

Waterfront History Study: Union Street from King to Prince

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Introduction: King to Prince Streets

This chapter focuses on the waterfront area between King Street on the north, Prince 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, between Prince and King Streets, lot owners constructed wharves, piers and docks to better access the Potomac River and engage in the wider world of trade. Once built, this infrastructure supported a growing merchant and retail community composed of a wide range of professions, skills and interests. The construction of a commercial brewery displayed an interest in exporting goods made in the town. This block exemplifies the importance of generational wealth, and includes examples of how landowners deployed assets, including enslaved people, to safeguard their real estate during lean economic times. The modern 100 block of South Union Street, bounded by King Street on the north and Prince Street on the south, was constructed through the banked-out portions of original town Lots 51 and 56.

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

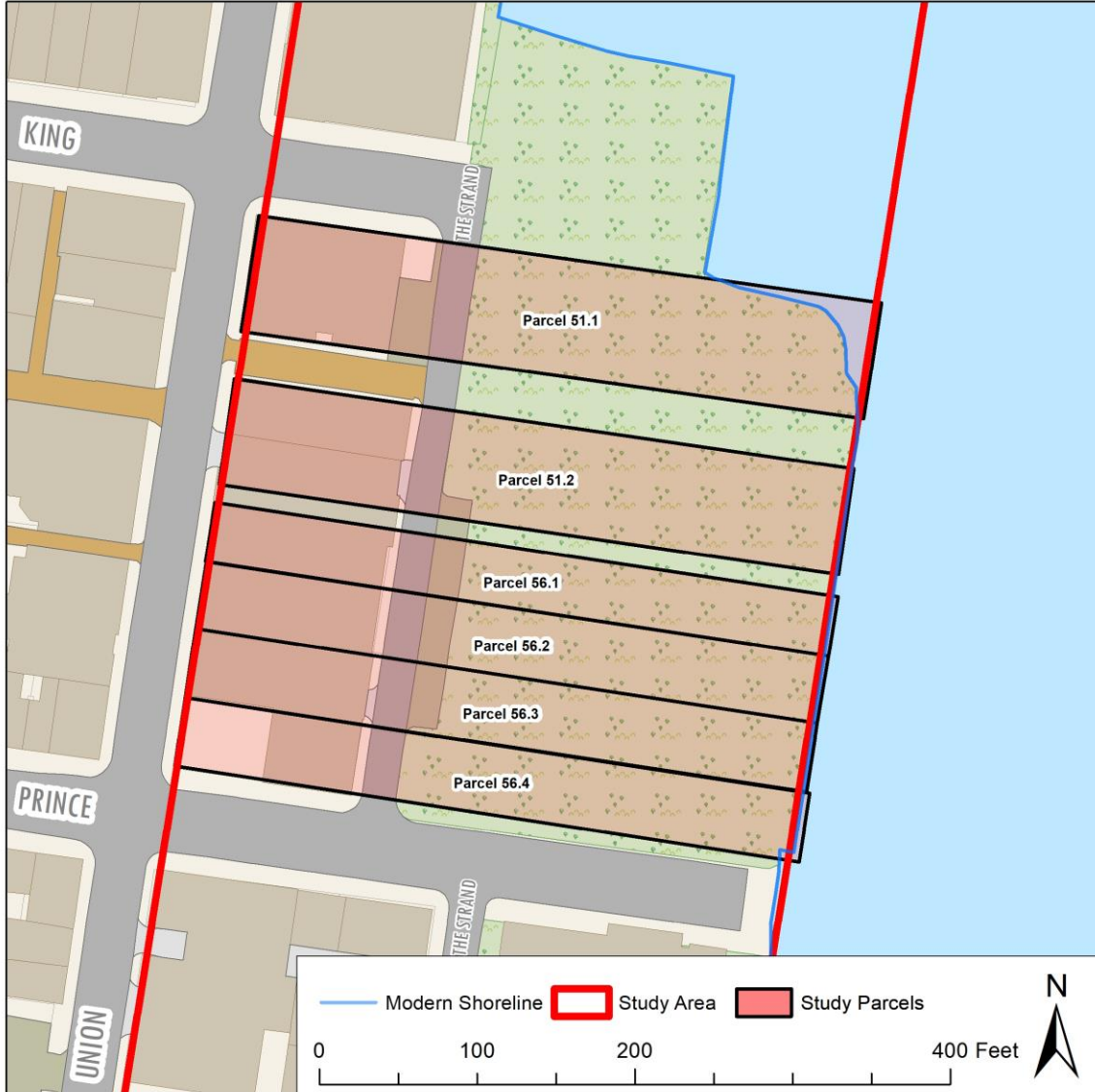


Image 1. Modern street map showing the King, Union, Prince Street block overlaid with study parcels.

Colonial and Early National Period, 1749-1799

Lot 51

The modern 100 block of South Union Street rests entirely on made land that was banked out from original town lots 51 and 56 (Image 2). In fact, even the northern portion of the 100 block of Water Street (modern Lee Street) was built on made land. Lot 51 fronted on the mud flats that extended nearly 450 feet to the shipping channel of the Potomac River. It included a high bank that traced the edge of the crescent-shaped flats. At the first offering of parcels in 1749, Lot 51 sold to Lawrence Washington, elder half-brother of George Washington.¹ Washington purchased Lot 52 on the same day, paying 31 pistoles for Lot 51 and 16 pistoles for Lot 52.² The waterfront markup reflected the belief that those lots would garner higher revenues in the future from fees associated with water traffic including wharfage and dockage. Augustine Washington Jr., who bid on the lots on behalf of his brother, attributed the higher cost to the “River side ones being sett up first,” i.e. the auctioneer sold off the water lots first.³ Lawrence Washington served as a town Trustee until his death from tuberculosis in 1752. Lots 51 and 52 were not included on the Trustees’ list of vacant lots in June 1754, suggesting that Lawrence Washington or his estate executor built a suitable structure(s) on the lots as required by deed.⁴

John Patterson purchased Lots 51 and 52 from Lawrence Washington’s estate in 1760.⁵ Patterson was a joiner who had completed extensive carpentry and joinery projects at Mount Vernon, such as adding a second floor to the original manor house in the summer and fall of 1758.⁶ His work at Mount Vernon extended from 1757-1760 and included supervising enslaved workers. He made repairs to the Alexandria courthouse and employed indentured servants and apprentices.⁷ Some of Patterson’s

¹ “Proceedings of the Board of Trustees,” July 13, 1749, 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), 120; Fairfax County Deed Books (FDB) B1:497, September 20, 1749.

² A pistole was a standard gold coin in this period. The Board of Trustees secretary used pistoles while in the recorded deeds the clerk used pounds, shillings, and pence.

³ Quoted in Diane Riker, “The Fitzgerald Warehouse: The Early History of an Alexandria Landmark,” *The Alexandria Chronicle*, 2007, 2.

⁴ “Proceedings,” June 18, 1754, quoted in Ring and Pippenger, *Town Lots*, 132-133. Augustine Washington Jr.’s own lots, 64 and 65, were escheated by the Trustees and sold again at auction.

⁵ FDB, D1:693, May 20, 1760.

⁶ “To George Washington from John Patterson, 17 June 1758,” *Founders Online*, National Archives, <https://founders.archives.gov/documents/Washington/02-05-02-0165>. [Original source: *The Papers of George Washington*, Colonial Series, vol. 5, 5 October 1757–3 September 1758, ed. W. W. Abbot. Charlottesville: University Press of Virginia, 1988, pp. 222–223.]; “To George Washington from John Patterson, 13 August 1758,” *Founders Online*, National Archives, <https://founders.archives.gov/documents/Washington/02-05-02-0312>. [Original source: *The Papers of George Washington*, Colonial Series, vol. 5, 5 October 1757–3 September 1758, ed. W. W. Abbot. Charlottesville: University Press of Virginia, 1988, pp. 390–391.]; “To George Washington from John Patterson, 2 September 1758,” *Founders Online*, National Archives, <https://founders.archives.gov/documents/Washington/02-05-02-0362>. [Original source: *The Papers of George Washington*, Colonial Series, vol. 5, 5 October 1757–3 September 1758, ed. W. W. Abbot. Charlottesville: University Press of Virginia, 1988, pp. 449–450.].

⁷ *The Digital Encyclopedia of George Washington*, (Mount Vernon Ladies' Association, 2012), s.v. “John Patterson,” <https://www.mountvernon.org/library/digitalhistory/digital-encyclopedia/article/john-patterson/Necciai>. See also the Museum of Early Southern Decorative Arts’ Craftsman Database, <https://mesda.org/item/craftsman/patterson-john/27655/>.

employees included William Page who began a 5-year apprenticeship for house carpentry and joinery in 1757. John Murphy, an indentured servant, ran away in November 1758 and again in 1760. James Jackson ran away from Patterson in 1762, however he remained in his post until after Patterson's death.

The business relationship between Patterson, George Washington, and John Carlyle, who procured supplies for the courthouse construction project through his firm Carlyle & Dalton, may have facilitated the property transfer that occurred in 1760. Patterson and his wife Susanna had at least three children, William, Thomas, and Betty and their household included four enslaved women and girls, Lucy, Betty or Bet, Pat, and Sall. He prepared a will in October 1765 in anticipation of a trip to Europe, however the document does not describe any structures on lots 51 or 52 beyond the boilerplate phrase "messuages and tenements."⁸ This indicates that likely a dwelling house with outbuildings existed on the parcel(s) along with other tenements, which could include dwelling houses, warehouses, or other structures that were rented out. John Patterson survived his European voyage but died in 1768 and his widow Susannah sold Lots 51 and 52 a decade later in 1778.⁹

Irish immigrants John Fitzgerald and Valentine Peers purchased Lots 51 and 52 after being in business together and fighting in the American Revolution. Fitzgerald came to Alexandria in 1769 and is on record as having dined with George Washington in 1773.¹⁰ Both Fitzgerald and Peers sympathized with and joined the revolutionary movement. In a gesture of solidarity, Fitzgerald & Peers donated the profits from a public sale of Irish linens to the citizens of Boston in December 1774.¹¹

John Fitzgerald was appointed an officer in the Fairfax County Independent Company in 1774, then made Captain of the 3rd Virginia Regiment of the Continental Army in 1776. He rose to Major and shortly thereafter Washington appointed him aide-de-camp while in New York. For two years, Fitzgerald served in this capacity through battles at Trenton, Princeton, Brandywine and Germantown until he was wounded at the Battle of Monmouth in June 1778.¹² He returned to Alexandria, where his business partner, Valentine Peers, had already purchased Lots 51 and 52. Fitzgerald married Jane Digges, member of a prominent Prince Georges County, Maryland family.

Peers was born in Lisburn, Ireland (southwest of Belfast) in 1756 and first came to Alexandria in 1774. He enlisted in Fitzgerald's minute regiment in spring 1775 and after many advancements and appointments he became a major in the 3rd Virginia Regiment of the Continental Army, serving under Brig. Gen. George Weedon. He faced court martial twice, once for disrespectful communication and again for failing to follow orders. He was absolved in the first case, but in the second faced reprimand. He served in the battles of Brandywine and Germantown then was discharged from the army in

⁸ John Patterson, Last Will and Testament, August 15, 1768, Fairfax County Will Books (FWB) C1:35.

⁹ FDB D4:196, April 25, 1778.

¹⁰ "[Diary entry: 26 April 1773]," *Founders Online*, National Archives, <https://founders.archives.gov/documents/Washington/01-03-02-0003-0008-0026>. [Original source: *The Diaries of George Washington*, vol. 3, 1 January 1771–5 November 1781, ed. Donald Jackson. Charlottesville: University Press of Virginia, 1978, p. 174.]

¹¹ Robert H. Harrison, "Williamsburg," *Virginia Gazette*, December 29, 1774, GenealogyBank.

¹² *The Digital Encyclopedia of George Washington*, (Mount Vernon Ladies' Association, 2012), s.v. "John Fitzgerald," <https://www.mountvernon.org/library/digitalhistory/digital-encyclopedia/article/john-fitzgerald/#15>.

November 1777 because of his need to attend to business affairs in Alexandria.¹³ He married Eleanor Orr of Loudon County, Virginia, in 1791.

Unlike other waterfront lots which included a right to extend or bank out into the Potomac River, Lot 51 did not come with that right due to its eastern edge being a town-owned thoroughfare, Water Street, rather than the courses of the river. Fitzgerald and Peers petitioned the Trustees to sell them the “sunken ground to eastward of Water street opposite to Lot number fifty one and adjoining to King street on the north side and to Lot fifty six on the south below the Bank & on the east side of Water street aforesaid unsold and unoccupied formerly the property of Philip Alexander.”¹⁴ Parcels 51.1 and 51.2 in the study area were still under water in 1778 (Image 3). Fitzgerald and Peers purchased these lots with the intention to bank out a large area of the waterfront and could only do so with the approval of the Common Council.

In 1781, Fitzgerald and Peers divided their property west of Water Street. After that, they began the work to bank out the tidal flats to the east. This project likely occurred in stages with Fitzgerald and Peers leasing parcels on the east side of Water Street while they banked out the area east of Union Street. Fitzgerald’s first tenant, Jenckes, Winsor & Co, signed a lease in 1786 for the parcel on the southeast corner of King and Water.¹⁵ The firm included four men: John Jenckes (Jinckes), Olney Winsor (Windsor), Joseph Jenckes, and Crawford Jenckes. Olney Winsor traveled to Alexandria from Providence, Rhode Island in September 1786 with his business partner, Joseph Jenckes. He wrote, Alexandria “appears to be flourishing, many new buildings going up – Wharves filling out, and other marks of profitable business. There are several lotts that we can have to set our store on – have not yet viewed them...”¹⁶ Five days later, on September 7, 1786 he wrote that they “hired a good lot, and I now spend my time [nowa]days in getting ready to raise our store.” On October 1, he wrote that the store was in “good forwardness” and was ready to receive Capt. Wheaton’s cargo in ten days. Wheaton arrived ahead of schedule on October 5 and by October 17 they made “very good sales of the Brig [*Absolonia*]’s cargo...” Jenckes, Winsor & Co. leased a vacant lot and built a two-story store and dwelling within one month.

¹³ Robert N. Richardson, *Valentine Peers* (Richardson, 1976), 6-10.

¹⁴ “Proceedings,” September 17, 1778, quoted in Ring and Pippenger, *Town Lots*, 172-173. Fitzgerald and Peers paid £100 for the sunken ground. Lot 26 was similarly situated, and the owners of that lot received a 99-year lease from the Trustees for the ground east of Water Street commencing in 1768. The Trustees’ statement guaranteeing “evr’y purchaser of River side Lotts...to have the benefit of extending the said Lotts into the River as far as they shall think proper without any obstruction from the Street called Water street” seems to have not applied to Lots 26 and 51 since their eastern boundaries were fixed partially on existing land. See “Proceedings,” September 1, 1760 and December 1, 1766, quoted in Ring and Pippenger, *Town Lots*, 139-140, 154.

¹⁵ Hustings Deed Books (Alex.) D:227, October 5, 1786. The land is described as “part of the wharf made by John Fitzgerald.”

¹⁶ “Traveler’s Accounts of the Historic Alexandria Waterfront” (Alexandria, Virginia: Alexandria Archaeology, 2009), Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/oha/info/travelersaccountshistoricalexandriawaterfront.pdf>, 24.

Winsor described the two-story frame house they built on the lot with a store on the first floor and four rooms on the second. Winsor and John Jenckes began to live in the house by December 1786 and expected to stay there through the winter along with their hired boy who cooked for them.¹⁷

Jenckes, Winsor & Co. offered European goods, chocolate, coffee, furs, American nails, spirits and a luxury phaeton for sale at the foot of King Street.¹⁸ This location suggests that King Street in 1787 did not yet reach Union Street. They remained in business here until 1795.

Winsor observed an interment on the waterfront that diminished his otherwise positive review of Alexandria's populace. "Last autumn a Negro woman drowned in the harbor, supposed by design – a few days after she was taken up and laid on the shore in the most public part of the town, where she lay until she became very offensive, when some Negroes that were filling a Wharf nearby, was ordered to put her into the wharf and cover her up, which humane deed they performed. What absurdities will not habit and custom palm on mankind! These spectacles of disrespect to unanimated human clay, strike a damp on the humane, that have accustomed to see it treated with sacred respect."¹⁹ Based on the date of the letter, the wharf in question would have been under construction in the fall of 1786, and could have been this wharf on Parcel 51.1.

Meanwhile, Fitzgerald was occupied with importing European goods including olives, wine, and Irish linen and trafficking in humans. In 1784, he gave notice of "about three hundred healthy Redemptioners and four years servants" from Cork, Ireland and including tradesmen and "a few women."²⁰ He accepted tobacco, wheat, flour, and flaxseed as payment. Fitzgerald was elected to the Common Council in 1785 and remained active in local politics and militia leadership through the end of that decade.²¹

Valentine Peers partnered with his brother Nicholas Peers to open a general retail store in Colchester, Virginia.²² In May 1787, Peers offered for sale lots on King, Water, and Union Streets, suggesting that their wharf was built to Union Street by that time.²³ It seems there was not much interest, as he offered the same lots for sale on ground rent at auction in November. Peers wanted to go to Europe and likely needed the sale of the lots to finance his trip/move.²⁴ There are no extant deeds or indentures that indicate Peers successfully leased or sold any of these parcels until after 1791.²⁵ He continued to

¹⁷ T. Michael Miller, "Wandering Along the Waterfront: King to Prince Street," *The Fireside Sentinel*, August 1991, 3.

¹⁸ Jenckes, Winsor & Co, "To Be Sold By," *Virginia Journal and Alexandria Advertiser*, April 19, 1787; Jenckes, Winsor & Co, "For Sale, By," *Virginia Gazette and Alexandria Advertiser*, November 19, 1789, GenealogyBank.

¹⁹ "Traveler's Accounts," 29.

²⁰ John Fitzgerald, "Just Arrived in the Ship ANGELICA," *Virginia Journal and Alexandria Advertiser*, August 5, 1784, GenealogyBank. Redemptioners and "four years servants" referred to different types of indentured servants. Redemptioners would negotiate or accept their term of labor or servitude upon arrival in Virginia, whereas four years servants were already contracted, or indentured, for a set term of work.

²¹ "Alexandria, February 17," *Virginia Journal and Alexandria Advertiser*, February 17, 1785; John Fitzgerald, "The MILITIA of Fairfax County," *Virginia Journal and Alexandria Advertiser*, June 14, 1787, GenealogyBank.

²² Valentine Peers and Nicholas Peers, "Nicholas and Val. Peers," *Virginia Journal and Alexandria Advertiser*, June 10, 1784, GenealogyBank.

²³ V. Peers, "LOTS for Sale," *Virginia Journal and Alexandria Advertiser*, May 3, 1787, GenealogyBank.

²⁴ Val. Peers, "Lots to Be Let.," *Virginia Journal and Alexandria Advertiser*, October 4, 1787, GenealogyBank.

²⁵ Peers sold a parcel on King Street to William Triplett in 1791. See FDB T1:373, September 12, 1791.

advertise “several valuable lots” on King Street through 1796.²⁶ In 1799, the City Council observed stagnant water in lots owned by Fitzgerald and Peers on this block.²⁷

Parcels 51.1 and 51.2

Fitzgerald & Peers did not extend the wharf past Union Street until 1789, when a partition shows the extent of the ground that was added since 1781 (Image 4).²⁸ The document shows how the land was divided between them and describes how the waterfront was to be preserved and used:

“...Val Peers to the said John Fitzgerald his heirs and assigns the entire and sole right and property in and to the front on and water of the said river from a parallel line with King Street fifty feet south for the purpose of building a pier into the said river and from the south side of said Pier thirty feet being to the centre (sic) of a Dock of sixty feet wide to be forever kept open and unimproved by the said John Fitzgerald his heirs and assigns, and the said John Fitzgerald to the said Val Peers doth forever fully release and confirm all the remaining portion of the said Dock being thirty feet from the said Centre be also forever kept open and unimproved by the said Val Peers his Heirs and Assigns together with the intire (sic) remaining front & water from the north side of the said Dock for the purpose of building a pier into the said river to the Lott of Andrew Wales...”

Parcel 51.1: Fitzgerald’s Wharf, 1789-1801

Fitzgerald’s parcel on the southeast corner of King and Union Streets was put into use by the owner and several tenants. Tax records for 1790 show that Fitzgerald had tenants on Fairfax Street and King Street.²⁹ In 1795, he had tenants on Fairfax, Union and Water Streets.³⁰ On the southeast corner of King and Union, he built three connected warehouses on stone foundations with brick walls and a shared loft/roof by 1796.³¹ This building still stands at 100-104 South Union Street.³² Daniel McDougall, sailmaker, moved to the loft of Col. Fitzgerald’s warehouse in February 1798 and would stay there until

²⁶ Val. Peers, “Lots for Sale,” *Columbian Mirror and Alexandria Gazette*, March 12, 1796, GenealogyBank.

²⁷ Henry Moore, “In Council, 11th May 1799,” *Times; and District of Columbia Daily Advertiser*, May 14, 1799, GenealogyBank.

²⁸ FDB Y1:85, July 10, 1789.

²⁹ William Wilson rented two properties from Fitzgerald on Fairfax Street, Nicholson & Co. rented on Fairfax St, and Conway rented on King. 1790 Land Tax Book, on file at Alexandria Archaeology, 4.

³⁰ Tenants on Fairfax included Carne & Slade, John Morris and Mary Fulford. Ketcham & Co. rented a property on Union Street. Jacob Rentzell was the tenant on Water Street. The Union Street property likely referred to a parcel at the corner of Union and Wolfe, not this parcel on King and Union. 1795 Land Book, on file at Alexandria Archaeology, 9-10.

³¹ Riker, “The Fitzgerald Warehouse,” 4-6. Riker uses tax assessments to estimate the construction date of the warehouse. The building still stands in 2023 at the southeast corner of King and Union Streets. The loft and roof description is from an 1801 advertisement quoted by Riker.

³² Alexandria Archaeology, “Alexandria Waterfront History Plan: Alexandria, a Living History” (Alexandria, Virginia: Office of Historic Alexandria, 2010), Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/planning/info/waterfront/aacwaterfronthistoryplan.pdf>, 77; storic American Buildings Survey, Creator, John Patterson, Dick Sutton, Archie A Biggs, Neal W Sparks, William Woodville, and H. R. J Thompson, Brostrup, John O, and Victor Amato, photographer. *Patterson-Fitzgerald Warehouse, 101-105 South Union Street, Alexandria, Alexandria Independent City, VA*. Alexandria Virginia Independent City, 1933. Documentation Compiled After. Photograph. <https://www.loc.gov/item/va0169/>.

at least 1804.³³ In March 1798, Samuel W. Brown sold peas by the bushel from his store on Fitzgerald's Wharf.³⁴ Fitzgerald was appointed Collector of Customs for the Port of Alexandria in 1793 and his deputy, Vincent Gray, abused his trust by defrauding the government of revenue. The wharf and pier were used as security for this position in 1799.³⁵ After several years of suffering with a "violent rheumatic complaint," Fitzgerald died in 1799 and the Customs office was \$57,000 in debt to the United States government due to the dishonest actions of Vincent Gray.³⁶ Due to the bond, this property was subject to seizure and sale to repay the government's losses.

The wharf and warehouses were managed by the estate executor in the years between Fitzgerald's death and their sale. John and James H. Tucker moved their store here in 1800 from Fairfax Street. They sold salt, wines, textiles, teas, tools, and a general assortment of goods.³⁷ An erosion problem in 1800 caused Ephraim Mills to haul loads of earth to support the corner of the brick warehouse.³⁸ In 1801, the property was for sale at public auction:

commonly called Fitzgerald's Wharf, lying upon the south side of King Street, and the east side of Union street; on this piece of ground are erected, three BRICK WAREHOUSES, each 24 feet 4 inches in front, 40 feet deep, 3 stories high; to each of which is a piece of unimproved ground from forty to fifty feet in depth, terminating on a 30 foot Ally (sic), laid off upon the front of the wharf; one of the warehouses fronts upon King and Union streets, another upon Union street, and a 30 foot Ally, extending from Union street to the front of the wharf, the other has a front upon Union street only; from the front of the wharf, a PIER is extended into the river, 100 feet in length and 60 feet in breadth; there is appertaining to the PIER on one side a DOCK 33 feet wide, on the other a DOCK about 28 feet wide; these several pieces of property will be set up separately.³⁹

Parcel 51.2

Peers, living in Port Tobacco, Maryland in 1789, was ready to sell his interests in Alexandria. He offered lots on King and Union Streets in 1791 with "very great advantages in point of situation, being in the center of Town, and contiguous with the River."⁴⁰ A year later, he advertised his 66' x 110' water lot

³³ Riker, "The Fitzgerald Warehouse," 5. McDougall was previously located at the loft of the warehouse occupied by McIver and McKenzie on Richard Arell's wharf (southeast corner of Union and Prince). Daniel M'Dougall, "Daniel M'Dougall, Sail-Maker," *Columbian Mirror and Alexandria Gazette*, April 10, 1793, GenealogyBank. Daniel M'Dougall, "Daniel M'Dougall," *Alexandria Daily Advertiser*, July 30, 1804, GenealogyBank.

³⁴ Riker, "The Fitzgerald Warehouse," 5.

³⁵ Alex. M:40, January 16, 1799. It was common practice for individuals who served in similar positions to be covered by a bond from another individual. It was a method for insuring that the public was protected from nefarious acts, however in this case the bond amount (\$10,000) was far less than the apparent damages (over \$50,000).

³⁶ Riker, "The Fitzgerald Warehouse," 7.

³⁷ John Tucker and James H. Tucker, "John & J H Tucker," *Alexandria Daily Advertiser*, December 15, 1800, GenealogyBank; John Tucker and James H. Tucker, "John & J H Tucker," *Alexandria Daily Advertiser*, March 3, 1801, GenealogyBank.

³⁸ Estate of John Fitzgerald Account Statement, April 19, 1802, FWB I1:111.

³⁹ Thomas A. Diggs and James Keith, "Advertisement," *Times; and District of Columbia Daily Advertiser*, April 27, 1801, GenealogyBank.

⁴⁰ Val. Peers, "Valuable Lots to Be Disposed Of.," *Virginia Gazette and Alexandria Advertiser*, September 1, 1791, GenealogyBank. Peers is not listed as a property owner in the 1790 Land Tax book.

“with the privilege of wharfing to the channel.”⁴¹ When Peers sold his wharf parcel to Philip Richard Fendall in 1793, the deed included the “right to extend a pier” from the front of the wharf.⁴² Fendall was taxed in 1795 for parcels on Washington and Oronoco Streets. The “right to extend a pier” appeared in the 1796 deeds from Fendall to Alexander Smith and then to Jonathan Swift.⁴³ During Smith’s short term of ownership, he insured a three-story brick warehouse fronting 67 feet on Union and extending back 33 feet.⁴⁴ A sail loft, which spanned a two-story wooden warehouse and the top floor of the brick warehouse, was offered for rent in January 1798 (Image 6). Swift and Fitzgerald extended the wharf in front of their lots in 1798 by thirty feet (Image 5). Though William Yeaton managed the construction of the wharf, Swift placed a wanted ad for wharf logs in January 1798 (Image 6).⁴⁵ Swift built a pier off the front of this wharf by 1800.⁴⁶

Lot 56

This lot was laid out as a wedge-shaped parcel on the east side of Water Street and the north side of Prince Street (Image 2). It was one of the smallest original lots offered in 1749 and William Fairfax won with a bid of £18 16s 3d.⁴⁷ Fairfax also purchased Lot 57, located on the opposite side of Water Street from Lot 56.⁴⁸ In 1753, George William Fairfax purchased Lots 56 and 57 from the Town Trustees, suggesting that William Fairfax released his claim to the parcels.⁴⁹ In 1766, George William Fairfax successfully petitioned the Trustees to combine Lots 56 and 57 so that they required only the

⁴¹ Valentine Peers, “A Farm Wanted,” *Virginia Gazette and Alexandria Advertiser*, September 13, 1792, GenealogyBank.

⁴² FDB W1:253, July 5, 1793. Philip Richard Fendall (1734-1805) married Mary Lee in 1791 (this was his third wife). He sold the property presumably to raise money to cover some of his debts. Unfortunately, it was not enough, and he declared insolvency. His real estate holdings were vast and included stone quarries, a mill seat with a brewery, and tens of thousands of acres in Kentucky. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. Robert Young & Co. vs. Baldwin Dade, 1805-009. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia. Fendall and his neighbor to the south, Andrew Wales, agreed to preserve a 12-foot alley between their lots that extended from Union to the river. Alex. E:229, August 2, 1793.

⁴³ Alex. H:64, January 2, 1796; Alex. H:107, October 4, 1796.

⁴⁴ Mutual Assurance Society Policy (MAP) No. 87, June 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

⁴⁵ Arlington Chancery, Deposition of William Yeaton, George O. Dixon ETC v William H. Irwin, 1850-003.

⁴⁶ Alex. O:219, November 10, 1800.

⁴⁷ FDB C1:299, March 28, 1752.

⁴⁸ “Proceedings,” July 13, 1749, quoted in Ring and Pippenger, *Town Lots*, 120. The price for both parcels was 35 pistoles. The transcript of the town’s accounts with Philip Alexander show that William Fairfax paid £37 12s 6d to Carlyle & Dalton for Lots 56 and 57. See “Proceedings,” Account of Sales, July 13, 1749, quoted in Ring and Pippenger, *Town Lots*, 145-146.

⁴⁹ No deed was recorded for Lot 56 with the first wave of purchasers on September 21, 1749. William Fairfax’s deed was recorded on March 28, 1752 (FDB C1:299) with no corresponding order to record deeds in the existing Proceedings. It is not clear why George William Fairfax purchased Lots 56 and 57 from the Trustees instead of from his father, William Fairfax.

improvement of one lot rather than two.⁵⁰ Fairfax sold Lots 56, 57 and 58 to Robert Adam in 1772 and it is unknown what, if any, improvements he made to the parcels before the sale.⁵¹

Parcels 56.1 and 56.2

Robert Adam (sometimes Adams) was a merchant in Alexandria who became a Trustee, filling the late William Fairfax's seat.⁵² Adam immediately divided the Lots 56, 57 and 58 in half, selling the north side to Andrew Wales and the south side, along Prince Street, to John Hough.⁵³ Andrew Wales was Alexandria's first brewer and carried on the trade from 1770-1798. Wales was born in Scotland and immigrated to Virginia before 1765, when he worked at John Mercer's Marlborough brewery in Stafford County, Virginia. Wales was a Brewer in Scotland and was hired by Mercer at the recommendation of Phillip Ludwell Lee. Mercer believed he could make money selling beer in the colonies and invested heavily in the endeavor including purchasing 40 enslaved people to raise barley and hiring a brew master to oversee the operation. The endeavor was overall a failure: Mercer's first batch was a failure due to the shortcomings of his second brew master while Wales' personal batch proved out. Wales was promoted to brew master but the next year's effort failed due to a bad barley harvest. Ultimately, Wales taught himself to be a competent brew master, but the effort to grow barley locally was challenging and left Mercer with more expenses than income. Wales continued to brew at Marlborough until Mercer's death, when he and his wife Margaret settled on Alexandria as an opportune location.⁵⁴

Wales initially rented space in the Town Warehouse at Point Lumley starting in late 1769 or early 1770. Wales may have operated his brewery here, though there is no direct evidence of what activity he undertook in the Town Warehouse. He invested in human capital, first an indentured servant, Michael Tracey, who worked as a bricklayer and ran away in July 1770. Then, Wales took on an apprentice brewer, a 7-year-old named John Parker. Assuming Tracey and Parker worked their full terms, the profits from their labor went to Wales. He used this income along with sales of beer to purchase part of Lots 56, 57 and 58 in 1771. However, Wales experienced a money flow problem after this, where he fell behind on his rent of the Town Warehouse in 1771 and the Trustees ordered "distress be made upon

⁵⁰ "Proceedings," December 16, 1766, quoted in Ring and Pippenger, *Town Lots*, 153-154; FDB G1:116, January 30, 1767.

⁵¹ FDB K1:124, September 23, 1772. Robert Adam had already recorded several deeds related to these lots before the date of this indenture. It is possible that the clerk wrote 1772 instead of 1771, however the date appears twice in the document as 1772. If the date is correct, it is possible that Adam and Fairfax had a verbal agreement to transfer the property and Adam began to file his own transfers before Fairfax had the opportunity to make it official. Robert Adam was a Trustee from 1758-1780, when the city governance converted from an appointee structure to an elected mayor and council structure. George William Fairfax was appointed to the governor's Council in 1767 and served until 1772. His last recorded presence at an Alexandria Trustee meeting was in December 1766, when the Trustees took up the question of whether his Lots 56 and 57 should be joined to count as one lot. See "Proceedings," December 16, 1766, quoted in Ring and Pippenger, *Town Lots*, 154.

⁵² "Proceedings," October 13, 1758, quoted in Ring and Pippenger, *Town Lots*, 137. William Fairfax died on September 3, 1757.

⁵³ The original deeds for these transactions are missing, however they are referenced in Alex. D:300, July 8, 1791 and FDB K1:370, June 14, 1773.

⁵⁴ Garrett Peck, "Alexandria's First Brewer," *The Alexandria Chronicle* Spring 2015, no. 2 (2015): 1-3.

the effects of Andrew Wales" in 1772. It is not recorded how much or what manner of property was seized. Wales continued to rent the Town Warehouse until January 1, 1774.⁵⁵

At this juncture, Wales sold the southern half of his waterfront parcel to three merchant investors: Robert McRae, Robert Mease, and Matthew Mease.⁵⁶ Their portion was a 36' wide strip that crossed Lots 57 and 58, and a half part of Wales' parcel on Lot 56 (said to be equal to one fourth part of Lot 57). The eastern boundary was "with a straight line down Potomack River, at right angles till it intersects a straight line drawn at right angles from the said beginning on Water Street." The indenture also reserved alleys between this new subdivision: a 9' alley from Water to Fairfax Street and a 12' alley on Lot 56 "and over all wharffs [*sic*], ways, and platforms." This conveyance shows that Wales had already partially extended Lot 56 to create an eastern edge at a right angle to Prince Street. Union Street is not a reference point in the document, and likely was not built out or paved for several years after this transfer. Finally, there is no evidence for any buildings or improvements on this part of Lot 56 in the deed other than the wharf and platform.

Wales' Brewery, 1774-1802

Wales built his 1774 brewery along the west side of Water Street in a parcel on Lot 57. He built numerous structures across the parcels creating a complex with buildings of stone, brick, and wood frame: brewery, distillery, retail store, warehouse(s) for beer and grain, a tavern, and possibly an owner-occupied dwelling house.⁵⁷ From May 1777 through approximately 1781 Wales did not reside in Alexandria. He was accused, tried, and acquitted of treason charges related to a conspiracy surrounding a group of Tories who escaped from the Alexandria gaol (jail) in April 1777. His acquittal was seen as a technicality, however, because the witness against him, Thomas Davis, was not allowed to testify due to an earlier conviction. Wales was not welcomed back to Alexandria and relocated to Bladensburg, Maryland, where he traded goods and supported the loyalist cause. His property in Alexandria was not seized, however, due to having taken a loyalty oath to the rebels. In December 1780 in Bladensburg, Wales was the target of a riotous mob who, incensed with high prices, threatened to tar and feather him. The county magistrate put him under protection.⁵⁸ Wales returned to Alexandria around 1781 and continued brewing, trading, and collecting rents and wharfage fees from his properties.

Wales may have banked out his portion of Lot 56 east of Union Street while Peers and Fitzgerald extended their lot, which was adjacent to the north. The brewery burned down in January 1788 and Wales rebuilt on the banked-out portion of Lot 56 on the west side of Union Street. Wales banked out the wharf east of Union Street sometime between 1782 and 1796, when he sold one section (Parcel 56.1 of this study) to Jesse Simms. The deed describes,

part of the ground and wharf made and extended by...Andrew Wales in the River Potomack...saving unto...Wales...the right and privilege at his...expense of extending the trunks

⁵⁵ Peck, "Alexandria's First Brewer," 3-4. "Distress" is roughly the equivalent of repossession where in this case the corporation seized property that they sold to recover the unpaid rent money.

⁵⁶ FDB M1:4, July 28, 1774. Robert McRae and Robert Mease lived in Alexandria, whereas Matthew Mease was in Philadelphia, Pennsylvania.

⁵⁷ Excerpt of Olney Winsor's letters from 1788 from "Traveler's Accounts of the Historic Alexandria Waterfront," 32-33.

⁵⁸ Peck, "Alexandria's First Brewer," 8-10.

communicating with the River Potomack and the Brew House of the said Andrew Wales, whatever distance the said Jesse Simms...may at any future day extend the wharf...⁵⁹

The “trunks” were pipes or culverts that facilitated water drainage from the brewery to the river. Wales brewed two types of English ales: small beer and strong beer. Small beer had a lower alcohol content and milder flavor than strong beer because it was made from reused wort of the first batch of strong beer. Brewing was a seasonal activity and so Wales used income from the tavern, rents from other properties, and likely some wharfage and dockage income to earn money year-round.⁶⁰ Wales built a storehouse on this parcel by 1785, when Philip Poyer & Co. offered Barbados rum and spirits for sale there.⁶¹ William Buddicom sold a wide variety of English goods from “Mr. Andrew Wales’s, near Captain Harper’s Wharf” in January 1786.⁶² In 1787, “Mr. Andrew Wales’s new store-house near Harper’s Wharf” was the site of a public sale for all Buddicom’s goods on hand (Image 7). Wales and his wife Margaret advertised their brewery and remaining property for sale in 1797. John Fitzgerald purchased the brewery, and it was operated by a few different people until operations ceased in 1802. Margaret Wales died in March 1799 and Andrew died in November of that year.⁶³

Jesse Simms resold the water lot within weeks of purchasing it, for a profit of £100. The purchasers, John Crips Vowell and Thomas Vowell Jr. would acquire the McRae & Mease partition to the south, Parcel 56.2 in this study, and rejoin them as Vowell’s Wharf (see below).

McRae & Mease, 1774-1798

McRae & Mease purchased half of Wales’ water lot in 1774 as a speculative investment.⁶⁴ They invested £350 in 1774 for parts of Lots 56, 57 and 58 including a wharf and platform. Matthew Mease sold his third part share in August 1781 back to the other partners when they repaid his initial investment plus ten shillings.⁶⁵

McRae & Mease’s tax records show several tenants on the waterfront lot.⁶⁶ In 1787, Colin Mclver paid £37 10s annual rent. Colin Mclver (active 1785-1787) was a retail merchant who sold a wide range of goods including looking glasses, rum, tea, iron goods and textiles. He moved to King Street.⁶⁷ In 1788-1790, John Mclver paid 50, 30 and then £40 rent. It is not immediately obvious why Mclver’s rent fluctuated from year to year. In a November 1790 ad, Mclver announced “that he has declined the retail of Dry Goods in King-Street, and means, in future, to prosecute the LUMBER and WEST-INDIA BUSINESS,

⁵⁹ Alex. G:493, August 24, 1796.

⁶⁰ Peck, “Alexandria’s First Brewer,” 6.

⁶¹ Philip Poyer, “Just Imported,” *Virginia Journal and Alexandria Advertiser*, September 22, 1785, GenealogyBank.

⁶² William Buddicom, “William Buddicom,” *Virginia Journal and Alexandria Advertiser*, January 12, 1786, GenealogyBank.

⁶³ Peck, “Alexandria’s First Brewer,” 12-13. For more on Fitzgerald, see above.

⁶⁴ FDB M1:4, July 28, 1774. McRae & Mease leased a lot on Point West in March 1774 for a 63-year term. Robert Adam took over their lease in 1780. See David Carroll and John P. Mullen, “Documentary Study, 500/501 North Union Street (Robinson Terminal North)” (City of Alexandria, January 2015), 13-15. [this is another report to discuss – not online]

⁶⁵ FDB D4:315, August 7, 1781.

⁶⁶ 1787-1790 Alexandria Land Books, on file at Alexandria Archaeology. McRae & Mease occupied their own parcel on Royal Street from 1787-1790, though in 1789 and 1790 Robert Mease was omitted from the listing.

⁶⁷ T. Michael Miller, *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, s.v. “Maclver, Colin,” (Bowie, Md: Heritage Books, 1991).

at his old stand, on McCrea and Mease's Wharf..." (Image 8).⁶⁸ He sold all manner of liquors and spirits, teas and spices.

Robert McRae moved to Georgia in 1791, giving his partner Robert Mease power of attorney for his affairs.⁶⁹ George Coryell operated a lumber yard, or board yard, from Mr. Mease's wharf in 1793 (Image 9). Coryell was a joiner who became a successful merchant (see report on Duke to Prince Street for more). In 1795, Robert Allison was the tenant, paying £60 per year.⁷⁰ Allison was a dry goods retailer operating from a store front on King Street since at least 1784.⁷¹

Matthew Franklin Bowne and Theodore James Hamilton signed a three-year lease for the parcel to begin on May 1, 1795.⁷² The parcel fronted 44' 1 ¾" on Union Street and went into the River. The lease does not mention any structures on the parcel, but an insurance policy for a nearby building noted Robert Mease's wooden warehouse here in 1796.⁷³ Matthew Franklin Bowne & Co. notified the public that their public auction house was in "a large and convenient Warehouse, in Union-Street, adjoining Harper's Wharf..." and ready for consignments on April 30, 1795 (Image 10).

McRae & Mease sold the waterfront parcel March 2, 1798 to John Crips Vowell and Thomas Vowell, Jr.⁷⁴ The Vowells combined this parcel with the one adjacent to the north, Parcel 51.1 in this study, and established Vowell's Wharf (see below).

Parcels 56.3 and 56.4

John Hough purchased the south half of Lots 56, 57 and 58 in December 1771. He lived in Loudoun County, Virginia, and likely saw the potential for a profitable investment in the developing town. 18 months later, he further divided his half of Lot 56 into two parcels: George Gilpin bought the north half and John Harper bought the south half which bordered on the north side of Prince Street.⁷⁵ Gilpin was already involved in banking out and improving the wharf on the south side of Prince Street by this time, so his motive for buying this small swath of waterfront land is not clear. Within four years he sold this

⁶⁸ John McIver, "The Subscriber Takes This Opportunity," *Virginia Gazette and Alexandria Advertiser*, November 11, 1790, GenealogyBank.

⁶⁹ The power of attorney is referenced in several of the deeds. Dated October 10, 1791.

⁷⁰ 1795 Alexandria Land Tax Book, on file at Alexandria Archaeology. Robert Mease is the taxed owner of the Union Street lot, but Mease & McRae are listed as the owner of the two lots on Wales Alley on the west side of Union.

⁷¹ Miller, *Artisans and Merchants*, s.v. "Allison, Robert."

⁷² Alex. N:153, April 25, 1795. Bowne and Hamilton leased another property on the south side of King Street (100 block) in 1795. That parcel had a partially built frame warehouse on it in 1796, which may explain why Bowne and Hamilton undertook this lease – here they found an available, finished warehouse. William M. Gardner, Gwen J. Hurst, and Kimberly A. Snyder, "Phase I-III Archaeological Investigations at 118 King Street, Alexandria, Virginia," May 2001, 16. <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportgardner118kingfitzgeraldwharf.pdf>

⁷³ MAP No. 43, April 23, 1796.

⁷⁴ Alex. K:329, March 2, 1798.

⁷⁵ FDB K1:368, June 13, 1773; K1:370, June 14, 1773; FDB K1:378, June 13, 1773. John Harper's deed was a lease and release: two indentures with the first being a lease for a term of one year and the second the full title for the property. This mode of transfer was more common in the early colonial period as it facilitated land transfers when there was a shortage of credit available for potential landowners. The 1-year term was a technicality by this time, as the recorded deeds show the release was recorded only one day after the lease in this case.

parcel to Josiah Watson and it is not clear to what degree, if at all, Gilpin banked out or built upon it during that time.⁷⁶

Parcel 56.3: Watson's Wharf, 1784-1797

Josiah Watson was an Irish immigrant established as a merchant in Alexandria by the Revolutionary era.⁷⁷ He was involved in assigning crew and cargo to a privateer, *General Washington*, that sailed from Alexandria to "Nantz," most likely the port of Nantes, France, and returned in 1779 with a cargo of textiles, French brandy, spices, metal goods and window glass.⁷⁸ Harper & Watson's wharf was in use by 1784, when a public auction of 20,000 Holland bricks and stone ballast took place there.⁷⁹ The 1787-1790 Land Books for Alexandria shows that Josiah Watson was the only tenant on this parcel.⁸⁰ A schooner burned at Watson's wharf in June 1788 resulting in the loss of neighboring tenants' fire buckets and bags including Olney Winsor (southeast corner of King and Water), James Kennedy, John Murray, and Obadiah Bowen.⁸¹ In December 1790, Watson formalized an agreement with John Harper, who owned the wharf parcel between Watson's and Prince Street, to preserve access from Watson's to Prince Street. That agreement notes that the wharf and pier were built at joint expense.⁸² The 1796 insurance policies for Watson's wharf lot describe two warehouses fronting on Union Street on this parcel: a two-story wood warehouse and a three-story brick warehouse to the south. A second two-story warehouse adjoined the east side of the wood warehouse. The document describes the wharf edge as approximately 100 feet east of Union Street (Image 11, Image 12).

The 1795 Land Book shows three tenants on Watson's parcel: M. F. Bowne & Co. on Union, James Porter on Union, and Ricketts & Newton on the wharf.⁸³ Matthew Franklin Bowne & Co. imported goods of all types from Europe and the West Indies including manufactured items, alcohol, and foodstuffs. In April 1795, Bowne and his business partner, Theodore James Hamilton, leased the parcel north of this one (see above).⁸⁴ James Porter worked as a tanner (or, tinner) from Watson's brick warehouse from 1795 to 1803.⁸⁵ He partnered with Hezekiah Smoot, a tanner and merchant, until 1800.⁸⁶ Ricketts & Newton imported a wide range of goods from all over the world: their office and brick warehouse was at the

⁷⁶ FDB M1:299, June 16, 1777.

⁷⁷ Josiah Watson & Co. sold flour and did other business with George Washington from 1781-1789, see *The Papers of George Washington Digital Edition*, ed. Theodore J. Crackel. Charlottesville: University of Virginia Press, Rotunda, 2008, <http://financial.gwpapers.org/?q=content/josiah-watson-co>. Some genealogists assert that Watson was from Philadelphia where he married Jane Taylor in 1771 before moving to Alexandria, see *Early Colonial Settlers of Southern Maryland and Virginia's Northern Neck Counties*, s.v. "Josiah Watson," <https://www.colonial-settlers-md-va.us>.

⁷⁸ 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.

⁷⁹ C. Cooper, "Public Vendue," *Virginia Journal and Alexandria Advertiser*, July 22, 1784, *America's Historical Newspapers*.

⁸⁰ 1788-1790 Alexandria City Land Tax Books, on file at Alexandria Archaeology.

⁸¹ Excerpt from the letters of Olney Winsor as published in "Traveler's Accounts of the Historic Alexandria Waterfront," 2009, 33.

⁸² Alex. D:320, December 1, 1790.

⁸³ 1795 Alexandria Land Tax Book, on file at Alexandria Archaeology, 34.

⁸⁴ Alex. N:153, April 25, 1795.

⁸⁵ Miller, *Artisans and Merchants*, s.v. "Porter, James."

⁸⁶ Miller, *Artisans and Merchants*, s.v. "Smoot, Hezekiah & Co."

southeast corner of Prince and Fairfax Street from 1796-1816.⁸⁷ They leased space on this wharf from Watson, but in subsequent years they leased the corporation wharf at Point Lumley and later advertised cargoes at Ramsay's Wharf.⁸⁸ Abram Henry occupied Watson's wood warehouses in 1796.

Watson attempted to sell all his real estate, including an estate outside of Alexandria called "Bush Hill," in 1795.⁸⁹ Watson sold this parcel, wharf and pier to George Slacum in 1797.⁹⁰ Watson sold Bush Hill the same year, though it is not clear if selling out was due to financial constraints or to a desire to move west.⁹¹ Josiah Watson lived in Alexandria with his wife and six children; three boarders Robert Casey, Isaac Thompson, and Jonathan Taylor, all clerks; three enslaved people older than 16 and one enslaved person younger than 16 for a total household of 15 people in 1799.⁹²

Parcel 56.4: Harper's Wharf, 1784-1827

Capt. John Harper (1728-1804) was a resident of Philadelphia, Pennsylvania when he purchased the part of Lots 56, 57, and 58 bordered by Fairfax Street on the west, Prince Street on the south, and "the course and meanders" of the Potomac River on the east. The northern border was irregular and followed the boundaries of parcels John Hough had already sold to Benjamin Shreve and George Gilpin. The conveyance included "all houses, buildings, orchards, ways, waters, watercourses, profits, commodities, hereditaments, and appurtenances" but has no specific mention of a pier or wharf.⁹³ In the second conveyance, this was a lease and release transaction, an addendum says "And the said John Harper do hereby condescend and agree to and with the said John Hough his executors &c to leave under the Bank Entirely across the said lott No. 56 Extending up and Down the River the said road to be twenty feet wide."⁹⁴ This north-south road was a precursor of the modern Strand, however its location may have been west of the modern Strand.

⁸⁷ Miller, *Artisans and Merchants*, s.v. "Ricketts & Newton." The firm was made up of William Newton, John Mills Jr., and John Thomas Ricketts.

⁸⁸ Alexander Smith and Thomas Irwin, "Notice.," *Alexandria Expositor for the Country*, December 1, 1803, GenealogyBank.

⁸⁹ Josiah Watson, "Houses, Lots, and Lands for Sale," *Federal Intelligencer*, March 26, 1795, GenealogyBank.

⁹⁰ Alex. I:300, March 19, 1797.

⁹¹ William M. Gardner, Gwen J. Hurst, and John P. Mullen, "PHASE I-III ARCHEOLOGICAL INVESTIGATIONS OF 4840 EISENHOWER AVENUE, ALEXANDRIA, VIRGINIA" (Woodstock, Virginia: Thunderbird Archaeology, February 2002), 12, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportgardnerbushhillax111phase1and3.pdf>.

⁹² 1799 Alexandria Census, FamilySearch. <https://www.familysearch.org/ark:/61903/3:1:3Q9M-CSKJ-49LH-3?i=13&cat=666759>.

⁹³ FDB K1:368, June 13, 1773. This is the lease portion of a lease and release transfer. The rent prescribed in the conveyance is "one peppercorn on Lady day next." Lady Day was traditionally used in England as the beginning/end of the fiscal year and was the day when farmers and tenants could "enter into" or claim their newly leased properties. In 1773 this practice was antiquated. Traditionally Lady Day was on March 25, but since the switch to the Georgian calendar in 1752 it fell on April 5. The significance in this contract is that Harper was to take possession of the property by April 5 of the following year (1774).

⁹⁴ FDB K1:370, June 14, 1773. The conveyance of the northern half of John Hough's parcel to George Gilpin does not include a road under the bank. Its inclusion here indicates that the passageway across the southern parcel was the only access point for Gilpin's parcel to reach a maintained road (Prince Street). It also shows that small vessels were using the natural shoreline as a loading and unloading zone, otherwise there would be no need for a wide road there. Footpaths were usually 4-6' wide and alleys were 10-12'. Harper would later follow through on this

Harper was a sea captain in Philadelphia and sailed to the West Indies and South America with New Jersey-based merchant William Hartshorne in 1765.⁹⁵ Both men were part of a wave of merchant migration from the Philadelphia area to Baltimore and smaller ports in Virginia where they hoped to capture the grain trade of the western counties and Ohio River Valley. John Harper, carrying a letter of introduction from Philadelphia Quaker merchant Reese Meredith, dined and stayed at Mount Vernon with George Washington on June 11-12, 1773, the day before formalizing the purchase of this parcel.⁹⁶ He sold his several properties in the Philadelphia area, including his dwelling on Front Street and plantation in Chester County and lived in Alexandria by October 1774.⁹⁷ Hartshorne and Harper continued their partnership as merchants for a short time but then continued separately in business endeavors. In his personal life, Harper was a member of the Presbyterian church and Masonic Lodge. He was on the Alexandria Common Council in 1780 with his neighbor to the north, Josiah Watson.⁹⁸ He married twice and fathered 28 or 29 children before his death in 1804.⁹⁹

After the Revolution, Capt. Harper banked out his segment of Lot 56 in partnership with Josiah Watson, owner of the parcel to the north. Harper began to lease the parcels along Prince Street between Water and Union in 1783 with stipulations that lessees must add improvements within a determined period. Michael Thorn had to build a two-story brick house in three years, Slimmer & Boyer had to build a three-story brick house within three years and their outbuildings had to be brick or stone, Thomas Tobin had to build a two-story brick dwelling house within four years (Image 13).¹⁰⁰ Even though there is no extant deed for the parcel east of Union from this time period, the wharf was in use by March 1784, when Alexander Chisolm advertised herring and shad for sale there.¹⁰¹ The firm of Williams, Cary & Williams operated from a store on the wharf in May 1784 but removed to a store on Fairfax Street a few months

agreement when, after building out their wharf and pier, he reserved a 10' passageway from Watson's parcel to Prince Street.

⁹⁵ Finding Aid, Clifford Family Papers, Historical Society of Pennsylvania, Philadelphia, PA, <https://discover.hsp.org/Record/ead-0136/Description#tabnav>.

⁹⁶ "[June 1773]," Founders Online, National Archives, <https://founders.archives.gov/documents/Washington/01-03-02-0003-0012>. [Original source: The Diaries of George Washington, vol. 3, 1 January 1771–5 November 1781, ed. Donald Jackson. Charlottesville: University Press of Virginia, 1978, pp. 185–190.]; "To George Washington from Reese Meredith, 5 May 1773," Founders Online, National Archives, <https://founders.archives.gov/documents/Washington/02-09-02-0168>. [Original source: The Papers of George Washington, Colonial Series, vol. 9, 8 January 1772–18 March 1774, ed. W. W. Abbot and Dorothy Twohig. Charlottesville: University Press of Virginia, 1994, pp. 228–229.]

⁹⁷ John Harper, "To Be SOLD by the Subscriber," *Pennsylvania Journal*, July 21, 1773; John Harper, "TO Be Sold, By Public Vendue," *Pennsylvania Journal*, May 11, 1774; John Harper, "EIGHT DOLLARS Reward," *Pennsylvania Journal*, October 19, 1774, GenealogyBank.

⁹⁸ Miller, *Artisans and Merchants*, s.v. "Alexandria Town Officialdom, 1780-1823."

⁹⁹ Miller, *Artisans and Merchants*, s.v. "Harper, John;" A. Glenn Crothers, "Quaker Merchants and Slavery in Early National Alexandria, Virginia: The Ordeal of William Hartshorne," *Journal of the Early Republic* 25, no. 1 (2005): 48. Harper may have been a Quaker who was read out of his meeting before his first marriage.

¹⁰⁰ FDB O1:248, July 1, 1783; FDB O1:343, December 6, 1783; FDB P1:177, May 11, 1784. These conveyances included an option to buy out the lease. The parcels extend north into the strip of Lot 56 that was owned by Josiah Watson. The deed of sale from Watson to Harper is likely among those in the missing Deed Book N1 which contained indentures from 1781-1783. There is an index entry for a deed from Josiah Watson & wife to John Harper in N1:665.

¹⁰¹ Alexander Chisholm, *Virginia Journal and Alexandria Advertiser*, March 4, 1784, America's Historical Newspapers.

later (Image 15).¹⁰² In December 1784, Jonathan Swift & Co. moved into the store and carried on a wholesale trade of all types of goods from textiles, ceramics, personal items and accessories (Image 16). Swift & Co. soon offered the two upper stories of a three-story brick warehouse on Harper's Wharf for lease.¹⁰³ Edward Harper occupied the ground floor by the end of 1785.¹⁰⁴ In 1787, John McClenachan was the only tenant of a store on Harper's Wharf.¹⁰⁵ He sold spirits, wine, sugar, coffee, and ship supplies. McClenachan previously occupied a store on Gilpin's Wharf, just across Prince Street from this location.¹⁰⁶ In 1788 the tax assessor described McClenachan's lot as "ground on Union Street" which may indicate that his lease was only for the lot and his store was self-built. Evan McLean rented space "on the Wharf" that year as well.¹⁰⁷ In 1789, only Evan McLean occupied the Union Street lot.¹⁰⁸ In 1790, Capt. John Harper was not assessed for any rents on Union Street or the wharf, suggesting that the waterfront lot was unoccupied at the time of the assessment.¹⁰⁹ By November, Thomas Vowell advertised rum, molasses, and tea for sale at his store on Harper's Wharf (Image 17). In December 1790, Harper agreed to leave a road open through his lot east of Union Street, guaranteeing Watson's tenants' access to Prince Street.¹¹⁰

After 1790, Capt. John Harper began the process of selling many of his real estate holdings in Alexandria and preparing the legal transfer of his ground rents to his many children. In April 1793, Harper signed over the ground rents on several of the Prince Street lots in trust to his daughters. Peggy, Mary, Elizabeth and Frances Rush each received two or three parcels and an enslaved girl.¹¹¹ Occupants of some of Harper's Prince Street lots paid a lump sum to remit their ground rent including John Boyer, Michael O'Mara, and William Wright.¹¹² Harper, in his 1797 will, directed the wharf and dock to his son

¹⁰² Williams, Cary and Williams, "Just Arrived on the Ship Tyger," *Virginia Journal and Alexandria Advertiser*, May 27, 1784, GenealogyBank; "Williams, Cary, And Company," *Virginia Journal and Alexandria Advertiser*, November 4, 1784, America's Historical Newspapers.

¹⁰³ Jonathan Swift & Co, "To Be LET," *Virginia Journal and Alexandria Advertiser*, August 25, 1785, GenealogyBank.

¹⁰⁴ John Harper and Edward Harper, "TO BE LET," *Virginia Journal and Alexandria Advertiser*, December 15, 1785, GenealogyBank.

¹⁰⁵ 1787 Alexandria Land Tax Book, on file at Alexandria Archaeology, 17. His annual rent was £14 13s 4d. This was much less than several of the other tenants on Prince Street such as D & I McPherson (over £118) and Capt. Woodward (£150).

¹⁰⁶ John McClenachan, "John McClenachan," *Virginia Journal and Alexandria Advertiser*, October 12, 1786; John McClenachan, "John McClenachan," *Virginia Journal and Alexandria Advertiser*, July 19, 1787, GenealogyBank.

¹⁰⁷ 1788 Alexandria Land Book, on file at Alexandria Archaeology, 7.

¹⁰⁸ 1789 Alexandria Land Book, on file at Alexandria Archaeology, 8.

¹⁰⁹ 1790 Alexandria Land Book, on file at Alexandria Archaeology, 7.

¹¹⁰ Alex. D:320, December 1, 1790.

¹¹¹ Alex. E:111, 119, 128, 135, April 10, 1793. This may have been an effort to preserve his daughter's inheritance before they married.

¹¹² Alex. F:98, August 27, 1794; Alex. G:136, August 24, 1795; Alex. G:155, September 17, 1794.

Robert Harper.¹¹³ In the 1799 Census of Alexandria, Jonathan Harper & his wife lived with 7 children, no boarders, one enslaved person over 16 and three enslaved children under 16.¹¹⁴ Harper died in 1804.

The 1795 Alexandria Land Book shows numerous occupants on John Harper's properties on Prince Street. One entry is a higher value than the others, indicating the wharf property occupied by T. Patten & Co. Thomas Patten built a wood frame warehouse on Harper's Wharf and had the option to remove it when he moved to a lot at King and Union.¹¹⁵ Robert Henderson leased the wharf, pier and dock in 1796 for a seven-year term to begin in October 1797. He sold beer, Carolina rice, and salt.¹¹⁶ He subleased the eastern part of the wharf including the wood frame warehouse built by Thomas Patten to John Barber, a general retailer, a few months later (Image 14).¹¹⁷ Harper's 1796 Mutual Assurance Policy describes a three-story brick dwelling house (occupied as a store) with an adjacent two-story brick kitchen (Image 18). To the east was Harper's wooden warehouse and the area south, between the buildings and Prince Street, was vacant. Henderson was the listed occupant of the brick store and kitchen, Barber likely occupied the wood warehouse.¹¹⁸

Alexandria's merchants used Harper's Wharf to land their cargoes and as a point of reference. Matthew Franklin Bowne & Co. sold wines, sugar, window glass and other goods from this location in 1795 even though their auction house was two lots north on Union Street (Image 19).

¹¹³ John Harper, "Last Will and Testament" (Last Will and Testament, Alexandria, Virginia, June 5, 1804), FamilySearch, <https://www.familysearch.org/ark:/61903/3:1:3QS7-89P4-NF4X?i=216&cat=279393>. Harper divided his remaining real estate among his wife, surviving children and one granddaughter. A codicil acknowledged that one daughter's parcel was worth far more than the others, so he included detailed instructions on how to balance the inheritances.

¹¹⁴ 1799 Alexandria Census, FamilySearch, <https://www.familysearch.org/ark:/61903/3:1:3Q9M-CSKJ-49LH-3?i=13&cat=666759>.

¹¹⁵ Alex. H:233, April 19, 1796; Miller, *Artisans and Merchants*, s.v. "Patten, Thomas."

¹¹⁶ Miller, *Artisans and Merchants*, s.v. "Henderson, Robert."

¹¹⁷ Alex. H:233, April 19, 1796; Alex. H:237, November 9, 1796; Miller, *Artisans and Merchants*, s.v. "Barber, John."

¹¹⁸ MAP No. 130, October 18, 1796.

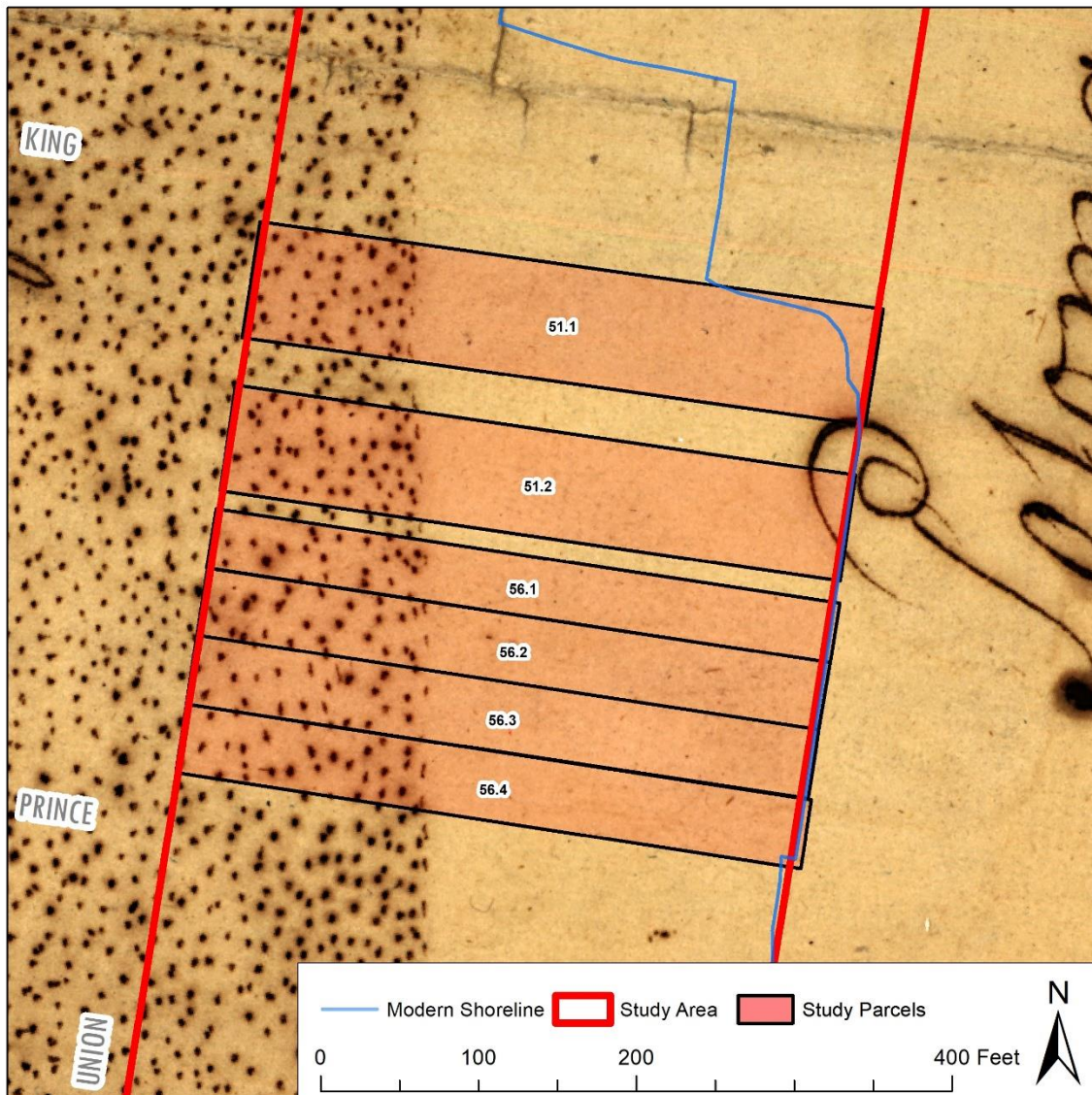


Image 2. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. <https://www.loc.gov/resource/g3884a.ct000223/>. Detail.



Image 3. Historic parcel locations on a 2021 aerial photo of the block east of Union, south of King, and north of Prince.

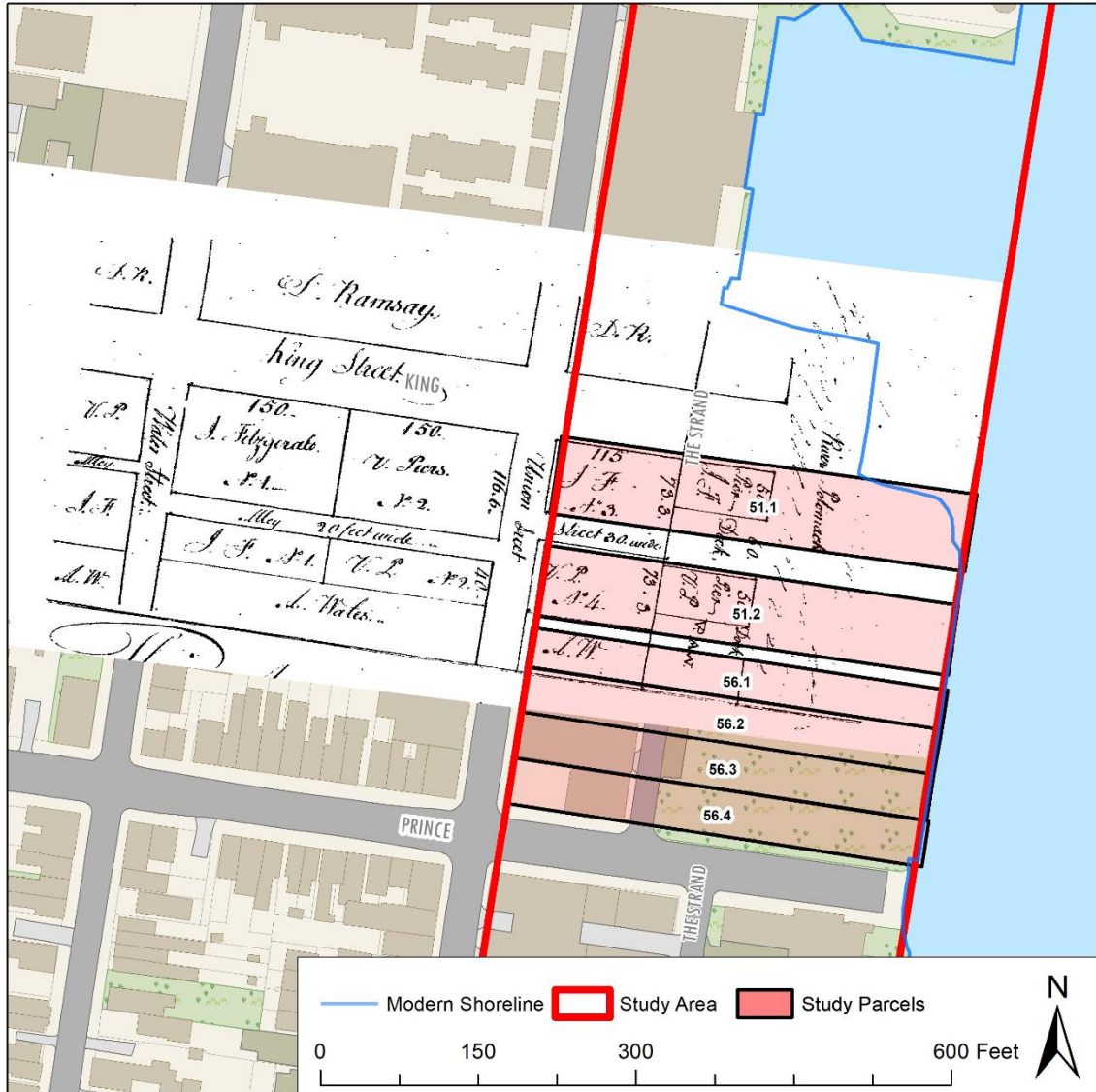


Image 4. Plat showing the partition of the property belonging to John Fitzgerald and Valentine Peers. FDB Y1:85, July 10, 1789.

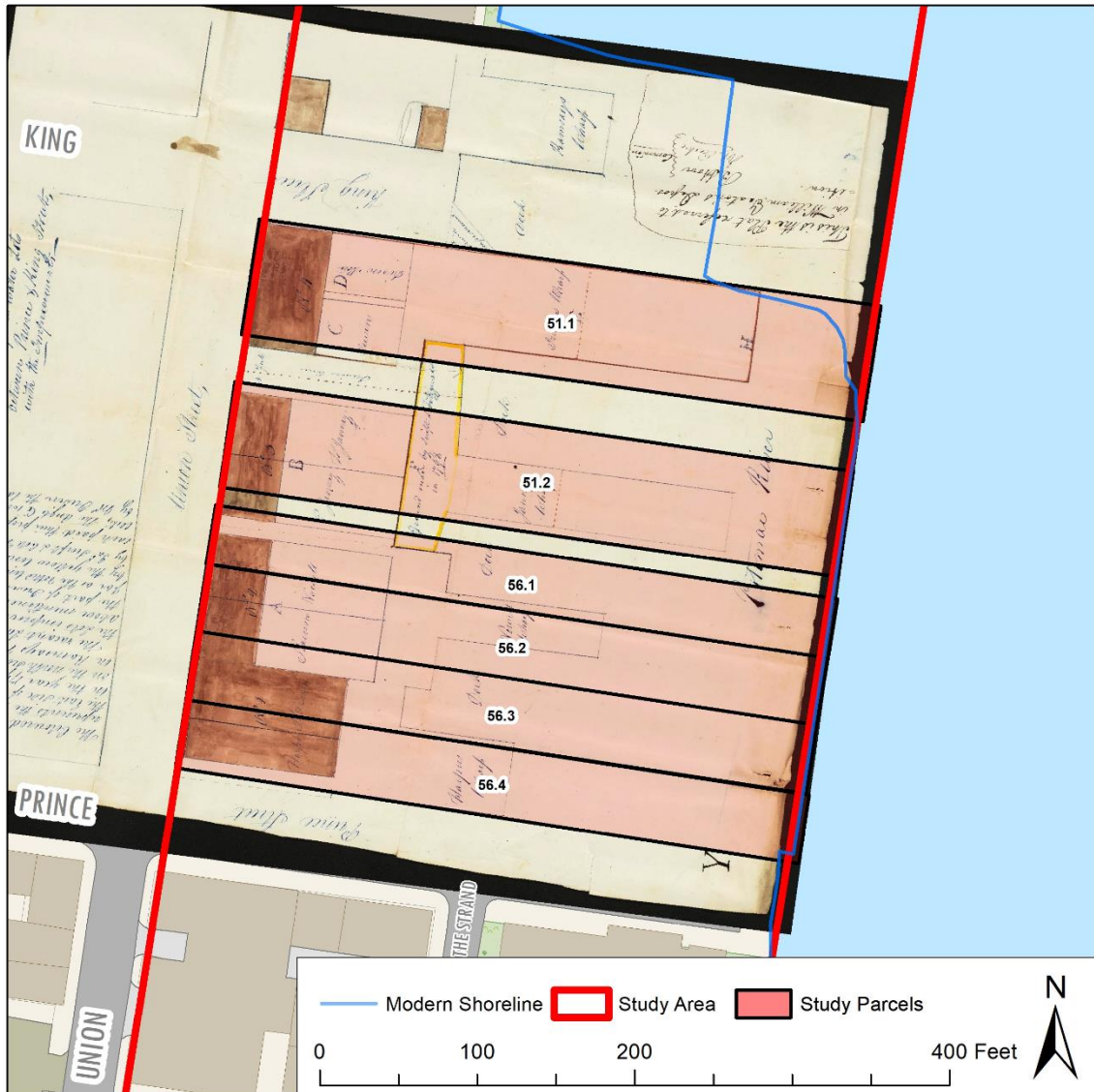


Image 5. William Yeaton, A Sketch of the Water Lots, Arlington Chancery, Deposition of William Yeaton, George O. Dixon ETC v William H. Irwin, 1850-003.

For sale on a liberal credit,



THE SHIP
COLUMBIA.

Two hundred and fifteen tons burthen; has made but one voyage.

She is a staunch burthensome vessel, well found, and calculated for the European or West-India trade.

JONATHAN SWIFT.

—
TO LET,

A convenient SAIL LOFT, and several WAREHOUSES in good situations for business.

—
WANTED,

A quantity of Wharf LOGS, to be delivered by the 15th of March.

Jan. 17.

J. S.
3t.

Image 6. Jonathan Swift, "For Sale on a Liberal Credit," *Times*; and *District of Columbia Daily Advertiser*, January 17, 1798, GenealogyBank.

Public Sale.

On Friday the 6th of July next, at 10 o'clock in the forenoon, at Mr. Andrew Wales's new store-house near Harper's wharf, will be peremptorily sold, for cash only, all the GOODS on hand of Capt. William Buddicom, consisting of the following articles, viz.

SPOTTED and plain velverets, thick-lets, queen's cords, princess stuffs, stockinets, printed jeanets, white cottons, linen handkerchiefs, fine cloth patterns and trimmings for coats of various colours, counterpanes of different sizes, bed-bunts, white calicoes, cotton and linen checks of different kinds, striped hollands, muslins, crossovers, 42 bolts of canvas from No. 1 to 7, a large assortment of hats and hatters' trimmings, spikes, flooring brads and sprigs of various kinds and sizes, a large assortment of jugs, pickling and butter pots in small and convenient lots, and many other articles too tedious to enumerate.

P. MARSTELLER, Vendue-Master.
Alexandria, June 28, 1787.

THE subscriber takes this opportunity
 of returning his sincere thanks to his
 Friends and Customers for their encouragement
 and patronage since he has commenced business.
 He now informs them that he has declined the
 retail of Dry Goods in King-Street, and means,
 in future, to prosecute the LUMBER and
 WEST-INDIA BUSINESS, at his old stand,
 on M^rCrea and Mease's Wharf, where he has
 now on hand a good stock of the following Ar-
 ticles, viz.

Old JAMAICA SPI- RITS, West-India and Con- tinental Rum, Holland Gin, Madeira, Port, Sherry, Lisbon, Malaga and Teneriffe Wines, on draught and in bottles,		Hyson, Green, Souchong, Bohea, Pepper, Allspice, Loaf and Muscovado Sugars, &c.	}	TEAS.
---	--	--	---	-------

Also, a quantity of white and red Oak Hog-
 head and Barrel Staves, and Pine Plank, with
 which he will be constantly supplied.

He earnestly requests all those who are
 indebted to the estate of his late Brother, the
 late concern of *Dow, M^rIver & Co.* or to him-
 self, to make immediate payment of their re-
 spective balances.

JOHN M^rIVER.

Alexandria, Nov. 8, 1790.

Image 8. John Mclver, "The Subscriber Takes This Opportunity," Virginia Gazette and Alexandria Advertiser, November 11, 1790, GenealogyBank.

GEORGE CORYELL
HAS FOR SALE,
*At his BOARD-YARD on Mr. MEASE'S Wharf, and
at his Dwelling-House in Duke-street,*
**Two Inch, Inch and Half, Inch
and Quarter, Inch, and Three Quarter Inch PLANK,**
well seasoned; **HOUSE FRAMES** of different sizes;
three feet, two feet and 22 inch, green **CYPRESS
SHINGLES** of the first quality; **LOCUST** and **RED
CEDAR POSTS** of different sizes; and **SCANTI-
LING** of different sizes.
Alexandria, September 11, 1793.

Image 9. George Coryell, "George Coryell Has for Sale," *Columbian Mirror and Alexandria Gazette*, October 5, 1793, GenealogyBank.

Matthew Franklin Bowne & Co.

HAVING the honour of being appointed Auctioneers for the City of Alexandria, and having entered ample security for the faithful performance of said trust, they beg leave to inform their Friends, and the Public in general, that they have provided a large and convenient Warehouse, in Union-Street, adjoining *Harper's Wharf*, (entirely detached from their other commercial concerns) where they are ready to receive and store, either for private or public sale,

All Kinds of

European & West-India Goods,
Household Furniture, &c.

N. B. Cash advanced, if required, previous to any Sales.

March 28, 1795.

Image 10. Matthew Franklin Bowne, "Matthew Franklin Bowne & Co.," *Columbian Mirror and Alexandria Gazette*, April 30, 1795, GenealogyBank.

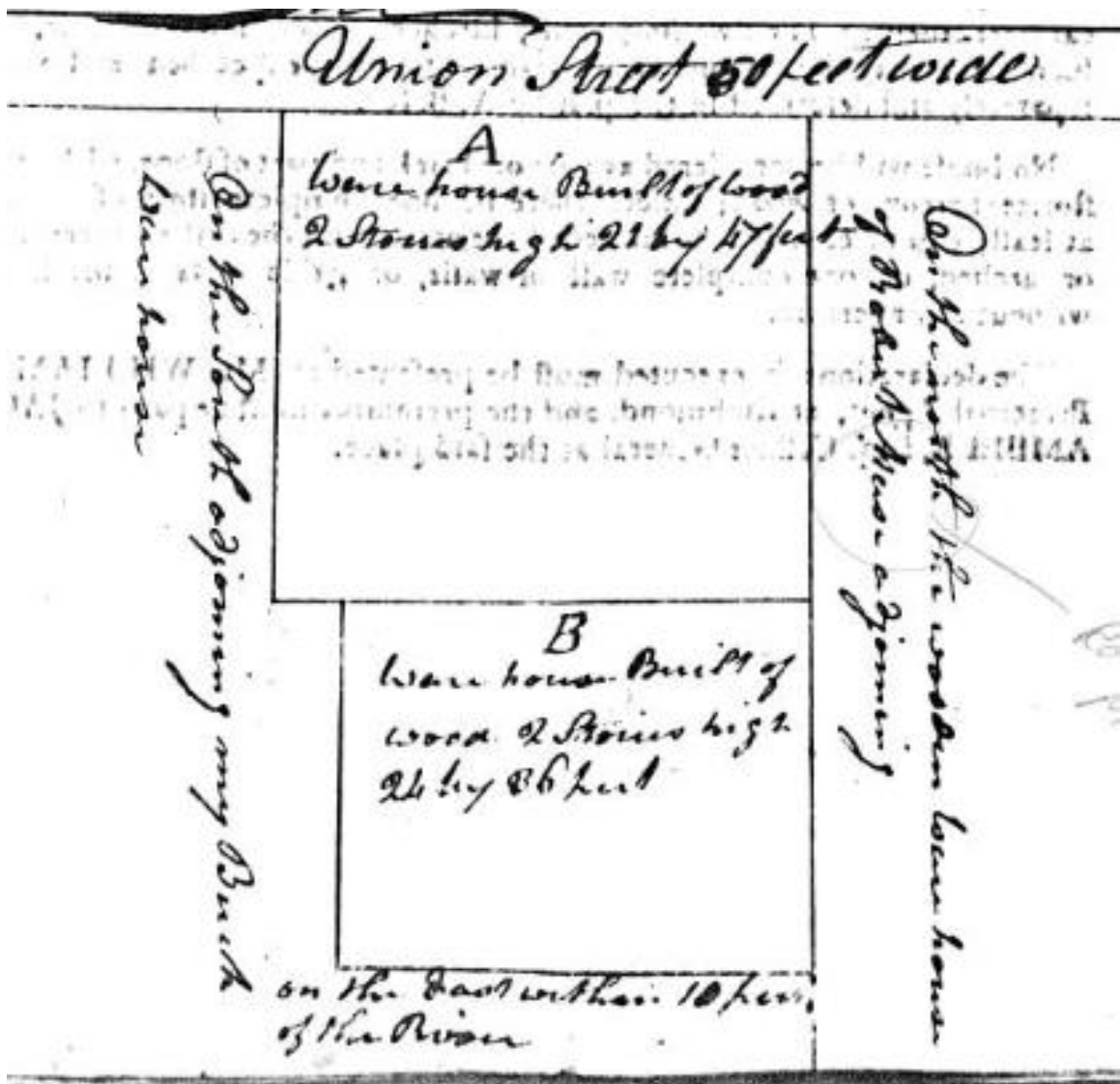


Image 11. Mutual Assurance Society Policy (MAP) No. 43, April 23, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

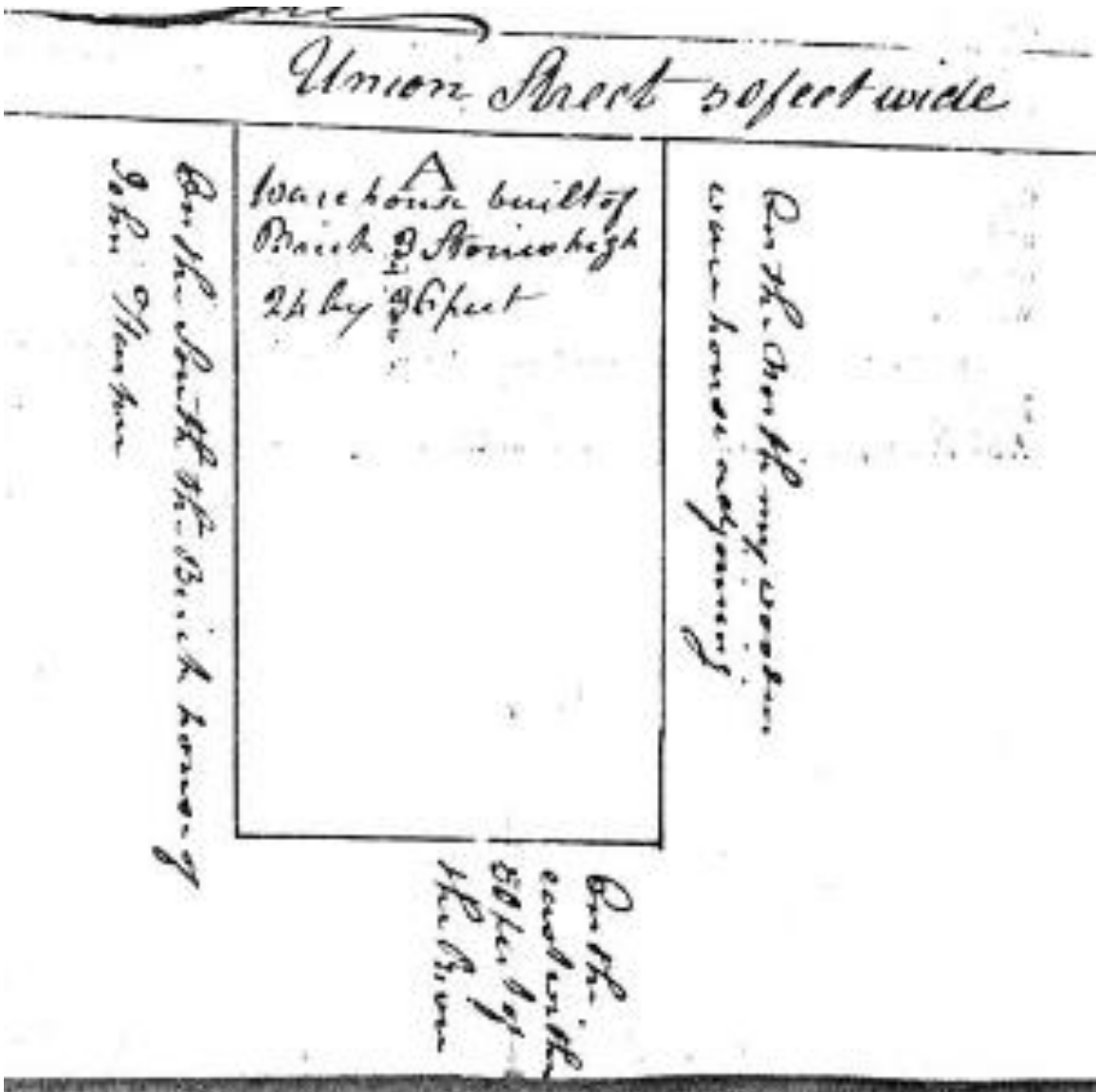


Image 12. Mutual Assurance Society Policy (MAP) No. 42, April 23, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

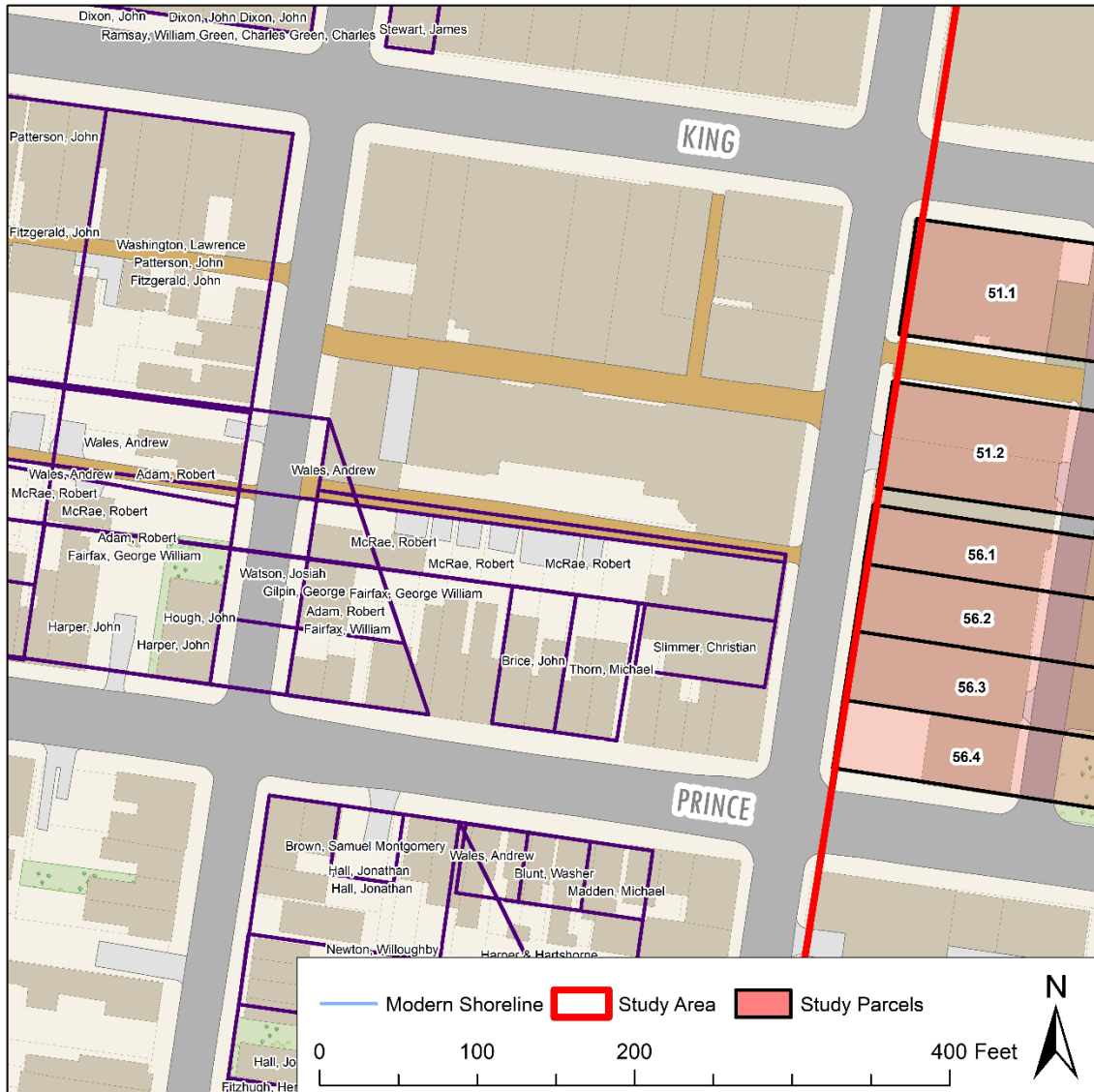


Image 13. Rendering of the parcels along the north edge of Prince Street in 1783 superimposed over modern street map.

John Barber
HAS JUST RECEIVED FROM LONDON
A QUANTITY OF
Mens' and Boys' Shoes,
Of superior Quality,
I HAVE ALSO FOR SALE,
Two pieces of Sattin Hair Cloth.
Rabitted Stock Locks; Bambury, Battered, and
Drawer Do.

AN ASSORTMENT OF
Commode Hardies, Card Table Hinges, Prase Butts,
Desk and Table Do. Bed Caps, Screws, Iron Butts,
Hand Saws, Padd Stock with 24 Butts fitted; Japan-
ned, Plain, and Gilt bordered Bread Baskets; Waiters
18, 21, and 22 inches; Single, Oval, and Double Oc-
tagon Tea Caddies, neatly inlaid; Two Ladies Dressing
Glasses, with three Drawers in front.

I HAVE FOR SALE,
St. Ubes Salt, at 4s. 6d. per Bushel.—Cyder, at 4 dol-
lars per barrel.—Tar at 3 Do. per Do.—Scantling, at 3
dollars per hundred.—Laths, Planks, &c. &c.
Harper's Wharf, April 16. J. B.

Image 14. John Barber, "John Barber," *Columbian Mirror and Alexandria Gazette*, April 16, 1796, GenealogyBank.

Just arrived in the Ship Tyger, Capt. Harrison,
from London, and to be Sold on the most mo-
derate Terms, by Wholesale, at the Store of

WILLIAMS, CARY, and WILLIAMS,

On Capt. Harper's Wharf,

A large and elegant Assortment of European and
East-India GOODS, suitable for the Season, viz.

English superfine broadcloths of various co-
lours, second and coarse ditto of all colours,
cassimers, coatings, tammies, durants, shalloons,
rattinets, camlets, moreens, calamancoes, black and
white Italian crapes, florentine silks for breeches
and waistcoats, corduroy, royal ribs, velvets, Dutch
cords, plain and spotted jeans, fustians, plain and
flowered dimities, corded and muslin ditto, plain
and flowered Marseilles quilting, bordered ditto,
linen and cotton checks of all widths and qualities,
bed bunts, Flanders ticks, elegant patterns of cali-
coes and chintzes, low priced printed linens and
cottons, 4-4 and 7-8 of yard wide Irish linens of all
prices, Russia sheeting, German and British osna-
burgs, mens' and womens' cotton and thread stock-
ings, silk ditto, boys' and girls cotton and thread
ditto, mens' and womens' gloves, plain, figured and
striped ribbons of all colours; satin ditto, lute-
strings of all sorts, Persians, sarsenets, modes of all
kinds, silk handkerchiefs of all kinds and colours,
muslins of all sorts, cambricks, lawns, gauzes of all
kinds, sewing silk, buckrams of all sorts, crewels
assorted, worsted bindings, tapes and threads of all
sorts, pins, needles, all kinds of haberdashery,
all sorts of mens' and womens' hats, ditto boys' dit-
to, stationary, Mens' boots and shoes, womens'
and boys' shoes of all sorts, all articles in the iron-
mongery branch, earthen and glass ware of all
kinds, bohea and other teas, spices, saddlery, drugs
of all sorts, Port wine and porter in bottles, shot,
all kinds of sail cloth, &c. &c. &c.

Alexandria, May 25, 1784.

Image 15. Williams, Cary and Williams, "Just Arrived on the Ship Tyger," Virginia Journal and Alexandria Advertiser, May 27, 1784, GenealogyBank.

CHEAP STORE.
Jonathan Swift and Com-
pany,

HAVE for sale at their store, on Capt. Harper's wharf, a large and elegant assortment of European GOODS, suitable for the present and approaching season, which they will sell, by the package or piece, at the lowest advance for Cash or Tobacco. Their goods were selected from the first manufactories in Europe on the best terms. Those gentlemen who please to favor them with their commands, may depend upon being supplied as cheap as at any store in the States.

They return their grateful thanks to those gentlemen, in town and country, who have already favored them with their custom, and flatter themselves that the moderate prices of their goods, and their endeavours to give satisfaction, will induce them to continue their favors.

Alexandria, Dec. 14, 1784.

Image 16. Jonathan Swift & Co, "CHEAP STORE," Virginia Journal and Alexandria Advertiser, January 6, 1785, GenealogyBank.

THOMAS VOWELL,

At his Store, in Fairfax-Street,

HAS JUST OPENED,

An extensive and general Assortment of

DRY GOODS,

Which will be disposed of by the Piece or Retail, on the most reasonable Terms, for Cash or Country Produce.

He flatters himself that those who are so obliging as to call on him will not find themselves disappointed, as the chief part of the Goods have been selected with the utmost care and attention in London and Philadelphia.

Also, at his Store, on Harper's Wharf, the Corner of Union and Prince Street,

Has West-India and New England Rum by the Hogshead, Tierce, or Barrel; Molasses by the Hogshead or smaller Quantity; best Hyson, Souchong and Bohea Teas, at very moderate prices; coarse and fine Salt; with a neat Assortment of DRY GOODS.

☞ The highest Price given for Flour, Wheat, Flax-Seed, Bees-Wax, Tallow, Hemp, Butter, &c. &c.

Alexandria, Oct. 28, 1790.

Image 17. Thomas Vowell, "THOMAS VOWELL," Virginia Gazette and Alexandria Advertiser, November 11, 1790, GenealogyBank.

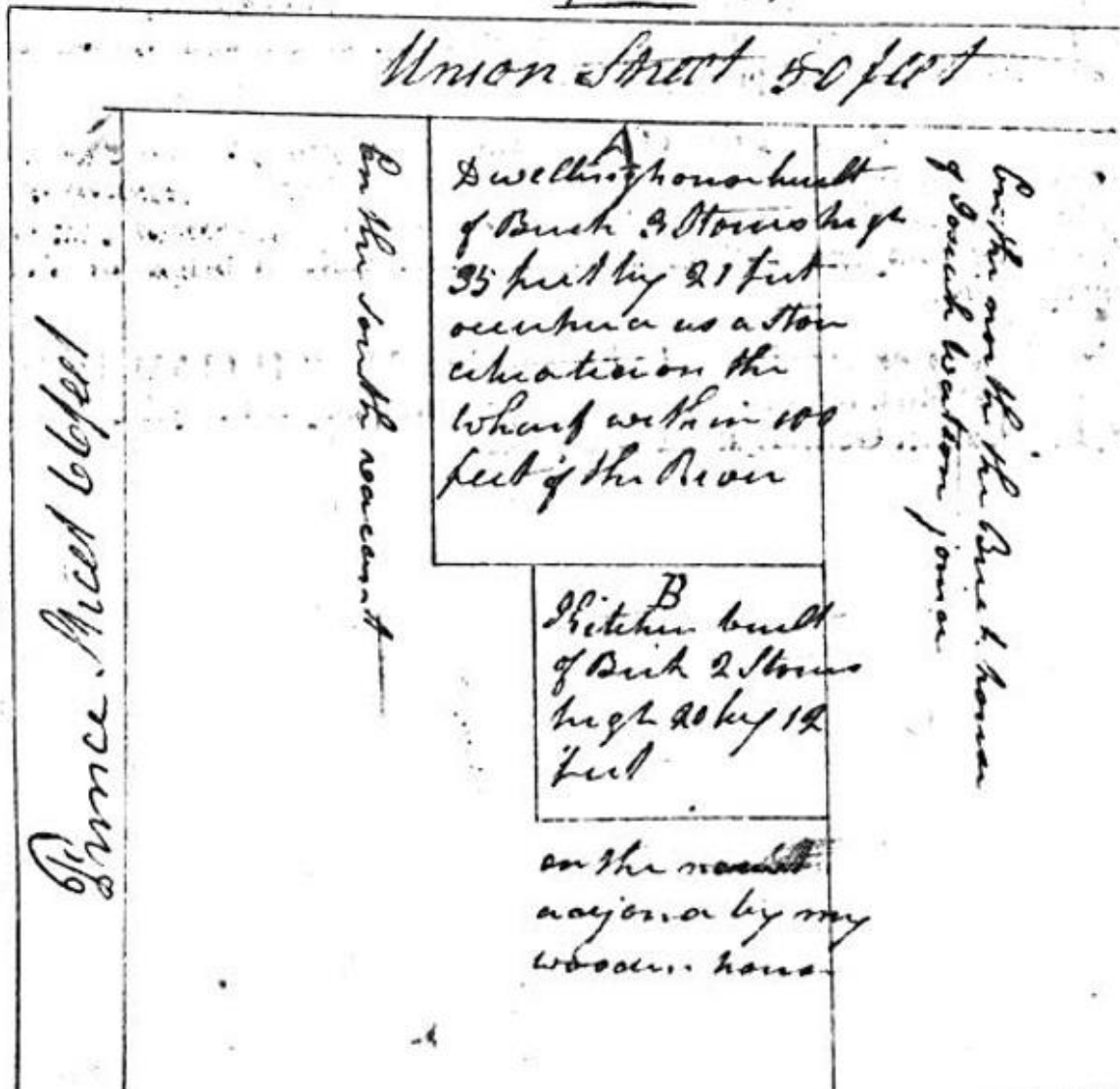


Image 18. Mutual Assurance Society Policy (MAP) No. 130, October 18, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

For Sale, at Harper's Wharf,

25 puncheons Jamaica Spirits
20 do. Antigua
20 hhd's. Molasses
10 do. Muscovado Sugars
20 boxes East-India do.
3 pipes Brandy
200 Cases American Geneva
5 Pipes Holland do.
260 dozen first quality London Porter
10 chests Bohea Tea
15 do. Hyson and Souchong Tea
5000 lbs. northward Cheese
3000 do. English do.
2500 bushels coarse and fine Salt
50 barrels Pork
20 barrels of Beef
10 tons Bar Iron
20 Casks of Nails
1 ton of Pig Lead
50 boxes Window Glass assorted
20 pieces Russia Duck
50 do. Osnaburgs

With a large and general assortment of Groceries and Dry Goods, wholesale and retail.

As we are determined to sell the above articles on the very lowest terms for cash or country produce, and have established a Geneva Distillery at Gum-Spring, in Loudoun County, those of our country customers who live contiguous to that manufactory may be supplied there with all kinds of Dry Goods and Groceries, where the highest price will be given for *Wheat, Rye, Barley, Indian Corn, Buckwheat* and *Whiskey*, and any drafts drawn there by our agent, *Vincent Davis*, will be duly honored by

MATTHEW FRANKLIN BOWNE & CO
Alexandria, Feb. 24, 1795.

Image 19. Matthew Franklin Bowne, "For Sale at Harper's Wharf," *Columbian Mirror and Alexandria Gazette*, June 16, 1795, GenealogyBank.

Early 19th Century, 1800-1859

Parcel 51.1

Dunlap & Irwin's Wharf, 1802-1806

Fitzgerald's Wharf raised a winning bid of \$14,750 in June 1802 by Alexandria merchants John Dunlap and Thomas Irwin (1761-1827).¹¹⁹ Irish immigrant Thomas Irwin operated as a merchant in Alexandria by 1791, when he imported linens from Dublin with his partner, and probably brother, James Irwin (c. 1757-1822). James was a ropemaker whose ropewalk was located at Washington & Queen Streets from 1791-1796, though he was operating a ropewalk in Alexandria as early as 1786 using enslaved and term laborers.¹²⁰ Irwin & Irwin sold imported goods and cordage from Harper's Wharf on Prince Street (described above, part of Parcel 6 in Image 3). They dissolved their partnership in 1793 and James Irwin continued ropemaking and served as a Justice of the Peace.¹²¹ Thomas Irwin kept up his merchant activities from his wooden warehouse on the west side of Union Street just south of King Street, a lot he purchased in 1794 (Image 22).¹²² Thomas married Elizabeth Janney on August 31, 1791 (Image 20, Image 21). Elizabeth's parents were Joseph and Hannah Jones Janney, originally from Pennsylvania but resident in Loudoun County, Virginia by 1791. The Irwins were members of the Alexandria Monthly Meeting until their deaths.¹²³

Dunlap & Irwin partnered as merchants since 1793, importing general merchandise and grocery items such as textiles, coffee and cotton.¹²⁴ Dunlap purchased the parcel south of Irwin's on the west side of Union Street in July 1794 and built a brick warehouse there (Image 22).¹²⁵ Their joint accounts show some expenses related to its construction in 1794-1796 including buying posts and sinking them in the

¹¹⁹ Alexandria Deed Book (ADB) C:73, June 25, 1802; Riker, "The Fitzgerald Warehouse," 7. John Dunlap's household included his wife, Elizabeth, and two children, three enslaved people, Samuel Dunlap, a clerk, and Sarah Klinehoof, a housekeeper in 1800. 1800 Alexandria Census, Ward 4, FamilySearch, <https://www.familysearch.org/ark:/61903/3:1:3Q9M-CSKJ-49L4-P?i=42&cat=666759>.

¹²⁰ Alex. H:221, September 30, 1796; Dennis Ramsay, "Forty Dollars Reward," *Virginia Journal and Alexandria Advertiser*, May 3, 1787, GenealogyBank; Miller, *Artisans and Merchants*, s.v. "Irvin, James." Irwin was sometimes spelled Irvine or Irvin.

¹²¹ Thomas Irwin and James Irwin, "Notice.," *Columbian Mirror and Alexandria Gazette*, December 18, 1793, GenealogyBank. James Irwin died on September 7, 1822 at 65 years of age (*Alexandria Gazette*, September 10, 1822).

¹²² FDB X1:262, February 27, 1794. The wooden warehouse was built by 1796 when it was described on John Dunlap's insurance policy for the adjoining brick warehouse. This parcel is now 101-103 South Union Street, and the wood warehouse is no longer extant.

¹²³ *U.S. Encyclopedia of American Quaker Genealogy, 1607-1943*, Ancestry.com; Baltimore Yearly Meeting Minutes, US Quaker Meeting Records, 1681-1935, Ancestry.com, https://www.ancestry.com/imageviewer/collections/2189/images/43154_1821100519_4932-00046?pid=1107287585.

¹²⁴ "Arrived at the Fort, and Performing Quarantine," *Times; and District of Columbia Daily Advertiser*, September 9, 1797, GenealogyBank. The beginning of their partnership is noted in Arlington Chancery, Thomas Irwin vs. Executors of John Dunlap, 1810-016.

¹²⁵ Alex. E:465, July 22, 1794. The warehouse was insured by Dunlap in 1796. MAP No. 5, March 17, 1796. This parcel is now 105 South Union Street.

lot, plank and scantling, labor, sand and brick for a footway on the lot, rails for the warehouse, whiterope for the hoisting wheel, and nails, locks and screws for the warehouse.¹²⁶

In 1802 Dunlap & Irwin bought the wharf property, practically across the street from their separately owned warehouses, together. Joseph Nevitt, a packet and steamboat operator, remembered the wharf “in ruins, the tide flowing over most of it.”¹²⁷ He described a small wharf with one pier, the water “so deep as to enable the packets to lay with the bowspirit [*sic*], full up on King Street and resting on the logs, jutting over them into the street.” William Yeaton recalled that the wharf was under water when Dunlap & Irwin purchased it, but they filled it up leaving the ground “very rough and used for landing lumber.”¹²⁸

The city paved King Street from Union to the head of the dock in 1804 and Dunlap & Irwin built two three-story brick wings with hip roofs onto the east side of the existing warehouse that extended 50 feet toward the Potomac River, one along King Street and one along the 30’ alley on the south edge of the parcel (Image 5).¹²⁹ Depositions from a Supreme Court case reveal that Neale Mooney, Abednego Adams, and John Ball, all bricklayers by trade, built the warehouses.¹³⁰ Dunlap & Irwin extended the front of the wharf and built out a pier. Thomas Sanford, a sailmaker who occupied a space on the north side of King Street, testified that Thomas Irwin (the father) built out the wharf on piles and filled it with stone and earth. Many witnesses remarked on the loads of sand, stone, dirt, and earth that went toward filling holes as they opened in the surface of the wharf. John Howard, the occupant of the northeast warehouse, claimed to have used hundreds of cart loads of dirt and stone to fill the wharf over a 4-year period. “Bermuda ballast,” ballast from the ships returning from the Caribbean, was regularly used as fill here. A four-foot-wide brick footpath extended from King Street along the east side of the warehouses to the 30’ alley. The alley, sometimes called Fitzgerald’s Alley and sometimes Dock Street, was paved with an unknown method by Fitzgerald and Swift in 1798; Dunlap & Irwin repaved the northern half of it probably in 1805 after they completed the new warehouses. Others testified that Irwin or the warehouse occupant would lay down a temporary wooden gangway leading from the docks to the warehouse doors to keep barrels out of the mud. Thomas Irwin was known to use a horsewhip to chase draymen and carts off his wharf. Irwin complained that the horses stamped holes in the surface, and they drew flies, noise and dust. One witness testified that as a boy, he knew “If I picked up a stone and threw [it] into the river, the old man would come out and give me a kick.”¹³¹

In their joint business ventures, John Dunlap “had the principal management and conduct of [several vessels and various shipments and adventures abroad] and kept all the accounts of the said vessels.”¹³² Dunlap & Irwin chartered ships with cargos of local commodities to ports on the northeast coast of South America such as Cayenne, French Guiana and Suriname. One cargo on the schooner *Hope* consisted of flour, pork, beef, ship bread, pilot bread, lard and butter (Image 23). Dennis McCarty

¹²⁶ Arlington Chancery, Thomas Irwin vs. Executors of John Dunlap, 1810-016.

¹²⁷ Deposition of Joseph Nevitt, George O. Dixon ETC vs. William H. Irwin, Arlington County Chancery Court, 1850-003.

¹²⁸ Deposition of William Yeaton, Ibid.

¹²⁹ Riker, “The Fitzgerald Warehouse,” 8; James McCrea, “In Common Council,” *Alexandria Daily Advertiser*, June 22, 1804, GenealogyBank.

¹³⁰ Arlington Chancery, Deposition of John Ball, George O. Dixon ETC vs. William H. Irwin, 1850-003.

¹³¹ Deposition of Joseph Harris, Ibid.

¹³² Arlington Chancery, Thomas Irwin vs. Executors of John Dunlap, 1810-016.

Johnston, an Alexandria-based sea captain, spent over three years in France on their behalf, from July 1802 to September 1805, though the exact nature of his voyage is undocumented.¹³³ Irwin called for freight and charters to any port in Europe on the ship *Ann*, which was docked at the King Street Wharf in 1803.¹³⁴ Irwin moved his store to the corner warehouse in early 1804, and Daniel McDougall occupied the sail loft above it.¹³⁵ John Sutton ran a packet, a regular trip between two ports, to Norfolk from this wharf starting in 1804 (Image 24).¹³⁶

Before John Dunlap's death in the fall of 1806, the partners spent nearly \$7,400 repairing and extending the wharf and building the two warehouses.¹³⁷ Dunlap willed "my lott & brick ware house & back buildings thereon situated on the west side of Union Street" to his daughter, Mary, along with all his other individually-owned real estate including his lot on the west side of Union north of King. He did not bequeath his share of the wharf lot, nor his personal property, to anyone.¹³⁸ Elizabeth Dunlap, his widow, emancipated an eleven-year-old enslaved girl, Bet Salter, in exchange for one dollar. The documentation does not reveal why Bet was freed at this particular time; however, it is possible Elizabeth Dunlap and Bet's mother, Phannee Salter, had an agreement in place to free the child.¹³⁹ The sale of Dunlap's stock in hand, consisting of 13 bales of woolen cloths, raised nearly two thousand pounds. His household and counting house furnishings, livestock, and an unnamed enslaved girl were included in subsequent auctions.¹⁴⁰ Thomas Irwin sued Dunlap's estate for over \$18,000 owed him from their mutual business transactions dating back to 1793. The Chancery Court ruled in Irwin's favor; however, Dunlap's brothers and widow did not agree and petitioned the court for a lesser amount, \$10,000. Their petition was ultimately discontinued by the court.¹⁴¹

¹³³ Arlington Chancery, Thomas Irwin vs. Executors of John Dunlap, 1810-016. It appears Johnston was acting as an agent for Dunlap & Irwin as their accounts mention "Johnston's bills drawn in France together with account of said Johnston's outfits here [in Alexandria]."

¹³⁴ Thomas Irwin, "For Freight or Charter," *Alexandria Daily Advertiser*, September 23, 1803, GenealogyBank. Irwin excepted the Baltic and Mediterranean from possible ports of call for the voyage.

¹³⁵ Daniel M'Dougall, "Daniel M'Dougall," *Alexandria Daily Advertiser*, July 30, 1804, GenealogyBank.

¹³⁶ John Sutton, "Norfolk Packet," *Alexandria Daily Advertiser*, November 13, 1804, GenealogyBank.

¹³⁷ Arlington Chancery, Thomas Irwin vs. Executors of John Dunlap, 1810-016.

¹³⁸ John Dunlap, "Last Will and Testament of John Dunlap" (Last Will and Testament, Alexandria, Virginia, October 29, 1806), FamilySearch, <https://www.familysearch.org/ark:/61903/3:1:3QS7-89P4-NFML?i=403&cat=279393>.

¹³⁹ ADB O:312, November 25, 1806. Bet Salter was emancipated again by Elizabeth and Mary Dunlap in 1810 "in consideration of the long and faithful service of the said Fanny Salter from motives of humanity to her said daughter." Possibly the 1806 deed of emancipation was void and Bet was sold back to Elizabeth and Mary Dunlap in the estate auction. Fanny Salter was emancipated by John Dunlap according to this deed, however the documentation for that is unrecovered. ADB S:288, May 1, 1810.

¹⁴⁰ Marsteller, Philip G., "Sale at Auction," *Alexandria Daily Advertiser*, November 8, 1806, GenealogyBank; "Sales at Vendue of the personal estate of John Dunlap late of Alexandria deceased," (Inventory, Alexandria, Virginia, March 18, 1807), FamilySearch, <https://www.familysearch.org/ark:/61903/3:1:3QS7-89P4-NXBK?i=442&cat=279393>. Altogether, John Dunlap's personal estate raised \$9,388.14.

¹⁴¹ Arlington Chancery, James Dunlap, Eliza Dunlap, and David Black vs. Executor of John Dunlap and Thomas Irwin, 1815-019. The heirs of John Dunlap argued that Dunlap had been infirm for 2-3 years preceding his death and thus not involved in business affairs. He was careful with his accounts and, they argued, would not have left so much unbalanced money on his books over so long a period. However, in the accounts provided by Thomas Irwin and those surviving from Dunlap, the court-appointed commissioners found general agreement in the amount owed to Irwin. All parties, except the heirs, agreed that Dunlap's estate held more debt than its value.

Irwin's Wharf, 1806-1905

Irwin and Dunlap's heirs went through several years of legal and financial negotiations before Irwin secured full ownership of the wharf property. James and Samuel Dunlap inherited half shares of their brother's remaining estate after the widow's third was taken out: this left each brother with $\frac{1}{4}$ share of the wharf and lot on King & Union. Elizabeth Dunlap's dower, or widow's third, evaluation in 1808 provides some detail about the structures on the wharf property at that time: five brick warehouses and a wharf that together brought in \$1200 annual rent during the embargo.¹⁴² James Dunlap lived in South Carolina and sold his $\frac{1}{4}$ share of the wharf and lot to Thomas Irwin in 1808.¹⁴³

Samuel Dunlap moved between Virginia and South Carolina amassing debts in each location. David Black, an Alexandria merchant, represented Samuel's share of the estate in some of the legal proceedings, but eventually his surviving brother, James, bought out his share for \$12,000 in cash, bonds, and horses.¹⁴⁴ This sale was never recorded in the Alexandria land tax books, so when Samuel declared insolvency in Alexandria and did not claim the wharf and lot, the court-appointed trustee, Charles J. Catlett, sued. The court nullified the sale and ordered that the trustee sell the $\frac{1}{4}$ share at public auction, where Thomas Irwin purchased it in 1813.¹⁴⁵ Nearly seven years after John Dunlap's death, Thomas Irwin had full, legal ownership of the wharf, warehouses, and pier.

Thomas Irwin continued to engage in trade and profit from the rents, wharfage and dockage of the wharf and pier property. He chartered ships to New York, Norfolk and Richmond and imported cargoes of salt, German iron, and shad.¹⁴⁶ Alexandria merchants, such as W. Wedderburn, landed and sold cargo including flour for family use.¹⁴⁷ The 1810 tax assessment listed three occupants for this parcel: Jonathan Janney, James Keith, Jr., and Newton Keane (Keene). Janney was a consignment merchant who would later purchase the wharf to the south of this on Parcel 51.2. James Keith, Jr. was the son of James Keith, who owned a wharf at the foot of Franklin Street. Newton Keane (Keene) was a sail maker and would have occupied the sail loft across the top floor of the three Union-fronting warehouses. Philip G. Marsteller, vendue master, used Irwin's wharf and warehouses to sell ground allum salt, spinning

¹⁴² ADB U:75, December 31, 1808. The rent value was \$1,800/year without the embargo. Her dower was adjusted for the embargo: \$200 per year with and \$300 annually without.

¹⁴³ ADB O:491, January 20, 1808; ADB R:259, May 6, 1809. Thomas Irwin published a notice in the Alexandria newspapers in May 1809 warning that "notes to James Dunlap should not be taken up until stipulations are met," though it is unknown what the stipulations are. James Dunlap then sued Thomas Irwin claiming that Irwin had not upheld his promise to provide a mortgage after James sold the wharf to him. The outcome of that cause is not recorded. Thomas Irwin, "Notice," *Alexandria Daily Gazette, Commercial & Political*, May 15, 1809, GenealogyBank; Arlington Chancery, James Dunlap vs. Thomas Irvine, 1812-023.

¹⁴⁴ Arlington Chancery, Charles J. Catlett vs. Samuel Dunlap, 1812-006; ADB Q:358, September 3, 1808; ADB S:84, May 6, 1809. James Dunlap and Samuel Dunlap agreed to sell the wharf and warehouses to Irwin after insolvency proceedings, but the court order to sell at public auction nullified that agreement.

¹⁴⁵ C. J. Catlett, "Public Sale," *Alexandria Daily Gazette, Commercial & Political*, July 17, 1813, GenealogyBank.; ADB X:155, July 17, 1813.

¹⁴⁶ Thomas Irwin, "For New-York," *Alexandria Daily Gazette, Commercial & Political*, August 19, 1808; Thomas Irwin, "For Sale.," April 6, 1809; Thomas Irwin, "For New York," September 1, 1809; Thomas Irwin, "Bar-Iron, Steel, Spike-Rods," September 15, 1810; Thomas Irwin, "For New-York," July 21, 1812; Thomas Irwin, "For Norfolk & Richmond," *Alexandria Gazette*, April 24, 1817; Thomas Irwin, "Landing This Day," May 13, 1817, GenealogyBank.

¹⁴⁷ W. Wedderburn, "Flour, for Family Use.," *Alexandria Daily Advertiser*, December 3, 1806, GenealogyBank.

cotton, rice, shad, and sails (Image 25).¹⁴⁸ William H. Brown sold hemp seed, wine and olives.¹⁴⁹ Daniel Cawood & Co. occupied a warehouse on the wharf in 1814.¹⁵⁰ Peyton & Dundas sold rum, rice, mahogany, cognac, currants, and Maryland tobacco from 1815-1818.¹⁵¹

Charles Catlett, who was the court-appointed trustee in John Dunlap's estate proceedings, had a store on the north side of King Street and used Irwin's wharf to land salt and groceries. He became business partners with Thomas Irwin, Jr. in 1817, forming Catlett & Irwin.¹⁵² He occupied the northeast warehouse for "a number of years."¹⁵³ Lindsay & Hill, merchants, moved to "the store lately occupied by Peyton & Dundas, on Irwin's Wharf" in 1818.¹⁵⁴ From there they sold rum, whiskey, coffee, and candles. They remained on the wharf until at least 1820.

One occupant in 1830, Edward Sheehy, was a grocery and soap retailer on Prince Street. His buildings and stock-in-trade burned in a fire in January 1827.¹⁵⁵ His soap and tallow manufactory reopened on Prince Street after the fire. Robert Wilson was a chair maker who operated two manufactories on King Street, one at Washington and one at Pitt. His business expanded to Washington, D. C. in 1825.¹⁵⁶ George Johnston, an auctioneer, occupied space in one of the warehouses in 1830.¹⁵⁷ Charles C. Smoot & Co. was a tannery operated by Charles Calvert Smoot and various associates. Smoot was born in Maryland and moved to Alexandria in 1820. He opened a tannery on Washington Street and it remained in operation until the end of the 19th century. They may have operated a store front here, or simply rented warehouse space like many other merchants and retailers.¹⁵⁸ From 1831-1832, H. B. Rose & Co. occupied the northeast warehouse. A partnership of R. J. T. Wilson and H. B. Rose, the firm had a general assortment of groceries and ship chandlery.¹⁵⁹

When Thomas Irwin died in January 1827, his real and personal estates were evenly distributed among his heirs; however, the legal partition of the property did not take place until his youngest son, William

¹⁴⁸ P. G. Marsteller, "Public Sale," *Alexandria Daily Advertiser*, April 20, 1808; P. G. Marsteller, "Public Sale," *Alexandria Gazette, Commercial and Political*, October 6, 1814, GenealogyBank.

¹⁴⁹ Miller, *Artisans and Merchants*, s.v. "Brown, Wm. H."

¹⁵⁰ Miller, *Artisans and Merchants*, s.v. "Cawood, Daniel & Co."

¹⁵¹ Miller, *Artisans and Merchants*, s.v. "Peyton & Dundas."

¹⁵² Miller, *Artisans and Merchants*, s.v. "Catlett, Chas. J."

¹⁵³ Arlington Chancery, Deposition of Charles Catlett, George O. Dixion ETC vs. William H. Irwin, 1850-003.

¹⁵⁴ Diane Riker, "The Fitzgerald Warehouse," 9.

¹⁵⁵ Edward Sheehy, "Corn & Potatoes," *Alexandria Gazette & Daily Advertiser*, May 22, 1820, GenealogyBank; Edward Sheehy, "English Shoe Thread," *The Alexandrian*, December 5, 1820, GenealogyBank; "The Late Fire," *Alexandria Gazette*, January 23, 1827, GenealogyBank.

¹⁵⁶ Robert Wilson, "Cheap Chairs, Etc.," *Alexandria Herald*, June 3, 1822, GenealogyBank; Robert Wilson, "Cheap Chairs," *Alexandria Herald*, August 11, 1823, GenealogyBank; Robert Wilson, "Robert Wilson," *Phenix Gazette*, October 13, 1825, GenealogyBank; Robert Wilson, "Robert Wilson," *Alexandria Gazette*, April 10, 1826, GenealogyBank; Robert Wilson, "Patent Bedsteads," *Alexandria Gazette*, May 16, 1827, GenealogyBank; Robert Wilson, "Notice," *Phenix Gazette*, April 10, 1828, GenealogyBank.

¹⁵⁷ George Johnston, "Auctions," *Alexandria Gazette*, March 16, 1827, GenealogyBank.

¹⁵⁸ Miller, *Artisans and Merchants*, s.v. "Smoot Tannery."

¹⁵⁹ R. J. T. Wilson and H. B. Rose, "R J T Wilson & H B Rose," *Alexandria Gazette*, March 23, 1831, GenealogyBank; H. B. Rose and R. J. T. Wilson, "Dissolution of Copartnership," *Alexandria Gazette*, April 19, 1832, GenealogyBank.

H. Irwin, reached the age of majority (21 years old) in 1835.¹⁶⁰ The warehouses were distributed as such: the corner of Union and King went to Mary Irwin, James Irwin received the northeast, the middle went to William H. Irwin, the Union-fronting south warehouse went to Thomas Irwin, and Ann Carey inherited the southeast. The wharf and pier were divided into three equal shares split between James, William H. and Ann (aka Nancy). William and Ann lived in Baltimore, Maryland and Mary occupied herself managing the tavern. This left Thomas Irwin Jr. and James Irwin as the primary managers of the warehouses and wharf properties.¹⁶¹ William H. Irwin settled his share on his wife, Anne Patten, upon their marriage in 1839.¹⁶²

George Johnson and John Douglass established their general commission and agency firm, George Johnson & Co. in the southeast "FIRE PROOF WAREHOUSE" in April 1831. Their initial offering of goods included wines, tobacco and forte pianos. They chartered ships for cargo and passengers to domestic and international ports. They operated here until 1837.¹⁶³ William H. Miller advertised the warehouse for rent in December 1837.¹⁶⁴ Ward & Brother moved in by April 1838 and remained in business until January 1839, selling a wide variety of groceries and household necessities.¹⁶⁵

The 1840 tax assessment provides a clearer picture of which tenants occupied which warehouse (Image 26). Charles C. Smoot & Co occupied Mary Irwin's corner warehouse. Masters & Cox occupied the middle warehouse owned by William H. Irwin. A partnership between Solomon S. Masters and William J. Cox since at least 1837, this consignment firm sent cargoes and passengers to ports in the Caribbean.¹⁶⁶ Stephen Shinn occupied the southwest warehouse owned by Thomas Irwin. Shinn operated his merchant business from Janney's Wharf, but likely used this warehouse as additional storage space. James Irwin's northeast warehouse on King Street was occupied by A. J. Fleming. Fleming, who traded in general groceries with various partners, moved to this store in 1834.¹⁶⁷ Calvert & Bayne occupied the southeast warehouse, owned by John E. Carey, for one year from September 1839-September 1840. They operated a general grocery business "one door south of King Street, Irwin's Wharf."¹⁶⁸ James & William H. Irwin owned and managed the wharf.

John Howard rented the two eastern warehouses and the wharf from James Irwin, Ann Carey and William H. Irwin beginning June 26, 1841. His 2-year lease extended an additional year on a verbal agreement. In the meantime, James Irwin failed to repay a debt and his warehouse (northeast), which was held in trust to secure the debt, sold at public auction in 1842.¹⁶⁹ George O. Dixion and John A.

¹⁶⁰ *Phenix Gazette*, January 29, 1827. Irwin's obituary appeared in the same publication on February 2, 1827. He was interred at the Friends' burying ground in Alexandria. He now has a memorial in the Christ Church Episcopal Cemetery in Alexandria. <https://www.findagrave.com/memorial/116059801/thomas-irwin>

¹⁶¹ ADB V2:305, January 15, 1835.

¹⁶² ADB Z2:359, October 3, 1839.

¹⁶³ George Johnson and John Douglass, "Co-Partnership," *Alexandria Gazette*, April 23, 1831, GenealogyBank.

¹⁶⁴ William H. Miller, "For Rent," *Alexandria Gazette*, December 30, 1837, GenealogyBank.

¹⁶⁵ Ward & Brother, "The Subscribers," *Alexandria Gazette*, April 9, 1838, GenealogyBank; Ward & Brother, "Notice," *Alexandria Gazette*, January 11, 1839, GenealogyBank.

¹⁶⁶ Solomon S. Masters and William J. Cox, "Notice," *Alexandria Gazette*, September 1, 1848, GenealogyBank.

¹⁶⁷ Andrew J. Fleming, "REMOVAL," *Alexandria Gazette*, July 1, 1834, GenealogyBank.

¹⁶⁸ R Calvert and William Bayne, "NOTICE," *Alexandria Gazette*, September 17, 1839, GenealogyBank; R Calvert and William Bayne, "Notice," *Alexandria Gazette*, September 11, 1840, GenealogyBank.

¹⁶⁹ ADB C3:199, February 28, 1842; ADB C3:272, November 21, 1842; ADB B3:457, December 8, 1842; ADB D3:338, October 21, 1843; John Hooff, "Trust Sale of Real Estate," *Alexandria Gazette*, September 3, 1842, GenealogyBank.

Dixon won the sale, and Howard continued to occupy the warehouse. A dispute arose between William H. Irwin and the Dixons when Irwin built a fence to enclose the vacant ground in between the two eastern warehouses (Image 26). The Dixons argued that the fence and shanty blocked their access to the wharf, blocked their windows from sunlight, and stopped up the public access to the wharf. Irwin argued that the wharf was his private property and the Dixons had no standing to bar him from construction. A lower court placed an injunction on the fence, however Irwin appealed to the United States Supreme Court where he won. The court found that there was no evidence that the wharf was public land and that Irwin had ample documentation and testimony that it had always been considered private.¹⁷⁰ Ultimately, the two parties agreed that the fence could not block the windows and it was removed.¹⁷¹

When James Irwin's property was sold in 1842, it included a 1/3 share of the wharf and pier. Elizabeth Irwin, the widow of Thomas Irwin and mother of James, purchased the partial share.¹⁷² When she died, her estate distributed the center warehouse fronting on Union and her 1/3 share of the wharf and pier to all her heirs.¹⁷³

J. Newton Harper and Nathaniel Boush began a ship chandlery, grocery, and country produce stand in the Dixon warehouse in March 1854. 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.¹⁷⁴ Harper bought out Boush's share in 1858 and continued at No. 2 King Street.¹⁷⁵ Boush moved his store to No. 3 Irwin's Wharf, which was the southeast Irwin warehouse.¹⁷⁶

The Irwin heirs allowed agents to do the collection of wharfage and dockage fees. Andrew J. Fleming acted in this capacity in the late 1830s, John Howard collected these fees to pay his rent of the wharf from 1844-1845, and J. L. Pascoe was empowered as an agent by John E. Carey, husband of Ann Carey, in 1848.¹⁷⁷ Contemporary maps illustrate Irwin's Wharf on the south edge of the King Street dock (Image 27, Image 28).

The 1850 Tax Assessment showed some long-term occupants remained: Charles C. Smoot occupied Mary Irwin's corner warehouse and Stephen Shinn & Son occupied Thomas Irwin's southwest

¹⁷⁰ Arlington Chancery, George O. Dixon ETC vs. William H. Irwin, 1850-003. The "shantee" shown in the plat was only present for a short time, fewer than five years. John Howard built it at the behest of William H. Irwin but it was removed by the time he gave his deposition in 1846.

¹⁷¹ ADB N3:164, April 21, 1852.

¹⁷² ADB D3:377, September 20, 1843.

¹⁷³ ADB 13:331, December 24, 1847.

¹⁷⁴ John Armfield, "Alexandria and New Orleans Packets," *Alexandria Gazette*, July 29, 1835, GenealogyBank.

¹⁷⁵ J. Newton Harper and Nathaniel Boush, "Harper & Boush," *Alexandria Gazette*, March 7, 1854; J. Newton Harper, *Alexandria Gazette*, April 1, 1858, GenealogyBank. For more on Boush, Armfield and the slave trade, see 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>.

¹⁷⁶ Nathaniel Boush, "JUST RECEIVED," *Alexandria Gazette*, March 13, 1858; Nathaniel Boush, "GROCERIES," *Alexandria Gazette*, June 24, 1865, GenealogyBank.

¹⁷⁷ Arlington Chancery, George O. Dixon ETC vs. William H. Irwin, 1850-003; "Authorization of J. L. Pascoe, January 27, 1848," Irwin Family Papers, Gadsby's Tavern Museum, Alexandria, VA.

warehouse. George O. Dixon and John Dixon still owned and occupied the northeast warehouse. More recent occupants included John L. Pascoe and Charles Pascoe in Thomas Irwin's center warehouse and Charles Wilson in the late Ann Carey's southeast warehouse. Wilson was from Frederick, Maryland, and established himself in Alexandria in July 1847. He first occupied the center warehouse on Union Street, but moved to the southeast warehouse at some point between 1847 and 1850.¹⁷⁸

H. K. Bradshaw of Alexandria was retained by Thomas Irwin and James Carey to repair the wharf and pier in 1852. The work was restricted to the pier, which they described as the "pile or bridge part" that was 52' by 100.' They removed the existing deck and cut the salvageable piles down to consistent heights, with the eastern piles being four inches higher than the western. 12" x 16" caps were tenoned on to the western piles and 12" x 12" caps on the eastern side. The edges were enclosed with 12" x 15" stringers and the floor timbers measured 4" x 12": these were made of Georgia pine. White Oak mooring posts were placed at appropriate intervals and "fender piles" were placed 10' apart on the north and south sides of the pier. Three fender piles were placed at each corner. They signed the contract in January and the work was completed by June after the arrival of the Georgia pine.¹⁷⁹ The expenses for the repairs, \$1,938.76 including the extra piles and repairs beyond the \$1,800 contract price, was divided proportionate to their shares among James & Thomas Carey (1/2), Hannah Wilson (1/6), Thomas Irwin Jr. (1/6), and Mary Irwin (1/6).

Over the following decade, the Irwin heirs transferred partial shares to the wharf and some of the warehouses. Hannah Wilson and Mary Irwin bought Thomas Carey's ¼ share of the wharf and ¼

share of the center warehouse in 1854.¹⁸⁰ Mary Irwin bought James Carey's ¼ share of the wharf and ½ share of the southeast warehouse in 1862.¹⁸¹ The Dixons, who owned the northeast warehouse, partitioned their real estate in 1855, with George O. Dixon taking full ownership of the warehouse.¹⁸²

Parcel 51.2

Merchant's Wharf, 1800-1817

Jonathan Swift purchased this segment of the waterfront in 1796 with a three-story brick warehouse fronting on Union Street (see above). Swift was a merchant and land broker in Alexandria who was active in local civic organizations, the Presbyterian church, and Swiss consul.¹⁸³ In 1800, he leased the vacant area to the east of the warehouse, along with the pier and associated docks and dockheads, referred to as Merchant's Wharf. The lessee, William Hodgson, negotiated a deal with Swift that all tenants of the warehouse would exclusively use Merchant's Wharf, thus Hodgson would collect their wharfage fees.¹⁸⁴ Swift offered Lisbon salt for sale from the sloop Mary, docked at this wharf, in 1801.¹⁸⁵ A lot fronting on Merchant's Wharf and the alley was offered for rent in December 1801.¹⁸⁶

¹⁷⁸ Charles Wilson, "Produce and General Commission Business," *Alexandria Gazette*, July 2, 1847, GenealogyBank.

¹⁷⁹ "Articles of Agreement, January 6, 1852," Irwin Family Papers, Gadsby's Tavern Museum.

¹⁸⁰ ADB Q3:130, May 29, 1854.

¹⁸¹ ADB V3:43, February 24, 1862.

¹⁸² ADB R3:509, January 1, 1855.

¹⁸³ Miller, *Artisans and Merchants*, s.v. "Swift, Jonathan."

¹⁸⁴ Alex. O:219, November 10, 1800.

¹⁸⁵ William Hodgson, "For Sale," *Alexandria Daily Advertiser*, April 2, 1801, GenealogyBank.

¹⁸⁶ Jonathan Swift, "For Sale," *Times; and District of Columbia Daily Advertiser*, December 8, 1801, GenealogyBank.

The brick warehouse occupant in 1801 was William James Hall. His lease excluded the sail loft that extended over this building and the adjacent two-story wooden warehouse.¹⁸⁷ Hall took out an insurance policy in 1805 on the brick warehouse which shows two wood structures on the parcel: a two-story wooden warehouse on the south edge of the parcel and a one-story wooden shed along the north line (Image 29). Hall was a merchant who operated in Alexandria since at least 1794 and owned a store on Prince Street. From Merchant's Wharf, he sold wine, salt, potatoes, and rum and chartered vessels (Image 30).¹⁸⁸ Alexander Henderson & Co. leased one of the wooden warehouses on Merchant's Wharf as early as February 1801, however they often advertised ships laying at Vowell's Wharf rather than Merchant's Wharf.¹⁸⁹ They advertised a warehouse on Merchant's Wharf for rent in July 1803.¹⁹⁰ William Sanford leased the sail loft beginning in 1802.¹⁹¹

The wharf, warehouse and loft were available to new tenants in 1810 (Image 31). The 1810 tax assessment lists Daniel McPherson Jr. as a tenant. McPherson was likely the son of Daniel McPherson, who operated a merchant store on Prince and Union in the late 1780s.¹⁹² Joseph Rowen opened his "New Cordage Store" on Merchant's Wharf in May 1810, in the store formerly occupied by the United States government as an office of inspection. He sold cordage made by John Chalmers, a supplier of the federal government.¹⁹³ Lawrason & Fowle, whose warehouse and store south of Prince Street burned in a devastating waterfront fire in September 1810, occupied a warehouse here while they rebuilt.¹⁹⁴ Daniel McDougall, a sailmaker who previously occupied the loft above Fitzgerald's/Irwin's warehouse at the corner of Union and King, moved into this loft in 1811 (Image 32). John Gird & Isaac Entwisle, merchant partners, occupied space on the wharf and secured a debt for Jonathan Swift from 1813 through 1815.¹⁹⁵

Swift used the lot and buildings as security for debt in 1813. In October 1815, Jonathan Janney and Phineas Janney purchased the lot, wharf, and pier for \$30,000.¹⁹⁶ Even under new ownership, Merchant's Wharf retained its familiar moniker for a few years. John Janney & Co. offered wine, sugar, molasses, and cacao at Merchant's Wharf in 1817. At the same time, they offered sugar from another schooner docked at Irwin's Wharf (Image 33). Barnewell & Popham sold teas, filberts, sweet oil, mould

¹⁸⁷ ADB A:218, January 8, 1801.

¹⁸⁸ Miller, *Artisans and Merchants*, s.v. "Hall, Wm. J."

¹⁸⁹ Alexander Henderson & Co, "For Sale," *Alexandria Daily Advertiser*, February 14, 1801; Alexander Henderson & Co, "Landing," *Times; and District of Columbia Daily Advertiser*, May 3, 1802, GenealogyBank.

¹⁹⁰ Alexander Henderson & Co, "Just Arrived from Lisbon," *Alexandria Daily Advertiser*, July 13, 1803, GenealogyBank.

¹⁹¹ ADB C:493, August 13, 1802.

¹⁹² Miller, *Artisans and Merchants*, s.v. "McPherson, Daniel & Isaac."

¹⁹³ Joseph Rowen, "New Cordage Store," *Alexandria Daily Gazette, Commercial & Political*, May 16, 1810, GenealogyBank.

¹⁹⁴ Lawrason & Fowle, "Lawrason & Fowle," *Alexandria Daily Gazette, Commercial & Political*, October 2, 1810, GenealogyBank.

¹⁹⁵ ADB X:23, March 19, 1813; ADB Z:236, August 3, 1815; Miller, *Artisans and Merchants*, s.v. "Gird, John."

¹⁹⁶ ADB Y:94, September 24, 1813; ADB Z:331, October 10, 1815. The deed included a 4' strip of land on the south edge of the 12' alley that existed along the south edge of this parcel.

candles, and mess pork here.¹⁹⁷ In public discourse, this parcel came to be known as Janney's Wharf, however Phineas Janney identified it as "Merchant's Wharf" in his 1852 last will and testament.¹⁹⁸

Janney's Wharf, 1815-1899

The Quaker Janney family had extensive branches throughout northern Virginia and Maryland, though their ancestry was rooted in Pennsylvania. The owners of this wharf, Jonathan and Phineas, were aligned financially in multiple partnerships and in sole businesses that focused primarily on merchant activity.

Jonathan Janney (1765-1823) married Elizabeth Hopkins and then Ann Shoemaker. He was the treasurer of the Alexandria Monthly Meeting in 1802; his sister was philanthropist Johns Hopkins' mother. Besides his activities in Alexandria, he owned a country estate in Prince William County, Virginia, called Swann Point on the south side of Occoquan Creek. He had four surviving children, Joseph, Elizabeth, Samuel, and John Jr.¹⁹⁹

Phineas Janney (1778-1852) was born in Loudoun County, Virginia in 1778 and worked in his father's country store until he removed to Alexandria to work as a clerk. He married Ruth Lupton of Frederick County, Virginia, in 1799, which was likely around the time he relocated to Alexandria. They were charter members of the Alexandria Monthly Meeting in 1802, but Ruth died in 1804 and the couple had no surviving children. After the Embargo ended, Phineas traveled to Sweden as a supercargo, or shipping agent, and was abroad for two years managing sales of American cargos and selecting goods to send back to Virginia (Image 34). He returned to Alexandria and married Sarah Hartshorne, daughter of William Hartshorne, a well-known Quaker merchant in town, in 1811. Phineas and Sarah had no children, but they remained active in the Quaker meeting.²⁰⁰ They lived on the "upper end" of King Street, about ten blocks west of the wharf.²⁰¹

Jonathan and Phineas Janney did business as partners, had business arrangements with other partners, and operated as individuals. These varied and changing arrangements make it hard to understand exactly what their business entailed or why they chose to operate together in one circumstance versus operating individually in another. For example, it is not known why they chose to purchase this wharf and lot together, though we can assume it was due to a lack of capital for each individually. Or perhaps the elder Jonathan saw an opportunity to own a wharf and sought a younger partner who also stood to benefit from the arrangement. In any case, the Janney's imported a wide range of goods, though Phineas was best known for Swedish steel and wine, owned shares of ships and cargos, bank stock, and other real estate.

¹⁹⁷ Barnewell & Popham, "Fresh Teas &c," *Alexandria Gazette & Daily Advertiser*, September 12, 1817, GenealogyBank.

¹⁹⁸ Phineas Janney, Last Will and Testament, October 6, 1852, Alexandria Will Book (AWB) 6:128, FamilySearch.

¹⁹⁹ John Janney, Last Will and Testament, 1823, FWB N1:145; *Encyclopedia of American Quaker Genealogy*, Ancestry.com.

²⁰⁰ *Friends' Intelligencer* (Philadelphia, Pa.: Wm. W. Moore, 1854); "Phineas Janney," genealogical record, Ancestry.com, accessed September 30, 2021, <https://www.ancestry.com/family-tree/person/tree/111658610/person/360087738480/facts>; *Encyclopedia of American Quaker Genealogy*, Ancestry.com. Janney's ship, *Century*, returned to Alexandria on July 18, 1811 and he married Sarah Hartshorne on November 28 of that year.

²⁰¹ Horace Field, "For Sale or Rent," *Alexandria Herald*, March 11, 1812, GenealogyBank.

The warehouse complex on Janney's Wharf caught fire on January 25, 1819. One brick building was destroyed, along with the sails in the loft, but the others were "fire safe" and were not seriously damaged (Image 35). Within days, the broker for the Fire Insurance Company of Alexandria sought estimates from builders to replace the ruined structure.²⁰² They likely completed the reconstruction of the warehouse within a year. Jonathan Janney sought tenants for his 30' x 96' warehouse, including two counting rooms, in full or in part in April 1819.²⁰³

In 1820, the occupants of the wharf and warehouses included merchants and sail loft proprietors. Thomas V. Huck was John Janney's business partner in John Janney & Co. until 1818 when Huck took over sole operation.²⁰⁴ Newton Keene (Keane) operated a sail loft in one of the fire safe warehouses in January 1819, and continued there after the fire. Israel Janney owned the Phoenix Mill, formerly Hartshorne's mill, located about 2 miles outside of town where he milled wheat, rye, and plaster.²⁰⁵ In 1818, he rented a store on the Duke Street wharf, likely in the public warehouse, as his base in town to send and receive grain and flour. By 1820, though, he moved to Janney's Wharf where he offered shad, family flour, apple cider vinegar, and plaster by the ton.²⁰⁶ Peter Loggins was a tenant in 1820.

In 1823, Jonathan Janney died and left his estate to be divided among his children. Though the partition documents are unavailable, his daughter Elizabeth became the owner of his half share of the wharf lot.²⁰⁷ Elizabeth entrusted her brothers and Phineas Janney to manage her share.²⁰⁸ She moved with her family to Loudoun County in 1839.²⁰⁹

Stephen Shinn was an Englishman and wholesale grocer who operated as part of numerous corporations in Alexandria. He was a member of St. Paul's Episcopal Church and ranked among the elite merchants in town during the Antebellum era. Shinn rented the northern warehouse that fronted on Janney's Wharf for decades, beginning in 1828 and remaining until the Civil War as Stephen Shinn & Son.²¹⁰ S. Shinn & Son offered fresh corn meal from the first delivery of the Orange & Alexandria Railroad on May 30, 1851 (Image 36).

Clagett & Page were wholesale and retail merchants who started their partnership in Alexandria in 1824. Their office was on King Street near Fairfax, but they rented warehouse space on Janney's Wharf for

²⁰² J. B. Nickolls, "Notice to Builders.," *Alexandria Gazette & Daily Advertiser*, February 1, 1819, GenealogyBank.

²⁰³ Jonathan Janney, "For Rent," *Alexandria Gazette & Daily Advertiser*, April 1, 1819, GenealogyBank.

²⁰⁴ John Janney and Thomas V. Huck, "Notice," *Alexandria Gazette & Daily Advertiser*, September 17, 1818, GenealogyBank.

²⁰⁵ The Phoenix Mill building still stands. See R. Christopher Goodwin & Assoc., "Phoenix Mill: 3640 Wheeler Avenue, Alexandria, Virginia," Siena Corporation, 2017, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/summarywilliams3640wheeler2017.pdf>.

²⁰⁶ Israel Janney Jr., "Israel Janney, Jr.," *Alexandria Gazette*, June 15, 1821, GenealogyBank.

²⁰⁷ Marriage Settlement for Elizabeth Janney and Samuel M. Janney, ADB P2:348, March 3, 1826. Elizabeth Janney did not have to change her last name when she married.

²⁰⁸ March 3, 1826, Ref. ADB R2:52, June 25, 1828.

²⁰⁹ Baltimore Yearly Meeting Minutes, *US Quaker Meeting Records*, 1681-1935, Ancestry.com, https://www.ancestry.com/imageviewer/collections/2189/images/43154_1821100519_4932-00046?pid=1107287585.

²¹⁰ Harold W. Hurst, "The Merchants of Pre-Civil War Alexandria: A Dynamic Elite in a Progressive City," *Records of the Columbia Historical Society, Washington, D.C.* 52 (1989): 327-43; Alexandria Tax Records for 1830, 1840, and 1850 on file at Alexandria Archaeology; Stephen Shinn, "For St. Thomas," *Phenix Gazette*, March 10, 1828, GenealogyBank.

several years.²¹¹ The 1834 city directory lists the many distinct operations of the Janney family and their approximate locations: S. M. & S. H. Janney, Merchants, King near Union; Jonathan Janney, Flour merchant, Potomac Strand; Phineas Janney, Merchant, Janney's Wharf; John & Joseph Janney, Flour Merchants, Janney's Wharf; [Abijah] Janney, Flour Inspector, Duke near Columbia; and Rebecca Janney, Dress maker, corner of Patrick and Prince.²¹² Thomas & Dyer established their commission partnership on Janney's Wharf in 1844 and remained there into the next decade (Image 37).²¹³

James Dempsey occupied part of the warehouses since at least 1840 as a merchant. He worked for Phineas Janney as a clerk for some time, ultimately running Janney's iron and wine operation throughout the 1840s. When Phineas Janney retired from business life, he named Dempsey his successor and Dempsey took over Janney's store on "Merchant's Wharf."²¹⁴ Phineas Janney died in 1852, leaving his half of the wharf, warehouses, and lot to the children of his nephew, Samuel M. Janney, who was married to Elizabeth Janney. Elizabeth inherited the other half of this property from her father, Jonathan Janney (see above). Their four children, John (b. 1827), Cornelia (1833-1922), Mary Ann (b. 1837), and Phineas (1842-1914) were to receive equal shares except Phineas, who received a double portion.²¹⁵

Janney's Wharf was for many years a steam packet depot. In 1830, Benoni Wheat acted as the agent for the Steamboat lines connecting Baltimore and Washington, D.C. Two steam packets, *Fredericksburg* and *Franklin*, carried freight and passengers.²¹⁶ In 1852, the steamship *Phenix* provided daily ferry service from Janney's Wharf to Washington, D.C.²¹⁷ A decade later, the steamship *Planter* provided passenger service between Janney's Wharf and Baltimore.²¹⁸

Contemporary maps illustrate Janney's Wharf without labels (Image 27). This pier appears to match Irwin's in size in 1838 and in 1845 (Image 28).

Parcels 56.1 and 56.2

Vowell's Wharf, 1796-1854

English brothers and business partners John Crips Vowell and Thomas Vowell consolidated two lots, Parcels 56.1 and 56.2 in this study, to create a warehouse block and wharf.²¹⁹ Thomas Vowell previously

²¹¹ Clagett & Page, "New Wholesale and Retail Grocery Store," *Alexandria Gazette & Advertiser*, May 13, 1824, GenealogyBank; Alexandria Tax Records for 1830, on file at Alexandria Archaeology.

²¹² E. A. Cohen & Company., *A Full Directory for Washington City, Georgetown, and Alexandria* (Washington City [i.e., Washington, D.C.]; (Washington): E.A. Cohen & Co.; (Wm. Greer), 1834), 10-11.

²¹³ 1840 Occupants: Joshua Grady [he shows up in a post office list in 1833/34 but otherwise nothing; 1850 Census says he is 46 and a butcher, living alone, born in Virginia and illiterate]. 1850 Occupants: J. H. Grubb was a 26 y/o merchant's clerk in the 1850 US Census.

²¹⁴ Phineas Janney, "Phineas Janney," *Alexandria Gazette*, January 1, 1849, GenealogyBank; Alexandria Land Tax Records from 1840 and 1850, on file at Alexandria Archaeology.

²¹⁵ Phineas Janney, Last Will and Testament, October 6, 1852, AWB 6:128, FamilySearch. James Dempsey's son, Phineas Janney Dempsey, received 20 shares of C&O Canal Company stock from Janney. Janney took the unusual step to order his executors to pay James Dempsey to act as clerk for the estate. In the codicil, Janney wrote, "I desire and direct that my executrix and executors be lenient in the collection of the debt due to me from James Dempsey."

²¹⁶ Benoni Wheat, "Steamboat Line," *Alexandria Gazette*, February 27, 1830, GenealogyBank.

²¹⁷ *Alexandria Gazette*, April 27, 1852.

²¹⁸ *Alexandria Gazette*, August 15, 1862.

²¹⁹ Alex. G:499, September 9, 1796; Alex. K:329, March 2, 1798.

rented a store and warehouse on Harper's Wharf (see above). Parcel 56.1 was vacant in 1796 and Parcel 56.2 had a wooden warehouse built by Robert Mease. Insurance records for the adjacent parcel show a two-story brick warehouse on Parcel 56.1 by 1805 (Image 29). The Vowell brothers married Harper sisters: Thomas wed Mary Ann Harper in 1794 and John married Margaret Harper in 1795.²²⁰

The wharf and dock were active sites of import and export during the early part of the nineteenth century. Alexander Henderson & Co occupied a warehouse on Merchant's Wharf, adjacent to the north, but landed cargos of salt, fish, lemons, oranges, soap, chocolate, window glass and coffee on Vowell's Wharf in 1802.²²¹ A handling error resulted in a lost keg of sprigs that were landed here and consigned to Libby, Carne & Slade.²²²

John & Thomas Vowell continued to run their merchant business from the brick warehouse on Parcel 56.1. The other occupants in 1810 included Daniel McLeod and William Garner. McLeod was a painter who was active in Alexandria since 1796 and had previously worked from stores on Pitt Street and then King Street. He formerly worked in partnership with John Lumsdon, however that relationship dissolved in 1806.²²³ Garner, an Englishman, occupied a tenement behind the brick warehouse on Parcel 56.1 as a grocer who offered various liquors, pork, potatoes, cheese and groceries at his store (Image 38, Image 39). Garner moved to Cameron Street by 1816, however he used the tenement and lot he occupied near Vowell's Wharf and an enslaved man named John as security for a debt in 1817. He continued to land cargoes, such as 160 dozen bottles of Philadelphia Cider, on this wharf.²²⁴

In July 1812 John & Thomas Vowell were preparing to build a brick warehouse on Parcel 56.2. Jane Slacum, their neighbor to the south, owned a dilapidated wooden warehouse that sat on the property line. The Vowells desired a 4' alley between their new building and the building that would replace Slacum's ruined structure, so they agreed with Jane Slacum to reserve space between their buildings.²²⁵ A brick house stood on Parcel 56.2 in 1815 (Image 50).

In 1815, Daniel Somers sold salt, coffee, and sugar on Vowell's Wharf in the store lately occupied by McLean & Somers (Image 40). John Jackson & Co. sold sugar in front of Daniel Somers' store in 1818 (Image 41). Somers was a tenant through at least 1820. Samuel Messersmith was a long-term tenant of the brick store with a slate roof. From 1818, he imported a wide range of goods including food, wines and liquors, and household supplies. Despite his location on Vowell's Wharf, Messersmith sometimes landed cargoes in other places on the waterfront, such as Irwin's Wharf in 1819 (Image 42). In 1820, the warehouse where Daniel Somers and Samuel Messersmith kept their counting rooms was burglarized by

²²⁰ Dodd, Jordan, ed., *Virginia Marriages, 1660-1800*, Ancestry.com. Unfortunately, the Harper sisters died relatively young, Mary Ann in 1805 and Margaret in 1806. Both men remarried.

²²¹ Alexander Henderson & Co, "Landing," *Times; and District of Columbia Daily Advertiser*, May 3, 1802, GenealogyBank.

²²² McClean & Winterbery, "LOST," *Alexandria Daily Advertiser*, August 25, 1804, GenealogyBank. Sprigs are small, headless nails.

²²³ Miller, *Artisans and Merchants*, s.vv. "McLeod, Daniel," "MacLeod & Lumsdon."

²²⁴ Miller, *Artisans and Merchants*, s.v. "Garner, William;" ADB F2:109, July 18, 1817; William Garner, "Bottled Cider," *Alexandria Gazette & Daily Advertiser*, September 5, 1817, GenealogyBank. William Garner had an ordinary license in Alexandria from 1809-1814, but it is unknown where his tavern was located. He moved to Baltimore, MD in 1818 to run a tavern there. He died in 1819 aged 38 years and was buried in the Presbyterian Cemetery in Alexandria, <https://www.findagrave.com/memorial/23318508/william-garner>.

²²⁵ ADB W:205, July 30, 1812. Jane Slacum's wood warehouse is described as gone to ruin.

someone who hid inside and, once everyone left, used a hatchet to pry open locked drawers (Image 43). Messersmith continued to occupy the warehouse until his death in 1840.²²⁶

John C. Vowell and Thomas Vowell placed an ad in the newspaper in January 1819 to thank the “citizens of Alexandria” for saving their property from the fire that destroyed one of Janney’s warehouses to the north (Image 45).²²⁷ Concurrently, the Vowells ended their copartnership in January 1819, leaving their books and business in the hands of John Douglass & Co (Image 44). John Douglass & Co was a partnership of John Douglass and Thomas Vowell. One year later, they rebranded themselves as Thomas Vowell & John Douglass, Flour and Grain factors.²²⁸ In July 1826 Thomas Vowell used his half share of the wharf and lot as security for debt.²²⁹ He failed to repay, and his share was sold at public auction to Mordecai Miller for \$5,030 (Image 46).²³⁰

Though the ownership of the wharf changed slightly, many merchants operated from Vowell’s Wharf in the 1820s-1840s. Some of these were: Jonathan & Thomas Vowell, Ephraim Corning, James & Joseph Harper, Leonard Corning, Robinson & Shinn, Harris & Chamberlain and Benjamin T. Fendall.²³¹ Fleming & McVeigh operated from the house formerly occupied by Fleming & Chamberlain on Vowell’s Wharf selling sugars, coffee, tea, cider, and vinegar. They notified the public: “Being fully convinced of the great evil resulting from the use of ardent spirits, we have determined on abstaining the sale of them...”²³² Lincoln Chamberlain sold groceries from Vowell’s Wharf in 1834.²³³

Mordecai Miller died and his 1833 will resulted in his son John S. Miller inheriting the half share of Vowell’s Wharf.²³⁴ Contemporary maps show Vowell’s Wharf unlabeled, but evident to the north of the Prince Street dock and Harper’s Wharf (Image 27). In the 1845 plan, Vowell’s Wharf is stepped or tiered having an irregular front on the dock rather than a flat front (Image 28). JTB Perry occupied the wharf-fronting warehouse in 1848 when “the floor was pressed down by a heavy weight of wheat” and collapsed into the counting room below (Image 47). In 1850, John Crips Vowell’s estate and John S. Miller owned four houses and the lot with several occupants including JTB Perry and Masters & Son.²³⁵

On a June night in 1854, the watchmen found the warehouses occupied by JTB Perry & Son and DF Hooe burning through their shared roof. The adjoining warehouse occupied by SS Masters & Son could not be saved, despite a large turnout of the fire brigade and citizens. Flour, guano and groceries were the primary articles destroyed, along with some kegs of gunpowder and saltpeter that caused three small explosions. McVeigh’s new fireproof warehouses to the south withstood the fire, as did the warehouses to the north. One injury was reported, E. S. Hough the Collector of the port, fell and required surgical

²²⁶ Vowell, John C., “For Rent,” *Alexandria Gazette*, January 9, 1841, GenealogyBank.

²²⁷ Vowell, John C. and Vowell, Thomas, “A Card,” *Alexandria Herald*, January 29, 1819, GenealogyBank.

²²⁸ Vowell, Thomas and Douglass, John, “Notice,” *Alexandria Gazette & Daily Advertiser*, January 4, 1820, GenealogyBank.

²²⁹ ADB Q2:180, July 10, 1826.

²³⁰ ADB Q2:195, July 13, 1827; ADB Q2:503, May 6, 1828.

²³¹ These tenants appear on tax records from 1820, 1830, and 1840.

²³² Andrew J. Fleming and William N. McVeigh, “New Grocery Store,” *Alexandria Gazette*, August 27, 1831, GenealogyBank.

²³³ Lincoln Chamberlain, “Sugar, Beef &c,” *Alexandria Gazette*, January 4, 1834, GenealogyBank.

²³⁴ ADB U2:450, August 12, 1833; Mordecai Miller, Last Will and Testament, AWB 4:44, April 21, 1832.

²³⁵ 1850 Alexandria Real Property Tax, on file at Alexandria Archaeology.

aid.²³⁶ The owners, Vowell's estate and John S. Miller, were insured through the Potomac and Fire Insurance office. Despite this, the loss must have pushed them into selling off the "extensive WHARF in good repair with commodious docks, water privileges &c" at public auction to Lewis McKenzie later that year. The sale of the lot from Union Street to the carriageway now known as the Strand was postponed. John S. Miller sold the lot, fronting on Union Street and stretching back to the 30' carriageway (later called The Strand), to Samuel Miller in April 1860.²³⁷

McKenzie's Oyster Wharf, 1854-1881

After purchasing the wharf parcel at public auction in 1854, Lewis McKenzie immediately used the parcel to secure debt.²³⁸ He continued to use Long Wharf as his headquarters for his wholesale grocery enterprise.²³⁹ Lewis McKenzie used the wharf, other real estate outside of Alexandria and stocks to secure a debt with the Bank of the Old Dominion in June 1858.²⁴⁰

Parcel 56.3

George Slacum purchased the parcel, wharf and pier from Josiah Watson in 1797 for £2214.²⁴¹ At that time the structures included two warehouses fronting on Union Street: a two-story wood warehouse and a three-story brick warehouse to the south. A second two-story warehouse adjoined the east side of the wood warehouse, but it was taken down in May 1804.²⁴²

Isaac Entwisle, grocery merchant and brewer, occupied space on this parcel from 1804 through 1813. He imported beer, bacon, and other foodstuffs and ran a bottling operation at the sign of the Rising Sun (Image 48). Slacum's warehouse loft was occupied by sailmaker Thomas Cooper in 1804 (Image 49). This was likely the loft of the three-story brick warehouse on the south side of the parcel.

George Slacum died after the September 1810 fire that destroyed his warehouse on the south side of Prince Street (see Duke to Prince report). His wife, Jane Slacum, took over management of his estate since their children were all under the age of majority. In July 1812, John & Thomas Vowell planned to build a brick warehouse on the adjacent parcel to the north and they agreed with Jane Slacum to reserve space for a 4' alley between their buildings. Slacum's wooden warehouse was described as

²³⁶ "Destructive Fire," *Alexandria Gazette*, June 6, 1854, GenealogyBank.

²³⁷ ADB U3:372, April 16, 1860.

²³⁸ Francis L. Smith and Samuel Miller, "Valuable Real Estate and Wharf Property for Sale," *Alexandria Gazette*, August 18, 1854; *Alexandria Gazette*, October 3, 1854, GenealogyBank; ADB Q3:420, 430, October 2, 1854. The newspaper erroneously reported that William N. McVeigh and Thomas & Dyer purchased this parcel at private sale in October 1854. "LOCAL ITEMS," *Alexandria Gazette*, October 6, 1854, GenealogyBank. McKenzie paid off his debts in 1857, ADB T3:146, November 10, 1857.

²³⁹ *Alexandria Gazette*, December 14, 1854, GenealogyBank. McKenzie imported Liverpool salt and alum salt on this occasion.

²⁴⁰ ADB T3:147, June 1, 1858; ADB V3:489, March 29, 1864. William N. McVeigh was President of the Bank of the Old Dominion in 1858 and registered a deed instead of a deed of trust at that time. George H. Smoot, President of the bank in 1864, filed the quitclaim with an agreement describing that the 1858 transaction was security for debt and not a sale.

²⁴¹ Alex. I:300, March 19, 1797.

²⁴² Arlington Chancery, Testimony of Philip [James?], Mutual Assurance Society vs. Widow of George Slacum ETC, 1819-027.

“gone much to decay,” and it was pulled down after this agreement.²⁴³ The northern side of this parcel was vacant in 1815. The two-story brick store and dwelling occupied by Jonathan Green was insured by George Slacum’s estate on the south side of the parcel (Image 50).²⁴⁴

Jonathan Green entered a 7-year lease with Jane Slacum for the tenement, dock and wharf in 1818. He retained the right to build a new structure on the north side of the parcel.²⁴⁵ Green maintained a license to keep an ordinary from 1814-1820 and he occasionally offered goods, such as cheese, for sale. He chartered ships for regional transport of goods and passengers, including the schooner *Emeline* which docked at Bayne’s Wharf, adjacent to this parcel on the south (Image 51).²⁴⁶ Green likely occupied this parcel until 1823.

The insurance policy from 1823 shows that Jane Slacum had a one-story wood warehouse on the northern side of the parcel. The three-story brick store and dwelling house with a two-story brick store at the rear was occupied by Margaret Garner (Image 52).²⁴⁷ Garner was a dry goods merchant who ran several different bath houses and public houses in Alexandria from 1820-1845. She relocated and sold all her personal belongings and stock in trade several times. In 1828, she sold all her “household & kitchen furniture, consisting of beds, bedding, tables, chairs &c” from her residence on Union Street.²⁴⁸ In 1832, she sold off her stock in trade from her dry goods store near Royal and King due to her intention to move north.²⁴⁹ However, she remained in Alexandria as the 1839 insurance policies describe Margaret Garner as the occupant of a three-story brick dwelling and shop with a shed of wood on the north side at the rear of the building (Image 53). A two-story brick shop stood behind and fronted on the dock and wharf.²⁵⁰ Garner died in Alexandria in 1847.²⁵¹ Jane Slacum’s 1846 insurance policy described a three-story brick dwelling and tavern (Image 54).²⁵² No occupant was listed in 1846, however the 1850 tax assessment shows Ephraim Cheser and Edward Ware as tenants.

The Slacum-owned dwelling was removed along with its outbuildings to make room for two new warehouses which were finished in the spring of 1852. Built of brick with “an iron grating front, with all the modern improvements,” the work was completed by George and William Davis (carpenters) and Henderson & Bro. (bricklayers).²⁵³ William N. McVeigh ordered the construction, however he did not purchase the parcel until June 1853.²⁵⁴ His insurance policy showed two 23’ wide, unoccupied three-

²⁴³ ADB W:205, July 30, 1812. The wood warehouse on the north side of the parcel was taken down on October 20, 1814 by Charles Norris. Arlington Chancery, Testimony of Charles Norris, Mutual Assurance Society vs. Widow of George Slacum ETC, 1819-027.

²⁴⁴ MAP No. 1902, December 12, 1815.

²⁴⁵ ADB H2:15, December 5, 1818.

²⁴⁶ Miller, *Artisans and Merchants*, s.v. “Green, John;” John Green, “Cheese,” *Alexandria Gazette & Daily Advertiser*, September 5, 1817, GenealogyBank.

²⁴⁷ MAP No. 4997, March 31, 1823.

²⁴⁸ George Johnson, “This Day. Public Sale.,” *Alexandria Gazette*, July 31, 1828, GenealogyBank.

²⁴⁹ George White, “This Day,” *Alexandria Gazette*, September 18, 1832, GenealogyBank.

²⁵⁰ MAP No. 11068, June 22, 1839.

²⁵¹ “Died,” *Alexandria Gazette*, December 28, 1847, GenealogyBank.

²⁵² MAP no. 14326, September 9, 1846.

²⁵³ *Alexandria Gazette*, April 3, 1852.

²⁵⁴ ADB P3:174, June 16, 1853. Purchased at public auction for \$5,200. McVeigh purchased the lot adjacent to the south: 1/3 in 1843 and 2/3 in 1852.

story warehouses with tin roofs that extended 113' east of Union to front on the Strand.²⁵⁵ McVeigh offered one of the warehouses for rent in 1856, having been previously occupied by Robinson & Payne.²⁵⁶ The same buildings were insured by McVeigh in 1860 and occupied by C. F. Suttler and George Robinson.²⁵⁷

Parcel 56.4

Harper's Wharf, 1784-1827

At the turn of the century, Harper's Wharf included a three-story brick dwelling house (occupied as a store) fronting Union Street with an adjacent two-story brick kitchen. To the east was Harper's wooden warehouse and the wharf, dock, and pier. Henry & Thomas Moore opened an auction room and commission store in "that commodious house on Union Street, two doors south of Messrs. John and Thomas Vowell's (adjacent to which they have a large ware house fronting on the wharf)" in 1800.²⁵⁸ This endeavor was short-lived: in 1802 Henry Moore struck out for Kentucky and Thomas Moore declared bankruptcy.²⁵⁹

John Harper died in May 1804 and his will was filed. Robert Harper, who stood to inherit the wharf property along with a term enslaved man named Willis and a gold watch, died two months before his father at the age of 20. John W. Harper, another son, was next in line to inherit but he also died without heirs. His inheritance was split between three siblings: Nancy Harper, James Harper, and Joshua Harper.²⁶⁰

Bayne & Cartwright established their grocery and ship chandlery store on Harper's Wharf in 1803 (Image 55). Their annual rent for the wharf was \$333.33.²⁶¹ Their partnership ended in 1811 after Seth Cartwright died. Henry Bayne continued to occupy the wooden house and wharf space until 1820. He operated an ordinary at Duke and Water Streets. W.C. Redfield offered butter and cheese for sale at Bayne's Wharf in April 1820.²⁶²

The 1815 insurance policy taken by Mary Harper and James Harper shows a two-story brick store and dwelling occupied by Thomas M. Davis. Behind the store/dwelling was a brick kitchen, and behind that was a wooden house (Image 56).²⁶³ The 1823 insurance policy describes a three-story brick store &

²⁵⁵ MAP No. 507A, January 4, 1853.

²⁵⁶ William N. McVeigh, "FOR RENT," *Alexandria Gazette*, September 10, 1856, GenealogyBank.

²⁵⁷ MAP No. 21220, 1860.

²⁵⁸ Henry Moore and Thomas Moore, "Auction Room and Commission Store," *Columbian Mirror and Alexandria Gazette*, September 16, 1800, America's Historical Newspapers.

²⁵⁹ Miller, *Artisans and Merchants*, s.v. "Moore, Henry," "Moore, Thomas."

²⁶⁰ "Mortuary Notice," *Alexandria Daily Advertiser*, March 12, 1804; "DIED," *Alexandria Expositor for the Country*, May 7, 1804, GenealogyBank; John Harper, "Last Will and Testament" (Last Will and Testament, Alexandria, Virginia, June 5, 1804), Book B:25, FamilySearch, <https://www.familysearch.org/ark:/61903/3:1:3Q57-89P4-NF4X?i=216&cat=279393>. See ADB C3:355, February 23, 1843 for details on the chain of inheritance. Nancy Harper married Wells Andrews and they moved to Ohio.

²⁶¹ Mary Harper, "The Estate of John Harper in Account with Mary Harper Executrix" (Alexandria, Virginia, June 11, 1805), FamilySearch.

²⁶² Henry Bayne, "Notice," *Alexandria Daily Gazette & Advertiser*, May 1, 1811; Miller, *Artisans and Merchants*, s.vv. "Bayne, Henry," "Bayne & Cartwright," "Bayne's Wharf." The 1810 Tax Assessment shows another occupant, John Cleaver, about whom little is known. Miller lists him as a shopkeeper, see Miller, *Artisans and Merchants*, s.v. "Cleaver, John." John Cleaver paid \$300 per year rent in 1804 per the estate account in Alexandria Will Books.

²⁶³ MAP No. 1893, December 9, 1815.

dwelling with a 2-foot parapet wall and a two-story brick kitchen behind it (Image 57).²⁶⁴ These were occupied by Thomas M. Davis.

Thomas M. Davis was a Welsh immigrant who operated a grocery store, bottling business, and possibly a tavern from his location on Harper's Wharf. He partnered with Isaac Entwisle, occupant of Parcel 56.3 in this study from 1804-1813, on a bottling operation until 1807 when "differences" caused them to separate.²⁶⁵ From 1811-1819 Davis maintained a license to operate an ordinary, however its location is uncertain. He ran a grocery store and lived in the three-story brick house on this parcel, selling seed potatoes, pickled oysters, butter and a variety of food items (Image 58).²⁶⁶ In 1831, Davis sold his stock in trade, shop furniture and some household furniture at public auction. Four years later, his three-story brick dwelling and attached store house were offered for rent starting in July 1835. He moved to Gambier, Ohio where he died at the age of 70.²⁶⁷

Meanwhile, the Harper heirs gradually lost possession of the parcel. In 1827, James & Eliza Harper and Joshua Harper used their 2/3 interest in Harper's Wharf to secure a debt.²⁶⁸ When they failed to repay, Thomas Vowell purchased it at public auction a year later for \$5,000.²⁶⁹ Vowell immediately resold the property with wharfage and dockage rights yet subject to annuity to Mary Harper to Luther Chamberlain.²⁷⁰ Chamberlain then used the property to secure debt.²⁷¹ Nancy Harper, married to Wells Andrews still owned a 1/3 share. Josiah H. Davis and Harris & Chamberlain occupied the parcel in 1830.²⁷² The 1839 insurance policy shows a three-story brick warehouse with 1 ½-story brick rear extension and 1 ½-story wood extension. It was occupied by McVeigh Bro. & Co.²⁷³

McVeigh Brothers & Co., 1831-1864

William N. McVeigh and James H. McVeigh, brothers, operated a grocery store on Vowell's Wharf, Parcels 56.1 and 56.2 of this study, since 1831 (see above). Their business was successful, leading William McVeigh to invest in numerous properties in Alexandria on which he built brick townhouses. They occupied the storehouse on this parcel until Wells & Nancy Harper Andrews sold her third part, inherited through her father and brothers, to William N. McVeigh for \$1,666.66.²⁷⁴ The 1845 insurance policy described a new structure on the site of the old building taken down, 3 stories, walls of brick, door and window sills and case of stone, covered with tin, 40' by 113' and occupied by McVeigh Bro. & Co.²⁷⁵ McVeigh undertook a years-long campaign to join this parcel with Parcel 56.3 and Parcels 56.1 and 56.2 (Vowell's Wharf). It is unknown if he set about this intentionally or if things simply worked out in his favor, but in 1852 James Chamberlain sold his 2/3 share of Parcel 56.4 (inherited from Luther

²⁶⁴ MAP No. 4985, March 31, 1823.

²⁶⁵ Isaac Entwisle and Thomas M. Davis, "Notice is hereby given," *Alexandria Daily Advertiser*, August 14, 1804, GenealogyBank.

²⁶⁶ Miller, *Artisans and Merchants*, s.v. "Davis, Thomas M."

²⁶⁷ Thomas M. Davis, "By William D. McNutt," *Alexandria Gazette*, May 5, 1831; "William N. McVeigh, "For Rent," *Alexandria Gazette*, September 21, 1835; "Died," *Alexandria Gazette*, September 2, 1842, GenealogyBank.

²⁶⁸ ADB Q2:298, June 18, 1827.

²⁶⁹ ADB R2:102, July 22, 1828.

²⁷⁰ ADB R2:99, July 23, 1828.

²⁷¹ ADB R2:96, July 23, 1828.

²⁷² 1830 Property Tax Assessment, Alexandria, Virginia, on file at Alexandria Archaeology.

²⁷³ MAP No. 11059, June 24, 1839.

²⁷⁴ ADB C3:355, February 23, 1843,.

²⁷⁵ MAP No. 11793, August 28, 1848.

Chamberlain) to William N. McVeigh for five thousand dollars.²⁷⁶ McVeigh bought Parcel 56.3 in 1853 and Vowell's Wharf in 1854 after the devastating fire ruined the buildings on that lot (see above). The 1853 Insurance policy covered a three-story brick storehouse occupied by McVeigh & Chamberlain and W.A. Harper & Co.²⁷⁷ The policy renewed in 1860 with occupants J. H. McVeigh & Son and C. A. Baldwin & Co.²⁷⁸

²⁷⁶ ADB N3:147, March 8, 1852.

²⁷⁷ MAP No. 17692, July 7, 1853.

²⁷⁸ MAP No. 21221, 1860.

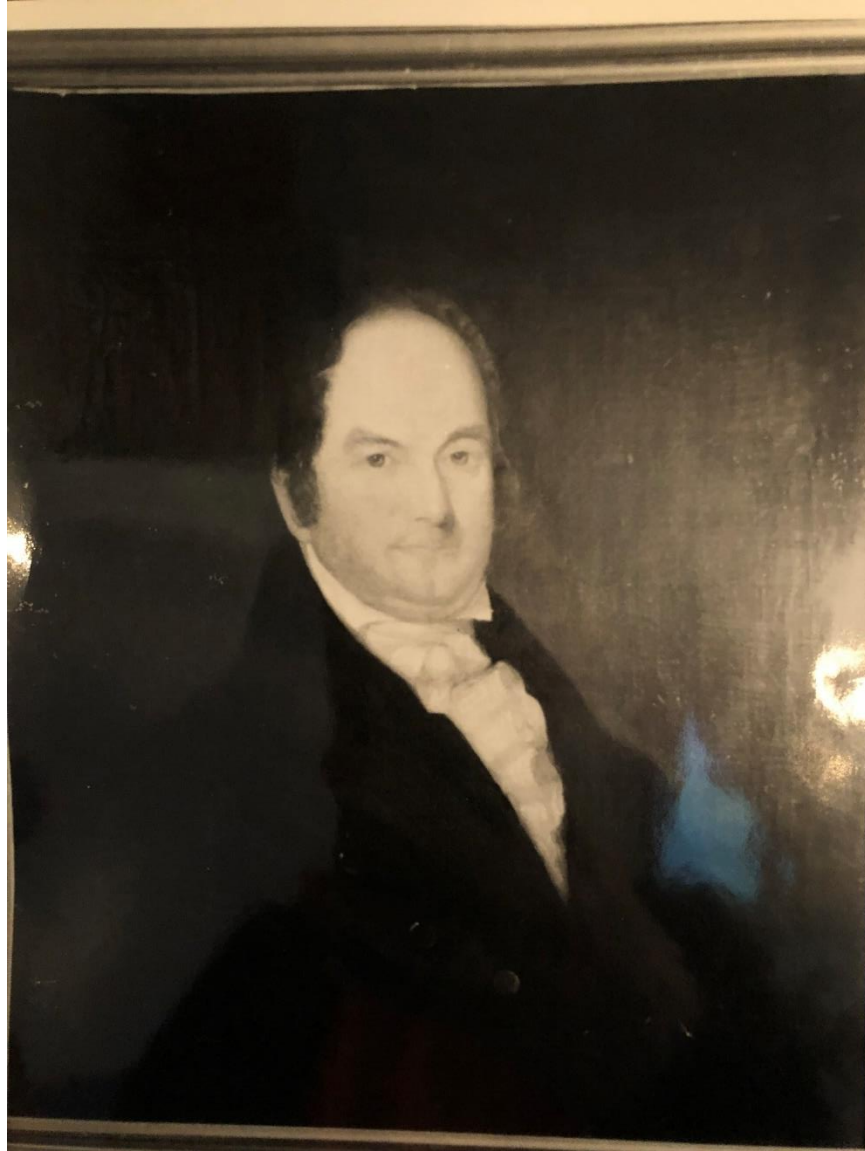


Image 20. Thomas Irwin, Jacob Eichholtz, attr., c. 1825. Gadsby's Tavern Museum Collection.



Image 21. Elizabeth Janney Irwin, Jacob Eichholtz, attr., c. 1825. Gadsby's Tavern Museum Collection.

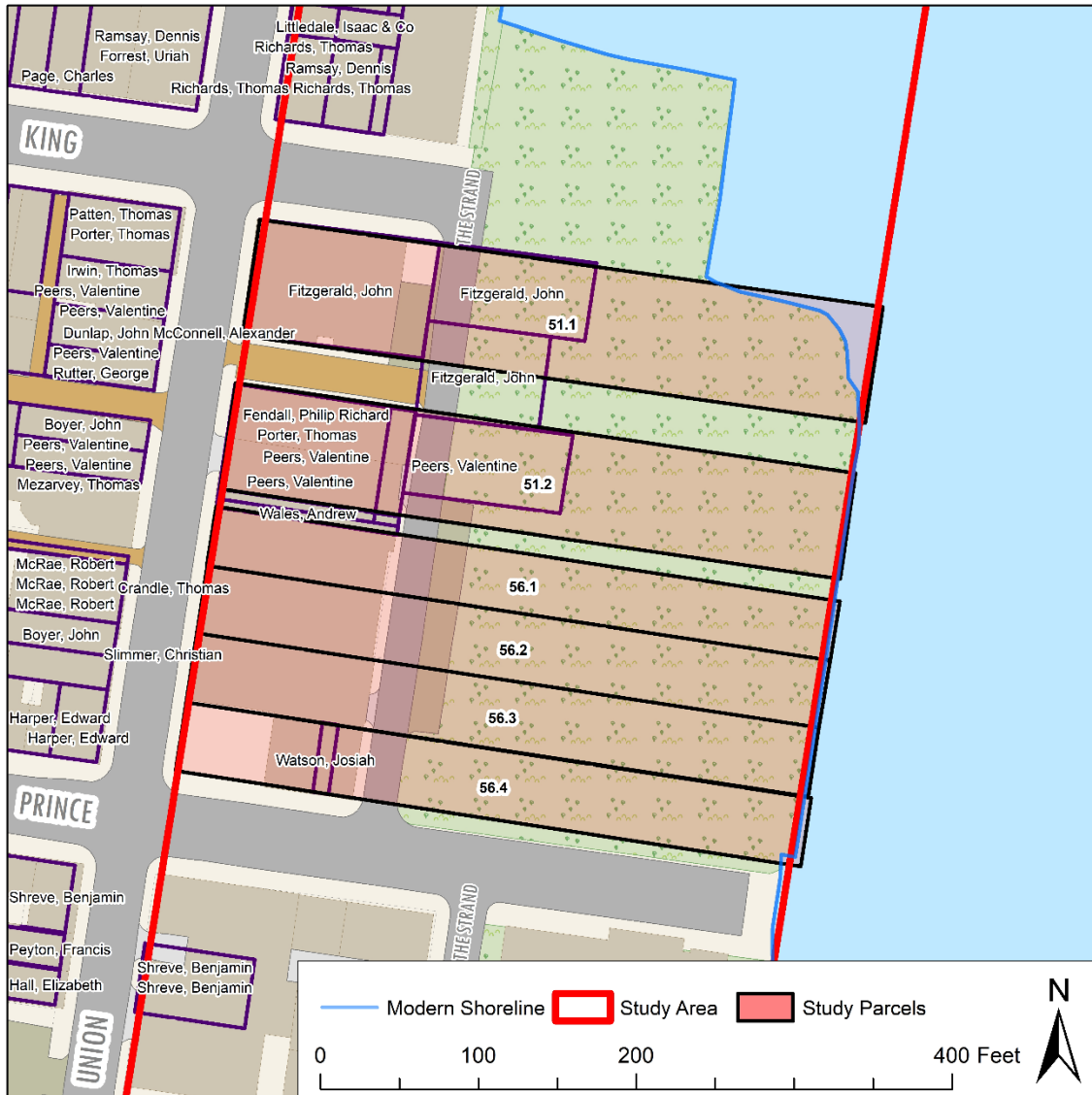


Image 22. The south side of King Street as it intersects with Union Street. Showing the owners of parcels in 1794.

SHIPPED in good Order, and well conditioned, by *John Dunlap & Thomas Irwin*
 in and upon the good Schooner called the *Hope* whereof is
 Master for this present Voyage, *Dennis W. Carly Johnston* and now riding at anchor in the
Port of Alexandria and bound for *Cayenne* To say,

441 Four hundred forty one Barrels flour
 70 Seventy half Barrels ditto. Eleven Barrels
 11 Pork, three Barrels Beef, Nineteen
 3 Barrels Ship Bread, Eight Barrels
 19 Peck Bread. One Ceg Lard and
 8 five Cegs Butter - The property of
 1 the Messrs Citizens of the United States
 5 of America and residents of Alexandria
 State of Virginia

Being marked and numbered as in the margin, and are to be delivered in the like good Order and well con-
 ditioned, at the aforesaid Port of *Cayenne* (the Danger of the Seas
 only excepted) unto *the said Master* or to his Assigns,
 he or they paying Freight for the said Goods, viz. *as owners property*

IN witness whereof, the Master or Purser of the said Schooner hath affirmed to *two*
 Bills of Lading, all of this Tenor and Date; one of which Bills being accomplished, the other to stand void. — Dated
Alexandria 5th March 1801
Dennis W. Carly Johnston

Image 23. Schooner Hope, Bill of Lading, March 5, 1801. Irwin Family Papers Collection, Gadsby's Tavern Museum.

NORFOLK PACKET,



The SUBSCRIBER
intends running the fast sailing
Schooner

HARRIOT,

having accommodations equal to
any vessel in the trade, as a constant Packet be-
tween this place and Norfolk. She now lies at
Danlap and Irwins wharf, is ready to receive a
cargo, and will sail in a few days. For freight
passage apply on board to

JOHN SUTTON,

Or to ABEL WILLIS, at his store on Union
Street.

Oct. 29.

4

Image 24. Alexandria Daily Advertiser, November 13, 1804. GenealogyBank.

Public Sale.

Will be sold, at public sale, on Thursday, 10
o'clock, on Thomas Irwin's wharf,

The CARGO of the brig **Eli-
za**, consisting of 1200 bushels Ground Alum
Salt, 14 bales good Spinning Cotton, and 20
tierces Rice.

P. G. Marsteller.

April 19.

Image 25. P. G. Marsteller, "Public Sale," Alexandria Daily Advertiser, April 20, 1808, GenealogyBank.

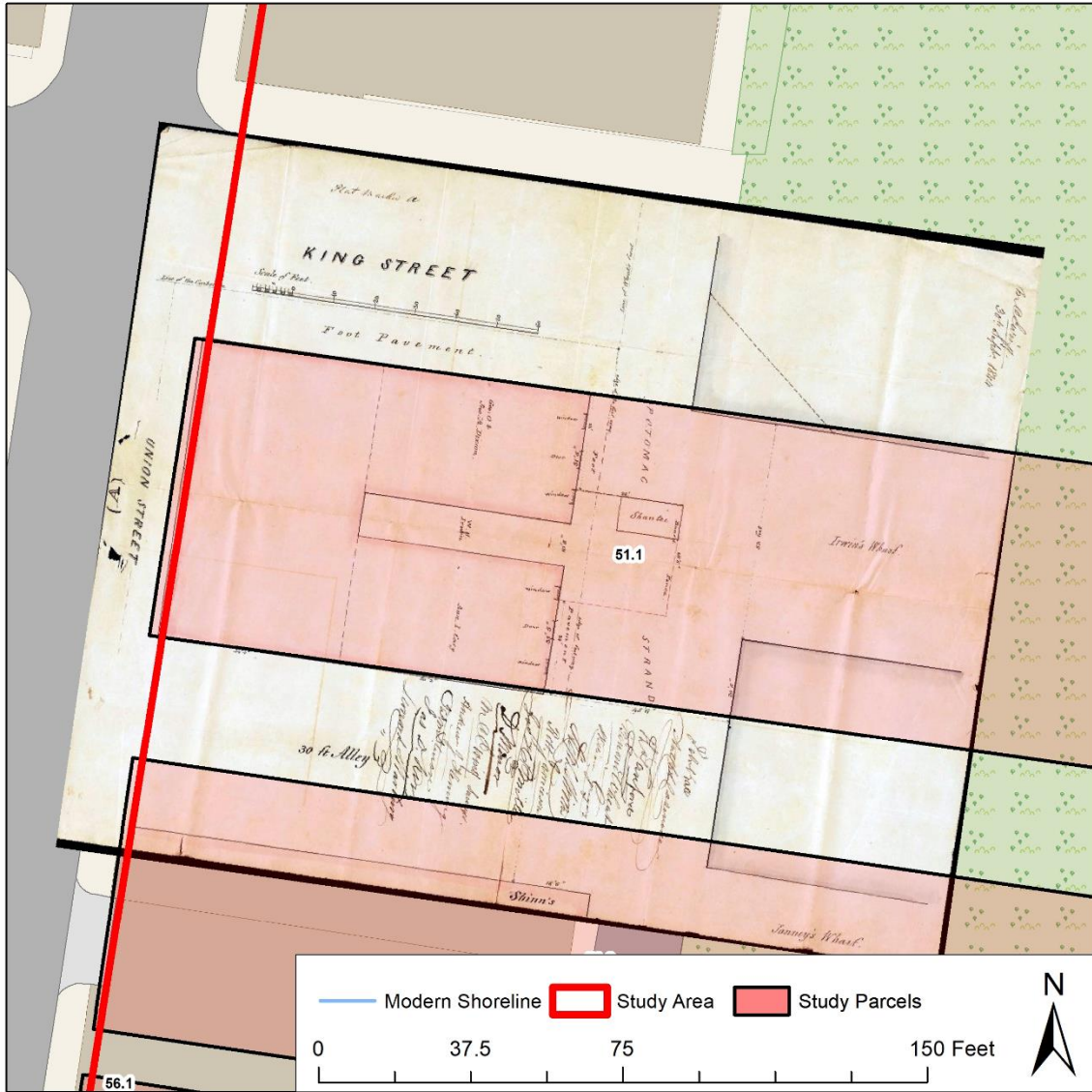


Image 26. Measured drawing of the Irwin warehouse complex as it appeared on September 30, 1844. Plat A from Arlington Chancery, Deposition of William Yeaton, George O. Dixon ETC v William H. Irwin, 1850-003.

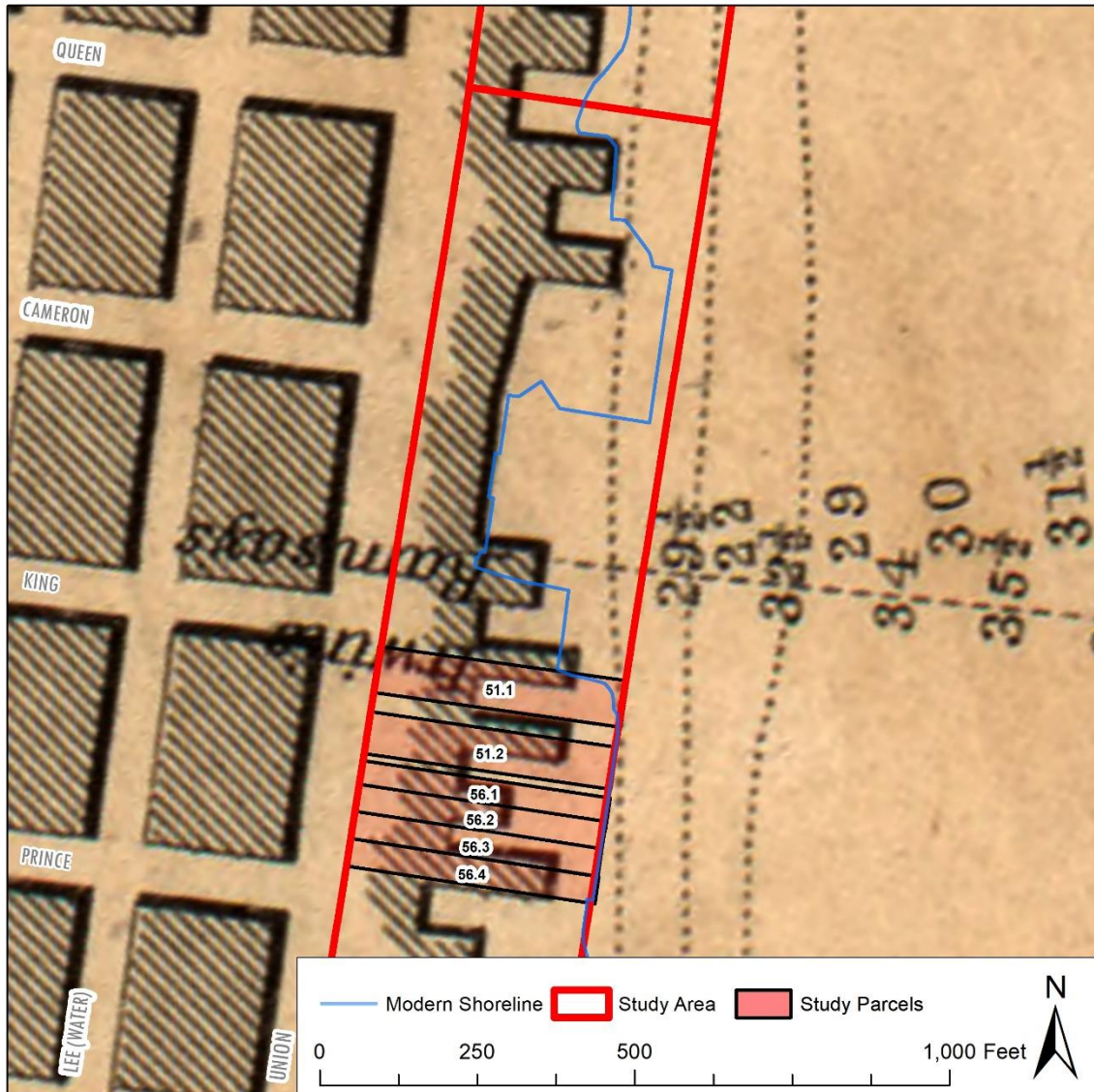


Image 27. Stone, William James. "Chart of the Head of Navigation of the Potomac River Shewing the Route of the Alexandria Canal: Made in Pursuance of a Resolution of the Alex'a Canal Company Oct. 1838." Image. Washington, D.C.: United States Senate, 1838. <https://www.loc.gov/item/89696869/>. Detail.

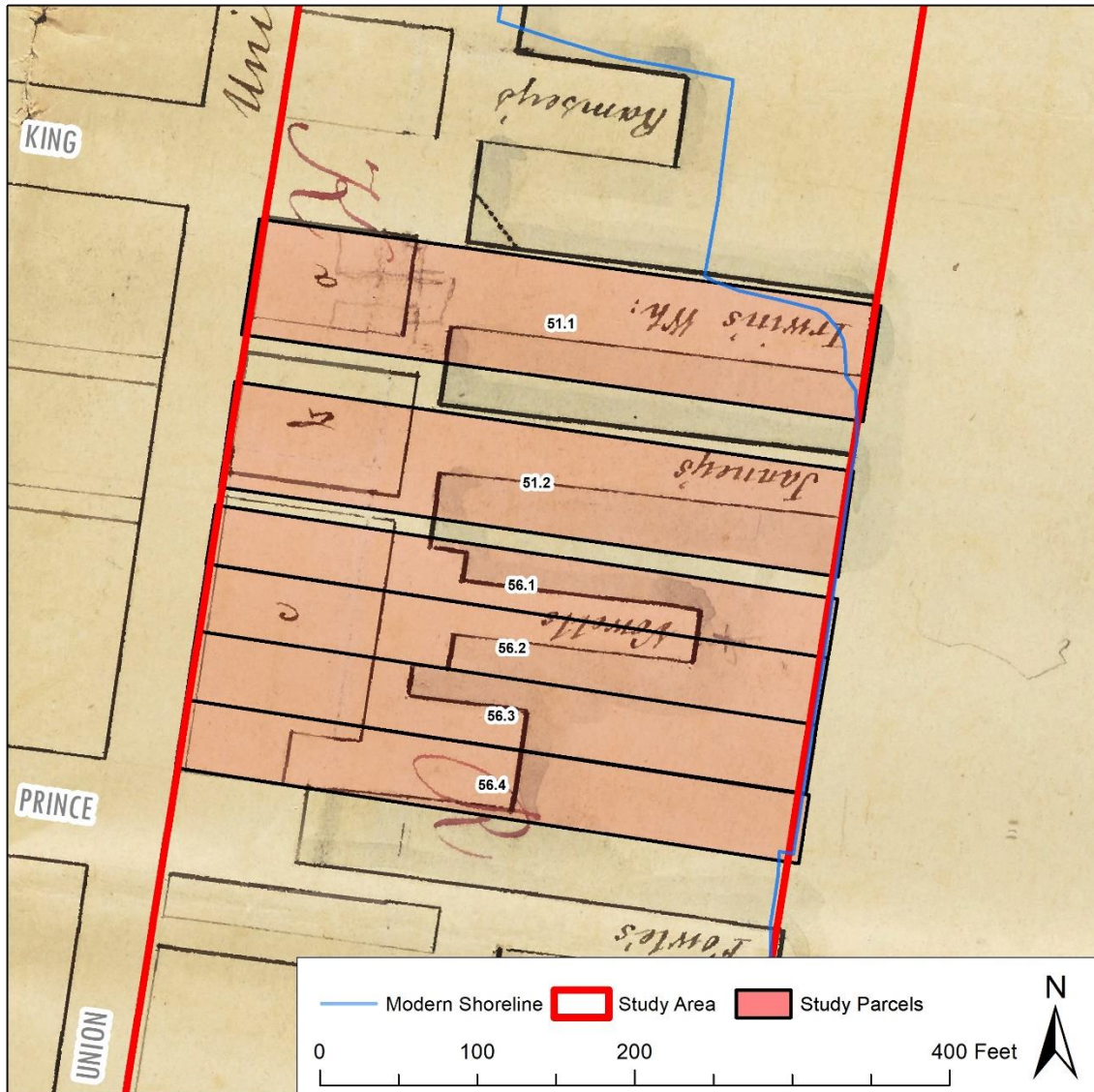


Image 28. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. George O. Dixon and John A. Dixon vs. William H. Irwin, 1850-003. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia. Detail.



Image 29. Mutual Assurance Society Policy (MAP) No. 538, August 16, 1805, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

F O R S A L E,
Genuine Madeira Wine in
pipes, hhd's. and quarter casks, for approv-
ed notes, or exchanged for Tobacco or
Flour.

I WILL SELL OR RENT

The Store I have occupied for many
years past, situated on Prince-Street, op-
posite Col. Hooe's. No stand in Town
more eligible, or better accommodations
for carrying on an extensive wholesale, wet
or dry good business. The cellar perfect-
ly dry, with a door at each end, will
hold one thousand barrels of flour; 2500
barrels may be stowed on the premises
without any inconvenience to the occu-
pant.

Those desirous of holding it will apply
to me on Merchants' Wharf, where I shall
in future do business.

W'm I. HALL.

December 23.

d

Image 30. William J. Hall, "FOR SALE," Alexandria Daily Advertiser, January 14, 1801, GenealogyBank.

T O R E N T,

MERCHANTS' WHARF, with the middle Store in front, and the Warehouse on Union-street, next door north of Messrs. Vowell's. Possession given 17th March.

A L S O,

The *SAIL LOFT*, formerly occupied by Mr. Sanford, connected with one fronting on Union street. They will be rented together or separate. The advantage of the situation for constant and transient custom, is too obvious to require description.

F O R S A L E,

That substantial well finished *Brick Building* adjoining the post office, on King street. It has spacious dry cellars and every convenience for carrying on the wholesale and retail business, and the accommodation of a genteel family.

Immediate possession given, and a liberal credit.

J. Swift.

January 4.

3t

Image 31. Jonathan Swift, "TO RENT," Alexandria Daily Gazette, Commercial & Political, January 6, 1810, GenealogyBank.

SAIL MAKING.
THE subscriber has REMOVED to the
Sail-Loft of Jonathan Swift, Esq. on
Merchants wharf, and has taken into part-
nership Mr. FRENCH SIMPSON.
DANIEL M'DOUGAL.
July 4. 3t

Image 32. Daniel McDougal, "SAIL MAKING," Alexandria Herald, July 4, 1811, GenealogyBank.

Molasses, Sugar, &c.

40 puncheons Molasses
12 hhds. } Prime Muscovado
26 tierces } Sugar
Landing from schr. Fame, captain Whitney,
from Barbadoes, at Irwin's wharf.

AND 24 pipes Wine
4 hhds. }
5 bb s. } 1st quality Sugar
2 hf. do. }
2 hhds. Molasses, and
17 bags Cocoa

From brig Virginia, at Merchants' wharf

IN STORE,

35 casks Tallow


30 boxes flask }
50 do bottle } Sweet Oil

Sicily Wine, Marble Statues, Slabs,
For sale by

JOHN JANNEY & Co.

7 mo. 14

Image 33. John Janney & Co., "Molasses, Sugar &c," Alexandria Gazette & Daily Advertiser, July 14, 1817, GenealogyBank.



For Gottenburg,
The substantial and fast-sailing
Ship CENTURY,
O. P. Finley, master;
Will commence loading next week, the principal part of her cargo being already engaged. For freight of 100 hogsheads tobacco and a few tierces of rice. Apply on board, or to
Phineas Janney.

3d mo. 11th
e7c

Image 34. Phineas Janney, "For Gottenburg," Alexandria Daily Gazette, Commercial & Political, March 11, 1809, GenealogyBank.

ALEXANDRIA HERALD.

WEDNESDAY, JANUARY 27, 1819.

FIRE.—On Monday night, between 10 and 11 o'clock, an alarming fire broke out in the block of brick warehouses, (owned by Mess. John & Phineas Janney) on Union street, and extending to the wharf. It was first discovered by the flames bursting through the third roof of one of the buildings, which, with an adjoining one, were soon enveloped in flames, and eventually consumed. Fortunately the rear buildings were fire proof, or the whole block must have gone. Owing to the unusual calmness of the night, and by the activity of the citizens, the adjoining houses were saved. We understand the fire originated in the upper story of one of the buildings occupied as a sail-loft, by Messrs. Hayman & Cartwright, but how we have not ascertained. One of the warehouses was occupied as a sail loft by Messrs. Newton Keene, esq. the other by N. Reilly, neither of whom, we believe, suffered materially in the loss of property. The buildings were insured.

Image 35. "FIRE.," Alexandria Herald, January 27, 1819, GenealogyBank.

CORN MEAL.—A prime article of fresh
ground **CORN MEAL**, just received per
Orange and Alexandria Railroad, for sale low
by **S. SHINN & SON,**
my 30--31 **Janney's Wharf.**

Image 36. S. Shinn & Son, "Corn Meal," Alexandria Gazette, May 30, 1851, GenealogyBank.

COPARTNERSHIP.—The undersigned became associated together on the 1st of August last, for the transaction of a *GENERAL COMMISSION BUSINESS* in this place, and have taken the store on *Janney's Wharf*, adjoining that of **STEPHEN SHINN, Esq.** The business will be conducted under the name and style of **THOMAS & DYER.**

oct 14—tf

G. I THOMAS,
J. F. DYER.

Image 37. G. I. Thomas and J. F. Dyer, "COPARTNERSHIP," Alexandria Gazette, October 14, 1844, GenealogyBank.

William Garner,

Has just received and offers for sale at
his store on Vowell's wharf,

4 pipes Holland Gin, received by the
General Lingan, direct from Holland

1 ditto real Cognac brandy

2 cases half pint glass tumblers

12 hogsheads porter bottles

Gin cases and demijohns of different
sizes

Salad Oil

10,000 lbs. Smithfield bacon

Soap by the box.

ALSO ON HAND,

A general assortment of Groceries as
usual.

October 13

d1m

Image 38. William Garner, "William Garner," Alexandria Gazette, October 20, 1815, GenealogyBank.

THE SUBSCRIBER

OFFERS FOR SALE,

*At the Store last occupied by McClean
and Somers, on Vowell's Wharf*

700 bbls. Lisbon and Isle of May
Salt,

10,000 lb. Coffee in bags and barrels,

500 lb. Loaf and Lump Sugar,

40 boxes Mould Candles.

DANIEL SOMERS

P. S. Who wants to purchase 100
Shares Polomac Bank Stock.

Jan 31.

31

Image 40. Somers, Daniel, "THE SUBSCRIBER," Alexandria Gazette, January 31, 1815, GenealogyBank.

ON THURSDAY, 16th instant, at 11
o'clock, will be sold, on Messrs.
Vowell's wharf, in front of Mr. Daniel
Somers' store—
53 hogsheads } St. Lucia Sugars,
2 tierces }
without reserve, to close a consignment.
Terms liberal, and made known at sale.
JOHN JACKSON & CO.
April 13. 4

Image 41. John Jackson & Co., Alexandria Gazette & Daily Advertiser, April 13, 1818, GenealogyBank.

Samuel Messersmith
HAS for sale, landing on Irwin's wharf,
40 bags green Havanna coffee
30 bbls mess and prime pork, (New-
York city inspection.)
4 hhds } old rye whiskey.
35 bbls }
October 7 4t

Image 42. Samuel Messersmith, "Samuel Messersmith," Alexandria Gazette & Daily Advertiser, October 7, 1819, GenealogyBank.

ROBBERY.

We are again under the necessity of cautioning the occupiers of stores to be on their guard.—The ware-house on the wharf, in which *Daniel Somers* and *Samuel Messersmith* keep their counting rooms, was robbed on Monday night last. It is believed the robber or robbers was secreted in the store when it was shut, and by means of a hatchet forced the drawers of the desks, and stole therefrom the following described money, which, though of little value, may possibly lead to detection :

Eighty-six dollars in Merchants' Bank notes, principally five dollars.

Six dollars, in one and two dollar Franklin Bank notes.

Two dollar note of Elkton Bank, Maryland.

Three dollars, in one dollar Corporation notes.

One counterfeit dollar, (pewter or brass).

And some small change.

Image 43. "ROBBERY," Alexandria Gazette & Daily Advertiser, February 9, 1820, GenealogyBank.

Notice.

THE copartnership of John & Thomas Vowell having expired by mutual consent on the 1st inst. those that have accounts against the firm, or either of the parties, will please present them for payment; and those indebted will please settle the same with either of the late firm. The books and papers will be found at the store now occupied by *John Douglass & Co.*

**JOHN C. VOWELL,
THOMAS VOWELL.**

january 4

mwf

Image 44. Vowell, John C. and Vowell, Thomas, "Notice," Alexandria Gazette & Daily Advertiser, January 4, 1819, GenealogyBank.

A CARD.

JOHN C. VOWELL and THOMAS VOWELL return their grateful thanks to the citizens of Alexandria, for their prompt assistance in rescuing their property from the imminent danger of the fire, on Monday night. January 29.

Image 45. Vowell, John C. and Vowell, Thomas, "A Card," Alexandria Herald, January 29, 1819, GenealogyBank.

Valuable Real Estate at Auction.

ON *FRIDAY*, the 23d instant, I shall offer for sale by auction, the following property, viz:—

One Lot on Prince-street, between Water and Union streets, 19½ feet front, 44 deep to a 4 feet alley running into a ten feet alley, on which is an excellent stone foundation for a cellar.

Also—One moiety of the wharf property, known by the name of Vowell's, 88 3½-1-12 front on Union-street and running into the Potomac, with the



Two Large Brick Warehouses on the same, now occupied by Messrs. James & Joshua Harper, Robinson & Shinn, and Mr. Samuel Messersmith. ☞ The other half of this property may be purchased at a fair rate.

Also—The Two Story Brick Dwelling and Lot 176 feet on Water and 123 feet on Franklin-street, now in the occupancy of Mr. J. Adam.

Also—The Frame Dwelling and Lot, nearly opposite the last mentioned property, lately occupied by D. McLean, Esq.

Also—The Three Story Brick, Fire-Proof Warehouse, on Fairfax street, next door to Messrs. E. Stabler & Son, now occupied by Mr. W. Harper, jr. The sale will commence on the wharf property, precisely at 10 o'clock, A. M. and be continued from lot to lot till all is disposed of.

Terms liberal, and made known at sale.

GEO. JOHNSON,
Auctioneer.

march 19—eots

The flooring in the warehouse occupied by Mr. J. T. B. Perry, on Vowell's wharf, over the counting room, broke through on Sunday morning last. The floor was pressed down by a heavy weight of wheat; and had persons been in the counting room, they would almost certainly have been killed.

Image 47. Alexandria Gazette, November 28, 1848, GenealogyBank.

ISAAC ENTWISLE,
SIGN OF THE RISING SUN, HARPER'S
WHARF,
Has just received from Philadelphia, a supply of
Beer and Draught Porter,
He avails himself of this occasion, to inform
the public and his friends, that he intends carry-
ing on the BOTTLING BUSINESS.
For sale, apply as above,
About 5000 lbs. of Smithfield BACON.
May '8 d6e

Image 48. Isaac Entwisle, "ISAAC ENTWISLE," Alexandria Daily Advertiser, May 18, 1804, GenealogyBank. Harper's Wharf here is a recognizable reference point and not a technical location.

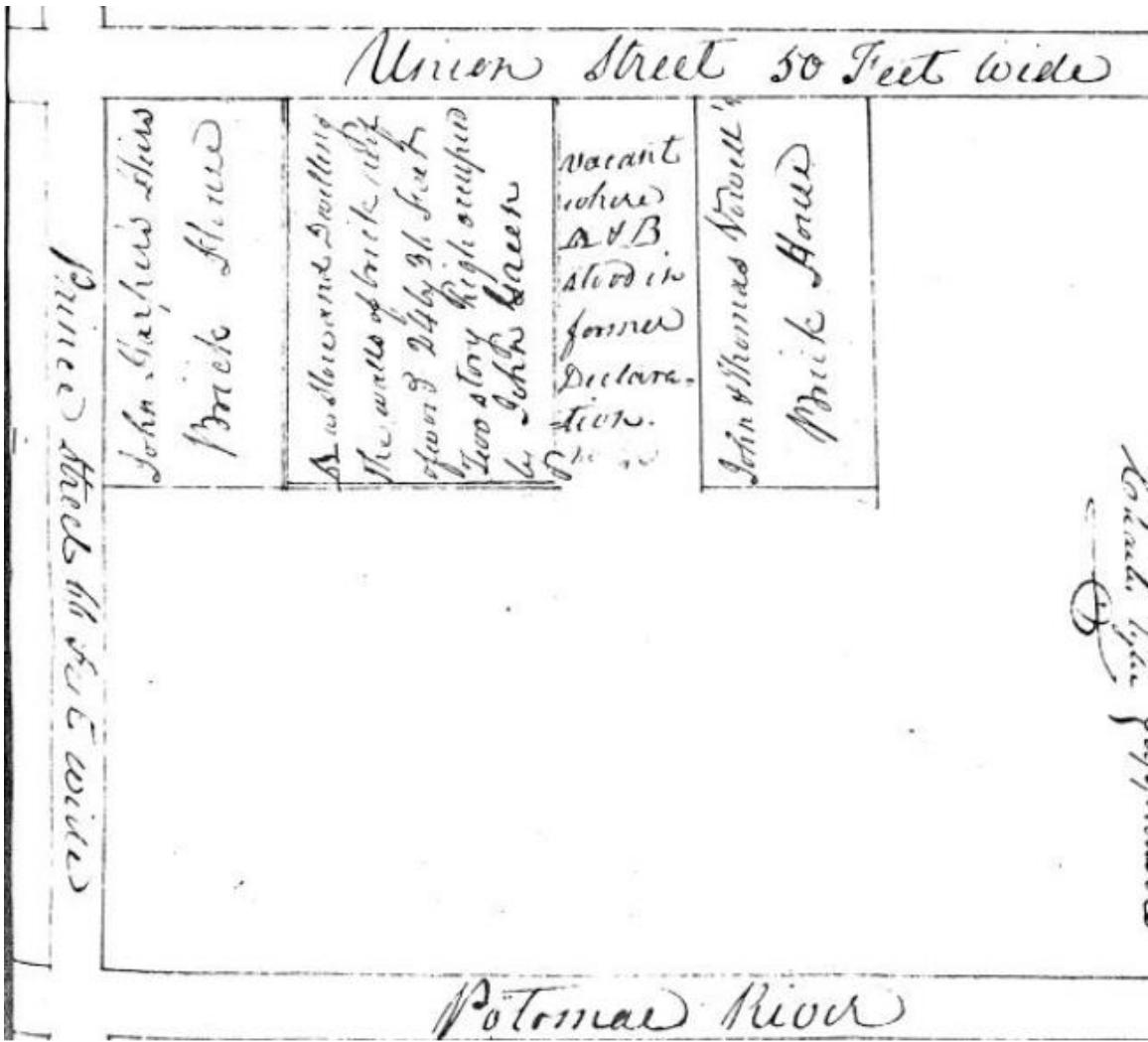


Image 50. Mutual Assurance Society Policy (MAP) No. 1902, December 12, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

For Norfolk and Richmond,



The fine fast sailing schr.
BYKLINE, capt. Meeking,
will carry 650 barrels. To
sail on Monday.—Can ac-
commodate 6 or 7 passengers. Apply to
John Green, or the master on board, now
lying at Bayne's wharf.

May 7

30

Image 51. John Green, "For Norfolk and Richmond," Alexandria Gazette & Daily Advertiser, May 7, 1818, GenealogyBank.

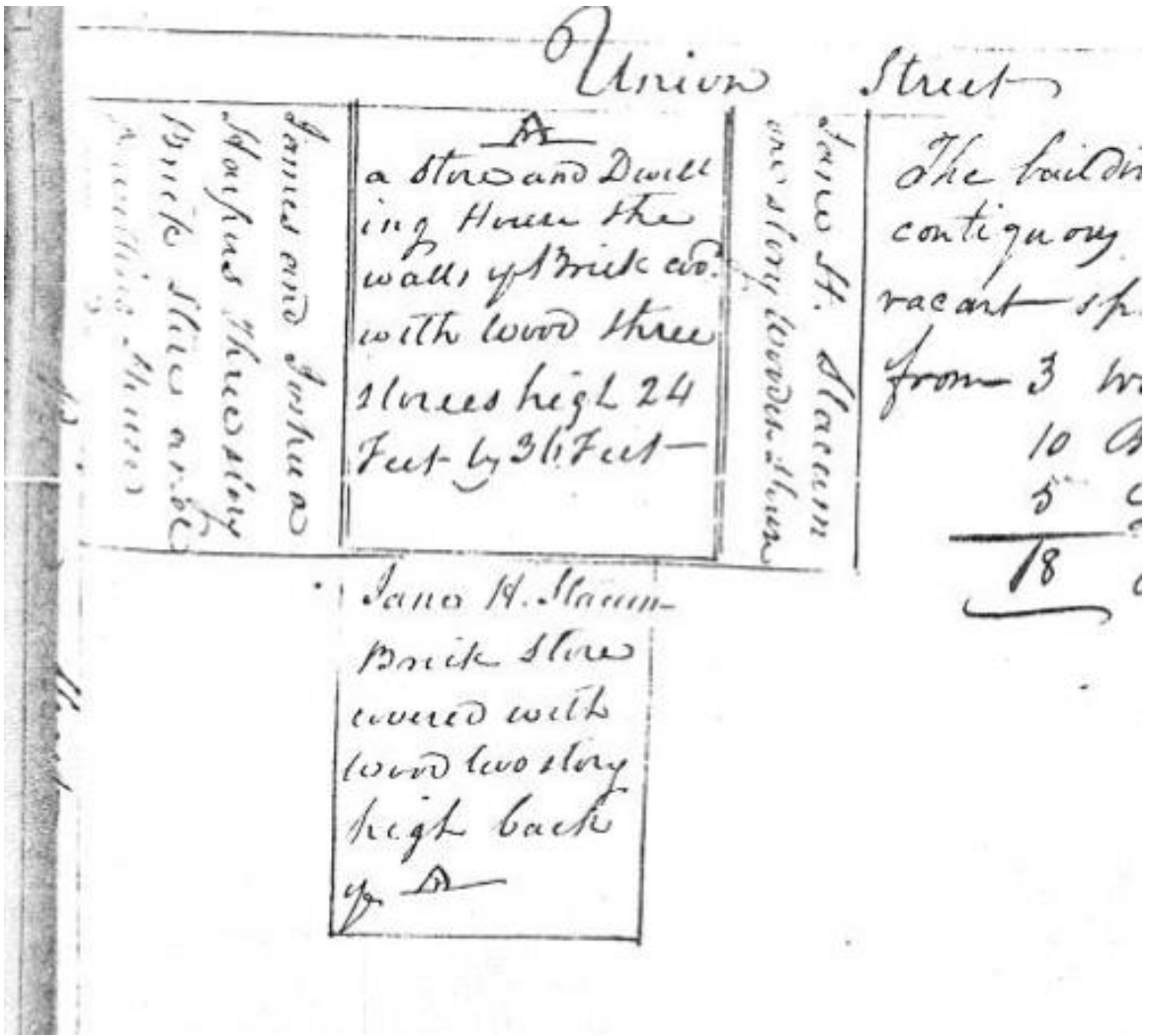


Image 52. Mutual Assurance Society Policy (MAP) No. 4997, March 31, 1823, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

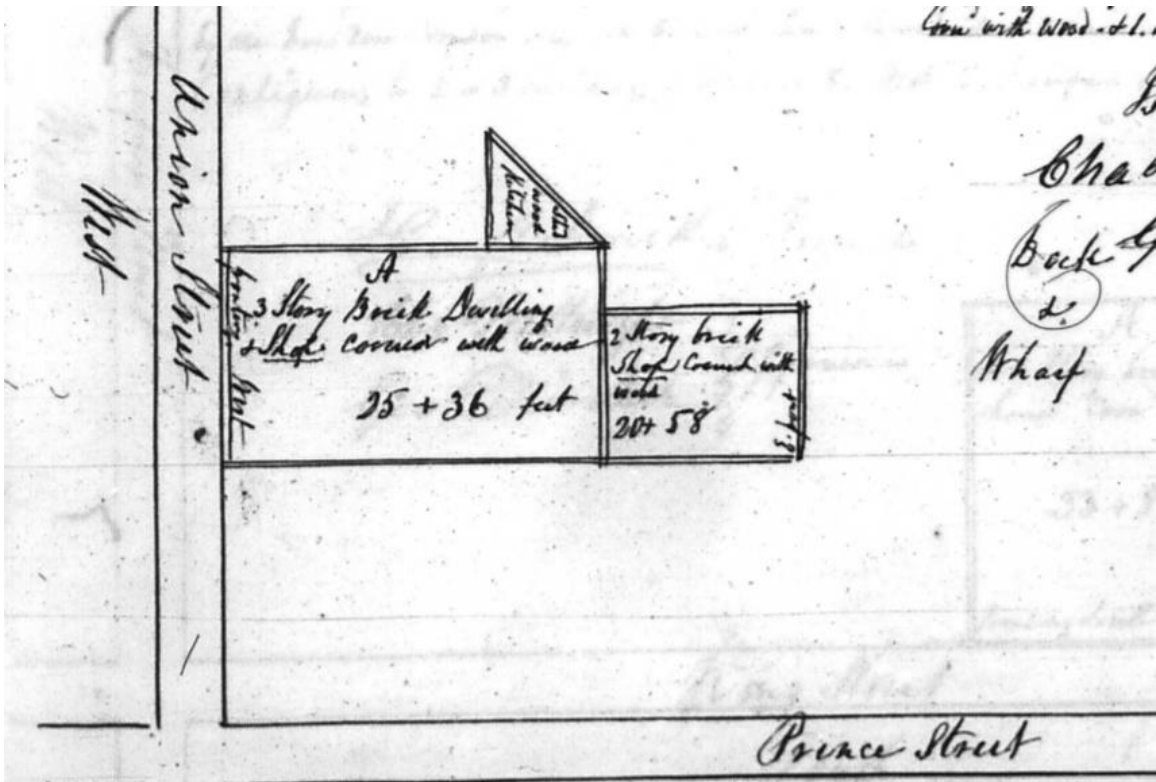


Image 53. Mutual Assurance Society Policy (MAP) No. 11068, June 22, 1839, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

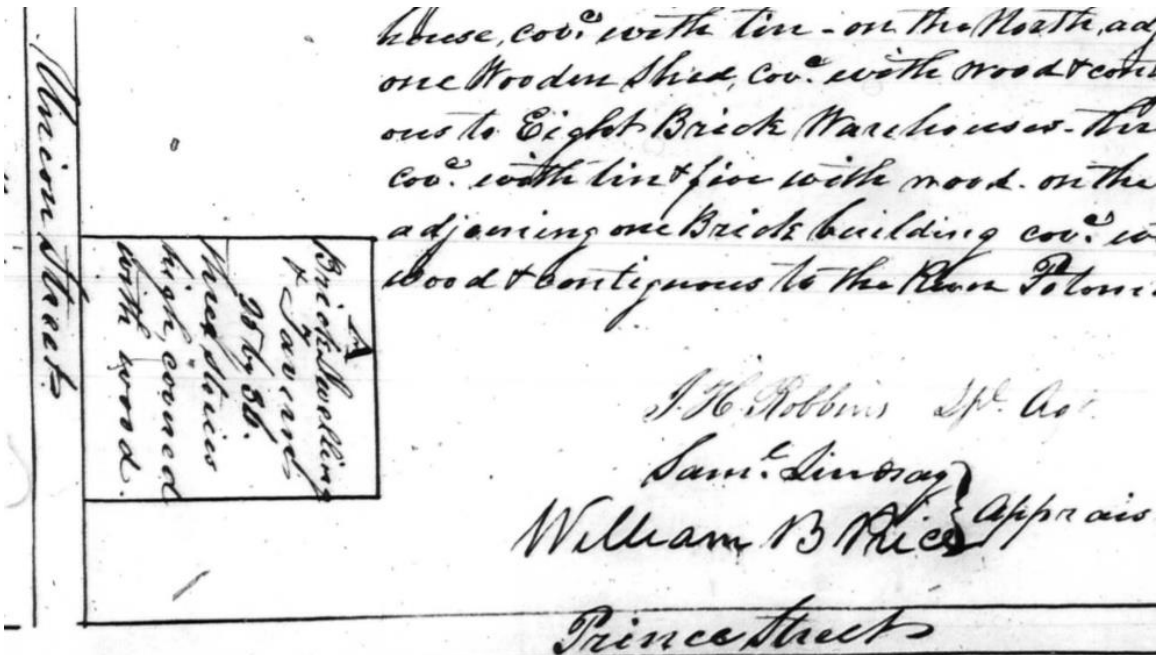


Image 54. Mutual Assurance Society Policy (MAP) No. 14326, September 9, 1846, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

BAYNE & CARTWRIGHT
Lower end of Prince Street, on Harper's Wharf,
have on hand, a general assortment of
'Groceries & Ship Chandlery,
which they will dispose of on the usual terms.
Nov. 17. eozt

Image 55. Bayne & Cartwright, "BAYNE & CARTWRIGHT," Alexandria Daily Advertiser, November 17, 1803, GenealogyBank.

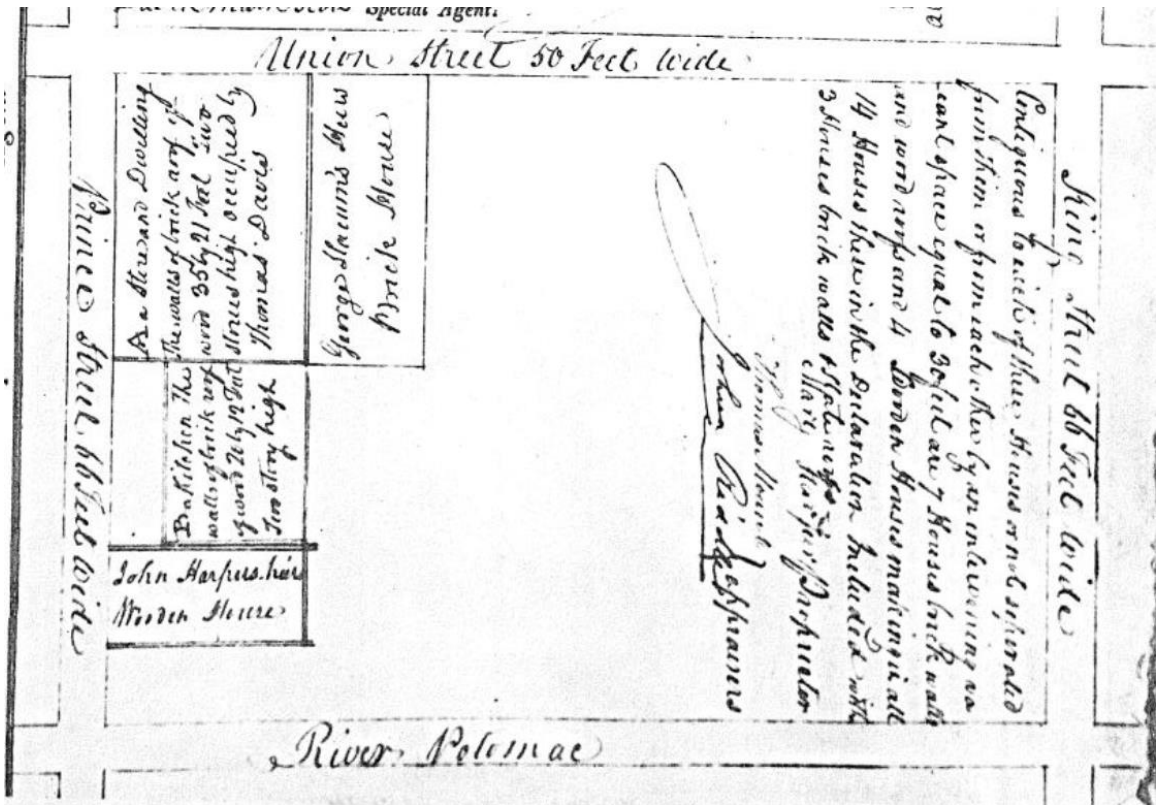


Image 56. Mutual Assurance Society Policy (MAP) No. 1893, December 9, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

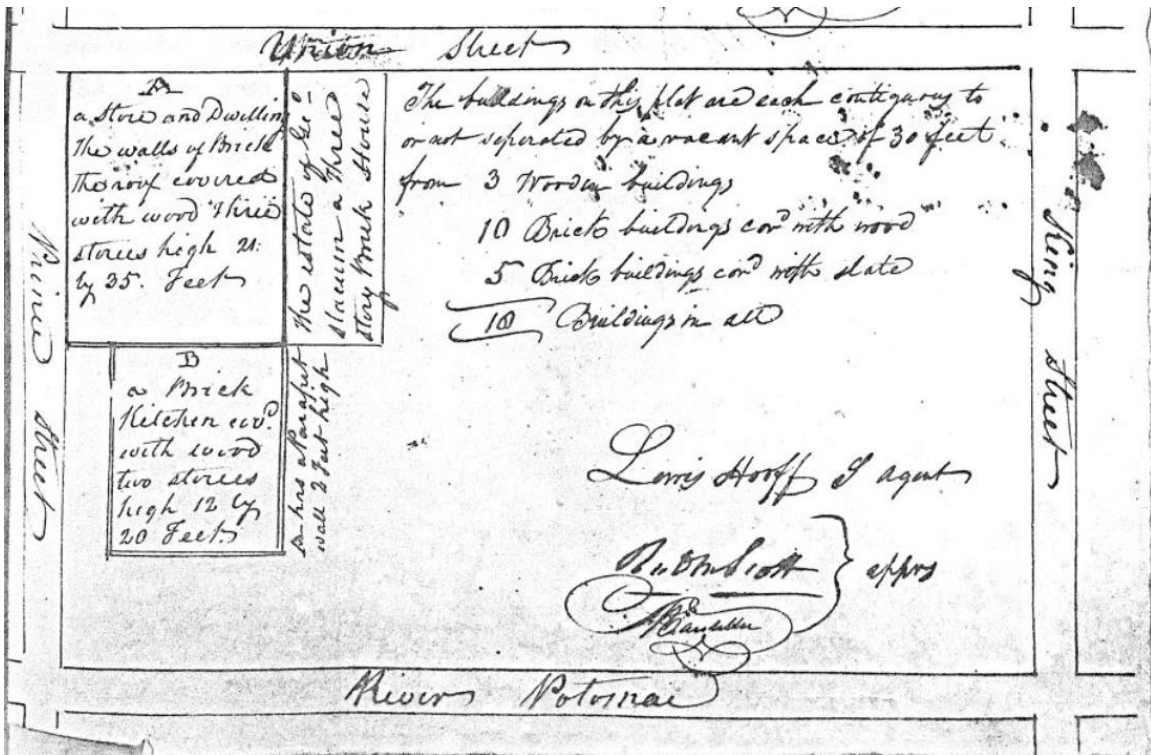


Image 57. Mutual Assurance Society Policy (MAP) No. 4985, March 26, 1823, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

Thomas M. Davis,
Harper's wharf, lower end of Prince st.
HAS FOR SALE,
300 bushels nice Seed Potatoes,
Pickled Oysters and a variety of arti-
cles in the Grocery line.
Also, a quantity of fresh Butter.
March 9 eo

Image 58. Advertisement from Alexandria Daily Gazette, March 31, 1813, GenealogyBank

Civil War Era, 1861-1865

The occupation of Alexandria by Union troops had profound effects on this block. The Irwins on the north end of the block successfully claimed back taxes on their warehouse that was used by the Quartermaster. On the other end of the block, William N. McVeigh left town to Richmond and his real estate was seized by the United States due to his ties to secessionist activities.

The 1862 *Plan of Alexandria* has the wharf on Parcel 51.1 marked “Irwins (Image 59).” Irwin’s warehouses and wharf as depicted in the 1863 Magnus print shows that the formerly open area between the two wharf-fronting warehouses was enclosed by a two-story structure. The King Street dock is filled in to be even with the adjacent wharves and a small shed is depicted on the wharf (Image 60). The Quartermaster map shows a storehouse on Irwin’s southwest corner, fronting on Union and the alley (Image 61). Irwin’s Wharf is labeled as the “Washington Ferry Wharf.” After the war, Mary Irwin filed a claim to the United States government to repay taxes paid to the Corporation of Alexandria on the warehouse at No. 5 South Union. She requested and received a total of \$291 for 1861-1865.²⁷⁹

The 1862 *Plan of Alexandria* has the wharf on Parcel 51.2 marked “Janneys (Image 59).” Janney’s Wharf is depicted by Magnus with a block of three warehouses separated from Irwin’s by a wide alley (Image 60). The former Vowell’s Wharf extends from an empty lot with storage crates piled or a fence erected along the carriageway. A small two-story warehouse sits on the southern edge of Parcel 56.2, this was marked by the Quartermaster as “Private Storehouse” and was likely built by Samuel Miller after 1860.

The 1862 *Plan of Alexandria* has the wharf on Parcels 56.1 and 56.2 marked “Powells (Image 59).” This may be a transcription error of “Vowell.”

The 1862 *Plan of Alexandria* has the wharf on Parcels 56.3 and 56.4 marked “Harper” with labels along Union Street: McVeighs, Witi’s, Powell, and Marbury (Image 59).” Magnus’ depiction of William N. McVeigh’s warehouses shows two three-story buildings with a short pier in front and the Prince Street dock to the south (Image 60). The north warehouse was two separate warehouses with a shared roof profile (see above). According to the Quartermaster, the Company Storehouse and barracks for Guard on Parcel 56.3 occupied the two 23’ x 113’ brick warehouses. On Parcel 56.4, the Water Transportation Office & Storehouse used the store and warehouse that McVeigh and his business partners had used for over a decade (Image 61). In 1861, McVeigh moved to Richmond and was thereafter served with a seizure notice for all his real estate in Alexandria in accordance with “An act to suppress insurrection, to punish treason and rebellion, to seize and confiscate the property of rebels, and for other purposes,” known as the “Confiscation Act” of 1863. Further, a group of creditors called in his outstanding debt and forced the sale of several properties, including the wharves and warehouses.²⁸⁰ His wharves and warehouses were sold at public auction on April 12, 1864 to M. Eldridge, likely acting as an agent for Oakes Ames, John B. Alley and Samuel Hooper all of Massachusetts.²⁸¹ However, McVeigh returned to Alexandria in 1873 and sued for the recovery of his property. Two suits went to the level of the Supreme

²⁷⁹ “Corporation of Alexandria to Mary Irwin, Tax bill, 1861-1865,” Irwin Family Papers, Gadsby’s Tavern Museum.

²⁸⁰ ABD V3:248, 249, 250, 251, 252, September 23, 1863.

²⁸¹ ADB V3:479,481, April 11, 1864. Deeds for the sale were recorded by the Sheriff, Samuel N. Garwood. ADB W3:225, 231, February 25, 1865.

Court, but the disposition of these parcels was not settled until 1874.²⁸² The Supreme Court overturned a lower court's action which caused the lower court to nullify the sale of McVeigh's real estate.²⁸³

²⁸² "McVeigh Hospital," Alexandria Archaeology, accessed December 7, 2021, <https://www.alexandriava.gov/historic/civilwar/default.aspx?id=73504>.

²⁸³ Peachy R. Grattan, ed., Reports of Cases Decided in the Supreme Court of Appeals in Virginia (Richmond: R. F. Walker, 1874), 23:409, <https://encyclopediavirginia.org/10706hpr-f3eef41160fc6c6/>.

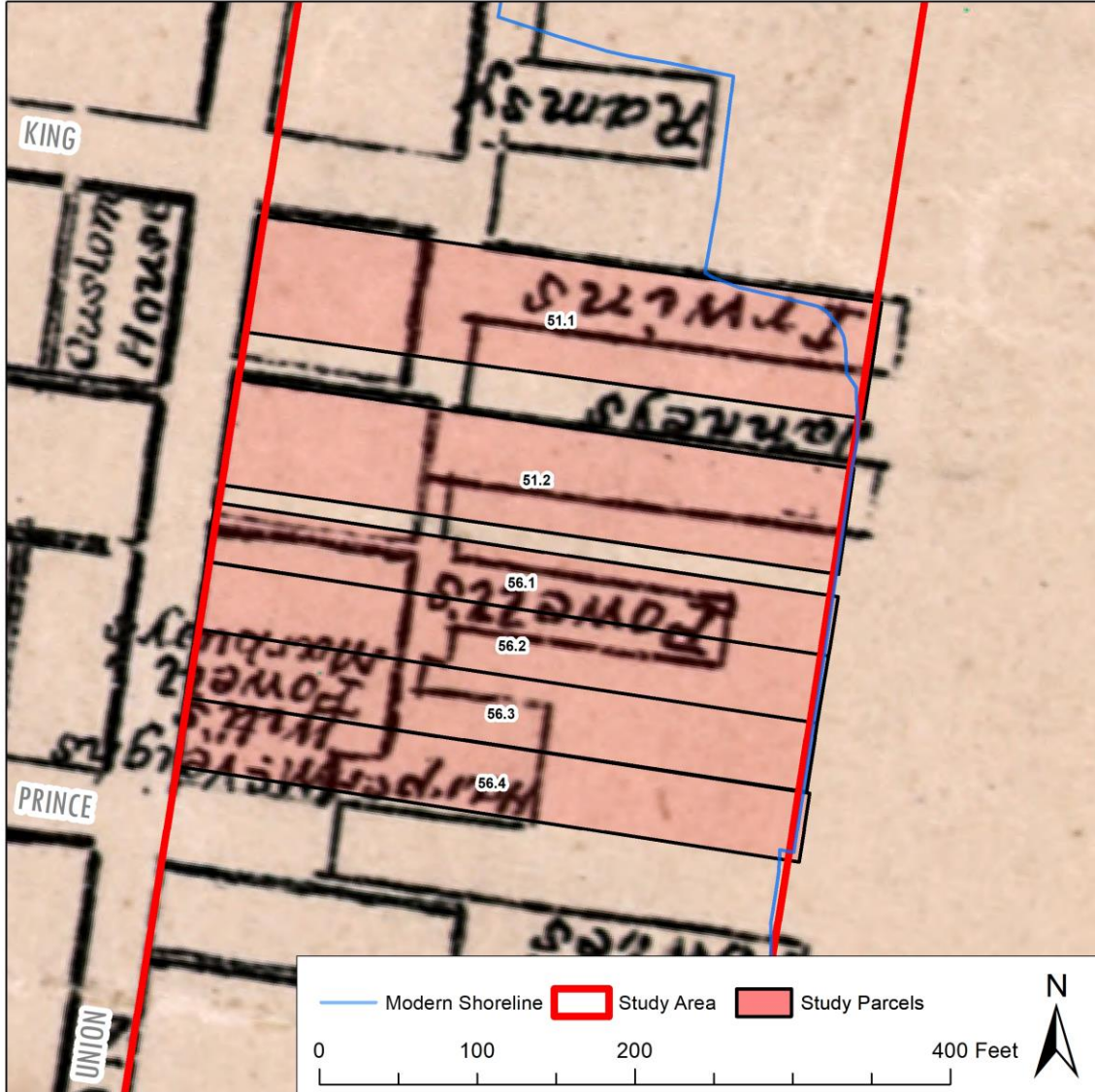


Image 59. United States Coast Survey. "Plan of Alexandria." 1862. Image. <https://www.loc.gov/item/89692513/>. Detail.



Image 60. 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 King Street (right) to Prince Street (left).

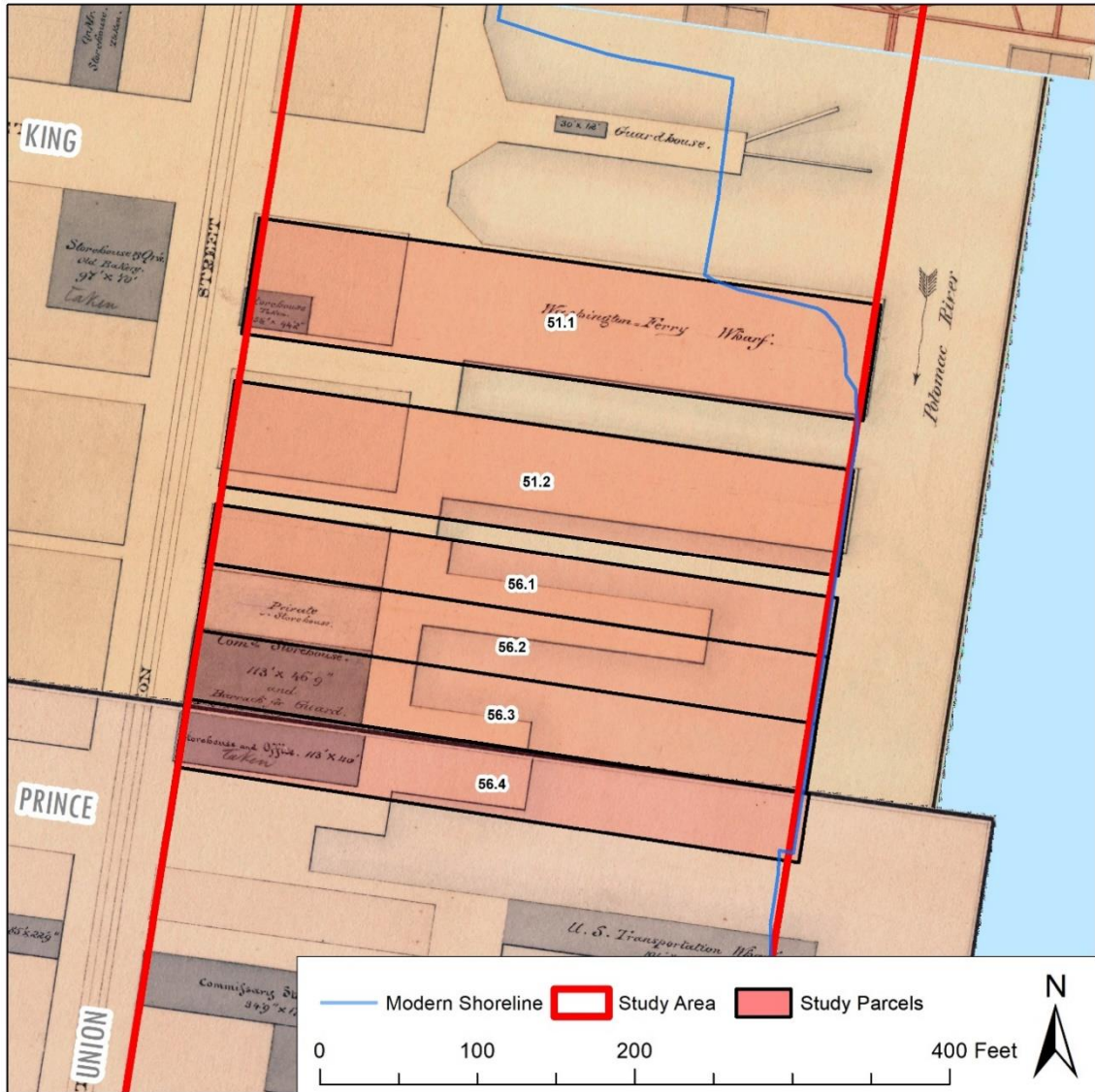


Image 61. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.

Late 19th Century, 1865-1900

Parcel 51.1

Irwin's Wharf, 1806-1905

Irwin's Wharf remained in the hands of several Irwin heirs who contributed to its maintenance and upkeep in proportion to their share. Small repairs were made in 1870 and 1871. Hannah Wilson died in 1872 and passed her share to other family members. In 1873, the wharf owners wrote a formal complaint to the Mayor and Council about encroachment by the Alexandria Ferry Company on the dock. They mentioned erosion from King Street was silting up the dock and they had to pay for dredging every few years. Their petition included a plat that showed how the ferry slip encroachment and siltation greatly reduced the usable space in the dock (Image 62). A major repair took place in 1878, including the construction of a "heavy wall."²⁸⁴ In 1882, Griffith and Nannie O. Atkinson sold their share of the corner and middle warehouses and 28/96 of the wharf to Mary Irwin, Ruth Booker, Grace Fleming and Rebecca Irwin.²⁸⁵

The Potomac Transportation Line operated a weekly steamship from Alexandria and Washington, D.C. to Baltimore. They used the King Street Wharf as their dock and the local agent was J. Broders & Co. at No. 11 King Street.²⁸⁶

The 1877 Hopkins Atlas shows William Irwin across Numbers 2, 4, and 6 South Union Street. J. Schneider occupied 2 King Street, the northeast warehouse.²⁸⁷ A small, t-shaped structure stood on the pier on the eastern side of the Strand and a rectangular structure stood on the eastern end of the pier. The pier was marked Baltimore & Potomac Transportation Line (Image 63).

Julius Dreifus established a junk dealership on the Strand and King by 1881. He sold scrap metal, hides, bones, and honey among many other goods.²⁸⁸ The 1885 Sanborn map shows J. Dreyfus [Dreifus]' Junk Warehouse occupied the two south warehouses and the central passage enclosure. The t-shaped structure stood on the pier, and a one-story structure stood closer to the east end of the pier (Image 66). The northern warehouses were marked "Rest[aurant] and Sal[oon]." James and Susan B. Carey sold their interest in the center and southeast warehouses and the wharf and pier to James Carey, Jr. and Francis King Carey in 1885.²⁸⁹ A circa 1890 photograph shows the 2 ½-story southeast warehouse with dormer windows and piles of junk on its eastern and southern walkways. The 2 ½-story central passage enclosure stood between the two eastern warehouses. The eastern façade of the northeast warehouse is visible, with a horse and cart waiting (Image 64).

The Alexandria Ferry Company began a three-year lease for the wharf in May 1888, and they continued to occupy the wharf until May 1895.²⁹⁰

²⁸⁴ Irwin Family Papers, Gadsby's Tavern Museum.

²⁸⁵ ADB 11:96, February 11, 1882.

²⁸⁶ J. Broders & Co., "Potomac Transportation Line," *Alexandria Gazette*, August 11, 1871, GenealogyBank.

²⁸⁷ For more on Justus Schneider and his restaurant, see Diane Riker, "Fitzgerald's Warehouse King and Union Streets," *Studies of the Old Waterfront*, 2008, 23-24.

²⁸⁸ Riker, "Fitzgerald's Warehouse King and Union Streets, 24-26.

²⁸⁹ ADB 15:583, May 28, 1885.

²⁹⁰ Francis K. Carey to Morgan H. Beach, Alexandria, Va., June 15, 1895, Irwin Family Papers, Gadsby's Tavern Museum.

"The management of the wharf has become an intolerable nuisance..." wrote Francis K. Carey to his cousin, Mary Irwin, in August 1895.²⁹¹ The Irwin heirs contemplated their options to repair or sell their shared property after an 1893 high tide event seriously damaged the wharf. J. Dreifus & Co., the agent for the Alexandria Ferry Company, stopped rent in June 1894 and ultimately ceased occupation in May 1895 due to the poor condition of the wharf. The Irwin heirs engaged a contractor, J. T. Rogers & Sons, to repair the wharf in October 1894, but the work was delayed and ultimately stopped. The heirs engaged an agent to find a reliable contractor and a new tenant with the aim to turn a reasonable profit.

Repairs to the King Street Wharf, owned by the Irwin estate, began in March 1895.²⁹²

The 1896 Sanborn map shows the five warehouses marked "Rest[aurant].," "Sal[oon].," and "Junk [Warehouse]." The t-shaped structure stood on the Strand end of the pier (Image 67).

Parcel 51.2

James Dempsey, a merchant who occupied the warehouses and wharf since the 1840s, died in 1865.²⁹³ Phineas Janney used his 2/5 share in Merchant's Wharf to secure a debt in 1866.²⁹⁴

In the years after the Civil War, the wharf was the site of the Philadelphia and Boston Steamship Line (Image 63). The warehouse at 8 South Union was occupied by Hunt & Roberts. 4 Strand was occupied by J. J. Jamieson & Co. and 6 Strand by F. A. Reed. A small structure stood on the east side of the Strand along the south edge of the parcel.

By 1885, the wharf was known as the F.A. Reed Steam Packet wharf, and it contained a one-story wharf house (Image 66). The steamship office was located on the west side of the Strand at 5 Strand. The J. Dreyfus Junk Warehouse occupied the No. 4 Strand warehouse. No. 6 Strand was a guano warehouse. Wheat and grain storage took up the warehouses at 8 and 12 South Union Street. On the south edge of the pier, an oyster shed stood on the bulkhead.

Ten years later the wharf was known as the Clyde Line Steam Ship wharf (Image 67). The one-story wharf house stood near the eastern end of the pier. The warehouses along Union Street and the Strand were all marked as grain warehouses or hay storage, except the southeast warehouse at 111 Strand which was labeled "Oyster Ho."

The Janney heirs sold their interest in this parcel and pier to Edmund Hunt in 1899.²⁹⁵

Parcels 56.1 and 56.2

The warehouses on Parcels 56.1 and 56.2 were owned by Samuel Miller and John Crips Vowell's estate. Beneficiaries of the Vowell and Miller estates sold off their shares over time to Andrew Jamieson and Sarah G. Smith.²⁹⁶ The 1877 Hopkins Atlas showed the warehouses between Union Street and the Strand, 16 and 18 Union Street, were labeled Samuel Miller's estate (Image 63).

²⁹¹ Francis K. Carey to Mary Irwin, Washington, D.C., August 2, 1895, Irwin Family Papers, Gadsby's Tavern Museum.

²⁹² "Local Brevities," *Alexandria Gazette*, March 8, 1895, GenealogyBank.

²⁹³ *Alexandria Gazette*, October 27, 1865, GenealogyBank.

²⁹⁴ ADB X3:448, September 14, 1866.

²⁹⁵ ADB 44:288, November 1, 1899; ADB 44:290, November 1, 1899.

²⁹⁶ ADB 5:150, June 23, 1876; ADB 10:45, June 4, 1881; ADB 10:41, June 17, 1881; ADB 10:49, June 17, 1881.

McKenzie's Oyster Wharf, 1854-1881

The 1877 Hopkins Atlas shows Louis McKenzie's Oyster Wharf on Parcels 56.1 and 56.2 (Image 63). The wharf/pier on the waterfront was ordered to a tax sale for nonpayment in 1879, however Lewis McKenzie cleared that debt before the sale occurred.²⁹⁷

Reed's Ice Wharf, 1881-1896

F. A. Reed began a 5-year lease for the wharf in 1881.²⁹⁸ The 1885 Sanborn map shows the pier on Parcel 56.1 labeled as "Reed's Ice Wharf" with an ice run extending from Union Street to the northern edge of the pier. A small shed stood on the western side of the Strand adjacent to the pier. F. A. Reed's Ice House stood at 18 Union Street on Parcel 56.2 (Image 66). A circa 1880s photograph shows the ice house next to McVeigh's warehouse (Image 65).

Wm. Reardon's Ice Wharf, 1896-1910

In 1896, William Reardon bought the wharf from the estate of Lewis McKenzie for \$1,500.²⁹⁹ The 1896 Sanborn map shows William Reardon's Ice House with a pier and elevated ice run (Image 67). Reardon was successor to F. A. Reed & Co., importers and retailers of Kennebec River ice. Reardon's office was located at No. 6 Strand, at the southwest corner of Wales Alley and the Strand. Reardon was also an agent for ferries to Philadelphia and Baltimore (Image 68).

Parcels 56.3 and 56.4

William McVeigh reclaimed the titles to his properties by 1874 (see above). The 1877 Hopkins Atlas shows that McVeigh & Chamberlain occupied all of Parcels 56.3 and 56.4. The short pier extending along the north side of Prince Street was marked "McVeigh (Image 63)." The 1885 Sanborn map shows 20-22 Union was marked Grain Warehouse and 24 Union was a Commission Warehouse. A short, unmarked pier extended along the north edge of Prince Street (Image 66). A circa 1880s photograph shows McVeigh's warehouse with a pier and shipping vessels docked in front (Image 65).

The executor of William N. McVeigh's estate sold Parcel 56.3 in two halves: the north half to William A. Moore in 1892 and the south half to John Miller, George W. Driver and Joseph C. Taylor in 1891.³⁰⁰ Taylor sold his interest in the parcel to Miller and Driver in 1893.³⁰¹ William Moore sold the north half to Thomas F. Burroughs in 1896.³⁰²

The executor of William McVeigh's estate sold Parcel 56.4 in 1891 to William E. Clark.³⁰³ Clark sold the property to the Norfolk & Washington D. C. Steamboat Company in 1894.³⁰⁴ The Norfolk & Washington

²⁹⁷ ADB 10:191, June 19, 1879.

²⁹⁸ ADB 10:389, November 1, 1881.

²⁹⁹ ADB 36:482, July 13, 1896.

³⁰⁰ ADB 25:407, April 24, 1891; ADB 27:298, March 29, 1892.

³⁰¹ ADB 31:203, October 21, 1893.

³⁰² ADB 34:518, January 3, 1896.

³⁰³ ADB 25:420, April 1, 1891.

³⁰⁴ ADB 32:38, January 6, 1894.

Steamboat Company began service at the foot of Prince Street in March 1894, with their office at No. 2 Prince Street.³⁰⁵ C. W. Wattles was the Alexandria agent, and his office was at the foot of Duke Street.³⁰⁶

The 1896 Sanborn map showed the warehouses at 20 and 22 Union Street were marked Grain warehouse and 24 Union Street was marked General warehouse (Image 67).

Norfolk & Washington Steamship Wharf, 1894-1949

In 1896, a long pier extended from the north edge of Prince Street and was labeled "Washington & Norfolk SS Wharf" (Image 67).

³⁰⁵ P. B. Hooe, "Daily Line to Norfolk and Fortress Monroe," *Alexandria Gazette*, June 29, 1894, GenealogyBank.

³⁰⁶ T. Michael Miller, "Wandering Along the Waterfront: The Prince to Duke Street Waterfront, Part II," *The Fireside Sentinel*, 1993, 200.

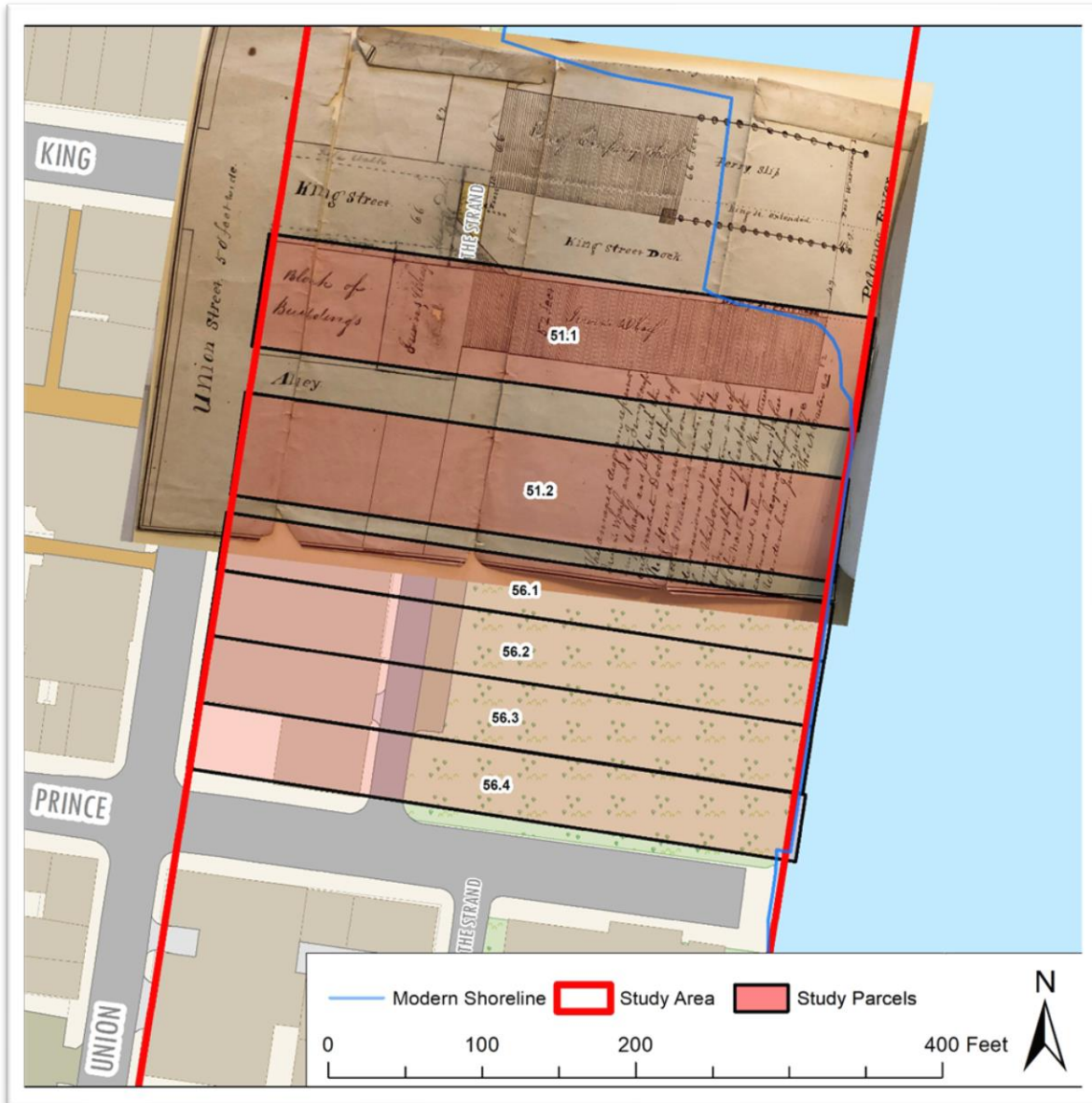


Image 62. Plat of Irwin's Wharf and the Washington Ferry Wharf at the foot of King Street. Irwin Family Papers, Folder 23, 1873. Irwin Family Papers Collection, Gadsby's Tavern Museum.

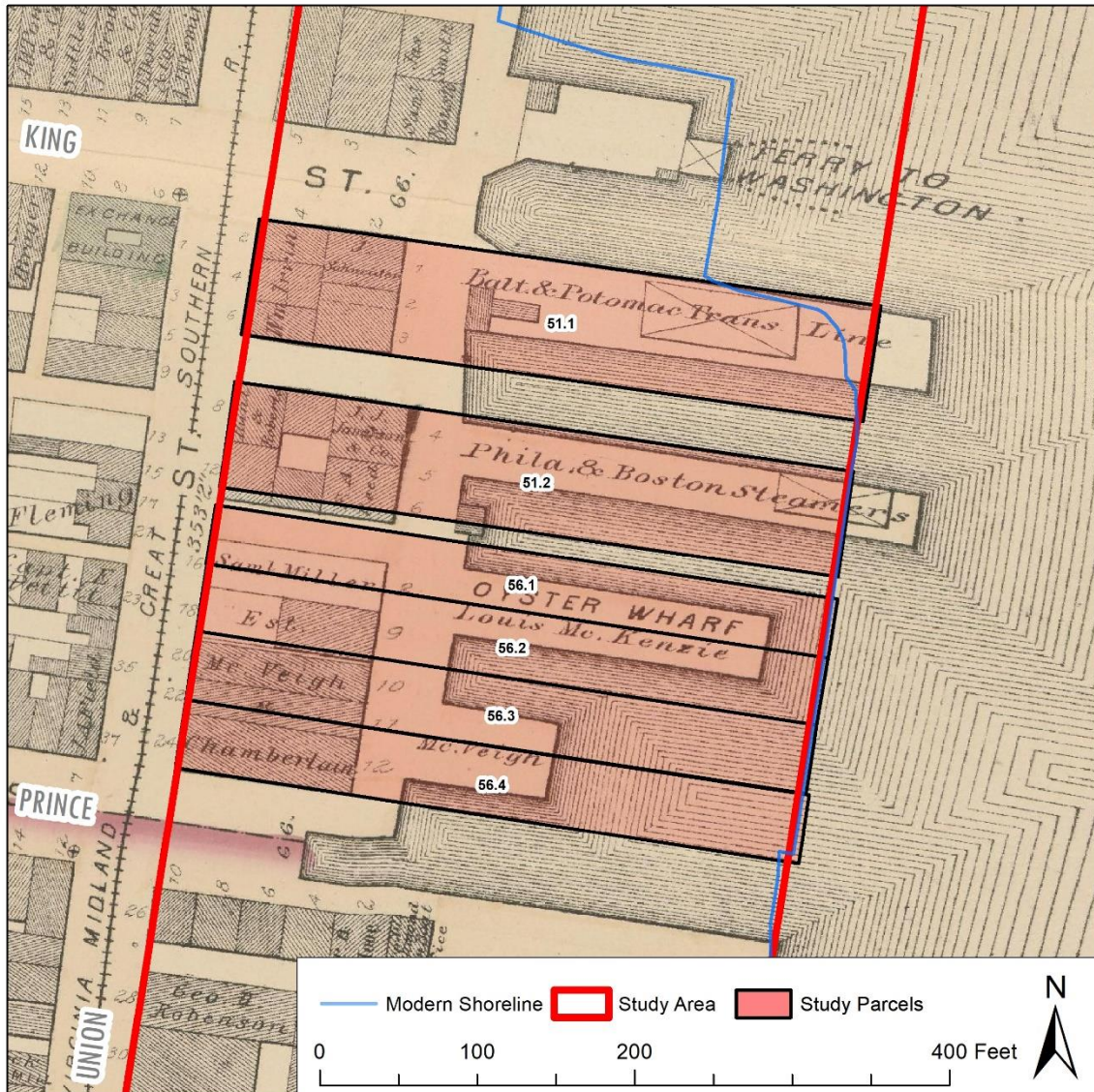


Image 63. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <https://ccn.loc.gov/90680847>. Detail.



Image 64. Circa 1890s photograph showing J. Dreifus' Junk Warehouse. John W. Herndon Collection, Alexandria Library, Local History.



Image 65. Circa 1880s photograph of McVeigh's Warehouse and Reed's Ice House and wharves between King and Prince Streets. Alexandria Library, Special Collections, Wm. F. Smith Collection.

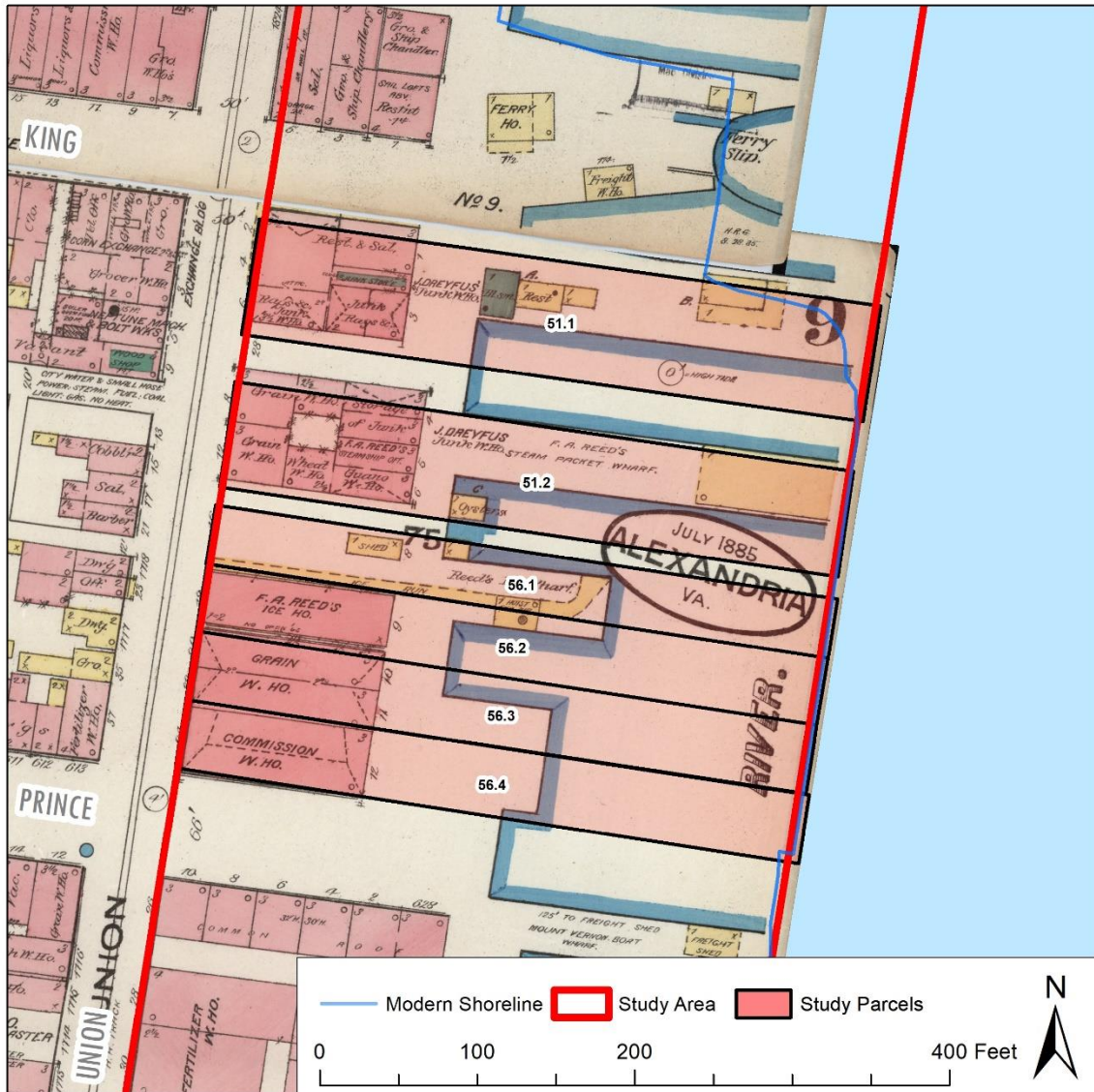


Image 66. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/. Detail.

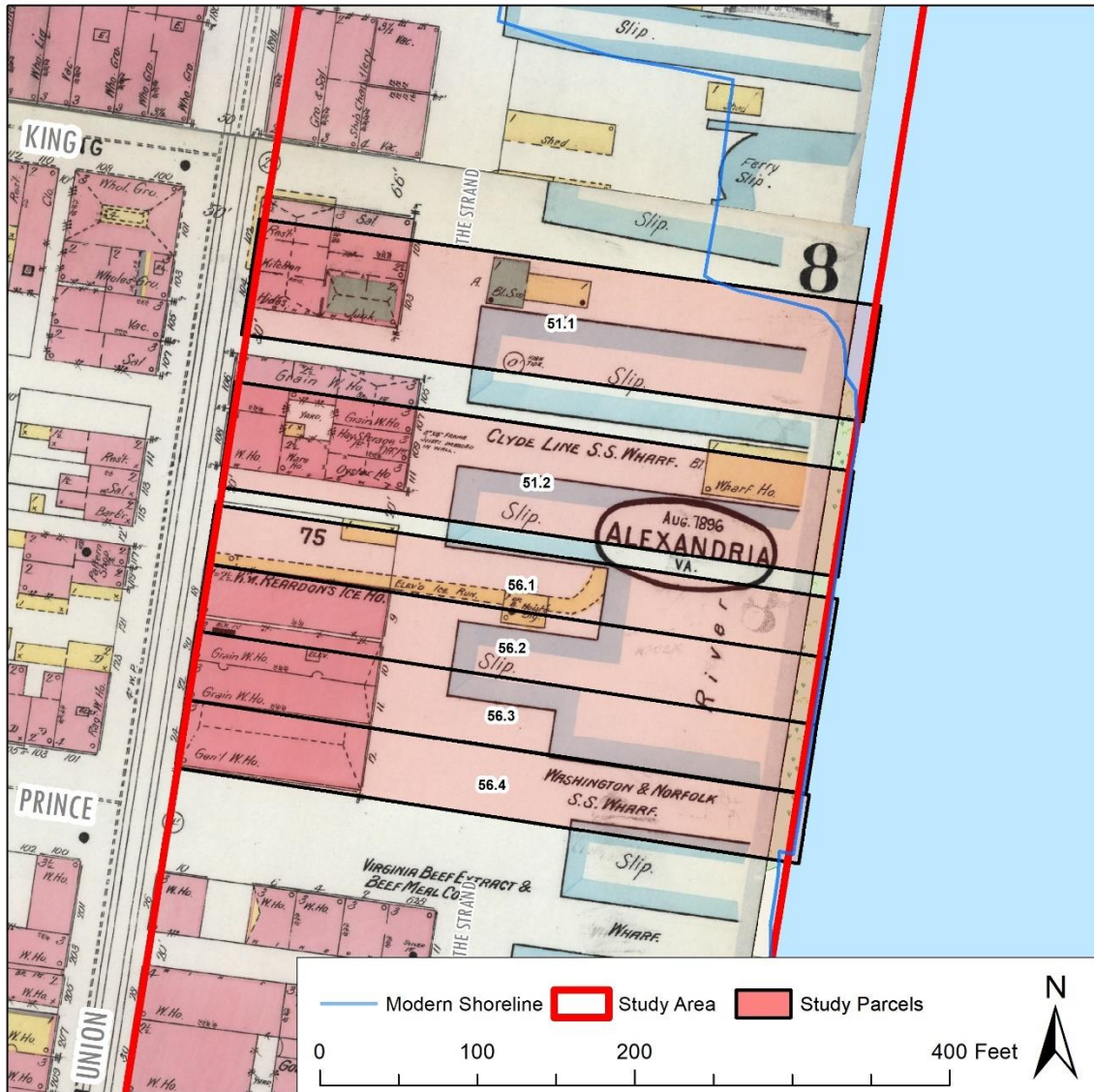


Image 67. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/. Detail.

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F. A. REED & CO.

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Baltimore and Potomac river landings.

WM. M. REARDON,

NO. 6 STRAND, BETWEEN KING AND

PRINCE STREETS.

-TELEPHONE NO. 50.

20th Century, 1901-2000

Parcel 51.1

The 1902 Sanborn map shows the wharf extending along the south side of King Street. The corner warehouse is marked vacant, as is the middle warehouse. The southwest and southeast warehouses are marked “Junk” and the northeast warehouse is marked “Sal[oon].” and “Storage.” A t-shaped structure stood on the east side of the Strand, the eastern portion marked vacant (Image 69).

Wharf & Dock

The wharf is marked as the Philadelphia, New York and Boston Steamers depot in 1900 (Appendix B, Image 21). A circa 1900 photo shows the western façade of the depot, standing in flood waters at the foot of King Street (Image 70). The Carey and Irwin heirs sold the wharf and dock to Park Agnew in June 1905; he in turn sold it to Fred S. Wagar in October 1905.³⁰⁷ The 1912 Sanborn shows the wharf but has no indication of use or occupancy (Image 71). The 1921 Sanborn shows an unmarked pier (Image 72). A 1931 photograph shows the eastern extent of the wharf missing its decking and the remaining fill was in a ruinous state. A small structure stood on the wharf, but overgrown vegetation and haphazard placement of small boats indicates that the area was in disrepair (Image 73). Elizabeth H. Wagar, widow of Fred Wagar, sold the Irwin Wharf and dock including the Strand to the Old Dominion Boat Club in 1935.³⁰⁸ The organization built a new clubhouse on the north side of King Street in 1923, and they used this parcel to extend their access to the water. Photographs show that a front-gabled boathouse was built on this parcel likely before the sale in 1935 and was removed by 1936. The 1941 Sanborn map shows no pier extends from this parcel, rather an irregular and apparently eroded shoreline traced the remains of the bulkhead and wharf (Image 77). The 1958 Sanborn map shows no pier extends from the degraded bulkhead (Image 79).

ODBC used this parcel as a boat ramp, storage, and parking.³⁰⁹ Aerial photography from 1957 shows the wharf was a parking lot with no pier (Image 78). In 1972, the ODBC installed a motorized gate to control access to fenced-in parking lot on this parcel.³¹⁰ Aerial photography from 1995 shows a surface parking lot gave way to a dirt landing place (Image 80).

Corner (Northwest) Warehouse

A circa 1900 photograph shows the northern façade of this warehouse with a sign that says “OYSTERS (Image 70).” The 1912 Sanborn map shows the corner warehouse is marked “Harness” (Image 71). The 1921 Sanborn map shows the corner warehouse marked Soft Drinks (Image 72). Around 1933 William Ketland opened Bill’s Old Anchor in the corner building, he likely removed the northeast building.³¹¹ Ketland purchased this and the center warehouse for \$4,000 after a court decree resulting from a

³⁰⁷ ADB 54:259, June 18, 1905; ADB 54:305, October 14, 1905.

³⁰⁸ ADB 125:285, December 4, 1935.

³⁰⁹ Anna Maas and Jean Stoll, “Old Dominion Boat Club, 1 and 2 King Street, Alexandria, Virginia: Property History” (City of Alexandria, February 2017), 27, https://media.alexandriava.gov/content/oha/reports/HistoryODBC1King2017Maas.pdf?_gl=1*e9dmd7*_ga*NTc0Njk5NDE2LjE3MDAxNTIwNDc.*_ga_249CRKJTTH*MTcwMTQ1Nzc0MS4xMS4xLjE3MDE0NTk5NjluMC4wLjA.

³¹⁰ *Ibid.*, 34.

³¹¹ Riker, “Fitzgerald’s Warehouse King and Union Streets,” 31-32.

lawsuit between Irwin heirs.³¹² The 1941 Sanborn map shows a restaurant here (Image 77). Ketland used the warehouse to secure a debt in 1947 but sold the property in 1949 to Joseph Lawrence.³¹³

Northeast Warehouse Parcel

The northeast warehouse was occupied by Alderman Jacob Brill's saloon from c. 1902 until his death in 1921. During times of flooding, he and his patrons wore rubber boots to keep their feet dry. A circa 1900 photo shows flooding at the foot of King Street and the "BRILL" sign on the northern façade of the northeast warehouse (Image 70). The site remained a restaurant under the management of Mr. Hill and then Mr. Steiner until 1930.³¹⁴ The 1912 Sanborn map shows the northeast warehouse is marked "Sal." [saloon] and storage (Image 71). The 1921 Sanborn map shows the northeast warehouse marked Soft Drinks and Restaurant (Image 72). A 1931 photograph shows the three-story warehouse still standing but in a dilapidated condition. Windows on the ground floor were boarded up (Image 73). The 2 ½-story central passage enclosure was in poor condition as well.

A 1937 HABS map shows the northeast building and the passageway cover were gone, possibly removed by William Ketland who operated Bill's Old Anchor in the corner warehouse (Image 74). However, the 1941 Sanborn map shows a building labeled "Restaurant" on this parcel (Image 77). In 1942, Francis and Theresa Brill sold their share of this parcel to Kathryn B. Ryan.³¹⁵ In 1948, Ryan purchased the other share from Charles and Mary Brill.³¹⁶ Kathryn married Edward Muster and sold the parcel in 1957 to Albert D. Schmutzer, who added it to his Seaport Inn complex.³¹⁷

Center Warehouse

James Carey sold the center warehouse to A. Morris Carey in 1912.³¹⁸ The 1912 and 1921 Sanborn maps show the center warehouse was vacant (Image 71, Image 72). William Ketland purchased this and the northwest warehouse for \$4,000 after a court decree resulting from a lawsuit between Irwin heirs.³¹⁹ The 1941 Sanborn shows a restaurant, Bill's Old Anchor, in this building (Image 77). In 1949, William Ketland sold this warehouse to Joseph Lawrence.³²⁰

Southwest Warehouse

The southwest warehouse was unlabeled in 1912 and vacant in the 1921 Sanborn maps (Image 71, Image 72). In 1937, the Carey/Irwin heirs sold their interest to William Ketland.³²¹ Ketland operated Bill's Old Anchor in the corner warehouse. The 1941 Sanborn map shows a restaurant here (Image 77). Ketland sold this warehouse to Joseph Lawrence in 1949, who in turn sold it to Martha S. Monfalcone.³²²

³¹² ADB 141:248, December 23, 1937.

³¹³ ADB 248:386, June 21, 1947; ADB 291:428, December 8, 1949.

³¹⁴ Riker, "Fitzgerald's Warehouse King and Union Streets," 31-32.

³¹⁵ ADB 190:377, June 16, 1942.

³¹⁶ ADB 260:572, March 5, 1948.

³¹⁷ ADB 456:131, June 27, 1957.

³¹⁸ ADB 62:151, June 24, 1912.

³¹⁹ ADB 141:248, December 23, 1937.

³²⁰ ADB 291:428, December 8, 1949.

³²¹ ADB 133:443, January 4, 1937.

³²² ADB 291:428, December 8, 1949; ADB 291:574, December 22, 1949.

Southeast Warehouse Parcel

James Carey sold the southeast warehouse to A. Morris Carey in 1912.³²³ The 1912 Sanborn map shows the southeast warehouse is labeled Junk (Image 71). The 1921 and 1941 Sanborn maps show the southeast warehouse is marked vacant (Image 72, Image 77). A 1931 photograph shows a 2 ½-story warehouse with dormer windows in a dilapidated condition (Image 73). The 2 ½-story central passage enclosure was in poor condition as well.

In 1940, the Carey heirs sold their interest to Walter Roberts, Inc.³²⁴ Aerial photography from 1957 shows this warehouse and the central passage enclosure still standing (Image 78). The 1958 Sanborn map shows an empty lot on this parcel with the central passage enclosure still standing (Image 79).

The Seaport Inn

In 1949 William Ketland sold the northwest and center warehouses to lawyer Joseph Lawrence who said he would resell the property.³²⁵ Joseph Lawrence sold the northwest and center warehouses to Albert and Nora Lee Schmutzer in December 1949. They opened The Seaport Inn in 1951, elevating the dining scene along the waterfront.³²⁶ The Schmutzers purchased the adjacent parcel, formerly the northeast warehouse, in 1957.³²⁷ Aerial photography from 1957 shows the three warehouses along Union Street and a vacant lot where the northeast warehouse formerly stood (Image 78). The 1958 Sanborn map shows the three warehouses along Union Street marked as restaurants. The eastern warehouses appear to be gone (Image 79).

The restaurant applied for permits to build an eastern extension in 1962 and a new kitchen in 1978.³²⁸ Schmutzer transferred ownership to a business entity in 1981 and again in 1995.³²⁹ The Seaport Inn closed in 2000, after suffering three major floods in 1996.³³⁰ Starwood Urban Retail VIII purchased the parcels in January 2000.³³¹

Dockside Sales

The two southern parcels came to be occupied by Dockside Sales, Inc. Martha Monfalcone sold the southwest warehouse to Northern Virginia Investment Company, Inc., who in turn sold it to Dockside Sales, Inc. in 1962.³³² Walter Roberts, Inc. sold the southeast lot to Dockside Sales in 1962.³³³ Dockside Sales opened at 104 South Union Street in 1961. Their business model included the importation of goods directly to the pier in front of the warehouse and then directly selling them to consumers. They remained in business until 1979.³³⁴

³²³ ADB 62:151, June 24, 1912.

³²⁴ ADB 163:387, June 1, 1940.

³²⁵ Riker, "Fitzgerald's Warehouse King and Union Streets," 37.

³²⁶ ADB 291:442, December 12, 1949.

³²⁷ ADB 456:131, June 27, 1957.

³²⁸ Riker, "Fitzgerald's Warehouse King and Union Streets," 38.

³²⁹ ADB 1013:369, February 11, 1981; ADB 1526:1005, January 1, 1995.

³³⁰ Riker, "Fitzgerald's Warehouse King and Union Streets," 42.

³³¹ Inst 000001508, January 14, 2000.

³³² ADB 535:120, June 19, 1961; ADB 563:178, October 22, 1962.

³³³ ADB 563:181, October 22, 1962

³³⁴ Riker, "Fitzgerald's Warehouse King and Union Streets," 40-41.

In 1980, Bloomvale, Inc., a Los Angeles investment company, purchased 104 South Union and the southeast parcel and planned a brick addition to the rear where a parking lot existed. They sold the southwest warehouse and the parking lot on the site of the former southeast warehouse in December 1989 to Real Estate Holdings, Inc.³³⁵ In 1991, Real Estate Holdings, Inc. sold the southwest and southeast warehouses to Anne C. Johnston.³³⁶

Aerial photography from 1995 shows the warehouses along Union and King Streets with a parking lot on the northwest corner of Wales Alley and the Strand. (Image 80).

Anne C. Johnston sold 101 The Strand (the former southeast warehouse) and 104 S. Union (the southwest warehouse) to Watauga Properties II, LLC in 1997.³³⁷ Somehow this became Potomac Marine Co. owned by Keith Powell, who proposed a large addition to the rear of the warehouse. A glass hyphen was designed to connect the historic and modern structures and the permits were approved after some deliberation.³³⁸

Parcel 51.2

The wharf is marked as the Norfolk and Newport News Steamers depot in 1900 (Appendix B, Image 21). The 1902 Sanborn map shows the wharf extending from this parcel has a 35' by 100' freight house on piles connected to the western side of the pier by planking. The warehouses are marked "Hay and Feed" and grain warehouse. The southeast warehouse at 111 Strand is marked Oyster house and 109 Strand is marked Office (Image 69).

The 1912 Sanborn map shows the wharf extending from this parcel has a 35' by 100' freight house on piles connected to the western side of the pier by planking. This complex is labeled as the Wattles Mills & Elevator. The warehouses are marked "Hay and Feed" and the southwest warehouses along Union Street are vacant with "wall buckled" along the south wall. The southeast warehouse at 111 Strand is marked Oyster house and 109 Strand is marked Office (Image 71).

Edmund Hunt and Robert Roberts demolished the existing structure in 1916 and built the still-standing two-story brick warehouse in its place.³³⁹ The modern address is 106 South Union Street. Edmund Hunt, owner of this parcel, bequeathed this store and wharf to his 70-year-old nephew, Walter Roberts, in June 1917.³⁴⁰

The 1921 Sanborn map shows a two-story hay and feed warehouse on the northern side of the parcel. An unlabeled pier with a freight warehouse at the eastern end is labeled as "IRON CLAD" on the south and north sides (Image 72).

In 1922, the heirs of Walter Roberts sold the parcel with the pier to Walter Roberts, Inc.³⁴¹ A 1923 Army Corps of Engineers survey labeled this as Roberts' Wharf (Appendix B, Image 27). That corporation sold the southern half of Parcel 51.2 with Roberts' Wharf along with additional parcels to the south to

³³⁵ Riker, "Fitzgerald's Warehouse King and Union Streets," 42; ADB 990:346, June 11, 1980; ADB 1291:37, December 20, 1989.

³³⁶ ADB 1318:1325, January 11, 1991.

³³⁷ ADB 1620:1362, 1381, November 21, 1997.

³³⁸ Riker, "Fitzgerald's Warehouse King and Union Streets," 42.

³³⁹ Alexandria Archaeology, "Waterfront History Plan," 85.

³⁴⁰ Edmund Hunt, Last Will and Testament, FWB 6:209, June 16, 1917.

³⁴¹ ADB 75:147, November 10, 1922.

Columbia Granite & Dredging Corp. in 1925.³⁴² Columbia Sand and Gravel Corp. dissolved in 1932, selling their real estate to Smoot Sand and Gravel Corp.³⁴³

The 1941 Sanborn map shows a feed warehouse on the south edge of Wales Alley. A degraded pier extends from the parcel with iron hoppers connected to a conveyor that ran from Union Street. The occupant of the pier was George H. Robinson's Sons (Image 77).

Aerial photography from 1957 shows a structure across the north edge of the parcel from Union Street to the Strand. A circular storage hopper stood south of the warehouse. The wharf east of the Strand appeared to be used as cement truck parking, with eroded remains of a pier extending to the east (Image 78). The 1958 Sanborn map shows a feed warehouse along the southern side of Wales Alley. An apparently degraded pier extends from the bulkhead here. Three sand hoppers stand south of the warehouse (Image 79). In 1962, Walter Roberts, Inc. sold the two-story brick warehouse on the south side of Wales Alley to Dockside Sales, Inc.³⁴⁴

Smoot Sand & Gravel Corp. sold the waterfront of this parcel to the City of Alexandria in 1977.³⁴⁵

Bloomvale bought this two-story brick house in 1980 and the warehouse and parking lot on the north side of Wales Alley (104 South Union and 101 The Strand).³⁴⁶ The investment company sold all parcels in 1989 to Real Estate Holdings, Inc.³⁴⁷ That firm sold this parcel in 1990 to Alexandria Property, Inc.³⁴⁸ They merged into KAM Holdings in 1995.³⁴⁹ Aerial photography from that year shows a structure from Union Street to the Strand. On the east side of the Strand, a public park is installed on this parcel and the rest of the block to the south (Image 80).

KAM Holdings sold this parcel to Starwood Urban Retail VIII in 2000, the same year they bought the northwest, center and northeast warehouse parcels, formerly the Seaport Inn.³⁵⁰

Parcels 56.1 and 56.2

The 1902 Sanborn map shows the W. M. Reardon Ice House occupied Parcels 56.1 and 56.2. A platform ice slide extended from Union Street to the northern edge of the pier. A small boat house stood on the south edge of the pier (Image 69). Sarah G. Smith's 1902 will directed her executor to dispose of her real estate when it was advantageous.³⁵¹ The 1912 Sanborn map shows no structures on Parcels 56.1 and 56.2. A boat house stood on the south edge of the pier that extended from the parcels (Image 71). The 1921 Sanborn map shows a junk yard on these parcels and T. F. Burroughs' Sons Corn and Feed Mill on the northern pier (Image 72).

³⁴² ADB 84:199, October 7, 1925.

³⁴³ ADB 109:411, January 9, 1932.

³⁴⁴ ADB 563:181, October 22, 1962.

³⁴⁵ ADB 845:449, January 4, 1977.

³⁴⁶ ADB 990:346, June 11, 1980.

³⁴⁷ ADB 1291:37, December 20, 1989.

³⁴⁸ ADB 1304:1294, June 20, 1990.

³⁴⁹ ADB 1557:381, December 15, 1995.

³⁵⁰ Inst 000002172, February 4, 2000.

³⁵¹ Sarah G. Smith, Last Will and Testament, AWB 2:484, April 28, 1902.

In 1922, the heirs of Walter Roberts sold these parcels from Union to the Strand, along with Parcel 51.2 to the north, to Walter Roberts, Inc.³⁵² The corporation sold these parcels and “Robert’s Wharf” (Parcel 51.2) along with half of 51.2 to Columbia Granite & Dredging Corp. in 1925.³⁵³ Columbia Sand and Gravel Corp. dissolved in 1932, selling their real estate to Smoot Sand and Gravel Corp.³⁵⁴

In 1936, Nora Reardon, widow of William Reardon, sold Vowell’s Wharf to the Robinson brothers, T. Wilfred and Clarence J.³⁵⁵ The 1941 Sanborn map shows these warehouse and wharf occupied by George H. Robinson’s Sons. Most of the parcel was taken up by a coal yard, coal storage, and cement storage. The expanded wharf held the Mason Material Yard (Image 77).

The Robinson brothers transferred it to a corporate entity, George H. Robinson’s Sons, Inc., in 1946.³⁵⁶ Aerial photography from 1957 shows two structures, one along Union Street and one along the Strand. The wharf was used for commercial vehicle parking and had a small structure near the bulkhead (Image 78). The 1958 Sanborn map shows George H. Robinson’s Sons occupied the area with a coal yard and cement storage. On the wharf side, the Mason Material Yard occupied the entire space. (Image 79).

The city acquired the title for the waterfront of this parcel from Robinson Realty Corp. in 1977.³⁵⁷ The city granted a scenic easement to the United States in 1981.³⁵⁸

Smoot Sand & Gravel Corp. sold the land from Union to the Strand to Samuel M. Ellsworth in 1978; the United States offered Ellsworth an equitable adjustment to land in the Potomac River in 1982.³⁵⁹ Ellsworth sold the parcels to HGR&H Company in 1989.³⁶⁰ HGR&H sold to David L. Pyles in 1992.³⁶¹

Aerial photography from 1995 shows several structures filled in most of this area between Union Street and the Strand. A row of street parking and the City of Alexandria Waterfront Park make up the area east of the Strand (Image 80).

Parcels 56.3 and 56.4

The 1902 Sanborn maps shows the Weber Varnish Factory occupied the warehouse at 20 South Union Street. 22 South Union was labeled “Implements” and 24 S. Union was unlabeled. (Image 69).

Miller and Driver sold the middle warehouse (20 S. Union) to George B. Wagner in January 1907.³⁶² In June 1907, the American Soktile Company mortgaged the implements and stock inside 20-22 Union Street to George B. Wagner; they produced porcelain tiles at the site.³⁶³

³⁵² ADB 75:147, November 10, 1922. This deed refers to a sale from Margaret V. Smith to W. Cameron Roberts in December 1921, however that deed is missing or unrecorded.

³⁵³ ADB 84:199, October 7, 1925.

³⁵⁴ ADB 109:411, January 9, 1932.

³⁵⁵ ADB 127:535, April 28, 1936.

³⁵⁶ ADB 237:83, December 10, 1946.

³⁵⁷ ADB 836:848, September 15, 1976; ADB 845:443, January 4, 1977.

³⁵⁸ ADB 1138:398, October 7, 1981.

³⁵⁹ ADB 914:310, September 12, 1978; ADB 1046:51, January 27, 1982.

³⁶⁰ ADB 1266:596, March 7, 1989.

³⁶¹ ADB 1361:1510, March 30, 1992.

³⁶² ADB 55:358, January 29, 1907; ADB 55:360, January 30, 1907. Wagner’s creditors, Charles Linkin and Douglas Stuart, used the property to secure another debt in 1909, ADB 60:37, November 27, 1909.

³⁶³ ADB 56:80, June 25, 1907.

Thomas F. Burroughs sold the north half of the parcel to the partners of T. F. Burroughs Son & Co., including himself, George T. Burroughs, and George T. Caton, in 1908.³⁶⁴ In 1909, the partners of T. F. Burrough's Son & Co sold the north half of Parcel 56.3 to Thomas F. Burroughs with a warehouse, machinery, and fixtures.³⁶⁵ George T. Burroughs and James H. Burroughs bought the south half of the parcel from Nolan, et al in 1911.³⁶⁶

The 1912 Sanborn map shows T. F. Burroughs Son & Co. occupied the warehouses at 20, 22, and 24 Union Street, operating corn and feed mills with hay and grain storage. The office was on the southeast corner of the warehouses at 12 Strand (Image 71).

The 1921 Sanborn map shows a warehouse complex of T. F. Burroughs' Sons Corn and Feed Mill on the warehouses at 20 and 22 South Union Street and the northern pier. The warehouse at 24 South Union Street is marked Forbes Milling Co. Flour and Feed Mill. Forbes Milling Co. purchased this warehouse from the steamboat company in May 1921.³⁶⁷ (Image 72).

The Forbes Milling Co. sold the brick warehouse on Parcel 56.4 to Star Food & Remedy Company in 1923.³⁶⁸ The sale was revoked due to unpaid debt, and Forbes Milling sold it again to the Robinson brothers in 1927.³⁶⁹

The Burroughs partners sold both halves of Parcel 56.3 to Walter Roberts, Inc. in 1922.³⁷⁰ In 1928, George H. Robinson Sons acquired both parcels.³⁷¹ After this time, the property was used as part of the George Robinson Son's coal and building supplies business.

The 1941 Sanborn map shows these parcels and wharf occupied by George H. Robinson's Sons. Most of the parcel is taken up by a coal yard and coal storage. The expanded wharf held the Mason Material Yard (Image 77).

Aerial photography from 1957 shows an open yard with storage bins near Union Street and a building on the northwest corner of Prince Street and the Strand. Another building stood on the east side of the Strand in Parcel 56.3. The pier extending from Parcel 56.4 had a covered structure over most of the pier (Image 78). The 1958 Sanborn map shows George H. Robinson's Sons occupied the area with a coal yard and cement storage. A garage stood at the northwest corner of Prince Street and the Strand. On the wharf side, the Mason Material Yard occupied the entire space. The storage shed on the pier was labeled guns and ammunition warehouse (Image 79). In 1960, Robinson Realty Corp. amended the option to renew at the end of the ten-year lease currently in effect for George H. Robinson Corporation for the warehouses along Union and Prince Streets on Parcels 56.3 and 56.4.³⁷²

³⁶⁴ ADB 57:553, November 30, 1908.

³⁶⁵ ADB 59:232, December 13, 1909.

³⁶⁶ ADB 60:498, January 20, 1911.

³⁶⁷ ADB 72:433, May 31, 1921.

³⁶⁸ ADB 78:258, December 20, 1923; ADB 78:259, December 20, 1923; ADB 79:39, March 7, 1924; ADB 79:44, March 7, 1924.

³⁶⁹ ADB 89:399, February 8, 1927; ADB 237:83, December 10, 1946.

³⁷⁰ ADB 75:149, September 11, 1922.

³⁷¹ ADB 96:531, November 22, 1928; ADB 237:83, December 10, 1946.

³⁷² ADB 507:161, January 2, 1960.

The Robinson Terminal Warehouse Corp. sold the wharf property to Robinson Realty Corp. in 1965.³⁷³ Robinson Realty agreed to transfer the title of the waterfront property to the City of Alexandria in 1977.³⁷⁴ The City granted an easement to the United States in 1981.³⁷⁵

Along Union Street, Robinson Realty sold the parcels to Samuel M. Ellsworth in 1978.³⁷⁶ The United States offered an equitable adjustment to Ellsworth in 1982.³⁷⁷ Ellsworth sold the Union Street parcels to the Industrial Authority of the City of Alexandria in 1983.³⁷⁸

The Industrial Authority of the City of Alexandria sold the parcels to the Retired Persons Services, Inc. in 1983.³⁷⁹ Retired Persons Services, Inc. sold them to the American Academy of Otolaryngology in 1989.³⁸⁰ 1995 aerial photography shows an L-shaped building at the corner of Union and Prince Streets and a park area in the waterfront of these parcels (Image 80).

Norfolk & Washington Steamship Wharf, 1894-1949

In 1902, the Norfolk & Washington Steamship line occupied the plank wharf with a 35' by 100' freight house on the eastern end. Their office occupied 12 Strand (Image 69).

The Norfolk & Washington Steamboat Company built an office and waiting room on the Prince Street wharf in July 1908 "for the convenience of passengers and...to keep off the wharf at night the large numbers of people who congregated there, much to the inconvenience of the men loading the freight."³⁸¹ Three steamers, the *Northland*, *Southland*, and *Midland* carried passengers on the Potomac and Chesapeake Bay, with 157, 157, and 120 rooms respectively.³⁸²

In 1912, the wharf was marked Norfolk, Washington Steamship Line with a planked wharf, office, and freight warehouse on the pier (Image 71). In 1921, the wharf on the north edge of Prince Street was the Norfolk-Washington Steamship Line's planked wharf with an office and freight warehouse (Image 72). A 1923 Army Corps of Engineers survey labeled this as the Norfolk and Washington Steamboat Co. Wharf (Appendix B, Image 27). In 1941, the pier was still occupied by the Norfolk & Washington Steamboat Co. with their freight house on the eastern end (Image 77). The steamboat company dissolved and sold the wharf to Robinson Terminal Warehouse Corp. in 1949.³⁸³

³⁷³ ADB 642:94, November 11, 1965.

³⁷⁴ ADB 836:848, September 16, 1976; January 4, 1977.

³⁷⁵ ADB 1138:398, October 7, 1981.

³⁷⁶ ADB 914:312, September 12, 1978.

³⁷⁷ ADB 1046:51, January 27, 1982.

³⁷⁸ ADB 1111:1699, November 10, 1983.

³⁷⁹ ADB 1111:1718, November 10, 1983.

³⁸⁰ ADB 1283:792, October 11, 1989; ADB 1283:794, October 11, 1989.

³⁸¹ *Alexandria Gazette*, July 24, 1908, quoted in Miller, "Wandering Along the Waterfront: The Prince to Duke Street Waterfront, Part II," 200.

³⁸² Miller, "Wandering Along the Waterfront: King to Prince Street," 110. Photographs of the *Northland* are available in the Hagley Library collection: https://digital.hagley.org/LMSS_1699_III_B_116#page/1/mode/2up.

³⁸³ ADB 285:568, August 4, 1949.

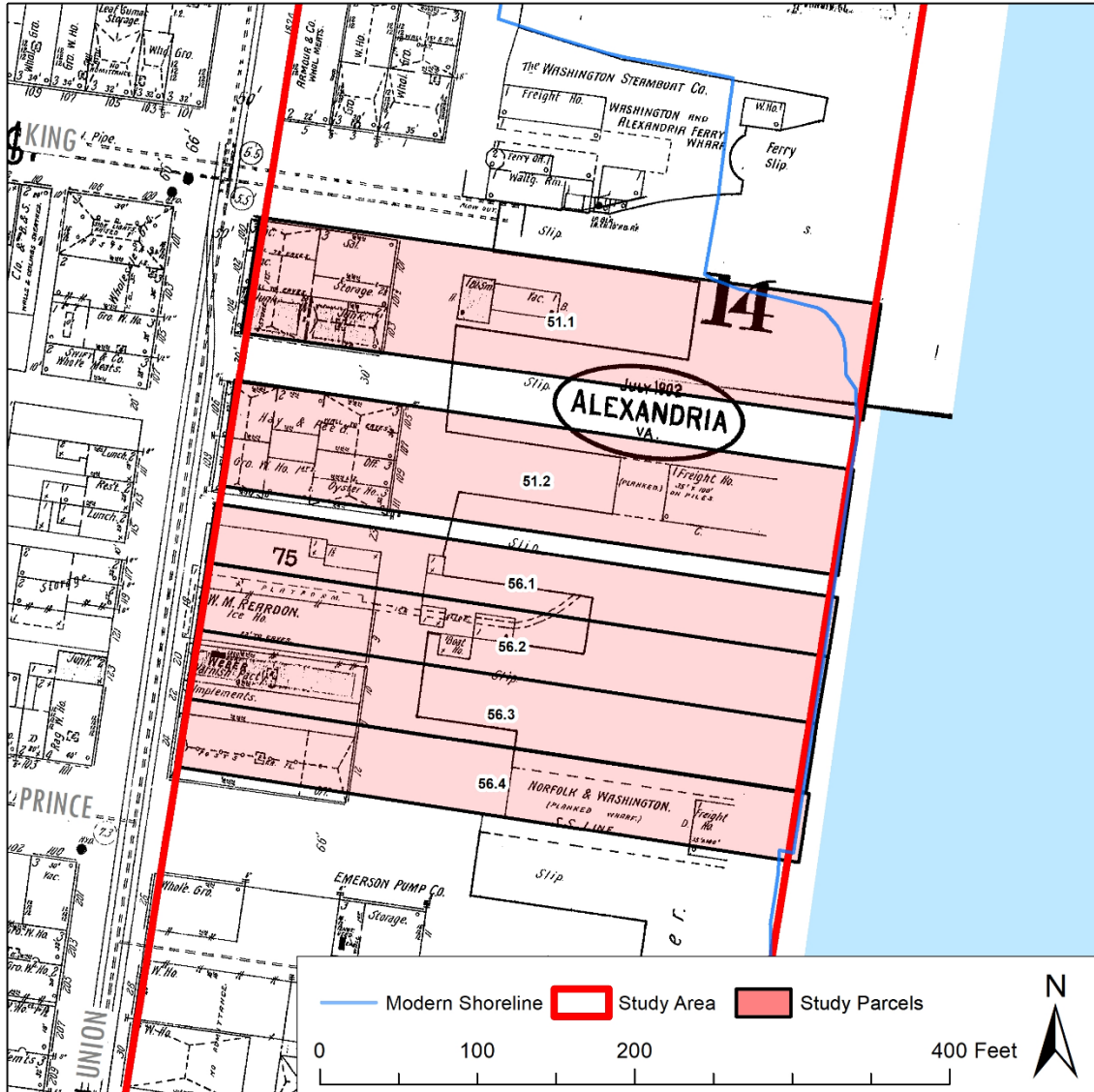


Image 69. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/. Detail.



Image 70. Circa 1900 photograph showing the foot of King Street. Alexandria Library, Local History.

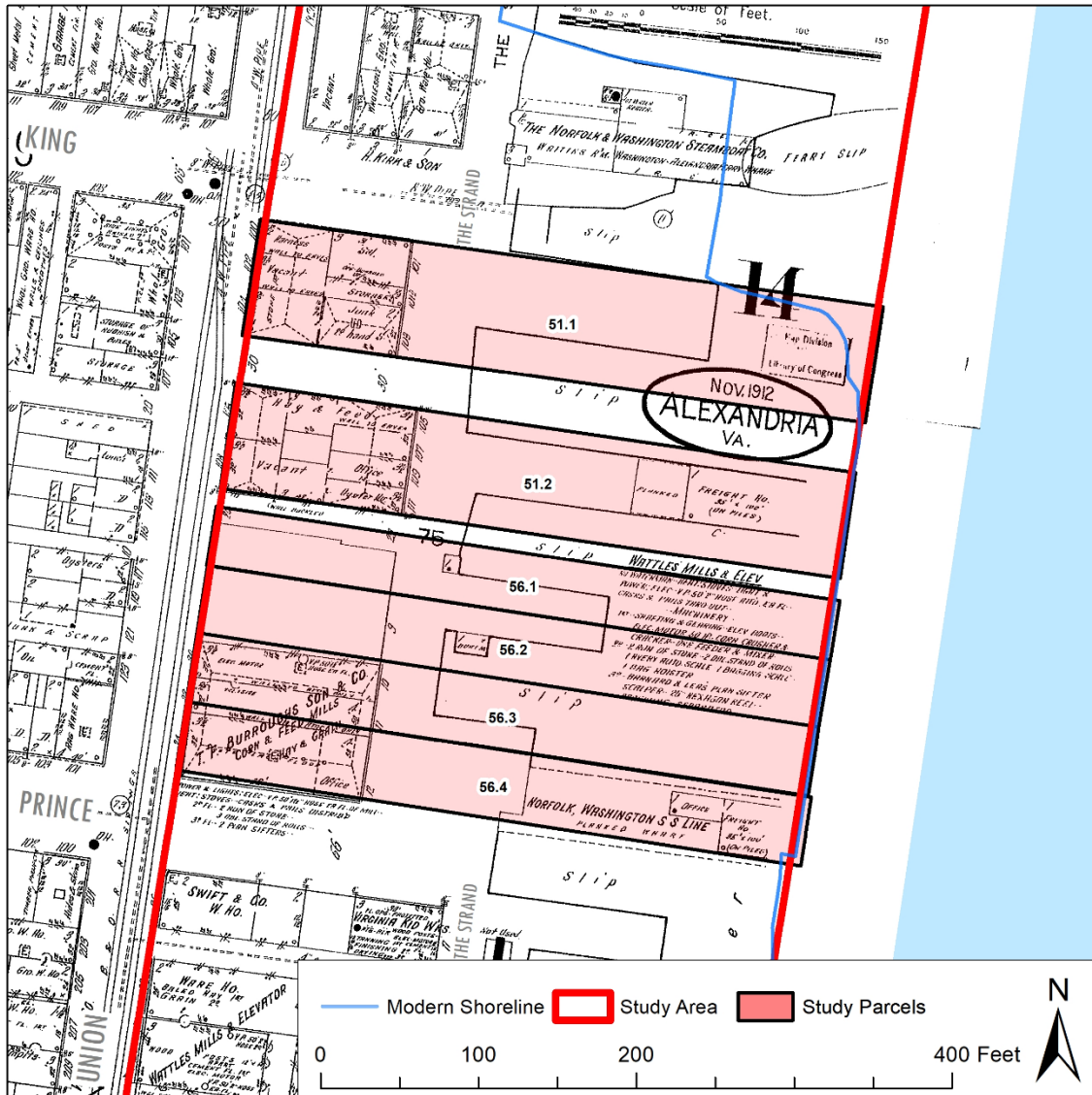


Image 71. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/. Detail.

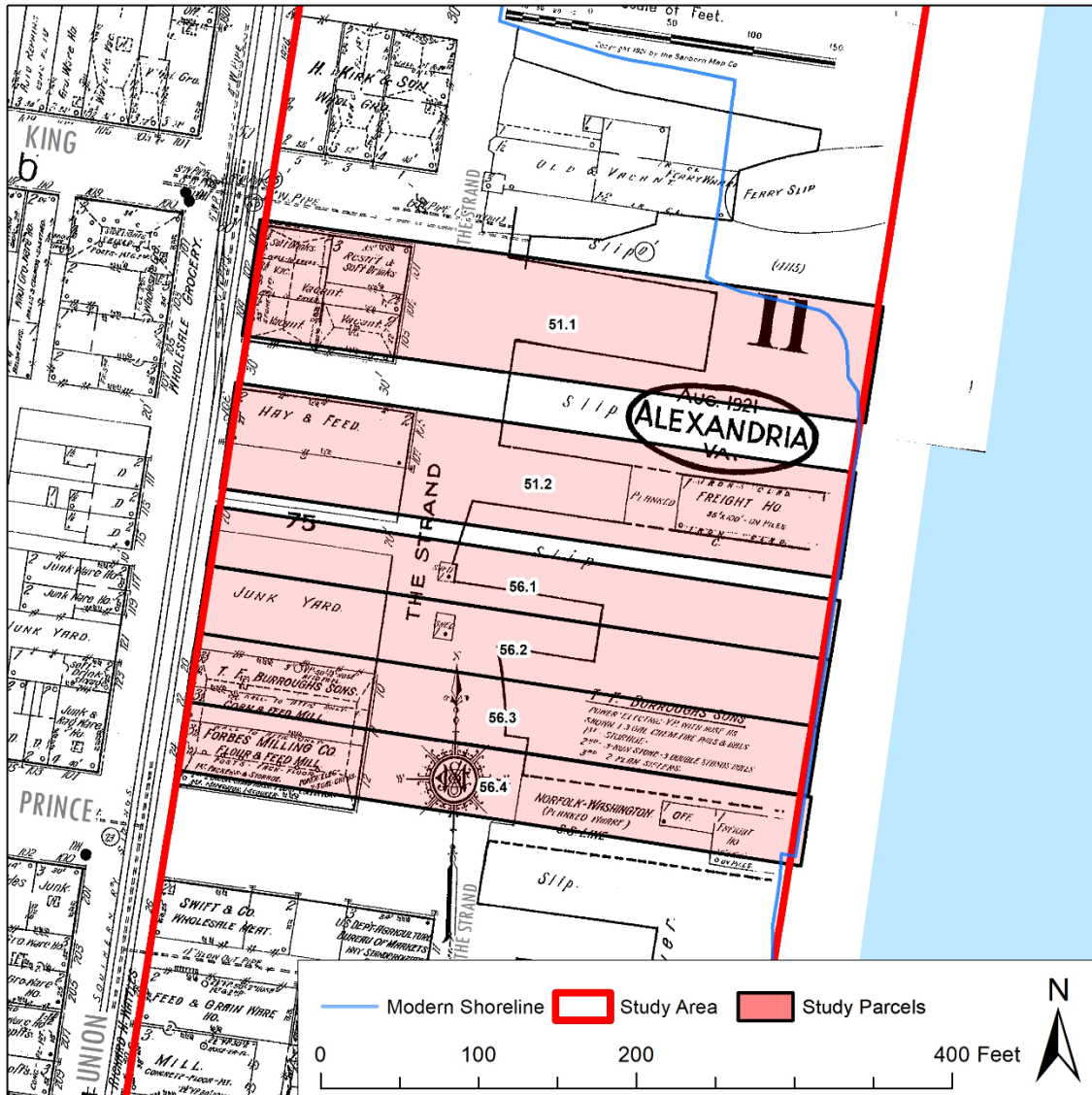


Image 72. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/. Detail.

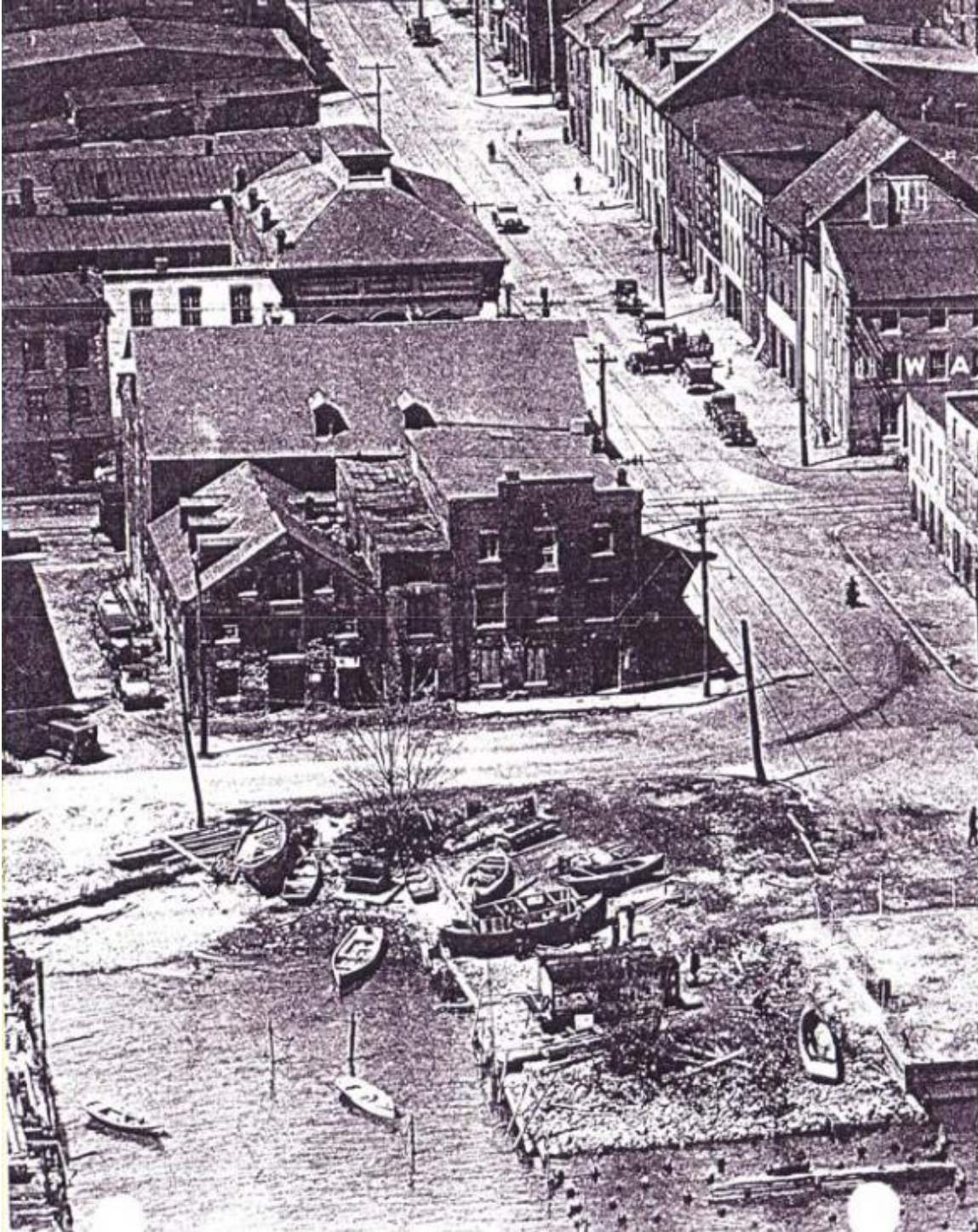


Image 73. Irwin's Wharf, 1931. Gallagher Collection, Box 2, Folder 10 #39. Alexandria Library, Local History.

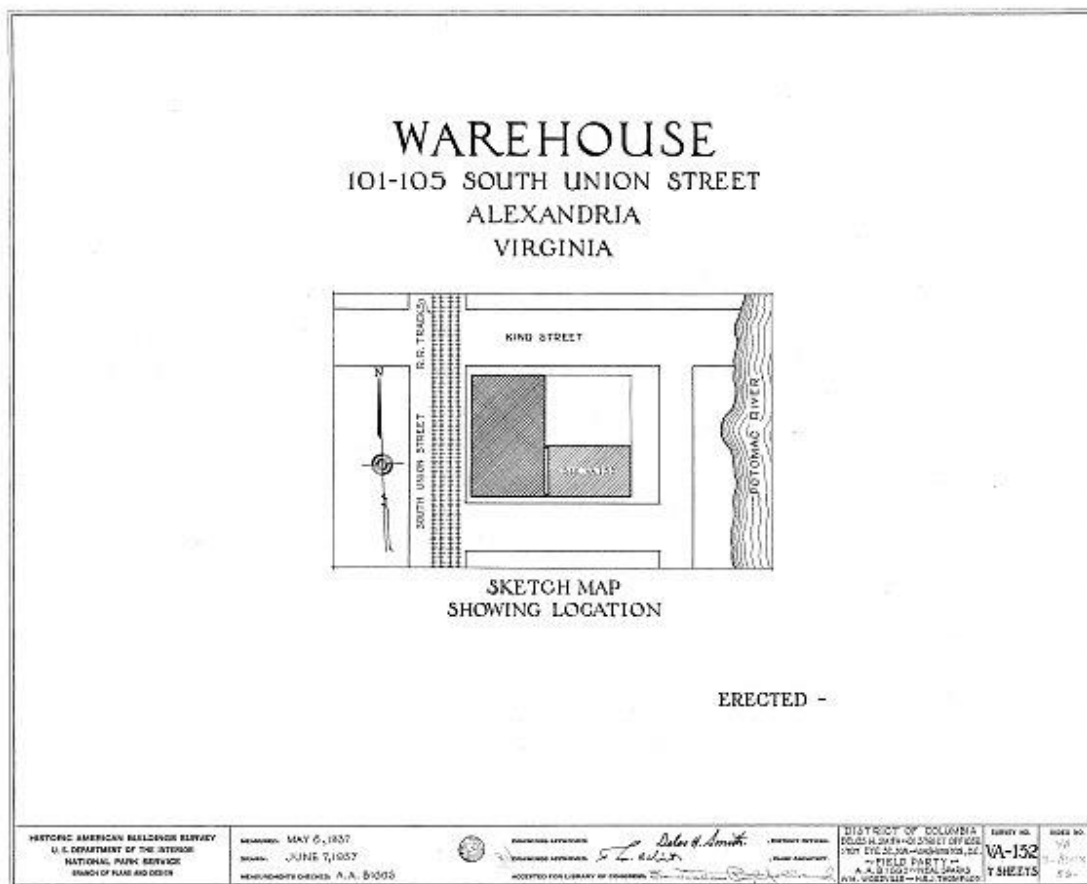


Image 74. HABS VA,7-ALEX,53 - Patterson-Fitzgerald Warehouse, 101-105 South Union Street, Alexandria, Alexandria (Independent City), VA. <https://www.loc.gov/pictures/item/va0169.sheet.00000a/>

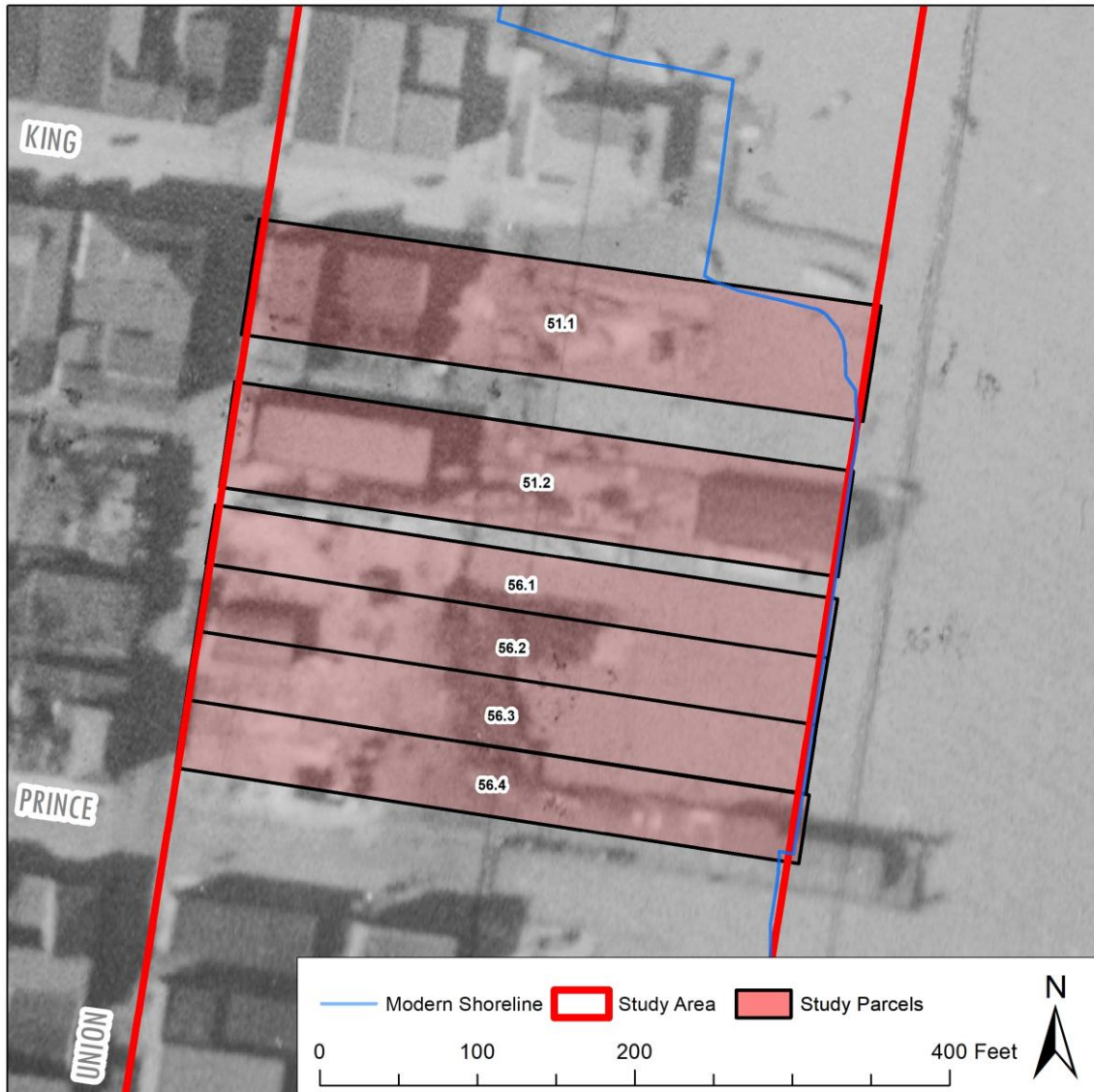


Image 75. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.

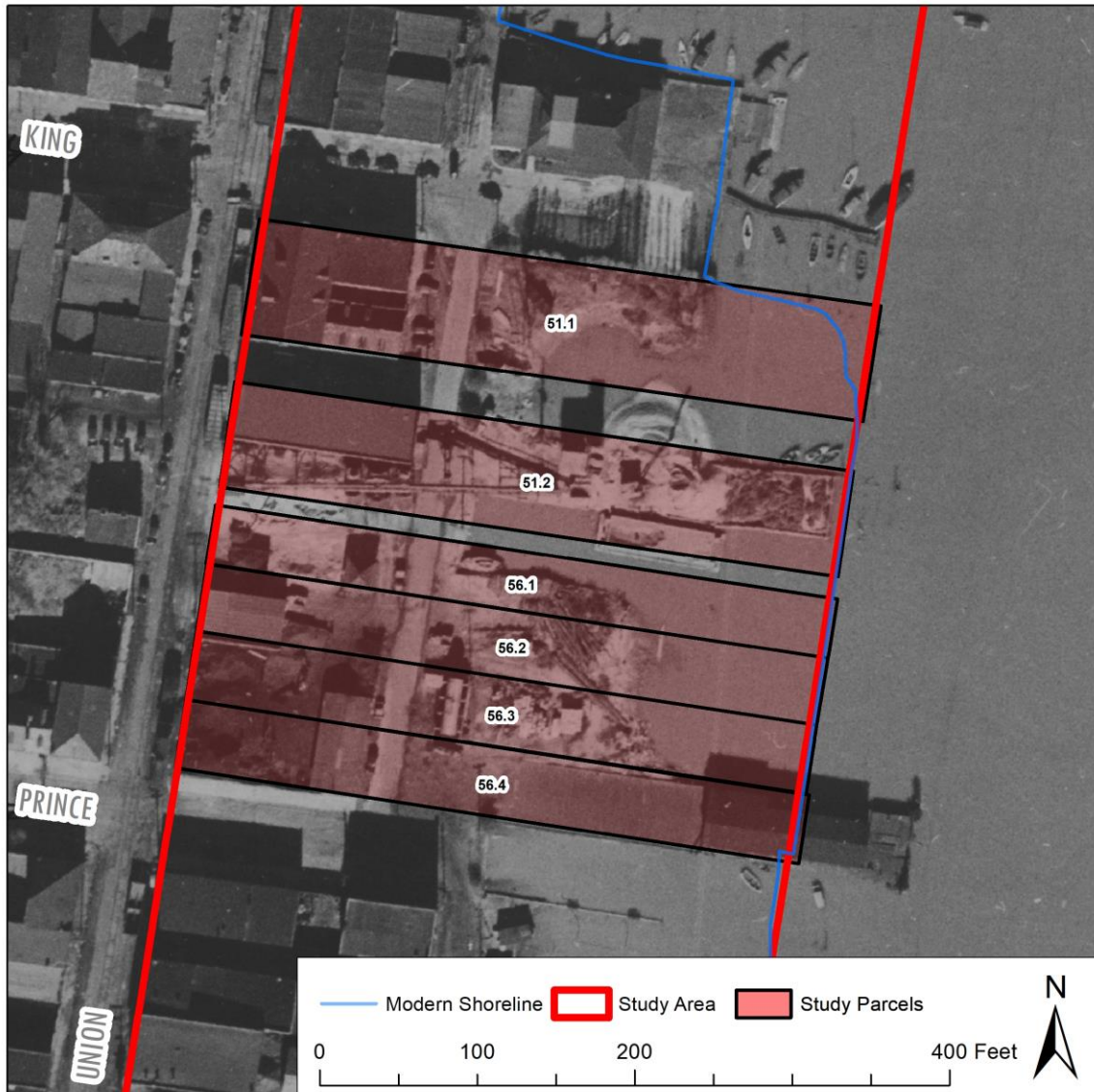


Image 76. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (<https://www.fairfaxcounty.gov/maps/aerial-photography>).

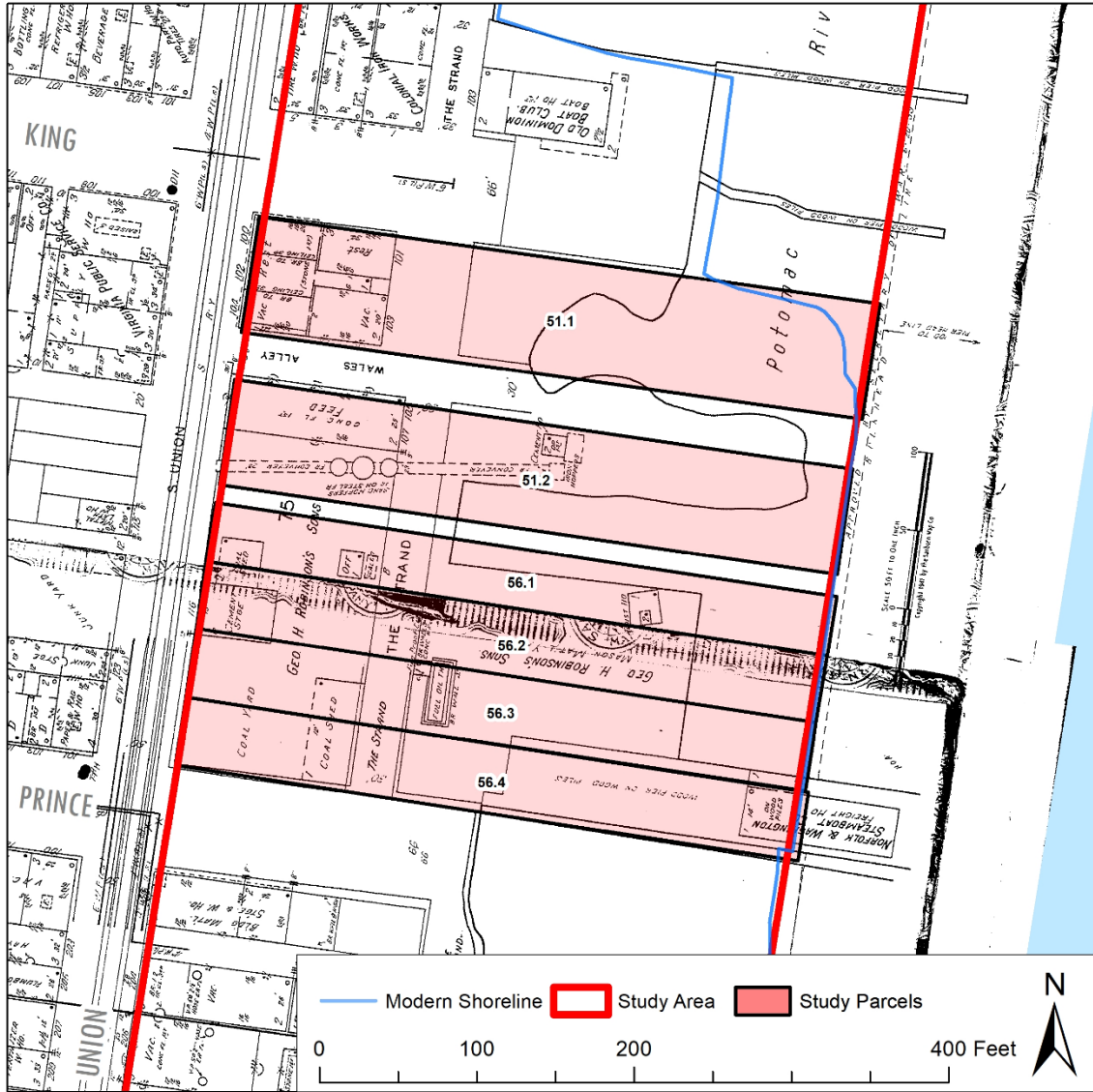


Image 77. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/. Detail.

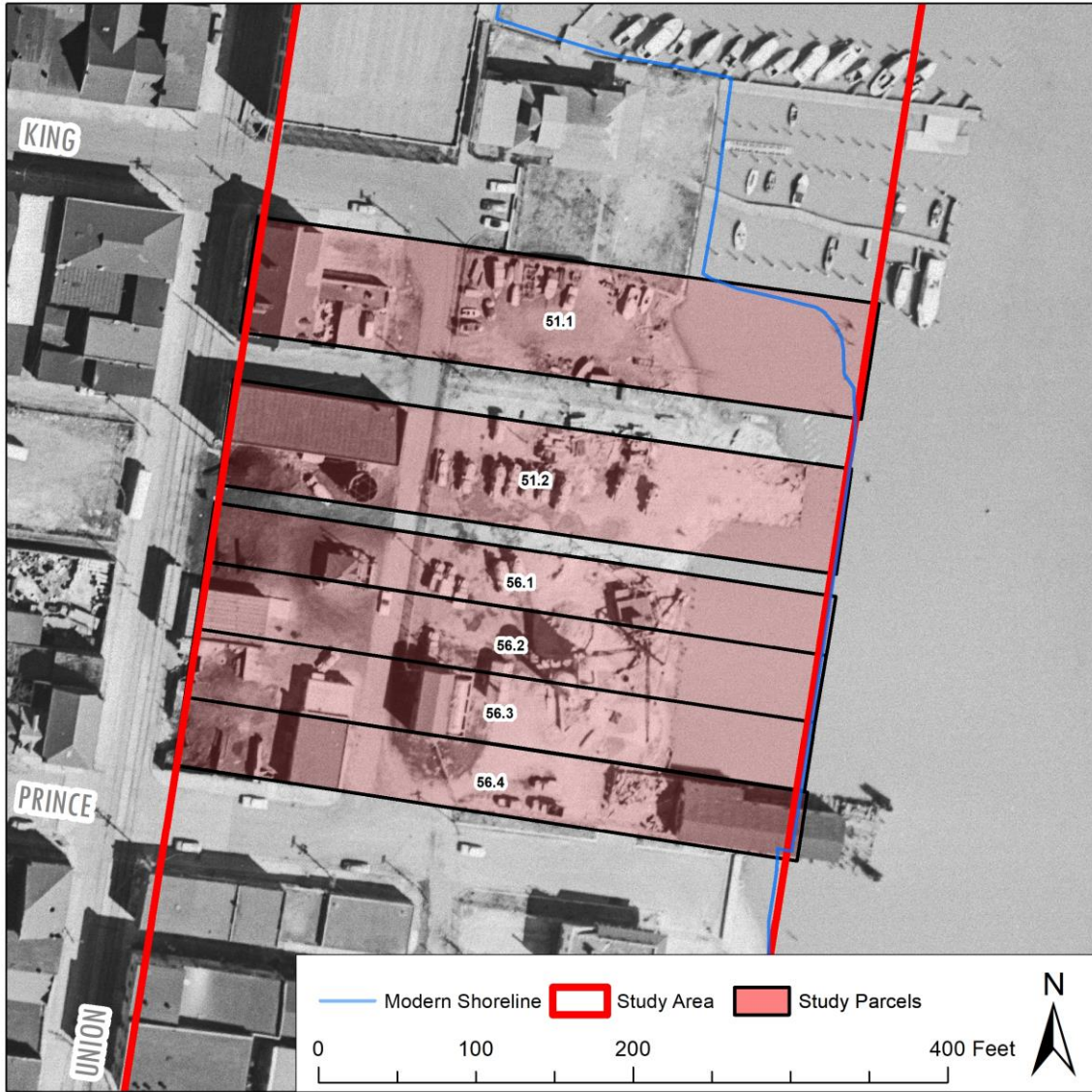


Image 78. Aerial Photography, 1957. On file at Alexandria Archaeology.



Image 80. Aerial Photography, 1995. On file at Alexandria Archaeology.

21st Century, 2001-Present

Parcel 51.1

In 2003, Watauga Properties made a boundary adjustment with the owners of Parcel 51.2 to the south.³⁸⁴

The northwest, northeast and center warehouse parcels were transferred to new entities in 2004 and 2009.³⁸⁵ The two southern warehouse parcels were sold by Watauga to Union Waterside in 2006.³⁸⁶ All the parcels between Union and the Strand were purchased by Monarch Row LLC in 2011.³⁸⁷

The Old Dominion Boat Club sold their claim to the wharf on this parcel to the City of Alexandria in 2014.³⁸⁸ This followed many years of legal disputes with the City due to a desire to install a unified public park along the waterfront in this area.³⁸⁹ The ODBC built a new clubhouse at 0 Prince Street and relocated there in 2018. This former clubhouse and parking lot were razed and a public park, King Street Park, installed in 2017. The King Street Park and Waterfront Park were combined to form a single park called Waterfront Park.³⁹⁰

Aerial photography from 2021 shows the warehouses along Union Street and King Street, as well as a more recent structure on the northwest corner of Wales Alley and the Strand. East of the Strand, the area from King Street to Prince Street is a public park (Image 3).

Parcel 51.2

In 2003, Starwood Urban Retail made a boundary adjustment with the owners of Parcel 51.1.³⁹¹ They sold the two-story warehouse to Grosvenor Urban Retail in 2004.³⁹² The property transferred to a different entity during a corporate division in 2009, and then sold to 106 Union Ireland LLC in 2010.³⁹³

106 Union Ireland sold the two-story warehouse in 2018 to VFG Building, LLC.³⁹⁴

Aerial photography from 2021 shows a structure spanning from Union Street to the Strand (Image 3).

Parcels 56.1, 56.2, 56.3 and 56.4

Aerial photography from 2021 shows two large structures that take up most of the area between Union Street and the Strand. A courtyard is installed on the northeast corner of Union and Prince Streets (Image 3).

³⁸⁴ Inst 040034730, January 27, 2003.

³⁸⁵ Inst 040043295, October 25, 2004; Inst 090025986, December 17, 2009.

³⁸⁶ Inst 060011941, May 1, 2006.

³⁸⁷ Inst 110006776, 110006777, April 13, 2011.

³⁸⁸ Inst 150008516, December 30, 2014.

³⁸⁹ Maas and Stoll, "Old Dominion Boat Club, 1 and 2 King Street," 37.

³⁹⁰ Waterfront Park, City of Alexandria, February 19, 2022, <https://www.alexandriava.gov/waterfront/project/waterfront-park>.

³⁹¹ Inst 040034730, January 27, 2003.

³⁹² Inst 040043296, October 25, 2004.

³⁹³ Inst 090025987, December 17, 2009; Inst 100011520, June 21, 2010.

³⁹⁴ Inst 180004646, April 9, 2018.