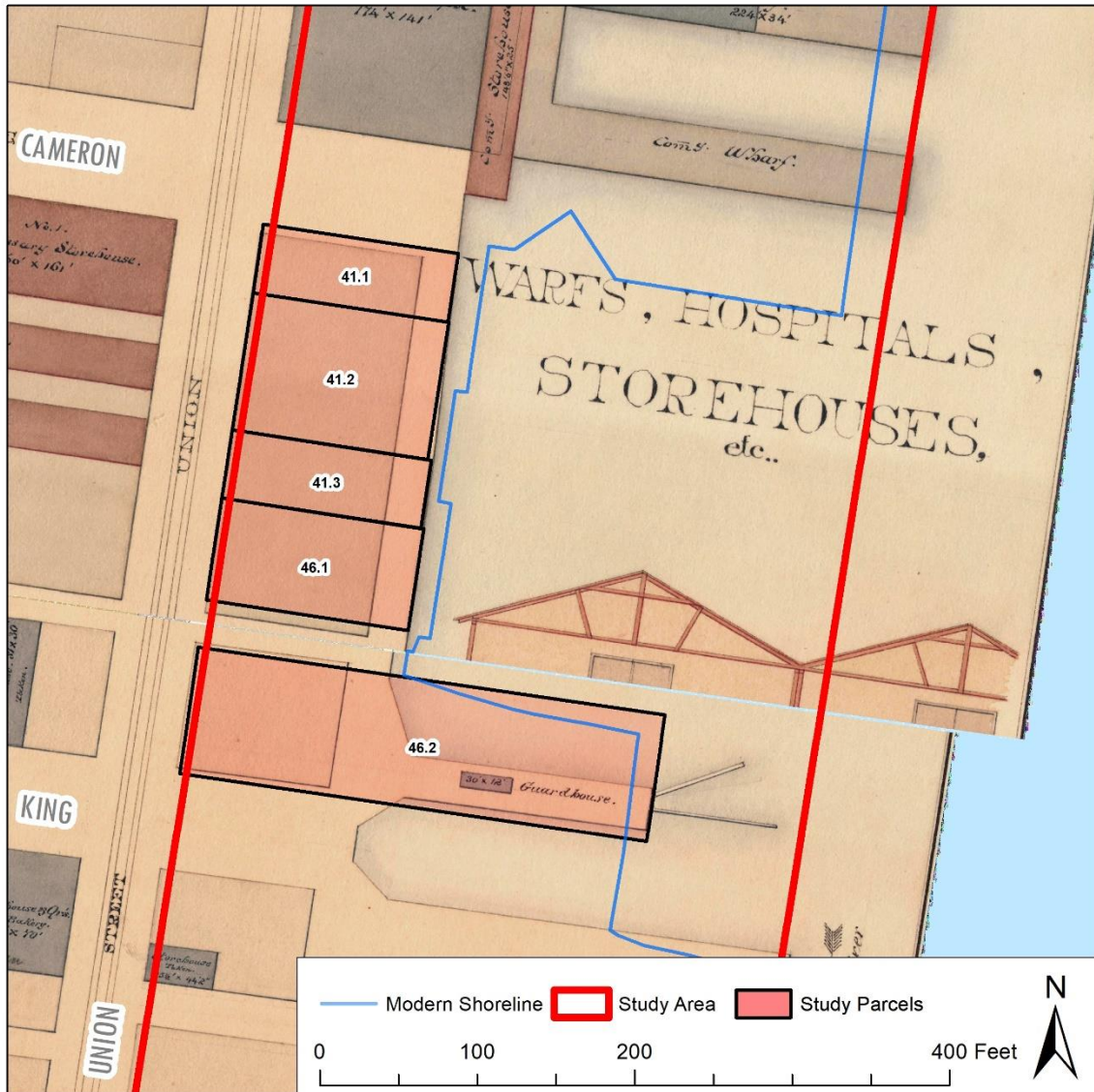


Image 44. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.

Late 19th Century, 1865-1900

Parcel 41.1

The 1877 Hopkins map shows the office of Smoot & Perry at the southeast corner of Cameron and Union Streets, labeled No. 25 N. Union Street (Image 45).

In December 1884, the heirs of Mary A. E. Zimmerman, daughter of Benjamin Waters, sold the parcel to business partners John Perry and James Rector Smoot.¹⁹⁷ The 1885 Sanborn map shows the Perry, Smoot & Co. Lumber Wharf with an office at the southeast corner of Cameron and Union Streets, labeled No. 25 N. Union Street (Image 46). A large pile of lumber extended north into the foot of Cameron Street and a pile of shingles stretched across the south boundary of the parcel.

James Rector Smoot bought out John Perry's interest in the real estate in 1890.¹⁹⁸ In 1896, the Sanborn map shows the J. H. D. Smoot Lumber Wharf across this and Parcels 41.2 and 41.3 (Image 47). Offices stood at No. 25 and No. 21 N. Union Street and the wharf was filled with regular stacks of shingles.

Parcel 41.2

William A. Smoot sold salt from No. 21 N. Union Street in 1865 after he returned from serving in the Confederacy.¹⁹⁹

This parcel was distributed to Josiah H. D. Smoot in the 1872 partition of George H. Smoot's estate.²⁰⁰ It was described as a lot of ground with a frame office. The 1877 Hopkins map shows No. 21 N. Union Street at the northwest corner of the parcel. The rest of the area is labeled Josiah H. D. Smoot Lumber Yard (Image 45).

The 1885 Sanborn map shows the office of Josiah H. D. Smoot at No. 21 North Union Street (Image 46). A large lumber pile takes up most of the open space on the waterfront. A large pile of lath sat along Union Street and a long pile of shingles along the south edge of the parcel. Josiah H. D. Smoot died in 1888, leaving this parcel to his widow, Frances P. Smoot, to support her during her lifetime or until she remarried.²⁰¹ In 1896, the Sanborn map shows the J. H. D. Smoot Lumber Wharf across this and Parcels 41.1 and 41.3 (Image 47). Offices stood at No. 25 and No. 21 N. Union Street and the wharf was filled with regular stacks of shingles.

Parcel 41.3

The 1877 Hopkins map shows two structures on this parcel taking up all the frontage on Union Street (Image 45).

The 1885 Sanborn map shows two vacant warehouses at No. 13 and No. 1826 N. Union Street (Image 46). They are both labeled "Commiss'n Merch. W.Ho." Ellen M. Whiting sold the lot with two brick warehouses to Josiah H. D. Smoot in 1887.²⁰² He soon died, leaving this parcel to his widow, Frances P.

¹⁹⁷ Mary A. E. Zimmerman, Last Will and Testament, AWB 1:150, April 13, 1875,; ADB 15:168, December 1, 1884.

¹⁹⁸ ADB 23:105, March 1, 1890.

¹⁹⁹ William A. Smoot, "Salt! Salt!! Salt!!!," *Alexandria Gazette*, August 28, 1865, GenealogyBank.

²⁰⁰ ADB 2:445, October 29, 1872.

²⁰¹ Josiah H. D. Smoot, Last Will and Testament, AWB 1:52, January 14, 1888,.

²⁰² ADB 21:295, February 16, 1887.

Smoot, to support her during her lifetime or until she remarried.²⁰³ The 1896 Sanborn map shows the J. H. D. Smoot Lumber Wharf across this and Parcels 41.1 and 41.2 (Image 47). Here, two three-story warehouses stored sash and blinds.

Parcel 46.1

The Ferry Tavern/Union Hotel was offered for sale in November 1865, described as a large frame house with brick back buildings on the lot (Image 48). Cassius F. and Cornelia Lee purchased the Ferry Tavern in December 1865.²⁰⁴ The one-story frame structure was a dance house for few years until Orlando G. Henderson purchased it in October 1868. At that time, P. G. Henderson, Orlando's father, announced he would demolish the old hotel and build a 1.5-story brick grocery store.²⁰⁵ The 1877 Hopkins map shows an open area on the northwest corner of the parcel, a structure along the Strand, and No. 5 N. Union Street labeled O. G. Henderson (Image 45). Fox's Ferry had a slip on the north side of the wharf of this parcel. Orlando G. Henderson died in 1879, and his widow, Margaret, passed equal shares of her estate to her daughters, Minnie Amelia Henderson and Jane Walter Henderson.²⁰⁶ Jane died in 1897, leaving Minnie to inherit the full estate with John Lannon as the trustee.²⁰⁷

The 1885 Sanborn map shows an open area at 1825 N. Union Street and a two-story grocery warehouse at No. 5 N. Union Street (Image 46). A 2 ½-story grocery warehouse stood at the corner of the Strand and Fayette Alley. A pier labeled Steamboat Wharf extended from this parcel with a one-story structure at the end.

The 1896 Sanborn map shows a one-story shed on the northwest corner of the parcel (Image 47). Along the alley, a grocery and paints warehouse and saloon stood. A pier extended from the parcel with a one-story shed near the end.

Ferry Slip, 1822-1877

In 1868 the Potomac Ferry Company took over operations of the ferry to Washington, D. C. and Fox's Landing. Twin steamers "City of Alexandria" and "City of Washington" maintained an hourly schedule here for 35 years.²⁰⁸ Fox's Ferry is labeled on the 1877 Hopkins map (Image 45). Soon after, a steamship wharf was built at this location.

The 1882 sale of the wharf parcel was a result of a lawsuit against Alpheus Hyatt (d. 1865). Johannah Lannon purchased the wharf with half the dock with her husband, John Lannon, as trustee for her interest.²⁰⁹

²⁰³ Josiah H. D. Smoot, Last Will and Testament, AWB 1:52, January 14, 1888.

²⁰⁴ ADB X3:354, December 27, 1865.

²⁰⁵ ADB Z3:141, October 16, 1868; ADB Y3:611, October 17, 1868; "Improvement," *Alexandria Gazette*, October 27, 1868, GenealogyBank.

²⁰⁶ Margaret Henderson, Last Will and Testament, AWB 1:331, April 4, 1881.

²⁰⁷ Find a Grave, database and images (<https://www.findagrave.com/memorial/114962541/jane-w-henderson>: accessed 05 October 2023), memorial page for Jane W. Henderson (12 Jun 1870–19 Apr 1897), Find a Grave Memorial ID 114962541, citing Methodist Protestant Cemetery, Alexandria, Alexandria City, Virginia, USA; Maintained by Judi McGarvey (contributor 47550134).

²⁰⁸ Miller, "Wandering Along the Waterfront: Cameron to King St.," 105.

²⁰⁹ ADB 11:116, March 10, 1882.

Parcel 46.2

Nathaniel Boush & Co. moved their ship chandlery and grocery store to No. 1 King Street after the Civil War. Boush, a native of Norfolk, Virginia, was a steamship captain who formerly ran a packet from the Potomac River to New Orleans. The packets carried cargo, passengers and enslaved people who were being sold or transported to the Mississippi River and were operated by John Armfield, one of Alexandria's most prolific human traffickers.²¹⁰ Boush established himself in the grocery and ship chandlery business on the south side of King Street at No. 2 King Street in 1854 and moved his store in 1858 to No. 3 Irwin's Wharf (or No. 3 Strand), which was the southeast Irwin warehouse.²¹¹ He established a partnership with John C. Graham in July 1865, where they "resumed business," presumably after ceasing during war time.²¹² Over the next several years, the store was robbed three times, once very brazenly in the middle of a workday with staff on site.²¹³ Nathaniel Boush died in 1873, but his son Samuel C. Boush took over the store and continued to operate at 1 King Street for a number of years. (Image 45).²¹⁴

William A. Smoot began business with partner J. Robert Edmonds at No. 3 King Street. They sold wheat, corn, flour, wool, coal, guano and other merchandise.²¹⁵

The wharf and two warehouses fronting on The Strand were sold twice. Once, from the Wheat heirs to Henry D. Cooke in 1869 and then, after Cooke's bankruptcy, to Henry Remsen, a bankruptcy trustee from New York City, in 1876.²¹⁶

The 1877 Hopkins map shows structures fronting on King Street numbered 5, 3, and 1. No. 1 King Street is labeled Sam'l Boush. A structure on the corner of the Strand and Fayette Alley is labeled Jas. Smith. The pier has two small structures and the ferry slip for the Washington ferry at the end (Image 45).

A newspaper ad offered the "store room" on the northeast corner of King and Union Streets for rent in October 1877. It was "the best location in the city for a grocery and liquor store."²¹⁷

The 1885 Sanborn map shows a two-story building at the northeast corner of King and Union Streets; the west side was grocery and liquors and the east side a saloon (Image 46). The second floor was storage. At No. 3 King Street, a grocery and ship chandlery occupied a three-story structure with a two-story rear extension. No. 1 King Street was a restaurant with sail lofts above. Behind that, a 3 ½-story grocery and ship chandlery warehouse stood. On the wharf, a ferry house stood along the north side of

²¹⁰ John Armfield, "Alexandria and New Orleans Packets," *Alexandria Gazette*, July 29, 1835, GenealogyBank; Joshua D. Rothman and Benjamin Skolnik, "The Brig Named Uncas," *Slate*, December 4, 2021, <https://slate.com/news-and-politics/2021/12/domestic-slave-trade-us-history-uncas.html>.

²¹¹ Nathaniel Boush, "JUST RECEIVED," *Alexandria Gazette*, March 13, 1858; Nathaniel Boush, "GROCERIES," *Alexandria Gazette*, June 24, 1865, GenealogyBank.

²¹² Nathaniel Boush and John C. Graham, "Notice," *Alexandria Gazette*, July 10, 1865, GenealogyBank.

²¹³ *Alexandria Gazette*, September 7, 1865, GenealogyBank; "Robbery," *Alexandria Gazette*, March 7, 1868, GenealogyBank; "Robberies," *Alexandria Gazette*, April 22, 1870, GenealogyBank.

²¹⁴ "Death," *Alexandria Gazette*, February 15, 1873, GenealogyBank.

²¹⁵ William A. Smoot and J. Robert Edmonds, "W. A. Smoot & Co.," *The Native Virginian*, May 8, 1868, GenealogyBank.

²¹⁶ ADB Z3:492, August 25, 1869; ADB 5:477, May 16, 1876.

²¹⁷ "For Rent," *Alexandria Gazette*, October 1, 1877, GenealogyBank.

King and the east side of the Strand. A freight warehouse stood on the pier, which terminated in a ferry slip.

The 1896 Sanborn map shows a grocery and saloon on the corner of King and Union Streets (Image 47). A ship chandlery stood at No. 3 King Street and the buildings on the east side of the parcel were vacant. On the wharf, two one-story sheds stood and a one-story ferry house. The ferry slip remained along the north line of King Street.

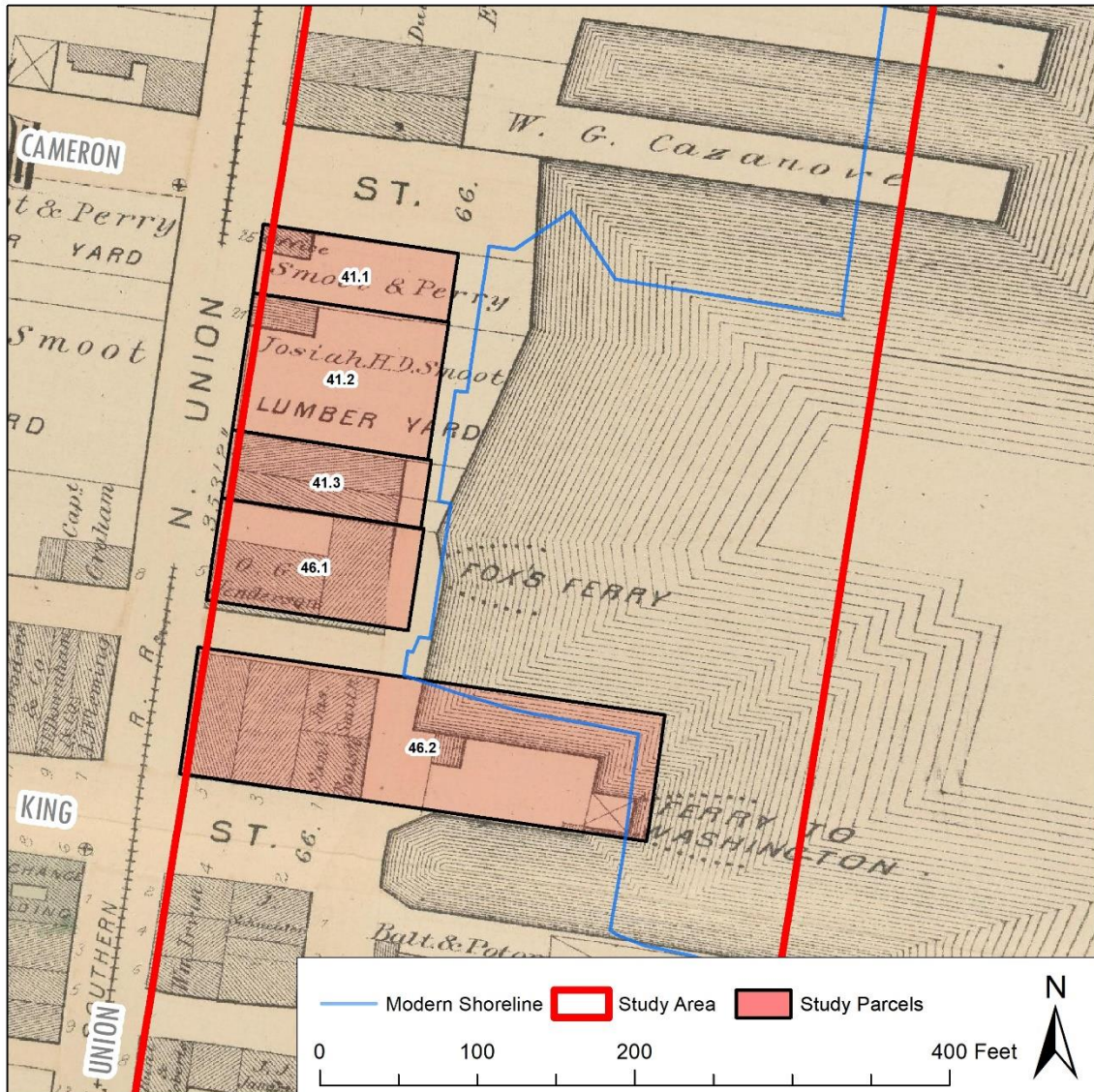


Image 45. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <https://ccn.loc.gov/90680847>. Detail.

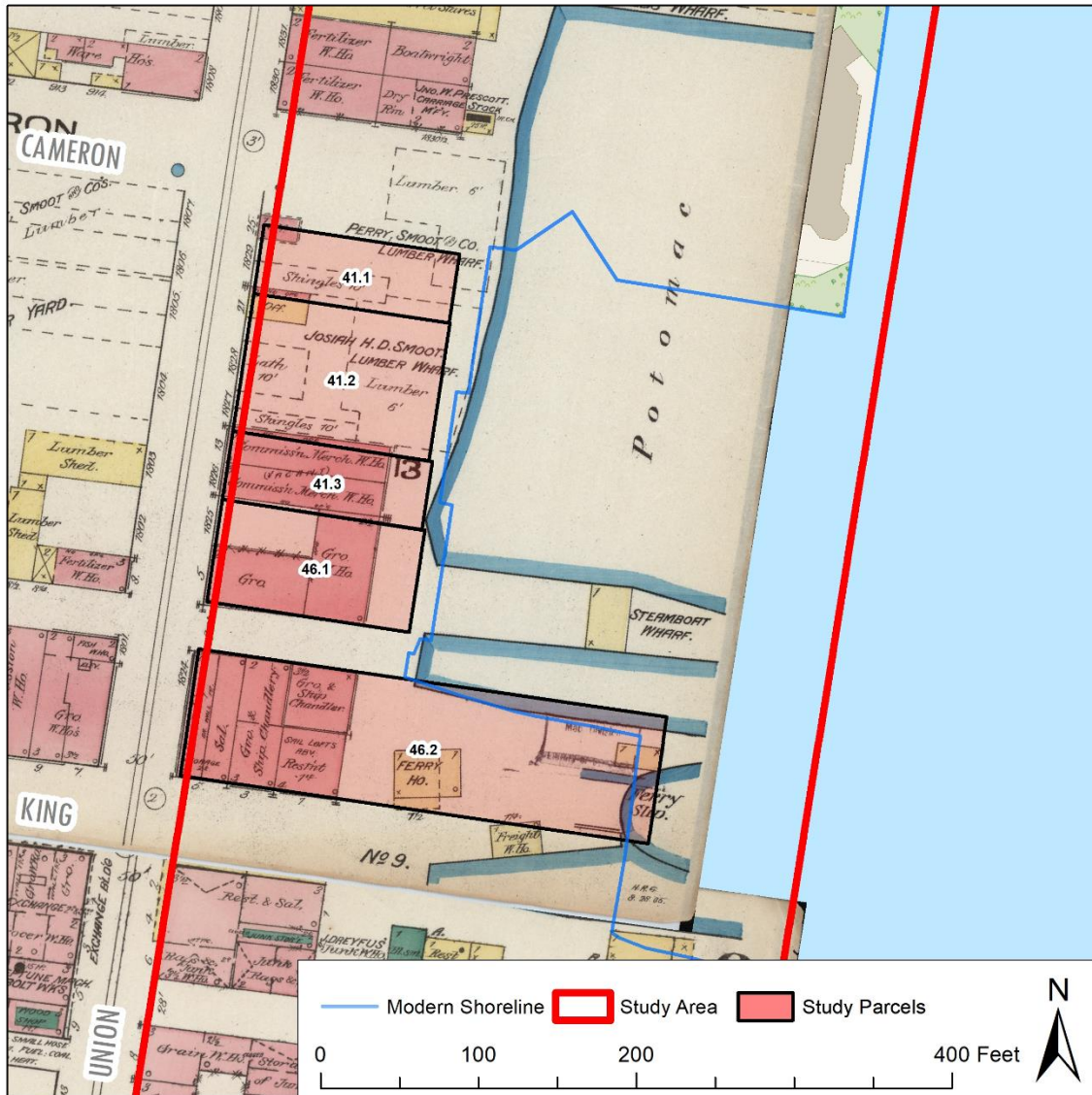


Image 46. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/. Detail.

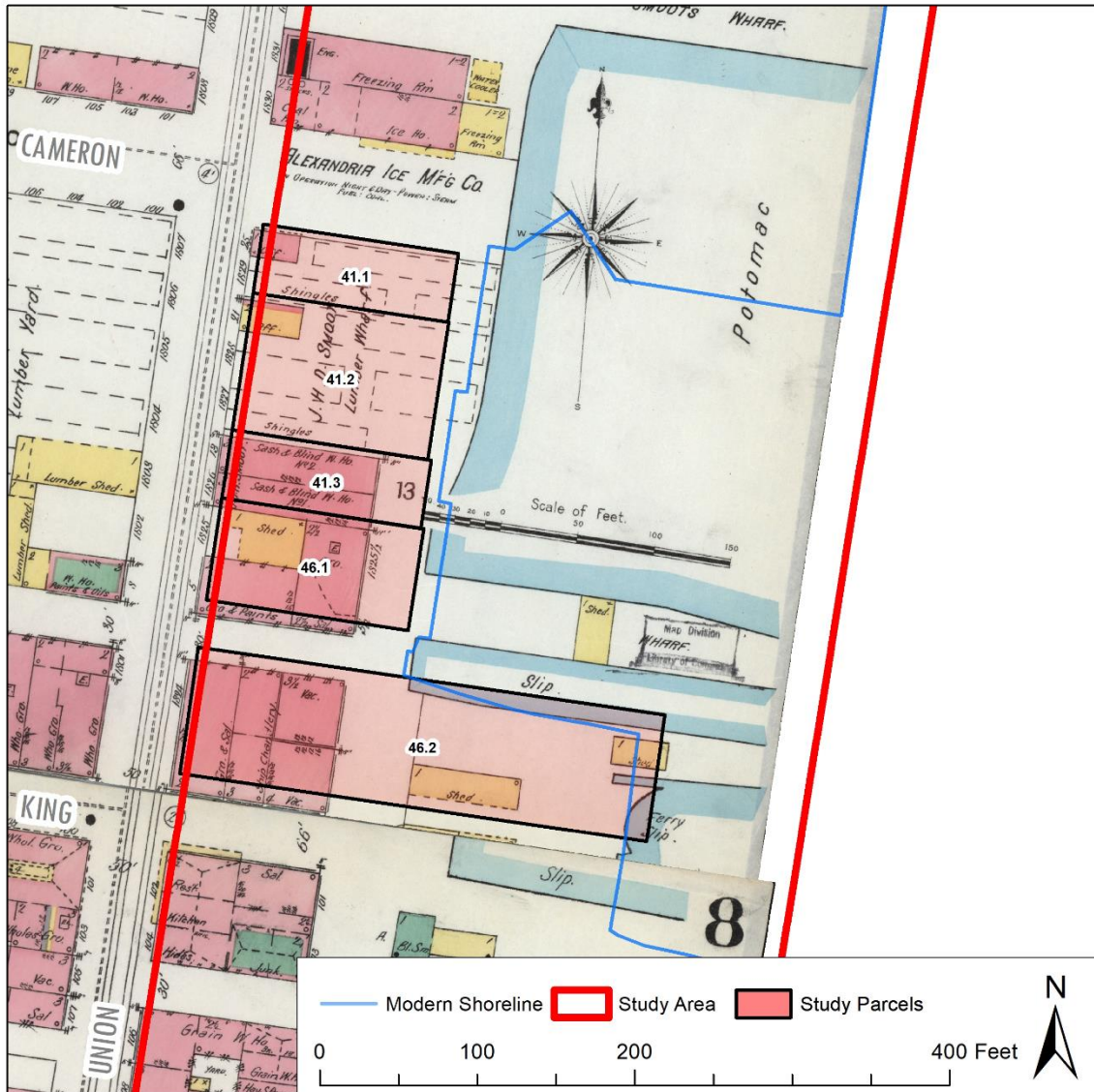



Image 47. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/. Detail.

FERRY TAVERN FOR SALE.—In pursuance of a deed of trust to the undersigned from F. S. Blacklock and wife and Thos. Marshall and wife, dated Sept. 5, 1860, and duly recorded, we will offer for sale, by auction, at 12 o'clock m., on Tuesday, the 21st day of the present month, in front of the Mayor's Office, in Alexandria, the property well-known for nearly half a century as the FERRY TAVERN, and recently as the Union  Hotel, situated on the east side of Union street and north side of Ferry Alley, and between King and Cameron streets. The lot fronts on Union street 65 feet 6 inches, and 60 feet on the alley. There is a large frame house, with brick back buildings on the lot.

Terms of sale: One fourth cash, the residue at 6, 12, 18 and 24 months from the day of sale, with interest till paid. The title to be retained until the terms of sale have been complied with, and the property to be liable to resale, at the risk and expense of the defaulting purchaser, for failure to comply with the terms in any respect.

C. W. WATTLES,
R. JOHNSTON,

nov 7-1865

[Comm.]

Trustees.

Image 48. C. W. Wattles and R. Johnston, "FERRY TAVERN FOR SALE," Alexandria Gazette, November 7, 1865, GenealogyBank.

20th Century, 1901-2000

Parcel 41.1

The 1902 Sanborn map shows Smoot's Wharf with a small office at 119 N. Union Street and a stack of shingles (Image 49). The Smoots transferred the property from William A. Smoot to W. Albert Smoot, Jr. in 1905 and then to W. A. Smoot & Co. in 1909.²¹⁸ Smoot's Wharf is depicted on the 1912 Sanborn map with a large, two-story cement storage building, a stack of shingles and a stack of lumber (Image 50).

Parcel 41.2

The 1902 Sanborn map shows the Henry K. Field & Co. Lumber Yard and Planing Mill with a small office at 115 N. Union Street and a stack of lumber (Image 49). The wharf area is labeled "Lumber Dock." In 1907, the heirs of Josiah H. D. Smoot sold this parcel with all its appurtenances to Henry K. Field and Jennie W. Hopkins.²¹⁹ The Henry K. Field & Co. Lumber Yard and Planing Mill occupied a small office at 115 N. Union Street in 1912 (Image 50). There were several large piles of lumber and shingles on the wharf.

Parcel 41.3

The two warehouses at 13 and 1826 N. Union Street are labeled "Sash & Blind W. Ho." in the 1902 Sanborn map (Image 49). A small boathouse stood off the wharf edge to the east of the parcel. In 1906, a court appointed commissioner sold this parcel at public auction to satisfy the court decree in a lawsuit of Mary C. S. Burch, a daughter of Josiah H. D. Smoot, against Ella Rose Smoot, et al., presumably her siblings who held an interest in the real estate of their late father.²²⁰ In 1912, the two warehouses remained as sash and blind storage (Image 50). The boathouse remained in place to the east of the wharf.

Parcel 46.1

Two warehouses at 107 and 105 N. Union Street were grocery and ship supply storage facilities in the 1902 Sanborn map (Image 49). The structure fronting on the alley and the Strand was a saloon and lunch room. The dilapidated pier is shown with dotted lines with a one-story structure on the end.

The 1912 Sanborn map shows a produce warehouse at 107 N. Union Street (Image 50). 105 N. Union was a grocery warehouse. On the Strand, the structure was labeled saloon, restaurant, and warehouse. The dilapidated pier was outlined projecting from the wharf with a small one-story structure next to the wharf edge.

Parcel 46.2

The warehouse at 5 King Street, the northeast corner of Union and King Streets, was owned by a descendant of Edward Lloyd at the turn of the century. The 1902 Sanborn map shows Armour & Co. Wholesale Meats at 5 King Street (Image 49). The 1912 Sanborn map shows No. 5 King Street as vacant (Image 50). In 1914, Leila Lackey Snowden sold the property to Orlando Kirk and Harry Kirk.²²¹

²¹⁸ ADB 54:265, August 21, 1905; ADB 58:117, January 2, 1909.

²¹⁹ ADB 56:308, May 27, 1907.

²²⁰ ADB 55:38, June 8, 1906.

²²¹ ADB 63:394, March 6, 1914.

The warehouse at 3 King Street was sold by the Wheat family to Orlando Kirk in 1902.²²² It was labeled a grocery warehouse on the 1902 Sanborn map (Image 49). The 1912 Sanborn map shows No. 3 is marked H. Kirk & Son and labeled wholesale groceries (Image 50).

A trustee of the Remsen estate sold the eastern warehouses and wharf to the Washington Steamboat Company in 1901.²²³ In 1902, the Sanborn map shows 1 King Street was a wholesale grocery store (Image 49). The wharf was occupied by the Washington Steamboat Co. and the Washington and Alexandria Ferry Wharf. A ferry office with waiting room stood in the foot of King Street and two freight warehouses stood on the wharf. The ferry slip is labeled north of the King Street line. The Washington Steamboat Company sold the warehouses and Strand parcel to Elizabeth Lyon in 1903.²²⁴ Lyon sold the property to Acre Realty Company in 1907, setting off a chain of transfers to different investors: Crix Realty, George E. Warfield, and finally Orlando H. Kirk in 1911.²²⁵ The 1912 Sanborn map shows No. 1 is marked H. Kirk & Son and labeled grocery warehouse (Image 50).

The 1921 Sanborn map shows the H. Kirk & Son Wholesale Grocers occupied Nos. 5, 3, and 1 King Street (Image 51).

The 1941 Sanborn map shows a tire warehouse at No. 5 King Street (Image 54).

The Washington Steamboat Co. sold the wharf to the Norfolk & Washington D. C. Steamboat Co. in 1909.²²⁶

The Norfolk & Washington Steamboat Co. occupied the pier and a three-story waiting room facility stood along the north edge of King Street. The ferry slip for the Washington and Alexandria ferry is indicated at the end of the pier. In June 1921, the Norfolk & Washington Steamboat Co. sold the pier to the Old Dominion Boat Club (Image 50).²²⁷

The 1921 Sanborn map shows the H. Kirk & Son Wholesale Grocers occupied Nos. 5, 3, and 1 King Street (Image 51).

Aerial photography from 1927 shows the distinct rooflines of four structures on this parcel between Union and the Strand (Image 52).

The 1941 Sanborn map shows a tire warehouse at No. 5 King Street (Image 54). Nos. 3 and 1 King Street were Colonial Iron Works.

In June 1943, Orlando H. Kirk and Harry D. Kirk signed over the title for all their lots on this parcel to the United States of America.²²⁸ The US Navy expanded its Torpedo Factory onto this parcel during World War II, ceasing production in 1945.

²²² ADB 48:417, April 22, 1902.

²²³ ADB 47:134, August 5, 1901.

²²⁴ ADB 50:495, September 5, 1903.

²²⁵ ADB 56:210, August 31, 1907; ADB 59:527, June 15, 1910; ADB 60:540, March 13, 1911; ADB 60:543, March 15, 1911.

²²⁶ ADB 58:525, August 20, 1909.

²²⁷ ADB 72:362, June 9, 1921; ADB 74:219, July 28, 1922.

²²⁸ ADB 200:497, June 22, 1943.

The 1958 Sanborn map shows the area between Union and the Strand occupied by a two-story structure of the United States government (Image 56). The United States sold this structure to the City of Alexandria along with the Torpedo Factory building on the east side of Union Street and south of Cameron Street.²²⁹

Old Dominion Boat Clubhouse, 1922-2018

In 1921, the pier was labeled “Old & Vacant” and the ferry slip was indicated at the end of the pier (Image 51). The ODBC purchased the parcel with a vacant building, slip and 80 feet of waterfront and planned to relocate their boathouse from present-day 210 Strand Street. Shortages and labor costs in the aftermath of World War I led the Building Committee to defer construction on a new boathouse here, however just a month later, on March 20-21, fire destroyed both the existing clubhouse and the vacant ferry building on this parcel. The insurance money was used to build a new, fireproof clubhouse at this site in 1922. The new clubhouse, 66’ by 42’ and two stories high, stood on piles set in concrete and was completed by July 1923. The architect and builder, D. E. Bayliss, was a regionally well-regarded contractor.²³⁰

Aerial photography from 1927 shows the extent of the changes made by ODBC (Image 52). They removed the ferry slip piles and the south and east slips along the sides of the building in 1924. This involved banking out more land on the south and east sides, expanding the acreage available to the club. Photos from 1925 and 1930 illustrate the extent of the changes.²³¹ The foot of King Street was banked out some time between 1930 and 1936.

In 1941, on the expanded wharf stood the Old Dominion Boat Clubhouse (Image 54). Two narrow piers extended into the river from the wharf bulkhead, both were made of wood-on-wood piles. Few changes were made to the clubhouse during the World War II era, 1939-1945.²³² A fence enclosing the parking lot was moved 13’ 6.5” south in 1957. The ODBC boathouse is represented on the 1958 Sanborn map (Image 56). Two wood piers extended from the wharf bulkhead.

In 1980, this block was subdivided by the City of Alexandria.²³³ The ODBC continued to make minor improvements, changes, and alterations to their property through the end of the century.²³⁴

Parcels 41.1, 41.2, 41.3, 46.1: The Torpedo Factory

The United States bought most parcels on this block in 1919 to build a torpedo manufacturing facility during World War I.²³⁵ Construction of the United States Naval Torpedo Station began in October 1918. They cleared these parcels in addition to the site across Union Street and built a two-story storage facility here. The four-story machine shop on the west side of Union Street housed the production equipment. The first torpedo was produced in November 1920 and production ceased in June 1923. The

²²⁹ ADB 707:327, March 2, 1970.

²³⁰ Anna Maas and Jean Stoll, “Old Dominion Boat Club, 1 and 2 King Street, Alexandria, Virginia: Property History” (City of Alexandria, February 2017), 22-26, https://media.alexandriava.gov/content/oha/reports/HistoryODBC1King2017Maas.pdf?_gl=1*e9dmd7*_ga*NTc0Njk5NDE2LjE3MDAxNTIwNDc.*_ga_249CRKJTTH*MTcwMTQ1Nzc0MS4xMS4xLjE3MDE0NTk5NjluMC4wLjA.

²³¹ Ibid., 27-28.

²³² Ibid., 33.

²³³ ADB 994:619, August 7, 1980.

²³⁴ Maas and Stoll, 33-36.

²³⁵ ADB 68:227, January 10, 1919; ADB 68:230, June 3, 1919; ADB 68:225, June 3, 1919; ADB 68:248, June 3, 1919.

facility was inoperative for a time, during which some torpedoes were stored there and the public was occasionally permitted to tour the facility and view different types of torpedoes.²³⁶

The 1921 Sanborn map shows these parcels and the adjacent block on the west side of Union Street occupied by the United States Naval Torpedo Station (Image 51). The structure on these parcels was 2 stories with a bridge connecting it to the facility across Union Street. A 300' pier extended from the wharf from Parcel 41.2. Aerial photography from 1927 shows the large government facilities with the pier into the river (Image 52).

The Navy Department reactivated the Torpedo Station in December 1937. Torpedoes supporting war efforts for World War II were made here, but after the war the storage facilities were used for films and records.²³⁷ The 1941 Sanborn map shows the United States Torpedo Station factory building here (Image 54). A wood pier on wood piles extended from the wharf on Parcel 41.2. The Federal Recordkeeping Center occupied the buildings after the war.²³⁸

The 1958 Sanborn map shows United States Government occupancy on these parcels (Image 56). A wood pier extends from the wharf bulkhead. The United States sold this part of the Torpedo Factory and the adjacent structure to the south to the City of Alexandria in 1970.²³⁹ In 1983, the City sold the Torpedo Factory Building #2 to the Alexandria Art Center Association.²⁴⁰ The City and the Alexandria Art Center Association engaged in various leases and transfers of terms to other entities, including the Alexandria Waterfront Restoration Group and the Alexandria Waterfront Associates Limited Partnership. In 1998, the City owned Torpedo Factory #2 again.²⁴¹

²³⁶ Miller, "Wandering Along the Waterfront: Cameron to King St.," 107-108.

²³⁷ *Ibid.*, 108.

²³⁸ *Ibid.*, 108.

²³⁹ ADB 707:327, March 2, 1970.

²⁴⁰ ADB 1094:335, May 12, 1983.

²⁴¹ ADB 1237:630, March 27, 1986; ADB 1242:1784, April 26, 1988; ADB 1242:1789, May 18, 1988; ADB 1242:1794, May 18, 1988; ADB 1658:1017, August 31, 1998. For more on the Torpedo Factory Art Center, see Marian Van Landingham, *On Target: Stories of the Torpedo Factory Art Center's First 25 Years* (Marian Van Landingham, 1999).

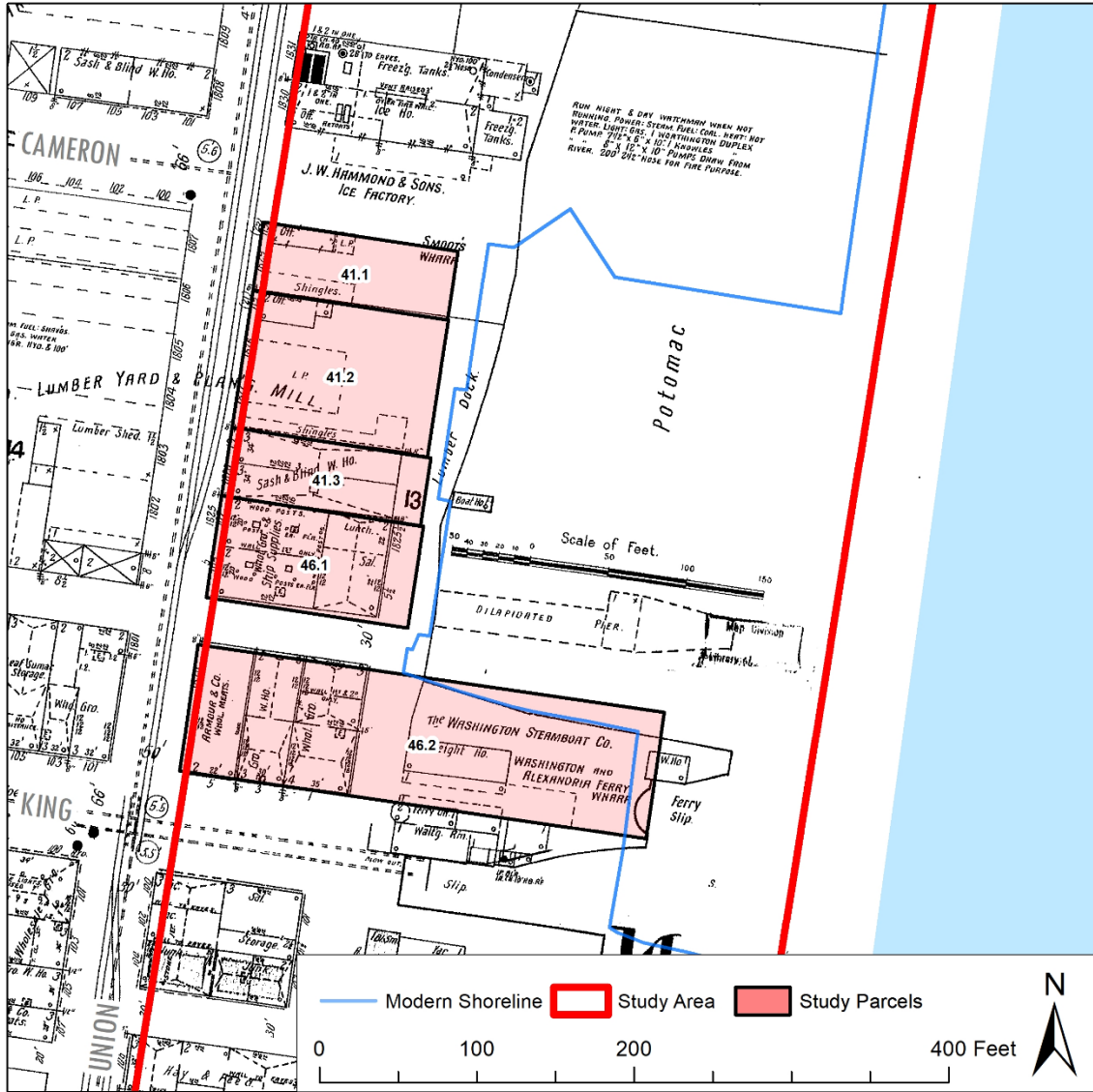


Image 49. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/. Detail.



Image 50. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/. Detail.

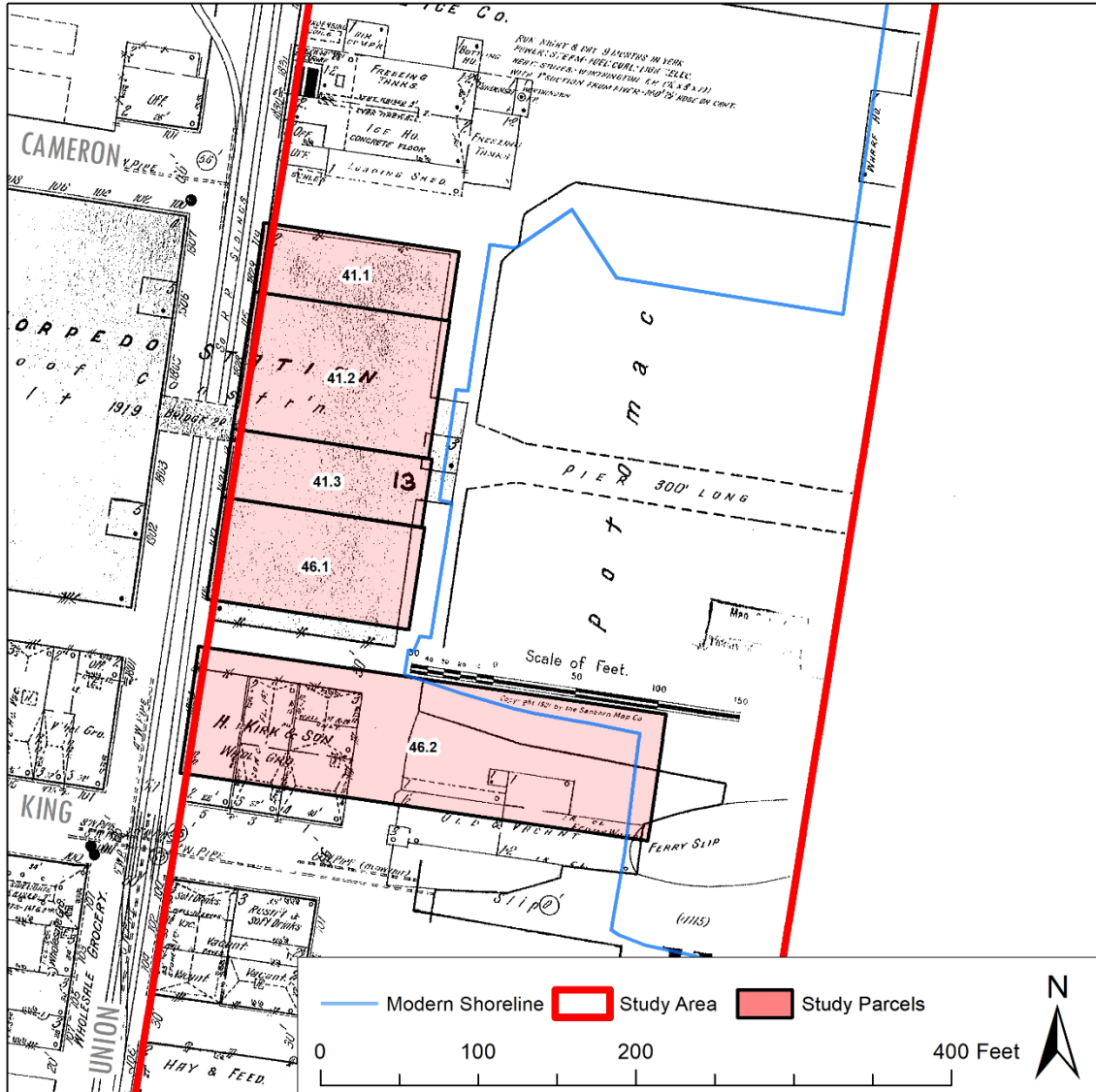


Image 51. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/. Detail.



Image 52. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.

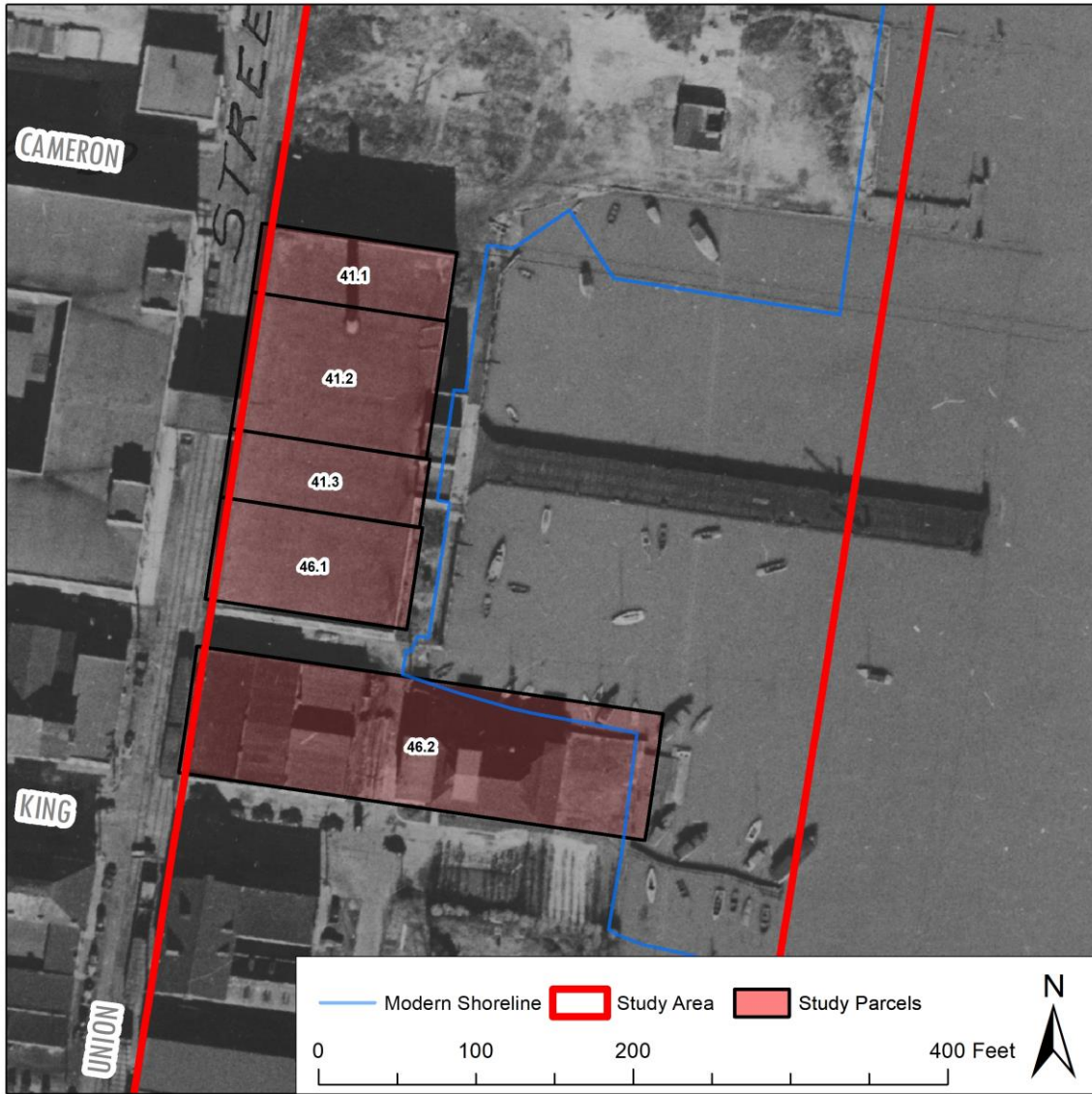


Image 53. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (<https://www.fairfaxcounty.gov/maps/aerial-photography>).

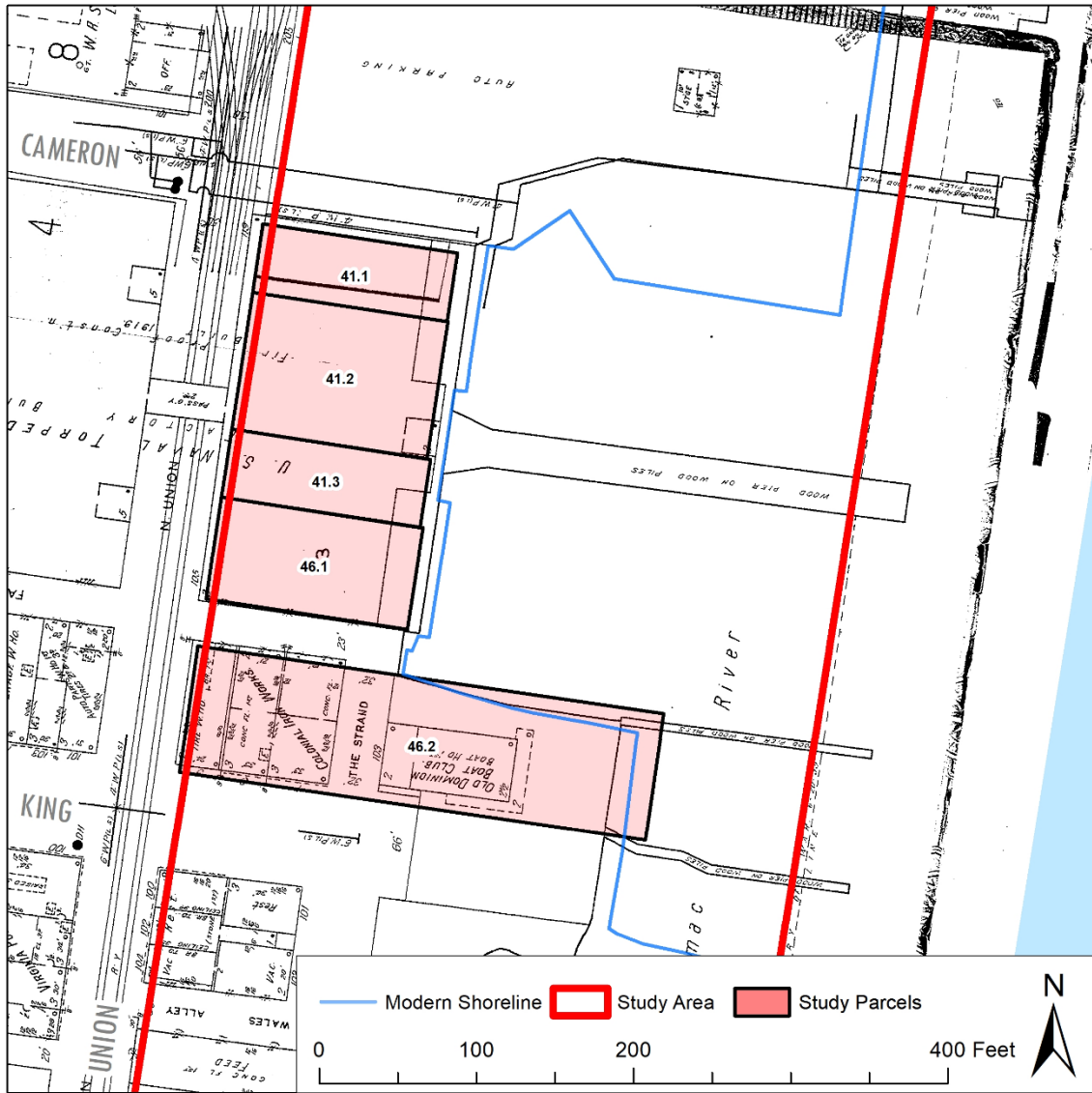


Image 54. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/. Detail.



Image 55. Aerial Photography. 1957. On file at Alexandria Archaeology.

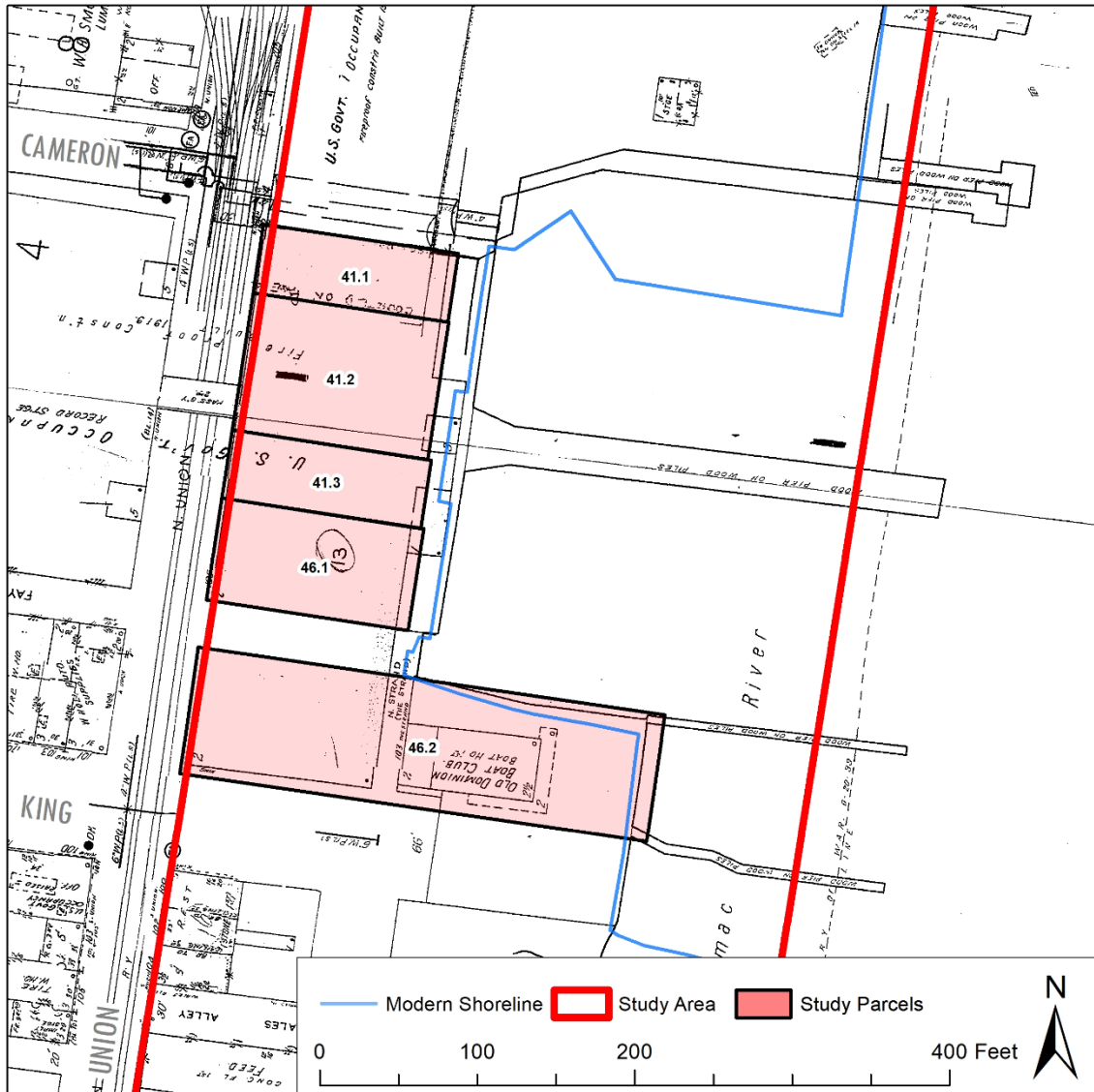


Image 56. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/. Detail.

21st Century, 2001-Present

Parcel 41.1, 41.2, 41.3, and 46.1

The Torpedo Factory Art Center continued to operate here (Image 5).

Parcel 46.2

The Old Dominion Boat Club sold the wharf except the north pier to the City of Alexandria in 2014.²⁴²

²⁴² Inst 150008516, December 30, 2014.