



ALEXANDRIA'S HISTORIC WATERFRONT:

A Documentary and Geospatial Study, Volume 1

ABSTRACT

A parcel-by-parcel documentary study of Alexandria's historic waterfront from Oronoco Street to Duke Street.

Abby Schreiber, PhD

Alexandria Archaeology Publication Number 132
Office of Historic Alexandria
City of Alexandria, Virginia
December 2023

ALEXANDRIA'S HISTORIC WATERFRONT: A DOCUMENTARY AND GEOSPATIAL STUDY

By
Abby Schreiber, PhD



**Alexandria Archaeology Publications
Number 132**

Alexandria Archaeology
Office of Historic Alexandria
City of Alexandria, Virginia
Copyright 2023



Cover: Russell, Andrew J, photographer. *View from Pioneer Mill, looking up the wharf*. United States Alexandria Virginia, 1865. May. Photograph. <https://www.loc.gov/item/2005684447/>.

Contents

List of Abbreviations.....	xxii
Introduction	1
Project Background.....	1
Report Organization	1
Methodology.....	1
Historic Background	2
Chapter 1: Founders Park.....	7
Introduction: Founders Park	7
Colonial and Early National Period, 1749-1799	9
Point West (PW)	9
Lot 8	12
Lot 14	13
Lots 20 & 21	16
Lot 26	20
Early 19 th Century, 1800-1859.....	36
Oronoco to Princess Street	36
Princess to Queen Street.....	43
Civil War Era, 1860-1865	61
Oronoco to Princess Street	61
Princess to Queen Street.....	62
Late 19 th Century, 1865-1899.....	67
Oronoco to Princess Street	67
Princess to Queen Street.....	69
20 th – 21 st Century, 1900-Present.....	75
Oronoco to Princess Street	75
Princess to Queen Street.....	77
Founders Park: 1974-Present.....	80
Chapter 2: Union Street from Queen to Cameron.....	92
Introduction: Queen to Cameron Streets	92
Colonial and Early National Period, 1749-1799	94
Lot 31	94
Lot 36	98

Early 19 th Century, 1800-1859.....	114
Parcel 31.1.....	114
Parcel 31.2.....	118
Parcel 31.3.....	119
Parcel 36.1.....	122
Parcel 36.2: Herbert’s Wharf, 1777-1831.....	124
Civil War Era, 1861-1865.....	145
Parcel 31.1.....	145
Parcel 31.2 and 31.3.....	145
Parcel 36.1.....	145
Parcel 36.2.....	145
Late 19 th Century, 1865-1900.....	149
Parcel 31.1.....	149
Parcels 31.2 and 31.3	149
Parcel 36.1.....	150
Parcel 36.2.....	151
20 th Century, 1901-2000.....	158
Parcel 31.1.....	158
Parcels 31.2 and 31.3	158
Parcels 31.1, 31.2 and 31.3: W. A. Smoot & Co.....	158
Parcels 31.1, 31.2 and 31.3	159
Parcel 36.1.....	160
Parcel 36.2.....	161
Parcels 36.1 and 36.2: Torpedo Factory	161
21 st Century, 2001-Present.....	172
Parcels 31.1, 31.2 and 31.3	172
Parcels 36.1 and 36.2	172
Chapter 3: Union Street from Cameron to King.....	173
Introduction: Cameron to King Streets	173
Colonial and Early National Period, 1749-1799	175
Lot 41	175
Lot 46	179
Early 19 th Century, 1800-1859	195

Parcel 41.1: Herbert's Wharf, 1780-1834.....	195
Parcel 41.2.....	196
Parcel 41.3.....	198
Parcel 46.1.....	198
Parcel 46.2.....	202
Civil War Era, 1861-1865.....	239
Late 19 th Century, 1865-1900.....	243
Parcel 41.1.....	243
Parcel 41.2.....	243
Parcel 41.3.....	243
Parcel 46.1.....	244
Parcel 46.2.....	245
20 th Century, 1901-2000.....	251
Parcel 41.1.....	251
Parcel 41.2.....	251
Parcel 41.3.....	251
Parcel 46.1.....	251
Parcel 46.2.....	251
Parcels 41.1, 41.2, 41.3, 46.1: The Torpedo Factory	253
21 st Century, 2001-Present.....	263
Parcel 41.1, 41.2, 41.3, and 46.1	263
Parcel 46.2.....	263
Chapter 4: Union Street from King to Prince	264
Introduction: King to Prince Streets.....	264
Colonial and Early National Period, 1749-1799	266
Lot 51	266
Lot 56	272
Early 19 th Century, 1800-1859.....	300
Parcel 51.1.....	300
Parcel 51.2.....	307
Parcels 56.1 and 56.2	311
Parcel 56.3.....	314
Parcel 56.4.....	316

Civil War Era, 1861-1865	358
Late 19 th Century, 1865-1900.....	363
Parcel 51.1.....	363
Parcel 51.2.....	364
Parcels 56.1 and 56.2	364
Parcels 56.3 and 56.4	365
20 th Century, 1901-2000.....	374
Parcel 51.1.....	374
Parcel 51.2.....	377
Parcels 56.1 and 56.2	378
Parcels 56.3 and 56.4	379
21 st Century, 2001-Present.....	395
Parcel 51.1.....	395
Parcel 51.2.....	395
Parcels 56.1, 56.2, 56.3 and 56.4	395
Chapter 5: Union Street from Prince to Duke	396
Introduction: Prince to Duke Streets.....	396
Colonial and Early National Period, 1749-1799	398
Lot 62	398
Lot 69	414
Point Lumley.....	430
Early 19 th Century: The September 1810 Fire	435
Before the Fire.....	435
Distressing Fire!.....	442
The Antebellum Period, 1811-1859	444
Parcel 62.1.....	444
Parcel 62.2.....	451
Parcel 62.3.....	455
Parcels 62.4 and 69.1	457
Parcel 69.2: Mordecai Miller & Son, 1810-1846	458
Parcel 69.3.....	460
Parcel 69.4.....	468
Parcel 69.5.....	470

Point Lumley – Corporation Property	472
Civil War Era, 1861-1865.....	474
Late 19 th Century, 1865-1897	479
Parcel 62.1.....	479
Parcel 62.2.....	486
Parcel 62.3.....	486
Parcel 62.4.....	486
Parcel 69.1.....	487
Parcel 69.2.....	488
Parcel 69.3.....	488
Parcels 69.4 and 69.5	491
Point Lumley (PL) – Corporation Property	491
June 1897 Fire	494
20 th Century, 1898-2000.....	495
Parcel 62.1.....	495
Parcel 62.2.....	506
Parcel 62.3.....	507
Parcels 62.4, 69.1 and 69.2	508
Parcels 69.3, 69.4, 69.5 and Point Lumley	509
21 st Century, 2001-Present.....	513
Parcel 62.1.....	513
Parcel 62.2.....	513
Parcel 62.3.....	514
Parcels 62.4, 69.1 and 69.2	514
Parcels 69.3, 69.4, 69.5 and Point Lumley	514

List of Images

Image 1. Study parcels overlaid on modern street map.....	8
Image 2. Washington, George. "Plat of the Land Where on Stands the Town of Alexandria." 1748. Survey. https://www.loc.gov/item/99466767/ . Detail.	22
Image 3. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. https://www.loc.gov/resource/g3884a.ct000223/ . Detail.....	23
Image 4. Historic parcels on the waterfront block between Oronoco and Queen Streets overlaid on aerial photography, 2021.....	24
Image 5. William Hepburn and John Dundas, "Petition of William Hepburn and John Dundas" (Legislative Petition, Alexandria, Virginia, November 20, 1787), Library of Virginia, http://rosetta.virginiamemory.com:1801/delivery/DeliveryManagerServlet?dps_pid=IE2584276	25
Image 6. James Kerr, "Wanted to Purchase," <i>Columbian Mirror and Alexandria Gazette</i> , December 15, 1792, GenealogyBank.	26
Image 7. William Hunter Jr., "For Sale," <i>Virginia Gazette and Alexandria Advertiser</i> , June 23, 1791, GenealogyBank.	27
Image 8. William Hodgson, <i>Virginia Gazette and Alexandria Advertiser</i> , March 14, 1793, GenealogyBank.	28
Image 9. William Hepburn, "To Be Rented," <i>Virginia Journal and Alexandria Advertiser</i> , April 14, 1785, GenealogyBank.	29
Image 10. William Hepburn, "A Dwelling House to Rent," <i>Columbian Mirror and Alexandria Gazette</i> , August 31, 1797, GenealogyBank.	30
Image 11. Robert Adam, "Robert Adam," <i>Virginia Journal and Alexandria Advertiser</i> , March 3, 1785, GenealogyBank.	31
Image 12. Detail of "Record of Surveys," Fairfax County, 56 [Image 164], 1794.	32
Image 13. Detail "Record of Surveys," Fairfax County, 74 [Image 177], 1798.....	33
Image 14. Gilpin, George. "Plan of the Town of Alexandria in the District of Columbia, 1798." Image. Alexandria, Virginia: I. Thomas, 1798. https://www.loc.gov/item/91681006/ . Detail.	34
Image 15. William Herbert, "To Be Sold to the Highest Bidder," <i>Pennsylvania Packet</i> , September 17, 1778, GenealogyBank.	35
Image 16. Thomas Cruse, "Brewery in Alexandria," <i>Aurora General Advertiser</i> , June 7, 1806, GenealogyBank.	47
Image 17. William Rhodes, "Public Sale," <i>Times; and District of Columbia Daily Advertiser</i> , November 11, 1800, GenealogyBank.	48
Image 18. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. https://www.loc.gov/resource/g3792p.ct006462/ . Detail.	49
Image 19. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. https://www.loc.gov/item/89692516/ . Detail.	50
Image 20. Andrew Jamieson and Robert Anderson, "To Rent," <i>Alexandria Gazette</i> , April 26, 1815, GenealogyBank.	51
Image 21. Robert Anderson and Robert Jamieson, "To Rent," <i>Alexandria Gazette</i> , September 26, 1823, GenealogyBank.	52

Image 22. Robert Anderson and Robert Jamieson, "To Rent," Alexandria Gazette, March 5, 1827, GenealogyBank.	53
Image 23. Robert Jamieson, "Real Estate at Auction," Alexandria Gazette, August 22, 1836, GenealogyBank.	54
Image 24. William Hepburn, "To Rent," Alexandria Gazette, Commercial and Political, December 16, 1816, GenealogyBank.	55
Image 25. William Hepburn, "TO RENT," Alexandria Gazette, Commercial and Political, April 10, 1817, GenealogyBank.	56
Image 26. John Hooff, "Public Sale," Alexandria Gazette & Daily Advertiser, April 1, 1820, GenealogyBank.	57
Image 27. Hezekiah B. Smoot, "Shad and Herrings," Alexandria Gazette, April 11, 1838, GenealogyBank.	58
Image 28. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail.	59
Image 29. John Shreve, "Notice," Alexandria Gazette & Daily Advertiser, September 19, 1817, GenealogyBank.	60
Image 30. United States Coast Survey. "Plan of Alexandria." 1862. Image. https://www.loc.gov/item/89692513/ . Detail.	63
Image 31. Magnus, Charles. Birds Eye View of Alexandria, Va. 1863. Lithographic print. Library of Congress. https://www.loc.gov/item/81694373/ . Detail. Showing the waterfront from Oronoco Street (right) to Princess Street (left).	64
Image 32. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.	65
Image 33. Magnus, Charles. Birds Eye View of Alexandria, Va. 1863. Lithographic print. Library of Congress. https://www.loc.gov/item/81694373/ . Detail. Showing the waterfront from Princess Street (right) to Queen Street (left).	66
Image 34. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. https://lcn.loc.gov/90680847 . Detail.	71
Image 35. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/ . Detail.	72
Image 36. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. https://www.loc.gov/item/sanborn08968_002/ . Detail.	73
Image 37. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/ . Detail.	74
Image 38. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/ . Detail.	81
Image 39. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1907. Map. https://www.loc.gov/item/sanborn08968_005/ . Detail.	82
Image 40. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/ . Detail.	83
Image 41. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/ . Detail.	84
Image 42. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.	85

Image 43. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (https://www.fairfaxcounty.gov/maps/aerial-photography).	86
Image 44. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/ . Detail.	87
Image 45. Aerial Photography. 1949. On file at Alexandria Archaeology.....	88
Image 46. Aerial Photography. 1957. On file at Alexandria Archaeology.....	89
Image 47. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/ . Detail.	90
Image 48. Aerial Photography. 1995. On file at Alexandria Archaeology.....	91
Image 49. Modern street map showing the Queen, Union, Cameron Street block overlaid with study parcels.	93
Image 50. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. https://www.loc.gov/resource/g3884a.ct000223/ . Detail.....	104
Image 51. Alexander Henderson, "TO BE SOLD," Dunlap's Pennsylvania Packet, September 24, 1776, GenealogyBank.	105
Image 52. Photograph of wharf bulkhead from the southwest, Alexandria Archaeology, 44AX180.....	106
Image 53. Partition of joint tenants William Wilson, William Herbert, and John Potts. Alex. L:362, May 7, 1799.	107
Image 54. Aerial Photography. 2021. On file at Alexandria Archaeology.....	108
Image 55. William Bird, Virginia Gazette and Alexandria Advertiser, December 2, 1790, GenealogyBank.	109
Image 56. James Patton, "TO BE RENTED," Columbian Mirror and Alexandria Gazette, May 18, 1797, GenealogyBank.	110
Image 57. Mutual Assurance Society Policy (MAP) No. 29, March 27, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.....	111
Image 58. Gilpin, George. "Plan of the Town of Alexandria in the District of Columbia, 1798." Image. Alexandria, Virginia: I. Thomas, 1798. https://www.loc.gov/item/91681006/ . Detail.	112
Image 59. Thomas Herbert, "To Be Let," Maryland Journal, May 12, 1786, GenealogyBank.	113
Image 60. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail. Wilson & Herbert's Wharf is on the north side of Cameron Street while Conway's Wharf is on the north side of Queen Street.	128
Image 61. Andrew Jamieson, "TO RENT," Alexandria Herald, May 27, 1814, GenealogyBank.	129
Image 62. Andrew Jamieson, "Wharf Lot for Sale," Alexandria Gazette & Daily Advertiser, March 31, 1818, GenealogyBank.	130
Image 63. John Shreve, "Notice," Alexandria Gazette, July 1, 1816, GenealogyBank.....	131
Image 64. John Shreve, "Union Team Boat," Alexandria Gazette, Commercial and Political, March 21, 1817, GenealogyBank.	132
Image 65. Eli Legg, "Negroes Wanted," Alexandria Gazette & Daily Advertiser, June 27, 1820, GenealogyBank.	133
Image 66. Andrew Bartle, "One Dollar Reward," Alexandria Gazette, May 29, 1817, GenealogyBank...	134
Image 67. Andrew Bartle, "Wood for Sale," Alexandria Gazette, Commercial and Political, January 25, 1816, GenealogyBank.	135
Image 68. Robert Jamieson, "Real Estate at Auction," Alexandria Gazette, August 22, 1836, GenealogyBank.	136

Image 69. 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.....	137
Image 70. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. https://www.loc.gov/resource/g3792p.ct006462/ . Detail.	138
Image 71. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. https://www.loc.gov/item/89692516/ . Detail.	139
Image 72. 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.	140
Image 73. Francis L. Smith and J. Louis Kinzer, "Auction Sales," Alexandria Gazette, October 2, 1858, GenealogyBank.	141
Image 74. John Tucker, "Removal," Alexandria Daily Advertiser, October 10, 1807, GenealogyBank. ...	142
Image 75. Boudon, David. Anthony-Charles Cazenove. Watercolor. Miniature. February 16, 1806. Winterthur Museum, 1969.0158 A.....	143
Image 76. Boudon, David. Anne Hogan Cazenove. Watercolor. Miniature. February 17, 1806. Winterthur Museum, 1969.0156 A.....	144
Image 77. United States Coast Survey. "Plan of Alexandria." 1862. Image. https://www.loc.gov/item/89692513/ . Detail.	146
Image 78. Magnus, Charles. Birds Eye View of Alexandria, Va. 1863. Lithographic print. Library of Congress. https://www.loc.gov/item/81694373/ . Detail. Showing the waterfront from Queen Street (right) to Cameron Street (left).	147
Image 79. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.	148
Image 80. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. https://lccn.loc.gov/90680847 . Detail.....	153
Image 81. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/ . Detail.	154
Image 82. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. https://www.loc.gov/item/sanborn08968_002/ . Detail.	155
Image 83. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/ . Detail.	156
Image 84. Plat from Daingerfield vs. Daingerfield, et al, 1901-011, Chancery Records of Virginia.....	157
Image 85. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/ . Detail.	163
Image 86. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/ . Detail.	164
Image 87. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/ . Detail.	165

Image 88. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.	166
Image 89. 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).	167
Image 90. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/ . Detail.	168
Image 91. Aerial Photography. 1957. On file at Alexandria Archaeology.....	169
Image 92. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/ . Detail.	170
Image 93. Aerial Photography. 1995. On file at Alexandria Archaeology.....	171
Image 94. Modern street map showing the Cameron, Union, King Street block overlaid with study parcels.	174
Image 95. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. https://www.loc.gov/resource/g3884a.ct000223/ . Detail.....	183
Image 96. Location of the Carlyle-Dalton Wharf marked by green line.	184
Image 97. John Carlyle and John Dalton, "The Ship Hicks," Maryland Gazette, March 22, 1764, Newspapers.com.	185
Image 98. Aerial photo from 2021 with the boundaries of the historic parcels for this study marked in red.	186
Image 99. Gilpin, George. "Plan of the Town of Alexandria in the District of Columbia, 1798." Image. Alexandria, Virginia: I. Thomas, 1798. https://www.loc.gov/item/91681006/ . Detail.	187
Image 100. Location of the two parcels gifted to Betty and James Stuart upon their marriage in 1777. 188	
Image 101. "Thomas Richards," Columbian Mirror and Alexandria Gazette, Alexandria, Va., April 30, 1795.	189
Image 102. Richards & Edmonds, "Richards & Edmonds," Columbian Mirror and Alexandria Gazette, August 6, 1795, GenealogyBank.	190
Image 103. Mutual Assurance Society Policy (MAP) No. 67, June 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.....	191
Image 104. "A sketch of the Water Lots," Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. George O. Dixion ETC vs. William H. Irwin, 1850-003. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia.	192
Image 105. Hugh Smith, "Now Landing," Columbian Mirror and Alexandria Gazette, April 16, 1796, GenealogyBank.	193
Image 106. James Turner and William Deneale, "Two Lots of Ground," Times; and District of Columbia Daily Advertiser, December 27, 1800, GenealogyBank.	194
Image 107. "REAL ESTATE FOR SALE," Alexandria Gazette, June 19, 1834, GenealogyBank.	211
Image 108. Benjamin Waters and Reuben Zimmerman, "NOTICE," Alexandria Gazette, March 30, 1841, GenealogyBank.	212
Image 109. Waters, Zimmerman & Co, "Waters, Zimmerman & Co," Alexandria Gazette, April 12, 1855, GenealogyBank.	213
Image 110. "FIRE," Alexandria Gazette, June 10, 1857, GenealogyBank.	214
Image 111. James McGuire, "Lumber Yard," Alexandria Daily Advertiser, March 18, 1807, GenealogyBank.	215

Image 112. James McGuire, "NOTICE," Alexandria Herald, March 24, 1823, GenealogyBank.	216
Image 113. George H. Smoot, "Lumber, Lime, Nails, Oils and Paints," Phenix Gazette, April 4, 1828, GenealogyBank.	217
Image 114. George H. Smoot and Peter G. Uhler, "Lime! Lime!! Lime!!!," Alexandria Gazette, November 22, 1841, GenealogyBank.	218
Image 115. John C. Herbert, "PUBLIC SALE," Alexandria Daily Advertiser, April 3, 1805, GenealogyBank.	219
Image 116. William B. Stewart, "Team-Boat Hotel," Alexandria Gazette, November 19, 1822, GenealogyBank.	220
Image 117. William B. Stewart, "Team-Boat Hotel," Alexandria Gazette, August 6, 1825, GenealogyBank.	221
Image 118. William B. Stewart, "Horse Market," Alexandria Gazette, June 3, 1826, GenealogyBank. ...	222
Image 119. William B. Stewart, "Fifty Dollars Reward," Alexandria Gazette & Daily Advertiser, November 16, 1819, GenealogyBank.	223
Image 120. John Ball and George W. Taylor, "Furniture, Bar Fixtures &c," Alexandria Gazette, May 26, 1858, GenealogyBank.	224
Image 121. C. W. Wattles, "FERRY TAVERN AT PUBLIC AUCTION," Alexandria Gazette, March 9, 1860, GenealogyBank.	225
Image 122. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. https://www.loc.gov/item/89692516/ . Detail.	226
Image 123. Horse ferry in Chillicothe, Ohio in 1900. Inland Riverboats Photograph Collection, Public Library of Cincinnati and Hamilton County.....	227
Image 124. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. https://www.loc.gov/resource/g3792p.ct006462/ . Detail.	228
Image 125. D. R. Blacklock and F. S. Blacklock, "NOTICE," Alexandria Gazette, March 12, 1849, GenealogyBank.	229
Image 126. Andrew Jamieson, "REMOVAL," Alexandria Daily Gazette, Commercial & Political, April 24, 1812, GenealogyBank.	230
Image 127. Mutual Assurance Society Policy (MAP) No. 1892, December 15, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.	231
Image 128. Mutual Assurance Society Policy (MAP) No. 539, September 10, 1805, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.	232
Image 129. William Yeaton, "FOR BOSTON," Alexandria Daily Gazette, Commercial & Political, August 12, 1808, GenealogyBank.	233
Image 130. Lewis Deblois, "For Sale," Alexandria Daily Advertiser, March 11, 1808, GenealogyBank....	234
Image 131. Benoni Wheat and John Jordan Wheat, "Copartnership," Alexandria Gazette, December 21, 1832, GenealogyBank.	235
Image 132. "REAL ESTATE FOR SALE," Alexandria Gazette, June 19, 1834, GenealogyBank.	236
Image 133. Cook & Clare, "FOR SALE," Alexandria Herald, March 31, 1813, GenealogyBank.	237
Image 134. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. Administrator of John Dixon vs. Heirs of William Ramsay, 1851-002. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia.	238

Image 135. Magnus, Charles. Birds Eye View of Alexandria, Va. 1863. Lithographic print. Library of Congress. https://www.loc.gov/item/81694373/ . Detail. Showing the waterfront from Cameron Street (right) to King Street (left).....	240
Image 136. United States Coast Survey. "Plan of Alexandria." 1862. Image. https://www.loc.gov/item/89692513/ . Detail.	241
Image 137. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.	242
Image 138. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. https://lccn.loc.gov/90680847 . Detail.	247
Image 139. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/ . Detail.	248
Image 140. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/ . Detail.	249
Image 141. C. W. Wattles and R. Johnston, "FERRY TAVERN FOR SALE," Alexandria Gazette, November 7, 1865, GenealogyBank.	250
Image 142. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/ . Detail.	255
Image 143. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/ . Detail.	256
Image 144. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/ . Detail.	257
Image 145. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.	258
Image 146. 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).	259
Image 147. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/ . Detail.	260
Image 148. Aerial Photography. 1957. On file at Alexandria Archaeology.....	261
Image 149. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/ . Detail.	262
Image 150. Modern street map showing the King, Union, Prince Street block overlaid with study parcels.	265
Image 151. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. https://www.loc.gov/resource/g3884a.ct000223/ . Detail.	282
Image 152. Historic parcel locations on a 2021 aerial photo of the block east of Union, south of King, and north of Prince.	283
Image 153. Plat showing the partition of the property belonging to John Fitzgerald and Valentine Peers. FDB Y1:85, July 10, 1789.	284
Image 154. William Yeaton, A Sketch of the Water Lots, Arlington Chancery, Deposition of William Yeaton, George O. Dixon ETC v William H. Irwin, 1850-003.	285
Image 155. Jonathan Swift, "For Sale on a Liberal Credit," Times; and District of Columbia Daily Advertiser, January 17, 1798, GenealogyBank.	286

Image 156. P. Marsteller, "Public Sale," Virginia Journal and Alexandria Advertiser, July 5, 1787, GenealogyBank.	287
Image 157. John McIver, "The Subscriber Takes This Opportunity," Virginia Gazette and Alexandria Advertiser, November 11, 1790, GenealogyBank.	288
Image 158. George Coryell, "George Coryell Has for Sale," Columbian Mirror and Alexandria Gazette, October 5, 1793, GenealogyBank.	289
Image 159. Matthew Franklin Bowne, "Matthew Franklin Bowne & Co.," Columbian Mirror and Alexandria Gazette, April 30, 1795, GenealogyBank.	290
Image 160. Mutual Assurance Society Policy (MAP) No. 43, April 23, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.	291
Image 161. Mutual Assurance Society Policy (MAP) No. 42, April 23, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.	292
Image 162. Rendering of the parcels along the north edge of Prince Street in 1783 superimposed over modern street map.	293
Image 163. John Barber, "John Barber," Columbian Mirror and Alexandria Gazette, April 16, 1796, GenealogyBank.	294
Image 164. Williams, Cary and Williams, "Just Arrived on the Ship Tyger," Virginia Journal and Alexandria Advertiser, May 27, 1784, GenealogyBank.	295
Image 165. Jonathan Swift & Co, "CHEAP STORE," Virginia Journal and Alexandria Advertiser, January 6, 1785, GenealogyBank.	296
Image 166. Thomas Vowell, "THOMAS VOWELL," Virginia Gazette and Alexandria Advertiser, November 11, 1790, GenealogyBank.	297
Image 167. Mutual Assurance Society Policy (MAP) No. 130, October 18, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.	298
Image 168. Matthew Franklin Bowne, "For Sale at Harper's Wharf," Columbian Mirror and Alexandria Gazette, June 16, 1795, GenealogyBank.	299
Image 169. Thomas Irwin, Jacob Eichholtz, attr., c. 1825. Gadsby's Tavern Museum Collection.	319
Image 170. Elizabeth Janney Irwin, Jacob Eichholtz, attr., c. 1825. Gadsby's Tavern Museum Collection.	320
Image 171. The south side of King Street as it intersects with Union Street. Showing the owners of parcels in 1794.	321
Image 172. Schooner Hope, Bill of Lading, March 5, 1801. Irwin Family Papers Collection, Gadsby's Tavern Museum.	322
Image 173. Alexandria Daily Advertiser, November 13, 1804. GenealogyBank.	323
Image 174. P. G. Marsteller, "Public Sale," Alexandria Daily Advertiser, April 20, 1808, GenealogyBank.	324
Image 175. 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. Dixion ETC v William H. Irwin, 1850-003.	325
Image 176. 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.	326

Image 177. 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.....	327
Image 178. Mutual Assurance Society Policy (MAP) No. 538, August 16, 1805, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.....	328
Image 179. William J. Hall, "FOR SALE," Alexandria Daily Advertiser, January 14, 1801, GenealogyBank.	329
Image 180. Jonathan Swift, "TO RENT," Alexandria Daily Gazette, Commercial & Political, January 6, 1810, GenealogyBank.	330
Image 181. Daniel McDougal, "SAIL MAKING," Alexandria Herald, July 4, 1811, GenealogyBank.....	331
Image 182. John Janney & Co., "Molasses, Sugar &c," Alexandria Gazette & Daily Advertiser, July 14, 1817, GenealogyBank.	332
Image 183. Phineas Janney, "For Gottenburg," Alexandria Daily Gazette, Commercial & Political, March 11, 1809, GenealogyBank.	333
Image 184. "FIRE.," Alexandria Herald, January 27, 1819, GenealogyBank.	334
Image 185. S. Shinn & Son, "Corn Meal," Alexandria Gazette, May 30, 1851, GenealogyBank.....	335
Image 186. G. I. Thomas and J. F. Dyer, "COPARTNERSHIP," Alexandria Gazette, October 14, 1844, GenealogyBank.	336
Image 187. William Garner, "William Garner," Alexandria Gazette, October 20, 1815, GenealogyBank.	337
Image 188. William Garner, "The Subscriber Has Just Received," Alexandria Gazette, November 18, 1815, GenealogyBank.	338
Image 189. Somers, Daniel, "THE SUBSCRIBER," Alexandria Gazette, January 31, 1815, GenealogyBank.	339
Image 190. John Jackson & Co., Alexandria Gazette & Daily Advertiser, April 13, 1818, GenealogyBank.	340
Image 191. Samuel Messersmith, "Samuel Messersmith," Alexandria Gazette & Daily Advertiser, October 7, 1819, GenealogyBank.	341
Image 192. "ROBBERY," Alexandria Gazette & Daily Advertiser, February 9, 1820, GenealogyBank.	342
Image 193. Vowell, John C. and Vowell, Thomas, "Notice," Alexandria Gazette & Daily Advertiser, January 4, 1819, GenealogyBank.	343
Image 194. Vowell, John C. and Vowell, Thomas, "A Card," Alexandria Herald, January 29, 1819, GenealogyBank.	344
Image 195. George Johnson, "Valuable Real Estate at Auction," Alexandria Gazette, March 21, 1827, GenealogyBank.	345
Image 196. Alexandria Gazette, November 28, 1848, GenealogyBank.	346
Image 197. 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...	347
Image 198. Thomas Cooper, Alexandria Expositor for the Country, August 3, 1804, GenealogyBank.	348
Image 199. Mutual Assurance Society Policy (MAP) No. 1902, December 12, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.	349
Image 200. John Green, "For Norfolk and Richmond," Alexandria Gazette & Daily Advertiser, May 7, 1818, GenealogyBank.	350

Image 201. Mutual Assurance Society Policy (MAP) No. 4997, March 31, 1823, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.....	351
Image 202. Mutual Assurance Society Policy (MAP) No. 11068, June 22, 1839, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.....	352
Image 203. Mutual Assurance Society Policy (MAP) No. 14326, September 9, 1846, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.	353
Image 204. Bayne & Cartwright, "BAYNE & CARTWRIGHT," Alexandria Daily Advertiser, November 17, 1803, GenealogyBank.	354
Image 205. Mutual Assurance Society Policy (MAP) No. 1893, December 9, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.	355
Image 206. Mutual Assurance Society Policy (MAP) No. 4985, March 26, 1823, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.....	356
Image 207. Advertisement from Alexandria Daily Gazette, March 31, 1813, GenealogyBank.....	357
Image 208. United States Coast Survey. "Plan of Alexandria." 1862. Image. https://www.loc.gov/item/89692513/ . Detail.	360
Image 209. 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).	361
Image 210. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.	362
Image 211. 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.	367
Image 212. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. https://lccn.loc.gov/90680847 . Detail.....	368
Image 213. Circa 1890s photograph showing J. Dreifus' Junk Warehouse. John W. Herndon Collection, Alexandria Library, Local History.	369
Image 214. 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.	370
Image 215. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/ . Detail.	371
Image 216. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/ . Detail.	372
Image 217. William M. Reardon, "Wm. M. Reardon," Alexandria Gazette, May 8, 1896, GenealogyBank.	373
Image 218. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/ . Detail.	383
Image 219. Circa 1900 photograph showing the foot of King Street. Alexandria Library, Local History..	384
Image 220. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/ . Detail.	385
Image 221. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/ . Detail.	386
Image 222. Irwin's Wharf, 1931. Gallagher Collection, Box 2, Folder 10 #39. Alexandria Library, Local History.....	387

Image 223. 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/	388
Image 224. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.	389
Image 225. 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).	390
Image 226. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/ . Detail.	391
Image 227. Aerial Photography. 1957. On file at Alexandria Archaeology.....	392
Image 228. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/ . Detail.	393
Image 229. Aerial Photography. 1995. On file at Alexandria Archaeology.....	394
Image 230. Modern street map showing the Prince, Union, Duke Street block overlaid with study parcels.....	397
Image 231. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. https://www.loc.gov/resource/g3884a.ct000223/ . Detail.	406
Image 232. Aerial Photography. 2021. On file at Alexandria Archaeology.....	407
Image 233. Rendering showing the locations and names of leased parcels on the south side of Prince Street in 1783.....	408
Image 234. William Worth, "Just Imported," Virginia Journal and Alexandria Advertiser, April 26, 1787, GenealogyBank.	409
Image 235. Mutual Assurance Society Policy (MAP) No. 58, June 8, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.....	410
Image 236. Mutual Assurance Society Policy (MAP) No. 59, June 8, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.....	411
Image 237. Evaluation of Estate of Jonathan Hall, Alexandria Deed Book I:162, May 30, 1786.....	412
Image 238. Mutual Assurance Society Policy (MAP) No. 101, June 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.....	413
Image 239. Philadelphia Gazette, Philadelphia, Pennsylvania, December 6, 1759.....	420
Image 240. Richard Arell, attributed to John Hessalius, c. 1770. Private Collection, catalogued at MESDA.	421
Image 241. Mrs. Richard Arell, attributed to John Hessalius, c. 1770. Private Collection, catalogued at MESDA. It is unknown if the sitter is Christiana Arell or Eleanor Arell.	422
Image 242. Feature 53, View to West. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf	423
Image 243. Feature 54, view to Southwest. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf	424

Image 244. Feature 55, Southern Face. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf	425
Image 245. The red lines indicate the location of the remaining bulkhead and ship hull. Record of Surveys, 1742-1856. 1749. Fairfax Circuit Court Historic Records Center, Fairfax, Virginia. Detail.	426
Image 246. The historic shoreline is marked by the shift from sand (right) and clay fill (left). Taken from NW. IMAG1541, Hotel Indigo, 44AX229, Courtesy, Alexandria Archaeology Museum.	427
Image 247. Detail of Survey showing the disputed land between Lot 69 and Point Lumley, 1788, Fairfax Record of Surveys, 1742-1856. 1749. Fairfax Circuit Court Historic Records Center, Fairfax, Virginia. Detail.	428
Image 248. Elizabeth Arell, Sampler, silk on linen, 1767. Private Collection, catalogued at MESDA.	429
Image 249. Copy of 1774 Plat of land rented by Thomas Fleming. 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), 170.	434
Image 250. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail.	441
Image 251. Jane H. Slacum, "To Rent," Alexandria Gazette, October 15, 1815, GenealogyBank.	447
Image 252. Mutual Assurance Society Policy (MAP) No. 1614, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.	448
Image 253. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. https://www.loc.gov/resource/g3792p.ct006462/ . Detail.	449
Image 254. 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.	450
Image 255. Detail of a plat attached to James Lawrason's Last Will and Testament, ADB 3:133, May 26, 1824.	453
Image 256. Mutual Assurance Society Policy (MAP) No. 11065, June 24, 1839, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.	454
Image 257. Samuel Lindsay and Lawrence Hill, "REMOVAL," Alexandria Gazette, Commercial and Political, August 4, 1815, GenealogyBank.	456
Image 258. Lambert & McKenzie, "Bran Afloat," Alexandria Gazette, January 30, 1835, GenealogyBank.	463
Image 259. Lambert & McKenzie, "For Kingston, Ja.," Alexandria Gazette, April 27, 1840, GenealogyBank.	463
Image 260. Lambert & McKenzie, "For Kingston, Jamaica," Alexandria Gazette, February 19, 1840, GenealogyBank.	464
Image 261. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. https://www.loc.gov/item/89692516/ . Detail.	465
Image 262. Andrew J. Russell, Alexandria from Pioneer Mill, Looking North-West, March 1865, Photographic print, March 1865, Library of Congress, https://www.loc.gov/resource/ppmsca.08242/	466

Image 263. Andrew J. Russell, View from Pioneer Mill, Looking up the Wharf, May 1865, Photographic negative, May 1865, U.S. National Archives and Records Administration, https://catalog.archives.gov/id/525168 .	467
Image 264. Detail of “View from Pioneer Mill” showing the wharf and pier ruins.	467
Image 265. Smith, Moses, “Five Dollars Reward,” Alexandria Gazette, December 18, 1816.	469
Image 266. Detail from Andrew J. Russell, Alexandria Virginia, 1865, Albumen Print, Medford Historical Society Civil War Photograph Collection, Medford Historical Society, https://www.digitalcommonwealth.org/search/commonwealth:st74dx35g .	471
Image 267. 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 Prince Street (right) to Duke Street (left).	476
Image 268. Detail, Magnus, Bird's Eye View of Alexandria (1863). The highlighted area shows the warehouse on the town-owned wharf.	476
Image 269. “Quartermaster Installations, Virginia, 1865-1866.” Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.	477
Image 270. Detail of Andrew J. Russell, Alexandria from Pioneer Mill, Looking North-West, March 1865, Photographic print, March 1865, Library of Congress, https://www.loc.gov/resource/ppmsca.08242/ .	478
Image 271. Hopkins, Griffith Morgan. “Alexandria, Va.” 1877. Image. https://lccn.loc.gov/90680847 . Detail.	482
Image 272. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/ . Detail.	483
Image 273. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. https://www.loc.gov/item/sanborn08968_002/ . Detail.	484
Image 274. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/ . Detail.	485
Image 275. 1881 Old Dominion Boat Clubhouse. Sampson Collection, Alexandria Library Local History/Special Collections.	490
Image 276. Herbert Bryant, “Herbert Bryant,” Alexandria Gazette, September 16, 1893, GenealogyBank.	493
Image 277. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/ . Detail.	498
Image 278. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/ . Detail.	499
Image 279. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/ . Detail.	500
Image 280. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.	501
Image 281. 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).	502
Image 282. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/ . Detail.	503

Image 283. Aerial Photography. 1957. On file at Alexandria Archaeology.....	504
Image 284. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/ . Detail.	505
Image 285. Old Dominion Boat Club Clubhouse after the 1922 Fire. Sampson Collection, Alexandria Library Local History/Special Collections.	512
Image 286. Aerial Photography. 1995. On file at Alexandria Archaeology.....	515

List of Abbreviations

ADB	Alexandria Land Records, Deed Books
Alex.	Hustings Court Land Records, Deed Books
Alexandria Chancery	Alexandria City (Va.) Chancery Causes
Arlington Chancery	Arlington County (Va.) Chancery Causes
AWB	Alexandria Will Books
Fairfax Chancery	Fairfax County (Va.) Chancery Causes
FDB	Fairfax County Land Records, Deed Books
FWB	Fairfax County Will Books
MAP	Mutual Assurance Society Policy

Introduction

Project Background

This report is a documentary study focused on the area bounded by Oronoco Street on the north, Union Street on the west, and Duke Street on the south, fully six city blocks of waterfront property (Appendix C, Image 7). In 2010, the City of Alexandria initiated a comprehensive plan to redevelop its historic waterfront, including the construction of a promenade, parks, and amenities. Part of this plan includes mitigation of flooding in Old Town. The Waterfront Improvement and Flood Management Project has received preliminary study through a report entitled, “An Initial Archaeological Assessment of the Proposed Waterfront Flood Management Project, Alexandria, Virginia” prepared by Stantec.¹ That study provided historical background information, while this documentary study provides detailed a thorough review of the historical evidence related to the study area. Additionally, since Kreisa, et al, Founders Park was added to the study area. A Scope of Work for this study is available in Appendix A. This report was prepared in tandem with additional preservation and interpretation tools: a GIS database provides georeferenced access to the chains of title and certain tax records and a StoryMap provides an illustrated and narrative overview of the primary historical themes of the project.

Report Organization

The chapters are organized by block, dividing into study areas that are bounded by city streets established in 1749. Within each block, the original town survey further divided the land into “Lotts” designated by a number. Since most of the study area was water in 1749, the documentary evidence follows from the original town lot that was immediately to the west of the study area. For purposes of the study, the lots are divided into historic parcels. The historic parcels are numbered according to the original lot from which they extend and then in order from north to south.

After the geographic organization, the study is presented in chronological order. Periods are defined similarly on each block except for blocks that had major fires that leveled much or all of the block. The primary focus of the study is on the period from 1749-1800 when much of the waterfront was filled in. The years from 1800-1860 are a secondary focus due to the continued use and documentation of structures that were built in the earlier period. Basic documentation including deeds and map evidence are provided for the modern era from 1860 to present.

Methodology

This report documents the changes, activities, occupants, and owners of the land that was made and used in this study area. A broad survey of secondary and primary sources resulted in collection and synthesis of the sources which related to these activities on the six waterfront blocks of the study. The deed records including sales, leases, mortgages, and other types of real property related documentation make up the primary framework of the research project. With these documents, the names of owners and sometimes tenants are catalogued, and the historical narrative is built from there. Local, state and federal tax and census records provided additional details about land use and occupation. Local tax records are available for many years from 1787-1860, however due to time constraints only years 1810,

¹ Paul Kreisa, Eric Griffiths, and John Gentry, “Initial Archaeological Assessment of the Proposed Waterfront Flood Management Project, Alexandria, VA,” 2018, <https://www.alexandriava.gov/uploadedFiles/special/WaterfrontPlan/info/Waterfront%20Phase%20II%20Flood%20Management%20-%20Initial%20Archaeological%20Assessment%20-%202018.11.20.pdf>.

Introduction

1820, 1830, 1840 and 1850 were systematically added to the GIS database. Newspaper advertisements were another important source of information and those were collected by student interns systematically for the years 1784-1860. Insurance records provided detailed information about structures on a limited number of the historic parcels. Maps, plats, wills, court records and other public records were significant sources as well. Due to the nature of historic records, certain blocks or parcels had a great deal of evidence for their use and occupation while others had little or no evidence during critical periods of time.

The details of land ownership were collected and entered a georeferenced database in ArcGIS. Land records make up the bulk of the database, but probate and court records, tax assessments, and insurance policies filled in important details related to structures and occupants.

A StoryMap, a map-centered and visually rich interpretive website, was written and made available to the public. The StoryMap relies on stories and narrative to explain the changes in the historic waterfront in an engaging and interactive context.

Historic Background

This land was in use for centuries, dating back to the Paleoindian Period (12000-9000 BCE). There are few known Paleoindian sites in the Chesapeake Bay region, with more evidence for occupation and subsistence living practices in the Susquehanna River area to the north and the James River area to the south. This had led scholars to conclude that the cultural groups who occupied the area were highly mobile and followed resources, such as game, seasonally. This practice continued into the modern era, however during the Archaic Period (9000-1000 BCE) there is evidence that larger, more permanent residential sites existed in ecologically diverse areas. In the Woodland Period (1000 BCE-1600 CE), scholars note a turn toward riverine resources, making ceramics, and adoption of agriculture. Thus, when Europeans arrived in the Chesapeake and made their way to the Potomac, they noted fortified palisades and political, cultural, and linguistic affinities. Algonquian Indians, united by language and cultural traditions but including many different social-political units, including the Piscataway and Doge Tribes, lived in the area that is now Alexandria.² Federally recognized tribes and nations in Virginia include the Pamunkey, Chickahominy, Chickahominy Eastern Division, Upper Mattaponi, Rappahannock, Monacan, and Nansemond. Virginia's state recognized tribes and nations are the Cheroenhaka (Nottoway), Chickahominy, Chickahominy Eastern Division, Mattaponi, Monacan, Nansemond, Nottoway, Pamunkey, Patowomeck, Rappahannock, Upper Mattaponi. The Piscataway Indian Nation, the Piscataway Conoy Tribe, and the Accohannock Indian Tribe have state recognition in Maryland.³

As English surveyors and colonists converged upon the Chesapeake in the early 17th century, the Piscataway *tayak* or paramount chief, Kittamaquund, attempted to engage in diplomacy with the English in Maryland by sending his daughter, christened as Mary Kittamaquund, as a ward of Maryland's governor Leonard Calvert.⁴ She lived under the care of Margaret and Mary Brent, wealthy and well-connected women who owned thousands of acres of land along with their brothers Giles and Fulke. Mary Kittamaquund, age 11, married Giles Brent, age 38, during a time of political turmoil between

² Paul Kreisa, et al, "Initial Archaeological Assessment," 9-21.

³ For more on American Indians in the Alexandria region, see "Indigenous People, Virginia Indians, and Alexandria," 2023, <https://www.alexandriava.gov/cultural-history/indigenous-peoples-virginia-indians-and-alexandria>.

⁴ Kelly L. Watson, "Mary Kittamaquund Brent, 'The Pocahontas of Maryland': Sex, Marriage, and Diplomacy in the Seventeenth-Century Chesapeake," *Early American Studies: An Interdisciplinary Journal* 19, no. 1 (2021): 24-63.

Introduction

leaders of the Maryland colony and the Piscataway. Their marriage is considered by historians to be an example of sexual diplomacy, in which a woman, or girl, is leveraged as a cultural and political intermediary. The practice was relatively common in both Anglo-European and Chesapeake Algonquian elite society, Mary's extreme youth was atypical for both cultures. After their marriage, Giles and Mary Brent moved to Virginia, near Acquia Creek. Mary likely died in 1654, the year that her former warden, Margaret Brent, won the patent for a 700-acre tract north of Great Hunting Creek on the western shore of the Potomac River: the future site of Alexandria.⁵ Though Mary Kittamaquund's role in the history of Alexandria is indirect, her link between the Piscataway and the Anglo-Europeans who met in the region in the 17th century casts a particular mold for ongoing land use.

Margaret Brent's patent for her tract was renewed in 1662, but in 1669 Governor Berkeley issued a competing award to Robert Howsing, a Welsh sea captain who transported 120 persons to Virginia. John Alexander purchased the land for 600 pounds of tobacco after completing a survey of the tract. Due to Brent's competing claim, Alexander paid another 10,500 pounds of tobacco to secure a clear title in 1674. Cadwalader Jones established a trading post at what became known as Jones Point in 1682. In 1724, colonial authorities established a tobacco warehouse on Great Hunting Creek to facilitate inspection, storage and shipment of that commodity.⁶

Simon Pearson built a tobacco warehouse near the foot of modern Oronoco Street around 1731, after which it became a public warehouse in 1732 and was referred to as the "Hunting Creek Warehouse (Appendix B, Image 1)."⁷ Pearson sold this land and warehouse to Hugh West at some time between 1735 and 1739, after which it became known as West's. Local traders and landowners petitioned the Virginia General Assembly in October 1748 to establish a town here, where two ferries operated to the Maryland shore of the Potomac River.⁸ The Petition was debated in Williamsburg and passed May 11, 1749, authorizing the establishment of Alexandria including West's point and tobacco warehouse (Appendix B, Image 4).⁹ Sixty acres of land belonging to Hugh West, Philip Alexander and John Alexander were vested in eleven trustees, who were to oversee the sale of lots and the construction of the town.¹⁰ The town was laid out in 84 lots of one-half acre or less. The initial auction of lots took place on July 13 and 14, 1749, where many, but not all, were sold.¹¹ The investors were required to build a house of twenty feet square and nine feet pitch of wood, stone or brick on their lot or lots if adjoined. Soon,

⁵ Donald G. Shomette, "Maritime Alexandria: An Evaluation of Submerged Cultural Resource Potentials at Alexandria, Virginia" (Alexandria, Virginia: City of Alexandria, January 1985), 16.

⁶ Ibid., 16-18.

⁷ William Waller Hening, *The Statutes at Large; Being a Collection of All the Laws of Virginia, from the First Session of the Legislature, in the Year 1619*, vol. 4 (New York, NY: Bartow, 1823), 331, <https://hdl.handle.net/2027/hvd.hw2scs?urlappend=%3Bseq=329%3Bownerid=27021597765509182-335>.

⁸ William Francis Smith and T. Michael Miller, *A Seaport Saga: Portrait of Old Alexandria, Virginia* (Norfolk, Va: Donning Co, 1989), 14.

⁹ Ted Pulliam, "Alexandria's First Wharf," *Studies of the Old Waterfront* (Alexandria, Virginia: City of Alexandria, 2008), 2.

¹⁰ Smith and Miller, *A Seaport Saga*, 14.

¹¹ "Proceedings from the Board of Trustees," July 13 and 14, 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), 120-121.

Introduction

the Fairfax County courthouse moved to Alexandria in May 1752 and the town became a local center for political and economic activity.¹²

Alexandria's waterfront has a central role in the history, culture, and economy of the City of Alexandria, Virginia. The crescent bay that spanned from Point West to Point Lumley, was imagined as an area for future development. The goal of the town's Trustees was to create a port that would connect the Chesapeake Bay and Atlantic Ocean shipping traffic to western river, canal, and road traffic. The specific actions that shaped the waterfront are described in the following chapters. The general historic context of the town, which is relevant to all the waterfront lots, is summarized here.

The mid-eighteenth-century waterfront area consisted of a 10- to 20 -ft bank along the bay. Development at the waterfront in the initial years of the town's existence primarily concentrated around Point West and Point Lumley. Alexandria at this time served as a supply center during the French and Indian War. General Edward Braddock bivouacked his army in Alexandria in 1755 prior to commencing his ill-fated expedition to Fort Duquesne.¹³

The tobacco economy was the driving force for the early growth of this port town. The 1765 tobacco inspection law required that all tobacco must be inspected at designated warehouses before export, and Alexandria was one of those. Many of the town's merchants were agents for Scottish or English trading firms, and a few, John Carlyle, John Dalton, and Robert Adam, rose to the level of financing shipments on their own behalf.¹⁴ The shift to grain exports began in the 1760s and continued until after the Revolutionary War.

The General Assembly of Virginia authorized the formation of the Potomac Company, with a goal to open the Potomac River to canal boat traffic to Fort Cumberland. George Washington was a long-time champion of the plan; however, the costs and difficulty of the work were apparent, and few people were interested in such a gamble. Construction on a canal on the Maryland side of the Great Falls began in late 1774, however the work was paused during the Revolution and did not resume until over a decade later.¹⁵

The Revolution paused the economic trajectory of Alexandria as it took people and resources from the area and put them toward the war effort. Several of the owners of waterfront lots fought in the Revolution, including Col. John Fitzgerald, who would become Mayor in 1787. In 1779, the town governance by appointed trustee was replaced with a democratic mayor-council system. The Board of Aldermen and Common Council were twelve elected members; the mayor was chosen by the Common Council from 1780-1843.¹⁶

Between 1750 and 1800, Alexandria went from a collection of tobacco warehouses to a port city with a population of 5,000. Between 1790 and 1800, the population nearly doubled. In 1794, the waterfront contained 24 wharves that serviced more than 1,000 ships every year. Trade was conducted with more

¹² Smith and Miller, *A Seaport Saga*, 14.

¹³ Kreisa, et al, "Initial Archaeological Assessment," 22.

¹⁴ Thomas Preisser, "Eighteenth-Century Alexandria, Virginia, before the Revolution, 1749-1776" (Williamsburg, Va, William & Mary, 1977), <https://scholarworks.wm.edu/etd/1539623705>, 138-141.

¹⁵ Ibid., 280-282.

¹⁶ Smith and Miller, *A Seaport Saga*, 16.

Introduction

than 25 ports throughout the colonies and later the United States as well as Great Britain, Sweden, France, Germany, Ireland, Italy, Portugal, Spain, Holland, the West Indies, and Bermuda.¹⁷

At the turn of the nineteenth century, the Fairfax County Courthouse was moved to Providence, Virginia (March 1800) and Alexandria became part of the District of Columbia in February 1801 and would remain so until 1847.¹⁸ This period was challenging for the port town. A yellow fever outbreak in 1803 caused most retail stores to close for a season and up to 3,000 people left town. Those who stayed behind suffered a high mortality rate. Following that, the naval embargo of 1807 caused a serious economic crisis in the port from which it did not easily recover. A large fire on September 24, 1810, leveled an entire block of the waterfront from Prince Street to Duke Street.¹⁹

The War of 1812 combined with the following financial panic of 1816 cut local merchants down economically such that the port did not recover. Alexandria was occupied by the British without resistance on August 20 and 21, 1814. During those days, the waterfront warehouses and stores were looted of flour, tobacco and cotton. The 1816 panic resulted in numerous banks failing and bankruptcies among the regional merchant class.²⁰

Another effort to improve the Potomac for canal traffic began in 1827 with the Chesapeake and Ohio Canal. Alexandria subscribed \$250,000 to the effort with the promise that a lateral canal would be constructed to town. Construction commenced in 1831 and finished in 1843 with seven miles completed from the Aqueduct Bridge across the Potomac River to Georgetown. This opened the coal traffic from the western Virginia and Maryland mountain regions. Unfortunately, Alexandria defaulted on its loan and the canal was seized by Union troops during the Civil War. The canal reopened after the war but ceased operations in 1886 when a break in the Aqueduct Bridge forced its closure.²¹

In the Antebellum period, grain and flour were replaced by shad and herring as the town's principal export. Fishtown, a public wharf at the foot of Oronoco Street, opened with "fish houses" or shacks that served to feed, house, and entertain the temporary labor force of Black fish processors who cut and packed the hauls. Fish season was in the spring, typically April to early June, and during other times of the year the wharf was occupied by coal companies.²²

Another major economic factor in the town was the domestic slave trade, for which Alexandria became a hub for amassing groups of enslaved people from Virginia and Maryland and shipping them to the deep south, primarily New Orleans. Franklin & Armfield, located at 1315 Duke Street, carried on a significant and destructive trade from 1828-1837. Enslaved people were transported via water on ships but were also marched south in large groups or "coffles."²³

¹⁷ Kreisa, et al, "Initial Archaeological Assessment," 23.

¹⁸ Smith and Miller, *A Seaport Saga*, 32.

¹⁹ Ibid., 51.

²⁰ Ibid., 52.

²¹ Ibid., 54.

²² Ibid.

²³ 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>, 20-41.

Introduction

In the 1840s, Alexandrians became starkly aware of how their inclusion in the district of Columbia hampered their efforts to grow their economy. Primarily, they were unable to attract a railroad to the town as their competitors had in Baltimore and Winchester, Virginia. Alexandria officially retroceded to Virginia on March 13, 1847. The Orange & Alexandria Railroad was organized in 1848 and the first locomotive traveled down Union Street on May 6, 1851.²⁴ Three other railroads serviced the town shortly after: the Alexandria, Loudoun & Hampshire Railroad, Manassas Gap Railroad, and the Alexandria & Washington Railroad.

The Civil War had a significant impact on Alexandria and its economy. Alexandrians were generally anti-secessionist, sending an opponent to secession to the state's convention in February 1861. Local sentiments changed after Lincoln called up 75,000 troops in response to the engagement at Fort Sumter in South Carolina and Virginia seceded on May 23, 1861. The next morning, Union troops occupied Alexandria and their presence would persist through the war. The waterfront became a depot for the Quartermaster and other areas of town were taken over by hospitals and supply depots.²⁵

Alexandria's recovery from the occupation and Reconstruction governance was slow. The Alexandria canal reopened in 1867. Steamship lines reestablished their presence in the waterfront with routes to Norfolk, Baltimore, Philadelphia, Boston and New York. The city's Market House and City Hall burned in 1871. Though modern upgrades came to the city including the telephone (1881), rural free mail delivery (1887), and electricity (1889), a significant flood in 1889 devastated the waterfront filling Union Street from Prince to north of Oronoco with several feet of water.²⁶ The years before the turn of the twentieth century were characterized by population growth and geographic sprawl.

In the early twentieth century, large-scale industrial installations made up most of the waterfront, including the W. A. Smoot & Co. Coal and Lumber Yard and the Bryant Fertilizer Company. The United States Navy built the Torpedo Factory at the foot of Cameron and King Streets during World War I and expanded it during World War II.²⁷ In the post-war period, restaurants and specialized retail returned to the waterfront.

Citizens of Alexandria sought protections for the historic fabric of their city and formed the Alexandria Archaeological Commission in 1975 followed by the Archaeological Resource Protection Code in 1989. These efforts guaranteed that further development of historically important areas would proceed only after archaeological study took place.²⁸ Simultaneously, a grass roots effort to preserve and use the Torpedo Factory as an art center where artists, patrons, and the public could engage and enjoy the region's thriving art scene.²⁹ Finally, efforts to preserve the natural environment of the waterfront and retain the landscape for public use led to the establishment of Founders Park from Oronoco to Queen Streets.³⁰

²⁴ Smith and Miller, *A Seaport Saga*, 56, 73.

²⁵ *Ibid.*, 83.

²⁶ *Ibid.*, 101-104.

²⁷ *Ibid.*, 106-110.

²⁸ City of Alexandria, "Archaeology and Preservation," <https://www.alexandriava.gov/historic-preservation/archaeology-and-preservation>.

²⁹ Torpedo Factory Art Center, "History," <https://torpedofactory.org/about-us/history/>.

³⁰ Founders Park Community Association, "History of Founders Park," <https://www.alexandriafounderspark.org/history>.

Chapter 1: Founders Park

Introduction: Founders Park

Modern Founders Park, making up the space between Oronoco Street on the north and Queen Street on the south, and bordered on the west by Union Street, is composed of land that was filled in from the 18th-20th centuries (Image 1). Most of the fill was in place by 1800, however some areas have been filled more recently. Riverine and tidal action has shaped the land as well, causing erosion, siltation, and washing out of the fill. The human activity related to actions of Alexandria Trustees, investors, merchants and waterfront workers including carpenters, bricklayers, ship and dock hands, carters, tavern and ordinary keepers, fishmongers, hostlers, and many other trades helped to shape this section of Alexandria's waterfront as well.

The northern segment of Founders Park is fill that was built out from a point of land known as West's Point, Point West or West Point. Simon Pearson built a tobacco warehouse at this location around 1731, after which it became a public warehouse in 1732 and was referred to as the "Hunting Creek Warehouse."³¹ Pearson sold this land and warehouse to Hugh West at some time between 1735 and 1739, after which it became known as West's. The 1749 Act of Assembly that authorized the establishment of Alexandria included the point and tobacco warehouse (Image 2).³²

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

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

³¹ William Waller Hening, *The Statutes at Large; Being a Collection of All the Laws of Virginia, from the First Session of the Legislature, in the Year 1619*, vol. 4 (New York, NY: Bartow, 1823), 331, <https://hdl.handle.net/2027/hvd.hw2scs?urlappend=%3Bseq=329%3Bownerid=27021597765509182-335>.

³² Ted Pulliam, "Alexandria's First Wharf," *Studies of the Old Waterfront* (Alexandria, Virginia: City of Alexandria, 2008), 2.

Chapter 1: Founders Park



Image 1. Study parcels overlaid on modern street map.

Colonial and Early National Period, 1749-1799

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

Point West (PW)

With a public warehouse, the colonial laws of Virginia required that a landing be built nearby to ensure access.³³ In 1730, the law was amended to include a wharf in good repair at the landing.³⁴ However, it appears Hugh West did not build a wharf at this location during his lifetime. Early maps of the area, including Washington's survey that shows the warehouse and other structures, do not illustrate a wharf (Image 2). The landing drawn on that survey is labeled "Ware H^o. Dock," which in this period referred to an area of water that was next to or around a wharf or landing place. Hugh West was summoned by the Fairfax County court on May 18, 1753 "to show cause why he hath not Erected a Wharf at the publick Landing at Alexandria."³⁵

In November 1754, Fairfax County levied 22,000 pounds of tobacco to pay John West (the son of Hugh West) for building a wharf. The tobacco sale took place in July 1755, and the sheriff was ordered to pay West £98. This order indicates that the wharf was built and West requested a specific amount in payment. John Carlyle, Trustee and newly appointed Commissary for Washington's troops, may have encouraged West to build the wharf before the arrival of Braddock's ships in March 1755.³⁶

In 1759, some Fairfax County residents petitioned to be repaid the 22,000 pounds of tobacco that was levied for wharf construction. The Fairfax justices opposed the request, however, the Burgesses decided to vest the ownership of the wharf in the Alexandria trustees. Alexandria gained the right to charge wharfage, but the revenue was to repay Fairfax County and keep the wharf in good repair. In August 1761, the Alexandria trustees contracted Thomas Fleming to "make an addition to the Wharf at Point West."³⁷ They agreed on a sum of £100 for a 26' wide wharf "from the Outer end to the length of the Wharf in Shore" and to be kept in good repair for seven years. John Kirkpatrick was permitted to build a vessel at this location in July 1762.³⁸

³³ Hening, *The Statutes at Large*, 32, <https://hdl.handle.net/2027/hvd.hw2scs?urlappend=%3Bseq=34%3Bownerid=27021597765509182-38>. For existing warehouses, the landing must be within one mile but for new construction the distance was half a mile.

³⁴ *Ibid.*, 268-270, <https://hdl.handle.net/2027/hvd.hw2scs?urlappend=%3Bseq=266%3Bownerid=27021597765509182-272>.

³⁵ Fairfax County Court Order book, 1749-1754, p. 368, quoted in Pulliam, "Alexandria's First Wharf," 3.

³⁶ Pulliam, "Alexandria's First Wharf," 4-7.

³⁷ *Ibid.*, 7.

³⁸ "Proceedings from the Board of Trustees," July 2, 1762, quoted in Constance K. Ring and Wesley E. Pippenger, *Alexandria, Virginia Town Lots, 1749-1801. Together with Proceedings of the Board of Trustees, 1749-1780* (Westminster, Md.: Family Line Publications, 1995), 147.

Chapter 1: Founders Park

Parcel PW.1

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

From the large Increase of the flour & grain trade there seems a necessity to make buildings under the Bank at the Point known by the name of West's Point, and in order to induce those that incline to advance money for building a Warehouse of sixty feet long, & forty feet wide, they are content that the rents for the said warehouse, shall go to discharge the principal & interest, till fully pay'd, and also, that the Interest to be allowed to the said adventurers shall be after the rate of Six p'Cent.³⁹

In February 1770, the Trustees ordered a surveyor to "fix the bounds" of Points West and Lumley, "having large freestones fixed at particular places."⁴⁰ They awarded the contract for building a warehouse at Point West to Robert Adam, a Trustee, who was to maintain a list of subscribers, or funders, and their proportional interest in the project. The warehouse was built south of Oronoco Street at the expense of £700, with a first floor of stone and framed second floor.⁴¹ A 1787 survey shows the warehouse at the southeast corner of Oronoco and Union Streets, adjacent to the Public Wharf (Image 5).

Potomac Brewery

Established on the County Wharf in 1792, the Potomac Brewery operated under several owners and brewers for 15 years. Initially, James Kerr offered strong ale, table beer, and whiskey (Image 6). James Kerr paid tax for himself, one Black child aged 12-16, one Black adult, and one horse or mule in 1795. He remained in business there until the fall of 1795, when he notified the public that he would leave to operate P. R. Fendall's brewery at the Little Falls on the Potomac.⁴²

John Towers, recently arrived from Philadelphia, Pennsylvania, leased 2 lots on Point West in 1797, one north of Oronoco Street and the other this parcel. Towers had to repair existing buildings, "extend the whole front of the Wharf from the North line thereof to the South line so far into the River Potomac as to range with the front line of Capt. Taylor's Wharf," fill with dirt or gravel, and repair the north line of the wharf. Towers was charged with maintaining the wharf and buildings and was specifically allowed to remove "any Vessells of Copper Iron or Wood made use of by him...in Brewing or Distilling" at the end of the lease.⁴³ In September, he sought 400-500 bushels of barley and 300-400 wharf logs of pine, gum, and white oak to be delivered within three months.⁴⁴ Thus, in the final weeks of 1797 there were likely extensive repairs and/or additions to the wharf in this location.

Towers commenced brewing in January 1798, and offered beer, ale and porter for sale at the brew house or his store at Princess and Water Streets. William Billington operated the brew house at this time.⁴⁵ In

³⁹ "Proceedings," December 30, 1769, quoted in Ring and Pippenger, *Town Lots*, 161.

⁴⁰ "Proceedings," February 7, 1770, quoted in Ring and Pippenger, *Town Lots*, 162.

⁴¹ Trustees of Alexandria, "Legislative Petition," Legislative Petitions of the General Assembly, 1776-1865, Accession Number 36121, Box 261, Folder 3, http://rosetta.virginiamemory.com:1801/delivery/DeliveryManagerServlet?dps_pid=IE2577254.

⁴² T. Michael Miller, *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, s.v. "Kerr, James," (Bowie, Md: Heritage Books, 1991); 1795 Alexandria Personal Property Tax Assessment, on file at Alexandria Archaeology.

⁴³ Hustings Deed Book (Alex.) I:315, September 5, 1797.

⁴⁴ John Towers, "BARLEY WANTED," *Alexandria Advertiser*, September 13, 1797, GenealogyBank.

⁴⁵ John Towers, "Potomac Brewry," *Alexandria Advertiser*, January 3, 1798, GenealogyBank.

December 1799, Henry Kepple operated the brew house, as Billington removed to work for Andrew Wales a few blocks south of this location.⁴⁶

Parcel PW.2

In March 1771, the Trustees “Ordered that a remonstrance be drawn up to the Worshipful the Court of Fairfax representing the ruinous condition of the County Wharf...”⁴⁷ The Court of Fairfax responded that the Trustees should petition the next assembly for permission to raise funds through a levy on vessels taking off non-tobacco cargos. The Assembly agreed, though it was not until March 1773 that the Trustees “Ordered that advertisements be put up for Letting out to the lowest bidder the extending & carrying a breastwork & filling in the same from the south side of the warehouse wharf at point west so as to include the old wharf, on Saturday the 15th of may next.”⁴⁸ No one stepped forward to undertake this project, so Trustee William Ramsay agreed to do it with £150 of town funds.⁴⁹ The 1772 Act of Assembly stipulated that wharfage fees, not public funds, would pay for future repairs and upkeep of the wharf. Sometime between July 1773 and February 1774, Ramsay completed the work on the Point West wharf. He submitted accounts “To inlarging repairing in the Town & County wharf at the upper point” for £150.⁵⁰ The work included improvements on the north and south sides of Oronoco Street. A 1778 petition described the extent of the wharf:

“...Oronoko Street between [the lots on the north side and the warehouse on the south side] is 66 feet wide, and from the buildings, the County & Town Wharf, with the street extended to the Water gives a clear Area for Mercantile business, & which is not to be built on, of upwards of 18000 square feet.”⁵¹ The Trustees decided on a fee schedule for vessels loading or discharging at Point West in January 1775 and appointed Thomas Fleming as the wharf master.⁵² Fleming submitted an account showing ten captains paid wharfage fees in 1775, including Roberdeau, Harper, and Conway.⁵³

⁴⁶ John Towers, “Potomak Brewery,” *The Times; and District of Columbia Daily Advertiser*, December 4, 1799, GenealogyBank; Miller, *Artisans and Merchants*, s.v. “Billington, William.” In 1800 Towers paid tax on himself, Keppell is not listed, and Billington had 4 enslaved workers.

⁴⁷ “Proceedings,” March 1, 1771, quoted in Ring and Pippenger, *Town Lots*, 163.

⁴⁸ Hening et al., *The Statutes at Large; Being a Collection of All the Laws of Virginia, from the First Session of the Legislature, in the Year 1619.: Published Pursuant to an Act of the General Assembly of Virginia, Passed on the Fifth Day of February One Thousand Eight Hundred and Eight*. Vol. 8, (New-York: Printed for the editor, by R. & W. & G. Bartow., 1823), 615, <https://catalog.hathitrust.org/Record/009714930>; “Proceedings,” March 30, 1773, quoted in Ring and Pippenger, *Town Lots*, 166-167.

⁴⁹ “Proceedings,” July 17, 1773, quoted in Ring and Pippenger, *Town Lots*, 167. In 1774, the Trustees leased three lots on Point West on the north side of Oronoco Street. Lot B, located east of what would become Union Street and west of a 20’ alley, was leased by Richard Conway. Lot C, east of the 20’ alley, to Robert McRae and Robert Mease. Lot D, east of Lot C, went to Robert Adam. All leases were for 63 years beginning on January 1, 1775. The Trustees agreed that “no buildings shall be erected on the eastward of the said lott D during the term of sixty three years.” They leased two lots on the north and west sides of Conway’s Lot B to Thomas Moxley for 63 years in January 1775. See “Proceedings,” February 24, 1774-January 22, 1775, quoted in Ring and Pippenger, *Town Lots*, 168-171.

⁵⁰ “Proceedings,” March 8, 1780, quoted in Ring and Pippenger, *Town Lots*, 177.

⁵¹ Trustees of Alexandria, “Legislative Petition,” Legislative Petitions of the General Assembly, 1776-1865, Accession Number 36121, Box 261, Folder 3, http://rosetta.virginiamemory.com:1801/delivery/DeliveryManagerServlet?dps_pid=IE2577254.

⁵² “Proceedings,” January 22, 1775, quoted in Ring and Pippenger, *Town Lots*, 171

⁵³ “Proceedings,” March 8, 1780, quoted in Ring and Pippenger, *Town Lots*, 180.

Chapter 1: Founders Park

The accounts related to the wharf and warehouse show no entries for 1776. In 1777, Andrew Wales paid £24.18.1 to store barrels in the long warehouse. In 1778, four captains paid wharfage fees to Thomas Fleming, including Conway and Robert Adam & Co. James Adam took over the fee collection from Fleming, and his accounts from 1778 and 1779 show Conway, William Hunter, James Muir, and Mr. Watson owed for wharfage during that time.⁵⁴

The County and/or public wharf continued to be occupied and used by local merchants and sailing vessels. In 1784, Jesse Taylor offered freight or passage to Liverpool on the ship *Stanley* at the County Wharf.⁵⁵

In January 1790, Jesse Taylor signed a 99-year lease with the city for a 45' section of Point West that extended from Union Street to the river. It included a stipulation to "fill in with Earth or Ground and fully compleat the vacancy which will be left between the said County Wharf, and the north line of [this] Lott...being about 3 feet in width."⁵⁶

Lot 8

This lot was a large, irregular-shaped parcel on the south side of West's Point. It adjoined an area that was considered public space, and because of that its use and ownership were somewhat unusual compared to other parcels on the waterfront. The lot was not sold until March 1, 1753, when Trustee Hugh West purchased it for 50 Pistoles.⁵⁷ At the same time, the Trustees reserved Lots 9 and 10 for public warehouses (Image 3). These three lots extended on the south side of Oronoco Street from Fairfax Street to the waterfront. The eastern edge of Lot 8 was adjoined on the northern half by Point West, public land, and by the river on the southern half. The easternmost point of the lot aligned with what would become the west side of Union Street. Hugh West died in 1754, leaving this lot to his daughter, Sybil Carlyle, with his wife, Sybil West retaining her widow's right to it during her lifetime.⁵⁸ Sybil Carlyle (d. c. 1769), her husband (d. 1780), and her only son (d. 1781) all died, leaving this parcel to Sybil Carlyle's nephew, Thomas West, son of John West, Jr. Thomas West sold the southernmost 16' 8" of Lot 8, extending into the river, to Hunter & Allison in September 1786.⁵⁹ Hunter & Allison bought the northern half of Lot 14 in 1784, so this small strip of land consolidated their frontage on Water Street and their ability to extend a wharf on the waterfront.

In the 1780s, Lot 8 was divided into 4 parcels (Image 4). William Bird came to own the northwest corner parcel by 1783 when he was ordered to sell it to Baldwin Dade; Dade was married to Catherine West, daughter of John West and granddaughter of Hugh West. In 1786, Dade sold the parcel to Thomas

⁵⁴ "Proceedings," March 8, 1780, quoted in Ring and Pippenger, *Town Lots*, 179-180.

⁵⁵ Jesse Taylor, "For Liverpool," *Virginia Journal and Alexandria Advertiser*, December 2, 1784, GenealogyBank.

⁵⁶ Alex. D:74, January 22, 1790.

⁵⁷ "Proceedings," March 1, 1753, quoted in Ring and Pippenger, *Town Lots*, 132.

⁵⁸ Hugh West, Last Will and Testament, Fairfax County Will Book (FWB) B1:74, November 21, 1754. The 1763 survey of the town, which was undertaken when the Trustees added new lots, divided Lot 8 into Lot 7 and 8, with Lot 7 being the eastern side and 8 fronting on Oronoco and Water Streets. It does not appear that this "new" Lot 7 was sold at the time. See "Proceedings," February 1, 1763, quoted in Ring and Pippenger, *Town Lots*, 148-150.

⁵⁹ Fairfax Deed Book (FDB) Q1:362, September 30, 1786. John Allison signed a Power of Attorney to sell his share of the conjoined Lots 8 and 14, Alex. G:502, August 2, 1796.

West.⁶⁰ Thomas West retained ownership of the southwest corner parcel of Lot 8 until 1786, when he sold the entire western side, fronting 123' 6" on Oronoco Street, to William Hepburn and John Dundas.⁶¹

The 1763 town survey placed the center and eastern parcels of Lot 8 in a new Lot 7, however there is no record that Lot 7 was sold. It is unclear who owned and controlled these parcels after 1763, though it appears that Catherine West Dade, granddaughter of Hugh West and daughter of John West retained a claim to it. The center parcel of Lot 8 was sold by her husband, Baldwin Dade, to Jesse Taylor sometime in the 1780s. Taylor sold it to Richard Conway in 1799.⁶²

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

Parcel 8.1

Jesse Taylor owned the rights to this area beginning sometime in the 1780s (Image 4). It is not known if he extended a wharf for the first time, or if one of the West heirs completed that work. In 1787, a petition related to Hepburn & Dundas's wharf to the south shows Jesse Taylor's wharf on the southern edge of the Public Wharf and Warehouse (Image 5).

Lot 14

Hugh West (1705-1754) was born in Stafford County, Virginia and died in Fairfax County, Virginia, which had been created in 1742 from land that was then Prince William County, and formerly part of Stafford County. He married Sybil Harrison of Stafford County in 1725 and they had five children, John, Hugh, Sybil, George, and William.⁶³ West was one of Alexandria's founding Trustees and early investors. West was one of three men who owned large tracts that included the area that would become Alexandria. Prior to surveying the town, West built a house and warehouse on the northwest edge of the crescent-shaped bay (Image 2). He also operated a ferry and ordinary there beginning in 1745.⁶⁴ West bought Lot 33 on the second day of public sale, July 14, 1749.⁶⁵ He bought Lot 14, one of the remaining unsold lots, on April 20, 1750 for 45 pistoles.⁶⁶

Hugh West died only four years after he purchased Lot 14. "I give and bequeath to my Loving Daughter Sybel West...the Lotts in Alexandria Town where my Ordinary and Warehouses now are & the benefit of the Ferry, to her and her heirs forever."⁶⁷ He gave his other town lots to his four sons to divide evenly.

⁶⁰ FDB P1:24, November 25, 1783; FDB Q1:312, October 29, 1786.

⁶¹ Alex. B:420, November 6, 1786.

⁶² Alex. M:197, October 16, 1799.

⁶³ Mike Marshall, "Hugh West, 1705-1754," *Early Colonial Settlers of Southern Maryland and Virginia's Northern Neck Counties*, 2022, <https://www.colonial-settlers-md-va.us/getperson.php?personID=I21832&tree=Tree1>.

⁶⁴ Hening et al., *The Statutes at Large*, Vol. 5, , 364; <https://catalog.hathitrust.org/Record/009714930>.

⁶⁵ "Proceedings," July 14, 1749, quoted in Ring and Pippenger, *Town Lots*, 120-121. Other members of the West family bought lots after the initial round of sale: John West, Lots 72 and 73; Anne West, Lots 80 and 81; George West, Lots 83 and 84; Hugh West Jr., Lots 68 and 76; and William West Jr., Lot 82.

⁶⁶ "Proceedings," April 20, 1750, quoted in Ring and Pippenger, *Town Lots*, 127. The deed was not recorded until August 1, 1752, FDB C1:354. 45 pistoles was equivalent to £48.7.8.

⁶⁷ Hugh West, Last Will and Testament, FWB B1:74, November 21, 1754. The enslaved workers were enumerated in the estate inventory of Hugh West's household and quarter. FWB B1:77, January 20, 1755.

Each heir received an equal share of the enslaved workers including six people at his Alexandria home and eight at his quarter or plantation.

Sybil West, daughter of Hugh, married John Carlyle c. 1762. Carlyle was a town Trustee, merchant and owner of waterfront lots. Sybil West Carlyle died in 1769, then her son George William Carlyle died a legal infant in 1781 (husband John Carlyle already deceased) so her estate reverted to her mother Sybil Harrison West (d. 1788) and then to her nephew Thomas (son of John West Jr.) During these decades of shifting ownership, 1754-1788, it is difficult to understand who controlled the property and what, if any, changes they made to it. Sybil Harrison West leased Lot 14 to William Ward in 1782, for a specified term that was either the remainder of her life or nine years from January 1, 1783.⁶⁸

William Ward was a tavern keeper. He ran the ordinary and offered hostler services here from 1783 through early 1787 when he moved to the wharf. He described the tavern in 1787: "A three-story well finished framed house, with a commodious kitchen &c situate on a corner lot on Princess and Union Streets, which commands a delightful and pleasing prospect, well calculated for a store or tavern." He lived in "the house on the hill" which was likely north and west of the tavern at Princess and Union.⁶⁹ In 1787, William Ward paid taxes on himself and Patrick Ryley, a white servant who was not a citizen, three Black people above age 16, and one cow. His real estate tax that year showed he owned property on Union. Mrs. Bray paid him £25 annual rent on Princess Street, and G. Langsdon paid £8 on Wolfe.⁷⁰ The 1787 Real Estate Tax Assessment showed Sybil West with tenants Ward & Hegarty at Princess and Oronoco paying an annual rent of £100.

The 1787 tax assessment assesses Elizabeth Bray for one white male over age 16 (unnamed) and an ordinary license. Bray also had a runaway, Robert Hart, who was captured in Baltimore in 1787.⁷¹ Ward said that Bray occupied his house where he formerly lived and kept tavern in 1787.⁷²

Thomas West, grandson of Hugh and Sybil West, sold off Lot 14 in two halves, with the leasing rights of William Ward still attached. In May 1784, William Hunter Jr. and John Allison bought the northern half of Lot 14 with the ferry and ferry landing.⁷³ They soon built out a wharf, which is referred to as Parcel 14.1 in this study (see below). In December 1783, William Hepburn bought the southern half with the "Ferry House," likely a tavern.⁷⁴ Hepburn built out his parcel, which is referred to as Parcel 14.2 in this study (see below). Hepburn called in delinquent accounts in December 1784, likely to raise money to build his wharf. He offered lots for rent on the wharf at Princess and Union Streets in April 1785.⁷⁵

⁶⁸ The original lease does not survive, so the terms of the agreement are taken from references in Alex. A:222, June 25, 1785 and FDB O1:452, May 1, 1784.

⁶⁹ William Ward, "To Be Let or SOLD," *Virginia Journal and Alexandria Advertiser*, February 1, 1787, GenealogyBank; William Ward, "William Ward," *Virginia Journal and Alexandria Advertiser*, March 15, 1787, GenealogyBank.

⁷⁰ William Ward purchased part of Lot 173 at Wolfe and St. Asaph in 1782, FDB O1:243, January 2, 1782.

⁷¹ Philip Greybell, "Runaways," *The Maryland Journal and Baltimore Advertiser*, June 22, 1787, GenealogyBank.

⁷² William Ward, "To Be Rented," *Virginia Journal and Alexandria Advertiser*, September 27, 1787, GenealogyBank.

⁷³ FDB O1:452, May 1, 1784.

⁷⁴ FDB O1:316, December 12, 1783.

⁷⁵ William Hepburn, "William Hepburn," *Virginia Journal and Alexandria Advertiser*, December 16, 1784; William Hepburn, "To Be Rented," *Virginia Journal and Alexandria Advertiser*, April 14, 1785, GenealogyBank.

Parcel 14.1: Hunter & Allison Wharf/Ferry Landing

Hunter & Allison purchased the northern half of Lot 14 in May 1784. They dissolved their co-partnership in October 1784, however they continued to develop this lot.⁷⁶ In June 1785, William Ward subleased his tenancy to them for £90 annual rent payable to him and Sybil West.⁷⁷ The lease term was defined as Sybil West's lifetime, and it included waterfront privileges. Hunter & Allison purchased 16' 8" of the southern portion of Lot 8, along with the right of wharfing into the Potomac, from Thomas West in September 1786.⁷⁸ This is likely when Hunter & Allison began to construct their wharf. A 1787 petition shows Hunter & Allison's Wharf located midway between Oronoco and Princess Streets (Image 5).⁷⁹ According to a later deed, "they ran a pier farther into the river leaving a Dock upon each side of it, the larger upon the south side for the accommodation of vessels, the smaller upon the north side for the reception of boats."⁸⁰ Hunter & Allison were assessed for real estate on Union Street at £20 in 1787. Hunter used his interest in this parcel to secure a debt in January 1788.⁸¹

In December 1789, William Hunter Jr. paid £900 for John Allison's share of their wharf, warehouse, ferry and ferry landing which they jointly extended from a segment of original town Lot 14.⁸² The warehouse was west of Union Street and Hunter reserved the right to remove it within 12 months of the sale. Hunter mortgaged a half share of the Ferry service in 1791.⁸³ Hunter then offered half the Ferry Lot, Ferry, and "excellent WHARF" for sale in June 1791 (Image 7). A later deed states that William Hunter Jr. sold his moiety of the wharf, ferry, and landing to John Hunter, however there is no surviving record of this transaction nor is the date recorded.⁸⁴ In January 1792, Josiah Watson transferred William Hunter Jr.'s mortgage from 1788 for the moiety of the property to John Hunter of Fairfax County.⁸⁵

William Hunter Jr. died in November 1792, leaving a will that directed his real estate be sold to repay outstanding debts. Any funds left over were to be divided among his brother and sisters, all living in Scotland at the time.⁸⁶ William Hodgson, who held the deeds of trust to the Ferry, wharf, and warehouse, advertised their forthcoming public sale in March 1793 (Image 8).

In August 1793, Hodgson sold a moiety of the Ferry to Charles Lee, who then sold it back to Hodgson for the same price one day later.⁸⁷

In 1796, John Allison, who had moved to Wilkes County, Georgia, gave power of attorney to Robert Allison of Alexandria and Robert McRae of Wilkes County, Georgia, to sell the 105' parcel that he and

⁷⁶ Hunter, Allison & Co., *Virginia Journal and Alexandria Advertiser*, August 19, 1784, GenealogyBank.

⁷⁷ Alex. A:222, June 25, 1785.

⁷⁸ FDB Q1:362, September 30, 1786.

⁷⁹ The 1787 Alexandria Land Tax shows Hunter & Allison owned and occupied real estate on Union Street and were taxed for annual rent of £20.

⁸⁰ July 19, 1802, ADB E:143.

⁸¹ Alex. C:186, January 18, 1788.

⁸² Alex. E:22, December 14, 1789.

⁸³ FDB T1:181, February 5, 1791. The mortgage describes the ferry with terminals in West Point and the Maryland shore.

⁸⁴ ADB E:143, July 19, 1802.

⁸⁵ FDB U1:226, January 19, 1792. It is not clear how or if John Hunter of Fairfax County was related to William Hunter Jr. Hunter's will described a brother named John Hunter who lived in Galston, Scotland.

⁸⁶ FWB F1:202, May 12, 1792.

⁸⁷ FDB W1:336, August 6, 1793; FDB W1:338, August 7, 1793.

Chapter 1: Founders Park

William Hunter Jr. had extended from Water Street into the river.⁸⁸ In September 1796, John Hunter and John Allison agreed on a physical partition of the property: John Allison controlled the southern half (52' 3 ¾") and half the profits from the pier, John Hunter controlled the northern half and received half the profits.⁸⁹

In 1797, John Hunter leased the northern half of the waterfront parcel with the ferry to Joseph Thomas.⁹⁰ The terms included an option to buy out the rent and own the parcel outright.

Parcel 14.2: Hepburn's Wharf

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

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

Also to be rented on ground rent forever, several lots of ground on the WHARF, on Princess and Union streets, one of which is a corner lot with a south and east front, containing 70 by 50 feet and would do well for a tavern, being near the ferry landing (Image 9)."

William Hepburn and John Dundas became business partners in 1785. They operated two stores: one on King and Pitt Streets and one on this wharf.⁹¹ A 1787 petition shows Hepburn & Dundas' wharf on the north edge of Princess Street (Image 5). In 1797, Hepburn offered a two-story brick dwelling house for rent at the corner of Princess and Union Streets (Image 10). John Dundas was Mayor of Alexandria in 1795.

Lots 20 & 21

Roger Lindon of Whitehaven, England, bought lots 20 and 21 in the initial public sale on July 13, 1749 (Image 3).⁹² He paid £24.9.1 for Lot 20 and £20.9.1 for Lot 21. After Lindon's death, his lots, and those of several others, were subject to resale by the Trustees based on the provision to build a suitable house within two years of purchase.⁹³ William Ramsay purchased Lots 20 and 21 for £2.5.0, a strikingly small sum compared to what he paid on the same day for Lots 64 and 65: £37.1.9.⁹⁴

⁸⁸ Alex. G:502, August 2, 1796.

⁸⁹ ADB E:143, July 19, 1802.

⁹⁰ FDB B2:422, September 5, 1797.

⁹¹ William Hepburn, *Virginia Journal and Alexandria Advertiser*, August 11, 1785, GenealogyBank; William Hepburn and John Dundas, "Hepburn & Dundas," *Virginia Journal and Alexandria Advertiser*, October 12, 1786, GenealogyBank.

⁹² "Proceedings," July 13, 1749, quoted in Ring and Pippenger, *Town Lots*, 120. The deed was not recorded until March 28, 1752, FDB C1:302.

⁹³ "Proceedings," June 18, 1754, quoted in Ring and Pippenger, *Town Lots*, 132-133.

⁹⁴ "Proceedings," September 9, 1754, quoted in Ring and Pippenger, *Town Lots*, 133. Lots 20 and 21 were sold on September 9, 1754 and deeds were recorded the same day. Unfortunately, the deed book that contained these deeds, D1, is missing or unavailable.

William & Anne Ramsay sold Lot 21 to Jacob Hite in April 1764.⁹⁵ The original deed does not survive, so it is unknown how and when Jacob Hite purchased Lot 20. Town Trustees decreed in February 1768 that Hite's property, Lot 20, extended 59' feet along Water Street opposite of Lot 26, which was owned by John & Thomas Kirkpatrick.⁹⁶ In January 1769, Hite sold a moiety of Lot 20, its eastern edge "along the shoar," to Robert Adam.⁹⁷ This description may indicate that no improvements were made to the shoreline, however by law the parcel should have had at minimum one house to demonstrate occupation and use.

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

Robert Adam and Jacob Hite were business partners who improved upon Lot 20 during the 1770s. Hite, of Frederick County, Virginia, owned half the lot but Adam, who lived in Alexandria and was active in the local merchant community, likely managed the construction of a pier and warehouses on Lots 20 and 21. The distance from the original shore to the deep channel of the Potomac was 325 feet on the northern edge of this lot. Robert Adam, a Scottish immigrant, owned and leased other properties on the waterfront, including a bakehouse on Lot 4, and a grist mill on Four Mile Run. He had a business relationship with George Washington dating back to 1760. In 1770 Robert Adam joined in a trading partnership with Matthew Campbell (d. 1782), an agent for the firm of Carlisle & Adam in Alexandria, and James Adam, under the title of Robert Adam & Company. The partnership dissolved in January 1776, and Robert Adam was still trying to settle the affairs of the firm a year later. Adam notified the public that he was still involved in milling and baking.⁹⁸ Robert Adam imported six enslaved people from Jamaica in the fall of 1773.⁹⁹

George Washington offered a brigantine for sale at Adam's Wharf in 1774.¹⁰⁰ By 1775, Adam's Wharf/pier was known as "the long wharf" or Long Wharf. It was "parallel to Princess Street...the whole length of the Long Wharf adjoining the said Lott, commonly known by the name of Adam's or Adam and Hite[,] their Wharf."¹⁰¹ The southern edge of the wharf made up the dividing line when Hite and Adam split their parcel into geographic halves in 1775.

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

"Twenty-nine lots under the bank, all made ground, between Water and Union streets, and also on the east side of Union street, and thence running along Princess Street, all of which are very well calculated for trade, and the accommodation of tradesmen, and very convenient to deep water, where vessels of any burthen may load and unload..." (Image 11)

⁹⁵ Ref. FDB L1:257, December 1, 1773.

⁹⁶ "Proceedings," February 8, 1768, quoted in Ring and Pippenger, *Town Lots*, 159. This decree should have settled the dimensions of Lot 20, however it became a point of legal dispute between Thomas West and Richard Conway in 1798, see the Fairfax County Record of Surveys.

⁹⁷ FDB M1:175, January 19, 1769.

⁹⁸ See notes on Robert Adam, "Founders Online: To George Washington from Robert Adam, 10 April 1778" (University of Virginia Press), <http://founders.archives.gov/documents/Washington/03-14-02-0424>; Robert Adam, *Virginia Gazette*, February 14, 1777, GenealogyBank.

⁹⁹ Thomas Preisser, "Eighteenth-Century Alexandria, Virginia, before the Revolution, 1749-1776" (Williamsburg, Va, William & Mary, 1977), <https://scholarworks.wm.edu/etd/1539623705>, 93.

¹⁰⁰ George Washington, "To Be Sold at Public Vendue," *Maryland Gazette*, March 10, 1774, Newspapers.com.

¹⁰¹ FDB M1:211, August 16, 1775; William Herbert, "To Be Sold to the Highest Bidder," *Pennsylvania Packet*, September 17, 1778, GenealogyBank.

Chapter 1: Founders Park

That so many lots were available at once signals that a major change recently occurred on the landscape. Adam may have extended or improved the filled area of his waterfront and created more usable land in the process. Beginning in May 1785, Adam began renting lots between Water and Union Streets. His wharf is represented in a petition from 1787, appearing as a short pier extending from the bulkhead (Image 5).

Robert Adam died in 1789 and his town lots were divided among his four children as tenants in common. Since his children were young, he designated James Irwin to manage their properties and affairs after his death.¹⁰² Robinson, Sanderson & Co. leased the wharf and warehouse beginning in March 1792 for £50 annual rent.¹⁰³ The firm had an English base in Whitehaven and imported English goods to Alexandria. They dissolved their partnership in March 1793, leaving William Hodgson in charge of settling their debts and taking over the business in his name.¹⁰⁴ In March 1795, James Irwin leased the wharf and pier to William Hodgson for a 7-year term. It included “Adam’s Pier,” the warehouse and vacant ground adjoining the pier, and a piece of ground adjoining Capt. Conway’s warehouse currently fenced in by William Hodgson.¹⁰⁵ Hodgson continued to import goods from Whitehaven, and traveled to England in 1796. In 1802, he moved to Harper’s Wharf and later kept a warehouse on Prince Street.¹⁰⁶

Adam’s Wharf was documented in a survey of the waterfront block between Queen and Princess Streets in 1794. It shows the wharf extending from the eastern edge of Water Street for 500’ (Image 12). Adam’s lot had 117’ 9 ½” frontage on Water Street, but no structures are represented on that parcel in the survey. This does not mean there were no structures, though, since the survey was directed for the lots on the southern end of the block.

A 1798 survey of the waterfront block shows Adam’s Wharf projecting 355 feet from the eastern edge of Water Street along Princess Street (Image 13). A pier extended a further 130’ into the Potomac River. The survey noted that “several houses” occupied the space that fell along the line from points B to C.

Parcels 20.3 and 20.4: Herbert & Stewart

Jacob Hite sold Lot 21 with two houses to Joshua Storrs for £400 on December 1 and 2, 1773.¹⁰⁷ On December 2 and 3, Hite and Robert Adam sold Storrs the “lower moiety” of Lot 20 for £400.¹⁰⁸ Storrs lived in Henrico County, Virginia, and imported English goods to Richmond on the James River.

William Herbert and Andrew Stewart bought Lot 21 and the “lower moiety” of Lot 20 from Joshua Storrs for £850 in 1774.¹⁰⁹ They made a significant improvement by extending a wharf to the channel, identified as Parcels 20.3 and 20.4 of this study (Image 12). Unfortunately, Stewart died and Herbert sold the property mid-project:

¹⁰² Robert Adam, Last Will and Testament, FWB E1:315, June 16, 1789.

¹⁰³ James Irwin, Guardian Account for estate of Robert Adam, FWB F1:307, December 1, 1793. The account shows they paid ahead for 3 years.

¹⁰⁴ William Hodgson, *Virginia Gazette and Alexandria Advertiser*, July 11, 1793, GenealogyBank.

¹⁰⁵ Alex. F:311, March 6, 1795.

¹⁰⁶ Miller, *Artisans and Merchants*, s.v. “Hodgson, William.”

¹⁰⁷ FDB L1:257, December 1, 1773; FDB L1:259, December 2, 1773.

¹⁰⁸ FDB L1:262, December 2, 1773; FDB L1:264, December 3, 1773.

¹⁰⁹ FDB M1:1, July 29, 1774; FDB M1:2, July 30, 1774.

“one hundred and eighteen [feet] front on the river, improved with a wharf run out to the channel, where a vessel of any burthen may lay and take in her load, the wood work is completely finished and part filled in, and joins the wharf known by the name Adam’s, or the Long Wharf...is bounded by Water street and the river (Image 15).”¹¹⁰

Richard Conway purchased this waterfront parcel, known as the “lower moiety” of Lot 20, for £3,000 in October 1778.¹¹¹ Conway was a merchant who imported goods including salt, wines, sugar and textiles in partnership with Robert and Thomas Conway.¹¹² In 1779, Conway and several other Alexandria wharf owners including Robert Adam sold a brigantine built to serve as a privateer.¹¹³ Conway paid wharfage fees at both public wharves in Alexandria from 1775-1779. He was appointed a Town Trustee in 1778.¹¹⁴

Parcels 20.3 and 20.4: Conway’s Wharf

After Richard Conway purchased the “lower moiety” of Lot 20, he completed and improved upon the work begun by Herbert and Stewart. Conway became the Mayor of Alexandria in 1783, remained on the Common Council in 1785, and served as Justice of the Peace from 1786-1788. He imported salt, wines, sugar and molasses. His house and retail shop were nearby on Oronoco Street.¹¹⁵ Advertisements for Conway’s Wharf do not appear until 1785, when William Hartshorne & Co. docked a vessel bound for London there in March.¹¹⁶ It is represented in a petition from 1787, appearing as a short pier extending from the bulkhead (Image 5). *Citizen*, a ship docked at Capt. Conway’s Wharf in April 1793, offered “CADIZ SALT, suitable for the Fishery” from the agency of William Wilson & Co.¹¹⁷

Conway’s Wharf was documented in a survey of the waterfront block between Queen and Princess Streets in 1794. It shows the wharf extending from the eastern edge of Water Street for 500’ (Image 12). Conway’s lot had 117’ 9 ½” frontage on Water Street, but no structures are represented on that parcel in the survey. This does not mean there were no structures, though, since the survey was directed for the lots on the southern end of the block.

In 1796, Conway added 50’ to the southern side of his property, a portion of land that was part of the Kirkpatricks’ 99-year lease from the Trustees.¹¹⁸ In the 1794 survey, this lot extended only 150’ from the east side of Water Street. It had one warehouse on it at that time (Image 12). Conway and William Hepburn cooperatively extended the wharf to the eastern edge of Union Street, 350’ from the eastern side of Water Street (Image 13).

Another survey in 1798 shows Conway’s Wharf with two structures, both stone and brick warehouses (Image 13). One sat on the east side of Union Street, and the other on the west. Union Street is not

¹¹⁰ William Herbert, “To Be Sold to the Highest Bidder,” *Pennsylvania Packet*, September 17, 1778, GenealogyBank.

¹¹¹ FDB D4:253, October 21, 1778.

¹¹² Richard Conway & Co., “Just Imported,” *The Maryland Journal and Baltimore Advertiser*, July 28, 1778, GenealogyBank.

¹¹³ Robert Adam et al., “To Be Sold,” *The Maryland Journal and Baltimore Advertiser*, July 13, 1779, GenealogyBank.

¹¹⁴ “Proceedings,” March 14, 1778, June 15, 1775-April 1778, quoted in Ring and Pippenger, *Town Lots*, 172, 180.

¹¹⁵ Miller, *Artisans and Merchants*, s.vv. “Conway, Richard,” “Conway’s Wharf.”

¹¹⁶ Capt. Nathaniel West and William & Co Hartshorne, “For London,” *Virginia Journal and Alexandria Advertiser*, March 10, 1785, GenealogyBank.

¹¹⁷ William Wilson & Co., “For London,” *Columbian Mirror and Alexandria Gazette*, April 10, 1793, GenealogyBank.

¹¹⁸ FDB Z1:352, November 16, 1796.

marked on the survey, but it was there and likely not recorded because it was not material to the ground in question. Conway's Wharf extended 499' from Water Street on the north edge, and 495' on the south.

Lot 26

Kirkpatrick's Wharf

John Kirkpatrick originated in Kirkcudbright, Galloway, Scotland and came to Virginia as an agent of the Scottish firm Maxwell Guthrie & Co.¹¹⁹ He served as George Washington's secretary during the Seven Years' War from 1755-1757 and then returned briefly to Kirkcudbright at the end of 1758.¹²⁰ It is not known when he returned to Virginia, however he partnered with Joseph Watson from 1758-1759 to sell goods to the Virginia Regiment. John applied to the Town Trustees for "liberty to build a vessel on the upper Point call'd West Point" and was approved in July 1762.¹²¹ He offered a schooner for sale in September, possibly that same vessel. John partnered with his brother, Thomas Kirkpatrick, to import rum, molasses, and enslaved Africans to Alexandria in September 1762.¹²² He was appointed a Trustee for Alexandria in September 1763.¹²³ Thomas Kirkpatrick & Co. built another vessel, snow *Triton*, at Alexandria in 1764.¹²⁴ In 1768, the brothers applied to the Trustees for permission to build a warehouse and wharf on the east side of Water Street opposite Lot 26. They were granted a 99-year lease with annual ground rent of five shillings beginning on December 25, 1768.¹²⁵

It is not known how quickly the Kirkpatrick brothers built their wharf and warehouse. Jonathan Hall replaced John Kirkpatrick as a town Trustee in February 1770, showing that Kirkpatrick likely died before that date.¹²⁶ Thomas Kirkpatrick continued their business. His wharf was mentioned in 1784 as one of three locations where Alexander Chisholm would unload shad and herring.¹²⁷ The wharf extended approximately 150' from the east side of Water Street in 1794 (Image 12). One warehouse stood on the northern edge of the parcel.

Thomas West, heir of Hugh West, apparently ignored the City lease and believed he had a lawful claim to the "slip of land" between the south boundary of Lot 20 and the north edge of Queen Street. He sold this land to Richard Conway in 1791 but then offered a quitclaim to William Hepburn in 1796.¹²⁸ Thomas West initiated two legal actions related to this parcel, one in 1794 and another in 1798. He filed for ejectment, or eviction, against William Wools & Co. and described a 78' 5 ¼" "slip of land" extending from the east side of Water Street (Image 12). Presumably, West contested William Wools & Co.'s

¹¹⁹ FDB C1:320, April 8, 1752.

¹²⁰ John Kirkpatrick, "Founders Online: To George Washington from John Kirkpatrick, 17 September 1757" (University of Virginia Press, September 17, 1757), <http://founders.archives.gov/documents/Washington/02-04-02-0261>; John Kirkpatrick, "Founders Online: To George Washington from John Kirkpatrick, 3 September 1758" (University of Virginia Press, September 3, 1758), <http://founders.archives.gov/documents/Washington/02-05-02-0365>.

¹²¹ "Proceedings," July 2, 1762, quoted in Ring and Pippenger, *Town Lots*, 147.

¹²² John Kirkpatrick and Thomas Kirkpatrick, "JUST IMPORTED," *Maryland Gazette*, September 9, 1762.

¹²³ "Proceedings," September 20, 1763, quoted in Ring and Pippenger, *Town Lots*, 152.

¹²⁴ Preisser, "Eighteenth-Century Alexandria, 105.

¹²⁵ "Proceedings," December 16, 1766, quoted in Ring and Pippenger, *Town Lots*, 154.

¹²⁶ "Proceedings," February 7, 1770, quoted in Ring and Pippenger, *Town Lots*, 162.

¹²⁷ Alexander Chisholm, *Virginia Journal and Alexandria Advertiser*, March 4, 1784, America's Historical Newspapers.

¹²⁸ Alex. D:273, September 20, 1791; ADB N:395, November 5, 1796.

occupancy of the land he considered to be his own. Wools was a tavern keeper on Water Street from 1803-1805, though it is unknown what type of business he conducted on this parcel.¹²⁹

In his 1798 lawsuit, Thomas West sought a remedy in Chancery against Richard Conway in relation to Conway's wharf boundaries and the land claimed by West.¹³⁰ It is not clear what the court's remedy for this boundary dispute was, but Thomas West made no further documented claims to this portion of the waterfront.

William Hepburn bought the lease from the Kirkpatrick heirs some time before 1796, however the transaction was not officially recorded. Hepburn then transferred the lease for the northern 50' wide segment of the lot to Richard Conway.¹³¹ Hepburn retained about 67' of frontage along the northern side of Queen Street. The 1798 survey showed an "unfinished" wharf extending 350' east of Water Street (Image 13). William Hepburn and Richard Conway cooperatively built and filled the wharf to Union Street, likely in 1797 or 1798. Gilpin's 1798 *Plan of the Town of Alexandria* incorrectly shows the Queen Street dock and the parcels north of it filled in east of Union Street (Image 14).

¹²⁹ Miller, *Artisans and Merchants*, s.v. "Wools, William;" "Record of Surveys, 1742-1856" (Fairfax County, Virginia), United States, Virginia, Fairfax - Land and property, FamilySearch, <https://www.familysearch.org/search/catalog/196528?availability=Family%20History%20Library>.

¹³⁰ "Record of Surveys, 1742-1856", 74-75.

¹³¹ FDB Z1:352, November 16, 1796. Since Hepburn did not legally own the title, the transfer to Conway went directly from the Fitzpatrick heirs.

Chapter 1: Founders Park



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

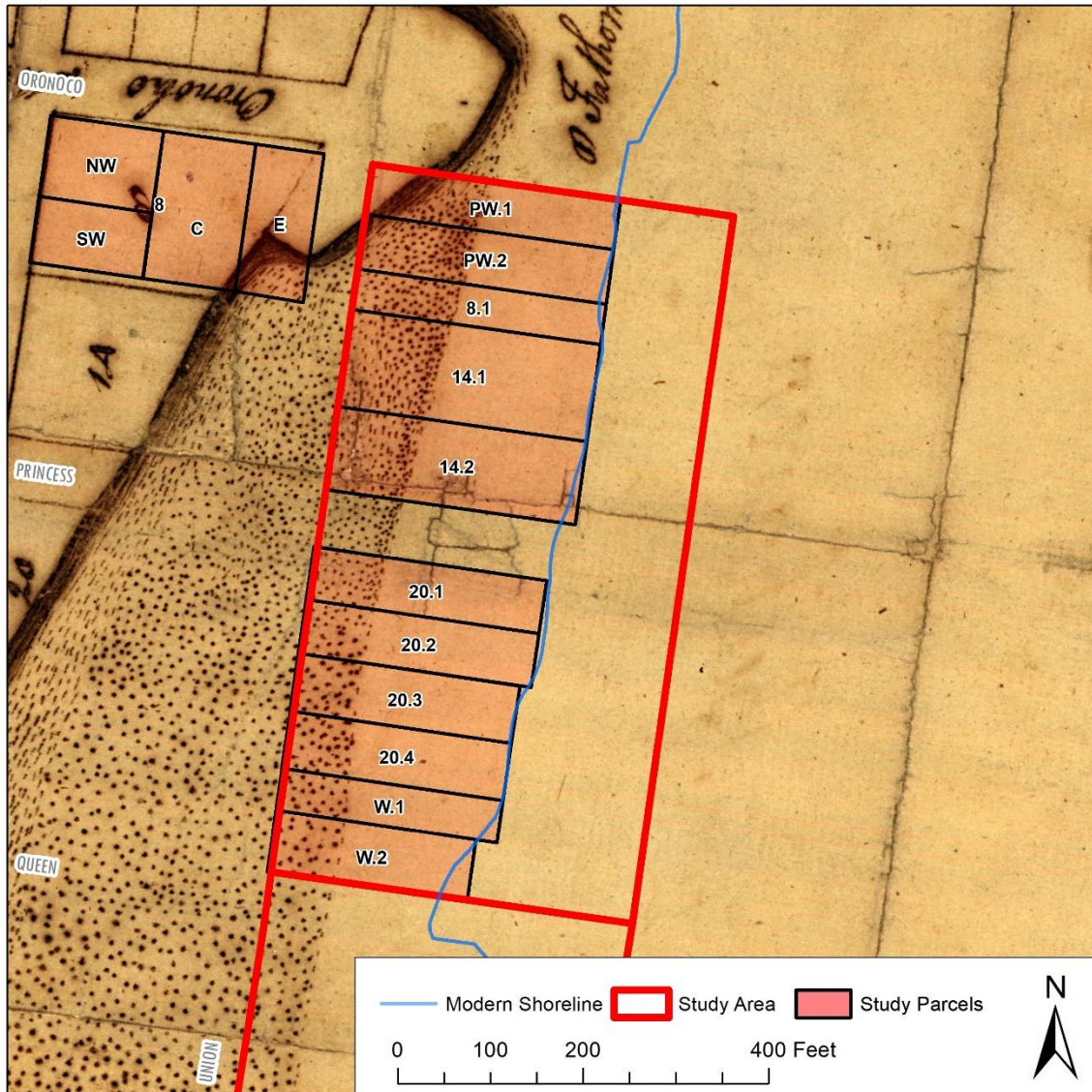


Image 3. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. <https://www.loc.gov/resource/g3884a.ct000223/>. Detail.

Chapter 1: Founders Park



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



Image 5. William Hepburn and John Dundas, "Petition of William Hepburn and John Dundas" (Legislative Petition, Alexandria, Virginia, November 20, 1787), Library of Virginia, http://rosetta.virginiamemory.com:1801/delivery/DeliveryManagerServlet?dps_pid=IE2584276.

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

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

FOR SALE,

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

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

WILLIAM HUNTER, JR.

Alexandria, June 23. 1791. 100 — 6w.

Image 7. William Hunter Jr., "For Sale," Virginia Gazette and Alexandria Advertiser, June 23, 1791, GenealogyBank.

IN pursuance of two Deeds from the late Mr. *William Hunter*, jun. to the subscriber, one dated the fifth day of February, in the year 1791, for securing the Payment of £. 399 : 12 : 4, lawful money of Virginia, with interest thereupon from that date; and the other, dated the ninth day of February, in the same year, for securing the payment of £. 450 : 3 : 6, lawful money of Virginia, with interest thereupon from the date thereof—I shall expose to Sale, for ready-Money, at Public Auction, at the Public Ferry-Landing, in this Town, on the 20th day of next month, at 12 o'clock, one undivided Moiety of the FERRY-LANDING and FERRY, at the Town of Alexandria, over and across the *River Potowmack* to the Maryland Shore—Also one undivided Moiety of the WHARF adjoining thereunto, and of the WAREHOUSE, situated on part of said Wharf, together with all the advantages and hereditaments thereunto respectively appertaining; which said Moieties of the Ferry-Landing and Ferry, and Wharf, with the Appurtenances, were sold and conveyed by Mr. *John Allison* to the said *William Hunter*, jun. Upon Payment of the purchase-money, I shall make conveyances of all the right and title vested in me by the said deeds of trust.

WILLIAM HODGSON.

Alexandria, Feb' 12, 1793. 186—t.d.s.

Image 8. William Hodgson, Virginia Gazette and Alexandria Advertiser, March 14, 1793, GenealogyBank.

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

THE HOUSE and GARDEN, now occupied by Mr. Patrick Murray, and situated on the Corner of King and Pitt Streets.——Also, to be rented for a Term of Years, a new Two-Story HOUSE on the Wharf, near the Ferry-Landing; it is 30 by 24 Feet, and may be easily finished for a Dwelling-House or Store.——Also, to be Rented on Ground-Rent for ever, several LOTS of GROUND on the Wharf, on Princess and Union Streets, one of which is a Corner-Lot, with a South and East Front, containing 70 by 50 Feet, and would do well for a Tavern, being near the Ferry-Landing.——Also, to be Rented or Sold, the Whole or Part of a LOT, on Princess and St. Asaph's Streets, with a South and East Front, containing 176½ Feet Front, and 63 in Depth; it lies high up, and pleasantly situated on the South-East Corner of the Square where Mr. Charles Lee lives.——Likewise, to be Let on Ground-Rent for ever, a LOT of GROUND, situated between Queen and Princess Streets, on Pitt-street, containing 86 Feet by 123½.——Also, 2000 acres of patent Land, in the County of Monongalia, about 5 Miles from Morgan's-Town, and 3 from the River Monongalia, which will be Sold low for Cash or Soldier's Certificates, or exchanged for Land in this County.——The Terms may be known by applying to

WILLIAM HEPBURN.

Alexandria, April 13, 1785.

Image 9. William Hepburn, "To Be Rented," Virginia Journal and Alexandria Advertiser, April 14, 1785, GenealogyBank.

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

WILLIAM HEPBURN.
August 26. 3^{wp}

JUST RECEIVED FROM HEPBURN

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

Robert Adam,
HAS for sale, old Jamaica spirits, West-India
rum, coffee, sugar and cocoa.—Also, a
general Assortment of DRY-GOODS, and
QUEEN'S-WARE, which he will sell on very
reasonable terms, for cash or country produce.—
He has to let, on Ground-Rent for ever, Twenty-
Nine LOTS under the bank, all made ground,
between Water and Union streets, and also on the
east side of Union-street, and thence running along
Princess-street, all of which are very well calculated
for trade, and the accommodation of tradesmen, and
very convenient to deep water, where vessels of
any burthen may load and unload.—The terms may
be known by applying to said Adam, Mr. John
Lomax, or Mr. William Ward, where a plan of said
Lots may be seen,
March 1, 1785.

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

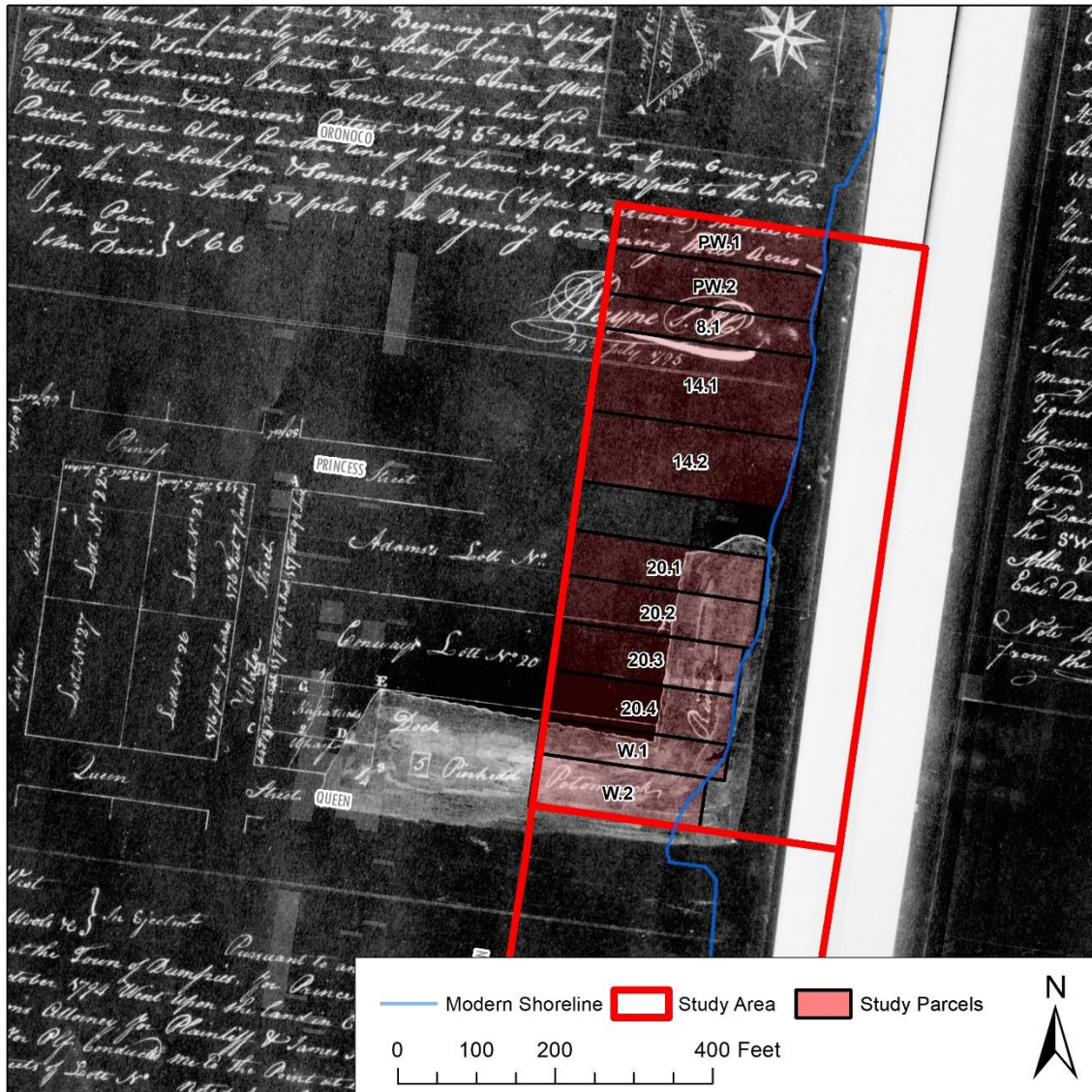


Image 12. Detail of "Record of Surveys," Fairfax County, 56 [Image 164], 1794.



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

Chapter 1: Founders Park

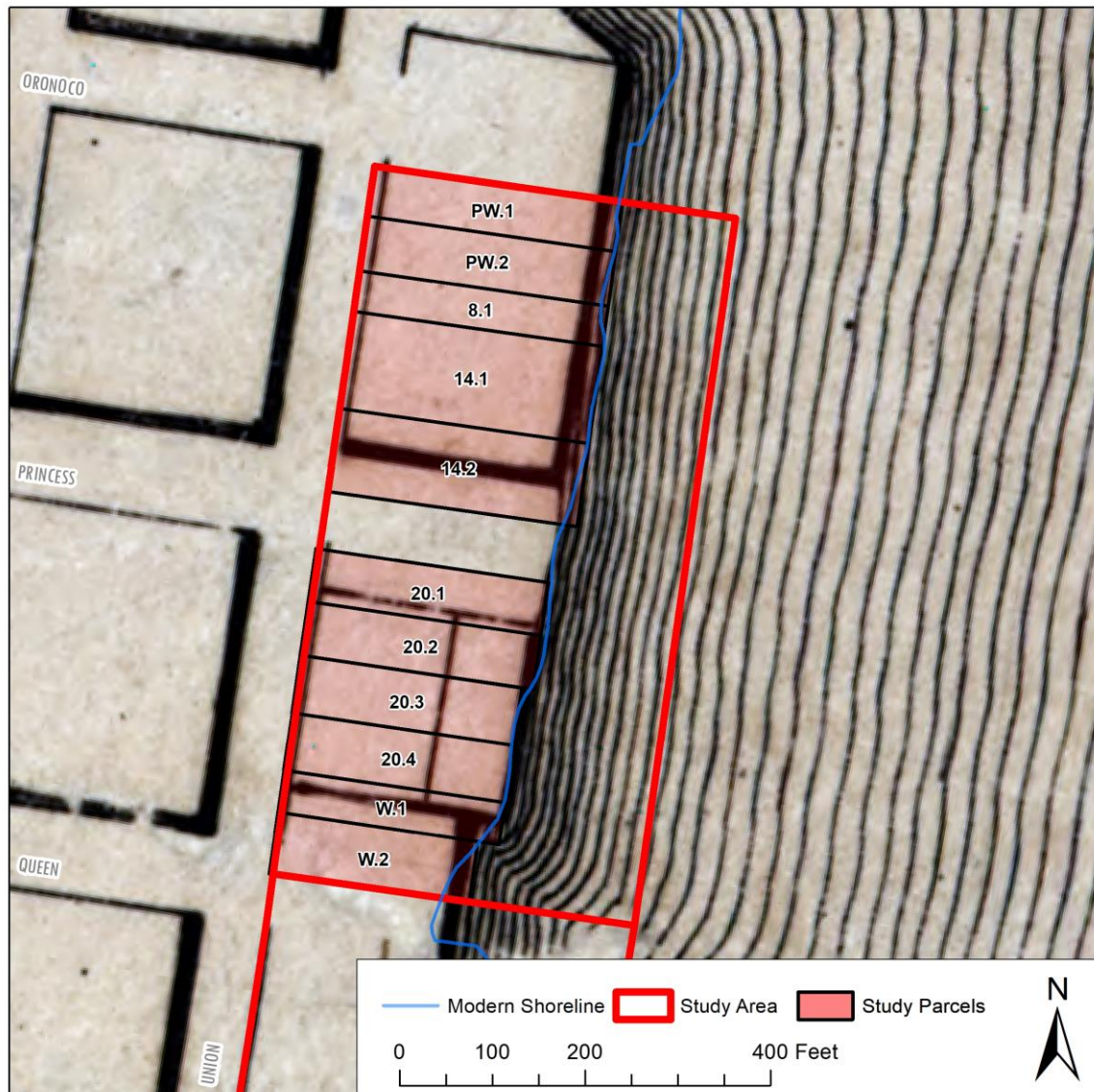


Image 14. Gilpin, George. "Plan of the Town of Alexandria in the District of Columbia, 1798." Image. Alexandria, Virginia: I. Thomas, 1798. <https://www.loc.gov/item/91681006/>. Detail.

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

TWO valuable lots in said town, one of which is one hundred and eighteen feet front on the river, improved with a wharf run out to the channel, where a vessel of any burthen may lay and take in her load, the wood work is compleatly finished and part filled in, and joins the wharf known by the name of Adam's, or the Long Wharf. It has every advantage a water lot can require, and is bounded by Water-street and the river.

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

WILLIAM HERBERT.

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

W. HERBERT.

Alexandria, Sept. 10, 1778.

Image 15. William Herbert, "To Be Sold to the Highest Bidder," Pennsylvania Packet, September 17, 1778, GenealogyBank.

Early 19th Century, 1800-1859

Oronoco to Princess Street

Parcel PW.1

Potomac Brewery

Henry Keppele offered the brewery for rent in August 1800, “the buildings and brewing materials...in compleat order.”¹³² In November, he was brewing strong table and small beer.¹³³

On April 23, 1801 an execution from the DC Circuit Court in favor of William Billington ordered the Marshall to seize the goods and chattels of John Towers to raise the sum of \$1,075. The brew house implements, including the copper vessels, and the unexpired lease term, were offered for public sale. Joseph Thomas won the bidding with \$45.¹³⁴

In early 1804, merchant Thomas Cruse purchased William Billington’s interest in the brewery, and notified the public that brewing and sales would carry on as usual.¹³⁵ The Common Council soon thereafter gave him permission to use earth from the surrounding streets to fill in the Public Wharf: “as may be necessary to fill up and repair the descent of Oronoco Street to the river.” The earth was to be taken from Oronoco between Water and Union and Water between Oronoco and Princess. Cruse went too far, however, and was cited by the Council for taking too much earth from Oronoco. He was ordered to repair the road and if he refused, to be charged by the town for the repairs.¹³⁶ That situation resolved, and Cruse sought barley for his brew house in October 1804.¹³⁷

Cruse promoted his local Irish Whiskey in August 1805, but in 1806 first offered the brewery for sale. The brewery boasted two copper boilers, malt house, kiln and mill (Image 16). Cruse estimated an annual sale of 1,300 barrels of beer, and suggested markets in Washington, DC, the West Indies, and Charleston. In May 1807, his final notice regarding the sale was published.¹³⁸ It appears that no offer came through, as the Common Council investigated “the state of the public property at Point West, to confer with Thomas Cruse and Rob. I. Taylor, administrator of Jesse Taylor, respecting their several leases and the rents in arrear...”¹³⁹ One year later, in 1811, a committee of Council members was to “contract for the repairs of the wharf and brew house lately held by Thomas Cruse & the wharf leased by Jesse Taylor,

¹³² Henry Keppele, “To Rent,” *Times; and District of Columbia Daily Advertiser*, August 20, 1800, GenealogyBank.

¹³³ Henry Keppele, “Potowmac Brewery,” *Times; and District of Columbia Daily Advertiser*, November 4, 1800, GenealogyBank.

¹³⁴ ADB B:215, May 12, 1801. The auction included a second lot on the north side of Oronoco Street.

¹³⁵ Thomas Cruse, “Potomac Brewery,” *Alexandria Daily Advertiser*, March 21, 1804, GenealogyBank.

¹³⁶ James McCrea, “In Common Council,” *Alexandria Daily Advertiser*, June 30, 1804, September 18, 1804, and September 24, 1804, GenealogyBank.

¹³⁷ Thomas Cruse, “BARLEY,” *Alexandria Daily Advertiser*, October 8, 1804, GenealogyBank.

¹³⁸ Thomas Cruse, “Brewery for Sale,” *Virginia Argus*, May 20, 1806; Thomas Cruse, “Brewery in Alexandria,” *Aurora General Advertiser*, June 7, 1806; Thomas Cruse, “Strong Beer Brewery,” *Alexandria Daily Advertiser*, February 5, 1807; Thomas Cruse, “A Brewery Establishment,” *Alexandria Daily Advertiser*, May 29, 1807, GenealogyBank.

¹³⁹ “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, June 7, 1810, GenealogyBank.

deceased..."¹⁴⁰ Cruse continued as a merchant in town and the Council ordered to use the old brewhouse as a storage facility for city-owned tobacco.¹⁴¹

The Council reconsidered the old brewery in 1819, forming a committee to study the potential for a lease. They desired a tenant who would bring the building back into use and maintain it. The wharf would be a part of the lease, with the caveat of not impeding on the "fish market" during that season.¹⁴²

County Wharf

The wharf area was typically considered separate from the Brew House lot. William Rhodes built a schooner there and offered it for sale in 1800 (Image 17). The 1810 tax assessment listed four occupants on the County Wharf. William Bartleman was a merchant who also engaged in carpentry and bridge building. In 1813, the Council sought a release from him for his interest in a part of the wharf.¹⁴³ Leonard King was a laborer who lived on the wharf from at least 1804-1810.¹⁴⁴ Susannah Green was a seamstress there from 1804-1810.¹⁴⁵ Samuel Henson was a laborer who lived there from 1804-1810.¹⁴⁶

Fish Wharf

In 1813, city officials moved the public Fish Market, which operated from Keith's Wharf and Jones Point in previous years, to the County Wharf and adjacent property. In February, they passed an act to regulate the seasonal activities including the ability of fishmongers to lease stands on the wharf, to control their use of fire near the tobacco warehouse and restrict their fish processing to planks over water whereby the offal would float away. The City rented out the wharf, with limitations of use during the March-June fishing season, and the Superintendent of Police managed the stand rentals during the season.¹⁴⁷

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

¹⁴⁰ "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, June 10, 1811, GenealogyBank.

¹⁴¹ Edm. I. Lee, "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, August 10, 1811, GenealogyBank.

¹⁴² I. P. Thompson, "Alexandria Common Council," *Alexandria Gazette & Daily Advertiser*, May 31, 1819, GenealogyBank.

¹⁴³ Miller, *Artisans and Merchants*, s.v. "Bartleman, William."

¹⁴⁴ Ibid., s.v. "King, Leonard."

¹⁴⁵ Ibid., s.v. "Green, Susan."

¹⁴⁶ Ibid., s.v. "Henson, Samuel."

¹⁴⁷ Edmund I. Lee, "An Act," *Alexandria Gazette*, February 20, 1813; John Mandeville, "NOTICE," *Alexandria Daily Gazette, Commercial & Political*, February 26, 1813, GenealogyBank; "NOTICE," *Alexandria Daily Gazette, Commercial & Political*, March 16, 1813, GenealogyBank.

windows. In the house, his wife cooked meals for fishermen and fish processors, they offered boarding, and had additional space for fish storage.¹⁴⁸

An 1856 fire, which started northwest of here at the Sumac Mills, threatened a public warehouse on the wharf and destroyed one “small booth” in Fishtown. Firefighters pumped water from the Potomac to fight the flames.¹⁴⁹

North of Oronoco Street, the City-owned wharf was leased to the American Coal Company in 1857. The company made significant improvements to that side of the wharf and continued to operate there until 1885. They shipped coal from Cumberland, Maryland, to Alexandria via the C&O and Alexandria Canals.¹⁵⁰

Parcel PW.2: Fish Wharf

Jesse Taylor’s estate retained its lease on this parcel. In 1810 the tax assessment shows two tenants: John Evans and Richard Wadkin. John Evans was likely a laborer or ship carpenter, here since 1796 or 1804.¹⁵¹ Evans was the sole tenant listed in the 1820 tax assessment. Richard Wadkin may have also been a laborer.¹⁵² The estate unfortunately did not keep up with its lease or tax bill with the City. They appointed a committee to inquire about the rent arrears in June 1810, the rent and taxes in June 1811, and to secure a release of the title from the heirs in January 1813.¹⁵³ The heirs of Jesse Taylor officially released their title in exchange for the cancellation of their rent arrears in January 1817.¹⁵⁴

The fish market here was mentioned as an asset near Hepburn’s for-rent wharf in 1817.¹⁵⁵ A sunken schooner, *Retaliation*, lay abandoned at the Fish Wharf in August 1820.¹⁵⁶ Alexandria’s Superintendent of Police, William N. Mills, sought bids for someone to rent the Fish Wharf after the season, which usually ended in mid-May, until March 1, 1843, the earliest start for the next year’s season. The contract stipulated that previous seasonal renters could ship their barrels free of wharfage and that Robert Jamieson could land wood at the new plank wharf (Parcel 14.1).¹⁵⁷ The 1845 town survey labeled this and the wharf north of it as the Fish Wharf (Image 19).

¹⁴⁸ “Beckley, William C.,” Ancestry.com. U.S., *Southern Claims Commission Allowed Claims, 1871-1880* [database on-line]. Lehi, UT, USA: Ancestry.com Operations Inc, 2008.

¹⁴⁹ “Conflagration in Alexandria,” *Richmond Enquirer*, December 9, 1856, GenealogyBank.

¹⁵⁰ “New Coal Company,” *Alexandria Gazette*, January 2, 1855, GenealogyBank; “Renting of the Fish Wharf,” *Alexandria Gazette*, June 1, 1857, GenealogyBank; “Fish Wharf,” *Alexandria Gazette*, June 29, 1857, GenealogyBank; “Dock Deepening,” *Alexandria Gazette*, April 4, 1868, GenealogyBank; “The American Coal Co.,” *Alexandria Gazette*, April 28, 1885, GenealogyBank; “In the Board of Alderman,” *Alexandria Gazette*, January 26, 1887, GenealogyBank; “Board of Aldermen,” *Alexandria Gazette*, March 9, 1887, GenealogyBank; “Lease Expired,” *Alexandria Gazette*, November 1, 1889, GenealogyBank.

¹⁵¹ Miller, *Artisans and Merchants*, s.v. “Evans, John.”

¹⁵² Ibid, s.v. “Waddkins, Robert.”

¹⁵³ “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, June 7, 1810, GenealogyBank; “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, June 10, 1811, GenealogyBank; “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, January 5, 1813, GenealogyBank.

¹⁵⁴ ADB E2:443, January 11, 1817.

¹⁵⁵ William Hepburn, “TO RENT,” *Alexandria Gazette, Commercial and Political*, April 10, 1817, GenealogyBank.

¹⁵⁶ James McKenzie, “Notice,” *Alexandria Gazette & Daily Advertiser*, August 5, 1820, GenealogyBank.

¹⁵⁷ William N. Mills, “FISH WHARF,” *Alexandria Gazette*, May 27, 1842, GenealogyBank. The “new plank wharf” was on Parcel 14.1 in this study.

Chapter 1: Founders Park

The city offered the fish wharf and Jamieson's Wharf, Parcel 14.1, for rent in 1845 "with all the extensive and well adapted warehouses for curing and storing of fish on said wharf...with the privilege to the renters of shipping their barreled fish free of wharfage, and of storing the same in said warehouses free of charge, until 1st day of March 1846."¹⁵⁸

The Fish Wharf was described in 1846 as 500' of river frontage, including several docks and berths, and extending east from Union Street in most places about 240'. The City supplied enough boards to build a temporary platform over the permanent wharf surface, likely gravel or dirt, on which to clean fish. "All the Shanties or other buildings now located on the said wharf, east of a line drawn north and south with the line of the east end of the Corporation warehouse on said wharf, shall be removed."¹⁵⁹

Waters & Zimmerman became the agents for the Maryland Mining company, which mined coal from Cumberland, Maryland and brought it via canal to Alexandria where it was wharfed and then loaded onto ocean-going vessels. They subleased the city-owned Fish Wharf in 1851 to store the coal. An estimated 900 tons of coal caused the wharf to sink and buckle, causing the city to order them to remove the coal on the property.¹⁶⁰ In 1858, the firm, now with additional partner and son of Benjamin Waters, Thomas A. Waters, became agents for a fertilizer manufacturer, B. M. Rhodes & Co., selling "Rhodes' Super Phosphate of Lime."¹⁶¹

The "booth" or eating house of Betsey Dogan, a free Black woman who rented a lot on the Fish Wharf, burned in 1860. She had it rebuilt in February or March 1861. A free Black ship caulker named Charles W. Brown remembered lodging with her before the fire, helping to build the new structure, and staying there for a few weeks after it was built.¹⁶²

Parcel 8.1: Taylor's Wharf

During the early 19th century, the use and occupancy of this wharf is not well documented. This wharf was an informal extension of the Fish Wharf. The tax assessor considered it as one with the City-owned parcel to the north, so it may have been occupied by John Evans and/or Richard Wadkin. Jesse Taylor died intestate in 1800, leaving his widow, Elizabeth, and seven adult children as heirs.¹⁶³ Ultimately, this parcel was divided into 48 shares. In 1826, Robert J. Taylor, a lawyer and son of Jesse and Elizabeth Taylor, began to acquire those shares through numerous transactions over the span of 17 years.¹⁶⁴ The

¹⁵⁸ From the *Alexandria Gazette* quoted in Donald G. Shomette, "Maritime Alexandria: An Evaluation of Submerged Cultural Resource Potentials at Alexandria, Virginia" (Alexandria, Virginia: City of Alexandria, January 1985), 181, https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportshomettewaterfrontsubmergedresources.pdf?_gl=1*1subkg3*_ga*M TU2NjgxODM0Ni4xNjc3MDAzODkz*_ga_249CRKJTTH*MTcwMDU4OTk0Ny40NzMuMC4xNzAwNTg5OTQ3LjAuMC4w.

¹⁵⁹ From the *Alexandria Gazette*, January 15, 1846, quoted in Shomette, "Maritime Alexandria," 182.

¹⁶⁰ Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927, Common Council of Alexandria vs Benjamin Waters, Reuben Zimmerman, Jarvins etc., 1852-015. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia; Arlington Chancery, Waters & Zimmerman vs Maryland Mining Co, 1855-014.

¹⁶¹ Arlington Chancery, Waters, Zimmerman & Co. vs B M Rhodes & Co., 1860-013. Zimmerman died in June 1859.

¹⁶² "Dogan, Robert H.," *Southern Claims Commission Allowed Claims, 1871-1880*.

¹⁶³ Arlington Chancery, William Helm vs. Heirs of Jesse Taylor, 1802-011.

¹⁶⁴ ADB P2:438, May 27, 1826; ADB P2:430, June 15, 1826; ADB P2:423, June 16, 1826; ADB P2:427, August 29, 1826; ADB U2:500, July 12, 1833; ADB W2:149, April 14, 1836; ADB X2:275, August 15, 1837; ADB D3:226, August 10, 1843.

1830 tax assessment did not list any tenants here. An 1842 map shows several buildings on this and the City-owned County Wharf (Image 18). Alexandria rented this parcel from Taylor's heirs, until the City purchased it at public auction, paying \$400 for 1/8 share. Presumably all shares eventually transferred to the City after this sale.¹⁶⁵

Parcel 14.1: Ferry Wharf

John Hodgkins was licensed and bonded to operate a ferry from Alexandria's Ferry Wharf to Thomas' Ferry on the Maryland shore in November 1802.¹⁶⁶ Hodgkin(s) was a tavernkeeper and horse dealer; he ran the Indian Queen Tavern for several years.

Shortly after the turn of the century, Andrew Jamieson, prominent baker, and Robert Anderson gained control of the entire parcel. In July 1802, they purchased the southern half of the parcel from John & Rebecca Allison of Wilkes County, Georgia, including half the profits from the pier.¹⁶⁷ In December 1803, Jamieson & Anderson took over Joseph Thomas' lease of the northern half, however Thomas reserved the Ferry and north side of the dock for his own use.¹⁶⁸ An 1804 map showed the ferry approximately located at this parcel. In 1810, tax records show Benjamin Brady as their tenant on the parcel. An 1815 advertisement offered the "Upper Ferry Wharf" for rent with a store, dwelling house and cooper shop (Image 20). In December 1819, Joseph Fearson and his father established themselves here in the grocery and wood business under the name S. G. Fearson & Co. They offered oakwood for sale in 1820.¹⁶⁹ 1820 tax records show Jas. N. & Jos. Fearson as tenants.

Andrew Jamieson died in 1823, leaving his real estate to his wife, Mary Jamieson, and son, Robert Jamieson, equally divided between them.¹⁷⁰ Soon after, Robert Jamieson and Robert Anderson offered the Upper Ferry Wharf, with the store, dwelling house, and cooper's shop, for rent (Image 21).

In 1827, Robert Anderson and Robert Jamieson bought out the ground rent of the northern half of the parcel, at that time jointly owned by several heirs of John Hunter.¹⁷¹ They offered to rent "for the fishing season, the shop and salt shed in the house at the Upper Ferry, occupied last year by Monroe & Co. (Image 22)"

The Constable of Alexandria enforced two writs of execution in favor of John M. Johnson & Co. and James Thomas against Thomas Kingston. Kingston's interest in this parcel and its western extension to Water Street sold for \$100 at public auction to James Robinson in 1829.¹⁷² The advertisement described a lot of ground without mentioning any buildings or tenants.¹⁷³ In 1830, James Harris and Hiram Yost were tenants on the parcel.

¹⁶⁵ ADB I3:289, November 13, 1847; Robert J. Taylor, "Auction Sales," *Alexandria Gazette*, July 14, 1847, GenealogyBank.

¹⁶⁶ ADB C:322, November 22, 1802.

¹⁶⁷ ADB E:143, July 19, 1802.

¹⁶⁸ ADB G:197, December 7, 1803.

¹⁶⁹ Miller, *Artisans and Merchants*, s.v. "S. J. Fearson & Co."

¹⁷⁰ Andrew Jamieson, Last Will and Testament, Alexandria Will Book (AWB) 3:98, July 7, 1823; Andrew Jamieson, "Obituary," *Alexandria Gazette*, July 8, 1823, GenealogyBank.

¹⁷¹ ADB R2:291, April 2, 1827.

¹⁷² ADB R2:445, August 25, 1829.

¹⁷³ Richard Shackelford, "Public Sale," *Alexandria Gazette*, July 23, 1829, GenealogyBank.

Chapter 1: Founders Park

Robert Anderson, biscuit baker, died in 1833 and freed two enslaved men in his will: William Thornton with a \$300 payout and Bill Posey. He gave his real estate between Oronoco and Princess Streets to Margaret Conway, sister of Robert Jamieson, to be held in trust by Jamieson.¹⁷⁴

Richard H. Clagett & William Page leased the property beginning in June 1835, using the wharf to receive goods in their grocery and retail goods business. Their store was on King Street since 1824. Clagett & Page dissolved their business in 1849.¹⁷⁵ Page used his interest in the building and fishing fixtures to secure a debt in October 1849.¹⁷⁶

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

"a wharf Lot adjoining the public fish-wharf, fronting on the East side of Union street 104 feet, and extending into the river; on this Lot is a good Dwelling House and a Cooper's Shop. This property will be sold subject to Clagett & Page's Lease of the wharf which has three years to run from June last. (Image 23)"

Robert Jamieson sold his father's real estate to Benoni Wheat, and Wheat immediately sold it back to Jamieson at the same price.¹⁷⁷ In 1840, Jamieson bought Andrew Conway's share of Robert Anderson's estate.¹⁷⁸ He bought Colin A. Conway's share in 1848.¹⁷⁹ Tax records list John D. Simms as the tenant of the house, lot and wharf in 1840. The City Council approved a plan to lease this parcel, known as the Ferry Wharf, from Jamieson for seven years starting in June 1840.¹⁸⁰ The City was obligated to pay \$200 annual rent, and Jamieson was allowed to land his flour and wood on the premises free of wharfage, except during the fishing season. A plank platform 24' by 84' was built here in or shortly before 1842.¹⁸¹

An 1842 map of the Potomac River shows depth measurements on the north edge of this parcel. An L-shaped pier extended from this parcel, and four structures are represented on the wharf (Image 18). The 1845 Ewing map of Alexandria shows a stepped-front wharf on this parcel (Image 19).

Nathaniel & Sarah Ann Janney sold their share of this parcel, extending from Water Street into the Potomac River, to Robert H. Miller in 1846.¹⁸² In 1851, Robert Jamieson and the remaining Conway heirs sold all their interest in the parcel to Andrew Fleming for \$7,000.¹⁸³

¹⁷⁴ Robert Anderson, Last Will and Testament, AWB 4:60, July 5, 1833; "DIED," *Alexandria Gazette*, July 6, 1833, GenealogyBank.

¹⁷⁵ ADB V2:419, June 5, 1835; Clagett & Page, "New Wholesale and Retail Grocery Store," *Alexandria Gazette & Advertiser*, May 13, 1824; Richard H. Clagett and William Page, "Dissolution of Partnership," *Alexandria Gazette*, September 29, 1849, GenealogyBank.

¹⁷⁶ ADB L3:155, October 24, 1849.

¹⁷⁷ ADB X2:114 and ADB W2:273, September 15, 1836.

¹⁷⁸ ADB B3:5, April 25, 1840.

¹⁷⁹ ADB K3:159, August 28, 1848. Colin A. Conway was the son of Robert and Margaret Conway; Margaret was Robert Jamieson's sister.

¹⁸⁰ R. Johnston, "In Council, 29th May 1840," *Alexandria Gazette*, June 2, 1840, GenealogyBank; ADB B3:12, June 1, 1840.

¹⁸¹ Shomette, "Maritime Alexandria," 181.

¹⁸² ADB G3:383, March 13, 1846.

¹⁸³ ADB M3:368, May 31, 1851. Andrew Fleming and Andrew Jamieson used the parcel to secure a debt in 1854, ADB Q3:393, December 15, 1854.

Fleming & Douglass offered this property for sale in February 1858. It had a two-story frame building which rented for \$200 annually, with one or two fish sheds. The platform wharf was rented for \$300-400 during fishing seasons. They suggested that a coal company might find it to be a convenient point for loading and shipping.¹⁸⁴

Parcel 14.2: Hepburn's Wharf

Hepburn & Dundas dissolved their partnership in May 1803.¹⁸⁵ The wharf and warehouse was vacant in 1810, according to tax records. Hepburn offered the wharf and warehouse for rent in March 1815, December 1816, and April 1817 (Image 24, Image 25).¹⁸⁶ The warehouse was said to hold 20-30,000 bushels of grain or salt. Hepburn died in May 1817, leaving the wharf and warehouse to his grandson, William H. Dundas.¹⁸⁷ Dundas immediately used the real estate to secure a debt.¹⁸⁸ He sought "SQUARE TIMBER, suitable for wharf building" later that year, likely to improve or extend this wharf which may have fallen into disrepair over several years of vacancy.¹⁸⁹ M. Metter & Son occupied the property in 1820, according to tax records. Despite these investments, William H. Dundas did not repay his debt, and the trustee, John Hooff, offered the Wharf, warehouse and lot for public sale in April 1820 (Image 26). George Carter of Oatlands in Loudon County purchased the property.¹⁹⁰ 1830 tax records show Mordecai Miller was the tenant of the warehouse and wharf. Miller was a town commissioner, merchant and landowner. Carter sold Hepburn's Wharf and warehouse, with the docking rights, to Hugh Smith for \$500 in 1831.¹⁹¹ Hezekiah B. Smoot occupied this wharf and warehouse in 1838, using it to package and store fish in barrels (Image 27). He referred to it as "his old stand at the Fish Wharf." Tax records from 1840 show he remained the sole tenant. An 1842 map of the Potomac River shows a wharf extended beyond the end of Princess Street and one structure on the wharf (Image 18). An 1845 map of Alexandria shows a projecting wharf with open docks on the north and south sides (Image 19). Richard C. Barton was the tenant in 1850.

Ulam W. Barker and George Kephart ran an independent lumber trading business from King Street and established their lumber yard near the Fish Wharf at Princess and Union Streets in 1851.¹⁹²

¹⁸⁴ Fleming and Douglass, "Valuable Wharf Property for Sale," *Alexandria Gazette*, February 24, 1858, GenealogyBank.

¹⁸⁵ William Hepburn and John Dundas, "The Partnership of Hepburn & Dundas," *Alexandria Advertiser and Commercial Intelligencer*, May 14, 1803, GenealogyBank.

¹⁸⁶ William Hepburn, "To Be Rented," *Alexandria Gazette, Commercial and Political*, March 25, 1815, GenealogyBank; William Hepburn, "To Rent," *Alexandria Gazette, Commercial and Political*, December 16, 1816, GenealogyBank; William Hepburn, "TO RENT," *Alexandria Gazette, Commercial and Political*, April 10, 1817, GenealogyBank.

¹⁸⁷ William Hepburn, Last Will and Testament, AWB 2:186, May 26, 1817.

¹⁸⁸ ADB F2:126, July 24, 1817.

¹⁸⁹ W. H. Dundas, "Timber," *Alexandria Gazette & Daily Advertiser*, September 18, 1817, GenealogyBank.

¹⁹⁰ ADB K2:166, November 10, 1820. For more on Oatlands and Robert Carter, see <https://oatlands.org/the-carter-era/>.

¹⁹¹ ADB S2:536, January 14, 1831.

¹⁹² 1850 Alexandria Land Tax Book, on file at Alexandria Archaeology; Kephart and Barker, "NEW LUMBER YARD," *Alexandria Gazette*, November 25, 1851, GenealogyBank.

Princess to Queen Street

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

Adam's Wharf is labeled on a plat map of the city from 1804 (Image 28). Unfortunately, it is not detailed enough to reveal any structures on the parcels. The 1810 tax assessment shows these parcels were vacant and still owned by Robert Adam's estate. The heirs partitioned their shared real estate, and John Adam received the northern half (Parcel 20.1 in this study) and Jane Adam Dade, who married Charles S. Dade, received the southern half (Parcel 20.2 in this study).¹⁹³

Parcel 20.1

The 1820 tax assessment shows that Jesse Smith occupied the house, lot and wharf on this parcel. A court-ordered sale of John Adam and William Ramsay Jr.'s property in 1823 resulted in Joseph Janney purchasing this lot and frame tenement valued at \$2,000 for \$990.¹⁹⁴ The 1830 tax assessment shows Mary Smith as Janney's tenant.

Janney sold this parcel to Hugh Smith in 1836.¹⁹⁵ The 1840 tax assessment shows John Dixon as the tenant of the house and wharf. James Lindsay was the tenant in 1850.

An 1842 map of the Potomac River shows a structure at the southeast corner of Princess and Union Streets. The wharf projects into the river, however the water is measured to 10' and 12' at its eastern edge (Image 18). An 1845 map shows the wharf without any detail for structures (Image 19). Hugh Smith sold the parcel to James Smith in 1853.¹⁹⁶

An unknown fish house operator here went out of business in 1858 and their property, including the lumber of the house, went up for sale. The house contained 20,000 feet of lumber, 900 fish barrels, 65 whiskey barrels, 60 fish hogsheads, three fish vats, 250 bushels of salt and miscellaneous tubs, nets, and plank. The business owned three "fine" horses and one "superior" saddle horse, two new carts and one new dray.¹⁹⁷

Parcel 20.2

The 1820 tax assessment shows that Charles S. Dade's estate owned this parcel with no tenants listed. Jane Dade acquired the property in the partition of Robert Adam's estate on May 1, 1823.¹⁹⁸ She used it to secure a debt to Thomas Irwin in 1824.¹⁹⁹ The 1830 tax assessment shows Sofia Stepney as the tenant of Jane Dade. No tenant was listed on the 1840 or 1850 tax assessment.

¹⁹³ ADB M2:421, May 1, 1823; "Married," *Alexandria Daily Gazette, Commercial & Political*, May 25, 1809, GenealogyBank. Though the partition was not officially recorded until 1823, it appears some of the heirs took possession of various parcels and managed them as sole owners before this date.

¹⁹⁴ ADB N2:241, April 18, 1823; ADB M2:511, May 3, 1823. The second deed was to ensure clear title after the official partition of the Robert Adam heirs on May 1, 1823.

¹⁹⁵ ADB X2:85, February 16, 1836.

¹⁹⁶ ADB P3:52, July 8, 1853.

¹⁹⁷ D. Funsten, "Trust Sale of Fish Barrels, Vats, Horses Etc.," *Alexandria Gazette*, February 24, 1858, GenealogyBank.

¹⁹⁸ ADB M2:421, May 1, 1823.

¹⁹⁹ ADB O2:99, July 15, 1824.

Chapter 1: Founders Park

An 1842 map of the Potomac River shows a long, thin structure along the southern edge of the parcel. The wharf projects into the river, however the water is measured to 10' and 12' at its eastern edge (Image 18). An 1845 map shows the wharf without any detail for structures (Image 19).

Jane Dade offered this wharf for rent, "lately occupied by H. Simpson," in March 1845.²⁰⁰

Jane Dade was released from trusts due to repayment of debts in 1844. She entered an additional trust in 1849.²⁰¹

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

Mr. Eastlack built canal boats from his ship yard on the waterfront in 1851.²⁰² During his occupation of this parcel, he installed a railroad with a blacksmith's shop, ship screw, and other equipment (Image 1862 map). He built the *William Fowle* for the Alleghany Coal Company in April 1851.²⁰³ He finished another boat by August of that year with two more on the stocks, ie under construction.²⁰⁴ A fire destroyed a building on this parcel and damaged one adjoining building on December 8, 1851.²⁰⁵

Eastlack had two small boats on the stocks in May 1854.²⁰⁶ In August of that year he launched a sixty ton schooner for S. Shinn & Son.²⁰⁷

Dade offered this parcel for sale in 1855, describing a wharf lot currently occupied as a ship yard by A. W. Eastlack.²⁰⁸ However, in 1859 it was still occupied by A. W. Eastlack but offered for sale by Reuben Johnston, one of Dade's creditors.²⁰⁹

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

Conway's Wharf is labeled on a City plat from 1804, however the plat incorrectly shows that the southern edge of the wharf meets the northern edge of Queen Street (Image 28).

Conway gave his wharf to his brother, Joseph Conway, upon his death in 1806.²¹⁰ At that time, Marsteller & Young, biscuit bakers, occupied the wharf and paid \$1420 annual rent. That rent did not include "the first bake house and yard to the westward of Union Street and forty feet extending from Union Street to the River Potomac and binding on the north side of queen."

Marsteller & Young signed two leases with Conway to secure their occupation of the wharf in 1805 and 1806. The first designated the wharf and pier, a brick dwelling and warehouse, frame warehouse, small frame stable, and the use of the north line of the pier and the dock for a 10-year term at \$500 annual

²⁰⁰ Jane Dade, "For Rent," *Alexandria Gazette*, March 4, 1845, GenealogyBank.

²⁰¹ ADB F3:293, July 1, 1844; ADB K3:489, July 24, 1849.

²⁰² "[The Appearance of the Commencement...]," *Alexandria Gazette*, April 2, 1851, GenealogyBank.

²⁰³ "[A Splendid Canal Boat...]," *Alexandria Gazette*, April 2, 1851, GenealogyBank.

²⁰⁴ "Local Items," *Alexandria Gazette*, August 26, 1851, GenealogyBank.

²⁰⁵ "Local Items," *Alexandria Gazette*, December 9, 1851, GenealogyBank.

²⁰⁶ W., "Communicated," *Alexandria Gazette*, May 9, 1854, GenealogyBank.

²⁰⁷ "Local Items," *Alexandria Gazette*, August 8, 1854, GenealogyBank.

²⁰⁸ Jane Dade and James Dempsey, "For Sale," *Alexandria Gazette*, October 16, 1855, GenealogyBank.

²⁰⁹ Reuben Johnston, "For Sale," *Alexandria Gazette*, October 3, 1859, GenealogyBank.

²¹⁰ Richard Conway, Last Will and Testament, AWB B:370, December 6, 1806. Conway's original will, June 5, 1804, named his wife Mary as the sole beneficiary of most of his real estate. He attached a codicil on July 1, 1806, naming his brother and two nephews instead. He attached another codicil on November 17, 1806, detailing the specific properties that each should receive.

rent (Parcel 20.4 in the study area).²¹¹ The second added the parcel to the north, including a brick warehouse, wharf and dock for 10 years.²¹² Marsteller & Young converted two warehouses to biscuit bakeries. According to Joseph Riddle, this action spurred commercial activity in an area that was underutilized: "Capt. Conway's three warehouses on the same wharf and the wharf itself had been of little or no value to him - but since [the conversion of the bakery] the other houses are rented out & considerable business is done there & the wharf almost constantly surrounded with vessels."²¹³

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

*[Mooney] resides near the wharf of the late Captain Conway, that when Mr. William Wilson and others occupied the brick warehouses on that wharf there was frequently altho' not constantly much business done there. That after those persons left the warehouses, they remained vacant until leased by the present tenants Marsteller and Young...have leased all the houses and the wharf forever, and have built three ovens in one of the houses and two in another. And since they have leased the said property and have employed it as aforesaid, there has been much shipping at [Marsteller & Young's] wharf. And he further states, that near to one of the brick houses, which has been converted into a bake house, there is a wooden warehouse which is also in the occupancy of Marsteller & Young, and is the nearest house to the water. And he thinks that if either of the said bake houses should take fire it would be easy to protect the wooden warehouse, in consequence of its proximity to the water.*²¹⁴

Another observer described the layout of the ovens at their bakery: "Marsteller & Young have a brick bake house, the ovens of which are in a kind of cellar, and that a fire was lately produced therein in attempting to dry wood in the customary way, which fire could not have been extinguished if it was not that the ovens were situated in a particular manner."²¹⁵

The 1810 tax assessment shows that Marsteller & Young occupied the wharf and James Patten was a tenant. Patten was a merchant who operated from Conway's Wharf since at least 1807.²¹⁶

In 1811, Thomas Conway sold his inheritance, the 40' strip of land from Water Street to the River, to Joseph Conway.²¹⁷ The deed noted that the eastern portion, Parcel W.1 in this study, was under a demise to Marsteller & Young. Marsteller & Young fell behind on their rent and some of their property was seized and sold to raise funds. It was not enough, so they were ejected from the property in August 1815.²¹⁸ Marsteller used the wharf and warehouses to secure a debt to the United States of America in 1816.²¹⁹

²¹¹ ADB K:458, June 18, 1805.

²¹² ADB N:75, June 17, 1806. This lease included a parcel on the west side of Union Street that is outside the study area.

²¹³ Answer of Joseph Riddle, Arlington Chancery, Dennis Ramsay vs. Joseph Riddle ETC, 1807-002.

²¹⁴ Ibid., Deposition of Neil Mooney

²¹⁵ Ibid., Deposition of Jacob Wisemiller.

²¹⁶ Ibid., Deposition of James Patten.

²¹⁷ ADB U:361, March 8, 1811.

²¹⁸ ADB BB:77, August 25, 1815.

²¹⁹ ADB C2:94, January 25, 1816.

John Shreve operated a steamboat and a team boat from Conway's Wharf in September 1817 (Image 29). This was a temporary arrangement because Shreve ran his ferry service from Bartle's Wharf, on the south side of Queen Street, from 1816-1818.²²⁰

By 1820, Joseph Conway had died, and Andrew Jamieson occupied the wharf according to the tax assessment. It was part of the marriage bond when Harriet V. Nickoll, the daughter of Joseph Conway, married Joseph B. Ladd in 1824.²²¹

William Fowle & Co. occupied the wharf in 1830 and Jacob Douglas in 1840. An 1842 map of the Potomac River shows an L-shaped structure along Union Street and extending to the front of the wharf. The wharf projects into the river, however the water is measured to 9' at its eastern edge (Image 18).

In 1842, a portion of Parcel 20.4 including a brick dwelling, warehouse, steam mill and right of landing on the wharf, was sold due to Ladd's failure to pay debt.²²² The new owners were Benoni Wheat and John J. Wheat. Benoni Wheat's estate went up for public auction and the steam mill and wharf were purchased by four partners: Benjamin H. Lambert, John J. Wheat, Robert W. Wheat, and Benoni Wheat.²²³ An 1845 map shows the wharf without any detail for structures (Image 19).

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

Harriet Ladd leased the wharf that spanned Parcels 20.3 and 20.4 to Alexander Aldrich and Charles G. Morrison for a 7-year term in 1853.²²⁴ The Ladds sold this wharf and improvements to Lambert & Wheat for \$5,000 in 1854.²²⁵

The slip or dock that occupied most of Parcel W.1 passed to Harriet V. Ladd through her Conway ancestry. In 1853, Ladd sold the parcel, extending west to Water Street, to William N. Brown, who in turn sold it to Benjamin H. Lambert and John J. Wheat. The lease of Alexander Aldrich transferred to Lambert & Wheat.²²⁶

Parcel W.2

The ownership of this parcel originates in the lot on the west side of Union Street. In 1844, James Dundas and Sophia Peyton sold that parcel to Robert G. Violett.²²⁷ This area remained a slip or dock until the 20th century, despite representations on some maps that show Conway's Wharf extending to the north side of Queen Street.

²²⁰ See report for Queen to Cameron Streets.

²²¹ ADB O2:35, October 20, 1824.

²²² ADB Q2:190, October 9, 1827; ADB B3:389, September 7, 1842. Benoni Wheat secured a debt with this property in 1842, ADB B3:397, September 7, 1842.

²²³ ADB P3:607, February 1, 1853.

²²⁴ ADB O3:336, March 1, 1853.

²²⁵ ADB R3:450, March 1, 1854.

²²⁶ ADB O3:515, March 14, 1853; ADB O3:513, March 15, 1853; ADB O3:517, March 25, 1853.

²²⁷ ADB F3:226, June 8, 1844.

**BREWERY IN ALEXANDRIA,
FOR SALE.**

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

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

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

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

Apply to


THOMAS CRUSE.
thst20je

May 15

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

Public Sale.

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



The Schooner,

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

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

Alex. Nov. 11, 1800.

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

Chapter 1: Founders Park

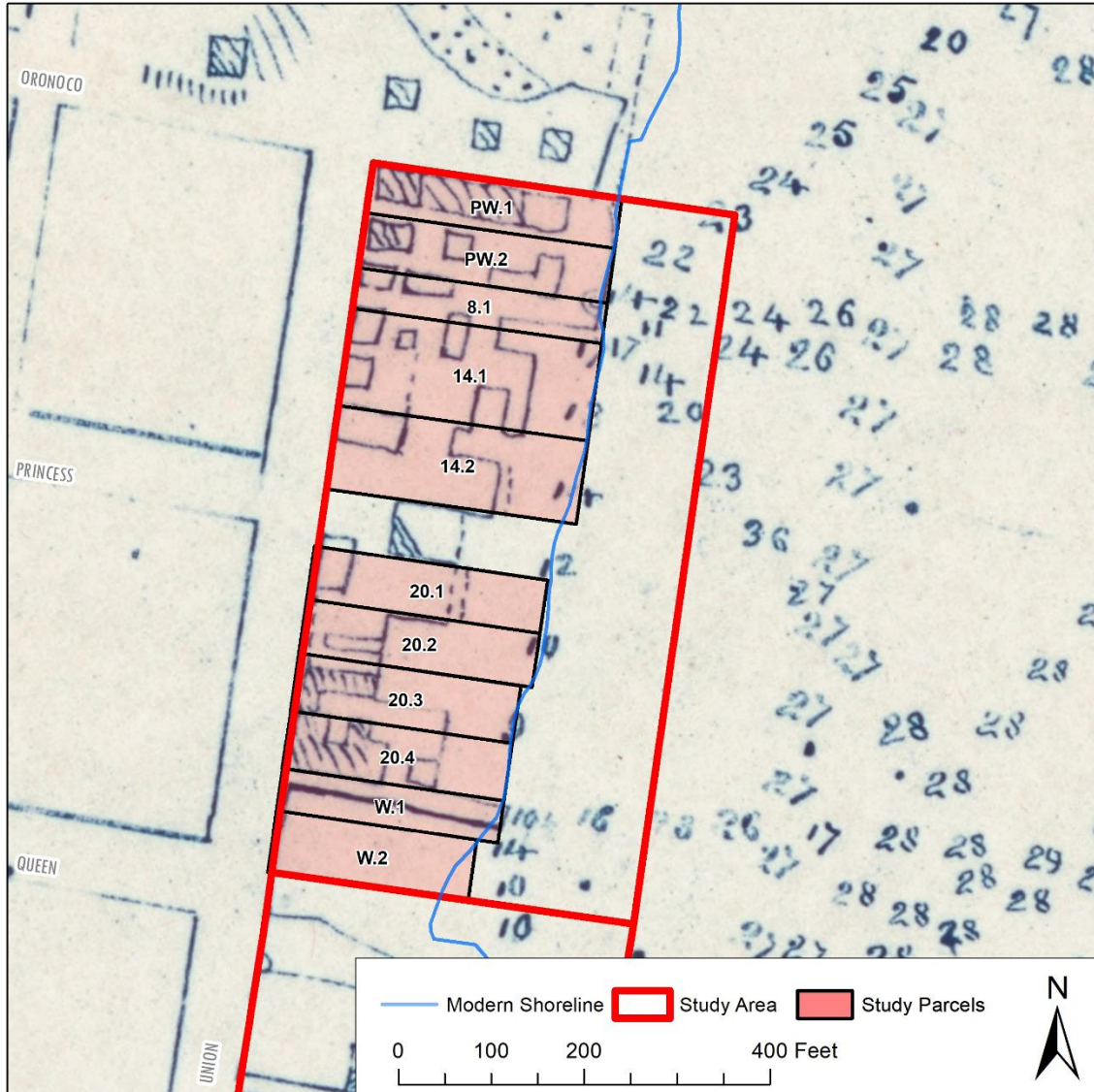


Image 18. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. <https://www.loc.gov/resource/g3792p.ct006462/>. Detail.

Chapter 1: Founders Park

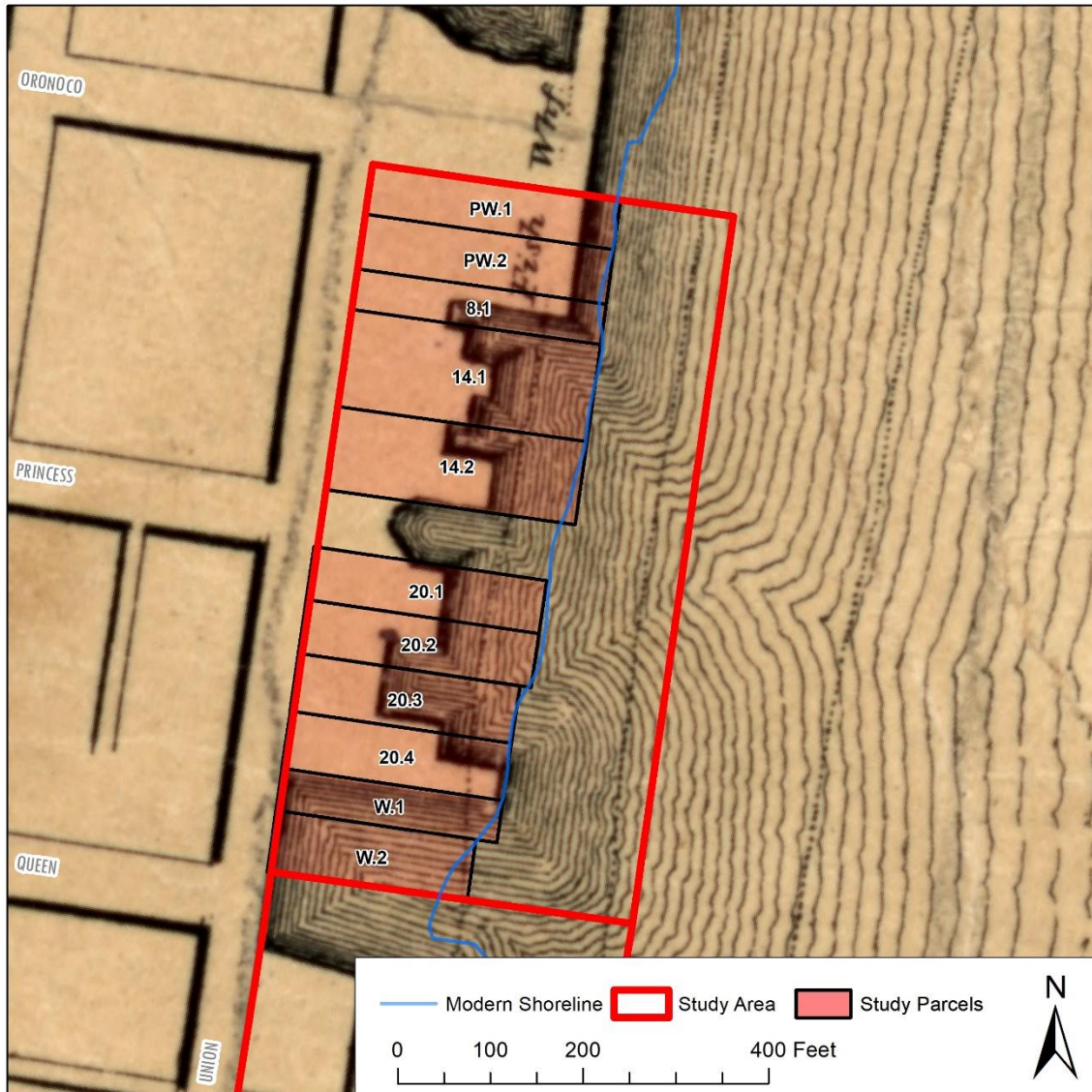


Image 19. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. <https://www.loc.gov/item/89692516/>. Detail.

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

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

Sept 26



To Rent,
For one or more years, and pos-
session given the first of Oct. the
 **Upper Ferry Wharf,**
together with the store, dwelling house
and cooper's shop thereon. For terms ap-
ply to
ROBERT ANDERSON, or
ROBERT JAMIESON
sep 27 31

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

To Rent,

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

march 5 St

Fish Wharf.

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

Image 22. Robert Anderson and Robert Jamieson, "To Rent," Alexandria Gazette, March 5, 1827, GenealogyBank.

AUCTION SALES.

BY GEORGE WHITE.

REAL ESTATE AT AUCTION.

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

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

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

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

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

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

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

aug 22—cots **ROBT. JAMIESON, Exr.**

Image 23. Robert Jamieson, "Real Estate at Auction," Alexandria Gazette, August 22, 1836, GenealogyBank.

TO RENT.
For one or a term of Years,
My Wharf & Warehouse on the north
side of Prince street in the town of
Alexandria. Possession may be had the
17th of next month. The warehouse is
large and convenient & will hold 30,000
bushels grain or salt, and being exactly
at the ferry landing, makes it one of the
best places in town for purchasing grain
or selling salt or any other heavy article.
article. For terms apply to
William Hepburn.
December 16 if

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

TO RENT,
For one or a term of years, and immediate possession given—
MY WHARF & WAREHOUSE—
being on the corner of Prince and Union streets, adjoining the fish market and the landing of the upper ferry, renders it a good place for a store. The house is large, & will hold in two rooms twenty thousand bushels of salt or grain.
William Hepburn.
april 10

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

Public Sale.

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

JOHN HOOFF, Trustee.

march 6. 114A

Image 26. John Hooff, "Public Sale," Alexandria Gazette & Daily Advertiser, April 1, 1820, GenealogyBank.

SHAD AND HERRINGS.

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

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

apr 6—'f

[Nat Int 2aw2w]

Image 27. Hezekiah B. Smoot, "Shad and Herrings," Alexandria Gazette, April 11, 1838, GenealogyBank.

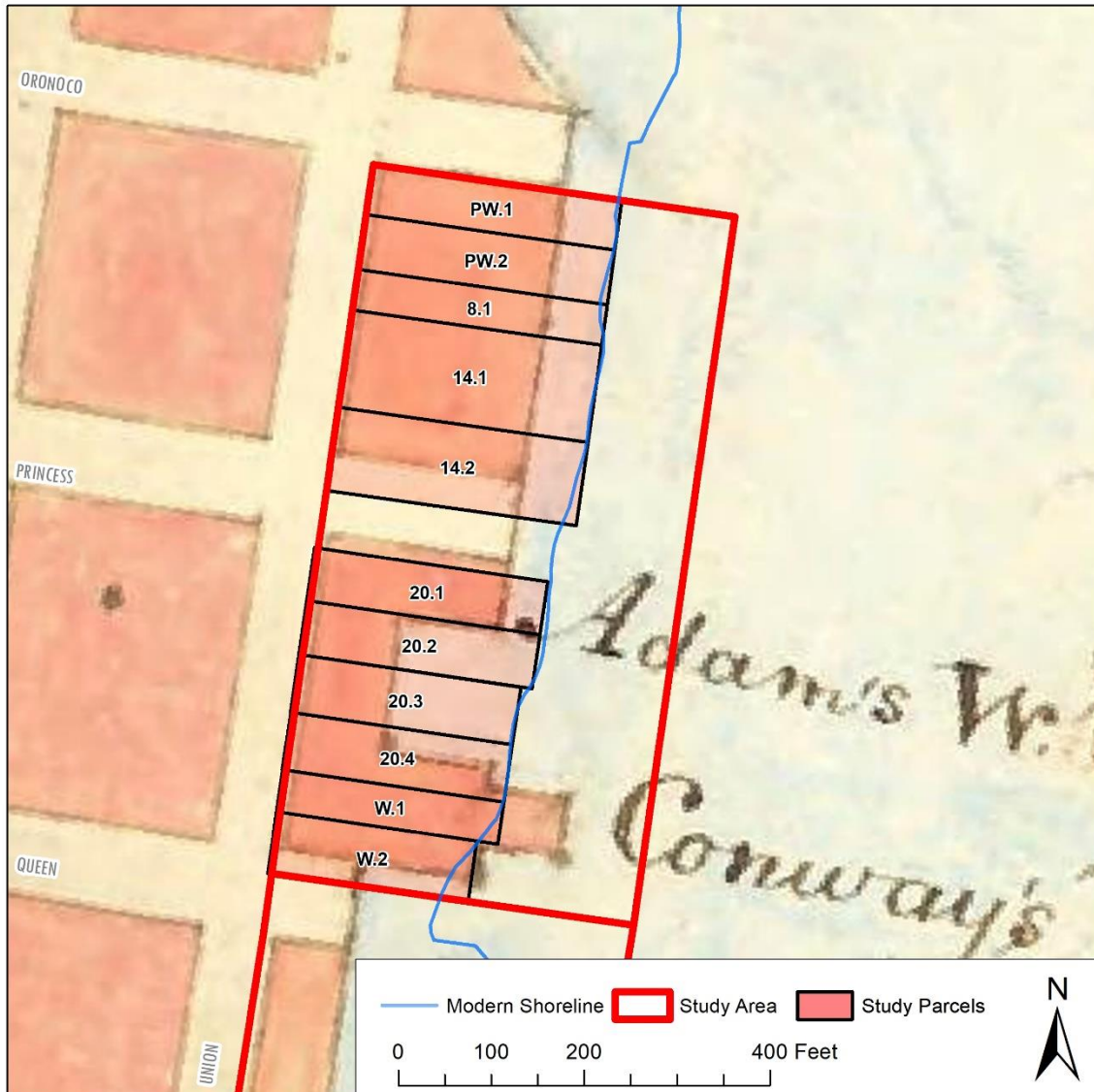


Image 28. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail.

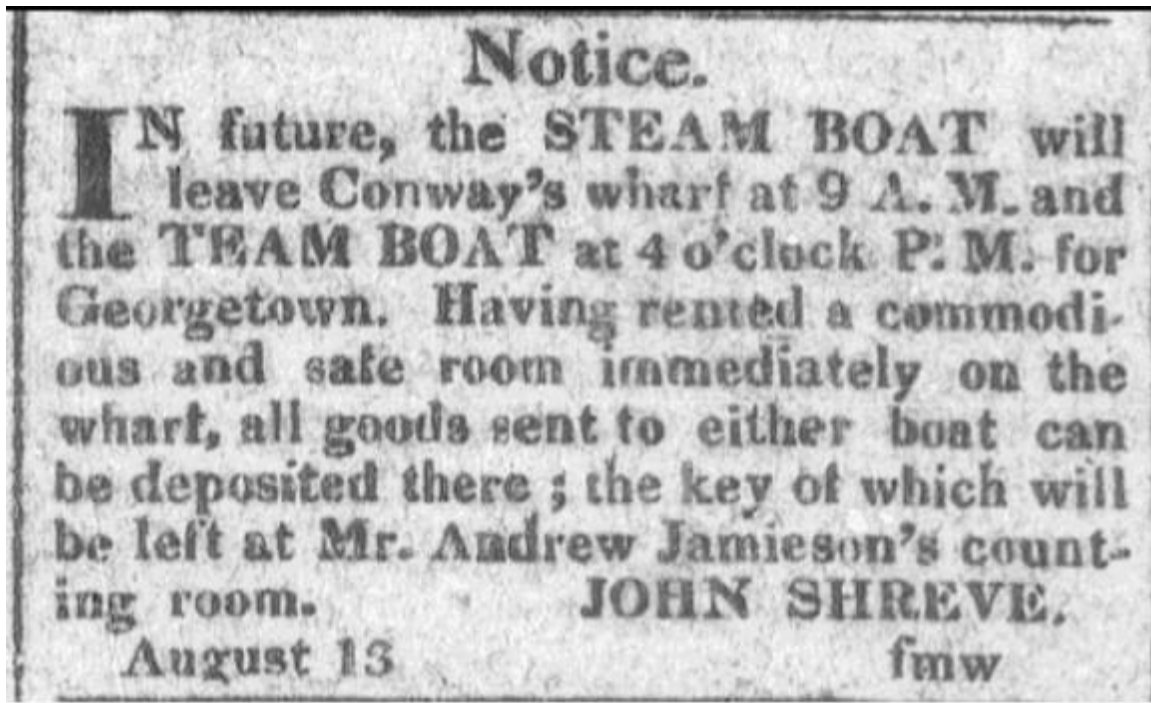


Image 29. John Shreve, "Notice," Alexandria Gazette & Daily Advertiser, September 19, 1817, GenealogyBank.

Civil War Era, 1860-1865

Oronoco to Princess Street

Parcels PW.1 and PW.2: Fishtown

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

When the US Army Quartermaster took over the Alexandria waterfront in May 1861, the residents and occupants of Fishtown continued life as usual for a short time. William Beckley remembered that soldiers and people of color met up and “were in the habit of coming to my house after refreshments.” A year later, he and his family were ordered to leave their house on the wharf and were not permitted to take it down to keep the lumber. The exact timing is unclear, but the army used the structure to store tools, shoe horses, and store hay until they tore it down and reused some of the lumber to build large hay sheds.²²⁸

Robert H. Dogan rented a lot on the Fish Wharf from the City of Alexandria in March 1861. John A. Seaton, a free Black carpenter, built a 28’ by 20’ frame building with two floors for Dogan. Dogan ran an eating house, where he sold meals to fishermen and fish processors, until May 1861 when the US Army took possession of it. His mother, Betsy Dogan, owned a 20’ by 30’ house of two stories made of white pine timber. She left her house, which stood three feet from her son’s, a day or two after Robert left his. Robert H. Dogan had a residence on Union Street between King and Prince Streets where he moved and remained during the war years. Robert Dogan worked for the Quartermaster during the war for three-four months in 1863. Betsy Dogan died during the war, likely in 1864. The army stored hay in the houses until they tore them down to build larger hay sheds in their places.²²⁹

Parcel PW.1 and PW.2: Lumber Yard

Magnus’ 1863 *View* shows long hay sheds on most of this block (Image 31). The City-owned wharf was marked as a “Lumber Yard” on the 1865 Quartermaster Map. A rail spur extended through the center of the parcels (Image 32).

Parcel 8.1

This parcel was the southern edge of the Fish Wharf in the 1862 *Plan of Alexandria* (Image 30). Magnus’ 1863 *View* shows long hay sheds on most of this block (Image 31). An unlabeled wharf with a dock to the north and south appeared on the 1865 Quartermaster Map. A rail spur crossed the parcel along the bulkhead of the wharf (Image 32).

Parcel 14.1

This parcel contained a wharf with a pier with docks on the north and south in the 1862 *Plan of Alexandria* (Image 30). Magnus’ 1863 *View* shows long hay sheds on most of this block (Image 31). In the Civil War-era Quartermaster map, Parcel 14.1 appears to be a bulkhead wharf specifically built to support the rail spur that transects the parcel (Image 32).

²²⁸ “Beckley, William C.,” *Southern Claims Commission Allowed Claims, 1871-1880*.

²²⁹ “Dogan, Robert H.,” *Southern Claims Commission Allowed Claims, 1871-1880*. Seaton, the carpenter, worked as a police officer in Washington, D. C. at the time of his testimony.

Parcel 14.2

This parcel contained a wharf with a pier with docks on the north and south in the 1862 *Plan of Alexandria* (Image 30). Magnus' 1863 *View* shows small wood structures and stacked hay on this area (Image 31). Parcel 14.2 is labeled as the Fish Wharf with a 116' by 24' pier extending from the face of the wharf and adjoining the Princess Street dock. Close to Union Street, a rail spur extends from the southwest corner of the parcel (Image 32).

Princess to Queen Street

Parcel 20.1

This parcel contained a wharf with the Princess Street dock on the north in the 1862 *Plan of Alexandria* (Image 30). Magnus' 1863 drawing of the waterfront shows an open area on this part of the waterfront (Image 33). The 1865 Quartermaster's Map shows the rounded edges of the formerly angular wharf, suggesting that it fell into ruin leaving erosion and sedimentation to shape it (Image 32).

Parcel 20.2

Jane Dade offered the wharf for sale again in May 1860, noting that it was occupied as a Shipyard by A. W. Eastlack but would be available for occupation in August.²³⁰ In August, the Railway and its "appurtenances, Steaming Box, Blacksmith's Shop, Trussels, Grind Stone, Ship Screw, &c, &c,..." were offered for public sale by the county Constable.²³¹ This parcel was labeled "Marine Railway" in the 1862 *Plan of Alexandria* (Image 30).

Magnus' 1863 drawing of the waterfront shows a warehouse on this part of the waterfront (Image 33). The 1865 Quartermaster's Map shows the rounded edges of the formerly angular wharf, suggesting that it fell into ruin leaving erosion and sedimentation to shape it (Image 32).

Parcels 20.3, 20.4, and W.1

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

Magnus' 1863 drawing of the waterfront shows a complex of structures including a smokestack/chimney on this part of the waterfront (Image 33). A shed is present on the wharf. The 1865 Quartermaster's Map shows several structures including the Harbor Master's office along Union Street, some outbuildings and the Mail & Harbor Master's wharf (Image 32). The end of the wharf has a L-shaped addition projecting to the north and a 66 ½' x 120' shed.

Parcel W.2

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

²³⁰ Jane Dade, "Auction Sale," *Alexandria Gazette*, May 10, 1860, GenealogyBank.

²³¹ Joseph Padgett, "Public Sale," *Alexandria Gazette*, August 30, 1860, GenealogyBank.

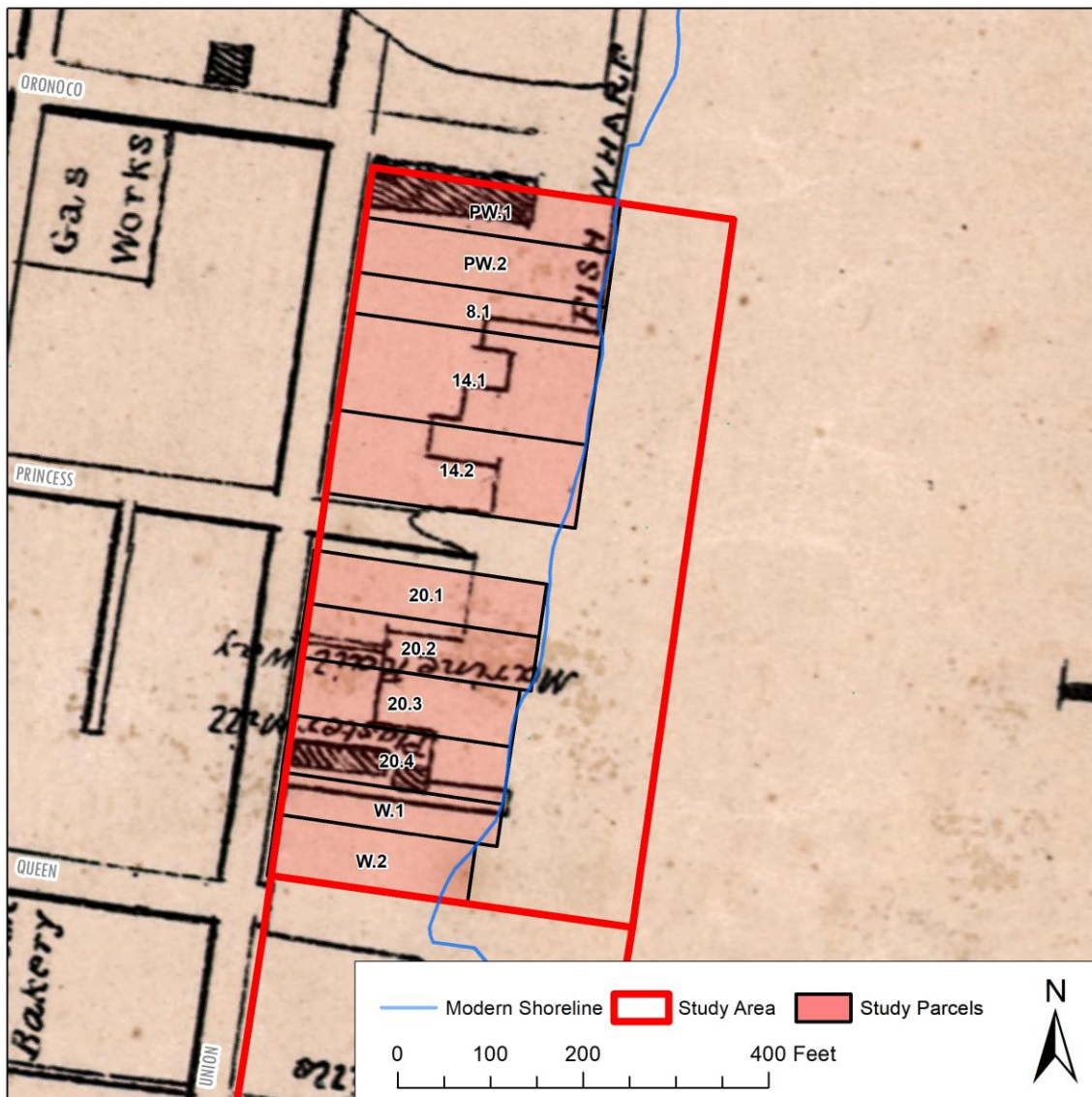


Image 30. United States Coast Survey. "Plan of Alexandria." 1862. Image. <https://www.loc.gov/item/89692513/>. Detail.

Chapter 1: Founders Park

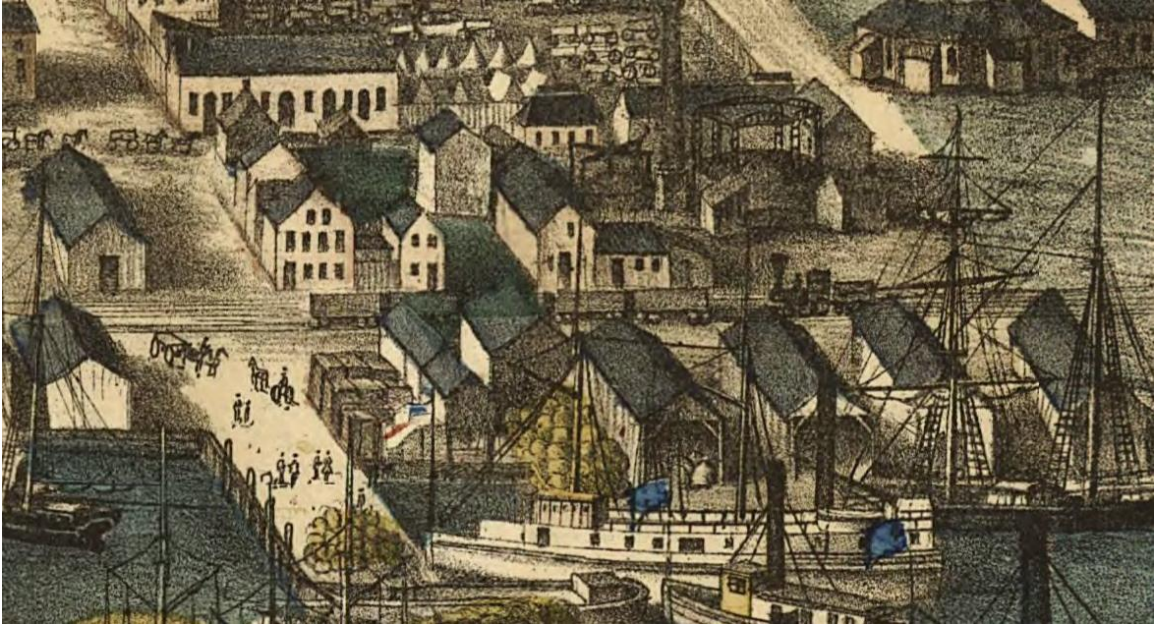


Image 31. Magnus, Charles. *Birds Eye View of Alexandria, Va.* 1863. Lithographic print. Library of Congress.
<https://www.loc.gov/item/81694373/>. Detail. Showing the waterfront from Oronoco Street (right) to Princess Street (left).

Chapter 1: Founders Park

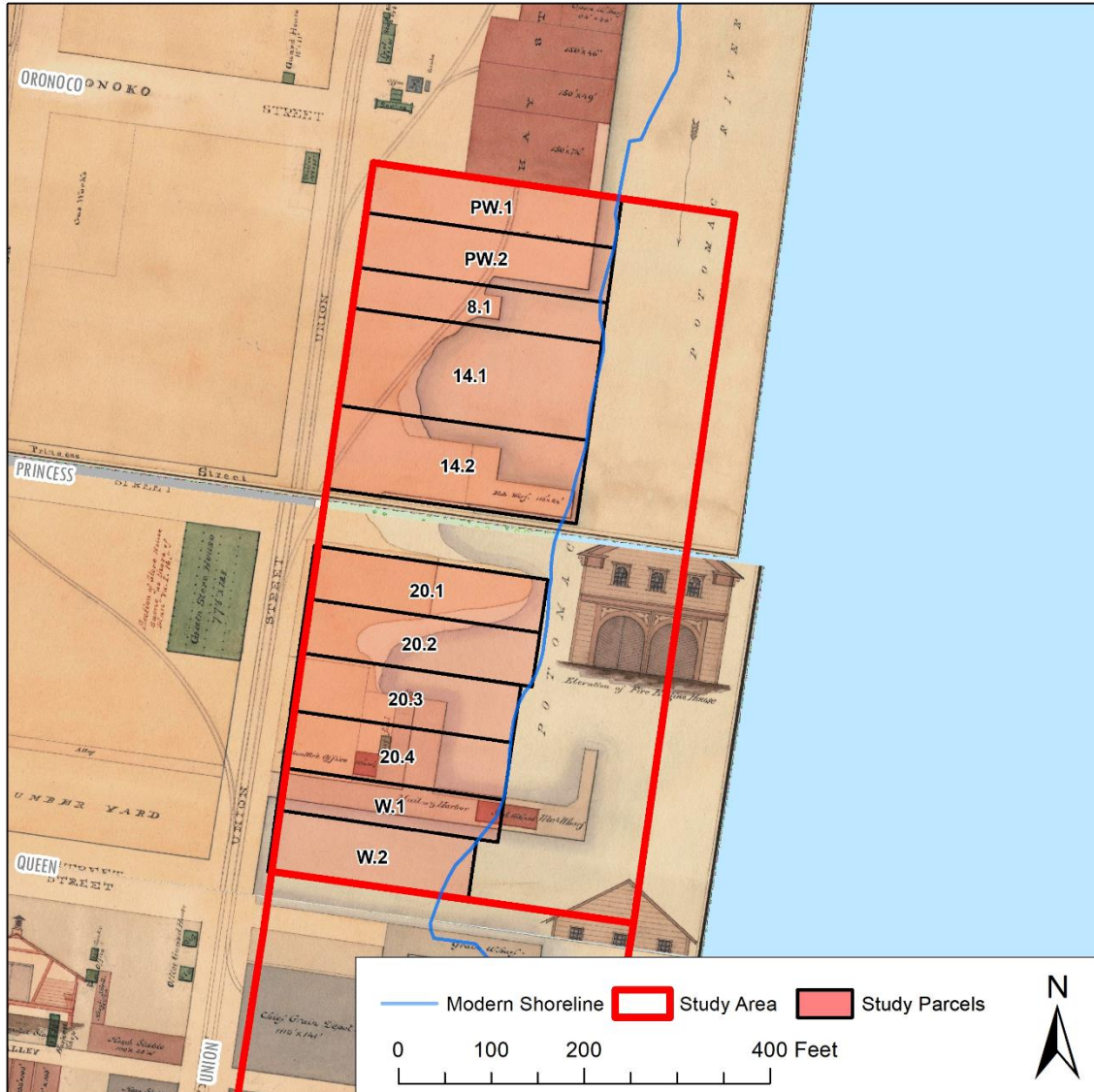


Image 32. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.

Chapter 1: Founders Park



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

Late 19th Century, 1865-1899

Oronoco to Princess Street

Parcel PW.1, PW.2 and 8.1

In 1869, Alexandria used all its corporation-owned lands to secure numerous stocks, bonds and debts that it held. These three historic parcels were included in that trust, along with Point Lumley.²³²

Some of the free Black tenants on the Fish Wharf who lost property during the Civil War filed claims for compensation after the March 3, 1871 Act of Congress that authorized the Southern Claims Commission.²³³ William C. Beckley asked for \$700 compensation in September 1872 and received \$150 posthumously in June 1880; his daughter received the money as his estate administrator.²³⁴ Robert H. Dogan was granted \$90 for the lumber of two houses, after asking for \$500, in 1878.²³⁵

The City-owned wharf at the foot of Oronoco Street was primarily an open space in 1877 with 8 small structures near the bulkhead. A larger structure occupied the southern edge of the parcel, adjoining the privately owned lot to the south (Image 34).

An 1878 Baltimore Sun article about the Fish Wharf detailed the volume of fishing, some observations about the people and activities there. "The old warehouses and huts which made up "Fishtown" were all destroyed by fire a few years ago, and the present fish depot is made up entirely of light frame buildings. It is also much circumscribed in extent, a portion of the old "town" having been leased by the city to the American Coal Company, who use it as a coal depot."²³⁶

The City of Alexandria leased Lots 1, 2, 3, and 4 to W. A. Smoot & Co. in 1884.²³⁷ These lots covered the area south of Oronoco Street and east of Union, extending 100' east of Union. In 1885, a fertilizer warehouse occupied the southeast corner of Oronoco and Union Streets. Several small sheds remained in place near the bulkhead, as did the large shed along the southern line (Image 35).

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

"Fishtown was completely wiped out again."²³⁸ A fire that consumed all of the waterfront structures on October 18, 1896 started west of Union Street near the Alexandria Gas Works and spread quickly through the fertilizer and chemical warehouses of W. A. Smoot & Co. and the Alexandria Fertilizer Company. The sheds and stores at Fishtown, which were not in use due to it being out of season, were destroyed.

²³² ADB Z3:129, January 27, 1869.

²³³ "Southern Claims Commission Case Files," National Archives, December 4, 2017, <https://www.archives.gov/research/military/civil-war/southern-claims-commission>.

²³⁴ "Beckley, William C.," *Southern Claims Commission Allowed Claims, 1871-1880*. Appropriations for the SCC were not approved until June 15, 1878.

²³⁵ "Dogan, Robert H.," *Southern Claims Commission Allowed Claims, 1871-1880*.

²³⁶ Correspondence of the Baltimore Sun, "Potomac Shad and Herring Fisheries: MARYLAND AND VIRGINIA SHORES--OPERATIONS FOR 1878--THE PAST AND, THE PRESENT OF OUR FISHERIES, ETC.," *The Sun* (1837-), April 18, 1878.

²³⁷ ADB 14:294, June 26, 1884.

²³⁸ "Extensive Fire," *Alexandria Gazette*, October 19, 1896, GenealogyBank.

Parcel 14.1

The 1877 Hopkins Map shows three structures on this parcel owned by Andrew J. Fleming (Image 34). The 1885 Sanborn map shows Sam. J. Reed's Fish & Salt warehouse along Union Street with a boat house extending off the front of the wharf (Image 35). Andrew Fleming's heirs sold this parcel to William A. Smoot in 1895.²³⁹

Alexandria Fertilizer & Chemical Company

Founded in 1889, the Alexandria Fertilizer & Chemical Company (AFCO) began their operations on the west side of Union Street. Their mill was on the south side of Princess along with a warehouse next to it. The company quickly expanded their operations, purchasing more land on the west side of Union Street, building new warehouses and processing structures, and leasing land on the east side of Union.²⁴⁰ AFCO submitted a bid to rent the public wharf for \$500 per year for ten years in 1892, however it seems the Smoot Company retained its lease on the northern part of the wharf and AFCO occupied this parcel and possibly 14.2. An advertisement for AFCO from 1893 described "twenty feet of water at their wharves...can accommodate five vessels at a time, with a tonnage of 1,500 tons each. They can ship 400 tons per day."²⁴¹ The 1896 Sanborn Map shows a Fertilizer warehouse on Union Street with a slip in front of the wharf (Image 37). Possibly the southern edge of the public wharf was extended to the south between 1885 and 1896. All structures on this parcel were burned in the October 1896 fire.²⁴² More AFCO property burned in an 1897 fire, said to be arson.²⁴³ AFCO secured the lease for the County Wharf, north of Oronoco Street, in 1898.²⁴⁴

Parcel 14.2

In 1868, William A. Smoot purchased this parcel from the Dundas heirs for \$3,500.²⁴⁵

William A. Smoot got permission from the City Council to connect his wharf with the track of the W & O RR in March 1876.²⁴⁶ He promoted his business as a dealer of salt, coal and plaster at the foot of Princess Street in January 1877.²⁴⁷

The 1877 Hopkins Map shows one structure along Union Street, with a long rail pier extending from the southern edge of the wharf. It is labeled as part of William A. Smoot's Coal Yard (Image 34).

The 1885 Sanborn Map shows G.E. Price & Co.'s Salt Fish warehouse along Union Street with a small, two-story Coal Office at the southwest corner of the parcel. Wm. A. Smoot's Coal Yard is located on the

²³⁹ ADB 34:524, November 21, 1895.

²⁴⁰ "Local Brevities," *Alexandria Gazette*, July 27, 1889, GenealogyBank; "Local Brevities," *Alexandria Gazette*, March 1, 1890, GenealogyBank.

²⁴¹ "Common Council," January 27, 1892, GenealogyBank; "Alexandria Fertilizer and Chemical Company," *Alexandria Gazette*, September 16, 1893, GenealogyBank.

²⁴² "Extensive Fire," *Alexandria Gazette*, October 19, 1896, GenealogyBank.

²⁴³ WASHINGTON POST BUREAU, "ALEXANDRIA NEWS IN BRIEF: Fire Does Slight Damage in the Fertilizer Factory. Destruction of Barn and Hay Stacks on the Outskirts of the City--Funeral of the Late John H. Cooke Attended by Many Friends.," *The Washington Post (1877-1922)*, October 4, 1897.

²⁴⁴ "Common Council," *Alexandria Gazette*, April 27, 1898, GenealogyBank.

²⁴⁵ ADB Y3:507, August 18, 1868.

²⁴⁶ "Official - Common Council," *Alexandria Gazette*, March 29, 1876, GenealogyBank. This is the Washington and Ohio Railroad.

²⁴⁷ William A. Smoot, "W. A. Smoot," *Alexandria Gazette*, January 23, 1877, GenealogyBank.

wharf, with a plank rail wharf extending 326' into the river (Image 35). The 1891 Sanborn map shows a new fertilizer warehouse on this parcel (Image 36).

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

All structures on this parcel were destroyed in an October 1896 fire.²⁴⁸

Princess to Queen Street

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

Jane Dade offered her wharf lot (Parcel 20.2) for sale in August 1865.²⁴⁹

William A. Smoot (1840-1917) was born in Alexandria into an established commercial and business family. He joined the Confederacy and returned to Alexandria in 1865 after being wounded and paroled.²⁵⁰ He soon offered salt for sale on Union north of King Street.²⁵¹ He began business with partner J. Robert Edmonds at No. 3 King Street. They sold wheat, corn, flour, wool, coal, guano and other merchandise.²⁵² A petition of W. A. Smoot for permission to lay a railroad switch to his property, foot of Queen Street, was granted.²⁵³ Smoot acquired Parcels 20.1 and 20.2 separately. First, he bought 20.2 from Jane Dade in 1870.²⁵⁴ He won Parcel 20.1 at public auction shortly after and took occupancy by the end of 1870.²⁵⁵

The 1877 Hopkins map shows the wharf was overtaken by the William A. Smoot coal yard. Two small structures stood along Union Street, and a rail spur crossed diagonally across Parcel 20.1 (Image 34).

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

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

Parcels 20.3 and 20.4

Wheat & Lambert leased all their property east of Union Street, which included the area of Parcel W.1, to Isaac Bowen and James L. Bowen for a five-year term in 1865.²⁵⁶ Bowen & Bowen transferred their lease to John B. Hutchinson in December 1865; Hutchinson subleased the property to the American Baryles Company in November 1866.²⁵⁷

²⁴⁸ "Extensive Fire," *Alexandria Gazette*, October 19, 1896, GenealogyBank.

²⁴⁹ Jane Dade, "For Sale," *Alexandria Gazette*, August 29, 1865, GenealogyBank.

²⁵⁰ "William Albert Smoot (1840-1917) - Find a Grave..." accessed October 17, 2022, <https://www.findagrave.com/memorial/18802914/william-albert-smoot>.

²⁵¹ William A. Smoot, "Salt! Salt!! Salt!!!," *Alexandria Gazette*, August 28, 1865, GenealogyBank.

²⁵² William A. Smoot and J. Robert Edmonds, "W. A. Smoot & Co.," *The Native Virginian*, May 8, 1868, GenealogyBank.

²⁵³ "City Council - Official Proceedings - Board of Aldermen," *Alexandria Gazette*, July 28, 1869, GenealogyBank.

²⁵⁴ ADB 1:171, November 30, 1870.

²⁵⁵ ADB Y3:185, November 30, 1867; ADB 1:166, December 14, 1870; ADB 1:564, November 1, 1871; ADB 2:136, November 1, 1871; ADB 4:359, November 10, 1874.

²⁵⁶ ADB X3:274, October 9, 1865.

²⁵⁷ ADB X3:616, November 5, 1866.

Chapter 1: Founders Park

In August 1869, the partners of Robert Colgate & Co. reassigned the lease of Ladd's Steam Mill and all the machinery back to Lambert & Wheat.²⁵⁸ The 1877 Hopkins map shows a flour mill along Union Street, and several other structures owned by Lambert & Wheat (Image 34). The wharf projects into the river with an L-shaped projection to the north. There is a discrepancy between this and the Quartermaster's Map, here the wharf is represented in Parcel 20.4 instead of Parcel W.1.

The 1885 Sanborn map shows several structures: two vacant warehouses on Union Street, and a grist mill marked closed (Image 35). In total, there are 7 structures represented on the wharf. Wheat's Wharf extends into the river, terminating in a straight end with no northern extension.

Alexandria Fertilizer & Chemical Company

They may have occupied these parcels at some point after 1893. The 1896 Sanborn map shows a vacant and dilapidated complex of 7 structures along Union Street (Image 37). Wheat's Wharf extends into the river, terminating in a straight end with no northern extension. In 1896 a devastating fire wiped out the Smoot buildings and some of the Alexandria Chemical Co. buildings.²⁵⁹

In 1898, the Wheat heirs sold Wheat's Mill, a structure that straddled Parcel 20.3 and 20.4, to John W. Emmert.²⁶⁰

Parcels W.1 and W.2

These parcels remained a slip through this period (Image 34, Image 35, Image 36, Image 37). The heirs of Robert H. Miller sold this parcel at public auction in 1878 to Warwick P. Miller.²⁶¹

²⁵⁸ ADB Z3:456, August 3, 1869.

²⁵⁹ "BIG FIRE IN ALEXANDRIA: Twenty Houses and Seventeen Loaded Cars Burned. IS SUPPOSED TO BE INCENDIARY Flame Broke from the Dreifus Ware House, and Quickly Spread to the Smoot Chemical Works, to the Railroad Tracks, and to Fish Town-Flue of Engine Gave Out, and Fighting the Fire Was Consequently Difficult-Some of the Losses. Wind Spread the Flames. Explosions of Nitrate of Soda. Some of the Losses.," *The Washington Post* (1877-1922), October 19, 1896.

²⁶⁰ ADB 41:399, June 18, 1898; 41:452, July 1, 1898.

²⁶¹ ADB 7:215, May 3, 1878.

Chapter 1: Founders Park

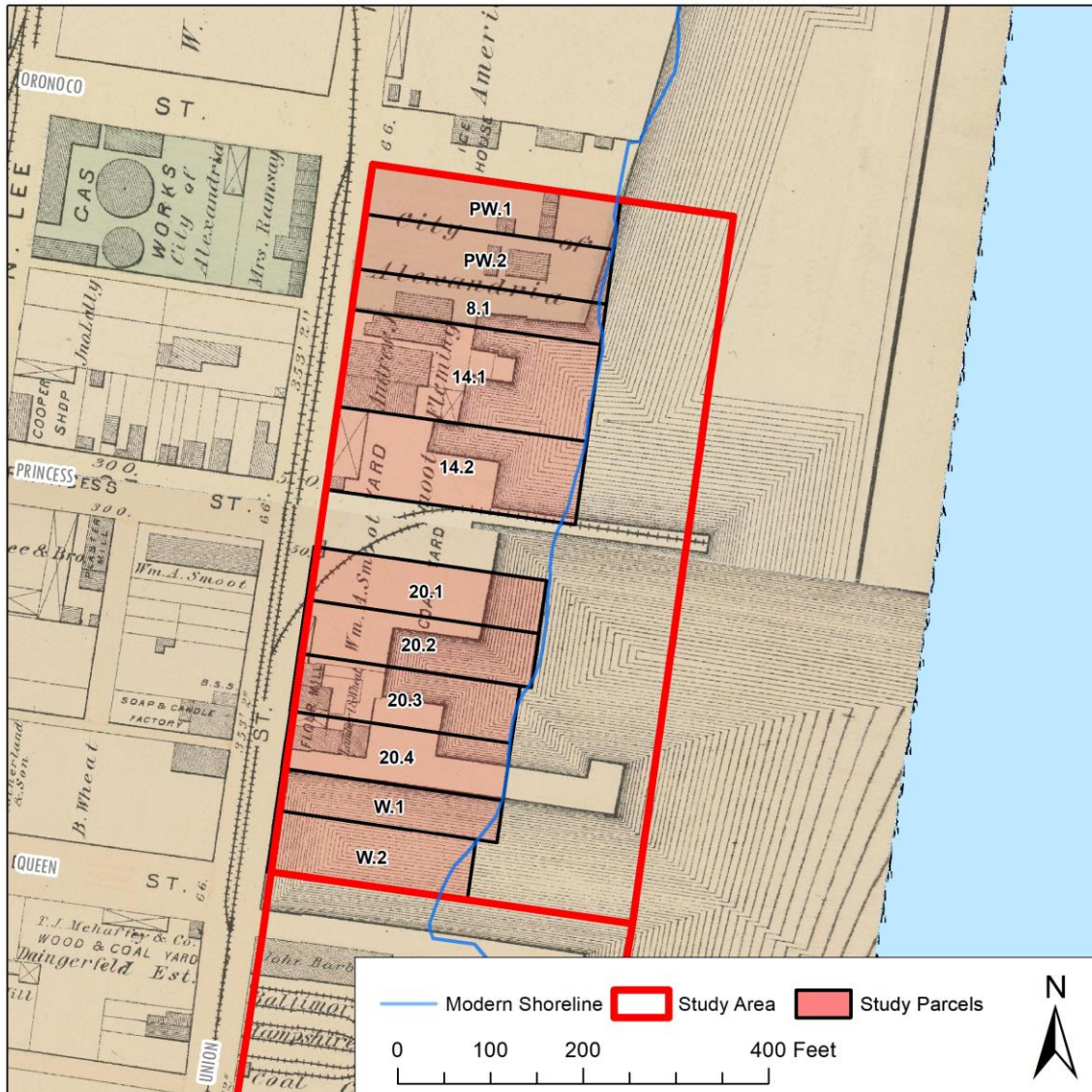


Image 34. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <https://ccn.loc.gov/90680847>. Detail.

Chapter 1: Founders Park

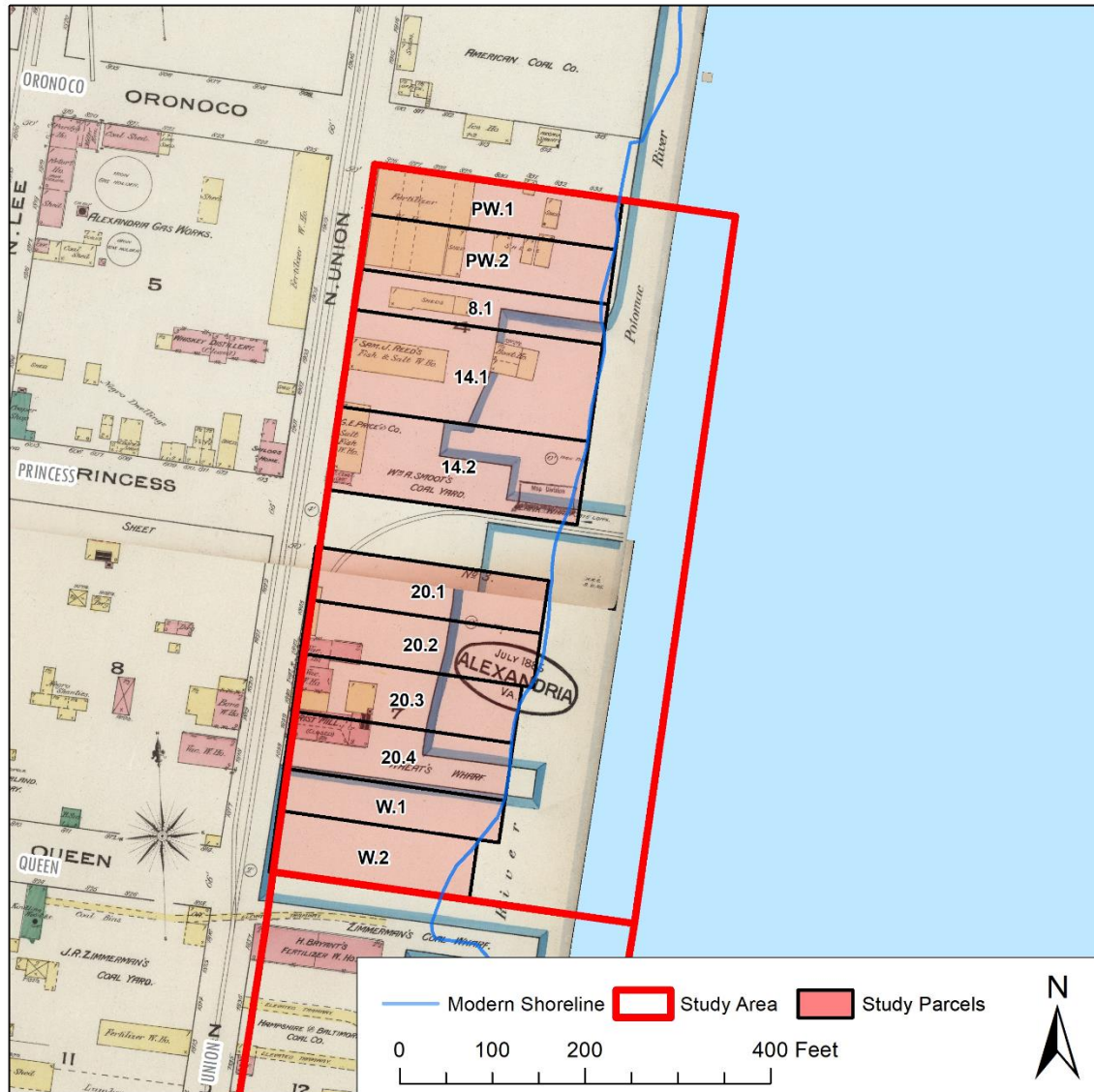


Image 35. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/. Detail.

Chapter 1: Founders Park

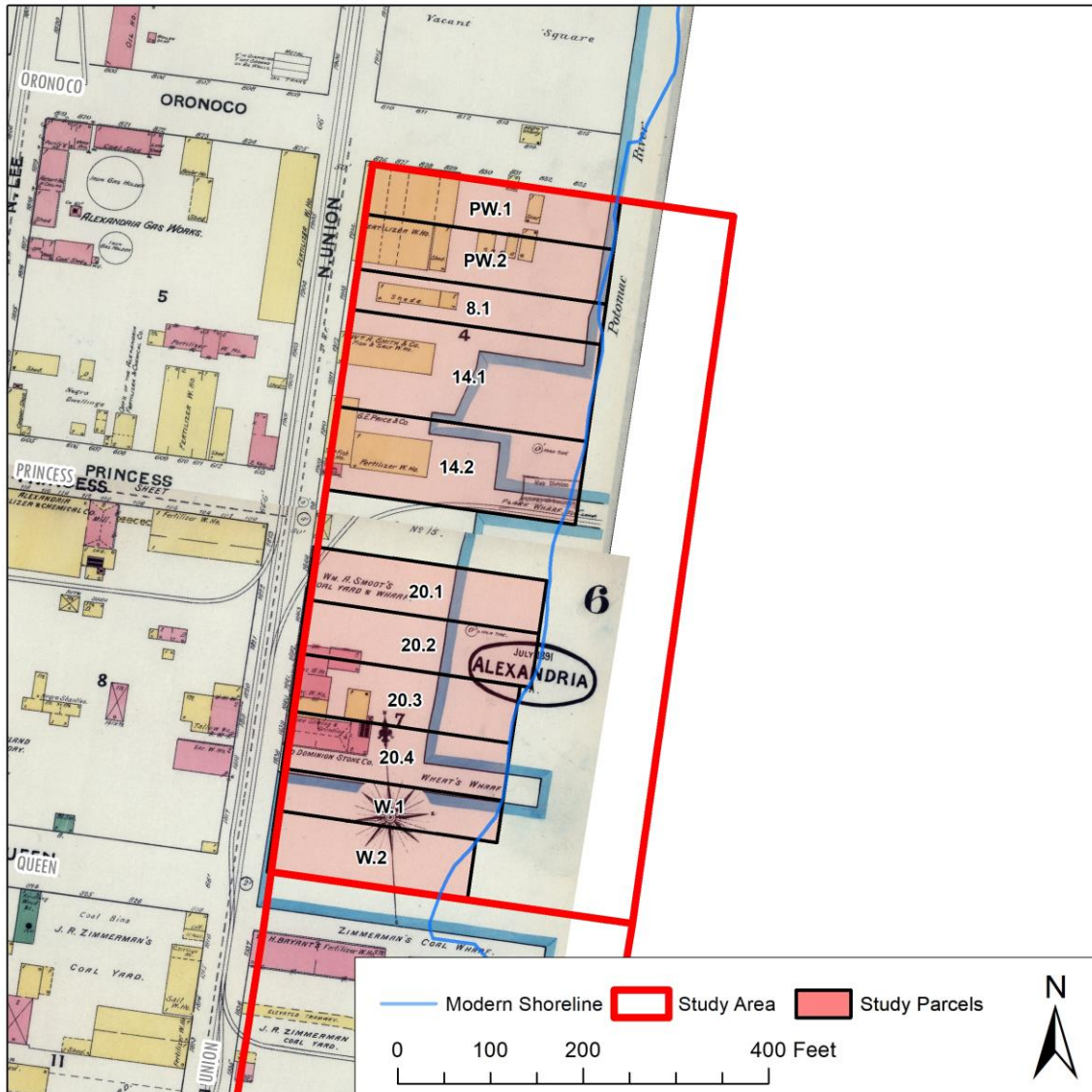


Image 36. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. https://www.loc.gov/item/sanborn08968_002/. Detail.

Chapter 1: Founders Park

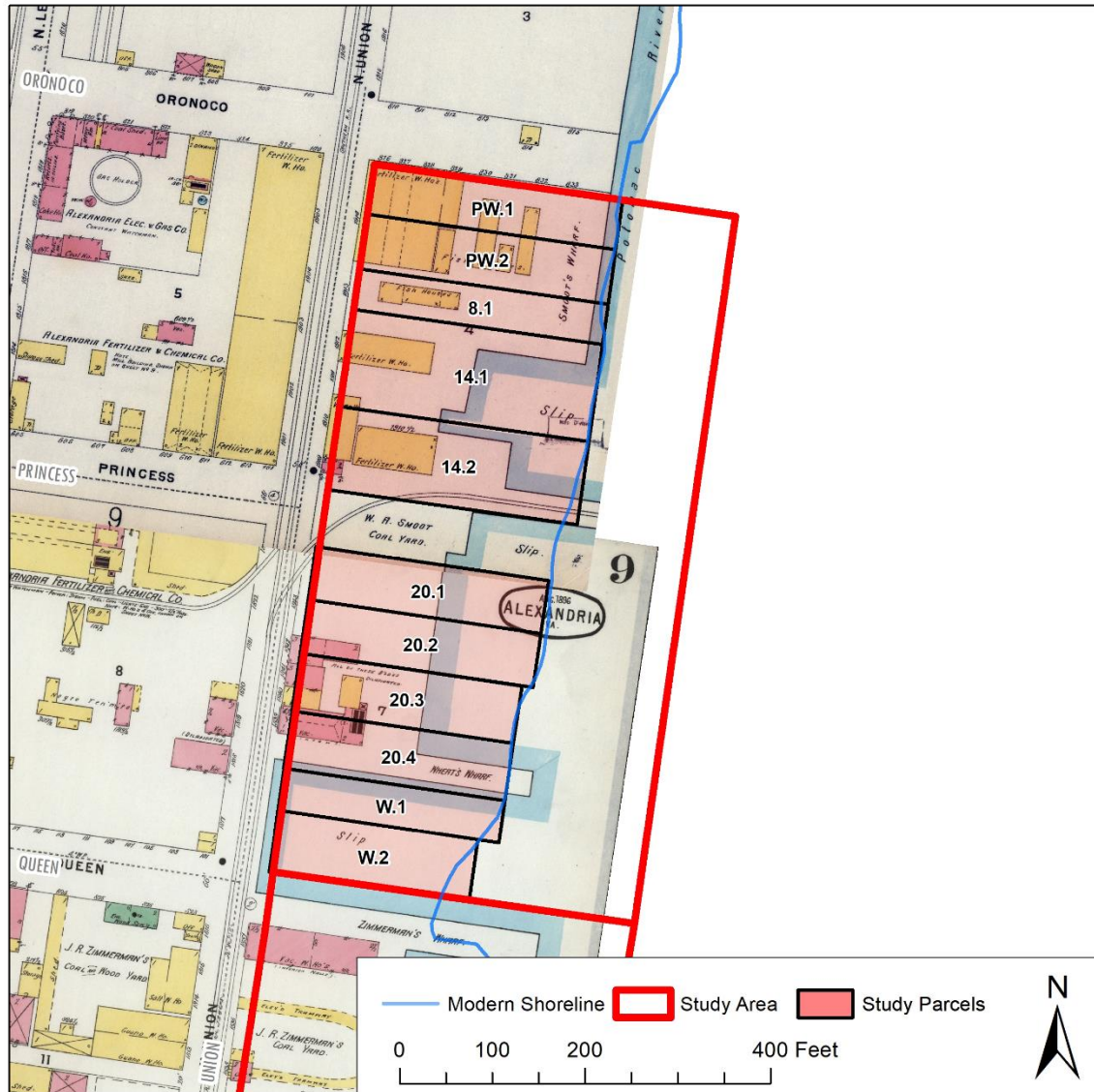


Image 37. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/. Detail.

20th – 21st Century, 1900-Present

Oronoco to Princess Street

Parcel PW.1, PW.2 and 8.1

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

The 1912 Sanborn map shows a fertilizer warehouse at the corner of Oronoco and Union Streets. Adjacent to the east, a wood house equipped with a saw and chopper, and a wood shed. Closer to the bulkhead and along the south edge of Oronoco Street, two fish houses for Ballenger & Cook and E. H. Hammond stood adjacent to each other. One shed stood close to the edge of the bulkhead. A line of cord wood extended from Union Street close to the end of the wharf. This may have divided the public wharf from the private property to the south (Image 40).

In 1921, the only remaining structures were the corner warehouse, marked “Storage,” and the adjacent wood sawing sheds. The fish houses and sheds do not appear on this map, and the southern edge of Parcel 8.1 was altered. The slip that previously appeared along the south edge of the public wharf was filled in and Parcel 8.1 contained an “irregular coal pile (Image 41).”

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

Aerial photography from 1937 shows a wood sawing building and two rail spurs coming up from Princess Street. Small structures, likely coal or gravel bins, stand adjacent to the rail spurs (Image 43).

The 1941 Sanborn map shows the W. A. Smoot & Co. Inc. coal and gravel yard with two rail spurs coming up from Princess Street. A wood sawing building and three sand and gravel bins stand on these parcels (Image 44). Aerial photography from 1949 shows no obvious structures on this wharf (Image 45).

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

In March 1964, the City of Alexandria exchanged the title for these parcels for parcels south of Princess Street with Albert and Mary Smoot. The Smoot’s received the title here and immediately sold this block from Oronoco to Princess Street to Ralph Rocks and David Squires, partners in Rocks Engineering Company.²⁶²

Rocks Engineering, a residential and commercial development company, soon turned the block over to a trustee, William Griffith Thomas, who later sold it to Steuart Investment Company in 1969.²⁶³

Steuart Investment Company sold the block to Alexandria Enterprises, Inc. in 1973.²⁶⁴

²⁶² ADB 597:139 and ADB 597:141, March 31, 1964.

²⁶³ ADB 617:439, January 11, 1965; ADB 701:150, August 22, 1969.

²⁶⁴ ADB 758:249, March 7, 1973.

Parcel 14.1 and 14.2

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

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

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

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

Aerial photography from 1937 shows two rail spurs that cut through these parcels from Princess Street to PW.1. Two small structures stood between the tracks. Parcel 14.2 had the structure along Union Street with the office extension on the south end. The rail spurs, including the one extending out the pier are visible and have cars standing on them. Piles of coal dotted the wharf (Image 43).

The 1941 Sanborn map shows two sand and gravel bins between the two rail spurs. The northern edge of a building along Union Street stands in the southwest corner of Parcel 14.1. On Parcel 14.2, a hay and bag house stood along Union Street, with an office and scale off the south end that extended into the Princess Street boundary. A coal bin stood between the two rail spurs that cross the parcel. A rail spur extended east to a wood pier on wood piles (Image 44).

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

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

In March 1964, the Smoots sold this block from Oronoco to Princess Street to Ralph Rocks and David Squires, partners in Rocks Engineering Company.²⁶⁵ Rocks Engineering, a residential and commercial development company, soon turned the block over to a trustee, William Griffith Thomas, who later sold it to Steuart Investment Company in 1969.²⁶⁶

²⁶⁵ ADB 597:141, March 31, 1964.

²⁶⁶ ADB 617:439, January 11, 1965; ADB 701:150, August 22, 1969.

Steuart Investment Company sold the block to Alexandria Enterprises, Inc. in 1973.²⁶⁷

Princess to Queen Street

In 1972, the City Council passed an ordinance to vacate Princess Street east of Union Street, making it the private property of the owners of the adjacent parcels.²⁶⁸ In March 1973, the Steuart Investment Company sold the north half and Watergate Improvements, Inc. sold the south half to Alexandria Enterprises, Inc.²⁶⁹

Parcels 20.1 and 20.2

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

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

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

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

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

The 1941 Sanborn map shows the W. A. Smoot & Co. Inc. coal and gravel yard across Parcels 20.1 and 20.2, crossing Princess Street and occupying all the wharf space from Princess to Oronoco Streets. On this parcel, rail spurs cross the northwest corner of the parcel and cut across the front of the bulkhead (Image 44).

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

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

In March 1964, Albert Smoot exchanged these parcels for some city-owned parcels south of Princess Street.²⁷⁰ The City of Alexandria sold these parcels to Watergate Improvements, Inc. with a condition for a special use permit to be granted. Soon after, Watergate transferred the parcels to Alexandria Enterprises, Inc. with the same conditions attached.²⁷¹

Parcels 20.3 and 20.4

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

²⁶⁷ ADB 758:249, March 7, 1973.

²⁶⁸ ADB 758:254, September 26, 1972.

²⁶⁹ ADB 758:249, March 7, 1973.

²⁷⁰ ADB 597:139, March 31, 1964.

²⁷¹ ADB 738:657, March 24, 1972; ADB 748:270, October 31, 1972.

bulkhead. Emmert sold the Globe Mills buildings to Peter Lawrence in 1904.²⁷² The Lawrence Mill Co. operated the flour and corn mill buildings in the 1907 Sanborn map (Image 39).

Harry Wheat bought shares of the remaining area of Parcels 20.3 and 20.4 from other Wheat heirs in 1902.²⁷³

Alexandria Fertilizer & Chemical Company

Harry Wheat sold the parcels, his own shares plus those of the estate of Benoni Wheat, to the Alexandria Fertilizer & Chemical Company in 1904.²⁷⁴ The 1907 Sanborn map shows the AFCCO elevated tramway crossed this parcel (Image 39). The American Agricultural Chemical Company bought out AFCCO in 1908, however it appears they continued to do business as AFCCO in Alexandria after that date.²⁷⁵

AFCCO acquired the Globe Mills buildings in January 1912.²⁷⁶ In September 1912, a fire broke out in the Globe buildings and spread to the carpenter shop, machine shop, and chemical works.²⁷⁷

The 1912 Sanborn map shows an elevated tramway that crossed Union Street and Parcel 20.3 to connect to a 300' wharf extending from Parcels 20.3 and 20.4 (Image 40). The wharf had a traveling crane over it. The mill buildings are not represented, they were likely razed after the September 1912 fire. AFCCO electrified the tramway in 1916.²⁷⁸

The 1921 Sanborn map shows the Alexandria Fertilizer & Chemical Co. with the elevated tramway and wharf (Image 41). A large warehouse along Union Street is marked "Ware Ho. 31" and has a bag storage building adjacent to the south in Parcel W.2. A fire in 1927 destroyed 120,000 sacks of fertilizer.²⁷⁹ A 1923 Army Corps of Engineers map marked this parcel as Alexandria Fertilizer & Chemical Co. Wharf (Appendix B, Image 27). A fertilizer plant was indicated here as well.

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

1937 aerial photography shows the elevated tramway extending from Union Street to the end of the pier. The north end of a large building along Union Street takes up most of the western side of Parcel 20.4 (Image 43).

²⁷² ADB 51:503, July 20, 1904.

²⁷³ ADB 48:381, April 9, 1902; ADB 48:494, August 30, 1902.

²⁷⁴ ADB 52:360, December 10, 1904.

²⁷⁵ ADB 57:426, September 26, 1908.

²⁷⁶ ADB 61:491, January 24, 1912.

²⁷⁷ WASHINGTON POST BUREAU, "\$30,000 LOSS BY FIRE: Four Buildings of Alexandria Fertilizing Plant Destroyed. CAPITAL FIREBOAT HELPS Assists Virginia Firemen in Saving Vessels and Structures Along the Water Front -- Blaze Started in Old Globe Flour Mill -- Wide Spread Only Prevented by Hard Work.," *The Washington Post* (1877-1922), September 14, 1912.

²⁷⁸ "IMPROVING FERTILIZER PLANT: Alexandria Concern Hopes to Banish Disagreeable Acid Odors," *The Washington Post* (1877-1922), July 19, 1916.

²⁷⁹ THE WASHINGTON POST BUREAU "ALEXANDRIA SEWER ORDINANCE IS READY FOR COUNCIL ACTION: Bill for Hooffs Run Expected to Be Submitted Tomorrow. SHRINERS ARRANGING ELABORATE PROGRAM \$28,000 Fire Loss in September Is the Highest for Two Years.," *The Washington Post* (1923-1954), October 5, 1927.

Chapter 1: Founders Park

The 1941 Sanborn map shows the American Agricultural Chemical Company's elevated tramway with associated control and supply rooms on Parcel 20.3. The north end of a fertilizer warehouse occupies the western side of Parcel 20.4 (Image 44).

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

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

In 1963, the American Agricultural Chemical Company sold these parcels to the Atlantic Refining Company. Five months later, that company sold to Steuart Investment Company.²⁸⁰

In 1973, Steuart Investment Co. sold this entire block to Alexandria Enterprises, Inc.²⁸¹

Parcels W.1 and W.2

These parcels continued to be a slip in 1902 (Image 38). Harrie Wheat sold the slip in Parcel W.1 to the Alexandria Fertilizer and Chemical Company in 1904.²⁸² AFCCO bought Parcel W.2 from the Fauquhar heirs in 1905.²⁸³

In 1912, AFCCO extended the wharf to make a curve across Parcels W.1 and W.2. A wood shop stood along Union Street on parcel W.1. The southern half of Parcel W.2 and most of the foot of Queen Street remained a slip (Image 40). In 1921, the waterfront was filled in and new buildings associated with the Alexandria Fertilizer & Chemical Co. lined Union Street (Image 41). The foot of Queen Street was filled in as well.

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

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

The 1941 Sanborn map shows the American Agricultural Chemical Company's fertilizer warehouse along Union Street with a smaller structure south of it at the corner of Union and Queen for bag storage (Image 44).

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

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

²⁸⁰ ADB 578:475, June 25, 1963; ADB 590:467, November 7, 1963.

²⁸¹ ADB 758:249, March 7, 1973.

²⁸² ADB 52:360, December 10, 1904.

²⁸³ ADB 53:82, January 5, 1905.

Chapter 1: Founders Park

In 1963, American Agricultural Chemical Company sold these parcels to the Atlantic Refining Company.²⁸⁴ Months later, Atlantic sold them to Steuart Investment Company.²⁸⁵

In March 1973, Steuart Investment Co. sold these parcels, along with the rest of this waterfront block, to Alexandria Enterprises, Inc.²⁸⁶

Founders Park: 1974-Present

Watergate and Alexandria Enterprises were granted a Special Use Permit to develop the land east of Union Street, south of Oronoco, and north of Queen in June 1973.²⁸⁷ Community members resisted a projected residential development at this site, and instead pressed for a public park. In January 1974, the developers relinquished their permit and sold the land to the City of Alexandria.²⁸⁸

The City of Alexandria and the United States of America reached an agreement to reserve the waterfront from Queen to Oronoco Street as a scenic easement in 1981.²⁸⁹

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

²⁸⁴ ADB 578:475, June 25, 1963.

²⁸⁵ ADB 590:467, November 7, 1963.

²⁸⁶ ADB 758:249, March 7, 1973.

²⁸⁷ ADB 758:592, June 18, 1973.

²⁸⁸ ADB 769:803, January 18, 1974.

²⁸⁹ Founders Park Community Association, "History," Founders Park Community Association, 2022, <https://www.alexandriafounderspark.org/history>; National Park Service Office of Land Use Coordination, "Alexandria Waterfront Land Use Agreements," Washington, DC, 1992, 28-29; ADB 1138:398, October 7, 1981.

Chapter 1: Founders Park

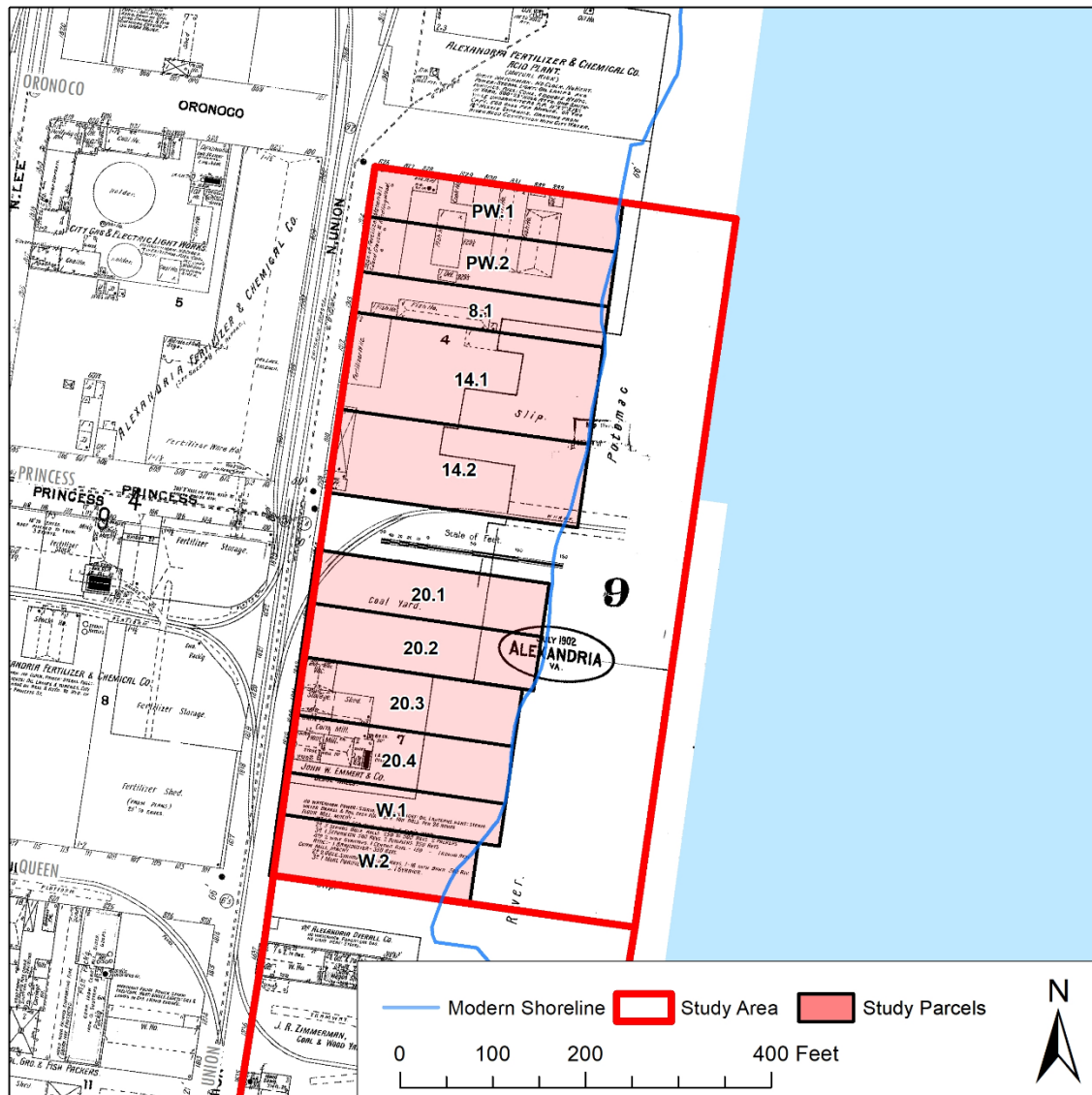


Image 38. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/. Detail.

Chapter 1: Founders Park

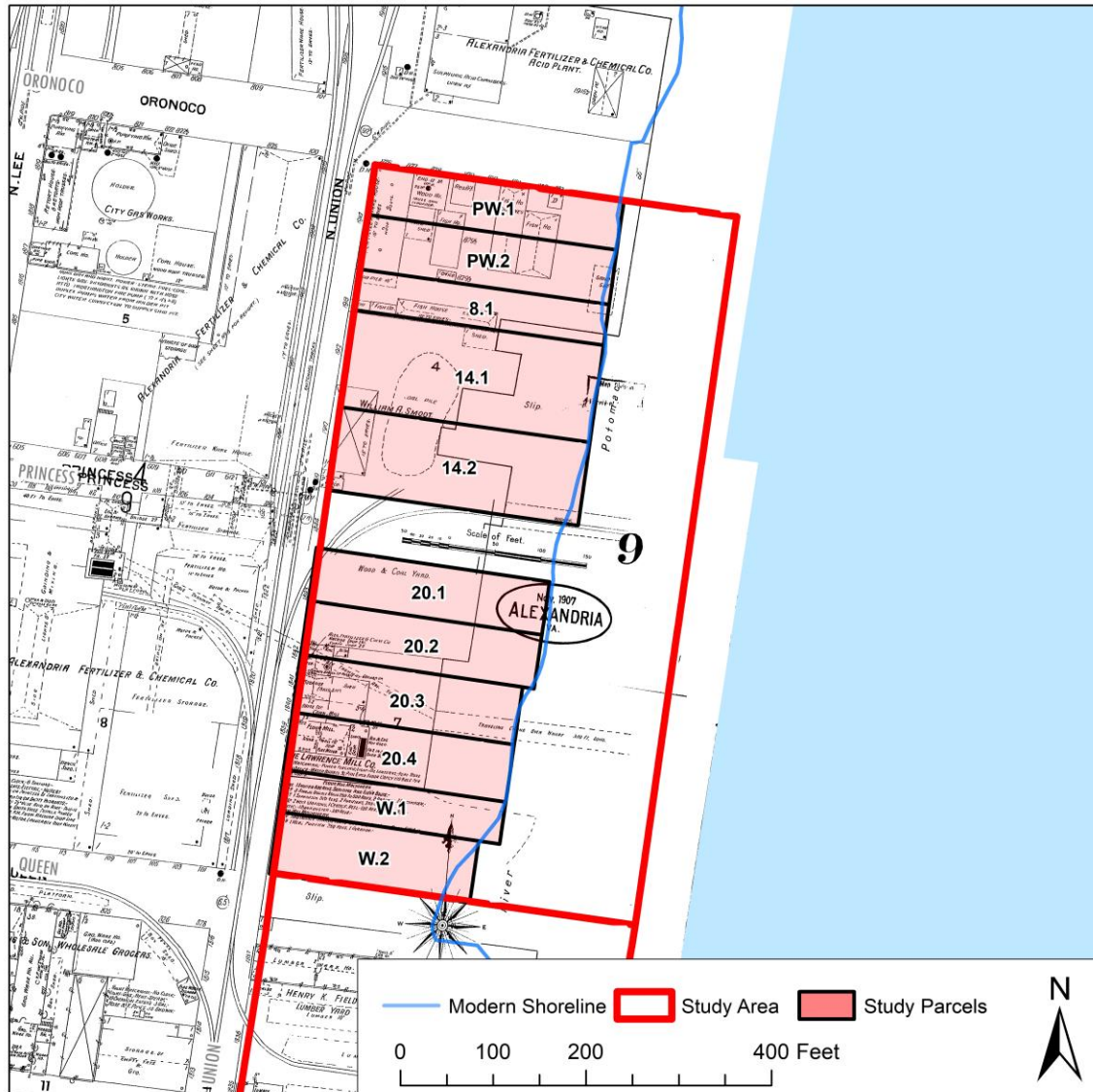


Image 39. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1907. Map. https://www.loc.gov/item/sanborn08968_005/. Detail.

Chapter 1: Founders Park

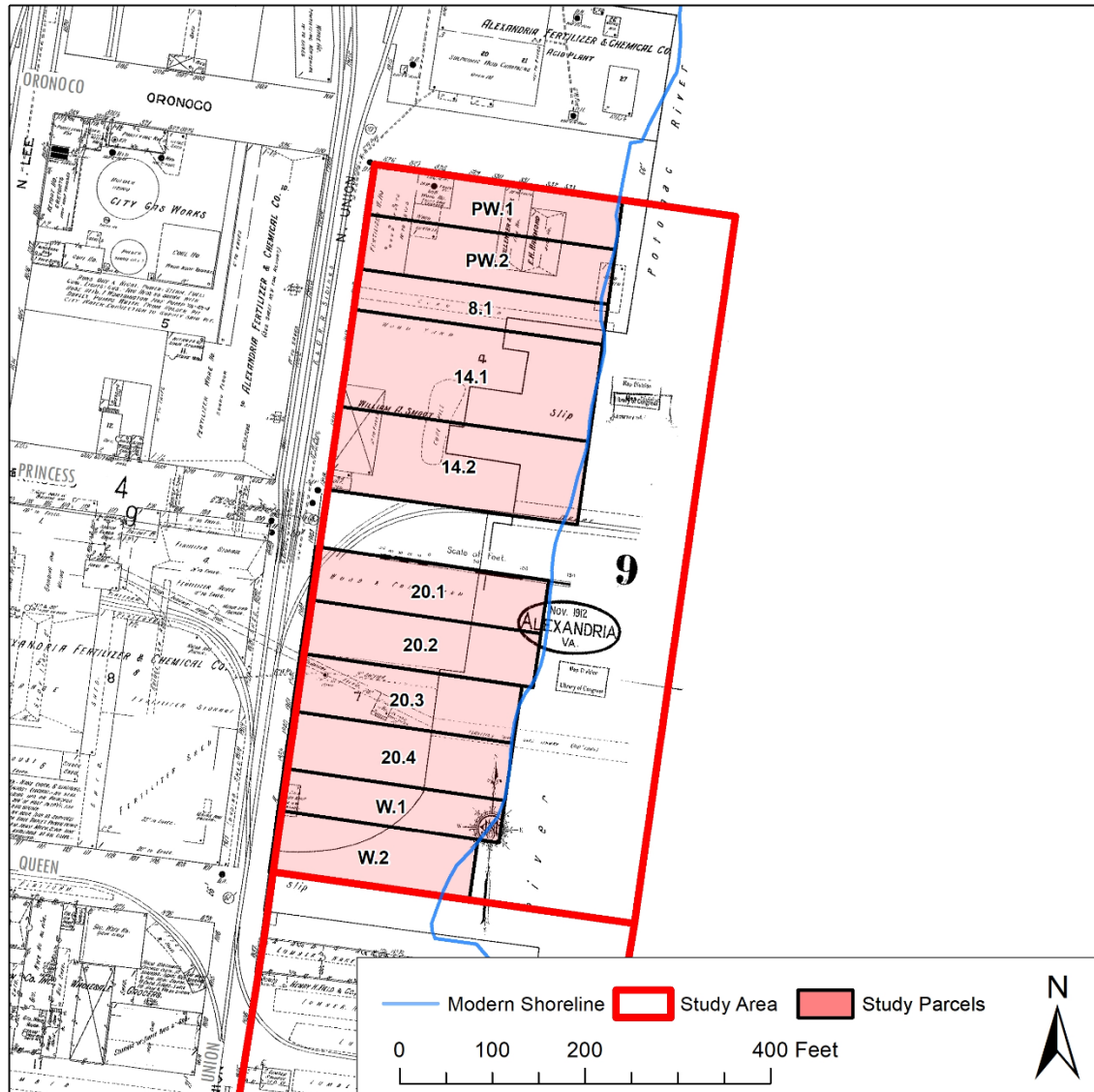


Image 40. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/. Detail.

Chapter 1: Founders Park

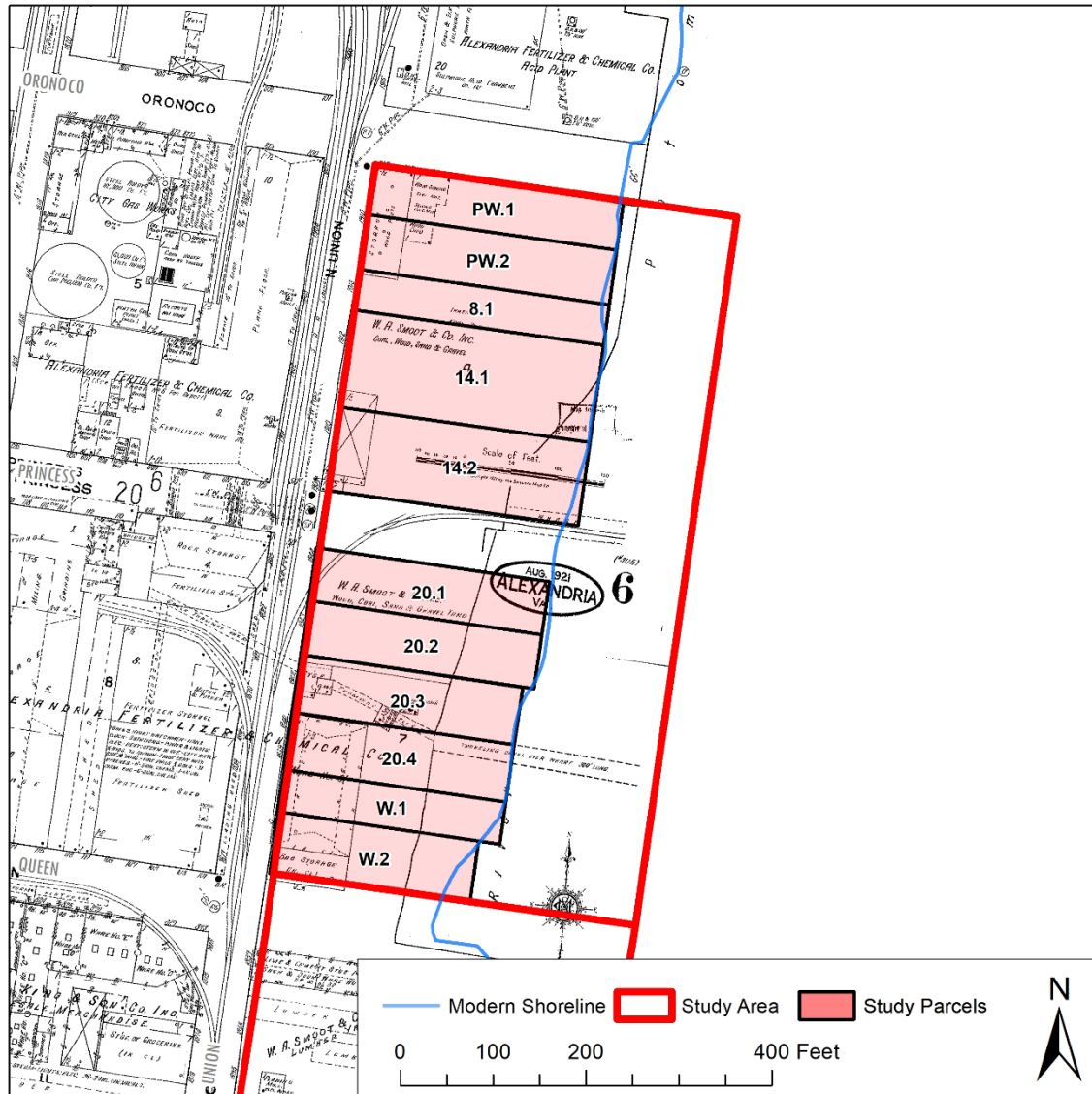


Image 41. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/. Detail.

Chapter 1: Founders Park

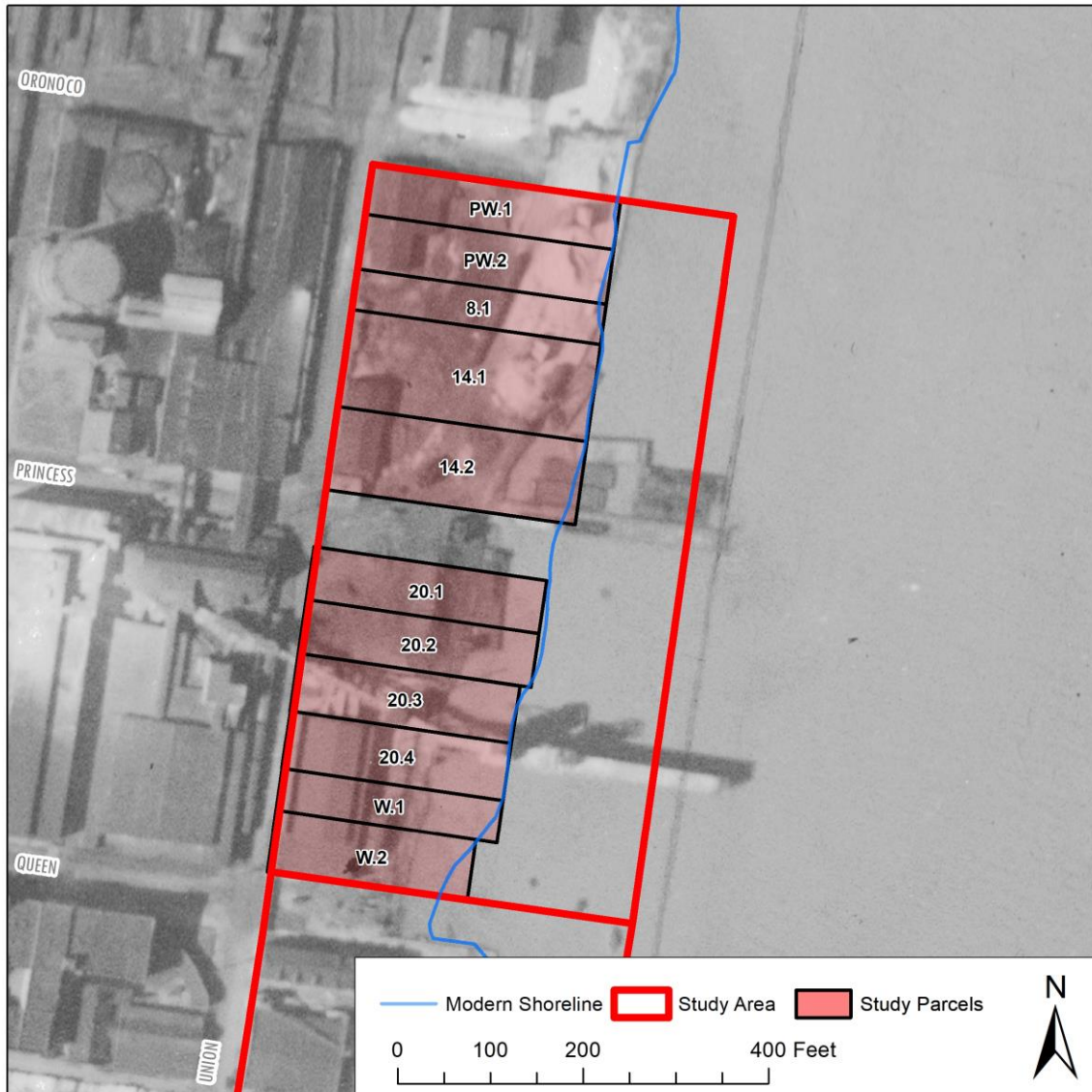


Image 42. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.

Chapter 1: Founders Park



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

Chapter 1: Founders Park

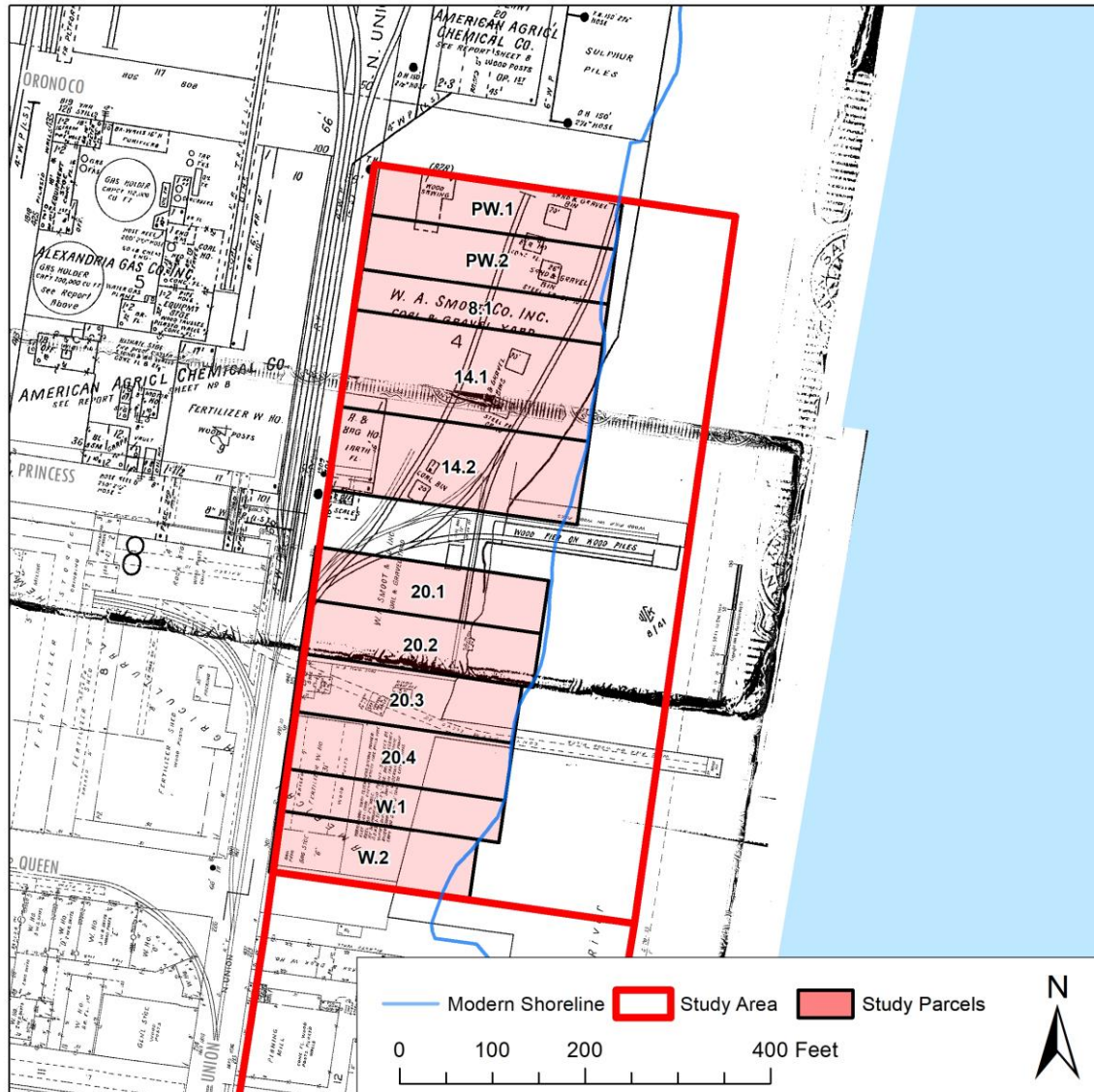


Image 44. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/. Detail.

Chapter 1: Founders Park



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

Chapter 1: Founders Park

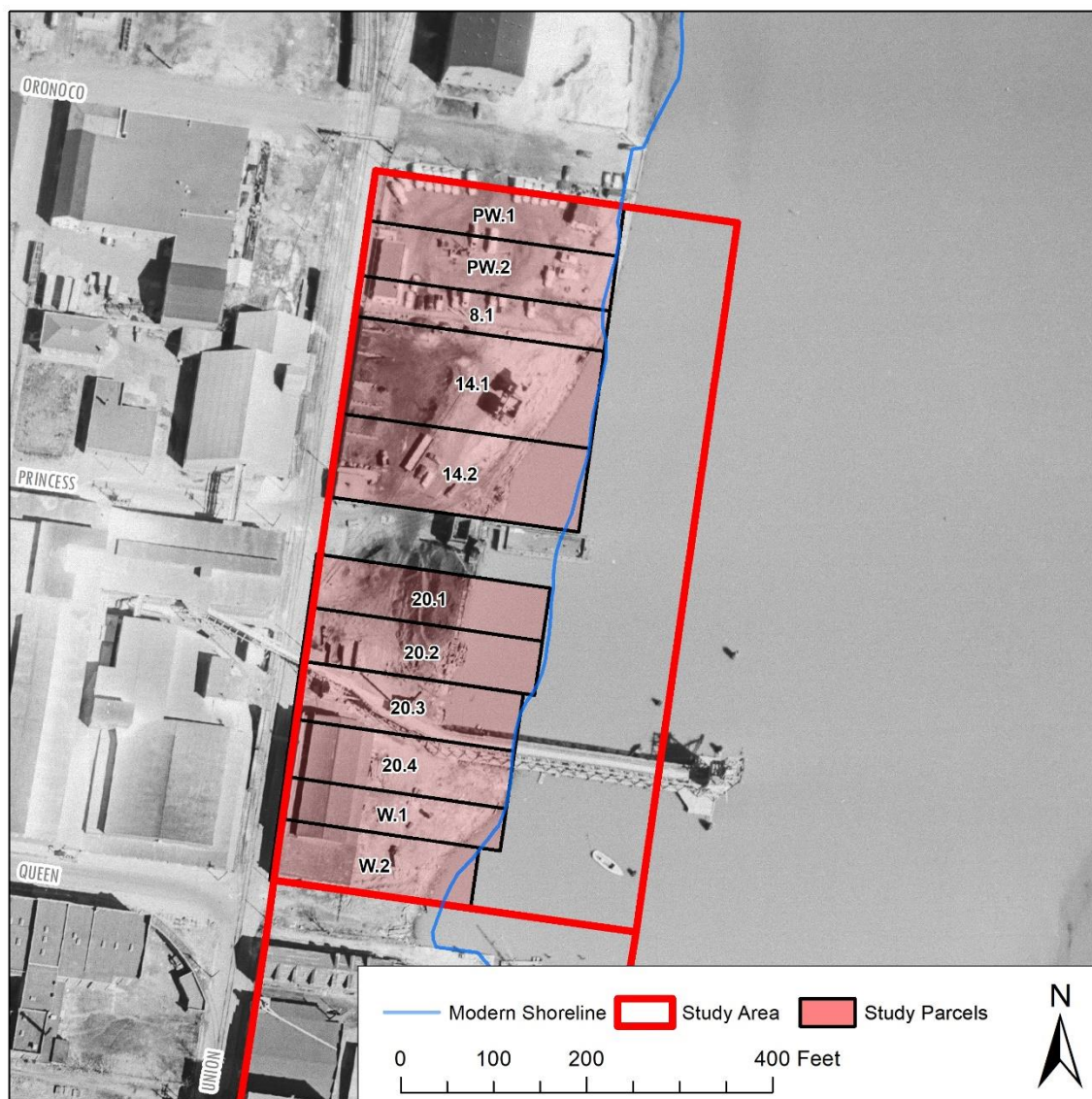


Image 46. Aerial Photography. 1957. On file at Alexandria Archaeology.

Chapter 1: Founders Park

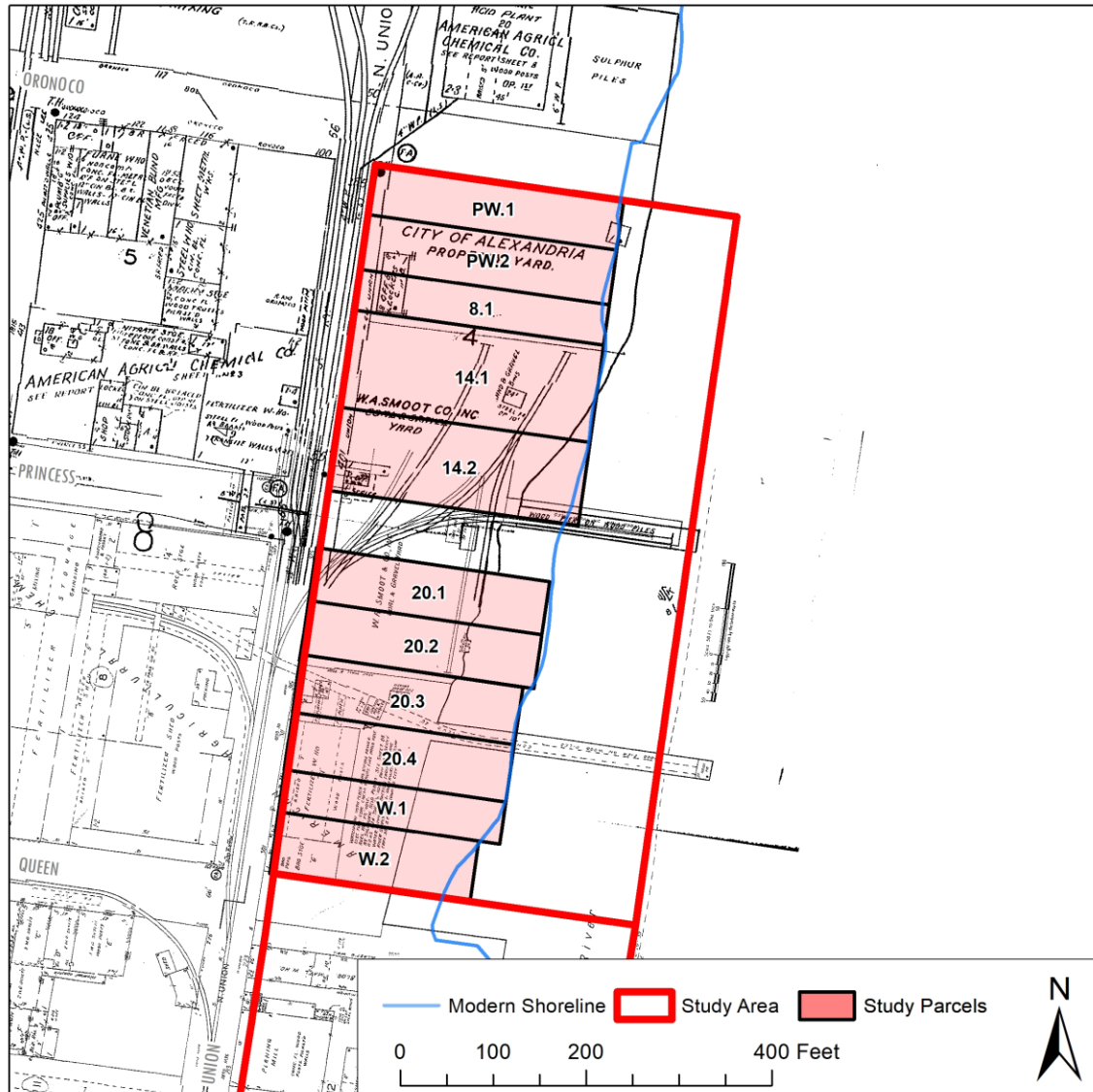


Image 47. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/. Detail.

Chapter 1: Founders Park



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

Chapter 2: Union Street from Queen to Cameron

Introduction: Queen to Cameron Streets

This chapter focuses on the waterfront area between Queen Street on the north, Cameron Street on the south, and Union Street on the west (Image 49). To establish the original ownership of the made land, early town lots situated west of Union Street are discussed. The eastern boundary of the parcels changed over time.

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

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

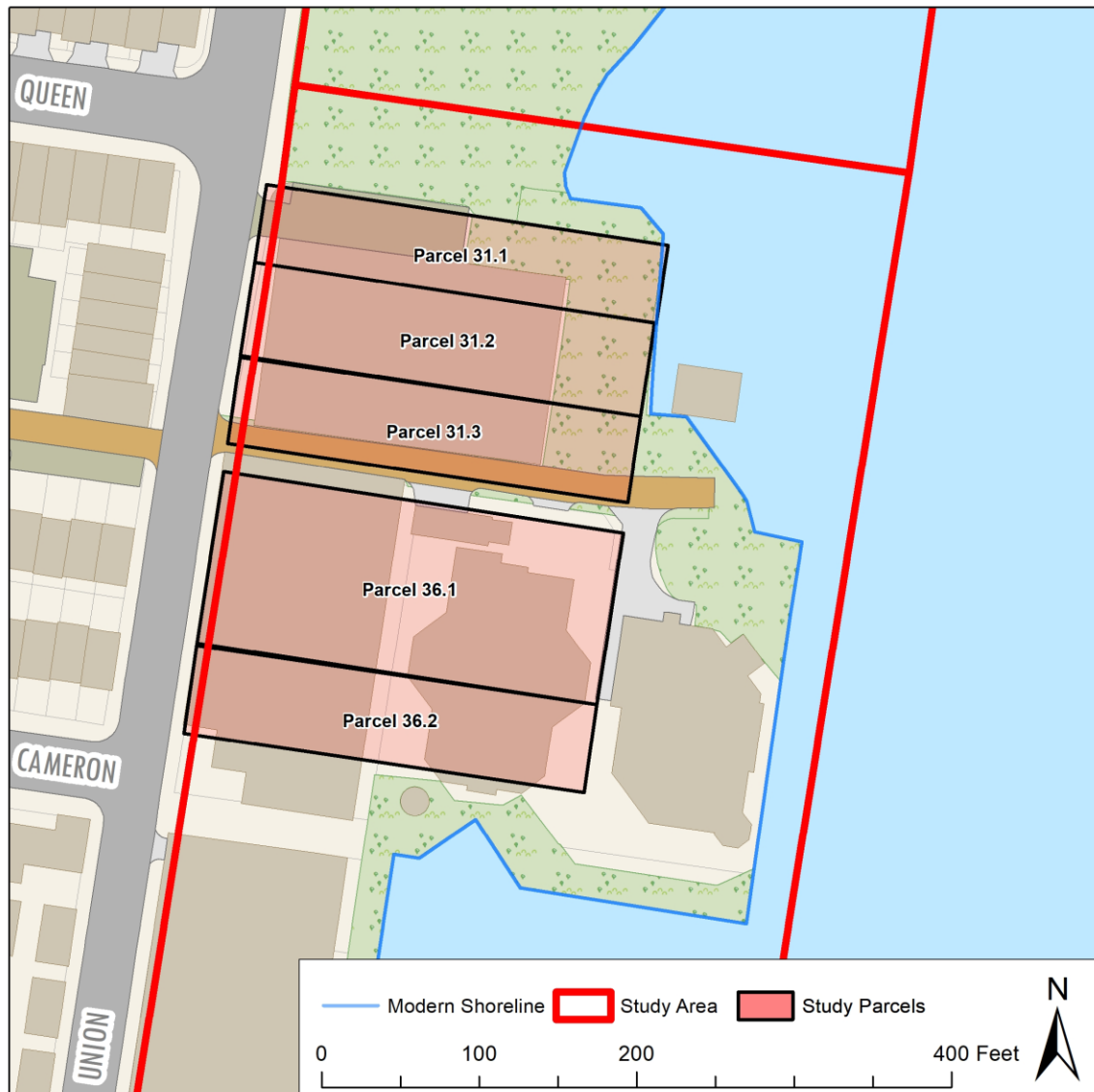


Image 49. Modern street map showing the Queen, Union, Cameron Street block overlaid with study parcels.

Colonial and Early National Period, 1749-1799

Lot 31

Colonel Garrard/Gerrard Alexander (1714-1761) purchased Lots 31 and 32 in the initial July 1749 sale of Alexandria lots (Image 50). He inherited a plantation north of the town, later called Abingdon, and married Mary Dent of Maryland. They owned enslaved people and he held positions of power in the community including being an original trustee of Alexandria, a Burgess of Fairfax County from 1751-1755 and a justice of Fairfax County in 1742.²⁹⁰ Alexander left Lots 31 and 32 to his widow, Mary Alexander, in his will in lieu of the traditional dower.²⁹¹ There is no evidence describing what, if any, improvements or changes he made to this parcel during his lifetime. That he was a civic leader suggests he would have made some developments, either a warehouse or pier, for commercial purposes.

In 1767, Mary Alexander and her son Philip Alexander sold the lots to John Glassford and Archibald Henderson.²⁹² Glassford & Co. was a Scottish tobacco firm that had numerous Chesapeake locations. Glassford never visited North America himself, but his factors ran the stores and managed business, thus he had numerous divisions or partnerships in Maryland and Virginia. In Alexandria, Henry Riddell managed their shop located on Lots 31 and 32: “a large and commodious brick Storehouse, and other houses. The lots have a front of about 180 feet on the main-street, the same to the river, on which a most valuable improvement is begun (Image 51).”²⁹³ John Gibson purchased the lots on October 1, 1776 and then resold them to Alexander Henderson (1738-1815), who previously acted as the Glassford & Co. legal representative, two days later for the same price.²⁹⁴ Henderson agreed with John Dalton, owner of Lots 36 and 37, to each reserve 10’ for an alley to the Potomac River.²⁹⁵

City archaeologists found evidence in 1997 of a bulkhead-type wharf that extended to approximately 200’ east of Water Street. Measuring 20’ wide, the wharf surface was partially covered with large, flat stones. In a stratigraphic analysis, they found a top layer of fill with cultural materials (glass, pottery, leather, etc.), a sterile sediment layer, and then another fill layer with cultural materials. Their conclusion was that someone partially filled the wharf, work ceased for several years while tides, floods and rain deposited silt, and then someone completed the wharf, adding the top layer of fill and the paving stones. Documentary evidence supports this conclusion, as Henderson noted in 1776 that a “valuable improvement” was under construction.²⁹⁶

²⁹⁰ Fairfax Deed Books (FDB) B1:496, September 20, 1749; Donald A. Wise, “Some Eighteenth-Century Family Profiles Part 1,” *Arlington Historical Magazine*, October 1977, 8. The ruins of Abingdon are located at what is now Reagan National Airport, see “History of Reagan National Airport,” Metropolitan Washington Airports Authority, <https://www.flyreagan.com/about-airport/history-reagan-national-airport#:~:text=In%201998%2C%20the%20Airports%20Authority,1930%2C%20and%20the%20ruins%20stabilized.>

²⁹¹ Fairfax County Will Books (FWB) B1:327, September 16, 1761.

²⁹² FDB G1:229, March 10, 1767; FDB G1:231, March 11, 1767.

²⁹³ Alexander Henderson, “TO BE SOLD,” *Dunlap’s Pennsylvania Packet*, September 24, 1776, GenealogyBank.

²⁹⁴ FDB M1:266, October 1, 1776; FDB M1:269, October 3, 1776.

²⁹⁵ FWB D1:17, July 21, 1777. “The ten feet is left vacant in order that Alexander Henderson or those claiming [sic] under him may lay off an equal proportion of his Lots that a Lane may be extended down between the said lots to Powtomack [sic] River.”

²⁹⁶ Thomas W. Cuddy et al., “THE NORTH LEE STREET PROJECT: A PHASE I, II, AND III ARCHAEOLOGICAL INVESTIGATION OF 221 NORTH LEE STREET, ALEXANDRIA, VIRGINIA, SITE 44AX180” (Alexandria, Virginia: Alexandria Archaeology, 2006), 7.15-7.25.

Archaeologists could not determine with certainty how far into the river the wharf extended, however they did not find remains of an eastern-facing bulkhead, so it likely extended beyond the 200' that was found. Its construction was atypical of other 18th-19th century wharves in Alexandria because the bulkhead was constructed of planks rather than timbers or horizontal posts (Image 52). They concluded that either the location of the wharf, in the shallow, slow moving bay, called for a less-significant construction technique, or this exposed section was part of a larger grid of "groins" meant to stabilize a large area of fill. They were not able to conclusively determine if there were additional sections to the north or south of this feature.²⁹⁷ Did Glassford & Co. intend to fill the entire frontage of their lot, or were they extending a wharf further into the bay as their southern neighbors, Carlyle & Dalton did, beginning in 1769?

Henderson was a Scottish immigrant who moved to Colchester in 1756. He acted as an agent for Glassford & Co., but also served in public office and in the Virginia Militia during the Revolution. He was a Captain from 1775-1777 and Deputy Commissioner of Military Stores from 1777-1779.²⁹⁸ It is unlikely that Henderson, while active in the military, made improvements to his wharf lot. He sold these lots to Alexandria merchant and banker William Herbert in 1778.²⁹⁹ Herbert quickly sold Lots 31 and 32 to Thomas May, an ironmaster of Cecil County, Maryland in February 1778.³⁰⁰ It is unclear what, if any, actions May took to improve or use these lots during his period of sole ownership. Possibly, he was responsible for the second campaign of fill and partial paving of the wharf surface.

Thomas May (1731-1792) was born near Philadelphia and married a Quaker, Sarah Holland Potts, in 1761. He worked as a blacksmith and forgerman, renting ironworks from his in-laws for several years. He began to operate Elk Forge in Cecil County, Maryland, in 1768. He participated in numerous business partnerships to own and operate iron works and forges in the region, including some with Jesse Hollingsworth, a merchant in Baltimore. He and his business partners owned enslaved people and indentured servants. During the American Revolution, May's home at Elkton and the forge were threatened by the British landing there on August 25, 1777. Thomas and Sarah May, they had no known children, relocated to Wilmington, Delaware and the forge took little damage besides two enslaved workers leaving with the British. John Roberts, May's partner at the forge, relocated to Philadelphia and was hanged for treason in November 1778.³⁰¹

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

²⁹⁷ Cuddy, et al., "THE NORTH LEE STREET PROJECT," 7.20-7.25.

²⁹⁸ *Sons of the American Revolution Membership Applications, 1889-1970* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011. Original data: *Sons of the American Revolution Membership Applications, 1889-1970*. Louisville, Kentucky: National Society of the Sons of the American Revolution. Microfilm, 508 rolls. Alexander Henderson would go on to open a storehouse in Dumfries which he later expanded to Alexandria. He was active on Merchant's Wharf from 1795-1805.

²⁹⁹ Ref. Hustings Deed Books (Alex.) A:95, January 1, 1778. More on William Herbert is written in the King to Cameron block report.

³⁰⁰ Ref. Alex. A:95, February 18, 1778.

³⁰¹ Daniel Graham, "Thomas May (1731-1792): Pennsylvania/Maryland Ironmaster, Delaware Merchant and Assemblyman" (Ellicott City, MD, 2001), 1-17.

Herbert in 1783.³⁰² At that time, they owned almost nine thousand acres in Maryland. May bought more land in Pennsylvania and Maryland in 1784. He began sending regular cargoes of flour, pig iron, rod iron and staves to other coastal American ports and the West Indies. May invested in “soldier certificates,” or war debt, from Delaware soldiers in 1783 and 1784.³⁰³

In Alexandria, William Herbert and John Potts operated their joint merchant venture from a store on the corner of Fairfax and Queen Streets in October 1784.³⁰⁴ They imported goods from London, including polished marble chimney pieces and mantles. John Potts Jr. (1760-1809) was Thomas May’s nephew, born in 1760 to Samuel Potts and Joanna Holland, sister of Sarah Holland Potts May.³⁰⁵ John Potts worked along with his brothers and father on their extensive iron holdings. Potts trained as a lawyer in Philadelphia but moved to Alexandria in 1784 to work as the Secretary of the Potomac Company.³⁰⁶ He married Eliza Ramsay, sister-in-law of William Wilson and daughter of Patrick Ramsay. Potts and Wilson managed the hiring out of 34 enslaved people from Eliza’s father’s estate; many worked for the Potomac Company and one, Abraham, freed himself. As Secretary of the Potomac Company, Potts placed an advertisement in November 1785 seeking one hundred enslaved workers to labor for the canal.³⁰⁷

Thomas May sold another 1/3 share of Lots 31 and 32 to John Potts Jr. in April 1788 and a few months later, Herbert & Potts dissolved their partnership.³⁰⁸ Herbert & Potts owned three parcels in 1788: two self-occupied on Fairfax Street and one occupied by J. Edmunds on Royal.³⁰⁹ Potts then partnered with William Wilson in 1790, forming William Wilson & Co., until Jan 1, 1795.³¹⁰ In 1791, Potts occupied a parcel on King Street owned by Peter Cassenove.³¹¹

³⁰² Alex. A:95, November 10, 1783.

³⁰³ Graham, “Thomas May,” 17-22.

³⁰⁴ William Herbert and John Potts Jr., “Herbert and Potts,” *Virginia Journal and Alexandria Advertiser*, October 28, 1784, GenealogyBank.

³⁰⁵ Graham, “Thomas May,” 5; *Sons of the American Revolution Membership Applications, 1889-1970* [database online]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

³⁰⁶ Mrs. Thomas Potts James, *Memorial of Thomas Potts, Junior, Who Settled in Pennsylvania* (Cambridge: Priv. Print., 1874), 257,

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

³⁰⁷ John Potts Jr., “One Hundred Negroes,” *Virginia Journal and Alexandria Advertiser*, November 3, 1785, GenealogyBank.

³⁰⁸ Alex. C:232, April 14, 1788; William Wilson and John Potts Jr., “Ten Dollars Reward,” *Virginia Journal and Alexandria Advertiser*, July 26, 1787; William Herbert and John Potts Jr., “The Copartnership,” *Virginia Journal and Alexandria Advertiser*, December 4, 1788, GenealogyBank; Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. Ramsay vs. Wilson, 1810-049, Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia.

³⁰⁹ 1787 Land Tax Assessment, on file at Alexandria Archaeology. The rent value of the Fairfax Street parcels were £40 and £5. William Herbert was assessed in 1787 for property on Fairfax, Cameron, Oronoko and Water Streets. At this time, William Herbert and his dependents owned or controlled half of the block south of Cameron Street, so it is difficult to distinguish the exact location of each assessed parcel. Thomas May is not listed as an owner of real estate in 1787 or 1788.

³¹⁰ William Wilson & Co., “Just Arrived,” *Virginia Gazette and Alexandria Advertiser*, November 11, 1790, GenealogyBank; William Wilson & Co., “For London,” *Columbian Mirror and Alexandria Gazette*, April 10, 1793, GenealogyBank. For more details on their business arrangement see Arlington Chancery, Potts vs. Wilson, 1810-049.

³¹¹ Marjorie D. Tallichet, *Alexandria City Directory 1791* (Bowie, Md: Heritage Books, 1986).

The trustees of Thomas May's estate sold his 1/3 share of Lots 31 and 32 to William Wilson on February 9, 1795.³¹² Wilson was a Scottish factor for Colin Dunlap & Son & Co. in Alexandria from 1774-1776. He returned to Scotland where he met and married Sophia Ramsay, daughter of the late Patrick Ramsay, a tobacco merchant, and Elizabeth Ramsay. Mrs. Ramsay, a native of Virginia and beneficiary of her late husband's landed and enslaved estate there, decided to return with her children. William Wilson agreed to reside in Virginia for a few years and he helped Mrs. Ramsay borrow the necessary money from her trust and arranged their travel. The party set sail in August 1783 and survived a harrowing misadventure when their ship nearly sank near Lisbon, where they stayed until they could book passage to Baltimore. They arrived in Virginia in March 1784 and stayed at Broadway, the James River plantation of Thomas Gordon and Elizabeth Ramsay's sister, Ann Isham Gordon. Sophia Wilson delivered a son there on March 22 but died a few weeks later. Wilson left for Alexandria in May 1784 and his mother-in-law, infant son, and the other Ramsay children joined him in May 1785. One daughter, Sarah Douglass Ramsay, died in November 1785 and another, Eliza, married John Potts in August 1786.³¹³ Wilson's firm, headquartered in Scotland, declared bankruptcy and he returned to Glasgow in 1788. Though he intended to make a new effort in London, a friend asked him to return to Virginia to settle the affairs of a different firm. When that assignment ended, again due to bankruptcy, he decided to recommence his own house of trade in Alexandria importing goods from London and Glasgow. This firm was successful, and he brought his struggling brother-in-law, John Potts, in as a 1/3 partner in January 1790. In 1791, he occupied space on Conway's Wharf and Fitzgerald's Wharf.³¹⁴ This partnership was dissolved on January 1, 1795.³¹⁵

In 1796, the three co-owners of Lots 31 and 32 set aside 10' for an alley along the south edge of the lots and partitioned the lots to give each person an equal, yet individual, share (Image 53).³¹⁶ The only building indicated on the partition is a brick store at the southeast corner of Fairfax and Queen Streets. On the waterfront block, they created three similar parcels with eastern boundaries in the Potomac River (Image 54). A deed for the parcel on the north side of Queen Street, Lot 26, refers to the wharf of Herbert, Wilson & Potts being under construction in late September 1796.³¹⁷

Parcel 31.1

William Wilson owned Partition 21, the parcel on the south side of Queen Street known as Parcel 31.1 in this study (Image 53).³¹⁸ His 1796 tax assessment, including all his real estate in Alexandria, was \$4,200.³¹⁹ Wilson continued to engage in trade, often hiring his younger brothers-in-law, Andrew, William and Patrick Ramsay, as clerks and supercargoes. In 1798, Wilson made a variety of shipments to Europe and the West Indies, "Great in their amount and unfortunate in their issue."³²⁰ He lost tens of

³¹² Alex. O:76, February 9, 1795.

³¹³ "Mortuary Notice," *Maryland Journal*, November 29, 1785, GenealogyBank; William Wilson, "Just Imported," *Virginia Journal and Alexandria Advertiser*, October 28, 1784, GenealogyBank; Arlington Chancery, James Dunlop vs. Thomas Herbert, 1818-001.

³¹⁴ Tallichet, *Alexandria City Directory 1791*; William Wilson & Co., "For London," *Columbian Mirror and Alexandria Gazette*, April 10, 1793, GenealogyBank.

³¹⁵ Arlington Chancery, Potts vs. Wilson, 1810-049.

³¹⁶ Alex. L:75, March 29, 1796. This deed describes the lots as "extending from the East side of Fairfax Street, across Water & Union Streets into the River Potomack."

³¹⁷ Alex. H:443, September 27, 1796.

³¹⁸ Alex. L:351, March 31, 1796.

³¹⁹ 1796 Tax Assessment, on file at Alexandria Archaeology.

³²⁰ Arlington Chancery, Potts vs. Wilson, 1810-049.

thousands of dollars and sold all his vessels to Baltimore merchants, losing a great deal of money in the process. In 1799, Wilson used this parcel, along with eight others, to secure a debt of \$9,770 to the Bank of Alexandria.³²¹ The 1799 tax assessment for William Wilson shows that he owned property on Oronoko, Fairfax, and Prince Streets.³²² There is no indication from that record that he occupied or leased this property on the waterfront.

Parcel 31.2

William Herbert owned Partition 20, the middle parcel known as Parcel 31.2 in this study (Image 53).³²³ Herbert was elected President of the Bank of Alexandria in 1796, and so his attention to this parcel and its development is unclear as his total taxable real estate that year was \$5,100.³²⁴ The 1799 tax assessment for William Herbert showed that he collected rents on Fairfax and Water Streets, but none of the amounts indicate a large warehouse or wharf that might extend to the Potomac River.³²⁵ Herbert owned a wharf south of Cameron Street, where he lived and rented warehouses since 1780. The area south of Cameron Street was known as Herbert's Wharf.

Parcel 31.3

John Potts owned Partition 19, the south parcel known as Parcel 31.3 in this study (Image 53).³²⁶ In 1796 the total assessed value of his real estate was \$2,400, significantly less than his former partners William Herbert and William Wilson.³²⁷ In 1799, Potts secured a debt of \$14,417 to the Bank of Alexandria with this parcel and six others.³²⁸ The 1799 tax assessment for John Potts shows that he collected rent (£80 annually) from Carlin & Faxon for a lot between Fairfax and Water Streets.³²⁹

Lot 36

John Dalton (1722-1777) purchased Lots 36 and 37 from the Town Trustees in the first offering of parcels in 1749 (Image 50).³³⁰ John Dalton was business partners with John Carlyle, owner of Lots 41 and 42 across Cameron Street, since 1744. Dalton was commissioned as a captain in the Fairfax Militia and appointed a Town Trustee after the death of Richard Osborne. In 1756, he led a militia unit to Winchester to assist Colonel George Washington. He married Jemima Shaw and had several children, though only two daughters survived into adulthood. They built a brick house on Fairfax Street which remained unfinished at his death, and another house on the alley between Lot 37 and Lot 32 which was

³²¹ Alex. M:178, August 21, 1799.

³²² Wilson's tenants were himself on Oronoko (£100 annual rent) and Fairfax (£36), Charles Jones on Fairfax (£40), and Josiah Faxon on Prince (£60 and £36). 1799 Tax Assessment, on file at Alexandria Archaeology.

³²³ Alex. L:351, March 31, 1796.

³²⁴ A. Glenn Crothers, "Banks and Economic Development in Post-Revolutionary Northern Virginia, 1790-1812," *The Business History Review* 73, no. 1 (1999): 17. 1796 Tax Assessment, on file at Alexandria Archaeology.

³²⁵ Herbert's tenants were Washer Blunt on Water Street (£23 annual rent), Lawrence Hooff on Water (£30), and himself on Fairfax (£18). 1799 Tax Assessment, on file at Alexandria Archaeology.

³²⁶ Alex. L:351, March 31, 1796.

³²⁷ 1796 Tax Assessment, on file at Alexandria Archaeology.

³²⁸ Alex. M:261, May 1, 1799.

³²⁹ 1799 Tax Assessment, on file at Alexandria Archaeology. Hugh Carlin/Carolin was a carpenter on Queen Street and Josiah Faxon/Faxton was active as a merchant in the early 19th century. T. Michael Miller, *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, s.vv. "Carlin, Hugh," "Faxon, Josiah," (Bowie, Md: Heritage Books, 1991).

³³⁰ FDB B1:493,494, September 20, 1749.

occupied by John Page. Dalton was a Presbyterian and served in the vestry of Christ Church in Alexandria. In the Revolutionary period, he aided in procuring supplies for Virginia's military forces.³³¹

Besides his merchant activities with John Carlyle, Dalton owned plantations and controlled the labor of numerous individuals including indentured servants, convicts, and enslaved people. In 1755, an English servant named James Large absconded from Alexandria with a horse and a "Face...a little bruised and black."³³² In 1767, two Irish convicts, one a weaver named Edward Bryan and the other a teen named Will Canely, left Alexandria.³³³ Upon Dalton's death in 1777, eight enslaved men were sold from his estate: "six of them are good smiths, and have served regular times to the trade; they do all kinds of ship and planters work, shoe horses, &c. one understands a good deal of gun work and making nails; one of the others is a waterman and pilot in the river and bay, the other a plantation negro."³³⁴ These details show that Dalton profited from the labor of others in multiple areas of work, including specialized crafts like gunsmithing and weaving, in-demand skills such as piloting, and the brutal physical labor of plantation agriculture.

Catherine Dalton, a daughter of John Dalton, inherited the northern portion of Lots 36 and 37, including a house where John Page lived at the corner of Fairfax Street and the reserved alley between these lots and 31 and 32 (Image 54).³³⁵ Catherine married William Bird (1757-1812) in 1781. Bird was from Pennsylvania, where his first wife died in childbirth, and had served as a captain of the 4th Regiment Light Dragoons in the Revolution.³³⁶ He acquired land near Holmes' Run, west of Alexandria, where he lived with his family until the 1790s when they moved to Warren County, Georgia.³³⁷

One tenant on this parcel, Thomas Hanson, was a partner in the merchant firm of Samuel and Thomas Hanson, active since 1784. Hanson was an enslaver and landowner in Virginia and Maryland. He occupied a building here, likely a store house, from 1787-1788 paying £60 rent and then £130. It is not clear why the rent increased so dramatically; perhaps he took on more space or made a significant improvement in the buildings.³³⁸ Two other occupants in 1787, John Joseph Combes and William Anderson, paid £20 and £10 annual rent respectively. Combes was a vendue master while Anderson may have been a former constable turned retailer.³³⁹

³³¹ Wise, "Some Eighteenth-Century Family Profiles Part 1," 25-26.

³³² John Dalton, "Ran Away from the Subscriber," *Maryland Gazette*, April 10, 1755, Newspapers.com.

³³³ John Dalton and Robert Adam, "Ran Away from the Subscribers," *Maryland Gazette*, June 18, 1767, Newspapers.com.

³³⁴ *Maryland Gazette*, April 24, 1777, Newspapers.com.

³³⁵ FWB D1:17, July 21, 1777.

³³⁶ William Bird had been commissioned a lieutenant in the 2nd Pennsylvania Regiment in January 1776 before transferring to the 4th Continental Light Dragoon Regiment in January 1777. He was eventually promoted to captain. George Washington, "Founders Online: From George Washington to Officers of the 4th Continental Light ..." (University of Virginia Press, August 15, 1777), <http://founders.archives.gov/documents/Washington/03-10-02-0611>.

³³⁷ Terry L. Linton, "Colonel William Bird (1757-1812)," Direct Genealogy Lineage of Thomas Jefferson Bird Sr. and Drusilla Gay, 1995, http://linton-research-fund-inc.com/Colonel_William_Bird_1757_1812_Project.html.

³³⁸ 1787, 1788 Alexandria Land Book, on file at Alexandria Archaeology; Samuel Hanson and Thomas Hanson, *Virginia Journal and Alexandria Advertiser*, June 3, 1784, GenealogyBank; Thomas H. Hanson, *Virginia Journal and Alexandria Advertiser*, February 24, 1785, GenealogyBank; Thomas H. Hanson, "To Be Rented," *Virginia Journal and Alexandria Advertiser*, March 30, 1786, GenealogyBank.

³³⁹ Miller, *Artisans and Merchants*, s.vv. "Combes, John Joseph," "Anderson, William."

Joseph Delarue, a Parisian silk scourer, occupied a space here in 1788. He had a relative in town, Augustus Delarue, but moved to Norfolk by August of that year.³⁴⁰ In 1789, David Edwards, profession unknown, was a tenant. He paid taxes for a white worker, likely an apprentice or indentured servant, named Patrick Gibbons in the same year.³⁴¹

John Kean/Keane occupied a space here from 1790-1791. His personal taxes in 1790 show him and a white worker, James Golden. Unfortunately, his occupation is unknown.³⁴²

Lanty Crowe occupied a house on Fairfax Street for which he paid £18 annual rent from 1789-1793.³⁴³ Crowe was a shopkeeper and had no taxable workers or property, except himself, in 1790. In 1795, he paid taxes on himself, a Black teen, a Black adult, and a horse or mule.³⁴⁴ He moved to a different house on Fairfax Street, was nominated to be a constable of the Hustings Court, but died in 1801. Crowe was Catholic and a member of the Masonic Lodge.³⁴⁵

Bird advertised property for sale in 1787: "A LOT OF GROUND, situated on Fairfax-street, adjoining Mr. Leigh's tavern, containing 120 feet in front, which is improved with convenient buildings, extending from Fairfax-street parallel with Cameron-street to the channel of the river, having six fronts."³⁴⁶ The fronts were on Fairfax, the alley from Fairfax to Water, west side of Water, east side of Water, the alley from Water to Union, and the west side of Union. Bird offered the "Houses and Lot" on Fairfax Street to the channel of the river for sale again in 1790 (Image 55).³⁴⁷ In December 1790, Thomas West paid the Birds £328 for the 60' wide segment containing John Dalton's former residence and bounded by Fairfax and Water Streets.³⁴⁸ In September 1790, West leased the same parcel, stretching from Fairfax to Water Street, back to Bird for £16.4 annual rent.³⁴⁹

In April 1793, the Birds sold their entire parcel, fronting approximately 120' on Fairfax Street, crossing Water and Union Streets and into the river, to Jonah Thompson and David Finley. Stipulations included the ground rent owed to Thomas West for the 60' strip from Fairfax to Water Streets, that Bird could continue to occupy the former John Dalton house and its associated kitchen and garden until October 1, 1793, and that Lanty Crowe could remain in his house until his term expired.³⁵⁰ William Hepburn and John Dundas bought the ground rent from Thomas West in August 1793.³⁵¹

³⁴⁰ Joseph Delarue, "Joseph Delarue," *Virginia Journal and Alexandria Advertiser*, February 1, 1787, GenealogyBank; Joseph Delarue, "Joseph Delarue," *Norfolk and Portsmouth Journal*, August 13, 1788, GenealogyBank; 1788 Alexandria Land Tax Book, on file at Alexandria Archaeology.

³⁴¹ 1789 Alexandria Land Book and Personal Property Tax Book, on file at Alexandria Archaeology.

³⁴² 1790 Alexandria Land Book and Personal Property Tax Book; Tallichet, *Alexandria City Directory 1791*.

³⁴³ 1789, 1790, 1791 Alexandria Land Book, on file at Alexandria Archaeology; Alex. E:63, April 24, 1793.

³⁴⁴ 1790, 1795 Alexandria Personal Property, on file at Alexandria Archaeology. In 1800, Crowe only paid tax on himself. Miller, *Artisans and Merchants*, s.v. "Crowe, Lanty."

³⁴⁵ "DIED," *Times; and District of Columbia Daily Advertiser*, May 11, 1801, GenealogyBank; William, James Carolin, and Hugh Carolin, "To Rent," *Alexandria Expositor*, October 7, 1803, GenealogyBank.

³⁴⁶ William Bird, "Lots and Lands for Sale," *Virginia Journal and Alexandria Advertiser*, December 6, 1787, GenealogyBank. For the property transfer, reference FDB W1:341, September 14, 1790.

³⁴⁷ William Bird, "For Sale," *Virginia Gazette and Alexandria Advertiser*, December 2, 1790, GenealogyBank.

³⁴⁸ FDB U1:416, December 13, 1790.

³⁴⁹ FDB W1:341, September 14, 1790.

³⁵⁰ Alex. E:63, April 24, 1793.

³⁵¹ FDB W1:349, August 22, 1793.

When David Finley died intestate in December 1793, his share of the parcel passed to his mother, Amelia Finley, in Middlesex County, Great Britain. She signed Power of Attorney to James Patten, who auctioned the share on June 10, 1795, and Charles Robert Scott won the bidding at £1500.¹² Scott signed over the right of purchase for “certain considerations” to Jonah Thompson, giving Thompson full ownership of the parcel from Fairfax Street into the River.³⁵²

Originally from Scotland, Jonah Thompson settled in Alexandria and married Margaret Peyton, daughter of Col. Francis Peyton. From his store on Fairfax Street, he sold seasonable merchandise from London in 1784.³⁵³ This store was likely on the west side of Fairfax, south of King Street on Lot 53. He rented a parcel on King Street from Richard Arell as early as 1791.³⁵⁴ He purchased this parcel in 1793 and in 1795 he occupied a building (£100) on the east side of Fairfax Street along with James Patten (£40), while Bryan Hampson paid £30 rent on Water Street.³⁵⁵ Jonah Thompson was elected a director of the Bank of Alexandria in January 1797 and served on the Common Council and as Mayor of Alexandria.³⁵⁶ Bryan Hampson was a grocer who, in 1791, was a partner in Hampson & Williams on Prince Street. He lived and had a store on the east side of Fairfax Street between King and Prince Streets in 1797. It is not evident what type of structure he rented from Thompson on Water Street in 1795.³⁵⁷

James Patton was a merchant who became a banker and agent for Lloyd’s House of London. In 1793 he formed a partnership with David Finley, called James Patton & David Finley, which imported sugar and coffee until it dissolved when Finley died in December of that year.³⁵⁸ The 1796 insurance record shows Patton occupied at least one of five structures along Fairfax Street: two wooden dwellings, a wooden retail store, a brick dwelling, and a wooden kitchen (Image 57). He was elected a Director of the Bank of Alexandria in 1797, which is the same year he gave up his lease on the brick dwelling house adjoining Abert’s Tavern, formerly the residence of John Dalton (Image 56).³⁵⁹ Patton occupied warehouses and a scale house on King Street between Water and Union Streets, and would later occupy structures on other areas of the waterfront. He moved to the country in 1800 but continued to engage in trade and banking in Alexandria. In 1819, he permanently moved to London.³⁶⁰

³⁵² Alex. F:316, July 1, 1795.

³⁵³ Jonah Thompson, “Just Imported from London,” *Virginia Journal and Alexandria Advertiser*, October 28, 1784, GenealogyBank. His store adjoined Shreve & Lawrason who, at that time, operated from the southwest corner of King and Fairfax.

³⁵⁴ Tallichet, *Alexandria City Directory 1791*.

³⁵⁵ 1795 Alexandria Land Tax, on file at Alexandria Archaeology.

³⁵⁶ “Alexandria, January 17,” *Greenleaf’s New York Journal and Patriotic Register*, January 25, 1797, GenealogyBank.

³⁵⁷ Miller, *Artisans and Merchants*, s.v. “Hampson, Bryan;” Tallichet, *Alexandria City Directory 1791*.

³⁵⁸ James Patton and David Finlay, *Virginia Gazette and Alexandria Advertiser*, March 14, 1793, GenealogyBank; James Patton and David Finlay, “For Charter to the West Indies,” *Virginia Gazette and Alexandria Advertiser*, July 11, 1793, GenealogyBank.

³⁵⁹ “Alexandria, January 17,” *Greenleaf’s New York Journal and Patriotic Register*, January 25, 1797, GenealogyBank; James Patton, “TO BE RENTED,” *Columbian Mirror and Alexandria Gazette*, May 18, 1797, GenealogyBank.

³⁶⁰ Miller, *Artisans and Merchants*, s.vv. “Patton, James,” Patton, James & James Dykes,” “Patton, James & David Finlay.”

Parcel 36.1

There is little documentation for how and when the waterfront east of Union Street was developed on this parcel. Tax records from the period do not specify any structures east of Water Street. Bird described “six fronts” from Fairfax Street to the channel of the river in 1787: Fairfax, the alley from Fairfax to Water, west side of Water, east side of Water, the alley from Water to Union, and the west side of Union.³⁶¹ Likely at that time, there was little or no made land to the east of Union Street. In 1793, the deed specified that the parcel crossed Water and Union Streets and extended into the River.³⁶² Jonah Thompson likely built out the land and made improvements east of Union Street after 1796, since there are no insurance policies for buildings other than those on Fairfax Street. The 1798 Gilpin plan shows this block having a front parallel to Union Street that extended east approximately 180 feet (Image 58).

Along the southern edge of Lots 36 and 37, Dalton’s daughter Jenny inherited the 60’ front extending north from Cameron Street. By 1777, John Dalton was building a brick house at the northeast corner of Fairfax and Cameron Streets. When he wrote his will in March, he directed that his estate funds be used to complete the “house and other appurtenances within the said bounds.” His will, proved on July 21, 1777, directed this parcel, stretching from Fairfax Street to the Potomac River, to his daughter Jenny “Jane” Dalton.³⁶³ She later wed Thomas Herbert. Thomas and Jenny Herbert did not reside in Alexandria, but rather in Fairfax County.

In 1785, Henry Lyles retired from retail trade and became an inn keeper. He opened the Alexandria Inn and Coffee House at the corner of Fairfax and Cameron. “The house is large ... with the convenience of a large and commodious stables, where horses are taken in at livery. I have in this house several very convenient private rooms, with fire places where gentlemen may be most comfortably accommodated...”³⁶⁴ Lyles sought a “genteel young man who is smart, active, and sober” as a bar keeper for the establishment soon after.³⁶⁵ Unfortunately, Lyles died just a few months into the next year.³⁶⁶ Thomas Herbert placed a detailed advertisement seeking someone to take on the lease before October, “when the races of this town come on” (Image 59). The tavern was 3 stories and shaped like an L, one front 58’ and the other 42.’ He described the number and dimensions of the rooms, including the garret which was undivided, and a full cellar under the whole house. The outbuildings included a two-story 11’ x 21’ kitchen, a 61’ x 26’ stable with a large shed, a corn house and necessary. The use of an ice house was included, though the ice house was likely at a different location. Herbert stressed the ongoing development of Alexandria and the Potomac River with the promise of high volume for a genteel establishment.³⁶⁷

³⁶¹ William Bird, “Lots and Lands for Sale,” *Virginia Journal and Alexandria Advertiser*, December 6, 1787, GenealogyBank.

³⁶² Alex. E:63, April 24, 1793.

³⁶³ FWB D1:17, July 21, 1777.

³⁶⁴ Henry Lyles, “The Alexandria Inn and Coffee House,” *Virginia Journal and Alexandria Advertiser*, September 29, 1785, GenealogyBank.

³⁶⁵ Henry Lyles, “Wanted Immediately,” *Virginia Journal and Alexandria Advertiser*, October 27, 1785, GenealogyBank. After Lyles’ death, Barney Conner, an indentured rope maker belonging to his estate, ran away from Alexandria. William Lyles and James Hendricks, “Ran Away from Alexandria,” *Virginia Journal and Alexandria Advertiser*, July 13, 1786, GenealogyBank.

³⁶⁶ “DIED,” *Maryland Journal*, April 11, 1786, GenealogyBank.

³⁶⁷ Thomas Herbert, “To Be Let,” *Maryland Journal*, May 12, 1786, GenealogyBank.

George H. Leigh took up the tavern business here as “The Bunch of Grapes” in April 1787.³⁶⁸ The Northern Stagecoach used this as their hub.³⁶⁹ 1787-88 Land Tax records show G. G. Leigh paid £200 then £160 annual rent to Thomas Herbert.³⁷⁰ Leigh’s tenure was also short, as John Wise operated here beginning in 1788, when he paid £130 annual rent.³⁷¹ Wise’s taxable work force included three Black teens, aged 12-16, five Black adults over the age of 16, and two white men, Jesse Simms and Joseph Werany [Merony], in 1789, though taxes were not levied on white women workers.³⁷² Wise remained until 1792, when he removed to a new, purpose-built hotel and tavern at the west end of the Market house.³⁷³ John Abert was the occupant in 1795, paying £150 annual rent. Abert’s taxable work force included 2 white males, 2 Black teens aged 12-16, and 3 Black men over 16 years old.³⁷⁴ He claimed to have a cook who formerly worked at Mount Vernon in his kitchen, along with two waiters and two hostlers.³⁷⁵ He remained at this location until 1799 when he moved to Shepherd’s Town, now in West Virginia.

Thomas Herbert occupied a structure on Cameron Street in 1787 and in 1788 Barney Harragon and Lawrence Hooff occupied structures on Water Street. Hooff was a carter and butcher who owned a parcel on King Street. Hooff was the only occupant of Alexandria taxed for a stud horse in 1788.³⁷⁶ Tax records from 1789 and 1790 only list the tavern keeper, John Wise, as a tenant on Thomas Herbert’s property.

Parcel 36.2

Like Parcel 36.1 to the north, there is little evidence for when and who built out the land to the east of Union Street. Unlike William Bird, Thomas Herbert did not attempt to advertise this parcel for sale during the 18th century. Tax records do not indicate that anyone leased or occupied this parcel except for the tavern on Fairfax Street as noted. It was, however, built out by 1798 as shown in the Gilpin plan (Image 58).

³⁶⁸ George H. Leigh, “The Bunch of Grapes,” *Virginia Journal and Alexandria Advertiser*, April 19, 1787, GenealogyBank.

³⁶⁹ G. P. VanHorne, “The Northern Stages,” *Virginia Journal and Alexandria Advertiser*, October 25, 1787, GenealogyBank.

³⁷⁰ 1787 and 1788 Alexandria Land Book, on file at Alexandria Archaeology.

³⁷¹ 1789 Alexandria Land Book, on file at Alexandria Archaeology.

³⁷² 1789 Alexandria Personal Property Tax, on file at Alexandria Archaeology. Jesse Simms and Joseph Merony were listed as taxable workers for John Wise in 1790. Simms had his own tavern in 1791 Miller, *Artisans and Merchants*, s.v. “Simms, Jesse.”

³⁷³ John Wise, “City-Tavern,” *Virginia Gazette and Alexandria Advertiser*, March 14, 1793, GenealogyBank; Tallichet, *Alexandria City Directory 1791*. Miller, *Artisans and Merchants*, s.v. “Wise, John.”

³⁷⁴ 1795 Alexandria Land Tax and Personal Tax, on file at Alexandria Archaeology.

³⁷⁵ John Abert, “The Subscriber Has Just Opened,” *Maryland Journal*, January 22, 1793, GenealogyBank; “Astonishing Musical Powers,” *Times; and District of Columbia Daily Advertiser*, October 11, 1797, GenealogyBank.

³⁷⁶ 1788 Alexandria Personal Property Tax, on file at Alexandria Archaeology.



Image 50. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. <https://www.loc.gov/resource/g3884a.ct000223/>. Detail.

Colchester, August 30, 1776.
T O B E S O L D,
On Tuesday, the first day of October next, for ready
money, to the highest bidder,
TWO valuable LOTS in the town of Alexandria,
on which is a large and commodious brick Store-
house, and other houses: The lots have a front of about
180 feet on the main-street, the same to the river, on
which a most valuable improvement is begun. The sale
will be in the Store-house, at three o'clock in the after-
noon. An indisputable title will be made to the pur-
chaser, by **ALEXANDER HENDERSON.**




Image 51. Alexander Henderson, "TO BE SOLD," Dunlap's Pennsylvania Packet, September 24, 1776, GenealogyBank.



Image 52. Photograph of wharf bulkhead from the southwest, Alexandria Archaeology, 44AX180.



Image 53. Partition of joint tenants William Wilson, William Herbert, and John Potts. Alex. L:362, May 7, 1799.

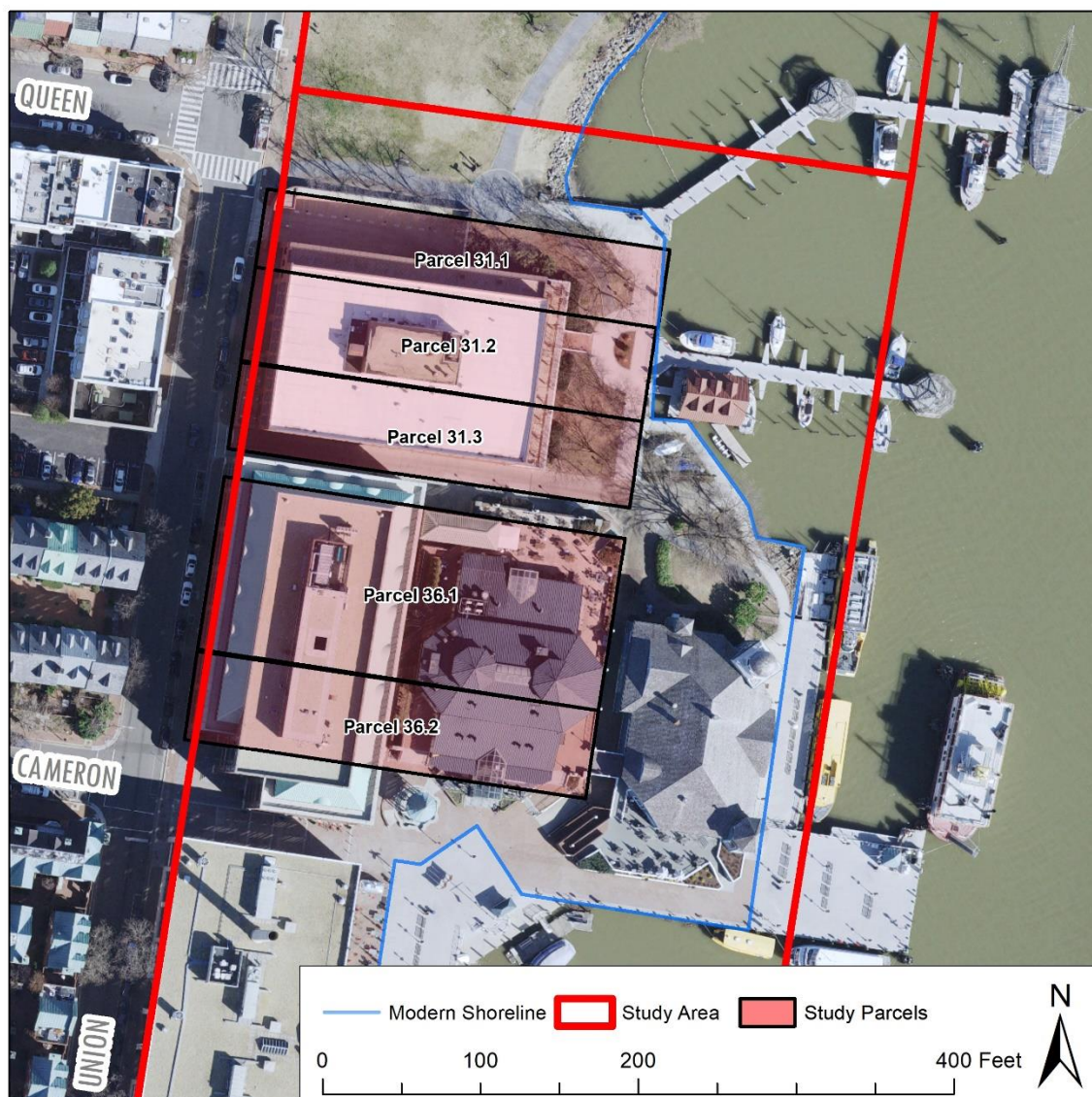


Image 54. Aerial Photography. 2021. On file at Alexandria Archaeology.

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

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

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

W. BIRD.

Woodville, Nov. 23, 1797.

Image 55. William Bird, Virginia Gazette and Alexandria Advertiser, December 2, 1790, GenealogyBank.

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

Image 56. James Patton, "TO BE RENTED," *Columbian Mirror and Alexandria Gazette*, May 18, 1797, GenealogyBank.

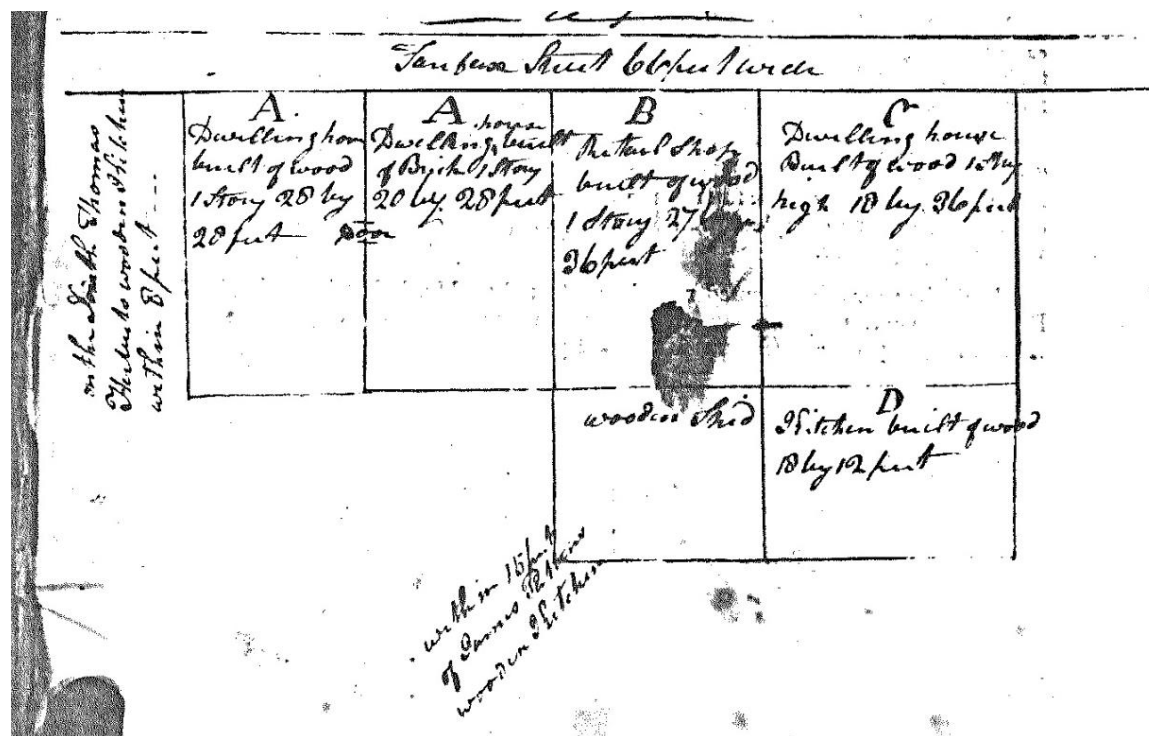


Image 57. Mutual Assurance Society Policy (MAP) No. 29, March 27, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

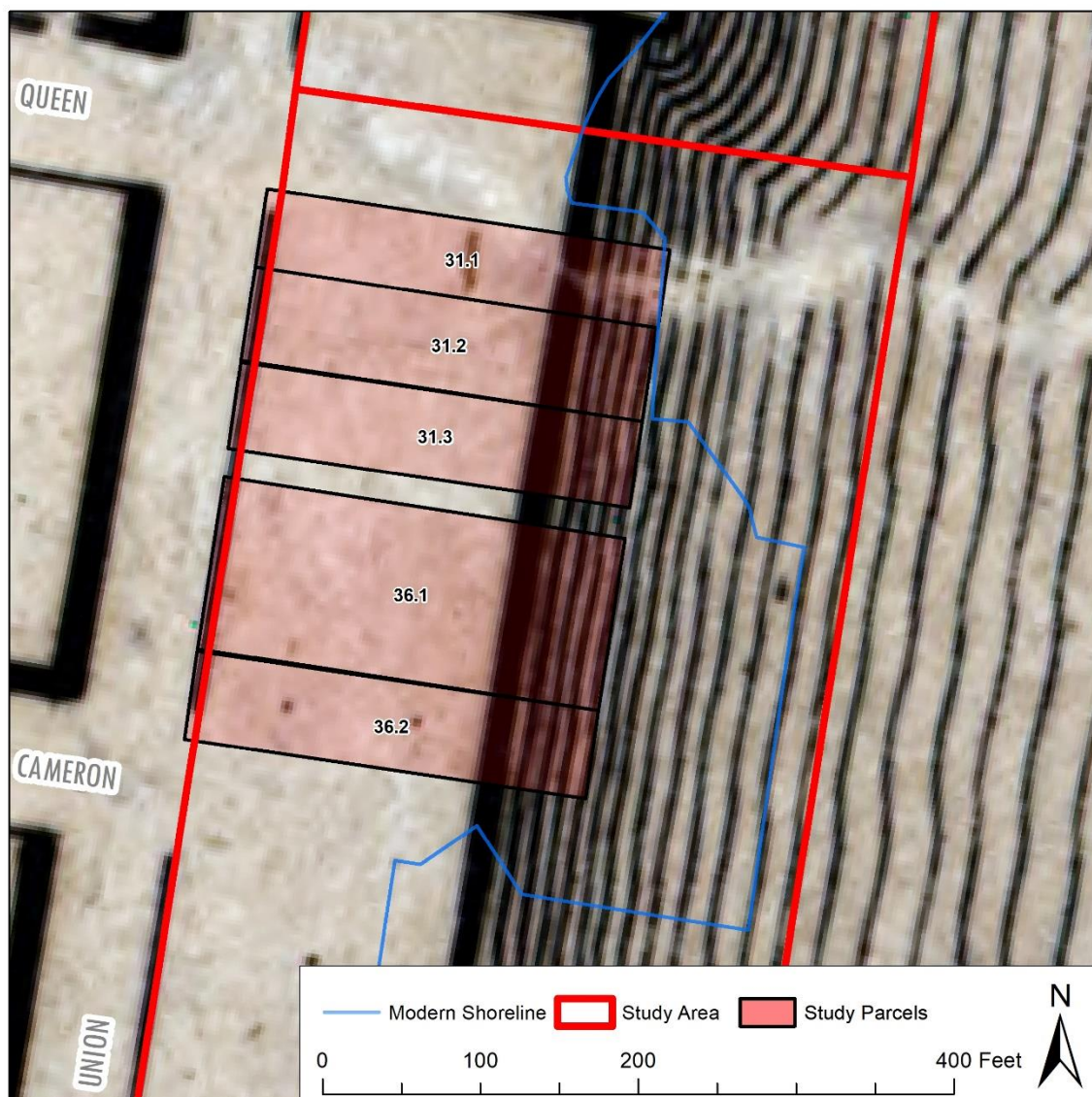


Image 58. Gilpin, George. "Plan of the Town of Alexandria in the District of Columbia, 1798." Image. Alexandria, Virginia: I. Thomas, 1798. <https://www.loc.gov/item/91681006/>. Detail.

T O B E L E T,

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

THOMAS HERBERT.

Alexandria, May 4, 1786.

Image 59. Thomas Herbert, "To Be Let," Maryland Journal, May 12, 1786, GenealogyBank.

Early 19th Century, 1800-1859

Parcel 31.1

After the financial panic of 1796-1797, William Wilson was heavily in debt. He and John Potts attempted to sell their lots and wharves in December 1804, but no sale was made for this parcel.³⁷⁷ Wilson used his real estate to secure debts many times over; this parcel was placed into five overlapping trusts.³⁷⁸ This was an extremely risky business practice and it ended predictably: William Wilson declared bankruptcy and was detained in debtor's prison. The Bank of Alexandria forced the sale of this parcel before the bankruptcy, though, and it was sold at public auction in 1807.³⁷⁹ Wilson did not appear to make significant changes to the parcel, as an 1804 plat of the city shows the same waterfront as 1798 (Image 60). Andrew Jamieson, a baker and merchant in Alexandria since 1785, paid \$6,000 for this parcel and immediately used it to secure debt. He may have built a warehouse on it before 1810. It is likely that Andrew Jamieson extended a wharf into the channel between 1810-1811 (Image 69). In 1810, tax records show he was liable for a house and lot appraised at \$5,000. In 1811, the tax burden increased to \$5,750 for a house and lot and then in 1812 it was the same amount for house, lot and wharf. The value in 1813 fell back to \$5,000 and then remained the same until 1826. By 1840, the value was down to \$3,000, showing that the property was not being significantly improved during those decades.³⁸⁰ In 1811, Jamieson's creditors listed many of his town lots for auction, including this "WHARF and WAREHOUSE."³⁸¹ However, it did not sell as Jamieson retained ownership until his death in 1823.

Jamieson offered the wharf and warehouse for rent in May 1814 and Andrew Bartle, a house carpenter and wharf and bridge builder, took it on (Image 61). Previously, he worked from the lower end of Duke Street, however a long campaign of bridge building on Maryland's Choptank River caused him to relocate upon his return to Alexandria.³⁸² Bartle frequently sought laborers related to resource extraction including axemen, sawyers, quarry men, and day laborers. He won contracts for significant infrastructure projects, such as the Choptank bridges, and hired dozens of men to work on monthly terms. These workers were free, enslaved, and indentured. In 1814, he oversaw the rebuilding of Fort Washington on the Maryland side of the Potomac, a significant public works project.³⁸³

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

³⁷⁷ John Potts, "Public Sale," *Alexandria Daily Advertiser*, January 1, 1805, GenealogyBank.

³⁷⁸ Alex. M:178, August 21, 1799; ADB I:327, April 7, 1804; ADB L:332, November 12, 1805; ADB L:311, December 20, 1805; ADB N:236, January 27, 1806.

³⁷⁹ James Keith, "Public Sale," *Alexandria Daily Advertiser*, March 2, 1807, GenealogyBank; ADB O:169, May 7, 1807; ADB O:340, May 8, 1807. Wilson's bankruptcy proceedings dragged on in the courts for over a decade. See Arlington Chancery, Patrick Ramsay vs. William Wilson, 1810-049. Andrew Jamieson appears as a taxable worker under the listing for Ninien Anderson in 1787. Alexandria Personal Property, on file at Alexandria Archaeology.

³⁸⁰ Alexandria Land Books, on file at Alexandria Archaeology. I consulted every year from 1810-1820, 1822, 1824, 1826, 1828, 1830, 1835, 1837, and 1840.

³⁸¹ James Keith Jr. and James Keith Sr., "Advertisement," *Alexandria Daily Gazette, Commercial & Political*, October 3, 1811, GenealogyBank.

³⁸² Andrew Bartle, "Laborers Wanted," *Alexandria Daily Gazette, Commercial & Political*, July 8, 1809, GenealogyBank; Andrew Bartle, "TO THE PUBLIC," *Alexandria Daily Gazette, Commercial & Political*, January 16, 1812, GenealogyBank; Andrew Bartle, "Laborers Wanted," *Alexandria Gazette*, August 20, 1813, GenealogyBank.

³⁸³ Andrew Bartle, "Laborers Wanted," *Alexandria Gazette*, September 29, 1814, GenealogyBank. See Arlington Chancery, Andrew Bartle vs. George Coleman, 1828-014.

Potomac, and he claimed that the debt was approximately equal to the sale price: \$7,000. Bartle claimed that he made some repairs, paid his first installment of \$1,000, and then discovered that the debt burden was closer to \$9,000. He then decided to withhold payment until Jamieson cleared the title and arrangements were made to guarantee that Bartle would not be held responsible for the debt above \$7,000. Jamieson and the banks balked at this, and Jamieson filed suits for the unpaid money and a writ of possession to evict Bartle from the parcel. At the termination of proceedings, Bartle lost in court and was evicted.³⁸⁴ Jamieson advertised it for sale or rent in March 1818 (Image 62). The Union Steam Boat and Union Team Boat, which started using the northern edge of the parcel in July 1816, rented the full parcel in August 1818 (Image 63, Image 64).³⁸⁵ Bartle's role in Alexandria and the region, however, was not over.

Andrew Bartle had a reputation as a harsh taskmaster. He acquired a term slave named Jane Martin in the early 19th century. Martin worked in Alexandria under the control of John Carlyle Herbert. He sold her as a term slave, someone who is enslaved for a specified number of years or until a specific age, to Andrew Jamieson. Jamieson sold Jane to John McCook who sold her again to Andrew Bartle. At some point during this succession of sales, Jane had a baby. Jane testified that Bartle "[became] displeased with her" and "treated her in a very severe and cruel manner." Bartle then sold Jane and her infant child to Eli Legg, who was "in the habit of purchasing people of colour for the traders in Slaves" and, she believed, bought her with the intention to sell her apart from her child (Image 65). Jane's first response to this was to flee with her baby, an attempt which ended with her suing in court for an injunction against Legg (Image 66). She argued through her lawyer that since Jane had only three years of service left, it was inequitable for her and/or her child to be sold outside of the District of Columbia. The court agreed and ordered the injunction.³⁸⁶ Bartle's abusive treatment of his workers went on for many years. A young man, Leven Jones, with only a few months left on his apprenticeship as a house carpenter and joiner, absented himself in 1809.³⁸⁷

At his wharf on Queen Street, Bartle offered a "constant supply" of wood for any buyers (Image 67). Bartle built a pedestrian bridge over the Rappahannock River in Fredericksburg in 1816. He engaged in efforts to fish the Potomac and was credited with devising a new strategy to remove obstructions and

³⁸⁴ Arlington Chancery, Andrew Bartle vs. Andrew Jamieson, 1817-022. The agreement to transfer the land from Jamieson to Bartle was apparently not recorded. They drafted and signed an informal agreement but, since Bartle stopped paying Jamieson, the transfer was never officially recorded. Bartle was taxed as the owner of this parcel in 1815-1817; each year's assessment was \$5,000. 1815, 1816, 1817 Alexandria Land Book, on file at Alexandria Archaeology.

³⁸⁵ John Shreve, "Notice," *Alexandria Gazette*, July 1, 1816, GenealogyBank; John Shreve, "Union Steam Boat," *Alexandria Gazette & Daily Advertiser*, August 11, 1818, GenealogyBank. The Steam Boat and Team Boat used Conway's Wharf in September 1817, however they were back at Bartle's former wharf in August 1818. The 1816 Alexandria Land Tax shows Andrew Bartle as the owner of this lot and wharf, valued at \$5,000.

³⁸⁶ Arlington Chancery, Jane vs. Eli Legg, 1819-020; Andrew Bartle, "One Dollar Reward," *Alexandria Gazette*, May 29, 1817, GenealogyBank. Thomas F. Herbert supported Jane Martin's testimony in a sworn statement. Elias P. Legg was a tavernkeeper and slave trader in Alexandria. See Joshua D. Rothman, *The Ledger and the Chain: How Domestic Slave Traders Shaped America* (Basic Books, 2021).

³⁸⁷ Andrew Bartle, "Twenty-Five Dollars Reward," *Alexandria Daily Gazette, Commercial & Political*, March 20, 1809, GenealogyBank.

improve the catch.³⁸⁸ While he was busy with these efforts, he claimed William Stoops, a wharf builder, removed 36 white oak piles from his property in Maryland and used them to build the wharf of Jonah Thompson in Alexandria. Bartle and Stoops then proceeded to have a lengthy and energetic altercation in the newspapers and the courts. They called a third wharf builder, John D. Davis, to give testimony in court. It is unknown how the case resolved, but Bartle carried on his business from Fredericksburg and Stoops was jailed as an insolvent debtor in October 1819.³⁸⁹ Bartle returned to Alexandria in 1819, but not to this wharf.³⁹⁰

Andrew Jamieson was taxed for this vacant house, lot and wharf in 1818, when he also occupied Conway's parcel on the north side of Queen Street. Jamieson entered a partnership with his son, Robert Jamieson, in 1821, called Andrew Jamieson & Son. Andrew Jamieson died in 1823 and "all the shipping in the harbor displayed their colors at half mast." He directed his estate to be divided between his wife, Mary, and son, Robert, in his will.³⁹¹ Mary Jamieson died in 1824, leaving half her rights to Robert Jamieson and the other half to her daughter, Margaret Conway, and her children outside of the control of Robert Conway. Mary left specific instructions for Robert Jamieson to sell the property when it was most advantageous for her daughter, or to continue to use it to best effect if sale was inadvisable.³⁹²

In 1824, Moses B. Cawood was listed as the occupant of this parcel for the first time, and he remained there through at least 1837. Cawood was a cooper and a partner in at least two fishing enterprises.³⁹³ He hired or owned enslaved workers, one of whom, Robert Brooks, ran away in March 1836.³⁹⁴ In 1837, Cawood resolved to move to Baltimore and set his nephew, James Hoskins, up to continue his Alexandria cooperage business. A financial crisis in his fishing enterprise, under the name of John T. Armstrong & Co., brought him back to Alexandria to deal with accusations of unpaid debts. Cawood and Reuben Berry, who claimed that Armstrong & Co. owed him for months of unpaid work, aired their disagreement in the local newspapers, even going to the extent of publishing their account books for all to examine.³⁹⁵ In 1842 during his bankruptcy proceedings, the trustees auctioned off his property including a cooper

³⁸⁸ *Baltimore Patriot & Evening Advertiser*, November 8, 1816, GenealogyBank; Andrew Bartle and Henry Frazier, "Fishery," *Alexandria Gazette*, March 19, 1817, GenealogyBank; *Independent Chronicle*, May 8, 1817, GenealogyBank.

³⁸⁹ Andrew Bartle, "Notice to the Advisers of Mr. William Stoops," *Alexandria Gazette & Daily Advertiser*, July 31, 1817, GenealogyBank; William Stoops, "NOTICE," *Alexandria Herald*, August 1, 1817, GenealogyBank; "John D. Davis," *Alexandria Herald*, June 17, 1818, GenealogyBank; Andrew Bartle, "Mr. Snowden," *Alexandria Gazette & Daily Advertiser*, July 18, 1818, GenealogyBank; Andrew Bartle, "Notice," *Alexandria Gazette & Daily Advertiser*, August 3, 1818, GenealogyBank; William Stoops, "To Mr. Andrew Bartle," *Alexandria Gazette & Daily Advertiser*, August 29, 1818, GenealogyBank; Edmund I. Lee, "District of Columbia," *Alexandria Herald*, October 6, 1819, GenealogyBank.

³⁹⁰ Andrew Bartle, "Hands Wanted," *Alexandria Gazette & Daily Advertiser*, April 8, 1819, GenealogyBank.

³⁹¹ Andrew Jamieson, Last Will and Testament, Alexandria Will Books (AWB) 3:98, July 7, 1823.

³⁹² Mary Jamieson, Last Will and Testament of, AWB 3:128, August 2, 1824.

³⁹³ Joseph Grigg, Moses O. B. Cawood, and Thomas Ching, "Notice," *Alexandria Gazette*, January 26, 1835; Moses O. B. Cawood, "NOTICE," *Alexandria Gazette*, October 26, 1835, GenealogyBank.

³⁹⁴ Moses O. B. Cawood, "Ten Dollars Reward," *Alexandria Gazette*, March 30, 1836, GenealogyBank.

³⁹⁵ Moses O. B. Cawood, "NOTICE," *Alexandria Gazette*, July 14, 1837, GenealogyBank; Moses O. B. Cawood, "NOTICE," *Alexandria Gazette*, May 19, 1838, GenealogyBank; Reuben Berry, "To The Public," *Alexandria Gazette*, June 9, 1838, GenealogyBank; Moses O. B. Cawood, "A Card," *Alexandria Gazette*, June 14, 1838, GenealogyBank; Moses O. B. Cawood, "To the Public," *Alexandria Gazette*, June 21, 1838, GenealogyBank.

shop on the west side of Union; at some point between 1837 and 1842 he moved away from the waterfront.³⁹⁶

An advertisement for all the late Andrew Jamieson's real estate described this parcel as a "wharf Lot" in 1836 (Image 68).³⁹⁷ In 1837, tax records show William C. Gardner as the owner and occupant of this parcel.³⁹⁸ Gardner was a partner in A. C. Cazenove & Co., who occupied the wharf on the north side of Cameron Street at this time. Gardner offered this wharf and lot, "a fine situation for a Wood and Coal yard," for rent in September 1841.³⁹⁹ It is not clear what may have transpired between Jamieson and Gardner, because Robert Jamieson sold the parcel at public auction in 1842.⁴⁰⁰ A map from that year shows no structures on this parcel, and the Queen Street dock angled to make this a wedge-shaped parcel (Image 70). William Williams Chester, the investor, was a merchant in New York City. Unfortunately for him, it sold at a loss the following year to Henry Daingerfield.⁴⁰¹

Henry Daingerfield was a son of Bathurst Daingerfield, resident of Alexandria since c. 1800 and port surveyor for a time, and part of a locally influential and wealthy family. Along with his brothers, John B. and David, he engaged in shipping, retailing, banking and manufacturing in the Antebellum era. The Daingerfields were among the wealthiest merchants in the city in 1834, but Henry stood out as individually the owner of the most valuable property in 1855, being assessed for \$130,000 worth of property that year.⁴⁰² Henry Daingerfield was a Director of the Orange & Alexandria Railroad in 1849.⁴⁰³

On this parcel, the 1845 "Plan of the Town of Alexandria" shows that the Queen Street dock expanded south into the historic northern boundary of Lot 31 where it extended into the river (Image 71). Another survey of Alexandria from 1845 shows a dotted-line pier or bulkhead along the north edge of this parcel and a straight bulkhead running parallel to Union Street dropping south from it. This parcel is marked "Daingerfield," and the dotted lines likely indicate an in-progress improvement to the existing wharf (Image 72).

In February 1852, a fire occurred in the frame warehouse on this parcel, destroying the warehouse and its contents, along with some nearby outbuildings. The warehouse contained guano, pressed hay, and other articles owned by T. M. McCormick & Co., S. S. Masters & Son, and William L. Powell & Son.⁴⁰⁴

³⁹⁶ R. Johnston, "Assignee's Sale," *Alexandria Gazette*, November 29, 1842, GenealogyBank. "A lot of ground corner of Queen and Union streets, with a wooden Cooper shop thereon." It was subject to a deed of trust in favor of John Lloyd. See ADB A3:50, June 25, 1839 and A3:51, June 26, 1839.

³⁹⁷ 1820 and 1830 Alexandria Land Tax, on file at Alexandria Archaeology; Andrew Jamieson, "Notice," *Alexandria Gazette*, October 13, 1821; Andrew Jamieson, "Obituary," *Alexandria Gazette*, July 8, 1823, GenealogyBank; Robert Jamieson, "Real Estate at Auction," *Alexandria Gazette*, August 22, 1836, GenealogyBank. Jamieson's estate was taxed for a cooper shop and wharf in 1830, however that property was likely on the north side of Queen Street and did not indicate a cooper shop on the south side of the street.

³⁹⁸ 1837 and 1840 Alexandria Lank Book, on file at Alexandria Archaeology.

³⁹⁹ William C. Gardner, "To Rent," *Alexandria Gazette*, September 8, 1841, GenealogyBank.

⁴⁰⁰ ADB C3:202, March 19, 1842.

⁴⁰¹ ADB D3:64, July 13, 1843.

⁴⁰² Harold W. Hurst, "The Merchants of Pre-Civil War Alexandria: A Dynamic Elite in a Progressive City," *Records of the Columbia Historical Society, Washington, D.C.* 52 (1989): 330.

⁴⁰³ "Orange and Alexandria Railroad," *Alexandria Gazette*, May 14, 1849, GenealogyBank.

⁴⁰⁴ "LOCAL ITEMS," *Alexandria Gazette*, February 26, 1852, GenealogyBank.

Daingerfield built a new warehouse here in 1853 which was depicted in 1863 as a 2.5-story warehouse (Image 78).⁴⁰⁵

Parcel 31.2

A 1798 map of Alexandria shows no pier or wharf extending out of this block (Image 58). There is little information to determine what existed here during the 19th century. In 1808, William Herbert entered an unrecorded trust with his son, William Herbert Jr., to act as trustee for the property to secure \$5,000 owed to John Carlyle Herbert. Tax records from 1810 and 1820 do not indicate the property was occupied. In 1821, John Carlyle Herbert bought the property outright.⁴⁰⁶ John Carlyle Herbert lived in Maryland and was not active in Alexandria affairs.

Tax records from 1830 describe this parcel as a steamboat wharf. In 1840, no occupant is listed for the lot and wharf. The 1842 map and 1845 plan of Alexandria show a straight-front bulkhead with no visible structures on this parcel (Image 70, Image 71). The 1845 plan of Alexandria shows a dotted line across the river front of this parcel, indicating that it may have been improved at the same time as Parcel 31.1 to the north (Image 72). The 1847 advertisement for the public sale of this parcel described a “frame building on Union Street and is well adapted for the approaching coal trade; the wharf is in good order.”⁴⁰⁷ Mary Herbert of Baltimore, Maryland, widow of John Carlyle Herbert, sold the parcel for \$2,100 in 1847 to John Withers of Alexandria.⁴⁰⁸

John Withers was a shoe retailer and in partnership with George H. Bayne. In 1850, Withers and others including William Selden, the former treasurer of the United States, started their own exchange bank in Washington, D.C. Withers invested in land in Alexandria, including this parcel, much of which he sold off when the bank failed, and the partners tried to raise enough money to cover their debts. The sale of this lot, in May 1853, was not long before the bankruptcy of the Exchange Bank of Selden, Withers & Co. was announced.⁴⁰⁹ Solomon S. Masters and William K. Masters bought this parcel for \$6,000.⁴¹⁰

William L. Powell & Son occupied a warehouse here in 1850. They were guano and grocery traders who likely used this warehouse to store their cargoes. They stored cargo in the adjoining warehouse to the north, which burned in 1852. Powell was an early Director of the Orange & Alexandria Railroad. After William L. Powell’s death in 1853, his son auctioned off their remaining stock at their store on King and Union.⁴¹¹

⁴⁰⁵ “An Extensive Fire,” *Alexandria Gazette*, December 31, 1872, GenealogyBank.

⁴⁰⁶ Ref. ADB I3:213, August 6, 1808; ADB L2:101. John Carlyle Herbert’s property south of Cameron Street was used primarily as a lumberyard during his ownership.

⁴⁰⁷ A. Herbert, “Executors’ Sale of Valuable Real Estate,” *Alexandria Gazette*, May 22, 1847, GenealogyBank.

⁴⁰⁸ ADB I3:47, June 18, 1847. Withers soon recorded a quitclaim from all the William Herbert Sr. heirs to ensure his clear title. ADB I3:213, July 1, 1847.

⁴⁰⁹ George H. Bayne and John Withers, “Spring Supply,” *Alexandria Gazette*, March 14, 1848, GenealogyBank; William Selden et al., “Exchange Bank of Selden, Withers & Co.,” *Alexandria Gazette*, November 26, 1850, GenealogyBank; George H. Bayne and John Withers, “Notice,” *Alexandria Gazette*, July 12, 1852, GenealogyBank; John Withers, “To the Editor of the Globe,” *Alexandria Gazette*, January 16, 1855, GenealogyBank.

⁴¹⁰ ADB O3:525, May 5, 1853. On the same day, the Masters’ entered into a deed of trust with Andrew Wylie Jr. of Alexandria to secure their debt to Withers. ADB O3:527, May 5, 1853.

⁴¹¹ William L. Powell & Son, “Peruvian Guano,” *Alexandria Gazette*, April 7, 1849, GenealogyBank; “Died,” *Alexandria Gazette*, September 6, 1853, GenealogyBank; Thomas H. Hanson Jr., “Groceries at Auction,” *Alexandria*

Solomon S. Masters & Son, the copartnership of Solomon and his son William, was organized in 1848 after the dissolution of Masters & Cox.⁴¹² They purchased several lots in Alexandria and operated primarily from a wharf at Oronoco and Union Streets. Part of their stock in trade, mostly guano, was burned in the 1852 fire that destroyed Daingerfield's warehouse on Parcel 31.1. In 1854, another fire on the waterfront between King and Prince Streets destroyed a warehouse they rented and occupied.⁴¹³ They used this lot to secure several debts in trusts from 1853, 1855, and 1857.⁴¹⁴ Solomon S. Masters & Son became embroiled in a large lawsuit where the Baltimore-based guano agents for the Peruvian government sued them to recover \$72,000.⁴¹⁵ Their creditors offered all their Alexandria real estate at auction in 1858, listing this parcel as a lot with no buildings (Image 73).⁴¹⁶ Nathaniel B. Wells of New York City bought this and several other of their lots for over \$15,000.⁴¹⁷ Wells sold all the Alexandria properties to Federico L. Barreda for \$1 in 1859. Barreda was one of the partners in the firm that sued Masters & Son. He was no longer the guano agent for Peru; however, he moved in wealthy and well-connected circles in New York and Newport, Rhode Island.⁴¹⁷

Fowle & Co. contracted to build a large warehouse, rail switch, and wharf on this parcel and 31.3 to the south in 1859. The building was planned to front 142' on Union Street and extend 350' to the end of the wharf; the in-progress work on the pier widened it from 26' to 40'. The building was meant to be a depot for the New York & Virginia Steamship Company and the Orange & Alexandria Railroad. Contactors included William H. McKnight for carpentry, Emanuel Frances for the brick work, and H. K. Bradshaw & Co. for the wharf construction.⁴¹⁸ Once completed, the building was about 100' on Union Street and it extended about 150' east to the wharf, according to the 1877 Hopkins map (Image 80).

Parcel 31.3

John & James H. Tucker was a grocery and general goods retail firm located on Fairfax Street in July 1800 and then at the former store of Col. John Fitzgerald at the southeast corner of King and Union by December of that year.⁴¹⁹ They owned sailing vessels and enslaved people, reporting a runaway named Joe from the schooner *Sally & Ann* in October 1800 and Daniel from the *Polly & Betsey* in 1802.⁴²⁰ They were among the local businesses who temporarily closed down during the yellow fever epidemic of

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

⁴¹² Solomon S. Masters and William J. Cox, "Notice," *Alexandria Gazette*, September 1, 1848, GenealogyBank.

⁴¹³ "LOCAL ITEMS," *Alexandria Gazette*, February 26, 1852, GenealogyBank; "Destructive Fire," *Alexandria Gazette*, June 6, 1854, GenealogyBank.

⁴¹⁴ ADB Q3:496, June 7, 1855; ADB R3:516, April 1, 1857.

⁴¹⁵ "Heavy Suit," *Alexandria Gazette*, June 21, 1855, GenealogyBank.

⁴¹⁶ ADB T3:179, October 14, 1858.

⁴¹⁷ ADB W3:114 and U3:191, November 30, 1859. Papers for F. Barreda & Bro. are held by the National Park Service: http://pdf.oac.cdlib.org/pdf/maritime/safr_14317_hdc0062.pdf. Personal papers of Federico L. Barreda are held by the Morris Library at Southern Illinois University: <https://www.worldcat.org/title/federico-l-barreda-papers-1856-1879/oclc/263084215>.

⁴¹⁸ "Steamship Depot," *Alexandria Gazette*, July 27, 1859.

⁴¹⁹ John Tucker and James H. Tucker, "John & James H. Tucker," *Times; and District of Columbia Daily Advertiser*, July 19, 1800, GenealogyBank; John Tucker and James H. Tucker, "John & J H Tucker," *Alexandria Daily Advertiser*, December 15, 1800, GenealogyBank.

⁴²⁰ John Tucker and James H. Tucker, "Ten Dollars Reward," *Times; and District of Columbia Daily Advertiser*, October 22, 1800, GenealogyBank; John Tucker and James H. Tucker, "Ten Dollars Reward," *Times; and District of Columbia Daily Advertiser*, April 26, 1802, GenealogyBank.

1803.⁴²¹ A month later, they dissolved their partnership and John Tucker continued business on his own.⁴²² In 1804, Tucker operated from Ramsay's Wharf, on the north side of King Street.⁴²³ On February 14, 1805, he purchased this parcel from John and Elizabeth Potts.⁴²⁴ He quickly took possession of the wharf, advertising sugar for sale on board the *President* in July 1805, but did not occupy the warehouse until October 1807 (Image 74).⁴²⁵

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

*"A lot of ground on the east side of Union street, 57 ft 7 in on said street, and extending 185 ft to the river Potomac, and a PIER extended 24 feet that will accommodate three vessels. On the Wharf there is a large and convenient two story warehouse within 44 feet of the river, with the use of a 20 feet alley for the whole space. This property will be sold together or in lots to suit the purchaser."*⁴²⁶

By June 1809, he offered this property for rent for one or more years.⁴²⁷ He found a tenant in Jacob Morgan, a young merchant who offered sugar and coffee for sale here in 1810.⁴²⁸ Morgan married Ann Thompson, daughter of Jonah Thompson who owned the parcel south of this one.⁴²⁹ Morgan moved his business to the counting house of Jonah Thompson on Fairfax Street in 1816 and received a waterfront lot on Parcel 36.1 from his father-in-law in 1817.⁴³⁰

Other merchants docked at Tucker's Wharf during 1810: James Patton offered Spanish hides and William Hartshorne sold flour from ship *Amazon*.⁴³¹ Merchant John Gird offered 30 crates of earthen ware and 403 bars of Swedish iron in 1811.⁴³²

⁴²¹ John et al Janney, "We the Subscribers Inform Our Customers...", *Alexandria Daily Advertiser*, October 27, 1803, GenealogyBank.

⁴²² John Tucker and James H. Tucker, "NOTICE," *Alexandria Daily Advertiser*, November 8, 1803, GenealogyBank.

⁴²³ John Tucker, "SALT," *Alexandria Daily Advertiser*, May 4, 1804, GenealogyBank; John Tucker, "MOLASSES," *Alexandria Daily Advertiser*, July 20, 1804, GenealogyBank.

⁴²⁴ John Potts, "Public Sale," *Alexandria Daily Advertiser*, January 1, 1805, GenealogyBank; ADB I:510, February 14, 1805.

⁴²⁵ John Tucker, "Sugars," *Alexandria Daily Advertiser*, July 15, 1805, GenealogyBank; John Tucker, "Removal," *Alexandria Daily Advertiser*, October 10, 1807, GenealogyBank.

⁴²⁶ John Tucker, "Valuable Property for Sale," *Alexandria Daily Gazette, Commercial & Political*, January 23, 1809, GenealogyBank.

⁴²⁷ John Tucker, "COFFEE," *Alexandria Daily Gazette, Commercial & Political*, June 15, 1809, GenealogyBank.

⁴²⁸ Jacob Morgan, "40 or 50 Bales Cotton," *Alexandria Daily Gazette, Commercial & Political*, March 30, 1810, GenealogyBank; Jacob Morgan, "LANDING THIS DAY," *Alexandria Daily Gazette, Commercial & Political*, May 1, 1810, GenealogyBank; James Patton, "Spanish Hides for Sale," *Alexandria Daily Gazette, Commercial & Political*, July 26, 1810, GenealogyBank.

⁴²⁹ "Married," *Alexandria Daily Gazette, Commercial & Political*, February 21, 1812, GenealogyBank.

⁴³⁰ Jacob Morgan, "REMOVAL," *Alexandria Gazette*, April 16, 1816, GenealogyBank; ADB E2:28, January 2, 1817.

⁴³¹ James Patton, "Spanish Hides for Sale," *Alexandria Daily Gazette, Commercial & Political*, July 26, 1810, GenealogyBank; William Hartshorne, "For Sale, Freight, or Charter," *Alexandria Daily Gazette, Commercial & Political*, December 29, 1810, GenealogyBank.

⁴³² Miller, *Artisans and Merchants*, s.v. "Gird, John."

Tucker considered leaving Alexandria permanently, but failing to sell his real estate, he temporarily left town for the West Indies in July 1811.⁴³³ He offered three buildings lots for sale and the rent of his warehouse and wharf. Finally, in 1813 John Tucker decided to leave Alexandria for good and sell his waterfront property.

*"...his Wharf and Warehouse...the House is large and convenient to the River, with the use of a 20 feet Alley on the South, extending to Union Street. The wharf can accommodate ships of the greatest draught of water. Also three building lots between the said Warehouse and Union Street, two of which fronts on said street 27 ft 9 inches each, and extending back 66 ft; the other fronting on the alley 33 feet and extending back 55 ft 7 inches, on which lots are a shed or tobacco warehouse and stable."*⁴³⁴

Tucker failed to sell his wharf properties privately, so William Herbert purchased this parcel at public auction in 1814.⁴³⁵ James Sanderson occupied the wharf and warehouse from 1816-1820. He sold wine, sugar, textiles, and other imported goods. He sold several refurbished ships from this wharf.⁴³⁶ Sanderson was an enslaver and likely assigned dock and warehouse work to enslaved men at this site. John Allen, an enslaved man who "lived with [Sanderson] for several years, and [had] travelled a good deal with [him]" absented himself in May 1818. Though Allen likely did not work on the waterfront, his knowledge of travel and familiarity with the port lead Sanderson to appeal to residents in Baltimore and Philadelphia to return Allen.⁴³⁷

After William Herbert's death in 1819, the Bank of Alexandria seized the property to settle his outstanding debt. Herbert, as the Director of the bank, owed a substantial amount of money. The Bank offered the wharf and warehouse, formerly occupied by James Sanderson, for rent in April 1820.⁴³⁸ In 1830 the warehouse and wharf had two occupants, William Veitch and Anthony Charles Cazenove. In 1834, the Bank of Alexandria had to liquidate its real estate holdings and offered the property, "The Wharf, Warehouse &c called Tucker's," for sale.⁴³⁹ It was not purchased until the end of 1836, when Joseph Mandeville paid \$600 for it.⁴⁴⁰

Joseph Mandeville was a co-partner of the chandlery firm Samuel B. Larmour & Co. which dissolved in 1835.⁴⁴¹ He was a partner in a grocery business with Daniel Cawood. Neither of these businesses

⁴³³ John Tucker, "NOTICE," *Alexandria Daily Gazette, Commercial & Political*, April 3, 1811, GenealogyBank; John Tucker, "NOTICE," *Alexandria Daily Gazette, Commercial & Political*, July 2, 1811, GenealogyBank.

⁴³⁴ John Tucker, "Valuable Wharf Property," *Alexandria Daily Gazette, Commercial & Political*, June 25, 1813, GenealogyBank.

⁴³⁵ ADB Q:117, February 8, 1808; ADB Y:349, January 1, 1814; ADB Y:473, May 11, 1814.

⁴³⁶ James Patton and James Sanderson, "Old and Genuine Madeira Wine," *Alexandria Gazette, Commercial and Political*, January 3, 1816; James Sanderson, "Public Sale," *Alexandria Gazette, Commercial and Political*, April 20, 1816; James Sanderson, "For Sale or Freight," *Alexandria Gazette, Commercial and Political*, July 18, 1816; James Sanderson, "For Sale, at Public Auction," *Alexandria Gazette & Daily Advertiser*, June 12, 1817; James Sanderson, "For Sale," *Alexandria Gazette & Daily Advertiser*, December 3, 1817, GenealogyBank.

⁴³⁷ James Sanderson, "Absconded," *Alexandria Gazette & Daily Advertiser*, May 18, 1818, GenealogyBank.

⁴³⁸ Bank of Alexandria, "To Let," *Alexandria Gazette & Daily Advertiser*, April 12, 1820, GenealogyBank.

⁴³⁹ 1830 Alexandria Tax Assessment; "REAL ESTATE FOR SALE," *Alexandria Gazette*, June 19, 1834, GenealogyBank.

⁴⁴⁰ ADB W2:162, December 10, 1836. Mandeville immediately used the property to secure debt. ADB W2:118, December 10, 1836.

⁴⁴¹ Joseph Mandeville, "Notice of Dissolution," *Alexandria Gazette*, October 17, 1835, GenealogyBank.

operated from this wharf, however. Mandeville died at the age of 73 in 1837.⁴⁴² His estate owned this property until 1852, and it was vacant for much of that time. The estate executor posted a rental notice for Tucker's Wharf, warehouse and vacant lot in October 1837.⁴⁴³ Another ad for "the wharf and warehouse, late Tucker's...in good order and immediate possession" appeared in July 1840. No occupant was listed in the 1840 tax assessment. An ad to rent the wharf and store formerly Mandeville's appeared in September 1841.⁴⁴⁴ An 1842 map shows a warehouse on the east side of wharf with an alley reserved on its south side and a pier projecting into the river from this parcel (Image 70). The 1845 plan of Alexandria shows the alley and projecting pier, but structures are not represented anywhere on that print (Image 71). Another ad for the "large warehouse and lot...very suitable for a coal and wood yard" appeared in 1847.⁴⁴⁵ It was offered for rent again in July 1849 and continuously until August 1850.⁴⁴⁶ It was marked vacant in the 1850 tax assessment.

Finally, S. S. Masters & Son purchased it at public auction in 1850, adding to their extensive real estate on the waterfront.⁴⁴⁷ The advertisement described "A large warehouse, wharf, and lot...Length of this lot 181 feet 3 inches, length of pier 98 feet."⁴⁴⁸ They used this lot to secure debts in 1855 and 1857.⁴⁴⁹ Solomon S. Masters & Son became embroiled in a large lawsuit where the Baltimore-based guano agents for the Peruvian government sued them to recover \$72,000.⁴⁵⁰ Their creditors offered all their Alexandria real estate at auction in 1858, listing this parcel as a "Large frame warehouse, wharf and lot of ground" (Image 73). Nathaniel B. Wells of New York City bought this and several other of their lots for over \$15,000.⁴⁵¹ Wells sold all the Alexandria properties to Federico L. Barreda for \$1 in 1859. Barreda was one of the partners in the firm that sued Masters & Son. He was no longer the guano agent for Peru, however he moved in wealthy and well-connected circles in New York and Newport, Rhode Island.⁴⁵² Fowle & Co. constructed a large rail and steam depot here, see above for more information.

Parcel 36.1

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

⁴⁴² Joseph Mandeville and Daniel Cawood, "Notice," *Alexandria Gazette*, May 18, 1836, GenealogyBank; "Died," *Alexandria Gazette*, July 26, 1837, GenealogyBank.

⁴⁴³ William C. Gardner, "To Rent," *Alexandria Gazette*, October 19, 1837, GenealogyBank. Joseph Mandeville's will did not direct this property to any individual. Joseph Mandeville, Last Will and Testament, AWB 4:143, 1837.

⁴⁴⁴ William C. Gardner, "To Rent," *Alexandria Gazette*, September 8, 1841, GenealogyBank.

⁴⁴⁵ John West, "For Rent," *Alexandria Gazette*, July 27, 1847, GenealogyBank.

⁴⁴⁶ John West, "For Rent," *Alexandria Gazette*, July 19, 1849, GenealogyBank.

⁴⁴⁷ *Alexandria Gazette*, October 10, 1850, GenealogyBank; ADB O3:433, October 10, 1852.

⁴⁴⁸ "Sale Under Decree," *Alexandria Gazette*, August 14, 1850, GenealogyBank.

⁴⁴⁹ ADB Q3:496, June 7, 1855; ADB R3:516, April 1, 1857.

⁴⁵⁰ "Heavy Suit," *Alexandria Gazette*, June 21, 1855, GenealogyBank.

⁴⁵¹ ADB T3:179, October 14, 1858.

⁴⁵² ADB W3:114 and U3:191, November 30, 1859. Papers for F. Barreda & Bro. are held by the National Park Service: http://pdf.oac.cdlib.org/pdf/maritime/safr_14317_hdc0062.pdf. Personal papers of Federico L. Barreda are held by the Morris Library at Southern Illinois University: <https://www.worldcat.org/title/federico-l-barreda-papers-1856-1879/oclc/263084215>.

Jonah Thompson & Son in 1803.⁴⁵³ They operated from a counting house on Fairfax Street until 1816.⁴⁵⁴ Thompson's daughter, Ann, married merchant Jacob Morgan in 1812.⁴⁵⁵ Morgan took over the counting house on Fairfax Street.

Andrew Scholfield & Co. leased this parcel and warehouse according to the 1810 tax assessment. Scholfield was a lumber merchant with a lumberyard and counting house on the waterfront between King and Cameron Street.⁴⁵⁶ Scholfield leased or owned several parcels at or near the corner of Union and Cameron Streets, including Parcel 36.2 and at least two parcels on the west side of Union Street.⁴⁵⁷

The wharf received an update and structural addition in 1817. William Stoops, a local wharf builder, completed repairs on Thompson's Wharf, including the replacement of 36 white oak piles. Unfortunately, this work became part of a public dispute about Stoops' integrity and rates. A different wharf builder, Andrew Bartle, accused Stoops of stealing the timber and tools used on this job: "Well may Mr. Stoops work cheaper than I, when he makes free to take my implements and materials without permission or paying for them. I hope, therefore, Mr. Thompson's wharf will no longer be considered as a criterion to estimate my labor and materials by."⁴⁵⁸ The timber was stored at Bartle's wharf in Maryland, according to Bartle, and Stoops carried it off without permission. After a year-long legal and public battle, Bartle moved to Fredericksburg and Stoops was jailed as an insolvent debtor.⁴⁵⁹

Jonah and Margaret Thompson deeded a waterfront parcel on this wharf to their son-in-law, Jacob Morgan, after their daughter's death. Morgan built a three-story fireproof warehouse there, which he offered for rent in 1819.⁴⁶⁰ In 1820, tax records do not show any tenants in the warehouse or wharf besides the owners. In 1830, Morgan occupied his warehouse and Thompson's wharf had one tenant, Morse & Josselyn.

Jonah Thompson died in 1834 and left his estate to his children and grandchildren divided into 30 shares. His sons, Israel Peyton Thompson, William Edward Thompson, and James Thompson received the largest shares and retained control of this parcel.⁴⁶¹ A three-story building here was used by C. & I. P. Thompson as a hat factory.⁴⁶²

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

⁴⁵³ Jonah Thompson and Richard Veitch, "The Term of Partnership," *Alexandria Advertiser and Commercial Intelligencer*, March 2, 1802, GenealogyBank; Jonah Thompson & Son, "Jonah Thompson and Son," *Alexandria Advertiser and Commercial Intelligencer*, May 11, 1803, GenealogyBank.

⁴⁵⁴ Jacob Morgan, "REMOVAL," *Alexandria Gazette*, April 16, 1816, GenealogyBank.

⁴⁵⁵ "Married," *Alexandria Daily Gazette, Commercial & Political*, February 21, 1812, GenealogyBank.

⁴⁵⁶ More details about Andrew Scholfield are in the Cameron to King Street chapter.

⁴⁵⁷ See the 1810 Tax Assessment, on file at Alexandria Archaeology.

⁴⁵⁸ Andrew Bartle, "A Communication to Whom It May Concern," *Alexandria Herald*, July 21, 1817, GenealogyBank.

⁴⁵⁹ Andrew Bartle, "Notice," *Alexandria Gazette & Daily Advertiser*, August 3, 1818, GenealogyBank; Edmund I. Lee, "District of Columbia," *Alexandria Herald*, October 6, 1819, GenealogyBank.

⁴⁶⁰ ADB E2:28, January 2, 1817; Jacob Morgan, "For Rent," *Alexandria Gazette & Daily Advertiser*, February 3, 1819, GenealogyBank.

⁴⁶¹ Jonah Thompson, Last Will and Testament, AWB 4:63, April 10, 1834.

⁴⁶² "An Extensive Fire," *Alexandria Gazette*, December 31, 1872, GenealogyBank.

1842 map shows warehouses along the alley on the north side of this parcel, several structures on the south edge of the parcel, and a projecting pier off the bulkhead. South of the pier, the bulkhead was curved and formed a slip with another pier in Parcel 36.2 (Image 70). The 1845 plan of Alexandria represents the south bulkhead as linear and squared off, rather than rounded as in the earlier map (Image 71). The 1845 sketch of Alexandria labels this as Thompson's wharf (Image 72).

An 1847 advertisement for the public sale of Thompson's estate provided details about the buildings and wharf construction. The 106' front extended 140' into the River and included three primary structures: Jacob Morgan's warehouse, a three-story brick fire-proof warehouse 28' by 40' with a 55' long woodshed attached, and a small wooden tenement to the south of the brick warehouse. The wharf projected from the front for 130' and was 40' wide. 40' of the wharf, closest to the bulkhead, was "built solid" with the rest presumably on piles with a plank deck. The dock on the north side was 52' wide and on the south 25'.⁴⁶³

Henry Daingerfield, owner of Parcel 31.1, turned his attention to this parcel. He purchased the lot and wharf in the 1847 public sale and Morgan's parcel in 1850.⁴⁶⁴ An ad for the adjacent wharf, formerly Tucker's, identified this as "Daingerfield's" in July 1847.⁴⁶⁵ The 1850 tax assessment shows Capt. Boyd Smith occupied Morgan's warehouse and part of the wharf. John Dixon occupied Thompson's wharf and warehouse.

Parcel 36.2: Herbert's Wharf, 1777-1831

When Thomas and Jane Herbert sold this parcel, from Fairfax Street to the Potomac River, to John Carlyle Herbert in 1803, the deed described the boundary "...across Union Street to the river Potomac thence along the River Potomac to Cameron Street thence along Cameron Street to Union Street..."⁴⁶⁶ John Carlyle Herbert paid \$20,000 for the large, though seemingly undeveloped, parcel. Jane Herbert died the following day.⁴⁶⁷ Thomas Herbert bought the property back from John Carlyle Herbert in July 1803.⁴⁶⁸ This wharf was labeled Wilson & Herbert's in an 1804 map of Alexandria (Image 60, Appendix B, Image 7).

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

⁴⁶³ Andrew J. Fleming, "Public Sale of Valuable Property," *Alexandria Gazette*, May 22, 1847, GenealogyBank.

⁴⁶⁴ ADB I3:251, June 4, 1847; ADB L3:351, May 16, 1850.

⁴⁶⁵ John West, "For Rent," *Alexandria Gazette*, July 27, 1847, GenealogyBank.

⁴⁶⁶ ADB D:513, March 23, 1803.

⁴⁶⁷ *Alexandria Daily Advertiser*, March 25, 1803, GenealogyBank.

⁴⁶⁸ ADB D:517, July 7, 1803.

was located on Union Street to have a double door on that side. To offset their costs, the Cooks were to receive the rents and profits from the two last years of their lease term.⁴⁶⁹

Leonard Cook and Thomas Cook were lumber merchants who partnered together and with other local businesspeople, such as Daniel Clare and Andrew Scholfield. Thomas Cook had previously partnered with Daniel McClean, though their association ended in 1802.⁴⁷⁰ The partnership with Scholfield ended in 1809, resulting in Scholfield continuing to offer lumber of various types and stone lime.⁴⁷¹ Scholfield may have taken over the lease, as he occupied this parcel in 1810. L & T Cook hired out fancy carriages and sleighs for residents and visitors of Alexandria.⁴⁷² Cook and Cook dissolved their partnership in 1810, listing business assets such as work and carriage horses, a used carriage, a “nearly finished” carriage” and gold-plated harnesses for sale. Their stable and warehouse on King Street was also on offer.⁴⁷³ Leonard Cook announced his intent to leave the area in 1811, but he remained and formed a new partnership, Cook & Clare, on Ramsay’s Wharf.⁴⁷⁴

At some point during the 1803-1810 occupancy of Andrew Scholfield & Co., which included partners Leonard and Thomas Cook, Andrew Scholfield built a warehouse on this parcel. He was repaid for the structure by the following tenant, George Coleman.⁴⁷⁵

Thomas Herbert used this wharf property to secure debts in 1804, 1806 and 1810.⁴⁷⁶ Capt. George Coleman signed a seven-year lease in 1810, agreeing to pay \$300 annual rent. The lease stipulated that Andrew Scholfield already occupied the parcel and that Coleman had to pay Scholfield “whatever sum the Warehouse now on the demised premises and owned by Andrew Scholfield may be valued at.” Herbert was to reimburse Coleman for that expense with equal payments over the seven-year term. Additionally, Coleman agreed with William Herbert (owner of the parcel on the south side of Cameron) to jointly fill and finish Cameron Street east of Union Street. The City was supposed to reimburse their expenses for that undertaking.⁴⁷⁷

George Coleman was a sea captain and merchant. In 1806, he married Elizabeth Marsteller, daughter of Philip Marsteller. Two of Coleman’s sailing apprentices ran away, James D. Hammond in 1808 and William Sandford in 1816.⁴⁷⁸ The Norfolk packet boat, *Mary and Kitty*, docked at this wharf.⁴⁷⁹ A sloop

⁴⁶⁹ ADB F:205, May 5, 1803.

⁴⁷⁰ Daniel McClean and Thomas Cook, “Notice,” *Columbian Advertiser and Commercial, Mechanic, and Agricultural Gazette*, October 22, 1802, GenealogyBank.

⁴⁷¹ Andrew Scholfield, Leonard Cook, and Thomas Cook, “Dissolution of Partnership,” *Alexandria Daily Gazette, Commercial & Political*, March 28, 1809, GenealogyBank.

⁴⁷² Leonard Cook and Thomas Cook, “Notice,” *Alexandria Daily Gazette, Commercial & Political*, October 26, 1808, GenealogyBank.

⁴⁷³ Leonard Cook and Thomas Cook, “Notice,” *Alexandria Daily Gazette, Commercial & Political*, April 20, 1810, GenealogyBank.

⁴⁷⁴ Leonard Cook, “For Sale,” *Alexandria Herald*, June 10, 1811; Cook & Clare, “For Sale or Charter,” *Alexandria Gazette, Commercial and Political*, October 6, 1812; Cook & Clare, “For Norfolk & Richmond,” *Alexandria Gazette*, April 5, 1816; Cook & Clare, “REMOVAL,” *Alexandria Herald*, June 12, 1820, GenealogyBank.

⁴⁷⁵ ADB T:26, February 3, 1810.

⁴⁷⁶ ADB K:19, December 5, 1804; ADB M:463, November 7, 1806; ADB S:386, February 1, 1810.

⁴⁷⁷ ADB T:26, February 3, 1810.

⁴⁷⁸ George Coleman, “Six Cents Reward,” *Alexandria Daily Advertiser*, February 18, 1808, GenealogyBank; George Coleman, “Five Dollars Reward,” *Alexandria Gazette, Commercial and Political*, October 3, 1816, GenealogyBank.

⁴⁷⁹ D. Black, “For Norfolk,” *Alexandria Daily Gazette, Commercial & Political*, July 30, 1810, GenealogyBank.

Packet was offered for sale at Capt. Coleman's wharf in 1811 by Joseph Richards.⁴⁸⁰ Thomas Lowe offered a cargo of rum and oranges from Antigua for sale at Coleman's wharf in 1816.⁴⁸¹ Coleman left the warehouse at the end of his lease, it was offered to rent as of April 1, 1817.⁴⁸² Coleman's store, likely in this warehouse, was burgled on March 30, 1817. Stolen articles included various accounting and business paperwork and crates of tea. Coleman reported that one large glove was left behind, a possible clue to the identity of the burglar.⁴⁸³

James and Thomas Lowe took on the warehouse lease, as their occupation was documented in October 1818.⁴⁸⁴ In 1819, they offered a schooner *Rose-in-Bloom* for sale at Scholfield's Wharf, south of Cameron Street.⁴⁸⁵ The 1820 tax assessment lists Thomas Lowe as the occupant here. Thomas Lowe notified the public that he would leave Alexandria in July 1826 and he moved to Lancaster County, Virginia where he died in 1830 at 36 years old.⁴⁸⁶

J. H. White sold blacksmith coal off the schooner *Lively* at Herbert's Wharf in September 1827.⁴⁸⁷ Robert L. White occupied the warehouse, followed by Thomas M. White in 1828.⁴⁸⁸ White operated a grocery and ship chandlery store here for three years. In 1831, he sold all his stock at public auction, including his horse and cart.⁴⁸⁹

Noblet Herbert, a son of Thomas Herbert, had been managing his father's real estate since 1813. When Thomas Herbert died in 1826, he left this wharf parcel to three other sons: John D. Herbert, Maurice Herbert, and Benjamin Fuller Herbert.⁴⁹⁰ Unfortunately, Thomas Herbert also left a lot of debt, so much that the Bank of Alexandria received a court order to sell some real estate to repay the debt. In the meantime, Noblet Herbert, Maurice Herbert, and Benjamin Fuller Herbert died, leaving the administration of their father's estate largely in the hands of a lawyer, Robert J. Taylor. Two of Herbert's daughters, Elizabeth and Catherine, asked George H. Smoot to bid on a house at the corner of Fairfax and Cameron Streets for them. He agreed, but when he was outbid by a bank representative, the sisters convinced another man to place a winning bid for them as they urged others in the crowd to cease bidding. They won, and later their lawyer argued that they paid a fair market price for the parcel. This wharf lot, however, was purchased by A. C. Cazenove & Co.⁴⁹¹

⁴⁸⁰ Joseph Richards, "For Sale," *Alexandria Daily Gazette, Commercial & Political*, March 23, 1811, GenealogyBank.

⁴⁸¹ Thomas Lowe, "For Sale," *Alexandria Gazette, Commercial and Political*, October 10, 1816, GenealogyBank.

⁴⁸² N. Herbert, "Wanted to Hire," *Alexandria Gazette, Commercial and Political*, March 21, 1817, GenealogyBank.

⁴⁸³ George Coleman, "Fifty Dollars Reward," *Alexandria Gazette, Commercial and Political*, March 31, 1817, GenealogyBank.

⁴⁸⁴ N. Herbert, "To Let," *Alexandria Gazette & Daily Advertiser*, October 17, 1818, GenealogyBank.

⁴⁸⁵ James Lowe and Thomas Lowe, "For Sale," *Alexandria Gazette & Daily Advertiser*, November 10, 1819, GenealogyBank.

⁴⁸⁶ Thomas Lowe, "Notice," *Alexandria Gazette*, June 20, 1826, GenealogyBank; "Died," *Alexandria Gazette*, August 24, 1830, GenealogyBank.

⁴⁸⁷ J. H. White, "Blacksmith Coal," *Alexandria Gazette*, September 15, 1827, GenealogyBank.

⁴⁸⁸ Thomas M. White, "Thomas M. White," *Alexandria Gazette*, August 8, 1828, GenealogyBank.

⁴⁸⁹ William D. Nutt, "Sales at Auction," *Alexandria Gazette*, July 13, 1831, GenealogyBank.

⁴⁹⁰ Thomas Herbert, Last Will and Testament, AWB 3:247, February 6, 1826.

⁴⁹¹ Arlington Chancery, Bank of Alexandria vs Administrators of Thomas Herbert, 1837-001; ADB E3:233, December 19, 1831.

The four partners were Anthony Charles Cazenove, William C. Gardner, Charles Cazenove and Louis A. Cazenove.⁴⁹² Cazenove (1775-1852) was a French-speaking Protestant from Switzerland who sought political refuge in Philadelphia in 1794 (Image 75). Well-connected by birth and association, he immediately joined a land company with Albert Gallatin and others, establishing mills and glassworks in Fayette County, Pennsylvania. He married Anne Hogan, daughter of Edmund Hogan of Philadelphia, in Alexandria in 1797 (Image 76). He and Anne moved to Alexandria, Virginia several months after their marriage and had ten children together over a span of 20 years.⁴⁹³ Cazenove was appointed the Swiss Consul and operated a successful mercantile business in Alexandria. He was among the wealthiest merchants in Alexandria during the Antebellum period, and he operated as a broker and banker.⁴⁹⁴

Cazenove was the owner and occupant on the 1840 tax assessment. The 1842 map shows two structures on this parcel, one at the corner of Union and Cameron Streets, the other on the eastern side of the parcel along Cameron. A pier projects from this parcel (Image 70). Anne Hogan Cazenove died July 9, 1843.⁴⁹⁵ In 1844, the surviving partners of A. C. Cazenove & Co. transferred this parcel to the private ownership of Anthony Charles Cazenove.⁴⁹⁶ The Ewing's 1845 *Plan of Alexandria* shows a projecting pier from this parcel (Image 71). The 1845 annotated version labels this as Cazenove's wharf (Image 72). After Anthony Charles Cazenove's death in 1852, this parcel was sold at public auction with its "large frame warehouse."⁴⁹⁷ Gazaway B. Lamar of Brooklyn, New York purchased the parcel in January 1853 for \$12,000 and sold it to William G. Cazenove and Cassius F. Lee in June for \$12,000.⁴⁹⁸ Cazenove & Co. continued to operate here after the Civil War. Lee used his interest to secure debt in 1853 and repaid it in 1858.⁴⁹⁹

⁴⁹² William C. Gardner married A.C. Cazenove's daughter, Eliza Frances Cazenove, in 1816. Gardner was from Newport, Rhode Island. Charles Cazenove (1801-1834) and Louis A. Cazenove (1807-1852) were sons of Anthony Charles and Anne Cazenove.

⁴⁹³ John Askling and Anthony-Charles Cazenove, "Autobiographical Sketch of Anthony-Charles Cazenove: Political Refugee, Merchant, and Banker, 1775-1852," *The Virginia Magazine of History and Biography* 78, no. 3 (1970): 295-307.

⁴⁹⁴ Hurst, "The Merchants of Pre-Civil War Alexandria," 327-43.

⁴⁹⁵ Askling, ed., "Autobiographical Sketch of Anthony-Charles Cazenove," 306.

⁴⁹⁶ ADB E3:260, October 13, 1844.

⁴⁹⁷ W. G. Cazenove and Cassius F. Lee, "Auction Sales," *Alexandria Gazette*, January 27, 1853, GenealogyBank.

⁴⁹⁸ ADB P3:227, March 9, 1853; ADB P3:228, June 4, 1853. Gazaway Bugg Lamar was a Georgia merchant and industrialist who moved to New York in the Antebellum period. He returned to Georgia during the Civil War, was imprisoned twice by the Union Army, and ultimately won the largest settlement for seized property to date after the war. See the Gazaway Bugg Lamar Papers at the University of Georgia Special Collections, <https://scfind.libs.uga.edu/scfind/view?docId=ead/ms10.xml&doc.view=print;chunk.id=>.

⁴⁹⁹ Ref. ADB T3:307, July 1, 1853; ADB T3:307, October 23, 1858.

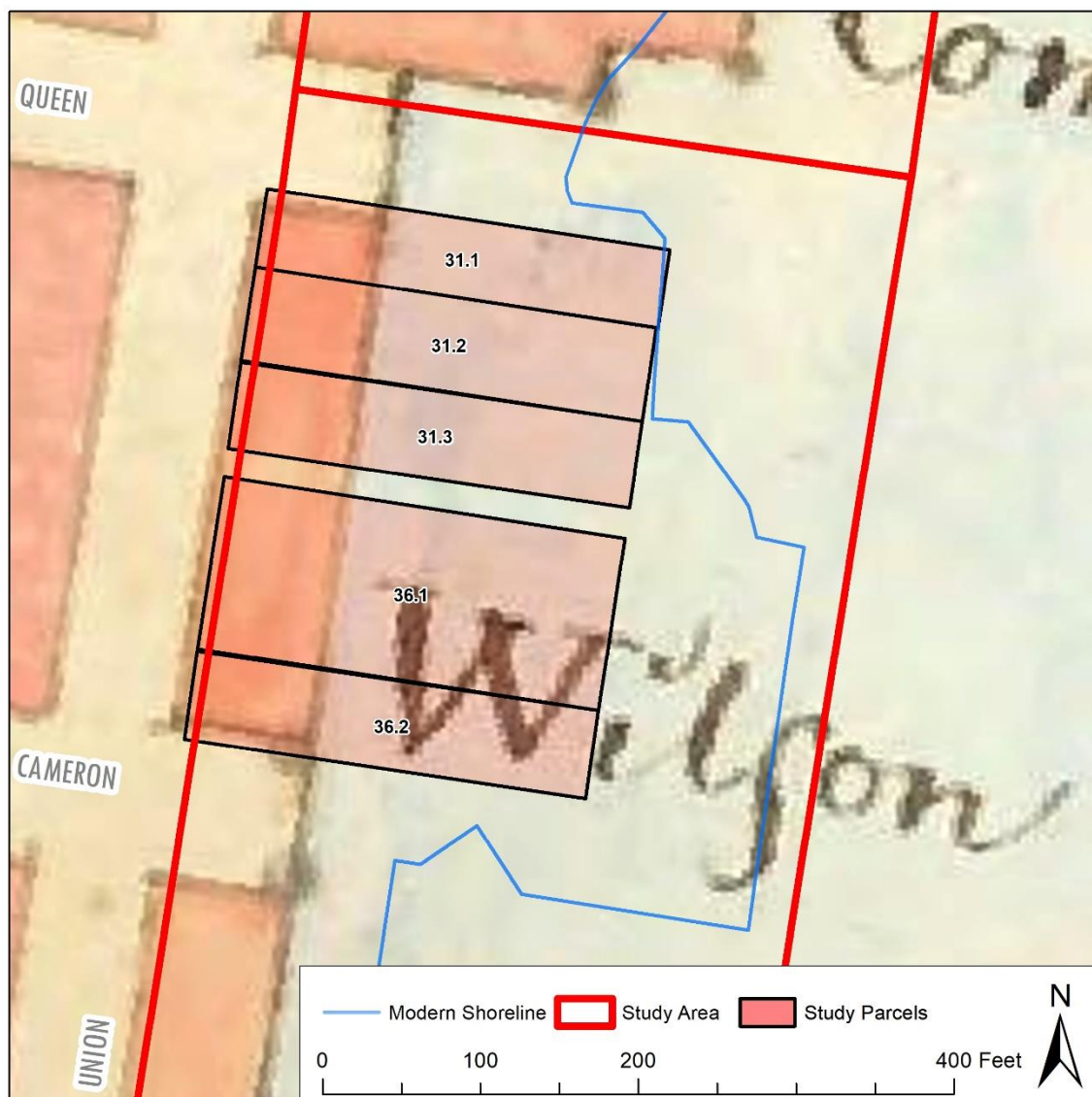


Image 60. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail. Wilson & Herbert's Wharf is on the north side of Cameron Street while Conway's Wharf is on the north side of Queen Street.

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

Image 61. Andrew Jamieson, "TO RENT," Alexandria Herald, May 27, 1814, GenealogyBank.

Wharf Lot for Sale.
ON WEDNESDAY the first of April
next, will be exposed at public sale,
the WHARF on the south side of Queen
street dock, late in possession of Andrew
Bartle. Terms will be made known on
the day of sale—and if not sold, will be
rented for one year. Enquire of
ANDREW JAMIESON.
March 17 dts*

Image 62. Andrew Jamieson, "Wharf Lot for Sale," Alexandria Gazette & Daily Advertiser, March 31, 1818, GenealogyBank.

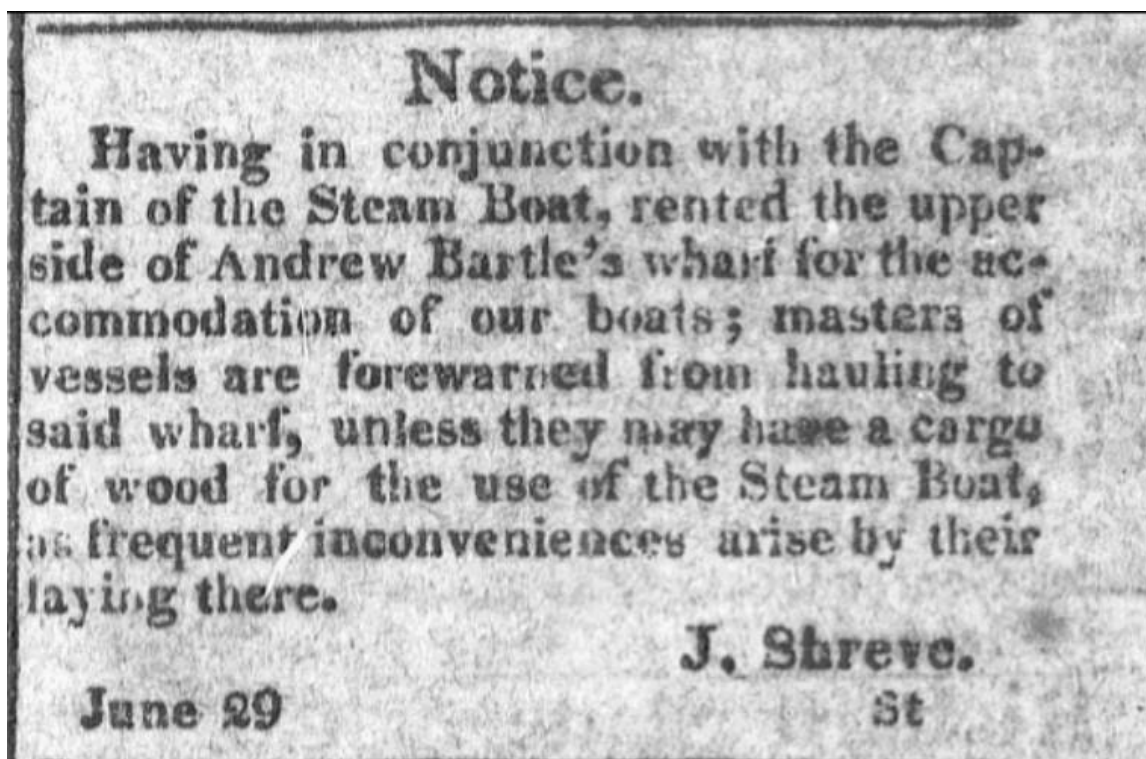


Image 63. John Shreve, "Notice," Alexandria Gazette, July 1, 1816, GenealogyBank.

Union Team Boat.

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

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

Fare and passage same as last year.

Annual tickets may be had of the captain.

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

JOHN SHREVE.

March 17

d2w

Image 64. John Shreve, "Union Team Boat," Alexandria Gazette, Commercial and Political, March 21, 1817, GenealogyBank.

Negroes Wanted.
THE highest prices in cash will be paid
for a parcel of young **NEGRO BOYS**
and **GIRLS**, from 12 to 20 years of age, if
application is made at **ELI LEGG'S Tavern,**
King st. Alexandria. 2t
June 20,

Image 65. Eli Legg, "Negroes Wanted," Alexandria Gazette & Daily Advertiser, June 27, 1820, GenealogyBank.

One Dollar Reward.

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

ANDREW BARTLE.

May 29 3t

Image 66. Andrew Bartle, "One Dollar Reward," Alexandria Gazette, May 29, 1817, GenealogyBank.

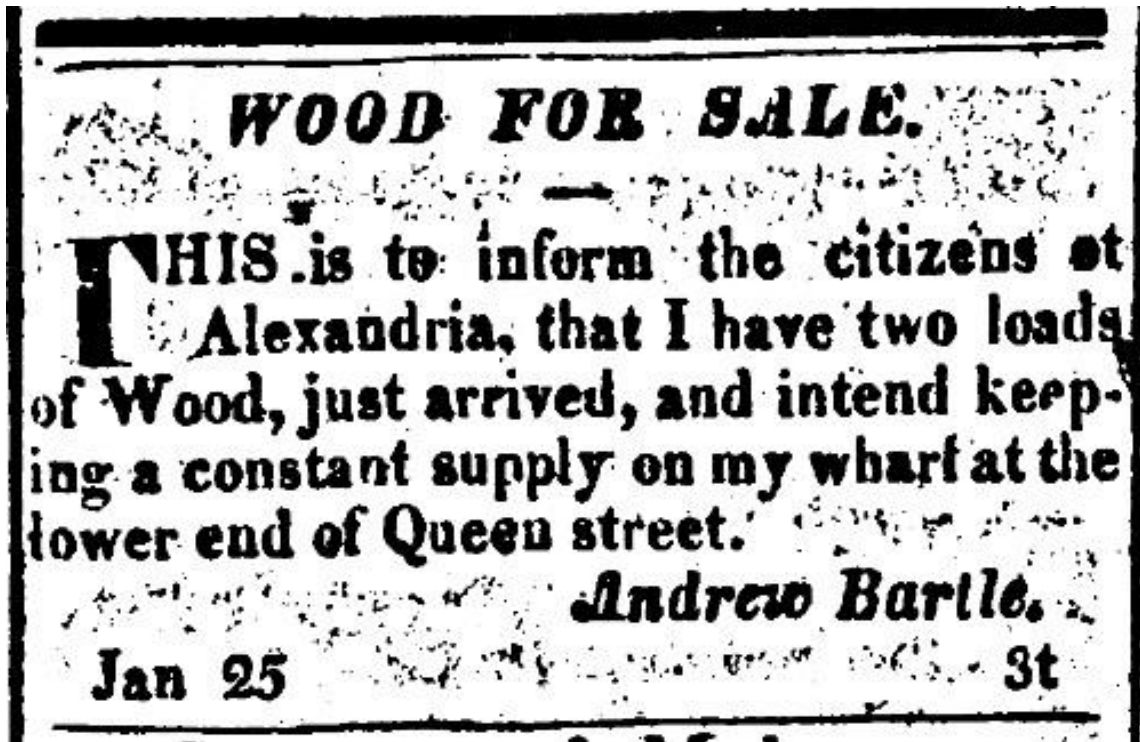


Image 67. Andrew Bartle, "Wood for Sale," Alexandria Gazette, Commercial and Political, January 25, 1816, GenealogyBank.

AUCTION SALES.

BY GEORGE WHITE.

REAL ESTATE AT AUCTION.

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

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

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

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

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

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

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

aug 22—cots **ROBT. JAMIESON, Exr.**

Image 68. Robert Jamieson, "Real Estate at Auction," Alexandria Gazette, August 22, 1836, GenealogyBank.



Image 69. 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.

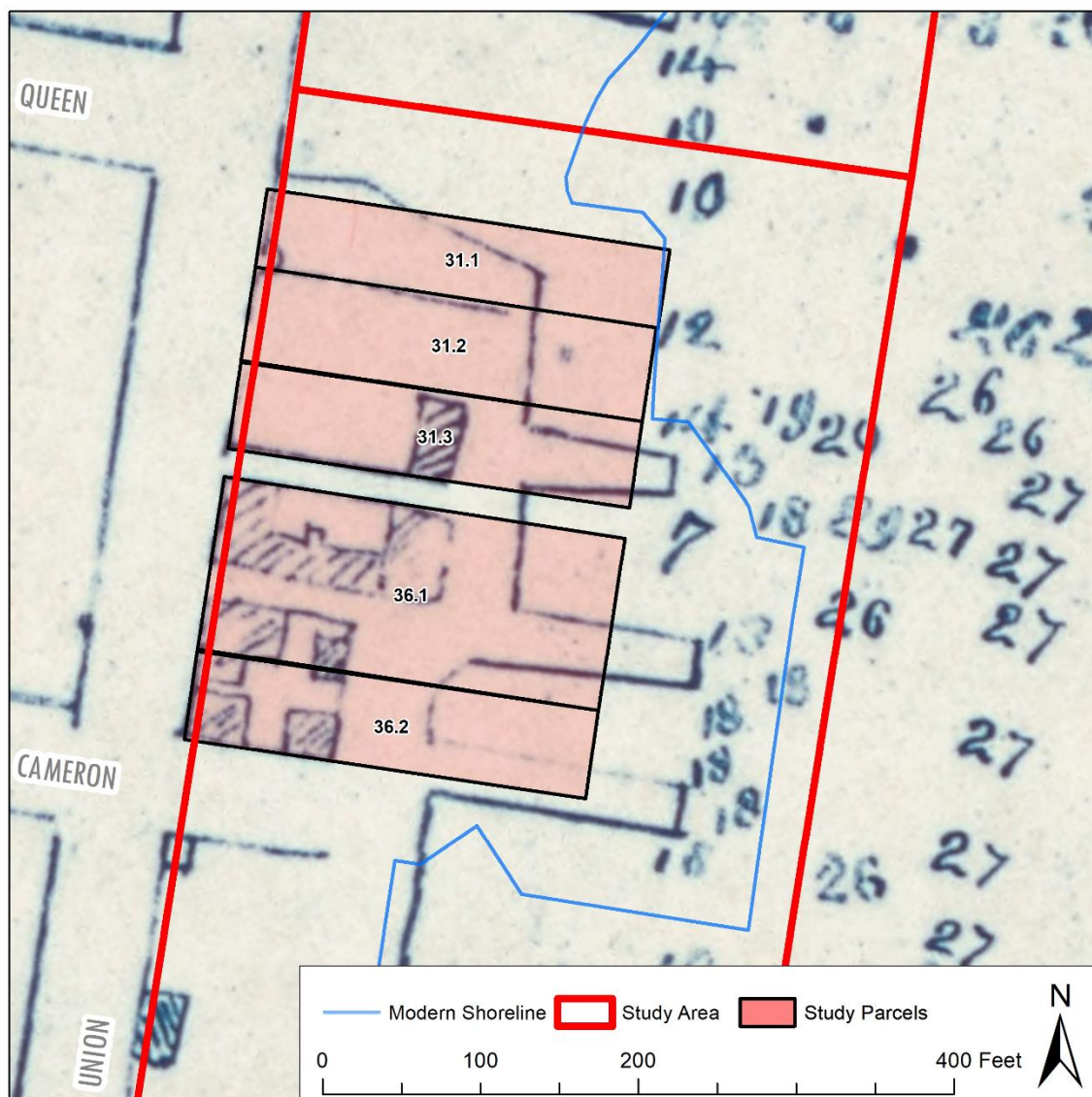


Image 70. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. <https://www.loc.gov/resource/g3792p.ct006462/>. Detail.

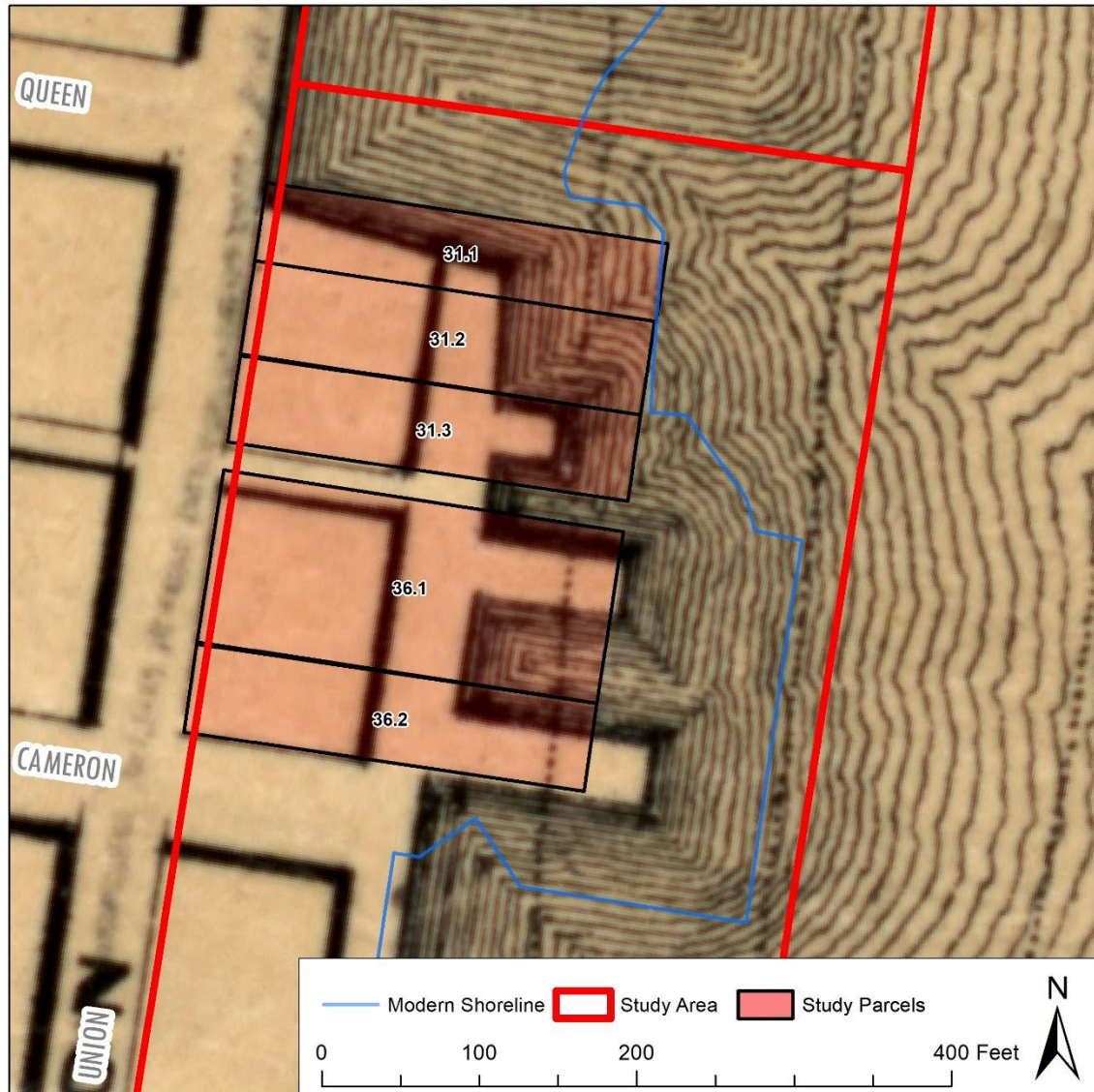


Image 71. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. <https://www.loc.gov/item/89692516/>. Detail.

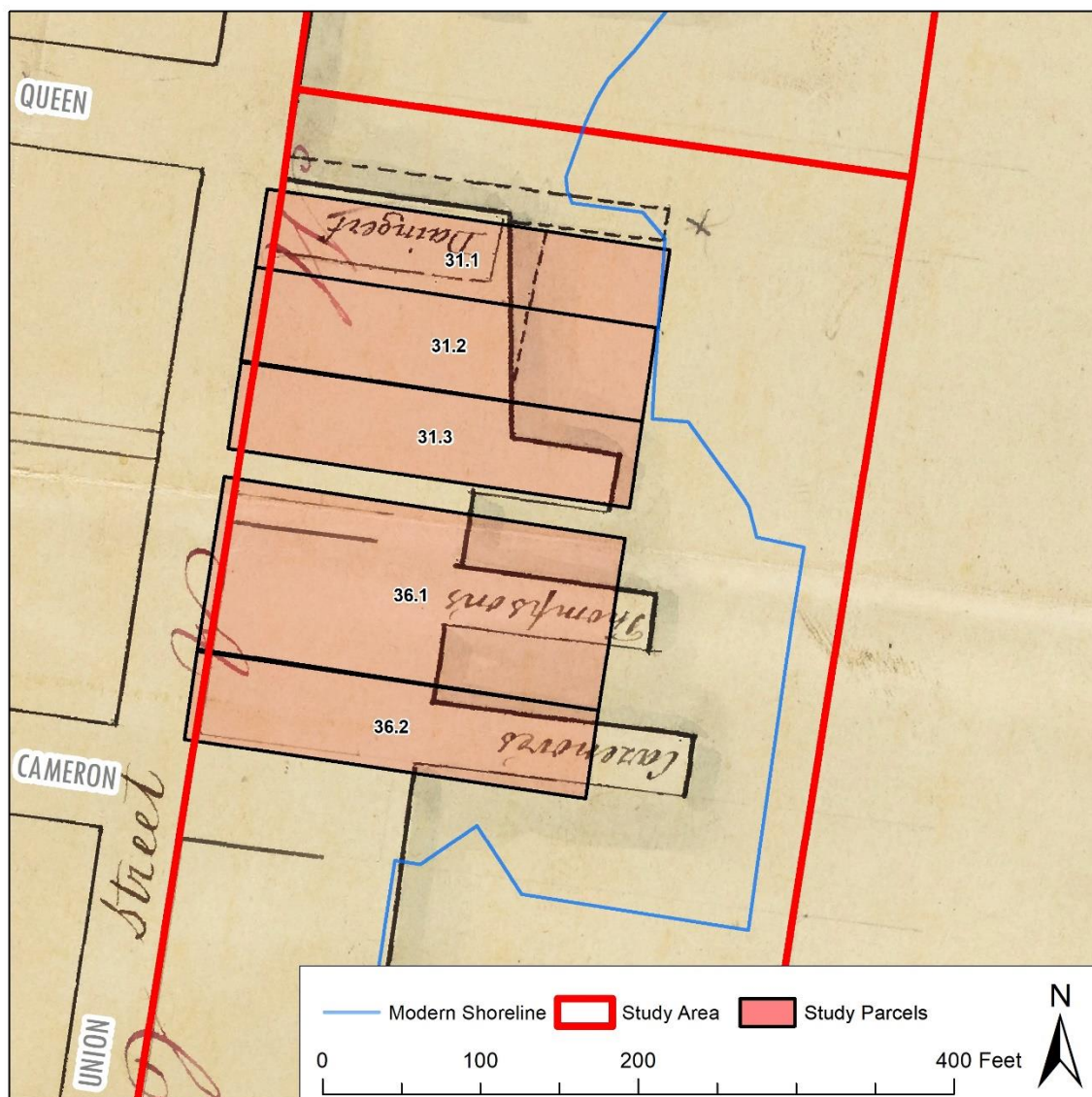


Image 72. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. George O. Dixon and John A. Dixon vs. William H. Irwin, 1850-003. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia. Detail.


AUCTION SALES.

BY S. J. McCORMICK—AUCTIONEER.

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

In the City of Alexandria.


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


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

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

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


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

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


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

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

Image 73. Francis L. Smith and J. Louis Kinzer, "Auction Sales," *Alexandria Gazette*, October 2, 1858, GenealogyBank.

 Removal.

JOHN TUCKER,
Has removed from King-street to his wharf
adjoining Messrs. John Thompson & Sons,
where he has for sale—
1700 SPANISH HILLES
2000 bushels coarse Turk's-Island SALT
First quality Muscovado SUGAR in hogs-
heads and barrels—and
GROCERIES as usual.

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

October 10. ed110d 31aw3w

Image 74. John Tucker, "Removal," Alexandria Daily Advertiser, October 10, 1807, GenealogyBank.



Image 75. Boudon, David. Anthony-Charles Cazenove. Watercolor. Miniature. February 16, 1806. Winterthur Museum, 1969.0158 A.



Image 76. Boudon, David. Anne Hogan Cazenove. Watercolor. Miniature. February 17, 1806. Winterthur Museum, 1969.0156 A.

Civil War Era, 1861-1865

Parcel 31.1

Henry Daingerfield owned this parcel during war time. The 1863 *Magnus View* shows a pier extending into the river with a two- or three-story warehouse (Image 78).

The 1865 Quartermaster map shows the Grain Wharf extending 308' from the east side of Union Street along the north edge of this parcel in Queen Street (Image 79). An unmarked structure occupied the northern 2/3 of the parcel. The Grain Depot that occupied Parcels 31.2 and 31.3 extended into this parcel.

Parcel 31.2 and 31.3

Frederick Barreda owned this parcel during this period however the pier on Parcel 31.3 was labeled "Mandeville" on the 1862 *Plan of Alexandria* (Image 77). Magnus represented this property as a large, shed warehouse with a covered pier in 1863 (Image 78). Its use as a steamboat wharf was paused while it was occupied by the Union Army's Quartermaster. A large, shed warehouse stood across both parcels and was labeled as the Chief Grain Depot (Image 79). An alley was depicted along the south edge of Parcel 31.3.

Parcel 36.1

Henry Daingerfield owned this parcel during this period. The pier on this parcel was labeled "Thompson" on the 1862 *Plan of Alexandria* (Image 77). In 1863, a three-story warehouse stood here with a shed extending into the river on the wharf (Image 78).

The 1865 Quartermaster map shows the Chief Commissary Depot taking up this parcel and most of 36.2, however the northern edge of the depot extends beyond the northern edge of the parcel (Image 79). A "Covered Com[missar]y. Wharf" measuring 224' by 34' extended from this parcel. Approximately 110' of the wharf was not covered. Part of the Commissary Storehouse occupied this parcel adjacent to the east of the depot.

Parcel 36.2

Cazenove and Lee owned half shares of this parcel during this period. The pier on this parcel was labeled "Cazenoves" on the 1862 *Plan of Alexandria* (Image 77). W. G. Cazenove became a member of the secessionist Virginia House of Delegates and some of his stocks were confiscated.⁵⁰⁰ Magnus' 1863 *View* shows a three-story warehouse and one-story warehouse along front of the wharf with a pier that extends into the river (Image 78).

The 1865 Quartermaster map shows the Chief Commissary Depot taking up this parcel and most of 36.1. Part of the Commissary Storehouse occupied this parcel adjacent to the east of the depot and extended to the south beyond the northern edge of Cameron Street. The Commissary Wharf extended from the southern portion of this parcel along the northern edge of Cameron Street (Image 79).

⁵⁰⁰ "Landlords and Tenants--Decision of the District Supreme Court--The Bill on the Subject in the Senate--The Alleged Gambling Case--Additional Letter Currier--Colored Troops--Narrow Escape of an Actress--Funeral, of Mr. Gideon--Enlistments--Distinguished Visitors--The Great Fair--Washington Navy Yard, &c.," *The Sun* (1837-), February 29, 1864; "William G. Cazenove," Virginia House of Delegates Clerk's Office, <https://history.house.virginia.gov/members/6965>

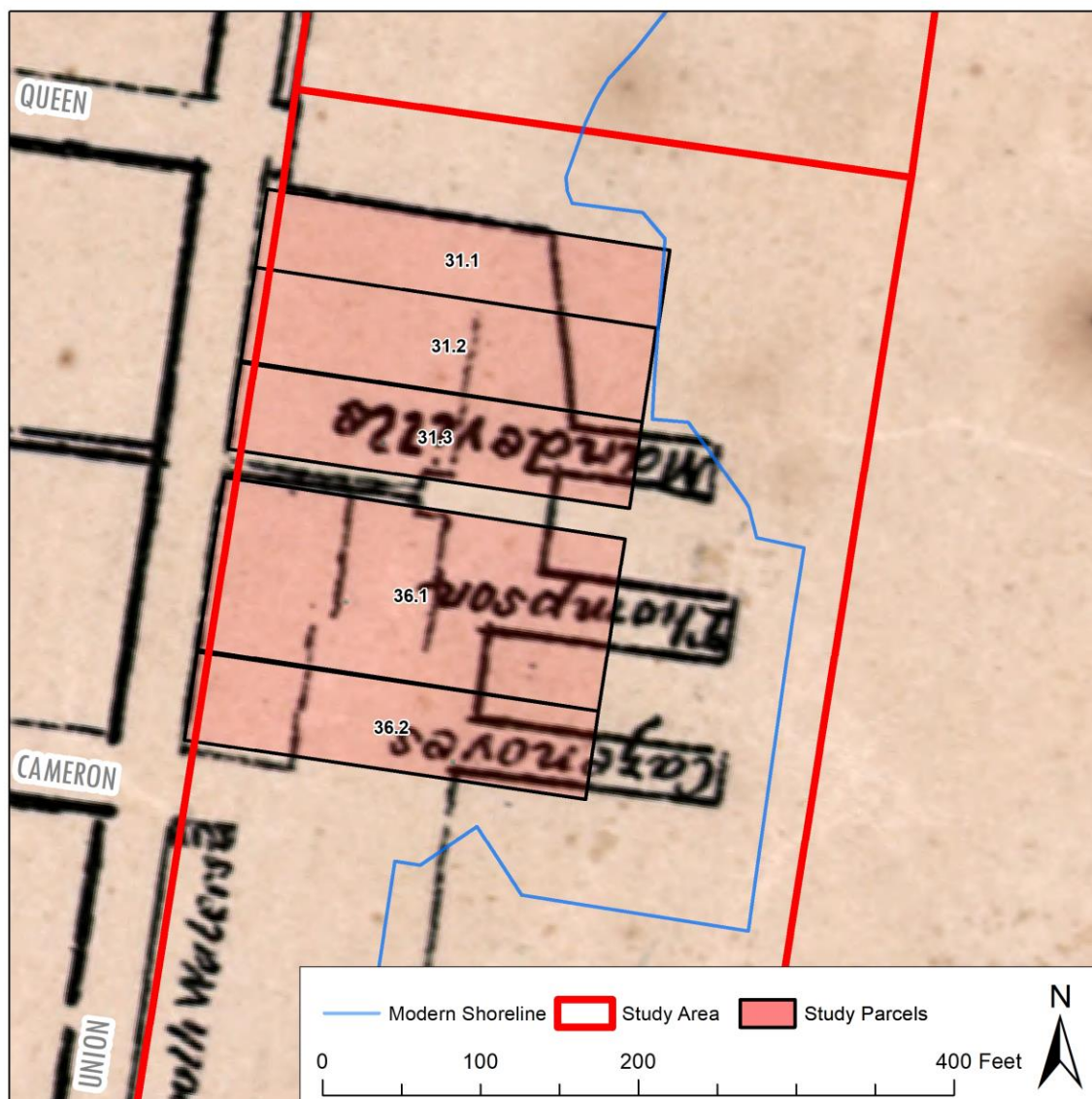


Image 77. United States Coast Survey. "Plan of Alexandria." 1862. Image. <https://www.loc.gov/item/89692513/>. Detail.

Chapter 2: Union Street from Queen to Cameron



Image 78. Magnus, Charles. *Birds Eye View of Alexandria, Va.* 1863. Lithographic print. Library of Congress.
<https://www.loc.gov/item/81694373/>. Detail. Showing the waterfront from Queen Street (right) to Cameron Street (left).

Chapter 2: Union Street from Queen to Cameron

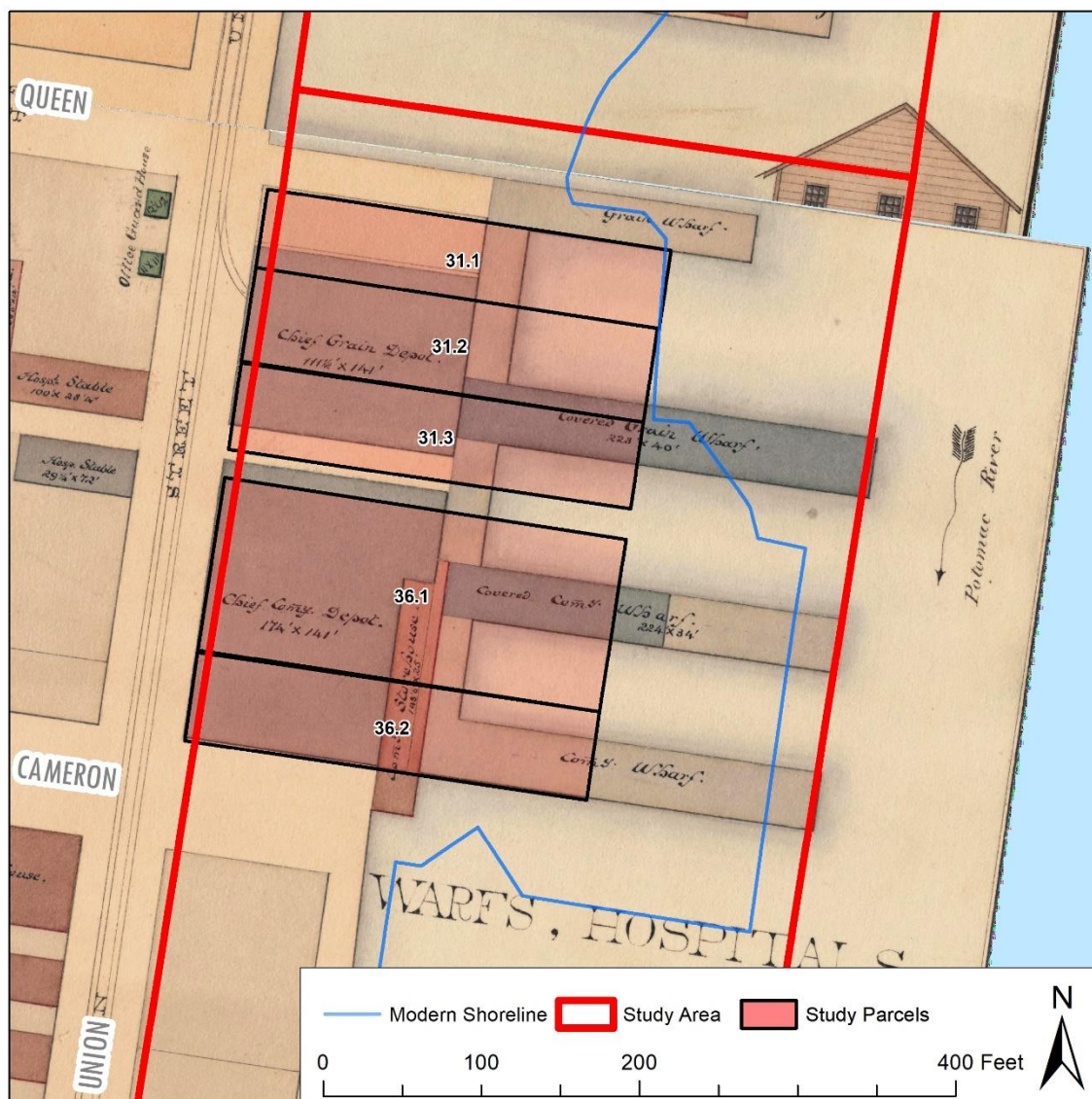


Image 79. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.

Late 19th Century, 1865-1900

Parcel 31.1

Susan S. Barbour received this parcel in the partition of Henry Daingerfield's estate in 1870.⁵⁰¹ A two-story brick warehouse stood on the parcel and the partition included the wharf and pier on the east end of the parcel. On December 30, 1872, this warehouse along with the entire block from Queen to Cameron Street was destroyed in a large fire. The flames spread from the middle warehouse on the block and burned the structures and contents on each parcel. Here, the warehouse was occupied by Wm. H. May & Co., whose place of business was on Fairfax Street. The entire contents of this building were burned due to the lack of access for the firefighters. An estimated \$18,000 worth of agricultural implements were lost. Some of the stock was owned by Valentine Becker of Fairfax County.⁵⁰²

The 1877 Hopkins map shows a wharf extending from Queen Street along the northern line of this parcel (Image 80). John Barber's warehouse took up the wharf space here, leaving an open space between the east face of the warehouse and the edge of the wharf.

J. R. Zimmerman extended his coal yard on the west side of Union Street onto this parcel before 1885 when Zimmerman's coal wharf extended along Queen Street on the north side of this parcel (Image 81). The wharf featured an elevated tramway. H. Bryant's Fertilizer Warehouse occupied the entire parcel, leaving an open space on the east face to the bulkhead.

The 1891 Sanborn map shows H. Bryant's Fertilizer Warehouse at 1837 N. Union Street (Image 82). Zimmerman's Coal Wharf extended along the south side of the Queen Street dock.

The 1896 Sanborn map shows Zimmerman's Wharf extending from Queen Street along the north edge of this parcel (Image 83). Two vacant warehouses stood along Queen Street, leaving an open space along the bulkhead. Ellen Daingerfield sold the lot with warehouse and wharf to John R. Zimmerman in 1898 for \$2,600.⁵⁰³

Parcels 31.2 and 31.3

Frederick S. Barreda sold the former grain depot and rail switch sheds at public auction to the Hampshire and Baltimore Coal Company in 1871.⁵⁰⁴ "Improved by extensive sheds covering the entire lot and wharves, now considerably out of repair. This property was expensively fitted up, and for some time used as the depot of the New York Steamship line and is especially well situated and otherwise adapted to such a purpose."⁵⁰⁵ The alley was along the south edge of the property.

The coal company apparently leased storage space here, as the fire report from December 1872 listed Geo. R. Shinn & Co.'s stock of grain and guano as the major loss on this parcel, amounting to \$1,000.⁵⁰⁶ The coal stores of the Hampshire and Baltimore Coal Co. were saved by the exertions of the fire department, who pumped water from the river and nearby hydrants.

⁵⁰¹ ADB A4:131, February 23, 1870.

⁵⁰² "An Extensive Fire," *Alexandria Gazette*, December 31, 1872, GenealogyBank.

⁵⁰³ ADB 42:95, June 17, 1898.

⁵⁰⁴ ADB 1:574, September 5, 1871; ADB 1:576, September 5, 1871.

⁵⁰⁵ L. D. Harrison, "Valuable Real Estate at Auction," *Alexandria Gazette*, April 12, 1871, GenealogyBank.

⁵⁰⁶ "An Extensive Fire," *Alexandria Gazette*, December 31, 1872, GenealogyBank.

The 1877 Hopkins map shows a rail depot here for the Baltimore & Hampshire Coal Co (Image 80). Though it does not depict a rail spur connecting to the Union Street line, it shows rail spurs connected to a track extending east on a long wharf with a shed or covered track at the end. The Hampshire & Baltimore Coal Company used these parcels to secure a debt in 1880 but sold them in 1883 to Silas M. Hamilton.⁵⁰⁷

The 1885 Sanborn map shows Hampshire and Baltimore Coal Co. occupied these parcels (Image 81). Two elevated tramways crossed from Union Street to the pier, which extended from Parcel 31.3. An office stood on Union Street at the southwest corner of Parcel 31.3. A one-story shed is located south of this parcel in the historic alley.

The 1891 Sanborn map shows J. R. Zimmerman's Coal Yard on these parcels, with a rail spur off Union Street (Image 82). An elevated tramway extended from the east side of Union Street to the end of the pier. A small office stood on the southwest corner of Parcel 31.3.

The estate of Silas M. Hamilton sold the parcels to John R. Zimmerman in 1896.⁵⁰⁸ The 1896 Sanborn map shows J. R. Zimmerman's Coal Yard occupied these parcels (Image 83). Two elevated tramways crossed from Union Street to the pier, which was marked with slips to the north and south and extended from Parcel 31.3. An office stood at the southwest corner of Parcel 31.3.

Parcel 36.1

The four brick, three-story warehouses on this parcel were distributed to Henry Daingerfield's heirs in 1870. Warehouses 2 and 4, which sat along the south side of Thompson's Alley, went to Henry Daingerfield, Jr. They included the right of way over the wharf on the east end of the parcel. Reverdy Daingerfield received the southern warehouse, numbers 1 and 3, that shared a wall with Cazenove's buildings. Reverdy also received the wharf, pier, and waterfront with a right of way to Thompson's Alley (Image 84).⁵⁰⁹

These warehouses were the origin of the December 1872 fire that destroyed much of the property on this block. The "commission house of Wattles, Knox & Co., (John S. Knox and H. Star Wattles) ... was stored with a very large amount of grain, flour, &c., all of which was destroyed by the flames. The stables of the firm were also within the building and two valuable horses, with the carts, harness, &c., were burned, the stock reaching \$20,000."⁵¹⁰ The grain and fertilizer stored by R. M. Lawson in the southern warehouses were similarly destroyed. "Two heavy brick ways, intended to prove a bar to [flames], were burst through by the heat, and portions thrown upon the floors breaking them down...the outer walls remained firm, except a portion of the north wall and the centre of the east wall, which fell during the fire, and a part of the west wall that fell at 9 o'clock [the following morning]."⁵¹¹

The 1877 Hopkins map shows an open area here marked "Henry Daingerfield Estate" with a long pier extending from the center of the parcel (Image 80).

⁵⁰⁷ ADB 8:557, April 13, 1880; ADB 12:552, April 27, 1883.

⁵⁰⁸ ADB 36:89, January 15, 1896.

⁵⁰⁹ ADB A4:131, February 23, 1870.

⁵¹⁰ "An Extensive Fire," *Alexandria Gazette*, December 31, 1872, GenealogyBank.

⁵¹¹ Ibid.

The 1885 Sanborn map shows F. A. Reed and Co., Dealers in Barrel Stock on this parcel (Image 81). A warehouse stood along Union Street and a second, long structure marked "Storage of Barrel Staves" stood on Union along the south side of this parcel. A third, large structure marked "Barrel Staves &c" was located close to the bulkhead. Reed's Wharf extended from the south side of the parcel, with a shed marked "Barrel Staves &c."

The 1891 Sanborn map shows no structures on this parcel, with Reed's Wharf extending into the Potomac (Image 82).

The 1896 Sanborn map shows two long lumber piles marked at Smoot & Co (Image 83). The wharf extending into the river was marked "Smoot's Wharf." In 1900, J. W. Hammond won a court-ordered sale of Lots 1 and 3, including the wharf and pier.⁵¹²

Parcel 36.2

Cazenove & Co. offered "the 3-story brick warehouses at the foot of Cameron Street, with the wharf" for sale or rent, together or separately, in January 1866.⁵¹³ Lee used his half share to secure a debt in early 1866, and then sold his share to William G. Cazenove in 1868.⁵¹⁴

The warehouse on this parcel fared best during the December 1872 fire that destroyed this block, due to it being the first accessed by firemen. "Occupied...by W. A. Moore as a commission house and for the storage of grain. Many thousand bushels of wheat were stored here, some of which was not injured at all by the fire and other parcels of which were saved, but in a damaged condition. Mr. Moore, who was uninsured does not estimate his loss at over \$1500."⁵¹⁵

The 1877 Hopkins Map shows two warehouses along Union Street with an open area between them and the bulkhead (Image 80). A long pier extended from the southern edge of the parcel. It is marked "W. G. Cazanove." W. G. Cazenove died in 1877, apparently intestate.

The 1885 Sanborn map shows five structures occupying the entire parcel while leaving an open space along the bulkhead (Image 81). Two are marked "Fertilizer W. Ho.," one is a boatwright. The Jno. W. Prescott Carriage Stock Manufactory occupied the two buildings on the southeast corner of the parcel, with part of one marked "Dry Rm." A 6' lumber pile occupied the wharf at the foot of Cameron Street.

The 1891 Sanborn map shows four two-story buildings marked "Fertilizer W[are] Ho[use]," "Boatwright," "B[ui]ld[i]ng Materials W[are] Ho[use]," and "Vac[ant]" (Image 82). The wharf is marked with "Lumber Piles."

Mary Cazenove died in 1892 and her estate sold this property to Alexander H. Smith, Jr. and Louisa W. Moore.⁵¹⁶ Smith and Moore established the Ice Manufacturing Company of Alexandria, Virginia. In 1893, Smith's wife Neitah J. Smith bought a share of the company and real estate.⁵¹⁷ The Smiths sold their shares of the property and machinery to J. W. Hammond in 1895.⁵¹⁸ The 1896 Sanborn Map shows the

⁵¹² ADB 46:123, October 1, 1900.

⁵¹³ Cazenove & Co., "For Sale or Rent," *Alexandria Gazette*, January 11, 1866, Newspapers.com.

⁵¹⁴ ADB Y3:328, January 15, 1866; ADB Z3:293, November 18, 1868.

⁵¹⁵ "An Extensive Fire," *Alexandria Gazette*, December 31, 1872, GenealogyBank.

⁵¹⁶ ADB 28:557, December 7, 1892; "Ice Manufactory," *Alexandria Gazette*, December 20, 1892.

⁵¹⁷ ADB 29:320, March 15, 1893.

⁵¹⁸ ADB 34:451, November 26, 1895.

Chapter 2: Union Street from Queen to Cameron

Alexandria Ice Manufacturing Co. operating here (Image 83). Their complex included a Freezing room, water cooler, icehouse, coal room and engine room.

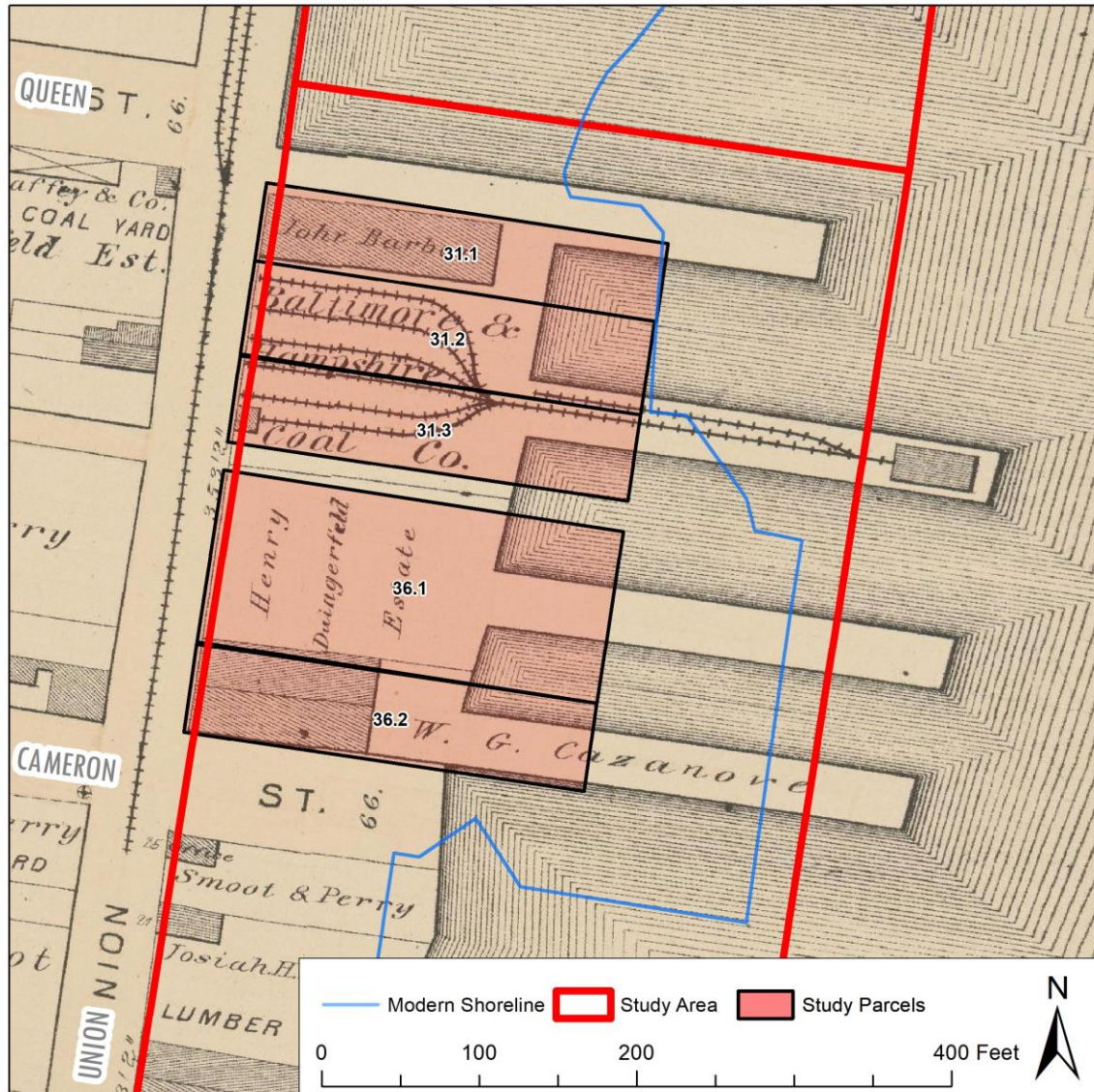


Image 80. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <https://lccn.loc.gov/90680847>. Detail.

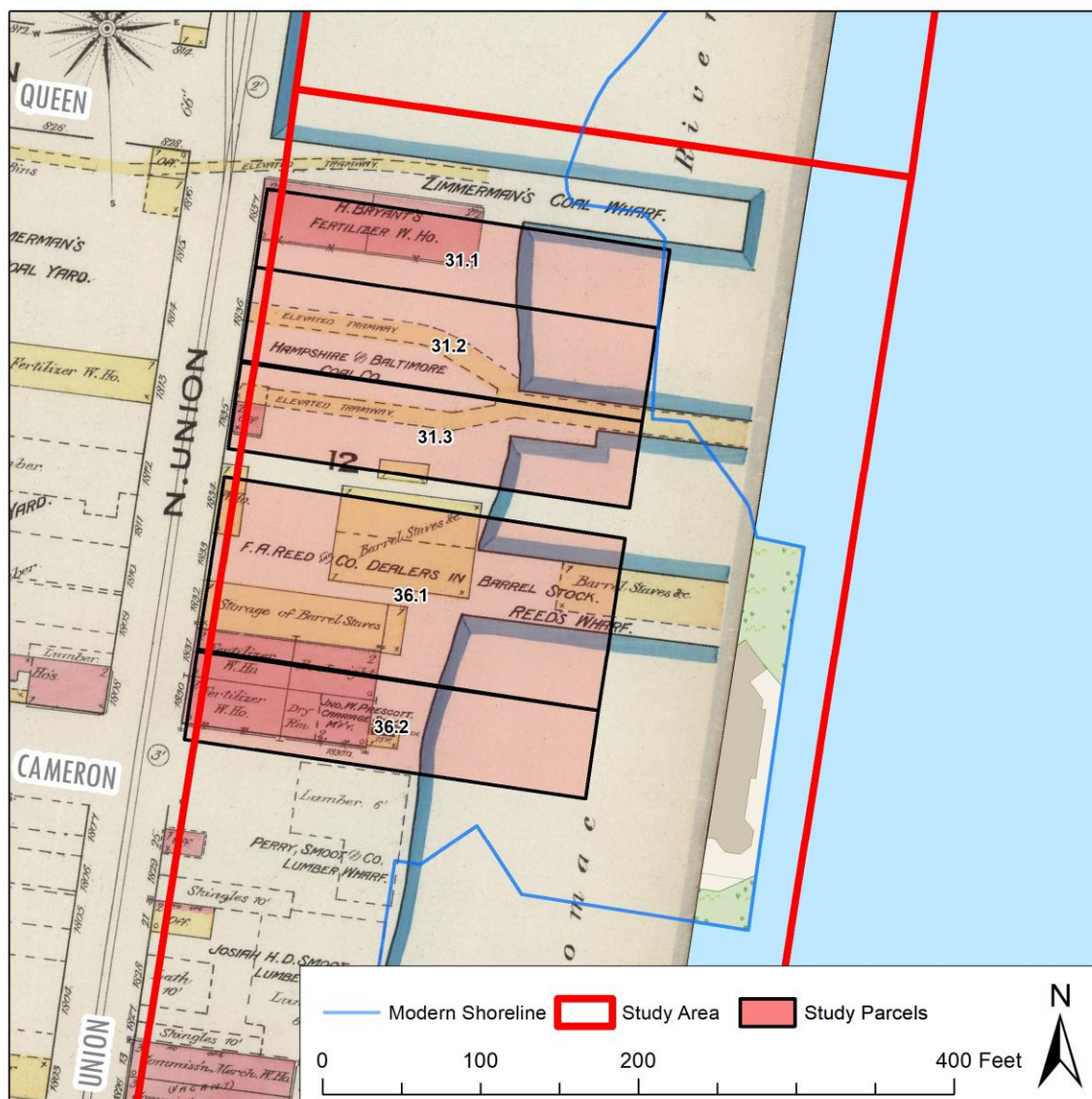


Image 81. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/. Detail.

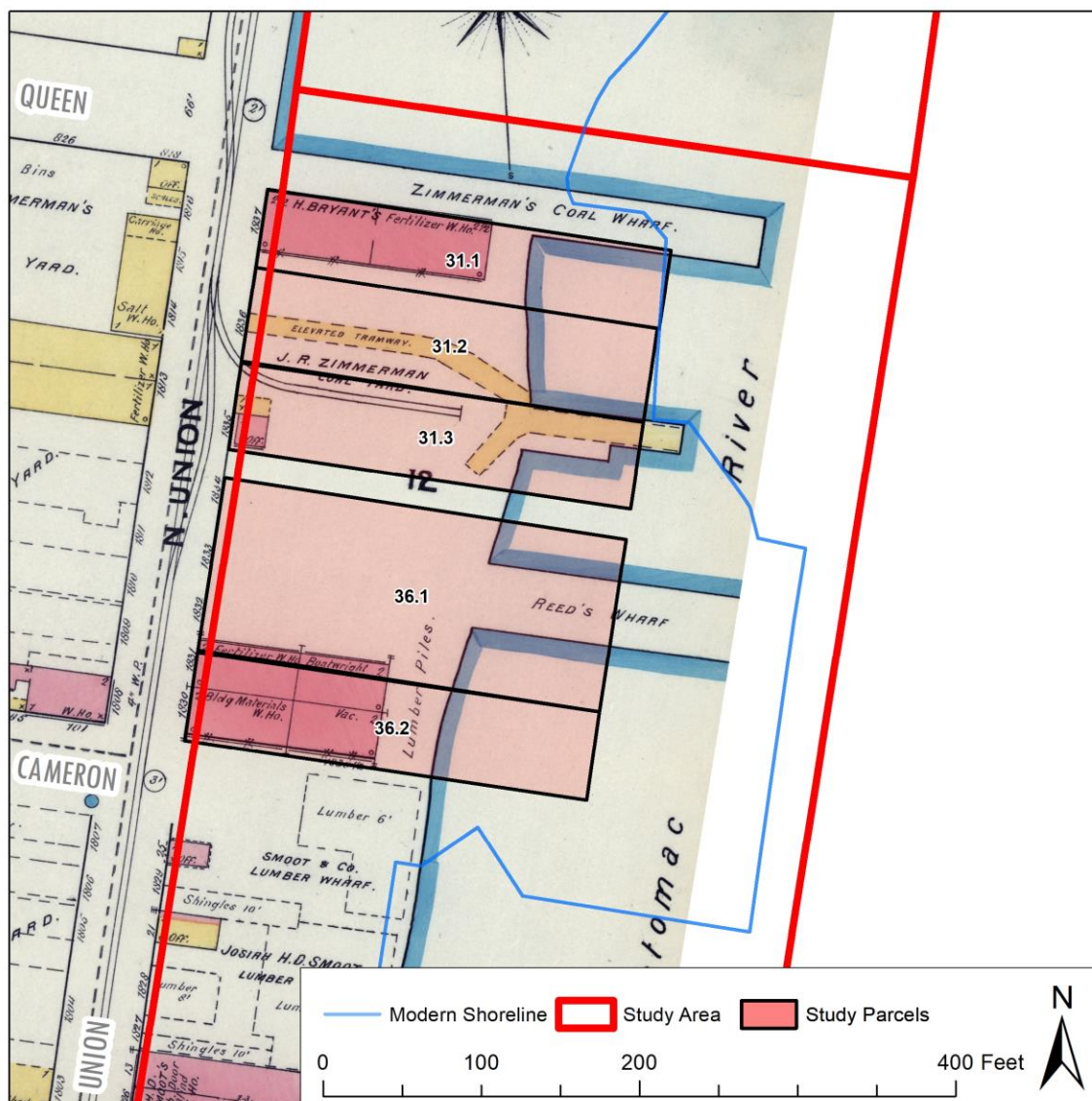


Image 82. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. https://www.loc.gov/item/sanborn08968_002/. Detail.

Chapter 2: Union Street from Queen to Cameron

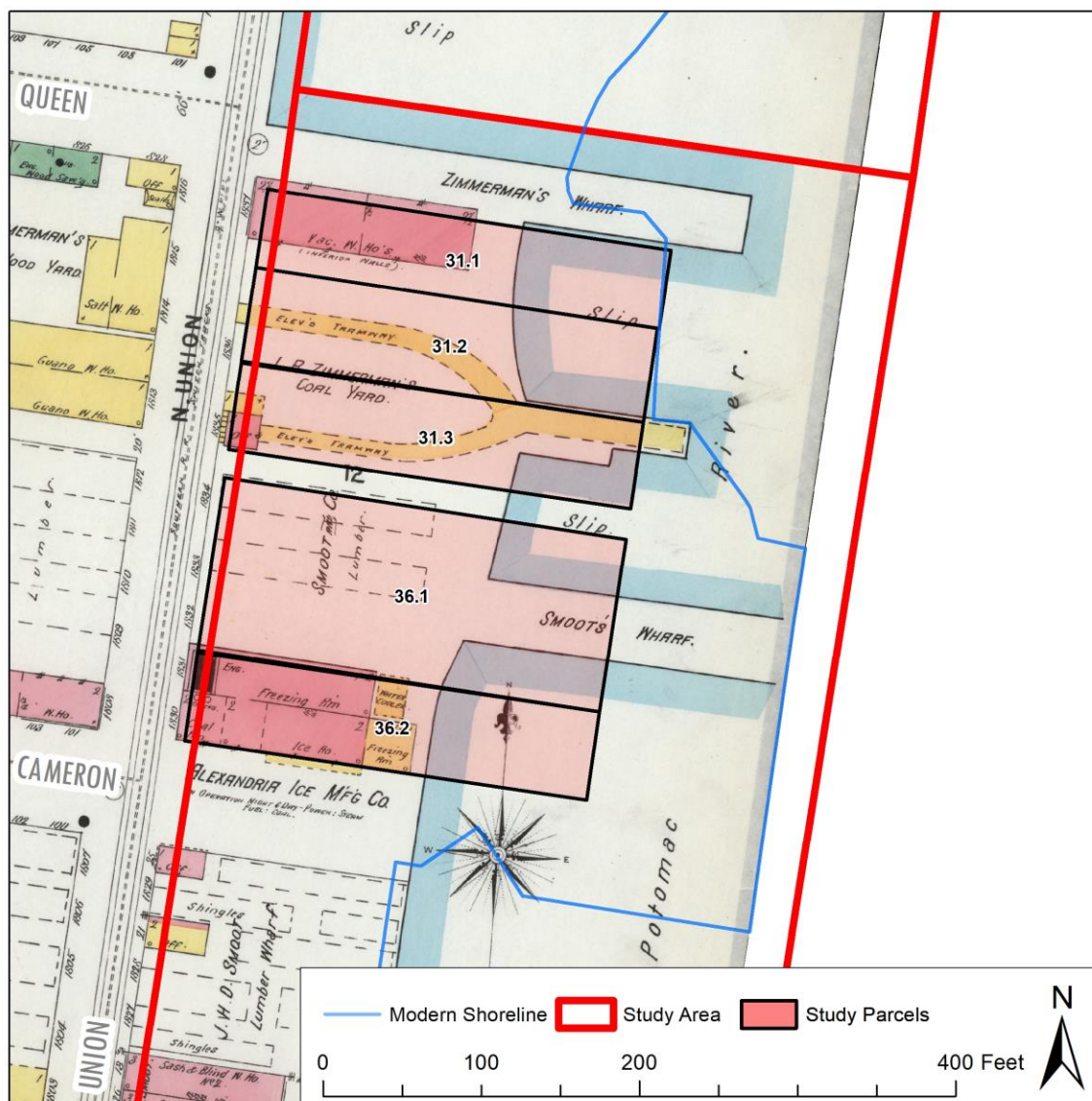


Image 83. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/. Detail.

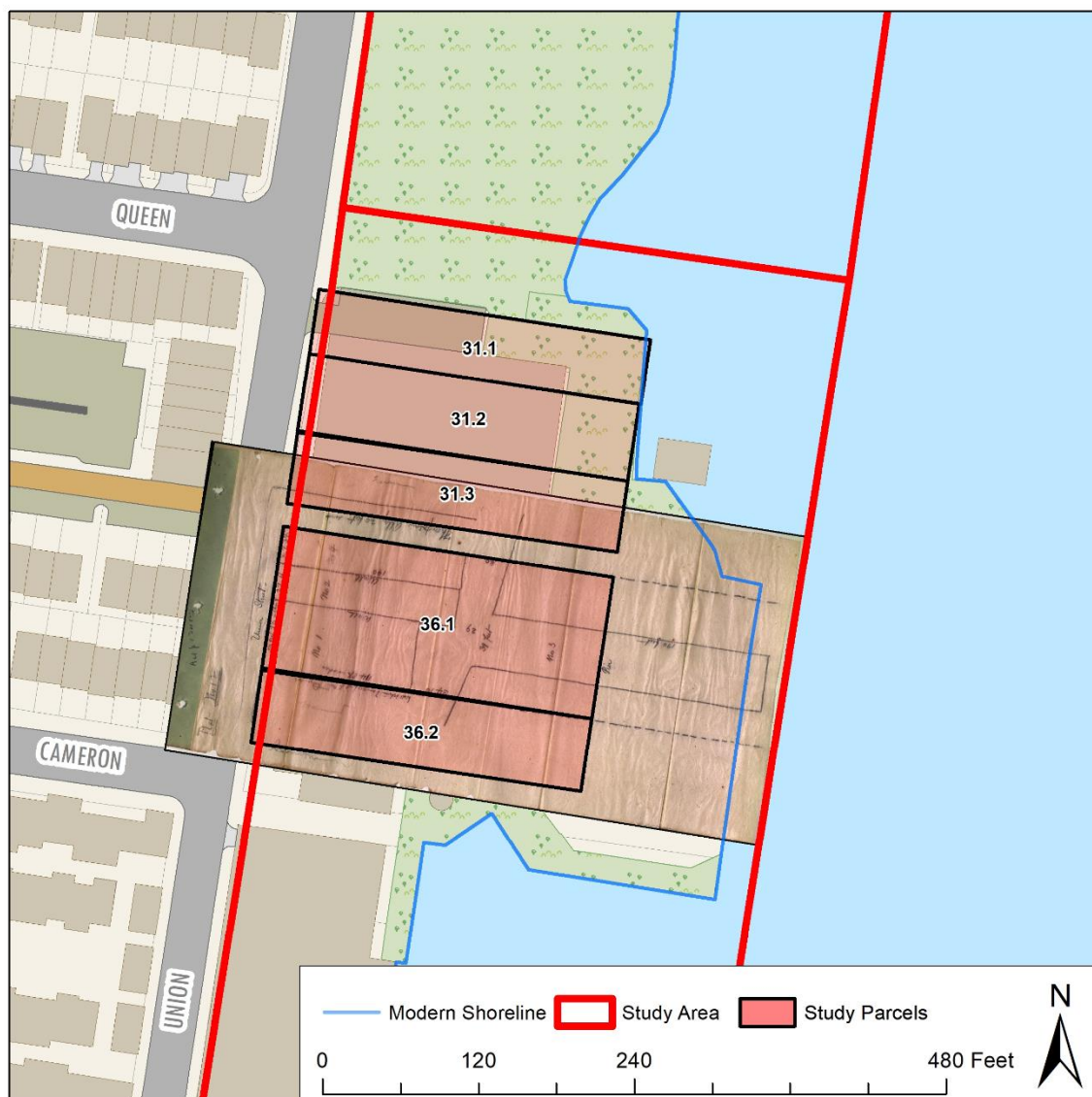


Image 84. Plat from Daingerfield vs. Daingerfield, et al, 1901-011, Chancery Records of Virginia

20th Century, 1901-2000

Parcel 31.1

The 1902 Sanborn map shows a short extension of the wharf in Queen Street along the north edge of this parcel occupied by the Alexandria Overall Co (Image 85). The buildings extending from Union Street to the bulkhead are a warehouse, office and packing, wagon shop and wagon shed. Scales were located at the southwest corner of the parcel. John R. and M. Ellen Zimmerman sold this parcel with wharf and warehouse to the First National Bank of Alexandria in 1903.⁵¹⁹ The bank sold the property to Henry K. Field and James Hopkins in 1905.⁵²⁰

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

The 1912 Sanborn map shows the northern edge of the wharf in Queen Street along the north edge of this parcel (Image 86). A lumber warehouse and wagon shed stand at Union and Queen Streets. Scales occupied the southwestern corner of the parcel.

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

Parcels 31.2 and 31.3

The 1902 Sanborn map shows the J. R. Zimmerman Coal & Wood Yard here with two tramways extending to the pier (Image 85). A rail spur connects to the Union Street track. A wood sawing structure stood at the southwest corner of Parcel 31.3. The pier extends from Parcel 31.3. John R. and M. Ellen Zimmerman sold this parcel to the First National Bank of Alexandria in 1903.⁵²¹ The bank sold the property to Henry K. Field and James Hopkins in 1905.⁵²² In 1907, they entered into an agreement to make Thompson's Alley, to the south of Parcel 31.3, private.⁵²³ The 1907 Sanborn map shows the Henry K. Field & Co. Lumber Yard here with three long stacks of lumber, one 10' high and two 5'. A rail spur entered the parcel from Union Street and extended to the pier. A lumber storage building stood at the southwest corner of Parcel 31.3.

The 1912 Sanborn map shows the Henry K. Field & Co. Lumber Yard, with three long stacks of lumber (Image 86). A rail spur entered the parcel from Union Street and extended to the pier. A lumber storage building stood at the southwest corner of Parcel 31.3.

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

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

W. A. Smoot & Co. purchased these three parcels on June 5, 1919.⁵²⁴ They expanded their cement and lumber yard across this area and made additions and changes over time.

⁵¹⁹ ADB 51:70, December 1, 1903.

⁵²⁰ ADB 53:232, December 23, 1905.

⁵²¹ ADB 51:70, December 1, 1903.

⁵²² ADB 53:232, December 23, 1905.

⁵²³ ADB 55:354, January 21, 1907.

⁵²⁴ ADB 68:235, June 5, 1919.

The 1921 Sanborn map shows the northern edge of the wharf in Queen Street along the north edge of this parcel (Image 87). The warehouse at Union and Queen Streets is marked “Lime & Cement St[ora]ge 1st, Sash & Door ware Ho. 2d.” The area is marked W. A. Smoot & Co. Inc. Lumber Yard. Two long stacks of lumber stood on the wharf, with a sawing shed near the bulkhead. A planing mill stood near Union Street along the south edge of Parcel 31.3. Aerial photography from 1927 shows the mill buildings with a pile of lumber on the wharf (Image 88). Aerial photography from 1937 shows the mill buildings with a pile of lumber on the wharf (Image 89).

The 1941 Sanborn map shows the northern edge of the wharf in Queen Street along the north edge of this parcel (Image 90). The warehouse at Union and Queen Streets is marked “Sash Door W. Ho.” with “Auto Rep.” on the eastern end. The eastern portion of the wharf is labeled “W. A. Smoot & Co. Inc. Planing Mill & W. Ho.” The W. A. Smoot & Co. Inc Planing Mill is along Union Street with three small, attached structures on the north edge of the large structure. A large shed close to the bulkhead is marked “Finished LBR Shed.” The front of the wharf is straight with a short, projecting pier on the northern edge of Parcel 31.3.

Aerial photography from 1957 shows the same structures including the Planing Mill, warehouse along Queen Street, and the shed on the south edge of Parcel 31.3 (Image 91). The wharf extending from Parcel 31.3 projected further into the Potomac and the area east of the alley was filled in. Five small buildings stood on the wharf. The 1958 Sanborn map shows the northern edge of the wharf in Queen Street along the north edge of this parcel (Image 92). The W. A. Smoot & Co. Inc. Planing Mill and Warehouse occupied these parcels. The warehouse here is marked “Bldg. Matl W. Ho.” The planing mill stood along Union Street and two lumber sheds occupied the wharf area. A small office sat near the bulkhead on the southeast corner of Parcel 31.3

Parcels 31.1, 31.2 and 31.3

In the 1960s, the land transferred owners several times. W. A. Smoot & Co. sold in 1964 to Ralph D. Rocks and David D. Squires.⁵²⁵ Aerial photography from 1964 shows that the long warehouse along the south side of Queen Street was demolished (Appendix C, Image 5). Rocks Engineering Company sold to Victor L. Minter in 1965.⁵²⁶ Minter sold the parcels to Millsite, Inc. in 1968.⁵²⁷ Millsite sold to Kristos and Anna Kiriakow in 1970.⁵²⁸

Kristos Kiriakow operated two restaurants in Alexandria, and hoped to open a third, larger restaurant on this site. After seeking a permit to start construction and waging a many-years battle with City Council, Kiriakow’s application was denied. The City planned to remake the waterfront as a public space with a park-like atmosphere and less development adjacent to the waterfront.⁵²⁹ Kiriakow and the City came to an agreement to subdivide the parcel and reserve some areas for public use.⁵³⁰

⁵²⁵ ADB 595:415, February 26, 1964.

⁵²⁶ ADB 618:214, January 11, 1965.

⁵²⁷ ADB 683:328, June 5, 1968.

⁵²⁸ ADB 716:366, November 2, 1970; ADB 716:368, November 2, 1970.

⁵²⁹ Robert Meyers, “Public Spirit vs. Private Dream: In Alexandria: Public Spirit vs. Private Dream,” *The Washington Post* (1974-), June 19, 1980.

⁵³⁰ ADB 719:286, January 25, 1971; ADB 755:401, January 8, 1973; ADB 796:390, March 31, 1975.

The building currently standing at 211 North Union Street was built in 1986.⁵³¹ In 1994, Kiriakow transferred his remaining land to the Charcoal House, Inc. business entity.⁵³² Aerial photography from 1995 shows two buildings on these parcels (Image 93). A long, narrow building stood along the north edge of Parcel 31.1 and a larger building spread across Parcels 31.2 and 31.3. A landscaped green area occupied the wharf, and two modern piers extended from the eastern end of the bulkhead.

The alley between 31.3 and 36.1 transferred from Kiriakow to the City of Alexandria in 1981.⁵³³

Parcel 36.1

The 1902 Sanborn map shows a large lumber pile at the corner of the alley and Union Street (Image 85). The southwest corner of the parcel was surrounded by a fence. The eastern side of the wharf to the bulkhead is an open space, and the bulkhead cuts diagonally to the west from the northern side of the parcel. Smoot's Wharf extends east into the river.

The Mutual Ice Company bought the entire parcel in two parts: Lots 1 and 3 including the whole wharf and pier in February 1906 and then Lots 2 and 4 in December 1906 (Image 84).⁵³⁴ In 1907, Mutual Ice entered into an agreement to make Thompson's Alley, to the north of Parcel 36.1, private.⁵³⁵ The 1907 Sanborn map shows that J. W. Hammond & Sons Mutual Ice Co. occupied both this and Parcel 36.2 to the south. Here, a large ice house stood with a 5' platform along its west and south sides. An ice slide connected the platform to another platform at the eastern end of the wharf, which was expanded to the south substantially.

The 1912 Sanborn map shows the Mutual Ice Co. occupied this parcel and 36.2 to the south (Image 86). A large ice house and blacksmith shop stood on this parcel. An ice slide connected the ice house to the platform at the end of the wharf.

The 1921 Sanborn map shows the Mutual Ice Co. occupied this parcel and 36.2 to the south (Image 87). A large storage shed, repair shop, and building occupied this parcel. A 1923 Army Corps of Engineers map labeled this wharf, along with 36.2, as the Potomac Steamship Company (Appendix B, Image 27). Aerial photography from 1927 shows the same structures along Union Street and some new buildings on the wharf (Image 88). Aerial photography from 1937 shows the buildings along Union Street were demolished with the "Repair Shop" remaining (Image 89). No structures remained on the wharf, however several boats are moored at the dock.

In November 1940, the Mutual Ice Company sold this parcel and 36.2 to the United States of America.⁵³⁶

The 1941 Sanborn map shows a fenced area with a structure marked "Whol[esale]. Fish" near the bulkhead (Image 90). The extended wharf has a wooden pier on northeast corner with wood piles. A square structure marked "St[orage]." in the middle of the wharf straddles this and Parcel 36.2.

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

⁵³² ADB 1513:2000, June 10, 1994.

⁵³³ ADB 1026:757, July 14, 1981.

⁵³⁴ ADB 53:525, February 20, 1906; ADB 55:287, December 20, 1906.

⁵³⁵ ADB 55:354, January 21, 1907.

⁵³⁶ ADB 169:402, November 8, 1940.

Parcel 36.2

The 1902 Sanborn map shows the J. W. Hammond & Sons Ice Factory on this parcel (Image 85). The complex includes freezing tanks, a condenser, an icehouse, office and engine room. In 1906, Hammond sold the complex and real estate to the Mutual Ice Company.⁵³⁷ The 1907 Sanborn map shows the same structures for J. W. Hammond & Sons Mutual Ice Co. They extended the wharf/pier to the northern line of Cameron Street.

The 1912 Sanborn map shows the Mutual Ice Co. occupied this parcel and 36.1 to the north (Image 86). The same structures stood on this parcel, with the addition of a loading shed along the south edge of the icehouse and an air compressor and bottle house on the north side of the freezing tanks.

The 1921 Sanborn map shows the Mutual Ice Co. occupied this parcel and 36.1 to the north (Image 87). The same structures stood here as in 1912. A 1923 Army Corps of Engineers map labeled this wharf, along with 36.1, as the Potomac Steamship Company (Appendix B, Image 27). Aerial photography from 1927 shows the same structures on the parcel (Image 88). Aerial photography from 1937 shows that all the structures on this parcel were demolished except a small building on the wharf (Image 89).

In November 1940, the Mutual Ice Company sold this parcel and 36.1 to the United States of America.⁵³⁸ The 1941 Sanborn map shows a mostly open area marked "Auto Parking (Image 90)." A square structure marked "Stge." in the middle of the wharf straddles this and Parcel 36.1. On the southeast corner of the wharf a wood pier on wood piles extends into the river.

Parcels 36.1 and 36.2: Torpedo Factory

The US Navy built an additional structure here as part of an expansion of the Torpedo Factory during World War II. In 1945, production stopped, and the buildings were converted to other uses such as storage and office space. Aerial photography from 1957 shows the building along Union Street and parking lot taking up most of the wharf of Parcel 36.1 (Image 91). Two buildings stood along the bulkhead of the wharf and a water tower stood on the south edge of Parcel 36.2. The 1958 Sanborn map shows the United States occupied parcels 36.1 and 36.2 (Image 92). A large fireproof building stood along Union Street from the northern line of 36.1 and crossing Cameron Street to the block south. A structure marked "St[ora]ge" stood in the middle of the wharf and a wood pier extended into the river.

The United States retained the property until 1970, when it sold the land and buildings to the City of Alexandria.⁵³⁹ The City along with other partners developed the site into a waterfront for public access and used the existing Building #3 to further economic development in the area.⁵⁴⁰ The structure currently standing at 201 N. Union Street was built in 1983.⁵⁴¹ The structure currently standing at 5 Cameron Street was built in 1988.⁵⁴² Aerial photography from 1995 shows the still-standing building along Union Street (Image 93). A modern building stood to the east, stretching across both Parcels and

⁵³⁷ ADB 53:525, February 20, 1906.

⁵³⁸ ADB 169:402, November 8, 1940.

⁵³⁹ ADB 707:327, March 2, 1970.

⁵⁴⁰ See Chain of Title for numerous related agreements, easements, and leases.

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

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

Chapter 2: Union Street from Queen to Cameron

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

Chapter 2: Union Street from Queen to Cameron

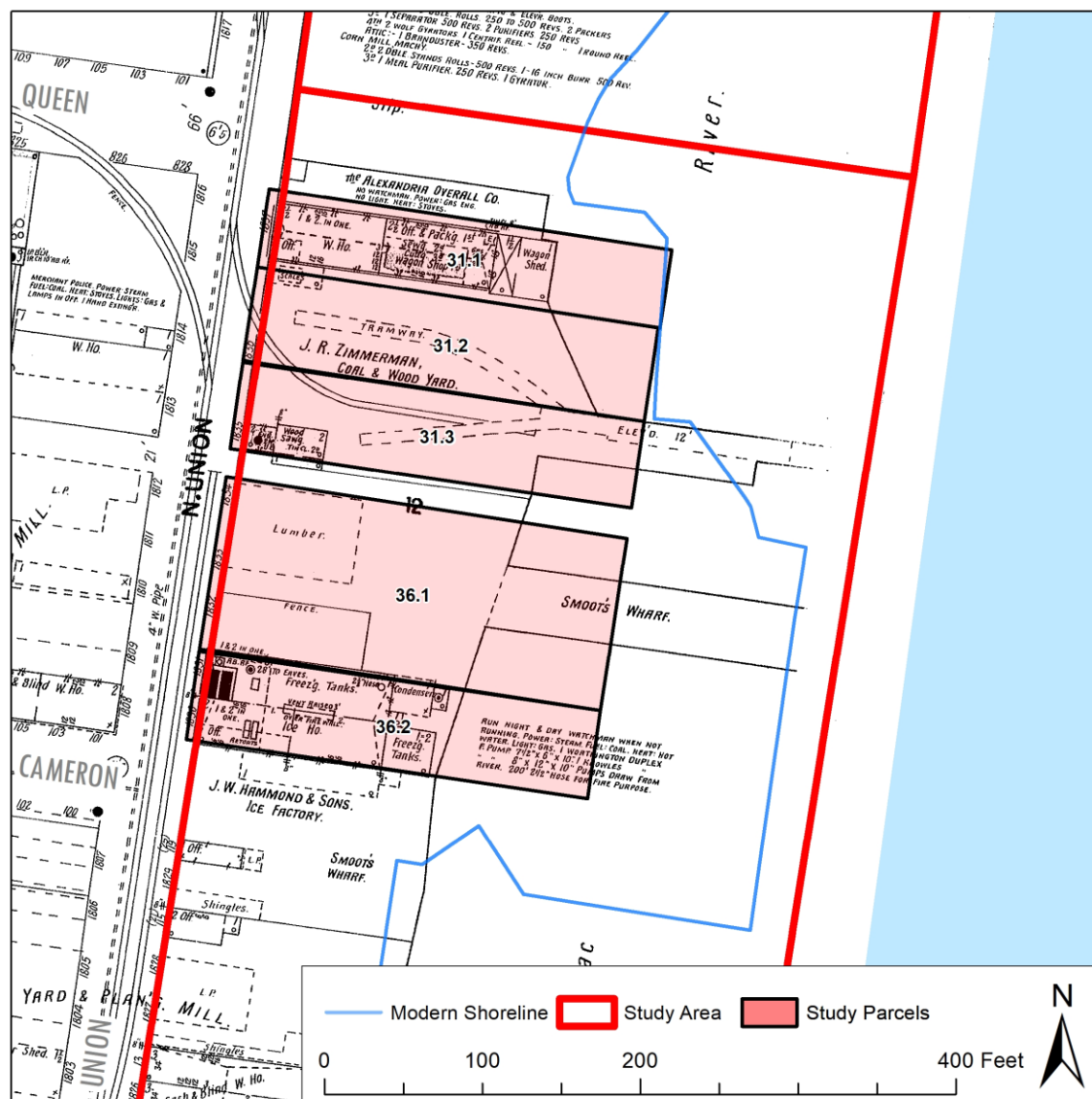


Image 85. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/. Detail.

Chapter 2: Union Street from Queen to Cameron

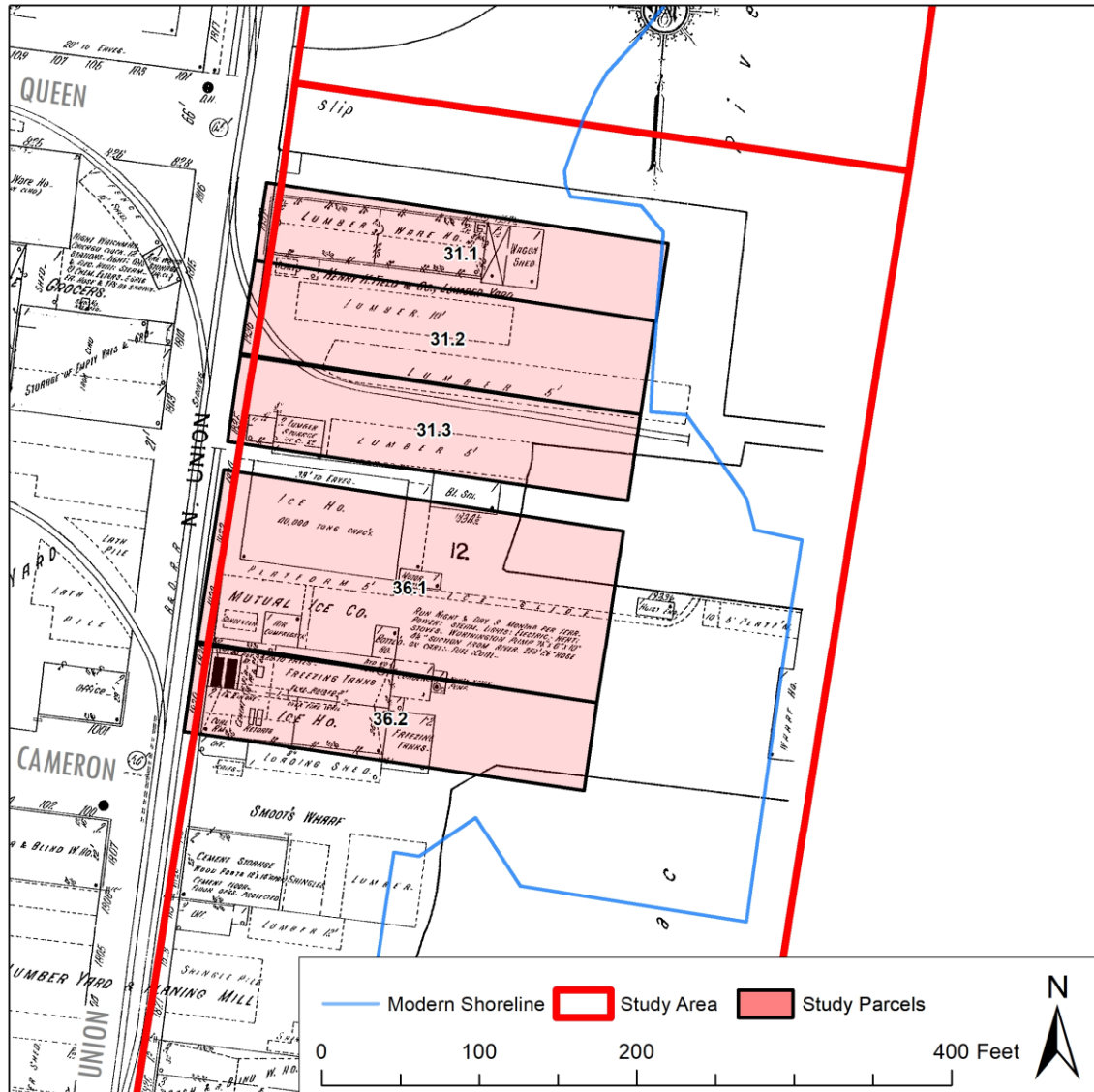


Image 86. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/. Detail.

Chapter 2: Union Street from Queen to Cameron

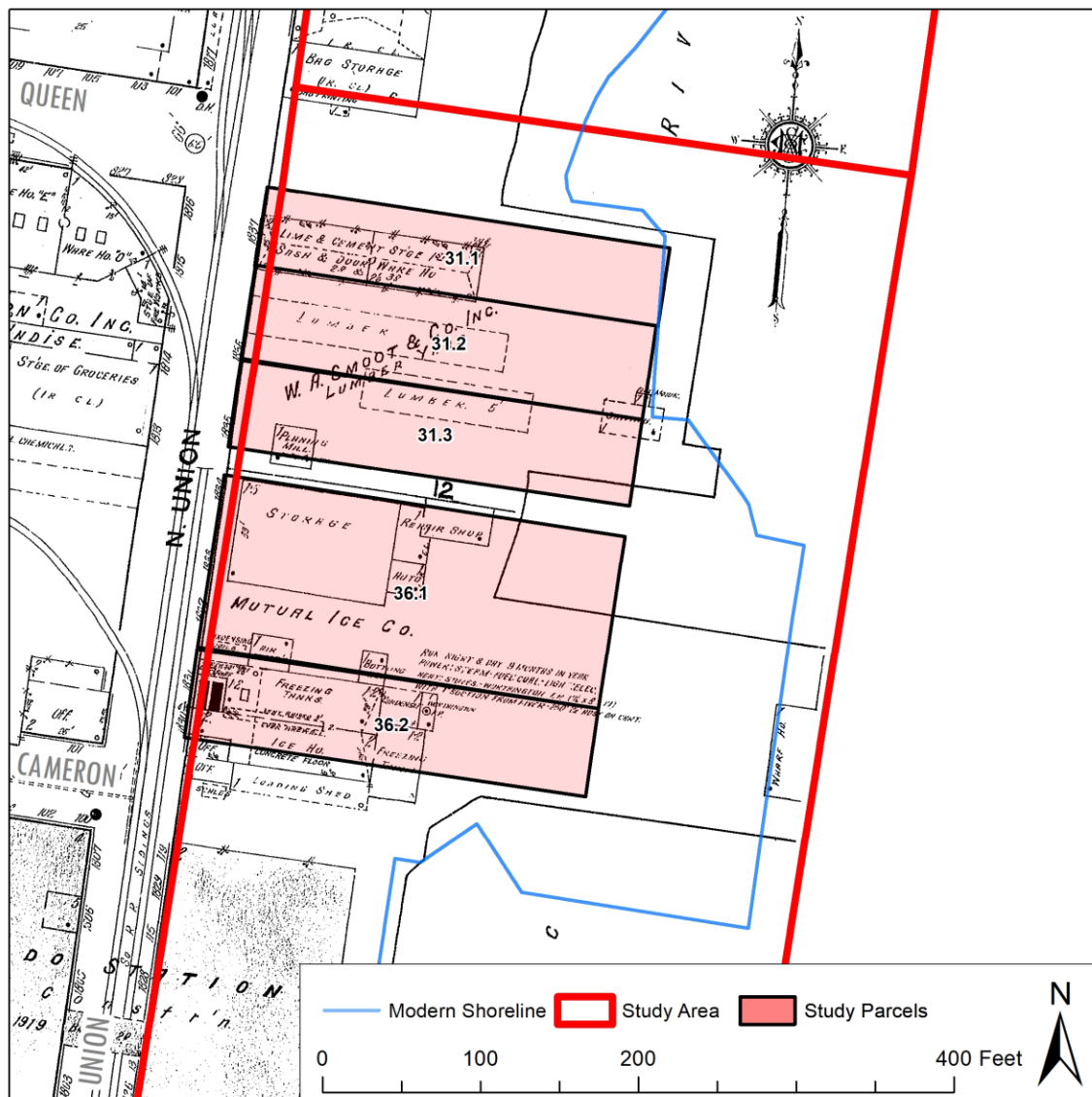


Image 87. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/. Detail.

Chapter 2: Union Street from Queen to Cameron

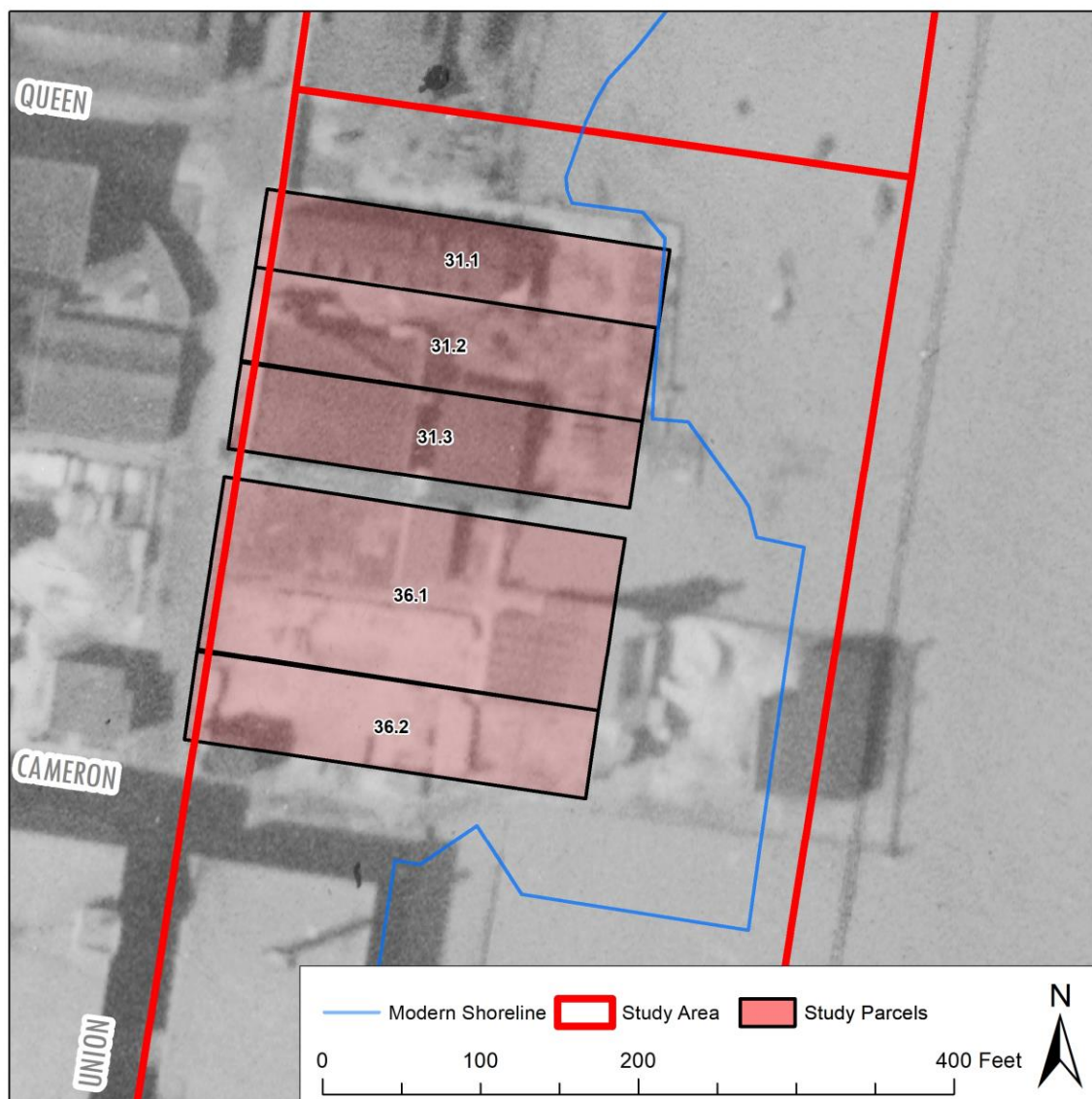


Image 88. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.

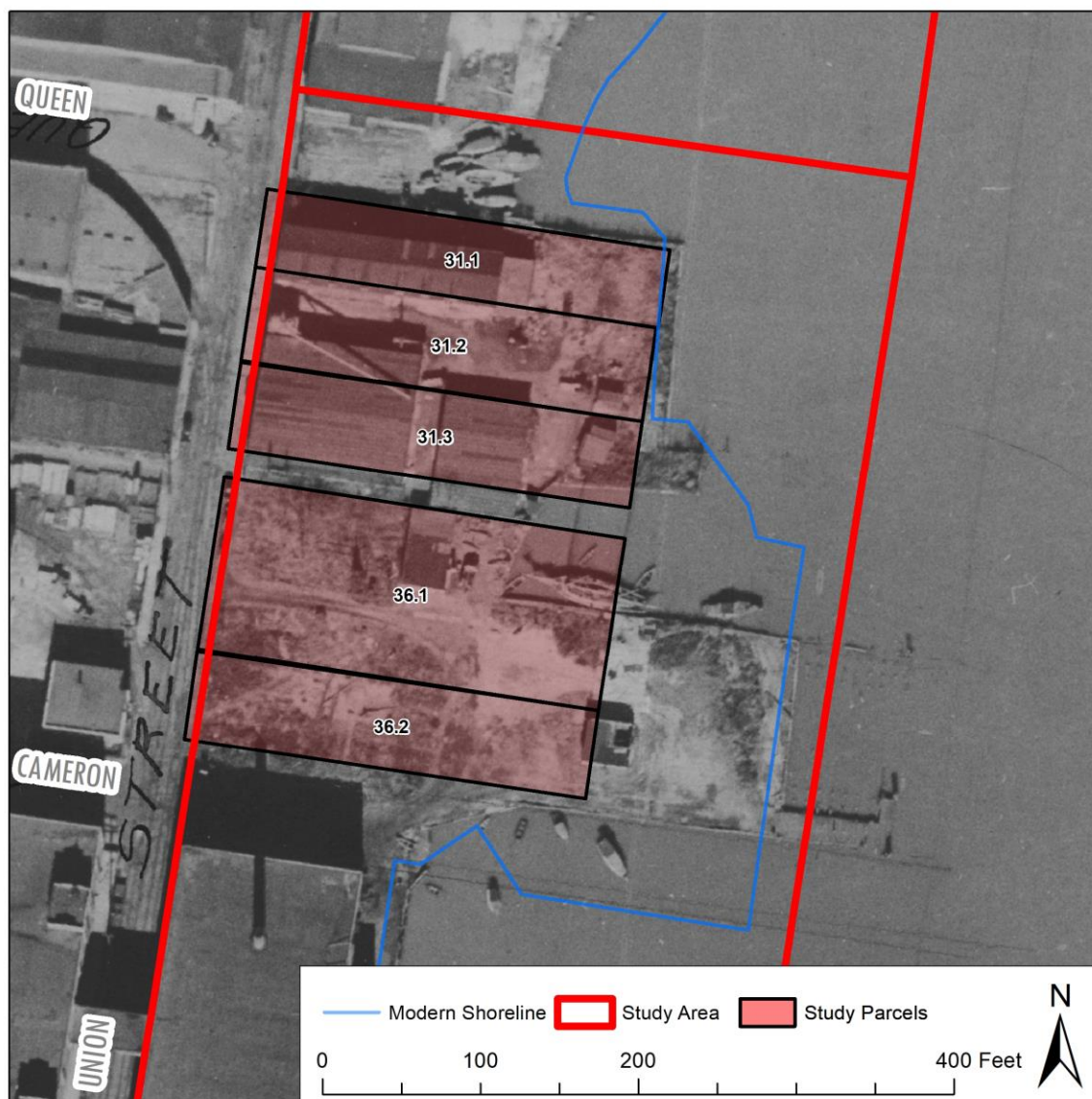


Image 89. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (<https://www.fairfaxcounty.gov/maps/aerial-photography>).

Chapter 2: Union Street from Queen to Cameron

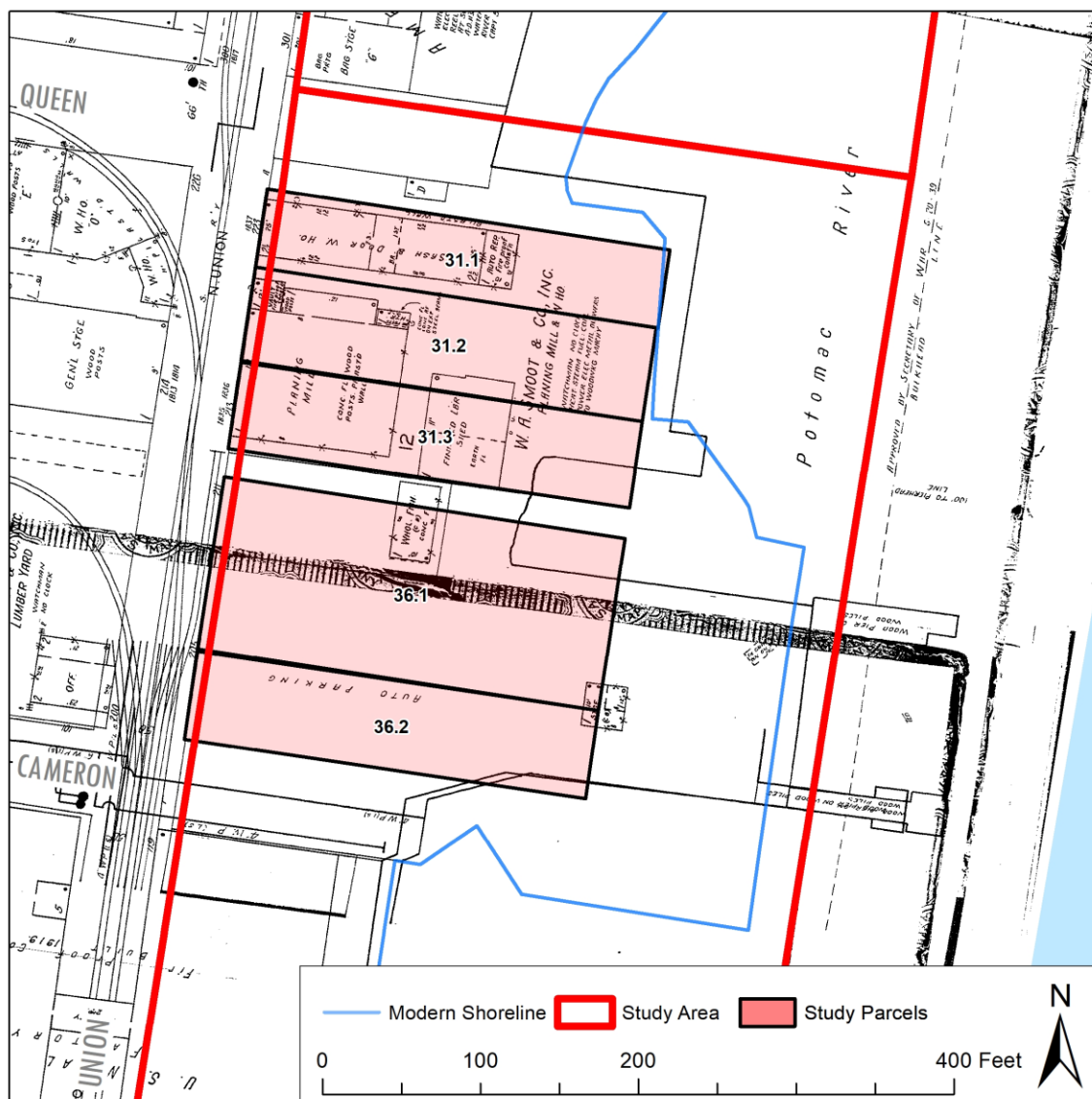


Image 90. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/. Detail.

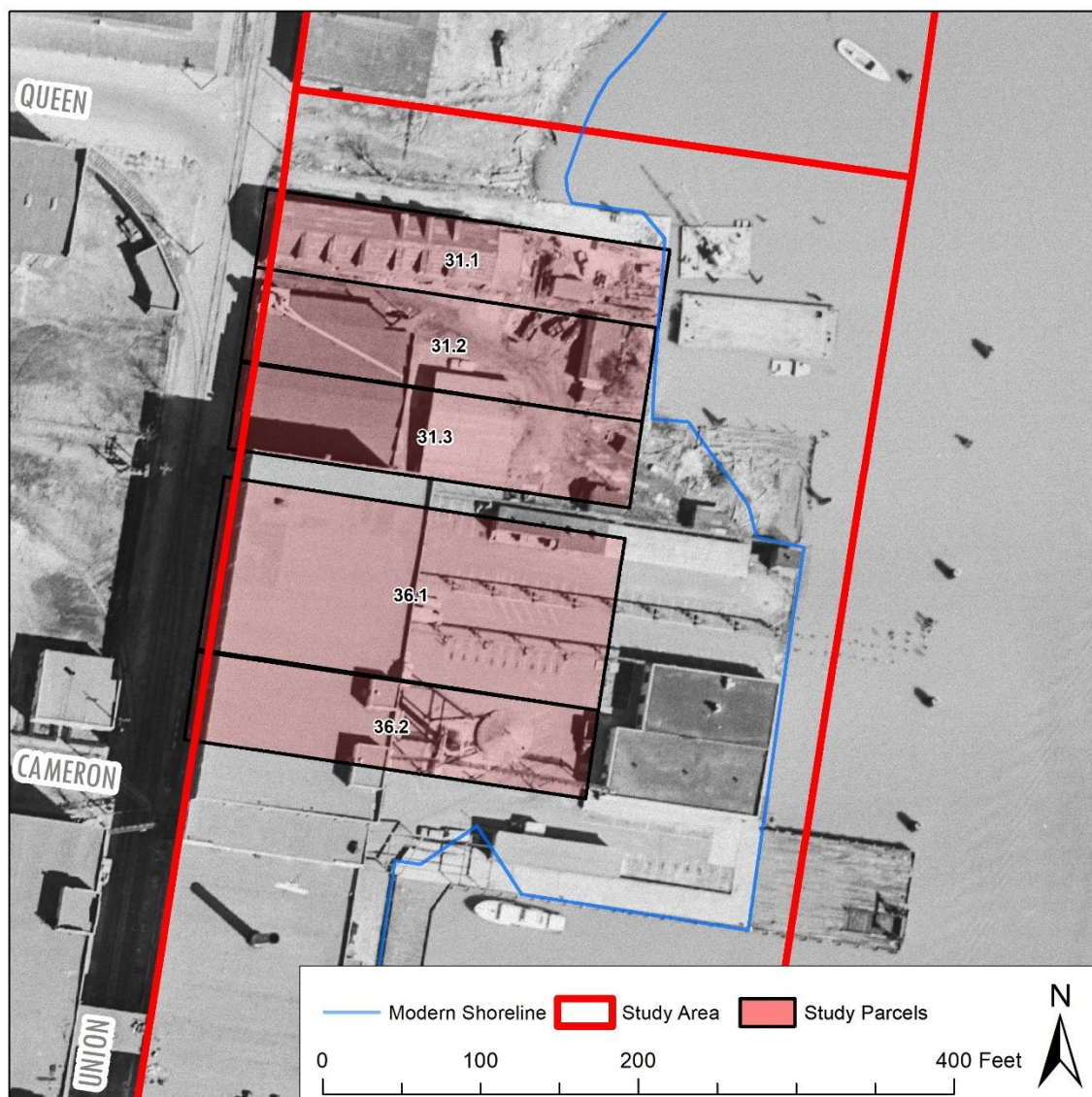


Image 91. Aerial Photography. 1957. On file at Alexandria Archaeology.

Chapter 2: Union Street from Queen to Cameron

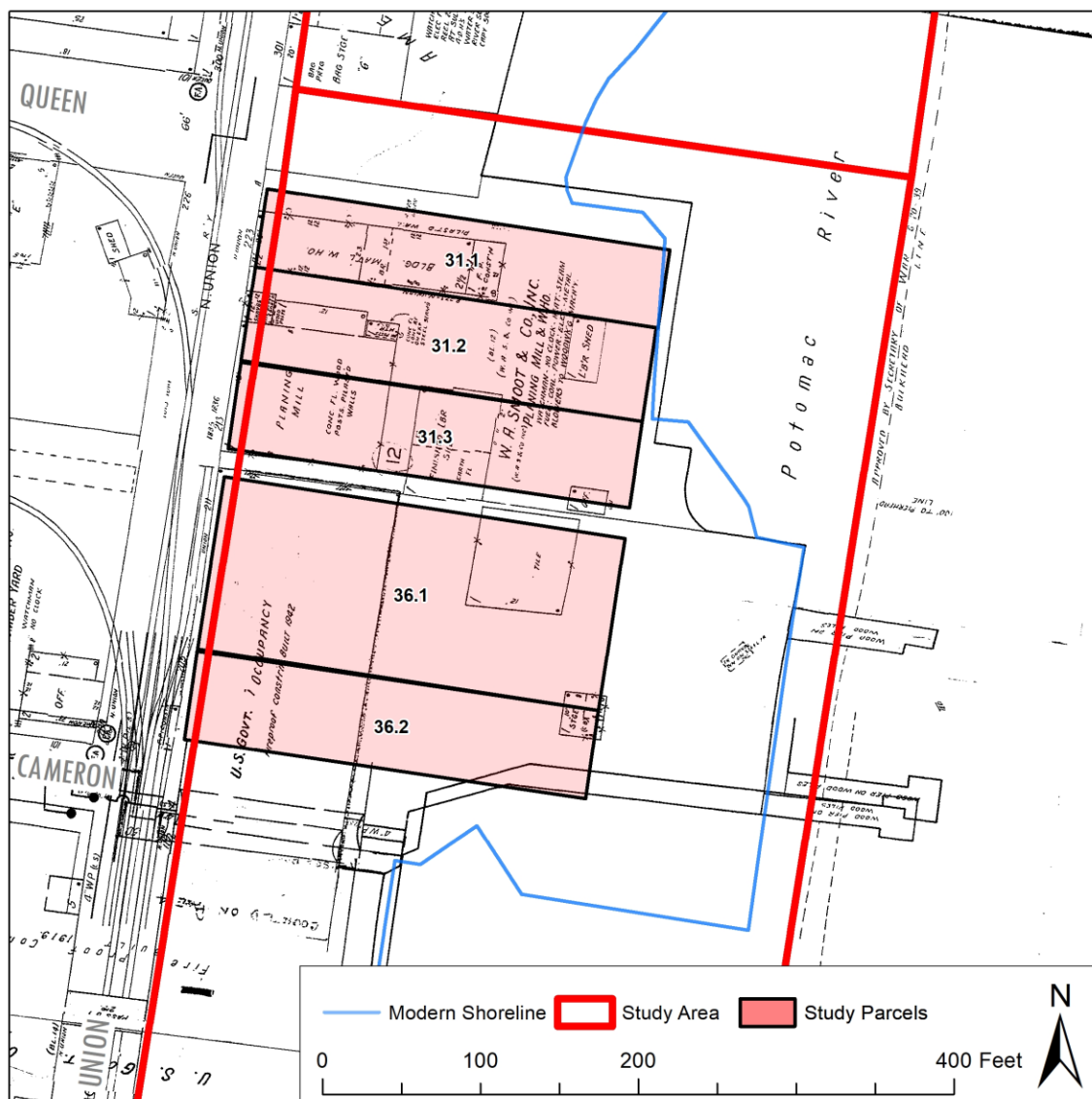


Image 92. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/. Detail.

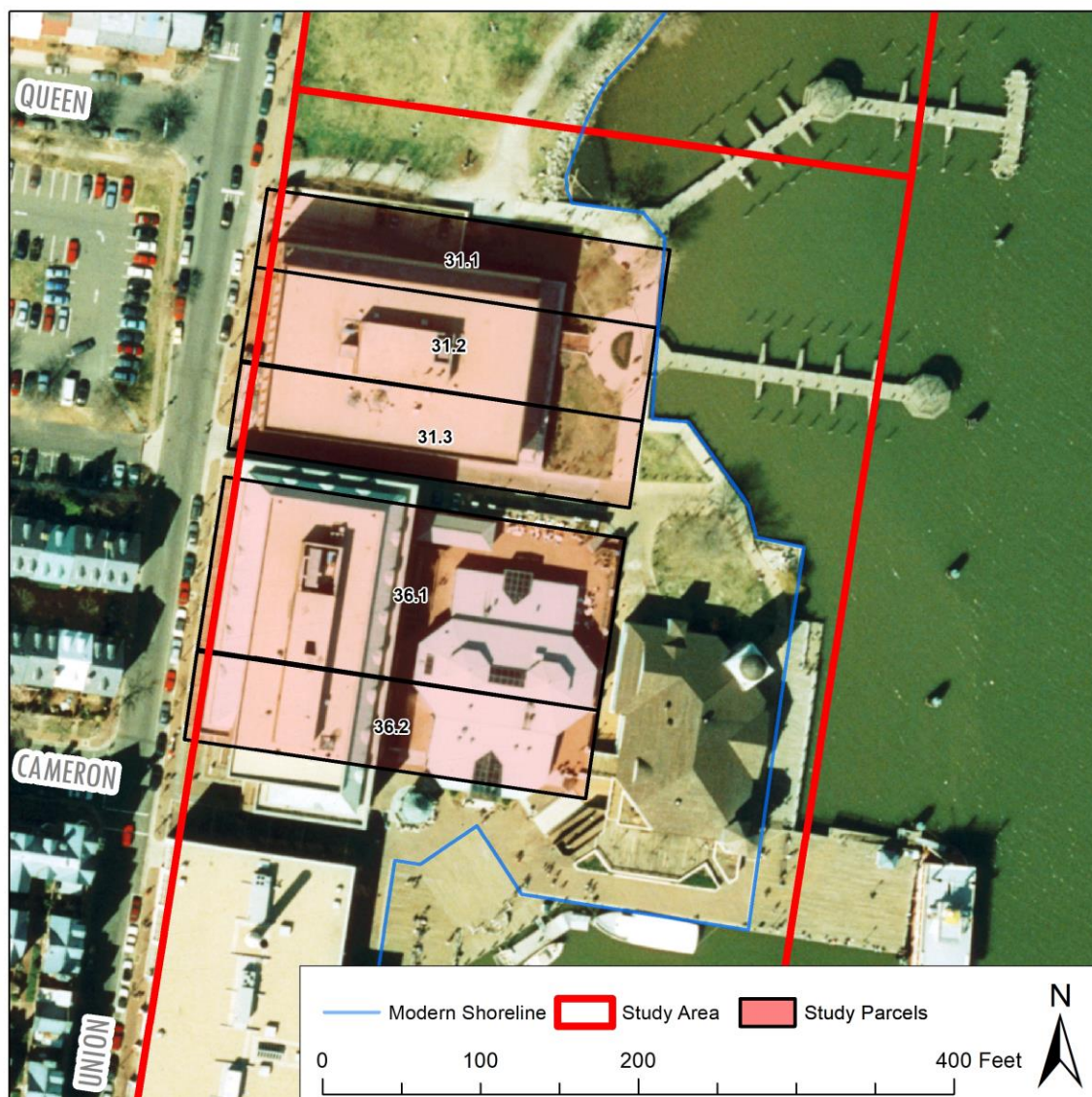


Image 93. Aerial Photography. 1995. On file at Alexandria Archaeology.

21st Century, 2001-Present

Parcels 31.1, 31.2 and 31.3

The Charcoal House, Inc. sold these parcels to another private entity, CIA-211 N Union Street LLC, in 2021.⁵⁴³ Aerial photography from 2021 shows the same structures here as in 1995 (Image 54).

Parcels 36.1 and 36.2

The City of Alexandria and Torpedo Factory Associates continued to own and operate the building and waterfront here. Aerial photography from 2021 shows the same structures here as in 1995 (Image 54).

⁵⁴³ Inst 210015913, June 17, 2021.

Chapter 3: Union Street from Cameron to King

Introduction: Cameron to King Streets

This chapter focuses on the waterfront area between Cameron Street on the north, King Street on the south, and Union Street on the west (Image 94). To establish the original ownership of the made land, early town lots situated west of Union Street are discussed. The eastern boundary of the parcels changed over time.

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

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

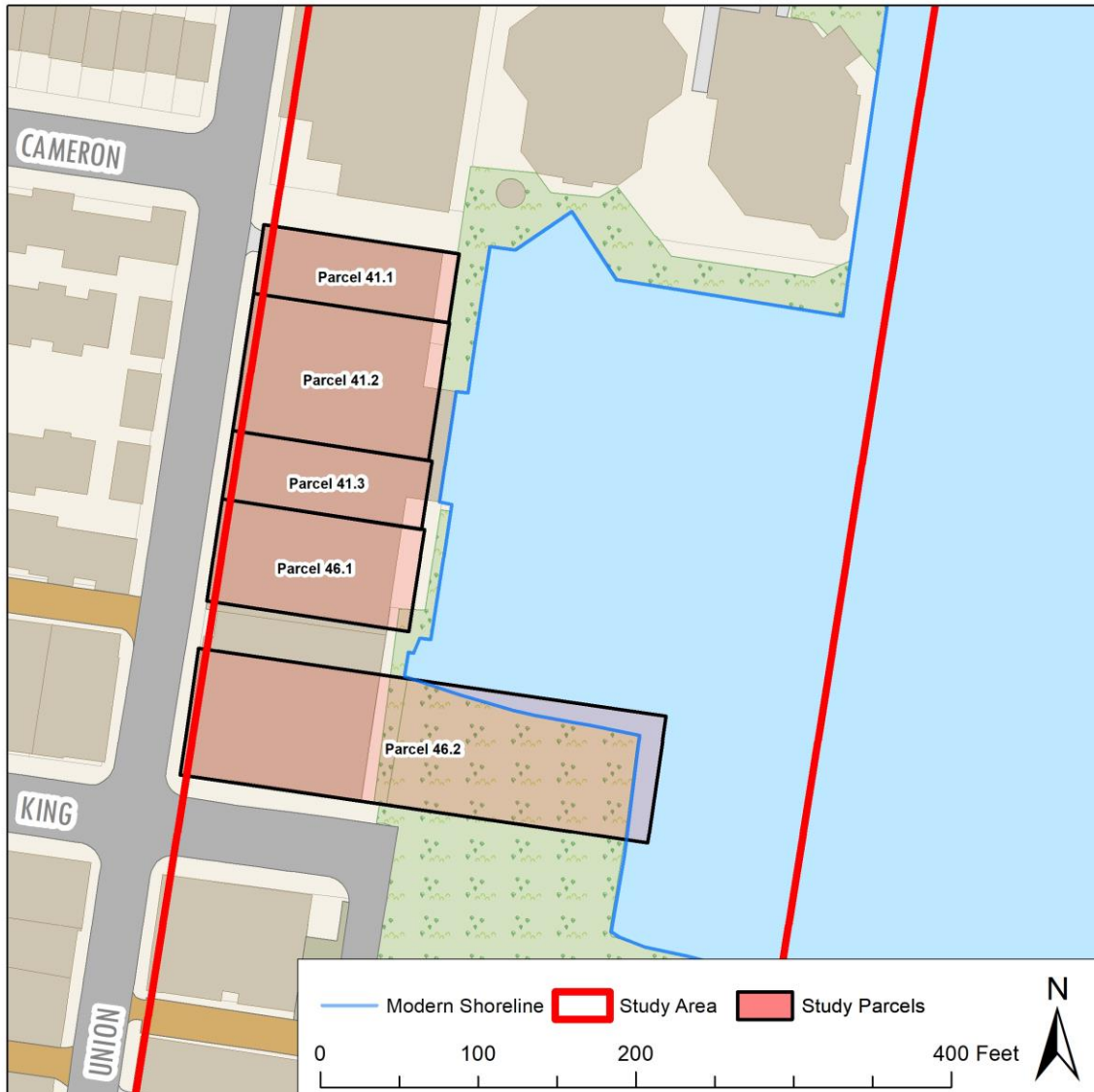


Image 94. Modern street map showing the Cameron, Union, King Street block overlaid with study parcels.

Colonial and Early National Period, 1749-1799

Lot 41

John Carlyle (1720-1790) was a merchant and one of the original trustees of Alexandria. He was born in England with Scottish heritage and came to Virginia in 1739 as an agent for William Hicks. Once established, his major trade was importing coal, convicts, rum, enslaved people, and sugar, and exporting flour, grain, lumber and tobacco. He married Sarah Fairfax, daughter of William and Sarah Walker Fairfax, in 1747 and acquired land and labor, the two keys to wealth in early Virginia, one small part of which were his town lots in Alexandria, including Lots 41 and 42 on the south side of Cameron Street, east of Fairfax, and fronting on the Potomac River (Image 95). Lot 41 was situated at the deepest segment of the crescent bay, meaning that Carlyle had the most land to make to reach the river's deep channel. Carlyle paid £32.5 for waterfront Lot 41 and £17.4 for Lot 42.⁵⁴⁴ He began construction on a Georgian stone mansion in 1751 on Lot 42. He and his wife, Sarah Fairfax Carlyle, moved into the house on August 1, 1753. The house still stands today at 121 North Fairfax Street and still bears the Carlyle name.⁵⁴⁵

John Carlyle entered a partnership with John Dalton in 1744 wherein they imported and exported from various ports along the Potomac, settling on Alexandria once that town was established in 1749. Dalton purchased Lots 36 and 37 on the north side of Cameron Street.⁵⁴⁶ Their trading house was among the most prominent in the emerging town and they held an open account with George Washington for several years.⁵⁴⁷ They each bought and sold sailing vessels and engaged in tobacco and flour trading, as well as trading in convict labor and enslaved workers.⁵⁴⁸ John Carlyle was Commissary of the Virginia militia during the Seven Years' War. Together and individually, they played important roles in the early development of the town.

John Carlyle was Overseer of the Town until he resigned and was replaced by John Dalton on December 19, 1754.⁵⁴⁹ Dalton held the position until June 16, 1756.⁵⁵⁰ Though few of their actions in this role are fully documented, the Overseer was responsible for maintaining public thoroughfares and advancing the establishment of the town through orderly building practices. In today's terms, we might consider this as code enforcement, inspection, and contracting. John Dalton and John Carlyle, among others, were made responsible for putting the Main Street "dry and fitt for traveling for Waggons and foot people" and all

⁵⁴⁴ Encyclopedia Virginia, 2020, "s.v. Carlyle, John (1720-1780)," <https://encyclopediavirginia.org/entries/carlyle-john-1720-1780/>; Fairfax County Deed Books (FDB) B1:501, September 20, 1749.

⁵⁴⁵ "Carlyle House Historic Park," Northern Virginia Regional Park Authority, accessed Dec. 4, 2023, <https://www.novaparks.com/parks/carlyle-house-historic-park/history>.

⁵⁴⁶ FDB B1:493 and FDB B1:494, September 20, 1749.

⁵⁴⁷ "Carlyle & Dalton (Firm)," The Financial Papers of George Washington, 2021, <http://financial.gwpapers.org/?q=content/carlyle-dalton>. Dalton became a Town Trustee in February 1749/50, see "Proceedings from the Board of Trustees," February 27, 1749/1750, quoted in Constance K. Ring and Wesley E. Pippenger, *Alexandria, Virginia Town Lots, 1749-1801. Together with Proceedings of the Board of Trustees, 1749-1780* (Westminster, Md.: Family Line Publications, 1995), 124.

⁵⁴⁸ Thomas Preisser, "Eighteenth-Century Alexandria, Virginia, before the Revolution, 1749-1776" (Williamsburg, Va, William & Mary, 1977), 63-64, 105-106, <https://scholarworks.wm.edu/etd/1539623705>. For more on Carlyle & Dalton's slaving activities, see Donald M. Sweig, "The Importation of African Slaves to the Potomac River, 1732-1772," *The William and Mary Quarterly* 42, no. 4 (1985): 507-24, <https://doi.org/10.2307/1919032>.

⁵⁴⁹ "Proceedings," December 19, 1754, quoted in Ring and Pippenger, *Town Lots*, 134.

⁵⁵⁰ "Proceedings," June 16, 1756, quoted in Ring and Pippenger, *Town Lots*, 136.

the Trustees were made equally responsible to “keep the Publick landings in repair and divide the labouring tithably in Alexandria equally between [them].”⁵⁵¹

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

*a good & convenient Landing at Cameron Street in the Town of Alexandria may be made of General Utility to the Town and that [Carlyle & Dalton] will undertake to accomplish the same provided they and their Heirs[,] in Consequence on the expence they will be at[,] may have leave to apply to their use one half of the said Landing[,] the same being Considered by the Trustees leave is granted...*⁵⁵²

It is not known when they completed the landing/wharf but the work was done some time before 1775. They may have hired local ship builder Thomas Fleming to complete the work as he was engaged to extend the public wharf at West Point in 1761.⁵⁵³ Remnants of the Cameron Street landing/wharf were uncovered during a 1982 construction project. The archaeological field work completed at that time concluded that the crib wharf extended about 140 feet east of the eastern curb of Water/Lee Street. The northern edge of the wharf ran along the southern curb of Cameron Street and the wharf was at least 23 feet in its north-south dimension (Image 96).⁵⁵⁴

Carlyle & Dalton kept up a regular trade during this time, though it is not known how extensively they used this landing. Since it was within the shallow bay, captains of large shipping vessels would have dropped anchor in the deep river channel and offloaded cargos into smaller flats or scows. The flat-bottomed boat would then unload the cargo at the landing, where it was moved into a warehouse or taken away by draymen. The firm owned numerous sailing vessels, flats, and scows over their decades of business. George Washington hired one of their flats to move barrels of corn and tobacco in April 1760.⁵⁵⁵ Their brigantine *Hawke* sought a tobacco cargo for Liverpool later that year and ship *Hicks* lay “at Alexandria, in Patowmack River” in 1764 (Image 97).⁵⁵⁶ It is possible that this advertisement describes *Hicks* as literally anchored in the river as opposed to being docked at a wharf, or it may simply be clearly defining the location of Alexandria since the town was still known by some as Belhaven at that time.⁵⁵⁷

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

⁵⁵¹ “Proceedings,” May 30, 1763, quoted in Ring and Pippenger, *Town Lots*, 151-152.

⁵⁵² “Proceedings,” July 18, 1759, quoted in Ring and Pippenger, *Town Lots*, 138.

⁵⁵³ “Proceedings,” August 17, 1761, quoted in Ring and Pippenger, *Town Lots*, 147. Thomas Fleming was contracted to make an addition to the public wharf at Point West “26 foot wide from the Outer end to the length of the Wharf in shore”

⁵⁵⁴ Steven J. Shephard, “Preliminary Report on the Carlyle-Dalton Wharf, 100 Block of Cameron Street, Alexandria, Virginia,” Alexandria Urban Archaeology Program (Alexandria, Virginia: Office of Historic Alexandria, 1985).

⁵⁵⁵ George Washington, “Founders Online: [Diary Entry: 17 April 1760]” (Diary, University of Virginia Press, April 17, 1760), <http://founders.archives.gov/documents/Washington/01-01-02-0005-0004-0017>.

⁵⁵⁶ John Carlyle and John Dalton, “The Brigantine Hawke,” *Maryland Gazette*, September 18, 1760; John Carlyle and John Dalton, “The Ship Hicks,” *Maryland Gazette*, March 22, 1764, Newspapers.com.

⁵⁵⁷ The name Belhaven was still in use by some through the 1760s. See Diane Riker, “ALEXANDRIA and BELHAVEN: A Case of Dual Identity,” *Studies of the Old Waterfront* (Alexandria, Virginia: Alexandria Archaeology, 2009), <https://media.alexandriava.gov/docs-archives/historic/info/history/waterfronthistorybelhaven.pdf>.

was expanded and reinforced by a bulkhead retaining wall 30-35 feet from the 1749 shoreline.⁵⁵⁸ In that same year, Carlyle & Dalton rescinded their private interest in the Cameron Street Landing/Wharf:

*an indulgence was granted on the 18 of July 1759 to John Carlyle & John Dalton in the infancy of this town that for their cutting down and making a road to the River in Cameron street they had the permission not only to themselves but to their heirs to occupy & hold one haf [sic] of the said street for them to make use of for their own emolument now know ye not only for the present time but for futurity That the said John Carlyle & John Dalton signing at this time with our brother Trustees do disclaim not only for ourselves but for our heirs from henceforth, any right or claim in consequence of the said order.*⁵⁵⁹

Their motivations for taking this action are unknown. In May 1774, they petitioned the House of Burgesses to enact another expansion of the Town and to encourage the draining and filling of the marshy areas north of Point West.⁵⁶⁰ They argued that the town was “in a very thriving condition” and the lack of available land created an insurmountable hurdle for any new merchant or craftsperson who might want to establish business there. The war interrupted this effort, and the town was not officially enlarged at that time. In 1779, the town was incorporated under the new government and proprietors were allowed more time to improve their lots. The act cited a lack of building materials during war time as the primary reason for delayed house construction.⁵⁶¹

Thus, Carlyle & Dalton may have delayed their efforts to bank out the rest of their Potomac frontage to create a landing that was more accessible and less prone to silting. It is possible Carlyle coordinated with William Ramsay, owner of Lot 46, to undertake the effort since John Dalton died in 1777.⁵⁶² When John Carlyle wrote his will in April 1780, his “land taken Out of the River adjoining Mr. Ramsay” passed in unequal portions to his daughter, Sarah Carlyle Herbert, son, George William Carlyle, and grandson, Carlyle Fairfax Whiting.⁵⁶³ These divisions became the historic Parcels 41.1, 41.2, and 41.3 in this study (Image 98).

Parcel 41.1

Sarah Carlyle married William Herbert, an Irish immigrant, merchant and banker, in 1774 or 1775.⁵⁶⁴ Herbert was a partner of Herbert & Potts, which imported a wide range of goods, and invested in ships and shipping ventures. One example was the “private ship of war” *General Washington*, which sought a

⁵⁵⁸ Daniel Baicy et al., “Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street),” Site 44AX0229, Hotel Indigo (Alexandria Archaeology, September 2020), 128-156.

⁵⁵⁹ “Proceedings,” January 22, 1775, quoted in Ring and Pippenger, *Town Lots*, 172. King Street was ordered to be repaved at this same meeting.

⁵⁶⁰ “Founders Online: William Ramsay, Robert Adam and Carlyle & Dalton to GW and Joh ...” (University of Virginia Press, May 16, 1774), <http://founders.archives.gov/documents/Washington/02-10-02-0047>.

⁵⁶¹ Virginia et al., *The Statutes at Large;: Being a Collection of All the Laws of Virginia, from the First Session of the Legislature, in the Year 1619.: Published Pursuant to an Act of the General Assembly of Virginia, Passed on the Fifth Day of February One Thousand Eight Hundred and Eight.: Volume I[-XIII].*, vol. 10, Hening’s Statutes at Large. (New-York: Printed for the editor, by R. & W. & G. Bartow., 1823), <https://catalog.hathitrust.org/Record/009714930>.

⁵⁶² *Maryland Gazette*, April 24, 1777, Newspapers.com.

⁵⁶³ Fairfax County Will Books (FWB) D1:203, probated October 17, 1780. George William Carlyle died at Eutaw Springs on September 8, 1781, aged 15. His share of the waterfront lot passed to a grandson, John Carlyle Herbert.

⁵⁶⁴ Katherine Maas, “Recreating the Wedding of Sarah Carlyle and William Herbert,” *Carlyle House Docent Dispatch* (May 2009).

crew and cargo of tobacco for a late-summer voyage in 1778. *General Washington* returned to Alexandria on July 10, 1779 with a cargo from Nantz [sic] consisting of textiles, wine and brandy, personal consumer goods, window glass, and other items.⁵⁶⁵ After John Carlyle's death, the Herbert family moved into the Carlyle house and Sarah lived there until her death in 1827. The waterfront lot she inherited in 1780 fronted 44' 1 ½" on Water Street, and its eastern extent is undocumented. In December 1785, William Herbert offered a "warehouse on the wharf" for rent, "well fitted for the reception of all kinds of country and West-India produce."⁵⁶⁶ Herbert rented the parcel to William Buddicombe, a mariner and merchant, in 1787.⁵⁶⁷ A 1796 insurance policy described a two-story warehouse, first story of stone, second of wood, fronting on Cameron Street with the river to the east and vacant ground on the west. A wooden slaughterhouse stood within 20 feet to the south of the warehouse.⁵⁶⁸ The 1797 tax list shows Lawrence Hooff & others as the occupants.⁵⁶⁹ Hooff was a cartwright and butcher who owned real estate on Fairfax Street.⁵⁷⁰

Parcel 41.2

John Carlyle Herbert inherited the 88' waterfront lot known as Parcel 41.2 in this study (Image 98). Born in 1775, he graduated from St. John's College in Annapolis, MD in 1794. He ran for and won a seat in the Virginia House of Delegates in 1798 and 1799 after commencing a law practice in Richmond. After his marriage and relocation to Prince George's County, Maryland, Herbert adopted a role of absentee owner of this parcel.⁵⁷¹ It is likely his father, William Herbert, who owned the adjacent parcel, managed its use and upkeep.

Parcel 41.3

Carlyle Fairfax Whiting inherited Parcel 41.3 in this study. His mother, Anne Carlyle, married Henry Whiting and died while birthing him in 1778.⁵⁷² He was an infant by law until 1799 and his guardian managed its use and upkeep after Henry Whiting's death in 1786.

⁵⁶⁵ Hooe & Harrisons, Josiah Watson, and William Herbert, *Maryland Journal*, July 7, 1778; Hooe & Harrisons, Josiah Watson, and William Herbert, "Imported," *Virginia Gazette*, July 24, 1779. "Nantz" was Nantes, France.

⁵⁶⁶ William Herbert, "TO BE LET," *Virginia Journal and Alexandria Advertiser*, December 1, 1785, GenealogyBank. Herbert owned a share of another wharf south of Point Lumley, and that may be where this warehouse was located.

⁵⁶⁷ 1787 Alexandria Land Tax Book, on file at Alexandria Archaeology. Buddicombe paid £40 annual rent here, he also used Andrew Wales' store house on the Prince to King Street waterfront.

⁵⁶⁸ Mutual Assurance Society Policy (MAP) No. 70, March 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology. The warehouse is valued at \$1500 but does not include dimensions. The policy does not indicate a location for Union Street, but since it locates the water to the east, we can assume that Union Street was on the west.

⁵⁶⁹ 1797 Alexandria Land Tax Book, on file at Alexandria Archaeology.

⁵⁷⁰ T. Michael Miller, *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, s.v. "Hooff, Lawrence (Sr.)," (Bowie, Md: Heritage Books, 1991)

⁵⁷¹ Biographical Directory of the United States Congress, 2021, s.v. "Herbert, John Carlyle, 1775-1846," <https://bioguide.congress.gov/search/bio/H000525>.

⁵⁷² "[Diary entry: 26 July 1798]," *Founders Online*, National Archives, <https://founders.archives.gov/documents/Washington/01-06-02-0007-0007-0026>. [Original source: *The Diaries of George Washington*, vol. 6, 1 January 1790–13 December 1799, ed. Donald Jackson and Dorothy Twohig. Charlottesville: University Press of Virginia, 1979, p. 310.]

Parcels 41.1-.3

The 1798 map shows an artificial waterfront with a uniform face across these three parcels (Image 99). Though this projection is not a literal survey of the area, it confirms that none of these parcels were extended with a pier. It also suggests that Cameron Street extended to the edge of the private land, which was different from other east/west streets, such as King Street, which terminated in a public dock.

Lot 46

William Ramsay (1716-1785) was a merchant and immigrant from Galloway, Scotland. He engaged in business with John Carlyle and became one of the founding trustees of Alexandria, where he purchased Lots 46 and 47 in 1749 (Image 95).⁵⁷³ Ramsay was involved in civic affairs, serving as the Justice of the Peace and the Postmaster, among other things.⁵⁷⁴ He was the first resident of Alexandria, building a house on what would become Lot 47 in the 1740s. With his wife Ann McCarty he had eight children, many of whom would acquire parcels in Lots 46 and 47 as they came of age and married.⁵⁷⁵

William Ramsay borrowed £500 from James Russell in July 1753. This loan was secured through a trust with Charles Green and Daniel McCarty, father of Ann McCarty Ramsay. Green and McCarty held Ramsay's lots 34, 46 and 47 as well as 14 enslaved people as collateral. This agreement was renewed for several years until 1756, after which time there is no further evidence of it.⁵⁷⁶ Normally, once a debt was repaid a quitclaim was filed, however none survive related to this debt. Despite this, it seems likely that it was discharged since Ramsay used these parcels and enslaved people as collateral for a new debt in the following year.

The summer of 1757, Ramsay wrote to George Washington that he was "extreamly unfortunate in all my affairs, which has greatly emberrass'd me, in Ordr to remedy which, I have made Application to the Monied ones My L[or]d F[airfa]x, Mr Speaker, Mr Corbin, Mr Cary & many others without success, which I put to the Account of my perverse fortune, not their want of ability to serve me."⁵⁷⁷ He asked Washington for £200 or 250; Washington loaned him £150 in two installments in the fall of 1757. John Dixon of Whitehaven, England and Ramsay had a formal business partnership until June 1757, when they dissolved, and Dixon took on the outstanding debts of their joint business.⁵⁷⁸ Dixon's agents were active in the tobacco, flour and slave/convict trades in the Chesapeake. Ramsay mortgaged his town lots, a large tract of land in the county, and several enslaved people to Dixon just a month after their

⁵⁷³ FDB B1:506, September 20, 1749.

⁵⁷⁴ Paul Kreisa, Eric Griffiths, and John Gentry, "Initial Archaeological Assessment of the Proposed Waterfront Flood Management Project, Alexandria, VA," 2018, 76, <https://www.alexandriava.gov/uploadedFiles/special/WaterfrontPlan/info/Waterfront%20Phase%20II%20Flood%20Management%20-%20Initial%20Archaeological%20Assessment%20-%202018.11.20.pdf>.

⁵⁷⁵ William Francis Smith and T. Michael Miller, *A Seaport Saga: Portrait of Old Alexandria, Virginia* (Norfolk, Va: Donning Co, 1989), 18.

⁵⁷⁶ FDB D1:380, December 4, 1756; FDB D1:381, December 6, 1756. These documents refer to numerous earlier indentures, none of which survive in the deed books.

⁵⁷⁷ William Ramsay, "Founders Online: To George Washington from William Ramsay, 30 July 1757" (University of Virginia Press, July 30, 1757), <http://founders.archives.gov/documents/Washington/02-04-02-0229>.

⁵⁷⁸ FDB D1:438, June 21, 1757.

dissolution. Dixon's agent, Harry Piper, was given power of attorney to enforce the repayment of Ramsay's debt, which was not fulfilled until 1784.⁵⁷⁹

William Ramsay avoided bankruptcy and began the process of banking out his water lot some time before 1777. Upon his daughter Betty's marriage to James Stuart, a local merchant, he gave them a 34' x 75' parcel on Lot 47 and "two lotts or parcels of ground below the banks of my Lotts being ground made by me...which may be extended to the Channel of Potowmack River..." The lots were each 30' wide, one was at the northeast corner of King and Water Streets, the other on the northeast corner of Ramsay's Alley and Water Street (Image 100).⁵⁸⁰ Ramsay refers to his "plan" of parcels, a document that laid out the subdivisions on his made land. Though its current existence is unknown, he continued to refer to it in other land transactions in 1784 and 1785, showing that he had a plan for how extensive his land making would be.

The parcels adjacent to the east of the Stuarts' were gifted to Ann Ramsay and Robert Allison when they married. The Fairfax County Deed Book N1 is missing, but it covered the years from 1778-1780.⁵⁸¹ After that, Ramsay did not distribute any of his waterfront lots until December 1784 when he allocated all the remaining parcels east of Water Street to his children. Along King Street from Water Street east the recipients were Stuart, Allison, William Ramsay Jr. (30'), Hannah Ramsay Madden (45'), Sarah Ramsay (45'), Amelia Ramsay (45') and Dennis Ramsay (75' made up of two lots, on the corner of Union and King).⁵⁸² These deeds, except Dennis Ramsay's corner lot, included a clause "reserving to [William Ramsay] an absolute Right and Title to take away as much dirt or earth from the said Ground as will be sufficient to be applied towards filling up my wharf and Piers untill [sic] they are finished by me or those to whom I have given Water Lotts." Ramsay put the same stipulation on the lots west of Water Street. At the end of 1784, most of the parcels on Lots 47, 46 and the made ground east of Water Street were undeveloped or underdeveloped.

The parcels on the north side of Fayette Alley, excepting the two previously given to Stuart and Allison, were given in trust to Dennis Ramsay with the rents to benefit his mother and sisters.⁵⁸³ These parcels did not include a stipulation that the dirt could be removed, suggesting that they were considered finished or close to. Union Street was used as a boundary for the eastern most parcel, indicating that the street was in use by December 1784. All parties agreed to preserve Ramsay's Alley, Fayette Street [Alley], and a 4' alley between the Ramsay lots and the Carlyle lots to the north in a 1785 bond of trust.⁵⁸⁴

⁵⁷⁹ FDB D1:450, July 20, 1757; FDB D1:452, July 21, 1757; FDB D1:455, August 8, 1757; FDB O1:335, March 9, 1784. For more on Harry Piper, see Thomas M. Preisser, "The 'Precarious Trade' of a Virginia Tobacco Merchant: Harry Piper of Alexandria, 1749-1776," *Alexandria History*, 1978. The span of almost thirty years to repay a mortgage was, in this period, unusually long. This may indicate that Dixon and Ramsay had an especially trusting relationship, or that the volume of their business together was so great that the mortgage amount, just over £800, was small in comparison.

⁵⁸⁰ FDB M1:284, February 15, 1777.

⁵⁸¹ See the Fairfax County Circuit Court indexes for this context, <https://www.fairfaxcounty.gov/circuit/historic-records-center/finding-aids/deeds>.

⁵⁸² FDB P1:366, 374, 376, 378, 369, December 20, 1784.

⁵⁸³ FDB P1:348, 351, 354, 357, 360, December 20, 1784.

⁵⁸⁴ FDB P1:383, January 15, 1785.

The made land on the east side of Union Street was given to Dennis Ramsay in 1784.⁵⁸⁵ The deed describes “all the ground made or unmade, water, wharfs, Piers and docks to the eastward of Union Street to the Channel...being numbered in my plat number seventeen, eighteen, nineteen, twenty, twenty one & thirty five.” Unfortunately, this plat does not survive. Dennis Ramsay’s inheritance was a major undertaking that remained unfinished ten years later. The owners of lots between Water and Union Streets agreed to contract the width of Fayette Alley to 30’ instead of William Ramsay’s originally planned 50’. They stopped up the 4’ alley bordering on the Carlyle parcels. One parcel that was only 90 feet east of Water Street had not been completed by 1795: “The piece of Ground...has never been properly banked out from the river and finished in such manner as to enable any person to improve it which has put it out of the power of the said Dennis Ramsay to procure any rent from it.”⁵⁸⁶

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

Parcels 46.1 and 46.2

Despite the unfinished condition of many of the Ramsay parcels, the valuable lots along King Street and the wharf were developed before the turn of the century. Ramsay mortgaged the parcels flanking Fayette Alley in 1789 to secure a debt to Isaac Littledale & Co. of Whitehaven.⁵⁸⁷ Tax records from 1787 do not specify a wharf location, but in 1788 David Jones paid £5 rent “on the Wharf” and John Jolly paid £30 on King Street.⁵⁸⁸ Jones was a shopkeeper who sold wet and dry goods and enslaved people.⁵⁸⁹ Jolly was a shopkeeper on Fairfax Street opposite the courthouse.⁵⁹⁰

Ramsay’s Wharf, 1784-1845

The wharf extending into the Potomac on the north side of King Street, known as Ramsay’s Wharf, was partially built in 1784 and incomplete until several years later. It extended approximately 215 feet from the eastern edge of Union Street by 1796 (Image 104).

Thomas Richards purchased three parcels on the wharf in April 1794 and may have built a warehouse there, likely on the northeast corner of King and Union Streets.⁵⁹¹ In 1795, Richards sold pork, sugar, molasses, and wine from his warehouse on Col. Ramsay’s Wharf (Image 101). Richards was a merchant and tavernkeeper who bought and sold numerous parcels in and outside of Alexandria.⁵⁹² He was a partner in Richards & Edmonds, a firm that sold wine, sugar, candles and soap from their warehouse on Col. Ramsay’s Wharf in 1795 (Image 102). Richards sold these wharf parcels and warehouse to Joseph

⁵⁸⁵ FDB P1:369, December 20, 1784.

⁵⁸⁶ Hustings Deed Books (Alex.) F:162, February 6, 1795.

⁵⁸⁷ Alex. C:288, September 16, 1789.

⁵⁸⁸ 1787 and 1788 Alexandria Property Tax, on file at Alexandria Archaeology. There are no Wharf, Union or King Street properties listed for Dennis Ramsay in 1789, 1790, or 1795.

⁵⁸⁹ Miller, *Artisans and Merchants of Alexandria*, s.v. “Jones, David.”

⁵⁹⁰ Miller, *Artisans and Merchants of Alexandria*, s.v. “Jolly, John.”

⁵⁹¹ Alex. E:274, April 16, 1794, Alex. G:12, G:16, October 10, 1794.

⁵⁹² Miller, *Artisans and Merchants*, s.v. “Richards, Thomas.”

Riddle and James Dall, partners in the Baltimore merchant firm Joseph Riddle & Co.; Richards & Edmonds dissolved in February 1796.⁵⁹³

Joseph Riddle & Co. operated from a store on Fairfax Street in 1794. They purchased these wharf parcels as an investment since their 1796 insurance policy lists “Hugh Smith and others” as the occupants of the wharf property and they continued to do business from Fairfax Street. The policy included a 30’ x 34’ three-story wood warehouse at the northeast corner of King and Union Streets with three adjacent structures: a one-story wood storehouse, a “rough shed of wood,” and a one-story wood blockmakers shop (Image 103).⁵⁹⁴ A plat submitted for evidence in a Chancery cause later in the 19th century shows two structures here in 1796: the warehouse on the corner and another building fronting the wharf (Image 104). Hugh Smith occupied this and another three-story brick warehouse on King Street west of Water Street. He imported salt, coal, and queensware at Ramsay’s Wharf (Image 105). Despite offering the warehouse on this parcel for rent in October 1796, 1797 tax records show Hugh Smith paid £100 rent on King Street. Thomas Clark, a blockmaker, paid £20, and William Mitchell £40.⁵⁹⁵

Dennis Ramsay owned the lots fronting on the wharf and water. In 1797, his tenants were William Emack, a grocer, on King (£40), William Yeaton near King (£40), and himself in the warehouse near King (£36). The 1799 Land Book shows Dennis Ramsay (£50) and merchant John Stewart (£40) as tenants on King Street, William Yeaton at Ramsay’s Wharf (£40), and Dennis Ramsay at the warehouse on Ramsay’s Wharf (£40).⁵⁹⁶ William Yeaton was a merchant and surveyor who operated from this location into the 19th century (see below).

Dennis Ramsay further subdivided Parcel 46.2 in 1799 when he sold a square lot on the south side of Fayette Alley to William Chapman. Chapman then sold it to Richard Clark, losing \$18 in the process.⁵⁹⁷ It is unclear if Richard Clark was any relation to Thomas Clark, the blockmaker who occupied the adjacent shop that fronted on King Street. Ramsay was attempting to raise money to repay his mortgage from Isaac Littledale & Co, however he failed and two of his wharf lots were ordered for public sale (Image 106). George Deneale purchased the lot on the north side of Fayette Alley; Joseph Riddle purchased the lot along the south side of Fayette Alley, of which he already owned the western half.⁵⁹⁸ In 1801, Clark sold the eastern portion of the lot to Joseph Riddle and James Dall, completing their block of subdivided lots at the northeast corner of Union and King Streets.⁵⁹⁹

⁵⁹³ Alex. G:49, October 10, 1795; Miller, *Artisans and Merchants*, s.v. “Richards & Edmonds.”

⁵⁹⁴ Blockmakers specialized in making pulley blocks for ships.

⁵⁹⁵ 1797 Alexandria Land Tax, on file at Alexandria Archaeology; Miller, *Artisans and Merchants*, s.vv. “Clarke, Thomas,” “Smith, Hugh.” The only entry in Miller for William Mitchell is a “housekeeper” so it is unclear if this is the same person.

⁵⁹⁶ 1797, 1798 and 1799 Alexandria Land Tax Books, on file at Alexandria Archaeology. The 1798 Land Tax Book shows the same tenants for Dennis Ramsay as the 1797 book. Miller, *Artisans and Merchants*, s.v. “Emmack, Wm.”

⁵⁹⁷ Alex. L:384, April 19, 1799; Alex. M:281, December 11, 1799. All parties were said to be residents of Alexandria; however they do not appear in Miller, *Artisans and Merchants*.

⁵⁹⁸ ADB A:272 and ADB A:291, January 19, 1801.

⁵⁹⁹ ADB A:50, April 15, 1801.



Image 95. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. <https://www.loc.gov/resource/g3884a.ct000223/>. Detail.

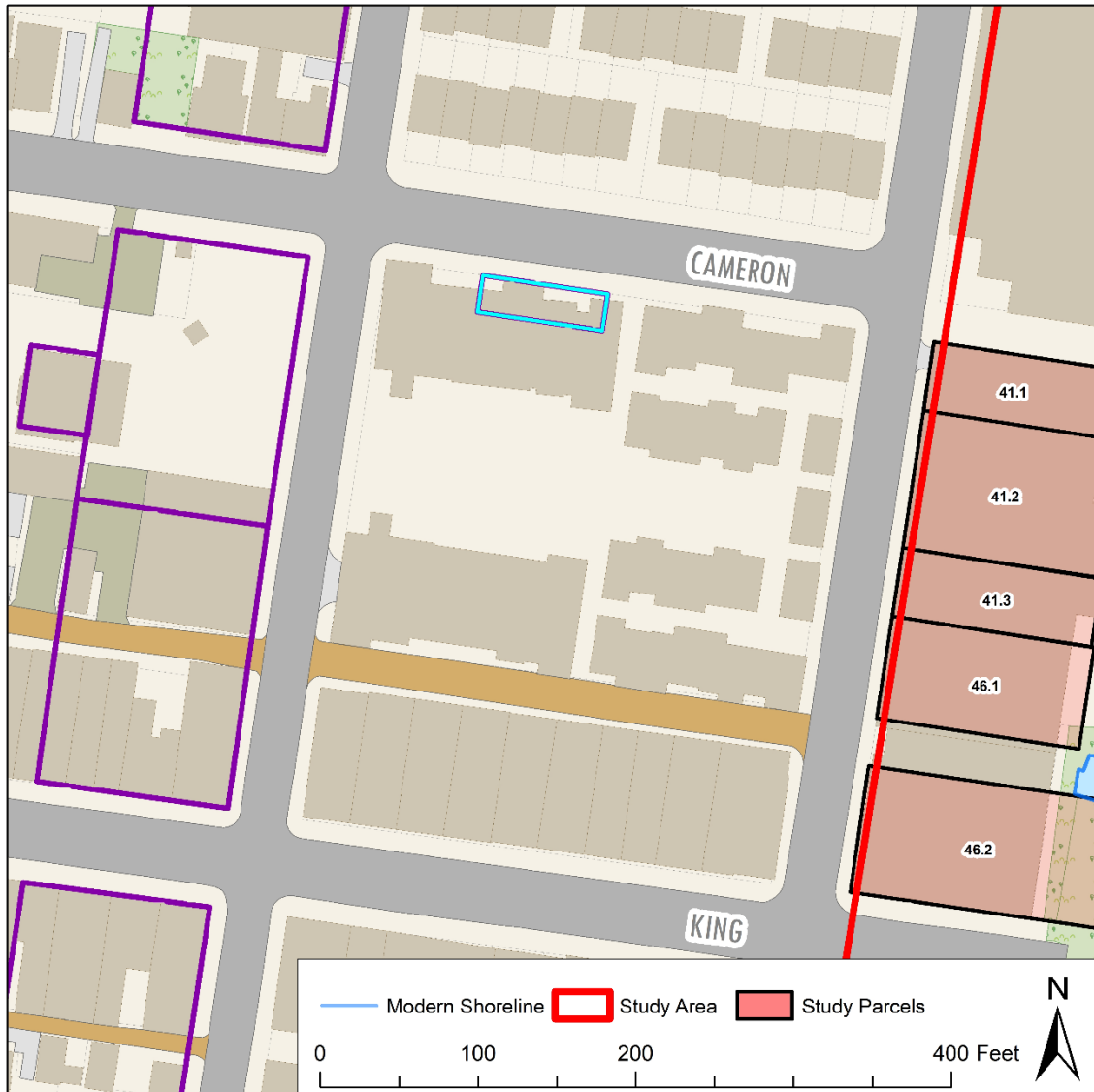



Image 96. Location of the Carlyle-Dalton Wharf marked by green line.



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

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

Image 97. John Carlyle and John Dalton, "The Ship Hicks," *Maryland Gazette*, March 22, 1764, *Newspapers.com*.



Image 98. Aerial photo from 2021 with the boundaries of the historic parcels for this study marked in red.



Image 99. Gilpin, George. "Plan of the Town of Alexandria in the District of Columbia, 1798." Image. Alexandria, Virginia: I. Thomas, 1798. <https://www.loc.gov/item/91681006/>. Detail.

Chapter 3: Union Street from Cameron to King

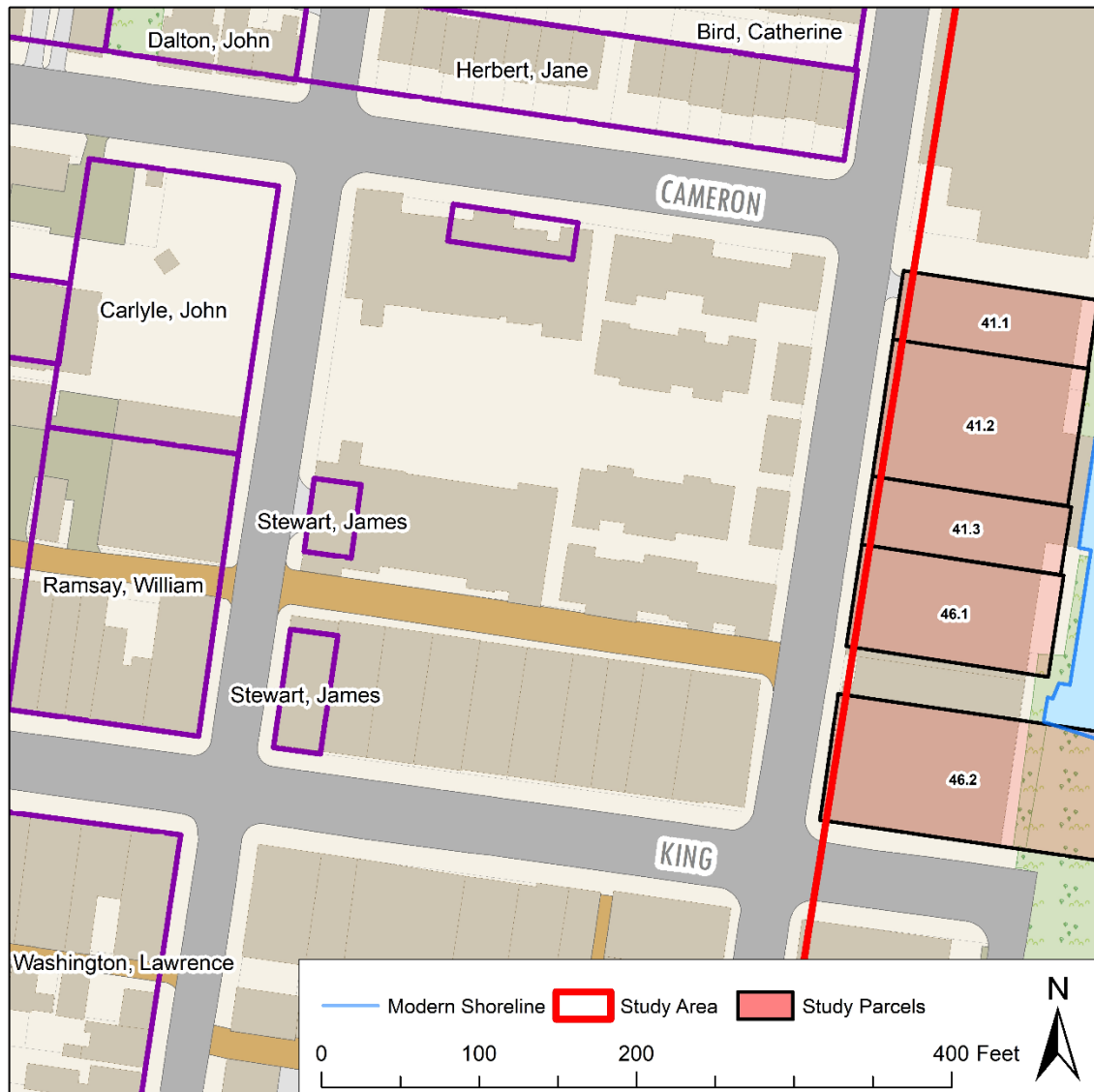


Image 100. Location of the two parcels gifted to Betty and James Stuart upon their marriage in 1777.

Thomas Richards
BEGS leave to inform his former customers, and the public in general, that he has for sale at his warehouse on Col. Ramsay's wharf,
60 barrels pickled Pork
10 hhds. Muscovado Sugar
30 barrels do.
12 hhds. Molasses
8 Pipes Madeira, London particular,
4 Pipes Port Wine
8 Quarter casks do.
60 Tierces of Lime.
Alexandria, April 4, 1795.

Image 101. "Thomas Richards," *Columbian Mirror and Alexandria Gazette*, Alexandria, Va., April 30, 1795.

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

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

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

Image 102. Richards & Edmonds, "Richards & Edmonds," *Columbian Mirror and Alexandria Gazette*, August 6, 1795, GenealogyBank.

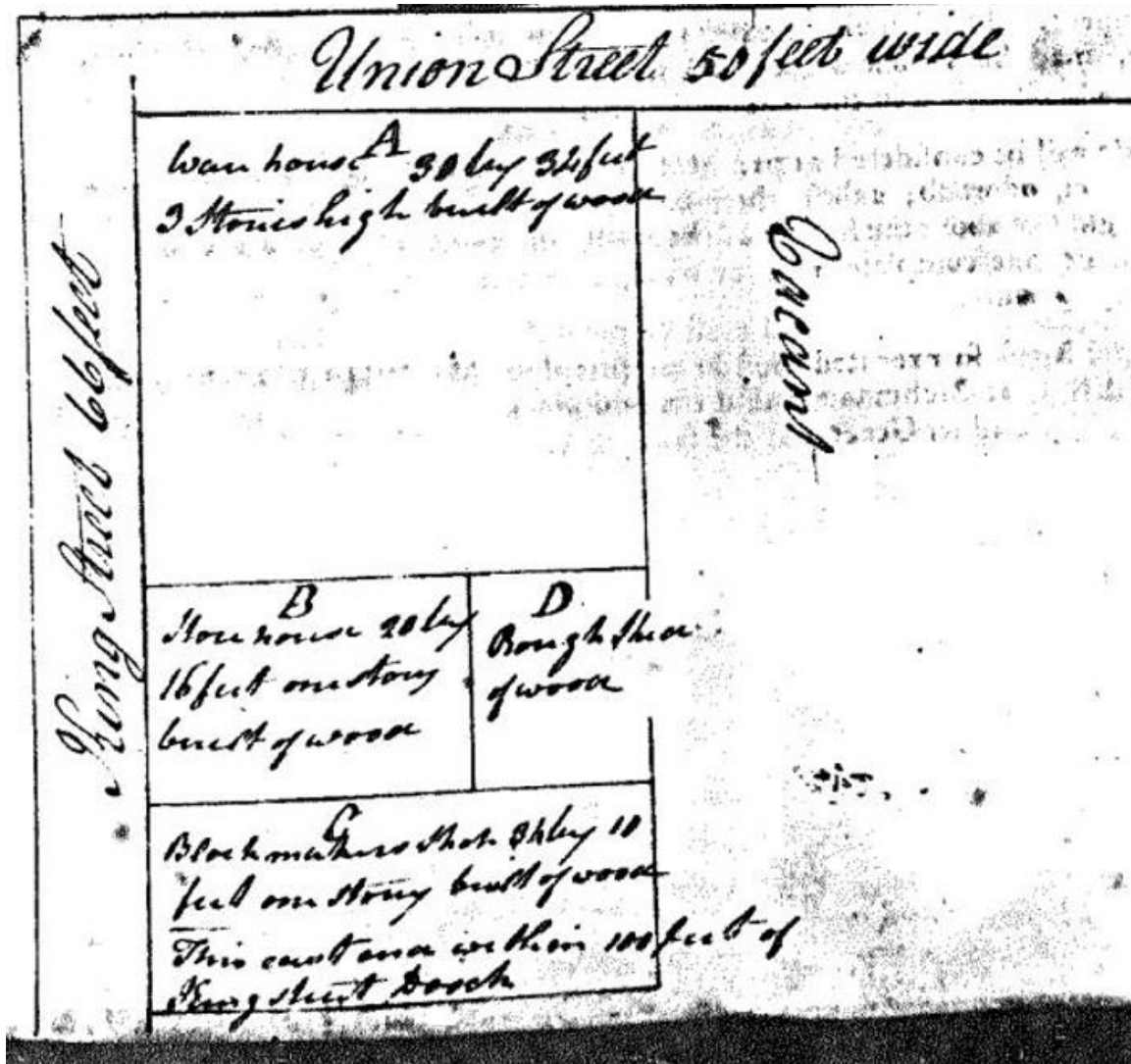


Image 103. Mutual Assurance Society Policy (MAP) No. 67, June 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

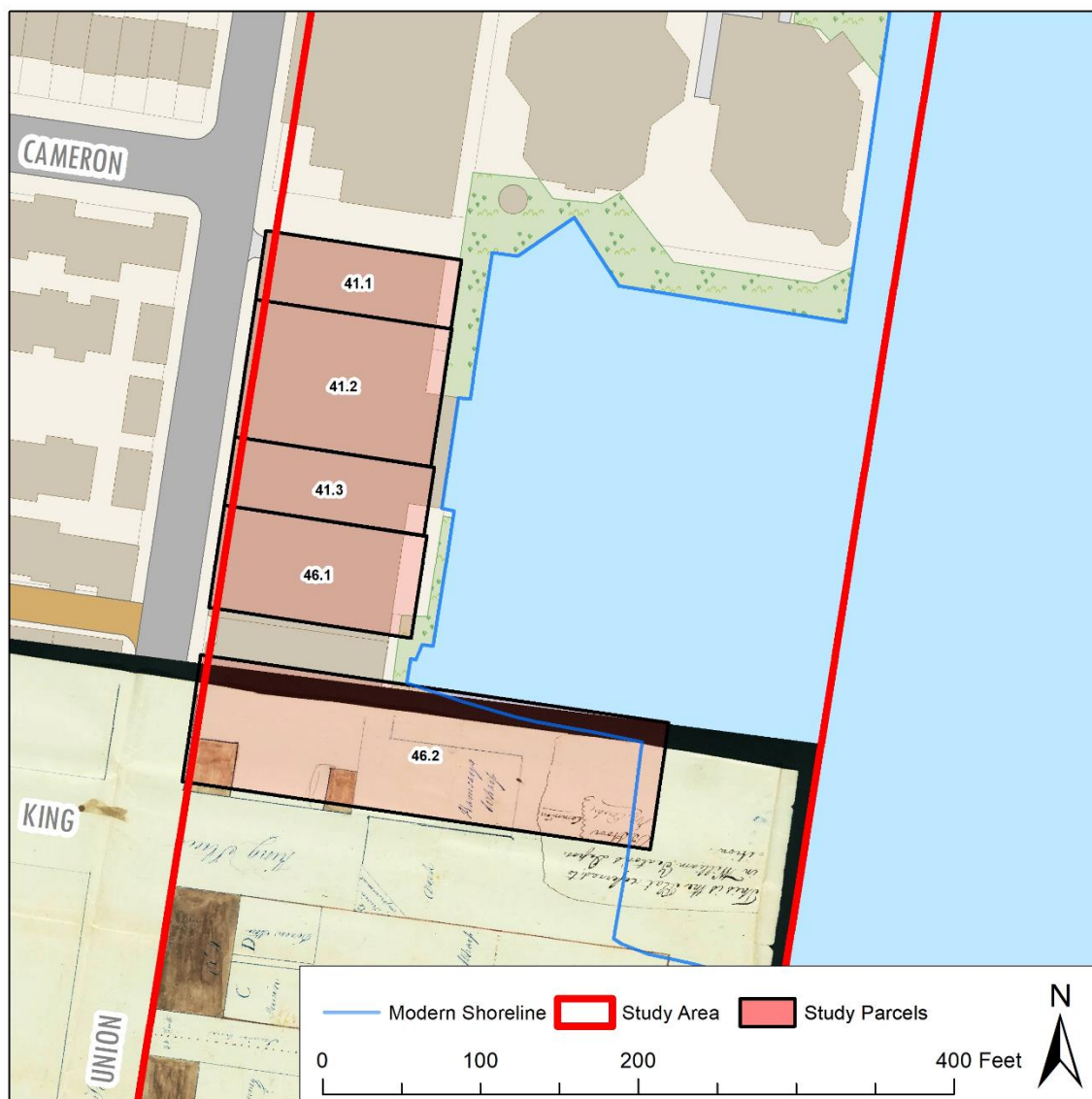


Image 104. "A sketch of the Water Lots," Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. George O. Dixon ETC vs. William H. Irwin, 1850-003. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia.

April 14.
Now Landing,
From on board the Parkman, at Ramfay's wharf, and
for sale by the subscriber, at the store lately occupied
by Richards and Edmonds, on King-street,
Liverpool stoved Salt ;
600 bushels of Coal ;
Queen's Ware assorted.
HUGH SMITH.
April 9. t. f.

Image 105. Hugh Smith, "Now Landing," *Columbian Mirror and Alexandria Gazette*, April 16, 1796, *GenealogyBank*.

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

Two Lots of Ground,

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

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

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

JAMES TURNER D. C.
V FOR
WM. DENEALE.
December 19, 1800. Jf

Image 106. James Turner and William Deneale, "Two Lots of Ground," Times; and District of Columbia Daily Advertiser, December 27, 1800, GenealogyBank.

Early 19th Century, 1800-1859

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

Parcel 41.1: Herbert's Wharf, 1780-1834

William & Sarah Herbert owned this parcel which had a two-story warehouse fronting Cameron Street and a slaughterhouse south of that. Andrew Scholfield & Co., a partnership of Andrew Scholfield and Presley Barker, leased this parcel along with the corner lot on the western side of Union Street for a five-year term starting in 1810 at \$250 annual rent. The lease stipulated that in the event of war breaking out, the term could be cut short.⁶⁰⁰ Scholfield was a lumber merchant who had been in partnership with Leonard Cook and Thomas Cook until 1809.⁶⁰¹ Scholfield owned and rented several houses and parcels on King, Queen, and Fairfax Streets, including at least two warehouses.⁶⁰² The 1810 tax record describes this parcel, along with study Parcels 41.2 and 41.3, as lumberyards from Union to the river.⁶⁰³ Andrew Scholfield & Co. dissolved in January 1815.⁶⁰⁴ Scholfield went into business with Benjamin Waters, and Barker soon partnered with James McGuire (see below). Scholfield & Waters remained in business until January 1823.⁶⁰⁵

When William Herbert died in 1824, Jonah Thompson exercised his right to sell this parcel based on their deed of trust from 1813. He offered the land and "all the buildings thereon" at public auction and the Bank of Alexandria purchased it.⁶⁰⁶ The parcel extended from Water Street, crossing Union, and into the Potomac River. Ten years later, the Bank of Alexandria unsuccessfully leveraged their real estate to remain solvent (Image 107). Benjamin Waters purchased the parcel "known by the name of Herberts' Wharf and the lots of ground connected therewith lying on the south side of Cameron Street and east side of Water Street" for three thousand dollars at private sale.⁶⁰⁷ Waters occupied the water lot beginning in 1830, running a lumber yard from the site for decades. In 1841, he partnered with Reuben Zimmerman as Waters & Zimmerman, selling lumber, lime, and nails at the foot of Cameron Street. They offered a brick store for rent at Union and Cameron Streets (Image 108). Waters & Zimmerman became

⁶⁰⁰ ADB U:312, March 1, 1810.

⁶⁰¹ Scholfield, Andrew, Cook, Leonard, and Cook, Thomas, "Dissolution of Partnership," *Alexandria Gazette*, March 28, 1809, GenealogyBank.

⁶⁰² Miller, *Artisans and Merchants*, s.v. "Scholfield, Andrew."

⁶⁰³ 1810 Alexandria Tax List, Ward 2, on file at Alexandria Archaeology. Two other possible occupants in 1810 were John Smith and Mankins & Shreeve. Nothing is known for certain about John Smith, but Mankins & Shreeve were likely coopers, see Miller, *Artisans and Merchants*, s.vv. "Mankin, Charles," Shreeve, Benjamin."

⁶⁰⁴ Andrew Scholfield and Presley Barker, "NOTICE," *Alexandria Gazette*, January 17, 1815, GenealogyBank.

⁶⁰⁵ Andrew Scholfield and Benjamin Waters Jr., *Alexandria Gazette*, January 4, 1823, GenealogyBank.

⁶⁰⁶ Jonah Thompson, "Public Sale," *Alexandria Gazette*, August 26, 1824, GenealogyBank; ADB O2:103, 1824.

⁶⁰⁷ ADB U2:749, September 18, 1834.

the agents for the Maryland Mining company, which mined coal from Cumberland, Maryland and brought it via canal to Alexandria where it was wharfed and then loaded onto ocean-going vessels. They subleased the city-owned Fish Wharf (north of Princess Street) in 1851 to store the coal.⁶⁰⁸ In 1858, the firm, now with additional partner Thomas A. Waters, became agents for a fertilizer manufacturer, B. M. Rhodes & Co., selling “Rhodes’ Super Phosphate of Lime.”⁶⁰⁹

In 1850, Ulam W. Barker ran an independent lumber trading business from this parcel, alongside Waters & Zimmerman. Barker and his new partner, George Kephart, established their own lumber yard near the Fish Wharf at Princess and Union Streets in 1851.⁶¹⁰ Kephart was formerly an agent for the notorious Alexandria slave traders Franklin & Armfield and from 1837 worked on his own account in that business.⁶¹¹ His partnership with Barker signaled a desire to cease slave trading and transition to lumber sales. In 1851, Kephart bought Belmont, a plantation in Loudoun County, Virginia.⁶¹² Waters and his partners, however, continued their “extensive” trade of lumber, shingles, and laths from North Carolina, New York, Pennsylvania, Maine, and the British Provinces (Image 109). A June 1857 fire that started in the storehouse and stable of Smoot & Uhler (adjacent to the south) burned some of Waters & Zimmerman’s lumber but also damaged two timber frame dwellings and their outbuildings. The houses were saved, but all the outbuildings were lost in this supposed arson (Image 110). Another attempted arson occurred in June 1859. Two ship captains observed a small boy attempting to drop a box of lit matches through a stable window. The box fell outside the stable and the boy was arrested. Lucas Allen, enslaved to the estate of Robert Alexander, said an unknown white man paid him to set the stable on fire. Allen was charged with arson, but his prosecution ended when his owner pledged to send him out of Virginia.⁶¹³ Allen’s fate is unknown. Reuben Zimmerman died in 1859 and the firm continued as Waters & Co.⁶¹⁴

Parcel 41.2

John Carlyle Herbert (1775-1846) moved to Prince George’s County, Maryland in 1805 and offered his livestock and “term slaves” for sale in October.⁶¹⁵ He served in the Maryland House of Delegates (1808-1813) and the United States Congress (1815-1819). Herbert retained ownership of this parcel and it was listed as a lumberyard in 1810 tax records. Scholfield & Waters and James McGuire & Co. used this parcel and the adjacent parcels as a lumberyard. Scholfield & Waters, Andrew Scholfield and Benjamin Waters,

⁶⁰⁸ Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. Common Council of Alexandria vs Benjamin Waters, Reuben Zimmerman, Jarvins etc., 1852-015 and Waters & Zimmerman vs Maryland Mining Co., 1855-014. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia.

⁶⁰⁹ Arlington Chancery, Waters, Zimmerman & Co. vs B M Rhodes & Co, 1860-013 . Zimmerman died in June 1859.

⁶¹⁰ 1850 Alexandria Land Tax Book, on file at Alexandria Archaeology; Kephart and Barker, “NEW LUMBER YARD,” *Alexandria Gazette*, November 25, 1851, GenealogyBank.

⁶¹¹ Benjamin A. Skolnik, “Building and Property History, 1315 Duke Street, Alexandria, Virginia” (Alexandria, Virginia: Office of Historic Alexandria, January 2021), Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/1315dukestbuildinghistoryskolnik2021.pdf>, 53-73.

⁶¹² *Ibid.*, 73.

⁶¹³ “Incendiary Attempt,” *Alexandria Gazette*, June 17, 1859, GenealogyBank; *Alexandria Gazette*, July 7, 1859, GenealogyBank. The stable was on the west side of Union.

⁶¹⁴ “DIED,” *Alexandria Gazette*, June 1, 1859; Benjamin Waters and Thomas A. Waters, “Dissolution!,” *Alexandria Gazette*, March 5, 1860, GenealogyBank.

⁶¹⁵ John Carlyle Herbert, “PUBLIC SALE,” *Alexandria Daily Advertiser*, October 14, 1805, GenealogyBank.

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

James McGuire was a house joiner turned lumber merchant, establishing himself in the latter trade in 1807 (Image 111). He partnered with James Millan in 1814 as James McGuire & Co. They dissolved their business in 1818, but McGuire continued to sell lumber independently and in partnership with Presley Barker.⁶¹⁶ The Barker association dissolved in 1822 and soon after McGuire started up a grocery business in his brick store on the corner of King and Fayette Streets.⁶¹⁷ McGuire let the public know that he continued to operate his lumber business "at his old stand on Union Street (Image 112)." In 1828, George H. Smoot (1801-1870) bought out McGuire's lumber stock and moved his operations, formerly on the waterfront near Wolfe Street, to this location (Image 113).

John Carlyle Herbert leveraged this parcel to secure Thomas F. Herbert's debt in 1818.⁶¹⁸ In 1827, creditors seized the parcel and John Carlyle Herbert was appointed the trustee for collection of the debts.⁶¹⁹ The creditors received shares of the land in proportion to the amount of money due them, thus this parcel was divided into several unequal portions. John Carlyle Herbert retained sole ownership of the northernmost 21' frontage on Union Street. The remaining 67' of the parcel was broken up into shares with Craven Peyton Thompson, Israel Peyton Thompson, Charles Bennett, Whitmore & Crump, and Joseph C. Smith.⁶²⁰ George H. Smoot purchased all subdivisions on January 31, 1832.⁶²¹

George H. Smoot Lumber Yard, 1828-1919

George H. Smoot traded in lumber, lime, nails and coal. At 14, he apprenticed to Josiah H. Davis and remained in his charge until the age of 21. Smoot and Davis partnered in a lumber business until 1826, when they dissolved, and Davis gave their joint real estate to Smoot.⁶²² Smoot's counting house or office was on King Street near Union.⁶²³ He partnered with his brother-in-law, Peter G. Uhler, in 1841 (Image 114).⁶²⁴ Josiah Hewes Davis Smoot (1831-1888), George H. Smoot's son, entered their joint business in 1853.⁶²⁵ In 1858 the firm added another partner and Smoot son, Allegheny Smoot.⁶²⁶ Though he died in

⁶¹⁶ James McGuire and James Millan, "LUMBER YARD," *Alexandria Herald*, March 23, 1814; James McGuire, "NOTICE," *Alexandria Herald*, December 30, 1818, GenealogyBank.

⁶¹⁷ James McGuire and Presley Barker, "NOTICE," *Alexandria Herald*, November 11, 1822; James McGuire, "BUCKWHEAT MEAL," *Alexandria Herald*, February 12, 1823, GenealogyBank.

⁶¹⁸ ADB H2:74, June 1, 1818.

⁶¹⁹ ADB Q2:204, September 24, 1827.

⁶²⁰ ADB Q2:222 and ADB Q2:225, September 24, 1827.

⁶²¹ ADB T2:220 and ADB T2:223, January 31, 1832. This did not include the full Thompson share, which Smoot purchased from Thompson's heirs: ADB X2:214, May 2, 1837.

⁶²² William P. Barse et al., "Woodrow Wilson Bridge Project: Phase III Archaeological Mitigation of the Prehistoric and Historic Components of Site 44AX185, Jones Point Park, Alexandria, Virginia," December 2006, 3.23.

⁶²³ E. A. Cohen & Company, *A Full Directory for Washington City, Georgetown, and Alexandria* (Washington D.C.): E.A. Cohen & Co.; (Wm. Greer), 1834), https://link.gale.com/apps/doc/CY0102763318/SABN?u=viva_wm&sid=zotero&xid=2f5bf0e8.

⁶²⁴ George H. Smoot and Peter G. Uhler, "NOTICE," *Alexandria Gazette*, January 6, 1841, GenealogyBank.

⁶²⁵ George H. Smoot, Peter G. Uhler, and J. H. D. Smoot, "Notice," *Alexandria Gazette*, March 2, 1853, GenealogyBank.

⁶²⁶ George H. Smoot et al., "NOTICE," *Alexandria Gazette*, March 4, 1858, GenealogyBank.

1870, George H. Smoot's lumber business persisted here until 1918, when the United States Naval Torpedo Station was erected on the site.⁶²⁷

The lumber yard was the site of several notable, and tragic, events. Smoot's young son nearly drowned when he fell into the ferry slip off Ramsay's Wharf; Robert T. Ramsay jumped in to rescue him.⁶²⁸ An employee, Mr. Skinner, fell off a pile of lumber and was seriously injured.⁶²⁹ In 1857, a fire broke out in a frame store house and stable near the corner of Cameron and Water streets and spread to the adjacent lumber piles of Waters, Zimmerman & Co. (see above). The three horses in the stable were rescued, though one was burned around the face.⁶³⁰ The fire was believed to be arson. The following month, an attempted burglary occurred in their counting house but was interrupted by a passing ship captain.⁶³¹ Another arson fire in 1858 burned a small amount of lumber and cooper's shop on Water Street, but the firemen extinguished the blaze before it did much damage. The cooper, Alexander Boden, was a free Black man.⁶³²

Parcel 41.3

Carlyle Fairfax Whiting (1778-1831), grandson of John Carlyle, inherited this parcel in 1786 but did not appear to have much involvement with Alexandria or this parcel. Robert Hunter bought the annuity, or right to collect ground rent, in 1822 with an option to buy out the rent. Hunter failed to pay according to schedule so Whiting filed a quitclaim in 1831.⁶³³ James McGuire occupied this parcel with his lumberyard from 1807-1828 (see above). George H. Smoot then occupied this parcel through the Antebellum period. When Whiting died in 1831, he left all his property to his wife, and ultimately his daughter, Ellen M. Whiting, inherited this parcel from Water Street to the River. She sold the section west of Union to George H. Smoot in 1852.⁶³⁴

Parcel 46.1

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

Dennis Ramsay did not repay his 1789 mortgage to Isaac Littledale, so two parcels on the east side of Union were sold at auction to raise the money. This parcel, fronting 46' 6" on Union and extending 70' east, sold to George Deneale for \$1884.59.⁶³⁵ Ramsay bought the property back for the same amount in May 1803, with John Carlyle Herbert signing on to secure his debt.⁶³⁶ Ramsay used the parcel to secure another mortgage with Charles Simms in 1805.⁶³⁷ Ramsay, again, failed to pay his debt and the parcel was offered for sale (Image 115). At \$1,300, Dennis Ramsay won the bidding and once again owned the

⁶²⁷ T. Michael Miller, "Wandering Along the Waterfront: Cameron to King St.," *The Fireside Sentinel*, 1990, 107.

⁶²⁸ "Communicated," *Alexandria Gazette*, July 18, 1837, GenealogyBank.

⁶²⁹ *Alexandria Gazette*, June 6, 1854, GenealogyBank.

⁶³⁰ "FIRE," *Alexandria Gazette*, June 10, 1857, GenealogyBank.

⁶³¹ TRUTH, *Alexandria Gazette*, July 27, 1857, GenealogyBank.

⁶³² "FIRE," *Alexandria Gazette*, August 12, 1858, GenealogyBank.

⁶³³ ADB N2:17, October 20, 1822; ADB X2:176, May 6, 1831.

⁶³⁴ ADB O3:119, December 15, 1852.

⁶³⁵ ADB A:291, January 19, 1801. The second parcel was on the south side of Fayette Alley.

⁶³⁶ ADB D:507, May 20, 1803; ADB D:469, May 21, 1803.

⁶³⁷ ADB K:373, August 26, 1805.

parcel.⁶³⁸ A plat from a February 1807 Chancery case labels the Union-fronting location “Col. Ramsay ware house 1 ½ stories high” and the wharf-fronting location “Col. Ramsay’s ware house 1 story high.”⁶³⁹ In 1808, Ramsay used the parcel to secure a debt with George Deneale.⁶⁴⁰

Deneale auctioned the Union-fronting parcel, including “a good substantial oak frame house 60 feet fronting on Fayette Alley” in June 1811, and the three partners of Faxon, Metcalf & Co., Josiah Faxon, Dwight Metcalf, and Joseph Baxter, won the bidding.⁶⁴¹ Their place of business was on Prince and Water Streets, so they likely used this warehouse to store their stock of wholesale goods.

Dwight Metcalf bought out his partners’ interest in this parcel in November 1818 and began to rent the house and lot.⁶⁴² Dunbar & Townsend, a merchant firm with branches in Alexandria and Boston, Massachusetts, operated from here in 1820 but dissolved in 1821 when Peter Dunbar died.⁶⁴³

Team-Boat Hotel, 1822-1865

William B. Stewart initiated a 10-year lease in September 1822 for the Union-fronting parcel.⁶⁴⁴ Stewart previously operated a livery stable and oyster house on the public wharf at the foot of Duke Street. In 1820, he began to offer hacks, gigs and horses for hire. He also sold coal on commission there, however that appears to have been an isolated endeavor.⁶⁴⁵ In November 1822, he opened the Team Boat Hotel & Oyster House here in a two-story wood building (Image 116). Stewart added a large yard and stable “capable of accommodating from 40 to 50 horses” in 1825; the stable was located west of Union Street between the Market and the team boat ferry (Image 117). A team boat was a vessel powered by horses hitched to a dial or crank that transferred power to a paddle (Image 123). In the following year, he announced a horse market at the site (Image 118). He offered “northern ICE” for sale but soon purchased the Columbian Ice House, located at the north end of Water Street, for which customers could buy an ice subscription for their households. He filled it with “clean, pure ICE from the Potomac, free from any extraneous matter, such as grass, dirt, or anything else.”⁶⁴⁶

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

⁶³⁸ ADB K:166, June 1, 1806.

⁶³⁹ Arlington Chancery, Dennis Ramsay vs. Joseph Riddle etc, 1807-002.

⁶⁴⁰ ADB Q:312, June 10, 1808.

⁶⁴¹ ADB T:359, July 1, 1811. Miller, *Artisans and Merchants*, s.v. “Faxon, Josiah & Co.” In November 1811, Faxon, Metcalf & Co. moved to Union Street in the “store adjoining the Golden Ball.” Faxon, Metcalf & Co, “Faxon, Metcalf & Co,” *Alexandria Daily Gazette, Commercial & Political*, November 21, 1811, GenealogyBank.

⁶⁴² ADB G2:229 and ADB I2:222, November 11, 1818.

⁶⁴³ Isaac P. Townsend, “Dissolution of Co-Partnership,” *Alexandria Gazette*, August 7, 1821, GenealogyBank.

⁶⁴⁴ ADB M2:270, September 6, 1822.

⁶⁴⁵ William B. Stewart, “New Livery Stable,” *Alexandria Gazette & Daily Advertiser*, January 1, 1819; William B. Stewart, “Oysters,” *Alexandria Gazette & Daily Advertiser*, October 27, 1819; William B. Stewart, “Livery Stable,” *Alexandria Gazette & Daily Advertiser*, July 14, 1820; William B. Stewart, “Coal for Sale,” *Alexandria Gazette & Daily Advertiser*, January 31, 1821; “A Statement of Warrants - Rent Roll,” *Alexandria Herald*, March 3, 1823, GenealogyBank.

⁶⁴⁶ William B. Stewart, “Columbian Ice House,” *Alexandria Gazette*, April 13, 1827; William B. Stewart, “Notice,” *Alexandria Gazette*, February 10, 1830, GenealogyBank. Stewart continued to rent the ice house until 1832, when R. H. Miller advertised it available for rent: R. H. Miller, “For Rent,” *Alexandria Gazette*, December 31, 1832, GenealogyBank.

(Fairfax County), Loudoun County, or with Douglas' wife in Colchester (Image 119). In 1820, Stewart's household included himself and his wife, three daughters and one son all under age 16, and seven enslaved people: one male aged 14-26, three males 26-43, one male above 43, one female under 14, and one female 14-26. The higher number of enslaved men may indicate they were engaged in hostelry or driving from the livery. Six members of the household were engaged in commerce, according to the census. The household in 1830 included Stewart, his wife and five children, and seven enslaved people: two males aged 10-24, one male 35-45, three females 10-24, and one female over age 55. Undoubtedly by this time, some of the enslaved workers did the work of filling and emptying the icehouse and delivering ice throughout Alexandria.⁶⁴⁷ Stewart's wife was "engaged in public business, which she promptly discharged to the great satisfaction of all those who moved in the circle of her acquaintance."⁶⁴⁸

The Team Boat Hotel was well-located to capture the ferry and waterfront traffic, but it suffered occasionally from robbery and theft. In one case, a guest was deprived of his silver watch and coat; in another a burglar entered the office and stole money and paperwork.⁶⁴⁹ A deserter from the Marine Barracks made off with a rented mare in 1840.⁶⁵⁰ There were good times to be had at the Team Boat Hotel, though, such as turtle soup for "lovers of good eating."⁶⁵¹ The hotel served as the transportation hub for a Cotillion Party at Shuter's Hill Grove in 1840.⁶⁵²

William B. Stewart ran the Team Boat Hotel until the late 1830s when Capt. William P. Thomas took over management.⁶⁵³ Thomas closed his tavern business, which he called the Union Hotel, in May 1841, selling off the furniture and fixtures, and Dwight Metcalf offered the property for sale.⁶⁵⁴ In July 1841, John W. Smith and Rezin Fraser reopened the Union Hotel and stable, pledging "order and decorum...they will not credit any person at the Bar."⁶⁵⁵ In 1850, J. & J. Ball occupied the building.⁶⁵⁶

When Dwight Metcalf died in 1857, his will directed that "my lot of ground on Union Street with the improvements occupied by John Ball next Fayette Alley on the north I desire should be sold at discretion [of] my Executors."⁶⁵⁷ The "house & lot Union Street and alley" was appraised for \$5,000 as part of

⁶⁴⁷ 1820 United States Federal Census, 1830 United States Federal Census, Ancestry.com.

⁶⁴⁸ "DIED," *Alexandria Gazette*, November 24, 1836, GenealogyBank. There is no evidence of her name so far, and no evidence about what became of William B. Stewart after her death.

⁶⁴⁹ *Alexandria Gazette*, December 13, 1823; John A. Marshal, "Ten Dollars Reward," *Alexandria Gazette*, June 27, 1826, GenealogyBank.

⁶⁵⁰ William P. Thomas, "\$50 Reward," *Alexandria Gazette*, December 28, 1840, GenealogyBank.

⁶⁵¹ William B. Stewart, "Turtle Soup," *Alexandria Gazette*, July 12, 1827, GenealogyBank.

⁶⁵² Jno. E. Catts and Legg, "Cotillion Party," *Alexandria Gazette*, August 15, 1840, GenealogyBank.

⁶⁵³ The 1834 City Directory lists Wm. B. Stewart as the proprietor of the Team Boat Hotel. Stewart was listed as the tenant here in the 1837 Alexandria Property Tax Book. Stewart is not listed in the 1840 US Census for Alexandria. E. A. Cohen & Company, *A Full Directory*, https://link.gale.com/apps/doc/CY0102763318/SABN?u=viva_wm&sid=zotero&xid=2f5bf0e8; "DIED," *Alexandria Gazette*, November 24, 1836, GenealogyBank.

⁶⁵⁴ William P. Thomas, "SALE OF FURNITURE," *Alexandria Gazette*, May 6, 1841; Dwight Metcalf, "FOR SALE," *Alexandria Gazette*, May 14, 1841, GenealogyBank. There were apparently no satisfactory offers, as Metcalf paid taxes for this property in 1850 and owned it until his death in 1857.

⁶⁵⁵ John W. Smith and Rezin Fraser, "UNION HOTEL," *Alexandria Gazette*, July 21, 1841, GenealogyBank.

⁶⁵⁶ 1850 Alexandria Land Tax Book, on file at Alexandria Archaeology.

⁶⁵⁷ Dwight Metcalf, Last Will and Testament, Alexandria Will Books (AWB) 1800-1878; Virginia. Corporation Court (Alexandria); Alexandria, Virginia, Will Books, Vol 7-8, 1855-1867, ancestry.com.

Metcalf's estate in 1857.⁶⁵⁸ However, it appears his executors instead managed the property, continuing to rent it as a hotel and tavern. Ball sold off his furniture and bar fixtures in 1858, listing 9 featherbeds with bedsteads among the auction lots (Image 120). In February 1859, Enos Ferguson used tavern, bar, household and kitchen furniture except for the tavern supplies contained in the Union Hotel to secure a debt.⁶⁵⁹ The hotel, known as both the Union Hotel and Ferry Tavern, was offered for sale in 1859 and 1860, when it was struck off at public auction for \$4,200 (Image 121).⁶⁶⁰

Wharf Parcel

In 1808, Dennis Ramsay's wife Jane Allen Ramsay revoked her dower rights (the "Widow's Third" portion of an estate) in exchange for full ownership of the wharf parcel: beginning 60' east of Union and extending into the Potomac River, and with half the dock "between the old pier and the one now building."⁶⁶¹ This new pier may have been located at the foot of Fayette Alley, or just north of that, and later became known as the Ferry Slip (Image 122). Her claim was held in trust by local attorney Robert J. Taylor. Shortly before his death in 1810, Ramsay offered three lots on Fayette Alley for sale, however no deeds are recorded in that timeframe.⁶⁶²

Golden Ball Tavern, 1809-1816

Joseph Cooper occupied the Strand to River parcel, including a house and lot, in 1810. Cooper maintained a tavern license from 1809-1818. The Golden Ball Tavern stood adjacent to Faxon, Metcalf & Co.'s store in 1811.⁶⁶³ It is unclear who occupied this structure, or if it even continued to stand, after the Team Boat Hotel opened.

Ferry Slip, 1822-1877

The wharf area near the northern edge of Fayette Alley may have been the "new pier" referred to in the 1808 trust of Jane Allen Ramsay.⁶⁶⁴ The extent to which it projected into the river is undocumented. It came to be known as the Ferry Slip after a team-boat ferry was established there in 1822. An account described, "the establishment of the King Street ferry. The Team-Boat is constantly employed and the road to it is excellent. It furnishes a safe, cheap and expeditious conveyance for the transportation of every description of carriages, cattle, produce or merchandise."⁶⁶⁵ The ferry was powered by a team of horses that moved a paddle wheel or wheels (Image 123). The slip is indicated in an 1842 map of the Potomac River, which illustrates the ferry's path and landing on the Maryland shore (Image 124).

⁶⁵⁸ AWB 7:269, December 7, 1857.

⁶⁵⁹ ADB T3:560, February 16, 1859.

⁶⁶⁰ D. R. Blacklock, "Public Sale," *Alexandria Gazette*, May 28, 1859; C. W. Wattles, "FERRY TAVERN AT PUBLIC AUCTION," *Alexandria Gazette*, March 9, 1860; "AUCTION SALES," *Alexandria Gazette*, April 4, 1860, GenealogyBank.

⁶⁶¹ ADB Q:429, June 11, 1808.

⁶⁶² Dennis Ramsay, "Public Sale," *Alexandria Daily Gazette, Commercial & Political*, June 23, 1810, GenealogyBank.

⁶⁶³ 1810 Alexandria Land Tax Book, on file at Alexandria Archaeology; Miller, *Artisans and Merchants*, s.vv. "Cooper, Joseph," "Golden Ball Tavern;" Faxon, Metcalf & Co, "Faxon, Metcalf & Co," *Alexandria Daily Gazette, Commercial & Political*, November 21, 1811, GenealogyBank. There are earlier references to a Golden Ball Tavern in Alexandria in 1798 and 1801, but their location is unconfirmed.

⁶⁶⁴ ADB Q:429, June 11, 1808.

⁶⁶⁵ "Team-Boat Ferry," *Alexandria Gazette*, November 12, 1822, GenealogyBank.

In 1843, Jane Allen Ramsay gave the wharf and pier to her sons, Robert T. Ramsay and George W. D. Ramsay, in trust for their benefit.⁶⁶⁶ They entered a trust with Reuben Johnston to preserve the right of way over Fayette Alley in 1845.⁶⁶⁷ R. & W. Ramsay's grocery operated here with a brief relocation to the rear of the warehouse on the south side of Fayette Alley in 1843.⁶⁶⁸ Their firm dissolved in 1845; Richard T. Ramsay focused on the manufacture and marketing of "Ramsay's Bitters," a patent medicine said to be derived from vegetables and meant to treat fevers, dyspepsia, ague, and morbid stomach.⁶⁶⁹ Robert T. Ramsay and G.W.D. Ramsay continued selling grocery items here until 1849, when D. & S. Blacklock established their grocery, wine & liquor store (Image 125).⁶⁷⁰ Initially they referred to this location as "the store at the Ferry slip" but soon referred to the landing place here as Blacklock's Wharf.⁶⁷¹

The Ramsay heirs sold their shares of the wharf in 1852 to wholesale grocers and commission merchants Alpheus Hyatt and Alexander H. Stump of Baltimore.⁶⁷² Hyatt & Stump's property was part of a city tax sale in 1879, but the city released their lien in 1883.⁶⁷³ Hyatt and Stump owned a share of this parcel until 1882 when a court order forced a sale.

In 1853, Dennis R. Blacklock and F. Sidney Blacklock bought one moiety of this parcel with half the dock.⁶⁷⁴ In 1858, the firm added a partner, Thomas Marshall, and became Blacklock, Marshall & Co.⁶⁷⁵ Dennis R. Blacklock left the firm in 1860.⁶⁷⁶ F. Sidney Blacklock used his interest in the Union parcel to secure a debt in September 1860.⁶⁷⁷

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

Parcel 46.2

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

⁶⁶⁶ ADB D3:251, May 24, 1843; ADB F3:64, April 24, 1844; ADB F3:455, April 2, 1845.

⁶⁶⁷ ADB G3:131, November 25, 1845.

⁶⁶⁸ R. Ramsay and W. Ramsay, "REMOVAL," *Alexandria Gazette*, July 27, 1843, GenealogyBank.

⁶⁶⁹ Robert T. Ramsay, "Ramsay's Bitters," *Alexandria Gazette*, November 14, 1845; Robert T. Ramsay, "TO THE PUBLIC," *Alexandria Gazette*, June 22, 1848, GenealogyBank.

⁶⁷⁰ R. T. Ramsay and G. W. D. Ramsay, "DISSOLUTION," *Alexandria Gazette*, April 28, 1845, GenealogyBank.

⁶⁷¹ D & S Blacklock, "FOREIGN AND DOMESTIC LIQUORS," *Alexandria Gazette*, September 8, 1856; D & S Blacklock, "D & S Blacklock," *Alexandria Gazette*, April 9, 1857, GenealogyBank. Eliza Ramsay, daughter of William Ramsay, married Nicholas Blacklock. These Blacklocks could be their children.

⁶⁷² ADB N3:399, August 12, 1852.

⁶⁷³ ADB 10:207, June 19, 1879; ADB 12:375, February 21, 1883.

⁶⁷⁴ ADB P3:637, January 26, 1853.

⁶⁷⁵ D. R. Blacklock, F. S. Blacklock, and Thomas Marshall, "NOTICE," *Alexandria Gazette*, March 5, 1858, GenealogyBank.

⁶⁷⁶ D. R. Blacklock, Thomas Marshall, and F. S. Blacklock, "DISSOLUTION," *Alexandria Gazette*, March 29, 1860, GenealogyBank.

⁶⁷⁷ ADB U3:541, September 5, 1860.

feet wide to a Dock of sixty feet which lies east of Union Street” in 1785.⁶⁷⁸ However, over time the occupants of adjacent parcels overbuilt into the alley, and by 1794 when Ramsay sold the parcels along the south side of Fayette Alley, they measured five additional feet fronting on Union.⁶⁷⁹ The parcels along the alley were treated for some time as separate parcels, but then were annexed to the parcels that front on King Street.

The City maintained King Street and occasionally altered public access to the thoroughfare. In 1804, King Street was paved from Union Street to the head of the dock. This aligned with the same timing that Irwin, on the south side of the street, was building a new warehouse along King Street. In 1847, City Council debated whether a wood fence at the foot of King Street obstructed public access to the street and waterway, a long-observed right of local residents and business owners. Ultimately, the fence was removed, and access was preserved.⁶⁸⁰

At the turn of the 19th century, Joseph Riddle and James Dall owned three of the four lots on this parcel. They purchased the fourth in 1801.⁶⁸¹ James Dall’s 1805 insurance policy on these buildings shows a three-story wooden warehouse here with no occupant listed (Image 128). Adjacent to the east was a one-story wooden store house and a one-story wooden blockmaker’s shop.

Joseph Riddle & Co., the partnership between Riddle and James Dall, dissolved in 1806. Riddle continued to sell retail goods on Fairfax Street in Alexandria, and they continued joint ownership of these parcels at the corner of Union and King Streets.⁶⁸² James Dall died in 1808 and left \$5,000 to establish a fund for educating poor boys ages 8-14 in Baltimore. Modeled after the free schools of Boston, he wanted the interest of the investment to pay a tutor’s salary. His fund was smaller than he intended, having “losses a great part of which have been sustained from those, whom Thomas Jefferson has called “The Chosen People of God” but who from the character of very many of them I think ought more properly to be called The Nabobs of Virginia living on the Industry of honest men.”⁶⁸³ Dall referenced here a section of Jefferson’s *Notes on the State of Virginia* where the author praised farmers and argued that America should engage in farming over industry. Dall used a derogatory slang word that was commonly applied to wealthy plantation owners, who were perceived as exploitive rather than productive to society and the economy.

Corner Lot: Bake House

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

⁶⁷⁸ FDB P1:383, January 15, 1785.

⁶⁷⁹ ADB G:12, ADB G:16, October 10, 1794.

⁶⁸⁰ Miller, “Wandering Along the Waterfront: Cameron to King St.,” 104.

⁶⁸¹ ADB A:50, April 15, 1801.

⁶⁸² Joseph Riddle and James Dall, *Alexandria Daily Advertiser*, April 19, 1806, GenealogyBank.

⁶⁸³ James Dall, Last Will and Testament, Baltimore Wills Vol 8, 1805-1811, “Maryland Register of Wills Records, 1629-1999.” *FamilySearch*. Citing Prerogative Court. Hall of Records, Annapolis. It appears his fund was used for education, as his family trust owned the ground rent on a lot where a high school building was located in 1859 (ground that is today the War Memorial).

Alexandria, appealed to the Common Council to evaluate the safety of retrofitting a frame structure as a bake house in a dense area adjacent to the waterfront.⁶⁸⁴ The Council's committee found that there was no extraordinary danger and that they did not have the authority to interfere in the plan in any case.⁶⁸⁵

Ramsay took his case to the Chancery Court of Alexandria County, D.C., where he argued again that a biscuit bake house was more dangerous than any other establishment, and especially so in this case since they planned to convert the frame house. He filed his request for a stay of the construction the same day the Common Council released their committee report, February 3, 1807. Several people, including long-time biscuit bakers, owners of neighboring buildings, and Neil Mooney, the stone mason, gave depositions including their opinions of the relative safety of the plan. Most agreed that the primary factor in the safety of a bake house was the sobriety and care of the baker who oversaw the operation. After all the testimony was collected, the court released the injunction and allowed Riddle & Thornton to continue in April 1807.⁶⁸⁶ Mooney completed his plan to build two ovens behind the frame structure and line the interior with brick and plaster. The fire insurance policy on the property in 1815 described a 34' by 31' wood bake house with a 24' by 12' brick addition on the rear for the ovens (Image 127). The small parcel between the ovens and Fayette Alley was vacant at that time.

Tax records in 1810 show this building was occupied by Thornton & Co.⁶⁸⁷ Riddle sold his share of these four parcels to John Heathcote of Baltimore, Maryland in 1811.⁶⁸⁸ Heathcote acted as trustee for James Dall's estate, so this purchase gave him full control of the parcels. In 1812, Andrew Jamieson moved into the white bake house located on this corner (Image 126). Jamieson was a baker and merchant in Alexandria since 1785. He owned a wharf and warehouse at the foot of Queen Street. In January 1815, two boys in his service, an apprentice named David Rollinson and an enslaved youth named Tom, aged 16 and 14 respectively, absented themselves. They might have worked in the bake house where they would have been chopping wood and hauling supplies as they learned the trade.⁶⁸⁹ Jamieson occupied this bake house until the summer of 1815, when John Heathcote died and his estate sold the property at public auction to Cornelius Griffith for \$1925.⁶⁹⁰ Jacob Butts operated the bake house after Jamieson, baking "a constant supply of Crakers, superfine Pilot & Navy bread of the best quality."⁶⁹¹ Edward Lloyd bought Griffith's bond for the property in 1817.⁶⁹²

The bake house had multiple occupants during the time when Edward Lloyd owned it. Robert Anderson operated here from at least 1820-1823. Tax records show Peter Hewitt as the occupant in 1830. Hewitt partnered with his wife Jane Moxley in the biscuit baking business. They took on a large contract with the Navy Department in 1833 to supply 220,000 pounds of bread, which demanded that they borrow

⁶⁸⁴ James M. McRae, "In COMMON COUNCIL," *Alexandria Daily Advertiser*, February 2, 1807, GenealogyBank. The Council appointed a committee of Messrs. Smith, McKinney, and Hewes to evaluate the situation. They returned their report, including a list of 24 bake houses in town, on February 3, 1807.

⁶⁸⁵ Arlington Chancery, Dennis Ramsay vs. Joseph Riddle etc, 1807-002.

⁶⁸⁶ Ibid.

⁶⁸⁷ 1810 Alexandria Land Tax Book, on file at Alexandria Archaeology; see Miller, *Artisans and Merchants*, s.v. "Thornton & Co."

⁶⁸⁸ ADB U:419, September 2, 1811. Heathcote may have been a relation to James Dall, though it is undetermined.

⁶⁸⁹ Andrew Jamieson, "3 Cents and 3 Dollars Reward," *Alexandria Gazette*, January 24, 1815, GenealogyBank.

⁶⁹⁰ ADB E2:273, July 31, 1817. Edward Day, "Public Sale," *Alexandria Gazette, Commercial and Political*, May 8, 1815, GenealogyBank. So far, no deed related to the 1815 sale to Cornelius Griffith has been found.

⁶⁹¹ Jacob Butts, "Notice," *Alexandria Gazette*, August 14, 1815, GenealogyBank.

⁶⁹² ADB E2:273, July 31, 1817.

money to secure enough materials to fulfill the order. Moxley offered her share of the biscuit making business and implements as collateral.⁶⁹³ Hewitt made a separate agreement with James & William H. Irwin for advances. Some of Hewitt and Moxley's other real estate was sold in 1834 to repay a separate debt.⁶⁹⁴ Peter Hewitt appeared in the 1834 Directory as a baker at the corner of King and Union Streets.⁶⁹⁵ John Tatspaugh occupied the bake house from at least 1840-1850.

Edward Lloyd bought out the last Dall heir in 1826.⁶⁹⁶ After his death, his estate continued to pay taxes on the property through 1840. Johanah Lloyd, daughter of Edward Lloyd, owned the property through the Civil War era.

King Street Lot

Riddle & Dall purchased the King Street-fronting portion of this parcel in 1795 and the Fayette Alley-fronting portion in 1801.⁶⁹⁷ Their 1805 insurance policy shows a wooden store house and a wooden blockmaker's shop occupied the 30' by 34' area along King Street with nothing standing along the alley (Image 128). An 1807 court record described "A one story frame house rented to Mr. Jarbo fronting 30 feet on King Street."⁶⁹⁸ Vernon Jarbo had a tavern license in 1807 and may have operated here. The 1810 tax records list Andrew Lasy, a whitesmith, as the occupant.⁶⁹⁹ Phineas Janney purchased shares of the parcel from Dall heirs in 1815, 1817 and 1820.⁷⁰⁰ Insurance policies for the bake house to the west describe a wood house here in 1815 and a three-story brick building with a slate roof in 1823.

Phineas Janney (1778-1852) was an active merchant of Alexandria and part-owner of Janney's Wharf between King and Prince Streets. This property was likely an investment which he improved by building a fire safe warehouse some time between 1815 and 1823, perhaps after his other warehouses burned in 1819. The brick warehouse extended from King Street to Fayette Alley.⁷⁰¹ Lindsay, Hill & Co. occupied the warehouse from at least 1827 through 1831. They moved from a location on Union Street between Prince and Duke Streets. Besides the two partners Samuel Lindsay and Lawrence Hill, the firm added a third partner from New York named Henry Van Solingen.⁷⁰²

⁶⁹³ ADB U2:332, April 15, 1833.

⁶⁹⁴ C. Scott, "Marshal's Sale," *Alexandria Gazette*, April 9, 1834, GenealogyBank. This case went on to the Supreme Court in 1839.

⁶⁹⁵ E. A. Cohen & Company, *A Full Directory*, https://link.gale.com/apps/doc/CY0102763318/SABN?u=viva_wm&sid=zotero&xid=2f5bf0e8.

⁶⁹⁶ ADB O2:438, March 21, 1826. This deed makes it apparent that the Dall heirs thought they owned half the property, but since John Heathcote bought out Riddle's half as a representative of Dall's estate, they owned 100% of the parcel.

⁶⁹⁷ Alex. G:49, October 10, 1795; ADB A:272, January 19, 1801; ADB A:50, April 15, 1801.

⁶⁹⁸ Arlington Chancery, Dennis Ramsay vs. Joseph Riddle etc, 1807-002.

⁶⁹⁹ 1810 Alexandria Land Tax Book, on file at Alexandria Archaeology; Miller, *Artisans and Merchants*, s.vv. "Jarbo, Vernon," "Lasy, Andrew." A whitesmith was someone who finishes or polishes iron and steel objects and/or works with tin and pewter.

⁷⁰⁰ ADB BB:6, June 16, 1815; ADB F2:309, January 21, 1817; ADB K2:489, December 7, 1820.

⁷⁰¹ R & W Ramsay moved temporarily into the Fayette Alley front of the warehouse in 1843. R. Ramsay and W. Ramsay, "REMOVAL," *Alexandria Gazette*, July 27, 1843, GenealogyBank.

⁷⁰² Samuel Lindsay, Lawrence Hill, and Henry Van Solingen, "Copartnership," *Alexandria Gazette*, February 13, 1827; Samuel Lindsay, Lawrence Hill, and Henry Van Solingen, "Dissolution," *Alexandria Gazette*, August 20, 1831, GenealogyBank.

Janney had several other occupants during his period of ownership including William H. Miller in 1840, and J.J. Wheat & Bros. in 1850. J. J. Wheat & Brothers was a joint venture of John J. Wheat, Robert W. Wheat and Benoni Wheat; they imported bulk groceries such as bacon, coffee and sugar, operated a steam mill at another location, and were the local agents for the steam packet to Baltimore.⁷⁰³ Janney's executors sold the property at public auction to John J. Wheat, Robert W. Wheat and Benoni Wheat Jr. in 1852.⁷⁰⁴

King & Strand Lot

There was a 20' x 30' wood building here in 1796 (Image 104) and the wharf was built by that year. In 1805, insurance records show a one-story wood storehouse located here (Image 128).

An 1807 Chancery case described: "A lot 50 feet fronting on King Street sold by Col. Ramsay to Mr. Yeaton on which there is 2 small frame houses which Mr. Yeaton in his deposition says he will remove and cover this lott with a brick or stone ware house."⁷⁰⁵ Before 1810, Yeaton built a 40' by 40' three-story brick warehouse. The loft was occupied immediately by Thomas Sanford, a sail maker, who continued in business there for decades. In his early years, four apprentices ran away from his establishment: John & William Freeman, Thornton Paler and Paroclete Spears.⁷⁰⁶ Sanford took on a partner, James P. Middleton, in 1836.⁷⁰⁷ The 1850 tax record shows Middleton as the occupant; he carried on the business after Sanford retired.⁷⁰⁸

Dennis Ramsay used this property to secure a debt in 1809. The creditors assumed management of the property after Ramsay's death until 1819, when the Bank of Alexandria bought it at public auction.⁷⁰⁹ Throughout this period, several merchants occupied the store and warehouse below the sail loft. William Yeaton and Joshua Yeaton operated from here in 1810; William Yeaton had occupied the wooden storehouse on this parcel since 1797. Yeaton sold tea, plaster of Paris, cider and other goods (Image 129). Yeaton partnered with Conway for some time before they removed from here prior to 1815.⁷¹⁰ Lewis Deblois occupied space in this building, and possibly in an earlier structure on Ramsay's Wharf. He landed cargoes here starting in 1802; his store was located on the northwest corner of Union and King as early as 1808. He sold rum, brandy, molasses, cod and other goods (Image 130). Joseph H. Mandeville

⁷⁰³ J. J. Wheat & Bros., "Bacon and Lard," *Alexandria Gazette*, August 9, 1847; J. J. Wheat & Bros., "Sugar, Coffee and Molasses," *Alexandria Gazette*, September 1, 1847; J. J. Wheat & Bros., "For Sale or Rent," *Alexandria Gazette*, June 30, 1848; J. J. Wheat & Bros., "FOR BALTIMORE," *Alexandria Gazette*, April 4, 1851, GenealogyBank.

⁷⁰⁴ ADB P3:609, November 16, 1852.

⁷⁰⁵ Arlington Chancery, Dennis Ramsay vs. Joseph Riddle etc, 1807-002. William Yeaton did not have a clear title to this land in 1807. Based on existing land records, he occupied this land while Ramsay and others secured some debts. This arrangement persisted until 1816, when Yeaton stopped paying his note and the land was sold at public auction where it was purchased by the Bank of Alexandria. See ADB S:197, October 9, 1809; ADB G2:364, May 10, 1819.

⁷⁰⁶ Thomas Sanford, "Six Cents Reward," *Alexandria Daily Gazette, Commercial & Political*, December 26, 1809; Thomas Sanford, "Six Cents Reward," *Alexandria Daily Gazette, Commercial & Political*, May 30, 1810, GenealogyBank. Sanford gave a deposition in Dixon vs. Irwin (Arlington Chancery, 1850-003) in 1845 recalling that he occupied the sail loft "Ever since it was built; I think for thirty years." Tax records show that he occupied this structure in 1810, however, so his recollection was a few years off.

⁷⁰⁷ Thomas Sanford, "COPARTNERSHIP," *Alexandria Gazette*, July 9, 1836, GenealogyBank.

⁷⁰⁸ Thomas Sanford died before September 1852, when the newspaper published news of his widow, Esther Leavens,' death. "Died," *Alexandria Gazette*, September 14, 1852, GenealogyBank.

⁷⁰⁹ ADB S:197, October 9, 1809; ADB G2:364, May 10, 1819.

⁷¹⁰ C Griffith, "REMOVAL," *Alexandria Gazette*, May 20, 1815, GenealogyBank.

moved into “the brick house lately occupied by Lewis Deblois, Esq, corner of King and Union” in November 1808.⁷¹¹ In 1810, Deblois was listed as an occupant of this building.⁷¹²

An 1816 public notice informed of the pending sale of this three-story warehouse fronting 40’ on King Street and 40’ on Ramsay’s Wharf, located “next to the dock that divides Irwin’s from Ramsay’s wharf.” It was occupied by John Adam and Jacob Morgan.⁷¹³ John Adam was a silversmith and merchant who operated at King and Washington Streets until 1817 when he moved to this location. He imported gold watches, English twine, and other assorted goods.⁷¹⁴ Jacob Morgan was a merchant who imported goods from Europe and exported tobacco. He was located on Tucker’s Wharf from 1810 but had removed to Ramsay’s Wharf by 1815. In the meantime, he married Ann Thompson, daughter of Jonah Thompson who owned a wharf north of Cameron Street. Morgan moved to Thompson’s former counting house on Fairfax Street in 1816.⁷¹⁵

John McCobb occupied part of this building from 1818-1820. He managed a packet to Norfolk, Virginia, and imported sugar, rum and tobacco.⁷¹⁶ Cohagen & Whittle moved here in 1827 after a tremendous fire destroyed their store on Union Street.⁷¹⁷ They described this location as “the store recently occupied by W. Yeaton on Ramsay’s Wharf, and adjoining the store of Messrs. Lindsay & Hill...” Cohagen & Whittle continued here through 1832.⁷¹⁸

Benoni Wheat & Son took over this store in December 1832, offering groceries, candles, seeds, nails and other goods for sale (Image 131). Benoni and John Jordan Wheat operated from this location for many years. The Bank of Alexandria was forced to sell off its assets to cover its debts, and this building and lot were part of that sale (Image 132). In 1834, Benoni Wheat purchased the property, including the brick warehouse and lot, for \$2,500.⁷¹⁹ The occupants in 1850 were J.J. Wheat & Bros. and Robert W. Wheat; James P. Middleton occupied the sail loft.⁷²⁰ The Wheats purchased the parcels north and west of this in

⁷¹¹ Joseph H. Mandeville, “REMOVAL,” *Alexandria Daily Gazette, Commercial & Political*, November 7, 1808, GenealogyBank.

⁷¹² 1810 Land Tax, on file at Alexandria Archaeology.

⁷¹³ Taylor, R. I. and Herbert Jr., W., “Public Sale,” *Alexandria Daily Gazette, Commercial and Political*, June 15, 1816, GenealogyBank.

⁷¹⁴ John Adam, “John Adam,” *Alexandria Gazette & Daily Advertiser*, September 19, 1817, GenealogyBank; John Adam, “Bridport Seine Twine,” *Alexandria Gazette & Daily Advertiser*, November 21, 1817, GenealogyBank. John Adam occupied this parcel in 1818, 1819 and 1820.

⁷¹⁵ Jacob Morgan, “LANDING THIS DAY,” *Alexandria Daily Gazette, Commercial & Political*, May 1, 1810; “Married,” *Alexandria Daily Gazette, Commercial & Political*, February 21, 1812; Jacob Morgan, “Freight or Passage for Europe,” *Alexandria Gazette*, December 28, 1815; Jacob Morgan, “REMOVAL,” *Alexandria Gazette*, April 16, 1816, GenealogyBank.

⁷¹⁶ John McCobb, “Sugar, Rum, Tobacco &c.,” *Alexandria Gazette & Daily Advertiser*, November 16, 1818; John McCobb, “John McCobb,” *Alexandria Gazette & Daily Advertiser*, April 6, 1819, GenealogyBank; 1820 Land Tax, on file at Alexandria Archaeology.

⁷¹⁷ “The Late Fire,” *Alexandria Gazette*, January 23, 1827, GenealogyBank; Cohagen & Whittle, “Removal,” *Phenix Gazette*, February 20, 1827, GenealogyBank.

⁷¹⁸ 1830 Land Tax Book, on file at Alexandria Archaeology.

⁷¹⁹ ADB U2:735, April 14, 1834; ADB U2:742, June 9, 1834; ADB V2:192, October 3, 1834.

⁷²⁰ 1850 Land Tax Book, on file at Alexandria Archaeology.

1852, consolidating their presence at the foot of King Street. J. J. Wheat & Bros. purchased this parcel and the wharf at public auction from Benoni Wheat's estate in February 1853.⁷²¹

Fayette Alley & Strand Lot

This parcel sits along the south side of Fayette Alley and the western side of the Strand. Tax assessors often included it among the houses and lot connected to the pier as part of Dennis Ramsay's estate. Because of that, it is difficult to identify occupants with certainty. In 1807, two small frame houses stood on this lot, which William Yeaton rented from Dennis Ramsay.⁷²²

In 1809, Dennis Ramsay purchased a small, 10' strip of this parcel back from Joseph Riddle for a nominal fee of \$1.⁷²³ This parcel may have been the site of the Golden Ball Tavern, operated by Joseph Cooper from 1809-1818 (see above). Or Cooper simply lived here from at least 1810 through 1826. This lot sold at public auction to settle Dennis Ramsay's estate debts in 1815; Robert J. Taylor, the lawyer who managed Jane Allen Ramsay's wharf parcel.⁷²⁴ This sale stipulated that nothing could be built to the east or north of this parcel. R.T. Ramsay & Co. advertised the house for rent in 1826: "the stand is equal to any in town for a small business, and well calculated to accommodate a small family."⁷²⁵

In 1843, Benoni Wheat sold a 20" strip along the south edge of this parcel and the use of Wheat's north wall to Taylor for \$150. That transfer shows that Taylor recently built a brick warehouse on this parcel.⁷²⁶ Robert T. Ramsay occupied the parcel in 1850.⁷²⁷ The partners of J. J. Wheat & Bros. purchased this parcel in November 1852.⁷²⁸

Ramsay's Wharf, 1784-1845

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

Cook & Clare, a partnership of Lenard Cook and James Clare, operated their grocery business from Ramsay's Wharf from 1812 to 1820 (Image 133). They chartered vessels and advertised for laborers, including a runaway enslaved man named Ben Foster.⁷²⁹ They sought to hire temporary workers who

⁷²¹ ADB P3:612, February 1, 1853. Benjamin Lambert won the bidding at \$13,000, but he transferred the property to J. J. Wheat & Brothers immediately after.

⁷²² Arlington Chancery, Dennis Ramsay vs. Joseph Riddle etc, 1807-002.

⁷²³ ADB U:463, July 1, 1809.

⁷²⁴ ADB AA:447, April 26, 1815.

⁷²⁵ Robert T. Ramsay & Co., "To Rent," *Alexandria Gazette*, October 25, 1826, GenealogyBank.

⁷²⁶ ADB O3:34, December 7, 1843.

⁷²⁷ 1850 Alexandria Land Tax, on file at Alexandria Archaeology.

⁷²⁸ ADB O3:46, November 1, 1852.

⁷²⁹ Cook & Clare, "For Sale or Charter," *Alexandria Gazette, Commercial and Political*, October 6, 1812; Cook & Clare, "FOR SALE," *Alexandria Herald*, March 31, 1813; Cook & Clare, "Cyder, Apples &c," *Alexandria Gazette*, November 12, 1814; Cook & Clare, "20 DOLLARS REWARD," *Alexandria Herald*, August 21, 1815; Cook & Clare, "For Norfolk, Petersburg, and Richmond," *Alexandria Herald*, December 11, 1815; Cook & Clare, "For Freight or Charter," *Alexandria Gazette, Commercial and Political*, January 31, 1816; Cook & Clare, "For Norfolk & Richmond," *Alexandria Gazette*, April 5, 1816; P. G. Marsteller, "PUBLIC SALE," *Alexandria Herald*, October 2, 1818, GenealogyBank.

were likely hired out enslaved workers to garden and keep house.⁷³⁰ In 1820, their store on the wharf was burglarized, resulting in the loss of stock of shoes and boots. Two men, Richard Hull and John Reeves, were apprehended, tried and convicted of the crime. Reeves, found to have only assisted in the theft, was sentenced to lashes and a fine. Hull, however, was found guilty of “feloniously breaking and entering the store house” and sentenced to death. He was hanged at the public gallows. Shortly after this incident, Cook & Clare moved to a warehouse at the corner of Union and King Streets.⁷³¹

Samuel & Joseph Fearson established a joint venture in groceries next door to Cook & Clare in 1818. After about 13 months, they dissolved their partnership and Joseph N. Fearson organized a partnership with his father, Joseph Fearson, located on the upper ferry wharf. Joseph Fearson held a tavern license, though it is unclear if he operated a tavern here or at the northern site.⁷³²

Jeremiah Boothe operated a grocery store on Ramsay’s Wharf from 1818 until 1821 when he died and his stock in trade was sold at public auction.⁷³³

Elijah Compton & Co., a grocery firm of Elijah Compton and Edward G. Norris, had a store on Ramsay’s Wharf. They dissolved their partnership in December 1829 and Compton continued there for at least one year.⁷³⁴ Other 1830 occupants included Robert Blacklock, Robert T. Ramsay, and James Clare. 1840 occupants included Edward Valentine, Louisa Foster, and R & W Ramsay.

A Chancery suit related to 18th century debts of William Ramsay to Isaac Littledale & Co. resulted in the sale of the wharf and pier. William Ramsay’s unpaid debts settled on Dennis Ramsay, who died in 1810 intestate. His executors and the representatives of Isaac Littledale & Co. continued this case through the courts for decades. In 1845, the court appointed commissioners to manage the sale of the wharf and a parcel on Royal Street to cover part of the debt. They advertised “the wharf pier at the foot of King Street, north side, in the Town of Alexandria, known as “Ramsay’s Wharf” with the adjacent ground, docks, and water privileges (Image 134).”⁷³⁵ The wharf was sold with restrictions against putting up any structures east of the lines of Wheat and Taylor. Benoni Wheat won the auction for the wharf and the dock space that was formerly reserved for the benefit of Jane Allen Ramsay.⁷³⁶ In 1853, J. J. Wheat &

⁷³⁰ Cook & Clare, “FOR SALE,” *Alexandria Herald*, March 31, 1813, GenealogyBank; Cook & Clare, “Cyder, Apples &c,” *Alexandria Gazette*, November 12, 1814, GenealogyBank.

⁷³¹ Cook & Clare, “Twenty Dollars Reward,” *Alexandria Gazette & Daily Advertiser*, January 18, 1820; Cook & Clare, “NOTICE,” *Alexandria Herald*, February 4, 1820; “Sentence of Death,” *Alexandria Gazette & Daily Advertiser*, May 1, 1820; “Sentence of Death,” *City of Washington Gazette*, May 2, 1820; Cook & Clare, “REMOVAL,” *Alexandria Herald*, June 12, 1820, GenealogyBank.

⁷³² Joseph Fearson and William Fearson, “Just Received,” *Alexandria Gazette & Daily Advertiser*, October 22, 1818; William Fearson and Joseph N. Fearson, “Notice,” *Alexandria Gazette & Daily Advertiser*, October 30, 1818; Samuel Fearson and Joseph Fearson, “Notice,” *Alexandria Gazette & Daily Advertiser*, November 21, 1818; Samuel G. Fearson and Joseph N. Fearson, “Notice,” *Alexandria Gazette & Daily Advertiser*, December 20, 1819; Joseph N. Fearson and Joseph Fearson Sr., “Notice,” *Alexandria Gazette & Daily Advertiser*, December 23, 1819, GenealogyBank; 1818 and 1819 Land Tax Book, on file at Alexandria Archaeology.

⁷³³ Jeremiah Boothe, “For Richmond,” *July 13, 1819*, July 13, 1819; Ann Boothe, “Public Sale,” *Alexandria Gazette*, October 29, 1821, GenealogyBank. 1818, 1819 and 1820 Land Tax Book, on file at Alexandria Archaeology.

⁷³⁴ Elijah Compton and Edward G. Norris, “Dissolution of Partnership,” *Alexandria Gazette*, December 5, 1829, GenealogyBank; 1830 Land Tax Book, on file at Alexandria Archaeology.

⁷³⁵ R. Johnston and G. W. D. Ramsay, “Valuable Wharf Property &c For Sale,” *Alexandria Gazette*, September 1, 1845, GenealogyBank.

⁷³⁶ ADB G3:162, November 25, 1845.

Chapter 3: Union Street from Cameron to King

Brothers purchased the wharf and the adjacent parcel on King and The Strand from Benoni Wheat's estate.⁷³⁷


⁷³⁷ ADB P3:612, February 1, 1853.


AUCTION SALES.


REAL ESTATE FOR SALE.


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


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


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


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


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

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


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

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

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

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

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

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

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

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

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

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

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

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

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

June 18—1f

NOTICE.

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

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

BENJ. WATERS,
REUBEN ZIMMERMAN.

mar 27—31

FOR RENT.



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

Image 108. Benjamin Waters and Reuben Zimmerman, "NOTICE," Alexandria Gazette, March 30, 1841, GenealogyBank.

B. WATERS. R. ZIMMERMAN. T. A. WATERS.
WATERS, ZIMMERMAN & CO.
Extensive dealers in Lumber, Shingles,
Laths, &c., on the wharf, foot of Cameron street,
are constantly in the receipt of Building Mate-
rials, from the States of North Carolina, Pennsyl-
vania, N. York, Maine, and the British Provinces,
which they offer for sale on accommodating
terms. Their arrangements with manufacturers
enable them to supply particular bills of White,
Spruce, and Yellow Pine, at the shortest notice.
mb 1—rf

Image 109. Waters, Zimmerman & Co, "Waters, Zimmerman & Co," Alexandria Gazette, April 12, 1855, GenealogyBank.

LOCAL ITEMS.

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

Image 110. "FIRE," Alexandria Gazette, June 10, 1857, GenealogyBank.

Lumber Yard.

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

James McGuire.

March 18. d4t colm

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

Image 111. James McGuire, "Lumber Yard," Alexandria Daily Advertiser, March 18, 1807, GenealogyBank.

MARCH 24

NOTICE.

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


LUMBER BUSINESS,

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


BUILDING MATERIALS,

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

JAMES MCGUIRE.



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



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

Gt march 24.

Image 112. James McGuire, "NOTICE," Alexandria Herald, March 24, 1823, GenealogyBank.


**Lumber, Lime, Nails, Oils
and Paints.**

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

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

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

ALSO, TO RENT,

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

GEO. H. SMOOT.

april 4--61

Image 113. George H. Smoot, "Lumber, Lime, Nails, Oils and Paints," Phenix Gazette, April 4, 1828, GenealogyBank.

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

Image 114. George H. Smoot and Peter G. Uhler, "Lime! Lime!! Lime!!!," Alexandria Gazette, November 22, 1841, GenealogyBank.

PUBLIC SALE.

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

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

JOHN C. HERBERT, Trustee.

March 16. d

Image 115. John C. Herbert, "PUBLIC SALE," Alexandria Daily Advertiser, April 3, 1805, GenealogyBank.

**TEAM-BOAT HOTEL
AND OYSTER-HOUSE.**

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

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

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

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

WM. B. STUART.

nov 9 71

Image 116. William B. Stewart, "Team-Boat Hotel," Alexandria Gazette, November 19, 1822, GenealogyBank.

Team-Boat Hotel.

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

A large Yard and Stable,
capable of

Accommodating from 40 to 50 Horses.

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

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

WM. B. STEWART.

aug 6

Image 117. William B. Stewart, "Team-Boat Hotel," Alexandria Gazette, August 6, 1825, GenealogyBank.

Horse  **Market.**

THE subscriber respectfully informs the public, that
he has taken out a license for
Vending Horses,
and that he will offer for sale on *Tuesdays and Saturdays*, at 9 o'clock, in each week, at the Team-Boat
Hotel, Horses of various descriptions. He will always
be prepared to attend to the calls of his friends at any
other time—having good stables for the accommoda-
tion of Horses, persons wishing to purchase may gen-
erally be supplied at private sale.
june 3 **WM. B. STUART.**

Image 118. William B. Stewart, "Horse Market," Alexandria Gazette, June 3, 1826, GenealogyBank.

Fifty Dollars Reward.

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

WM. B. STUART.

WM. B. STUART.

november 16

tf

Image 119. William B. Stewart, "Fifty Dollars Reward," Alexandria Gazette & Daily Advertiser, November 16, 1819, GenealogyBank.

AUCTION SALES.

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

- 9 Frather Beds, Bedsteads, and Mattresses
- 6 Washstands, 1 Mahogany Top Dining Table
- 1 Bureau and Safe
- 2 dozen Chairs, one large Cook Stove
- 1 Bar Room Stove, together with complete

BAR ROOM FIXTURES. Terms made known on the day of sale. **JOHN BALL.**

my 26—eots **GEO. W. TAYLOR, Auct.**

Image 120. John Ball and George W. Taylor, "Furniture, Bar Fixtures &c," Alexandria Gazette, May 26, 1858, GenealogyBank.

AUCTION SALES.



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

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

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

For further information, apply to

C. W. WATTLES,
mh 9—2nwl8 King-street, Alexandria.

Image 121. C. W. Wattles, "FERRY TAVERN AT PUBLIC AUCTION," Alexandria Gazette, March 9, 1860, GenealogyBank.



Image 122. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. <https://www.loc.gov/item/89692516/>. Detail.

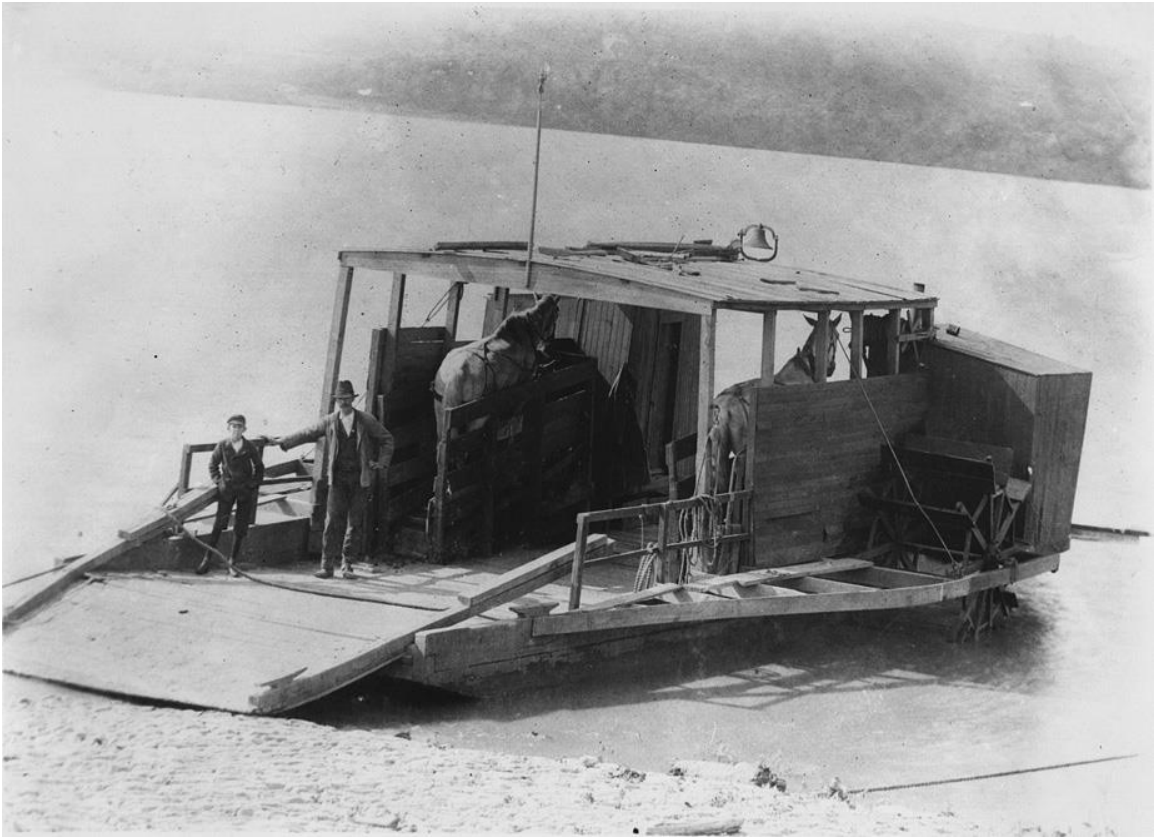


Image 123. Horse ferry in Chillicothe, Ohio in 1900. Inland Riverboats Photograph Collection, Public Library of Cincinnati and Hamilton County.

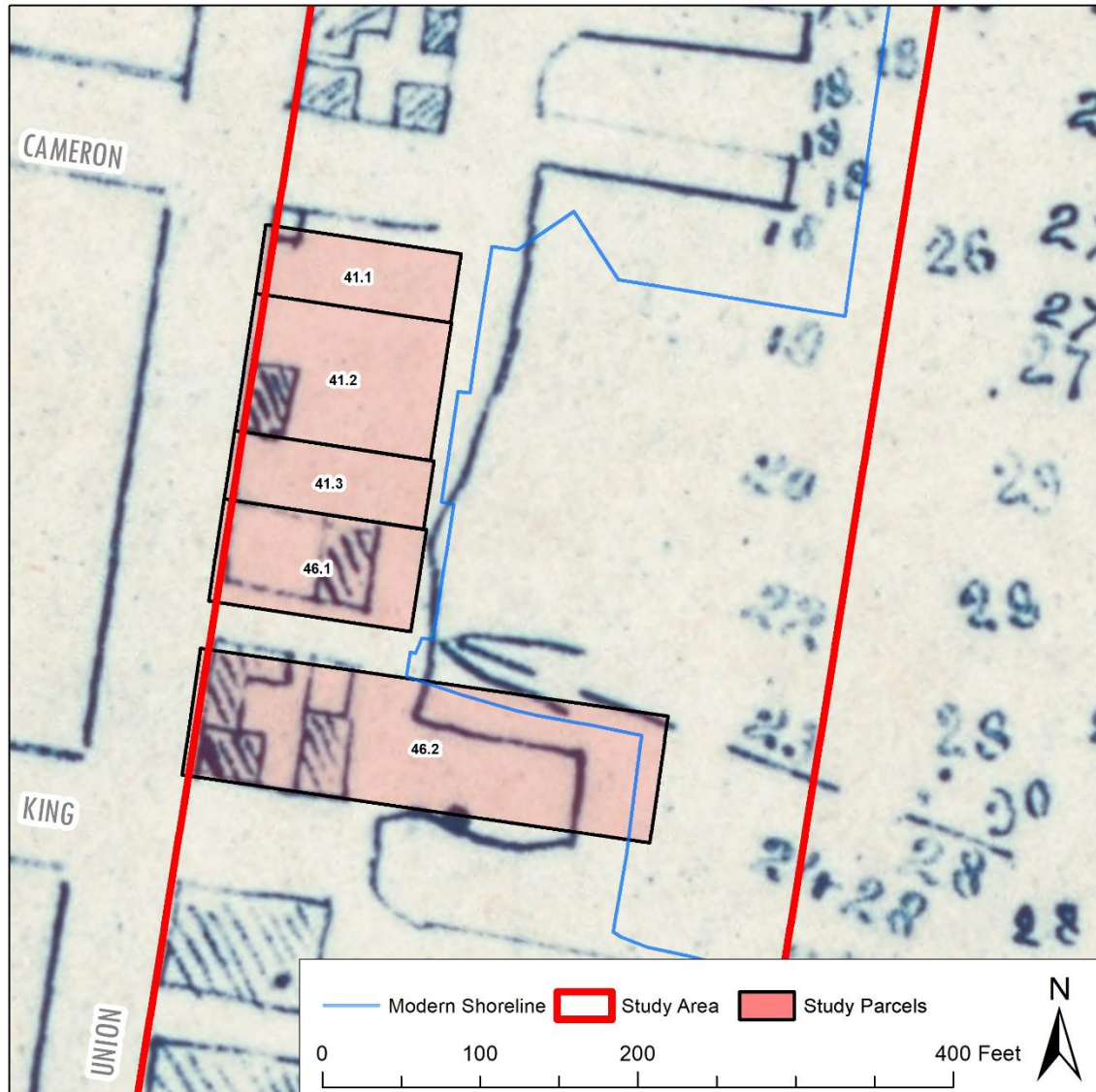


Image 124. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. <https://www.loc.gov/resource/g3792p.ct006462/>. Detail.

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

mh 12

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

Image 125. D. R. Blacklock and F. S. Blacklock, "NOTICE," Alexandria Gazette, March 12, 1849, GenealogyBank.

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

Image 126. Andrew Jamieson, "REMOVAL," Alexandria Daily Gazette, Commercial & Political, April 24, 1812, GenealogyBank.

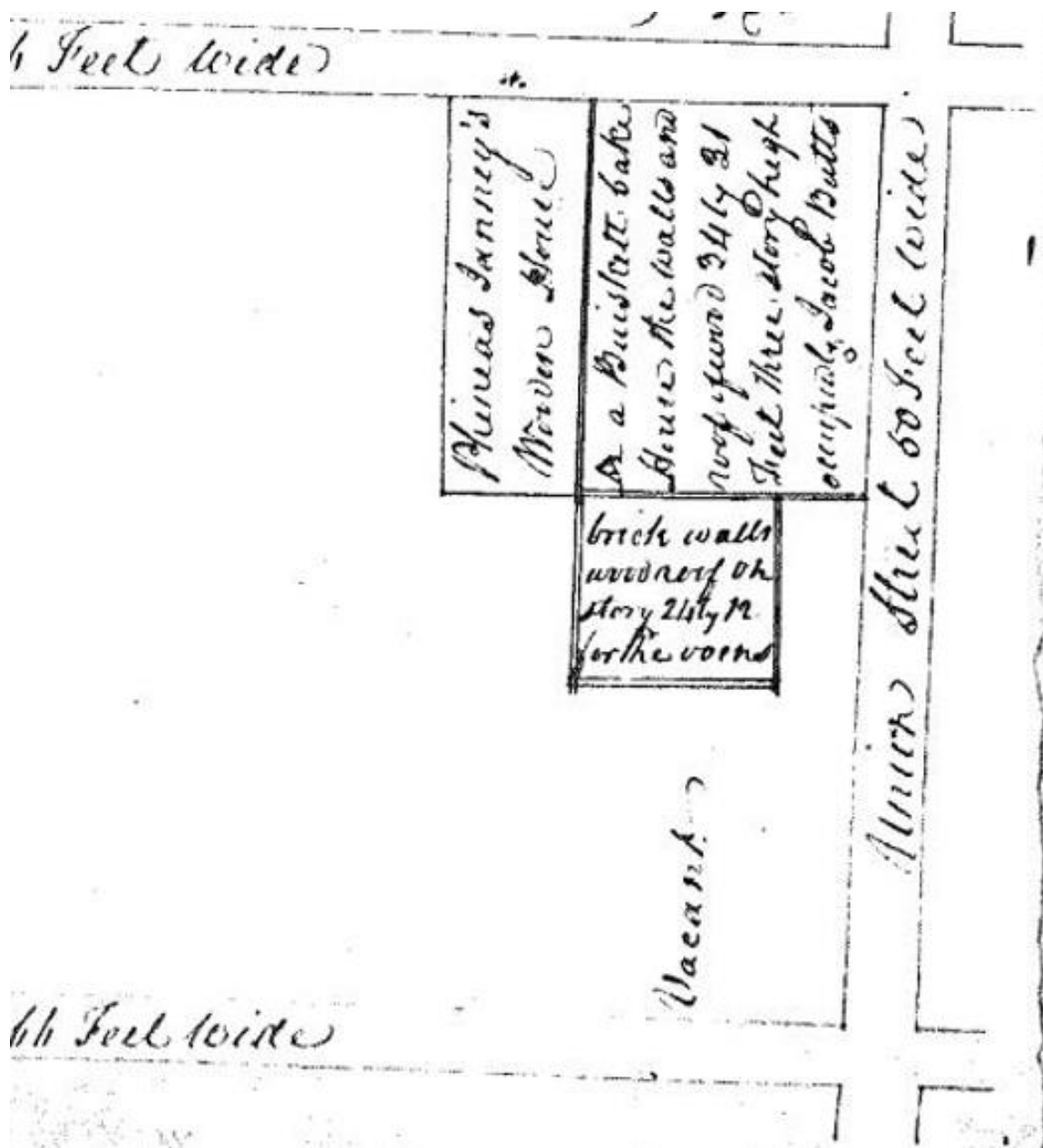


Image 127. Mutual Assurance Society Policy (MAP) No. 1892, December 15, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

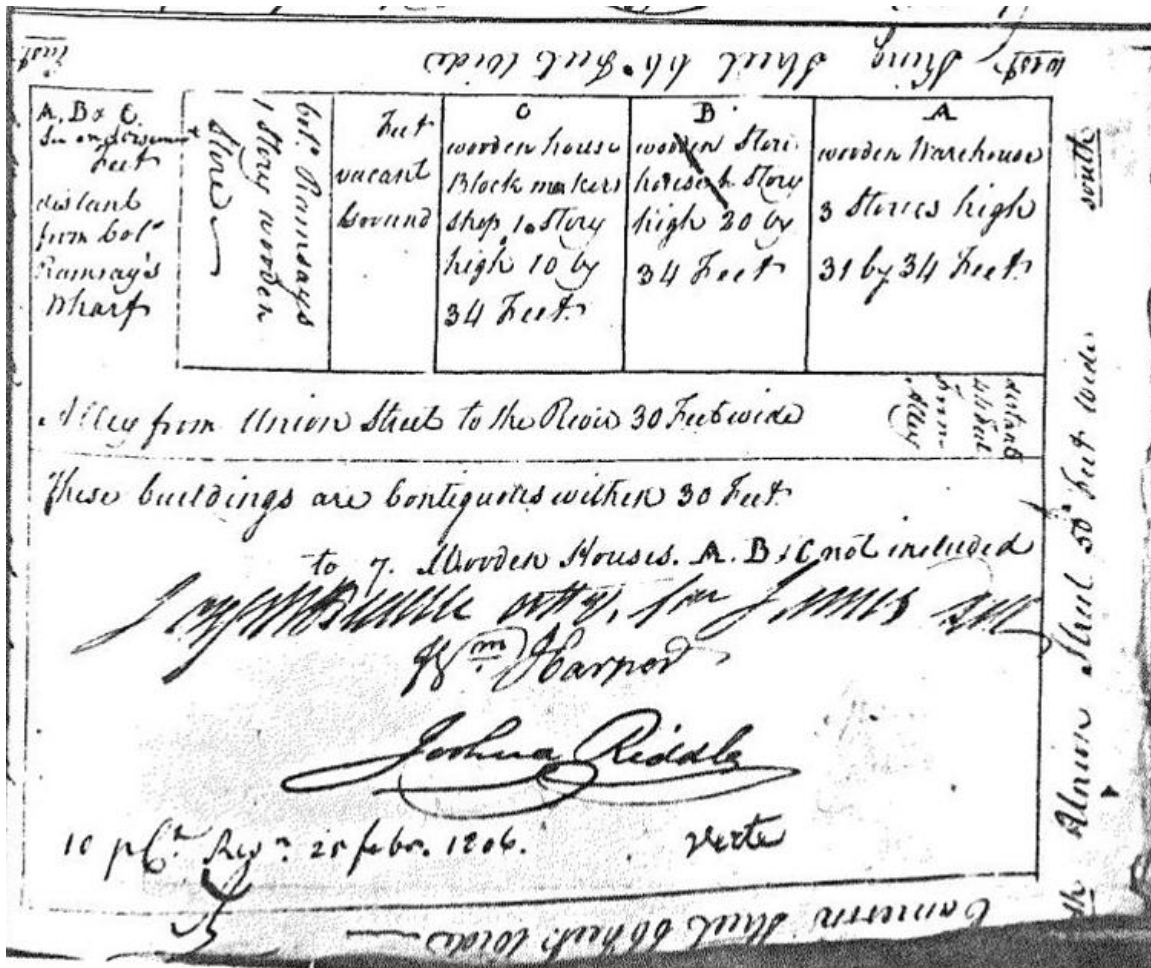



Image 128. Mutual Assurance Society Policy (MAP) No. 539, September 10, 1805, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.



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

Image 129. William Yeaton, "FOR BOSTON," Alexandria Daily Gazette, Commercial & Political, August 12, 1808, GenealogyBank.

FOR SALE, BY
LEWIS DEBLOIS.
At his Store, near Col. Ramsay's wharf,
French Brandy, in pipes
Catalonia Wine, in half pipes and quarter
casks
New-England Rum, in hogsheads and bar-
rels
Molasses, in hogsheads
Cod-Fish, in boxes
Cider, Potatoes, Beets, and Winter Peas,
in barrels
Cheese
Cider Vinegar, in hogsheads and pipes
March 9.

Image 130. Lewis Deblois, "For Sale," Alexandria Daily Advertiser, March 11, 1808, GenealogyBank.

Copartnership.

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

AN ASSORTMENT OF GROCERIES,

Consisting of

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

With a variety of other articles in that line.

Also, *Family Flour, warranted*

Also, *first quality new Clover Seed*

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

BENONI WHEAT,

JOHN JORDAN WHEAT.

dec 17—d3t&e06t


Image 131. Benoni Wheat and John Jordan Wheat, "Copartnership," Alexandria Gazette, December 21, 1832, GenealogyBank.


AUCTION SALES.


REAL ESTATE FOR SALE.


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


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


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


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


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

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


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

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

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

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

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

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

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

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

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

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

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

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

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

June 18—tf

Image 132. "REAL ESTATE FOR SALE," Alexandria Gazette, June 19, 1834, GenealogyBank.

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

Image 133. Cook & Clare, "FOR SALE," Alexandria Herald, March 31, 1813, GenealogyBank.

Chapter 3: Union Street from Cameron to King

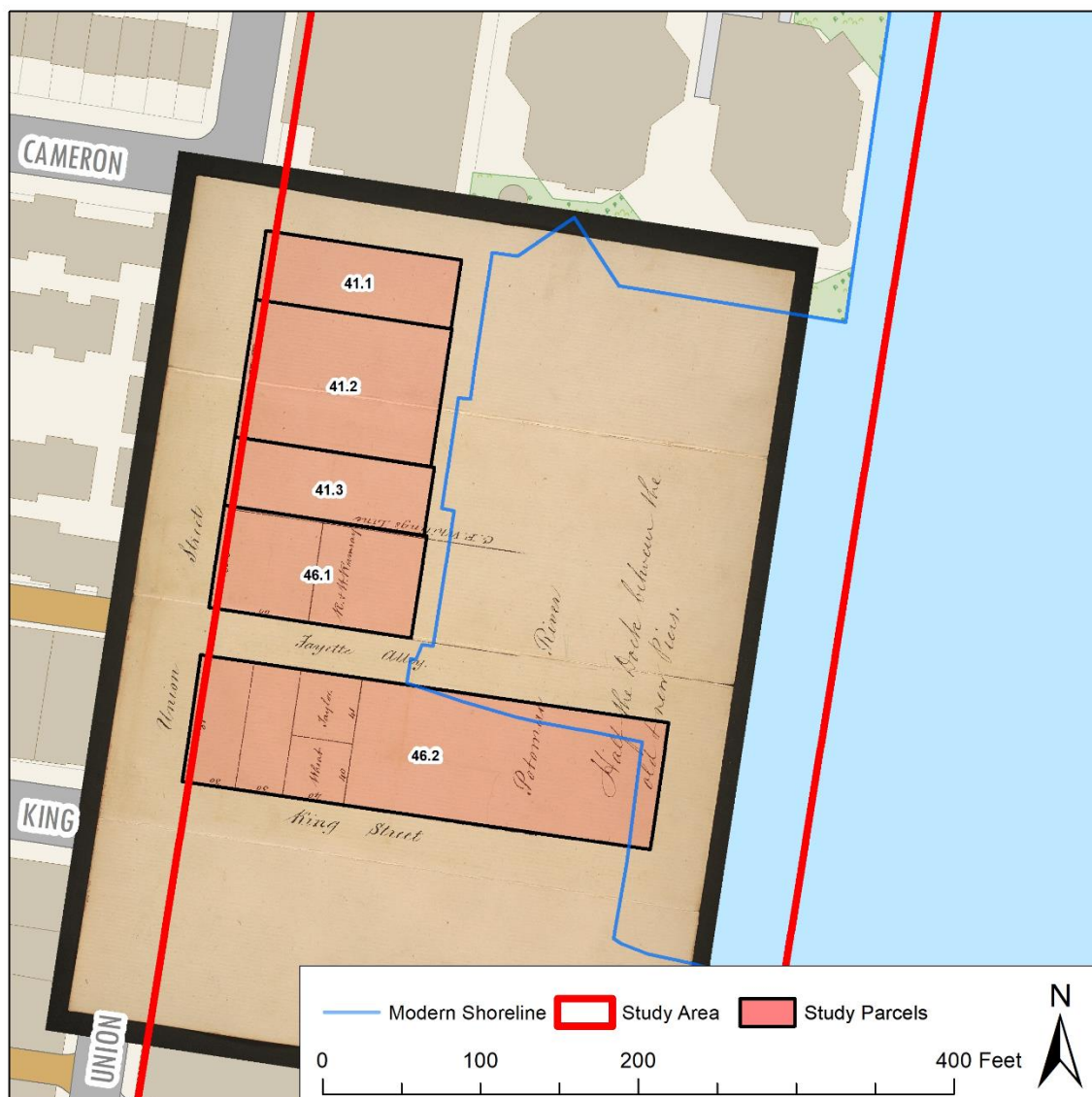


Image 134. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. Administrator of John Dixon vs. Heirs of William Ramsay, 1851-002. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia.

Civil War Era, 1861-1865

The Magnus illustration of Alexandria shows an open lumberyard with two small houses along Union Street on the northern end of the block (Image 135). A set of rail cars sit on the Union Street tracks. A three-story warehouse stood on the middle of the block, corresponding to Parcel 41.3. The brick structures on Parcel 46.1 were the outbuildings of the Ferry Tavern. On the south side of the alley, a three-story warehouse adjoined a large, 4 ½ -story warehouse on the north side of King Street. A wide and busy wharf extended into the river from this parcel.

A period map shows Smoot & Waters across four parcels with no marked structures. The pier and alley are marked Ramsay (Image 136).

The waterfront of this block was mostly used by Union forces as storage areas (Image 137). The lumberyard areas did not have noteworthy structures, however the Commissary built and occupied storage buildings on the west side of Union in 1862.⁷³⁸ Ramsay's Wharf was occupied by a 30' by 12' guard house (Image 137).

Benjamin Waters died in 1864 and left his real estate to his daughter, Mary A. E. Zimmerman, and son, Thomas A. Waters. Waters owned Parcel 41.1.⁷³⁹

⁷³⁸ *Alexandria Gazette*, October 25, 1862, GenealogyBank.

⁷³⁹ Benjamin Waters, Last Will and Testament, AWB 8:185, February 1, 1864.

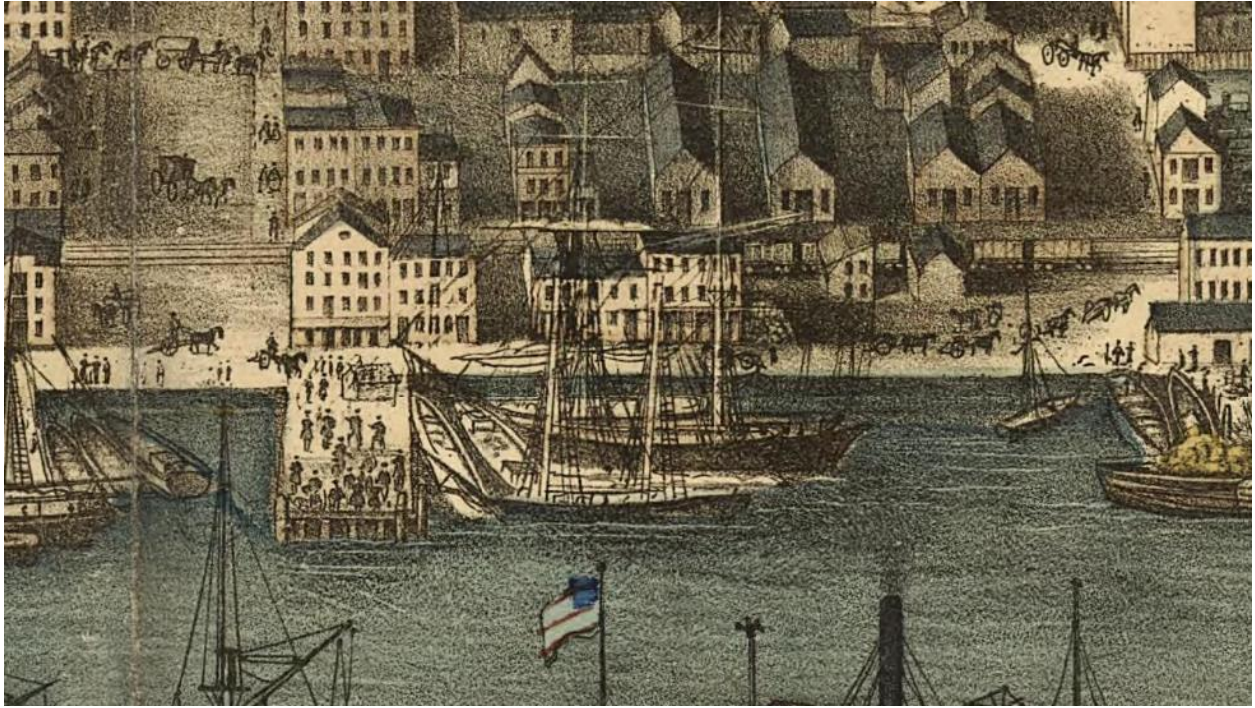


Image 135. Magnus, Charles. *Birds Eye View of Alexandria, Va.* 1863. Lithographic print. Library of Congress.
<https://www.loc.gov/item/81694373/>. Detail. Showing the waterfront from Cameron Street (right) to King Street (left).

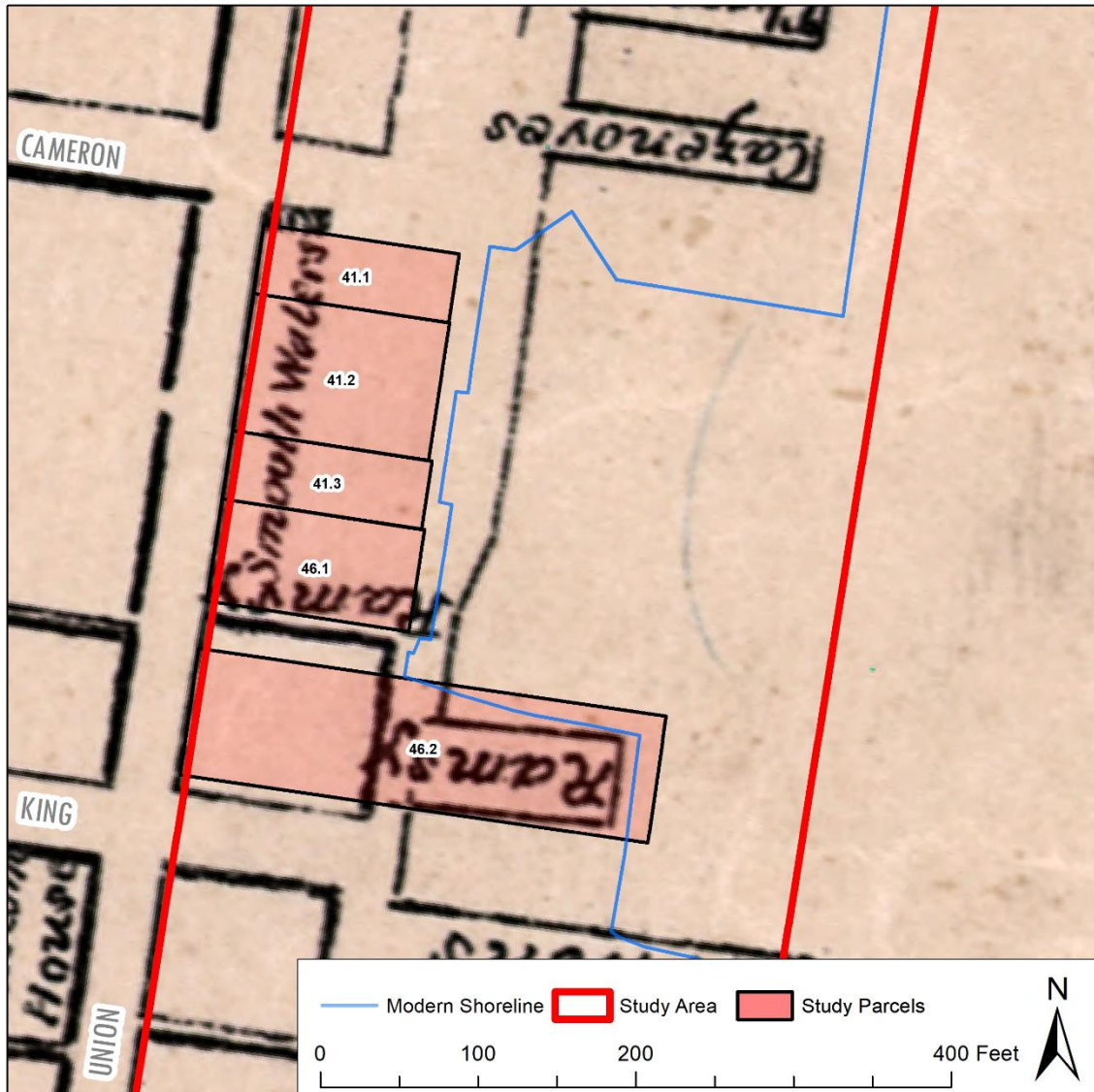


Image 136. United States Coast Survey. "Plan of Alexandria." 1862. Image. <https://www.loc.gov/item/89692513/>. Detail.

Chapter 3: Union Street from Cameron to King

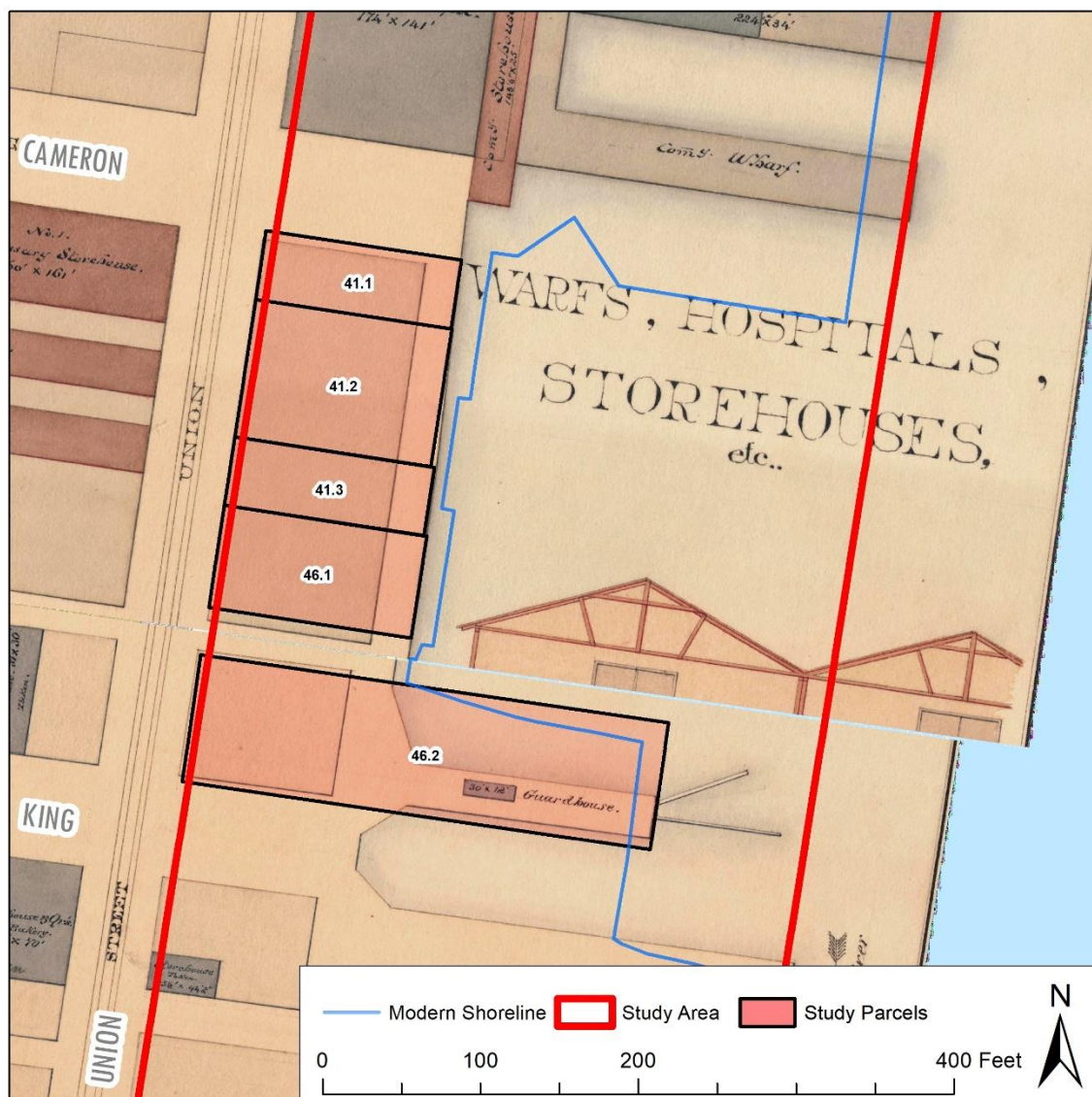


Image 137. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.

Late 19th Century, 1865-1900

Parcel 41.1

The 1877 Hopkins map shows the office of Smoot & Perry at the southeast corner of Cameron and Union Streets, labeled No. 25 N. Union Street (Image 138).

In December 1884, the heirs of Mary A. E. Zimmerman, daughter of Benjamin Waters, sold the parcel to business partners John Perry and James Rector Smoot.⁷⁴⁰ The 1885 Sanborn map shows the Perry, Smoot & Co. Lumber Wharf with an office at the southeast corner of Cameron and Union Streets, labeled No. 25 N. Union Street (Image 139). A large pile of lumber extended north into the foot of Cameron Street and a pile of shingles stretched across the south boundary of the parcel.

James Rector Smoot bought out John Perry's interest in the real estate in 1890.⁷⁴¹ In 1896, the Sanborn map shows the J. H. D. Smoot Lumber Wharf across this and Parcels 41.2 and 41.3 (Image 140). Offices stood at No. 25 and No. 21 N. Union Street and the wharf was filled with regular stacks of shingles.

Parcel 41.2

William A. Smoot sold salt from No. 21 N. Union Street in 1865 after he returned from serving in the Confederacy.⁷⁴²

This parcel was distributed to Josiah H. D. Smoot in the 1872 partition of George H. Smoot's estate.⁷⁴³ It was described as a lot of ground with a frame office. The 1877 Hopkins map shows No. 21 N. Union Street at the northwest corner of the parcel. The rest of the area is labeled Josiah H. D. Smoot Lumber Yard (Image 138).

The 1885 Sanborn map shows the office of Josiah H. D. Smoot at No. 21 North Union Street (Image 139). A large lumber pile takes up most of the open space on the waterfront. A large pile of lath sat along Union Street and a long pile of shingles along the south edge of the parcel. Josiah H. D. Smoot died in 1888, leaving this parcel to his widow, Frances P. Smoot, to support her during her lifetime or until she remarried.⁷⁴⁴ In 1896, the Sanborn map shows the J. H. D. Smoot Lumber Wharf across this and Parcels 41.1 and 41.3 (Image 140). Offices stood at No. 25 and No. 21 N. Union Street and the wharf was filled with regular stacks of shingles.

Parcel 41.3

The 1877 Hopkins map shows two structures on this parcel taking up all the frontage on Union Street (Image 138).

The 1885 Sanborn map shows two vacant warehouses at No. 13 and No. 1826 N. Union Street (Image 139). They are both labeled "Commiss'n Merch. W.Ho." Ellen M. Whiting sold the lot with two brick warehouses to Josiah H. D. Smoot in 1887.⁷⁴⁵ He soon died, leaving this parcel to his widow, Frances P.

⁷⁴⁰ Mary A. E. Zimmerman, Last Will and Testament, AWB 1:150, April 13, 1875,; ADB 15:168, December 1, 1884.

⁷⁴¹ ADB 23:105, March 1, 1890.

⁷⁴² William A. Smoot, "Salt! Salt!! Salt!!!," *Alexandria Gazette*, August 28, 1865, GenealogyBank.

⁷⁴³ ADB 2:445, October 29, 1872.

⁷⁴⁴ Josiah H. D. Smoot, Last Will and Testament, AWB 1:52, January 14, 1888,.

⁷⁴⁵ ADB 21:295, February 16, 1887.

Smoot, to support her during her lifetime or until she remarried.⁷⁴⁶ The 1896 Sanborn map shows the J. H. D. Smoot Lumber Wharf across this and Parcels 41.1 and 41.2 (Image 140). Here, two three-story warehouses stored sash and blinds.

Parcel 46.1

The Ferry Tavern/Union Hotel was offered for sale in November 1865, described as a large frame house with brick back buildings on the lot (Image 141). Cassius F. and Cornelia Lee purchased the Ferry Tavern in December 1865.⁷⁴⁷ The one-story frame structure was a dance house for few years until Orlando G. Henderson purchased it in October 1868. At that time, P. G. Henderson, Orlando's father, announced he would demolish the old hotel and build a 1.5-story brick grocery store.⁷⁴⁸ The 1877 Hopkins map shows an open area on the northwest corner of the parcel, a structure along the Strand, and No. 5 N. Union Street labeled O. G. Henderson (Image 138). Fox's Ferry had a slip on the north side of the wharf of this parcel. Orlando G. Henderson died in 1879, and his widow, Margaret, passed equal shares of her estate to her daughters, Minnie Amelia Henderson and Jane Walter Henderson.⁷⁴⁹ Jane died in 1897, leaving Minnie to inherit the full estate with John Lannon as the trustee.⁷⁵⁰

The 1885 Sanborn map shows an open area at 1825 N. Union Street and a two-story grocery warehouse at No. 5 N. Union Street (Image 139). A 2 ½-story grocery warehouse stood at the corner of the Strand and Fayette Alley. A pier labeled Steamboat Wharf extended from this parcel with a one-story structure at the end.

The 1896 Sanborn map shows a one-story shed on the northwest corner of the parcel (Image 140). Along the alley, a grocery and paints warehouse and saloon stood. A pier extended from the parcel with a one-story shed near the end.

Ferry Slip, 1822-1877

In 1868 the Potomac Ferry Company took over operations of the ferry to Washington, D. C. and Fox's Landing. Twin steamers "City of Alexandria" and City of Washington" maintained an hourly schedule here for 35 years.⁷⁵¹ Fox's Ferry is labeled on the 1877 Hopkins map (Image 138). Soon after, a steamship wharf was built at this location.

The 1882 sale of the wharf parcel was a result of a lawsuit against Alpheus Hyatt (d. 1865). Johannah Lannon purchased the wharf with half the dock with her husband, John Lannon, as trustee for her interest.⁷⁵²

⁷⁴⁶ Josiah H. D. Smoot, Last Will and Testament, AWB 1:52, January 14, 1888.

⁷⁴⁷ ADB X3:354, December 27, 1865.

⁷⁴⁸ ADB Z3:141, October 16, 1868; ADB Y3:611, October 17, 1868; "Improvement," *Alexandria Gazette*, October 27, 1868, GenealogyBank.

⁷⁴⁹ Margaret Henderson, Last Will and Testament, AWB 1:331, April 4, 1881,.

⁷⁵⁰ Find a Grave, database and images (<https://www.findagrave.com/memorial/114962541/jane-w-henderson>: accessed 05 October 2023), memorial page for Jane W. Henderson (12 Jun 1870–19 Apr 1897), Find a Grave Memorial ID 114962541, citing Methodist Protestant Cemetery, Alexandria, Alexandria City, Virginia, USA; Maintained by Judi McGarvey (contributor 47550134).

⁷⁵¹ Miller, "Wandering Along the Waterfront: Cameron to King St.," 105.

⁷⁵² ADB 11:116, March 10, 1882.

Parcel 46.2

Nathaniel Boush & Co. moved their ship chandlery and grocery store to No. 1 King Street after the Civil War. Boush, a native of Norfolk, Virginia, was a steamship captain who formerly ran a packet from the Potomac River to New Orleans. The packets carried cargo, passengers and enslaved people who were being sold or transported to the Mississippi River and were operated by John Armfield, one of Alexandria's most prolific human traffickers.⁷⁵³ Boush established himself in the grocery and ship chandlery business on the south side of King Street at No. 2 King Street in 1854 and moved his store in 1858 to No. 3 Irwin's Wharf (or No. 3 Strand), which was the southeast Irwin warehouse.⁷⁵⁴ He established a partnership with John C. Graham in July 1865, where they "resumed business," presumably after ceasing during war time.⁷⁵⁵ Over the next several years, the store was robbed three times, once very brazenly in the middle of a workday with staff on site.⁷⁵⁶ Nathaniel Boush died in 1873, but his son Samuel C. Boush took over the store and continued to operate at 1 King Street for a number of years. (Image 138).⁷⁵⁷

William A. Smoot began business with partner J. Robert Edmonds at No. 3 King Street. They sold wheat, corn, flour, wool, coal, guano and other merchandise.⁷⁵⁸

The wharf and two warehouses fronting on The Strand were sold twice. Once, from the Wheat heirs to Henry D. Cooke in 1869 and then, after Cooke's bankruptcy, to Henry Remsen, a bankruptcy trustee from New York City, in 1876.⁷⁵⁹

The 1877 Hopkins map shows structures fronting on King Street numbered 5, 3, and 1. No. 1 King Street is labeled Sam'l Boush. A structure on the corner of the Strand and Fayette Alley is labeled Jas. Smith. The pier has two small structures and the ferry slip for the Washington ferry at the end (Image 138).

A newspaper ad offered the "store room" on the northeast corner of King and Union Streets for rent in October 1877. It was "the best location in the city for a grocery and liquor store."⁷⁶⁰

The 1885 Sanborn map shows a two-story building at the northeast corner of King and Union Streets; the west side was grocery and liquors and the east side a saloon (Image 139). The second floor was storage. At No. 3 King Street, a grocery and ship chandlery occupied a three-story structure with a two-story rear extension. No. 1 King Street was a restaurant with sail lofts above. Behind that, a 3 ½-story grocery and ship chandlery warehouse stood. On the wharf, a ferry house stood along the north side of

⁷⁵³ John Armfield, "Alexandria and New Orleans Packets," *Alexandria Gazette*, July 29, 1835, GenealogyBank; Joshua D. Rothman and Benjamin Skolnik, "The Brig Named Uncas," *Slate*, December 4, 2021, <https://slate.com/news-and-politics/2021/12/domestic-slave-trade-us-history-uncas.html>.

⁷⁵⁴ Nathaniel Boush, "JUST RECEIVED," *Alexandria Gazette*, March 13, 1858; Nathaniel Boush, "GROCERIES," *Alexandria Gazette*, June 24, 1865, GenealogyBank.

⁷⁵⁵ Nathaniel Boush and John C. Graham, "Notice," *Alexandria Gazette*, July 10, 1865, GenealogyBank.

⁷⁵⁶ *Alexandria Gazette*, September 7, 1865, GenealogyBank; "Robbery," *Alexandria Gazette*, March 7, 1868, GenealogyBank; "Robberies," *Alexandria Gazette*, April 22, 1870, GenealogyBank.

⁷⁵⁷ "Death," *Alexandria Gazette*, February 15, 1873, GenealogyBank.

⁷⁵⁸ William A. Smoot and J. Robert Edmonds, "W. A. Smoot & Co.," *The Native Virginian*, May 8, 1868, GenealogyBank.

⁷⁵⁹ ADB Z3:492, August 25, 1869; ADB 5:477, May 16, 1876.

⁷⁶⁰ "For Rent," *Alexandria Gazette*, October 1, 1877, GenealogyBank.

Chapter 3: Union Street from Cameron to King

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

The 1896 Sanborn map shows a grocery and saloon on the corner of King and Union Streets (Image 140). A ship chandlery stood at No. 3 King Street and the buildings on the east side of the parcel were vacant. On the wharf, two one-story sheds stood and a one-story ferry house. The ferry slip remained along the north line of King Street.

Chapter 3: Union Street from Cameron to King

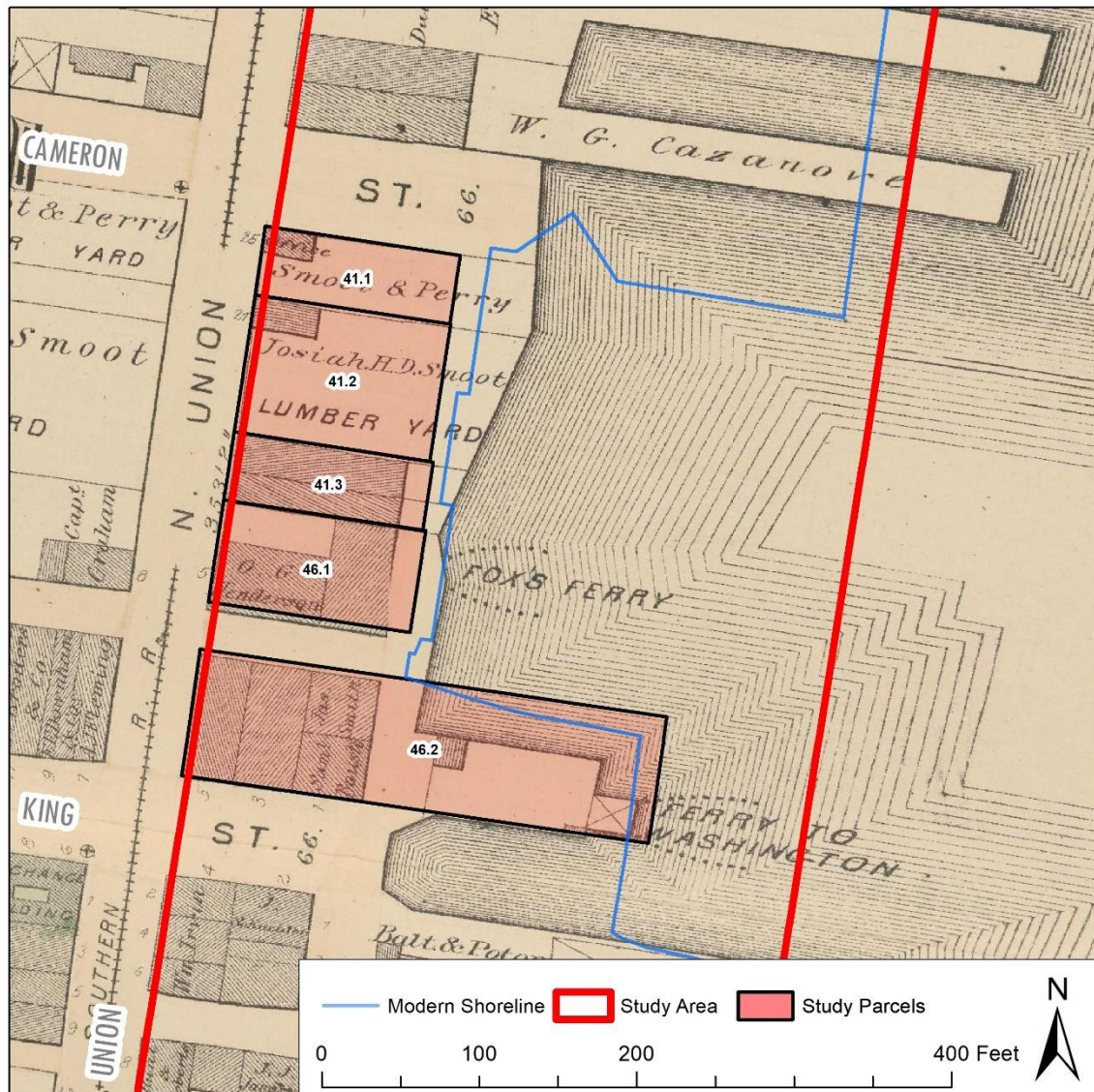


Image 138. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <https://lccn.loc.gov/90680847>. Detail.

Chapter 3: Union Street from Cameron to King

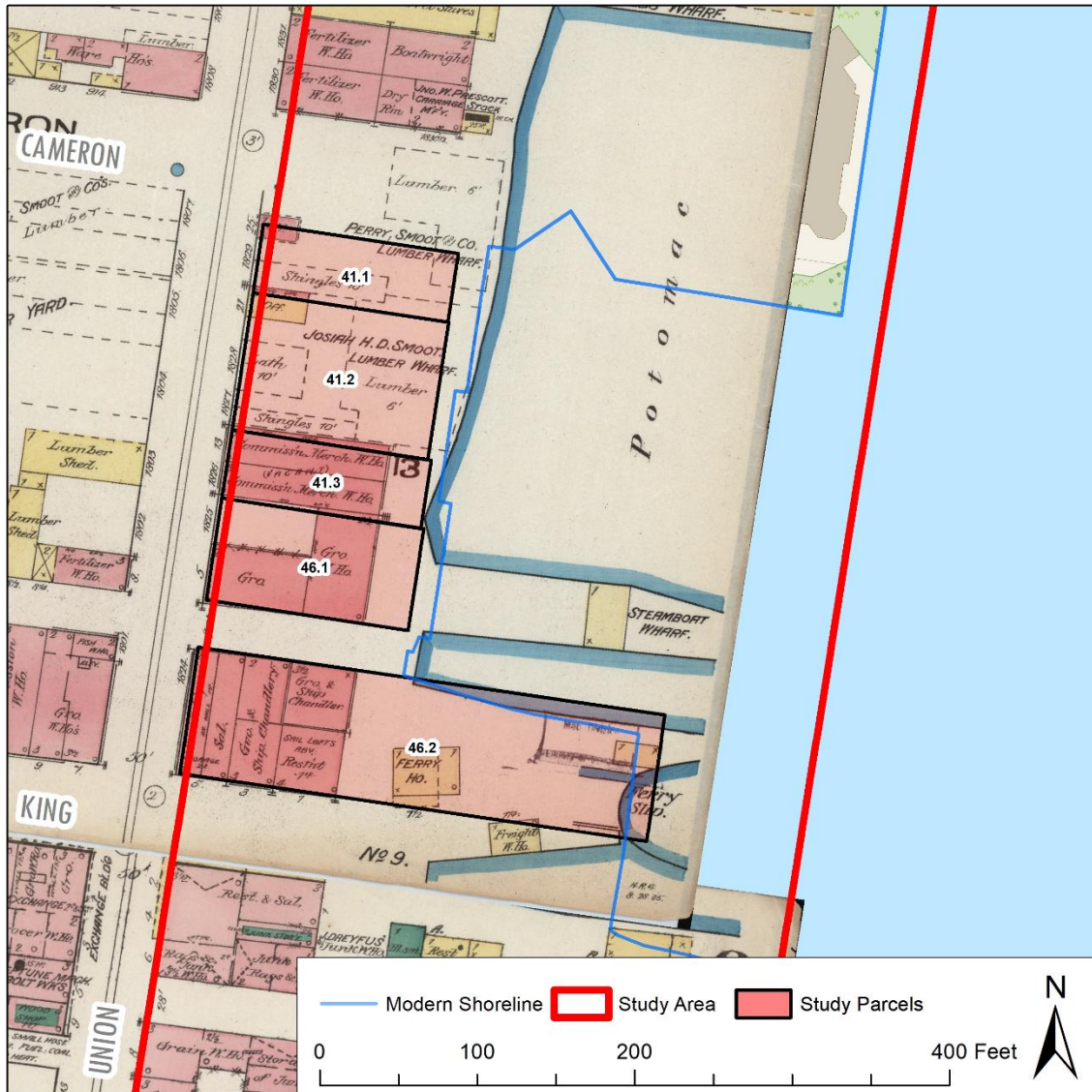


Image 139. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/. Detail.

Chapter 3: Union Street from Cameron to King

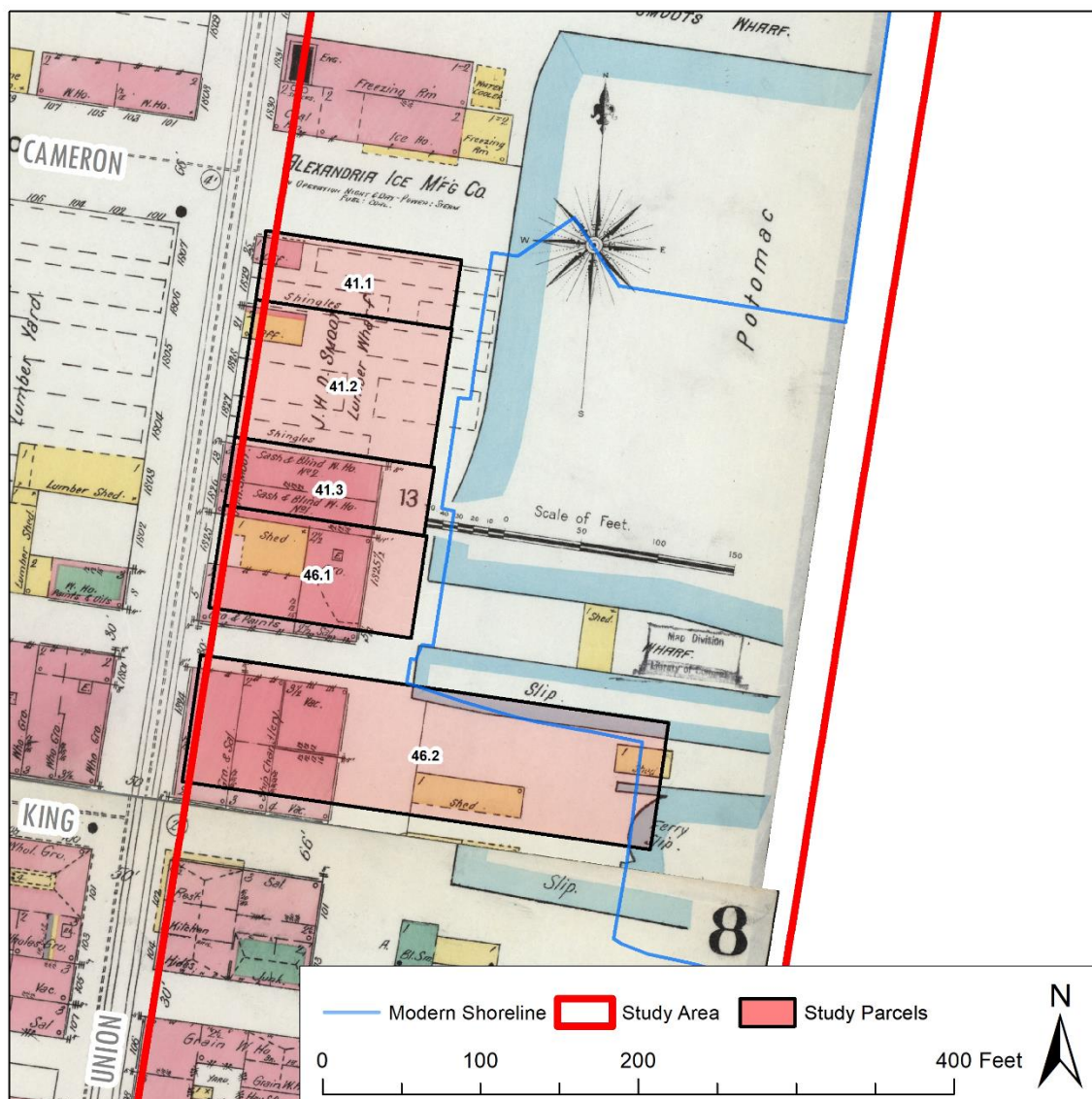



Image 140. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/. Detail.

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

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

C. W. WATTLES,
R. JOHNSTON,

nov 7-1865

[Comm.]

Trustees.

Image 141. C. W. Wattles and R. Johnston, "FERRY TAVERN FOR SALE," Alexandria Gazette, November 7, 1865, GenealogyBank.

20th Century, 1901-2000

Parcel 41.1

The 1902 Sanborn map shows Smoot's Wharf with a small office at 119 N. Union Street and a stack of shingles (Image 142). The Smoots transferred the property from William A. Smoot to W. Albert Smoot, Jr. in 1905 and then to W. A. Smoot & Co. in 1909.⁷⁶¹ Smoot's Wharf is depicted on the 1912 Sanborn map with a large, two-story cement storage building, a stack of shingles and a stack of lumber (Image 143).

Parcel 41.2

The 1902 Sanborn map shows the Henry K. Field & Co. Lumber Yard and Planing Mill with a small office at 115 N. Union Street and a stack of lumber (Image 142). The wharf area is labeled "Lumber Dock." In 1907, the heirs of Josiah H. D. Smoot sold this parcel with all its appurtenances to Henry K. Field and Jennie W. Hopkins.⁷⁶² The Henry K. Field & Co. Lumber Yard and Planing Mill occupied a small office at 115 N. Union Street in 1912 (Image 143). There were several large piles of lumber and shingles on the wharf.

Parcel 41.3

The two warehouses at 13 and 1826 N. Union Street are labeled "Sash & Blind W. Ho." in the 1902 Sanborn map (Image 142). A small boathouse stood off the wharf edge to the east of the parcel. In 1906, a court appointed commissioner sold this parcel at public auction to satisfy the court decree in a lawsuit of Mary C. S. Burch, a daughter of Josiah H. D. Smoot, against Ella Rose Smoot, et al., presumably her siblings who held an interest in the real estate of their late father.⁷⁶³ In 1912, the two warehouses remained as sash and blind storage (Image 143). The boathouse remained in place to the east of the wharf.

Parcel 46.1

Two warehouses at 107 and 105 N. Union Street were grocery and ship supply storage facilities in the 1902 Sanborn map (Image 142). The structure fronting on the alley and the Strand was a saloon and lunch room. The dilapidated pier is shown with dotted lines with a one-story structure on the end.

The 1912 Sanborn map shows a produce warehouse at 107 N. Union Street (Image 143). 105 N. Union was a grocery warehouse. On the Strand, the structure was labeled saloon, restaurant, and warehouse. The dilapidated pier was outlined projecting from the wharf with a small one-story structure next to the wharf edge.

Parcel 46.2

The warehouse at 5 King Street, the northeast corner of Union and King Streets, was owned by a descendant of Edward Lloyd at the turn of the century. The 1902 Sanborn map shows Armour & Co. Wholesale Meats at 5 King Street (Image 142). The 1912 Sanborn map shows No. 5 King Street as vacant (Image 143). In 1914, Leila Lackey Snowden sold the property to Orlando Kirk and Harry Kirk.⁷⁶⁴

⁷⁶¹ ADB 54:265, August 21, 1905; ADB 58:117, January 2, 1909.

⁷⁶² ADB 56:308, May 27, 1907.

⁷⁶³ ADB 55:38, June 8, 1906.

⁷⁶⁴ ADB 63:394, March 6, 1914.

The warehouse at 3 King Street was sold by the Wheat family to Orlando Kirk in 1902.⁷⁶⁵ It was labeled a grocery warehouse on the 1902 Sanborn map (Image 142). The 1912 Sanborn map shows No. 3 is marked H. Kirk & Son and labeled wholesale groceries (Image 143).

A trustee of the Remsen estate sold the eastern warehouses and wharf to the Washington Steamboat Company in 1901.⁷⁶⁶ In 1902, the Sanborn map shows 1 King Street was a wholesale grocery store (Image 142). The wharf was occupied by the Washington Steamboat Co. and the Washington and Alexandria Ferry Wharf. A ferry office with waiting room stood in the foot of King Street and two freight warehouses stood on the wharf. The ferry slip is labeled north of the King Street line. The Washington Steamboat Company sold the warehouses and Strand parcel to Elizabeth Lyon in 1903.⁷⁶⁷ Lyon sold the property to Acre Realty Company in 1907, setting off a chain of transfers to different investors: Crix Realty, George E. Warfield, and finally Orlando H. Kirk in 1911.⁷⁶⁸ The 1912 Sanborn map shows No. 1 is marked H. Kirk & Son and labeled grocery warehouse (Image 143).

The 1921 Sanborn map shows the H. Kirk & Son Wholesale Grocers occupied Nos. 5, 3, and 1 King Street (Image 144).

The 1941 Sanborn map shows a tire warehouse at No. 5 King Street (Image 147).

The Washington Steamboat Co. sold the wharf to the Norfolk & Washington D. C. Steamboat Co. in 1909.⁷⁶⁹

The Norfolk & Washington Steamboat Co. occupied the pier and a three-story waiting room facility stood along the north edge of King Street. The ferry slip for the Washington and Alexandria ferry is indicated at the end of the pier. In June 1921, the Norfolk & Washington Steamboat Co. sold the pier to the Old Dominion Boat Club (Image 143).⁷⁷⁰

The 1921 Sanborn map shows the H. Kirk & Son Wholesale Grocers occupied Nos. 5, 3, and 1 King Street (Image 144).

Aerial photography from 1927 shows the distinct rooflines of four structures on this parcel between Union and the Strand (Image 145).

The 1941 Sanborn map shows a tire warehouse at No. 5 King Street (Image 147). Nos. 3 and 1 King Street were Colonial Iron Works.

In June 1943, Orlando H. Kirk and Harry D. Kirk signed over the title for all their lots on this parcel to the United States of America.⁷⁷¹ The US Navy expanded its Torpedo Factory onto this parcel during World War II, ceasing production in 1945.

⁷⁶⁵ ADB 48:417, April 22, 1902.

⁷⁶⁶ ADB 47:134, August 5, 1901.

⁷⁶⁷ ADB 50:495, September 5, 1903.

⁷⁶⁸ ADB 56:210, August 31, 1907; ADB 59:527, June 15, 1910; ADB 60:540, March 13, 1911; ADB 60:543, March 15, 1911.

⁷⁶⁹ ADB 58:525, August 20, 1909.

⁷⁷⁰ ADB 72:362, June 9, 1921; ADB 74:219, July 28, 1922.

⁷⁷¹ ADB 200:497, June 22, 1943.

The 1958 Sanborn map shows the area between Union and the Strand occupied by a two-story structure of the United States government (Image 149). The United States sold this structure to the City of Alexandria along with the Torpedo Factory building on the east side of Union Street and south of Cameron Street.⁷⁷²

Old Dominion Boat Clubhouse, 1922-2018

In 1921, the pier was labeled “Old & Vacant” and the ferry slip was indicated at the end of the pier (Image 144). The ODBC purchased the parcel with a vacant building, slip and 80 feet of waterfront and planned to relocate their boathouse from present-day 210 Strand Street. Shortages and labor costs in the aftermath of World War I led the Building Committee to defer construction on a new boathouse here, however just a month later, on March 20-21, fire destroyed both the existing clubhouse and the vacant ferry building on this parcel. The insurance money was used to build a new, fireproof clubhouse at this site in 1922. The new clubhouse, 66’ by 42’ and two stories high, stood on piles set in concrete and was completed by July 1923. The architect and builder, D. E. Bayliss, was a regionally well-regarded contractor.⁷⁷³

Aerial photography from 1927 shows the extent of the changed made by ODBC (Image 145). They removed the ferry slip piles and the south and east slips along the sides of the building in 1924. This involved banking out more land on the south and east sides, expanding the acreage available to the club. Photos from 1925 and 1930 illustrate the extent of the changes.⁷⁷⁴ The foot of King Street was banked out some time between 1930 and 1936.

In 1941, on the expanded wharf stood the Old Dominion Boat Clubhouse (Image 147). Two narrow piers extended into the river from the wharf bulkhead, both were made of wood-on-wood piles. Few changes were made to the clubhouse during the World War II era, 1939-1945.⁷⁷⁵ A fence enclosing the parking lot was moved 13’ 6.5” south in 1957. The ODBC boathouse is represented on the 1958 Sanborn map (Image 149). Two wood piers extended from the wharf bulkhead.

In 1980, this block was subdivided by the City of Alexandria.⁷⁷⁶ The ODBC continued to make minor improvements, changes, and alterations to their property through the end of the century.⁷⁷⁷

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

The United States bought most parcels on this block in 1919 to build a torpedo manufacturing facility during World War I.⁷⁷⁸ Construction of the United States Naval Torpedo Station began in October 1918. They cleared these parcels in addition to the site across Union Street and built a two-story storage facility here. The four-story machine shop on the west side of Union Street housed the production equipment. The first torpedo was produced in November 1920 and production ceased in June 1923. The

⁷⁷² ADB 707:327, March 2, 1970.

⁷⁷³ Anna Maas and Jean Stoll, “Old Dominion Boat Club, 1 and 2 King Street, Alexandria, Virginia: Property History” (City of Alexandria, February 2017), 22-26, https://media.alexandriava.gov/content/oha/reports/HistoryODBC1King2017Maas.pdf?_gl=1*e9dmd7*_ga*NTc0Njk5NDE2LjE3MDAxNTIwNDc.*_ga_249CRKJTTH*MTcwMTQ1Nzc0MS4xMS4xLjE3MDE0NTk5NjluMC4wLjA.

⁷⁷⁴ Ibid., 27-28.

⁷⁷⁵ Ibid., 33.

⁷⁷⁶ ADB 994:619, August 7, 1980.

⁷⁷⁷ Maas and Stoll, 33-36.

⁷⁷⁸ ADB 68:227, January 10, 1919; ADB 68:230, June 3, 1919; ADB 68:225, June 3, 1919; ADB 68:248, June 3, 1919.

facility was inoperative for a time, during which some torpedoes were stored there and the public was occasionally permitted to tour the facility and view different types of torpedoes.⁷⁷⁹

The 1921 Sanborn map shows these parcels and the adjacent block on the west side of Union Street occupied by the United States Naval Torpedo Station (Image 144). The structure on these parcels was 2 stories with a bridge connecting it to the facility across Union Street. A 300' pier extended from the wharf from Parcel 41.2. Aerial photography from 1927 shows the large government facilities with the pier into the river (Image 145).

The Navy Department reactivated the Torpedo Station in December 1937. Torpedoes supporting war efforts for World War II were made here, but after the war the storage facilities were used for films and records.⁷⁸⁰ The 1941 Sanborn map shows the United States Torpedo Station factory building here (Image 147). A wood pier on wood piles extended from the wharf on Parcel 41.2. The Federal Recordkeeping Center occupied the buildings after the war.⁷⁸¹

The 1958 Sanborn map shows United States Government occupancy on these parcels (Image 149). A wood pier extends from the wharf bulkhead. The United States sold this part of the Torpedo Factory and the adjacent structure to the south to the City of Alexandria in 1970.⁷⁸² In 1983, the City sold the Torpedo Factory Building #2 to the Alexandria Art Center Association.⁷⁸³ The City and the Alexandria Art Center Association engaged in various leases and transfers of terms to other entities, including the Alexandria Waterfront Restoration Group and the Alexandria Waterfront Associates Limited Partnership. In 1998, the City owned Torpedo Factory #2 again.⁷⁸⁴

⁷⁷⁹ Miller, "Wandering Along the Waterfront: Cameron to King St.," 107-108.

⁷⁸⁰ Ibid., 108.

⁷⁸¹ Ibid., 108.

⁷⁸² ADB 707:327, March 2, 1970.

⁷⁸³ ADB 1094:335, May 12, 1983.

⁷⁸⁴ ADB 1237:630, March 27, 1986; ADB 1242:1784, April 26, 1988; ADB 1242:1789, May 18, 1988; ADB 1242:1794, May 18, 1988; ADB 1658:1017, August 31, 1998. For more on the Torpedo Factory Art Center, see Marian Van Landingham, *On Target: Stories of the Torpedo Factory Art Center's First 25 Years* (Marian Van Landingham, 1999).

Chapter 3: Union Street from Cameron to King

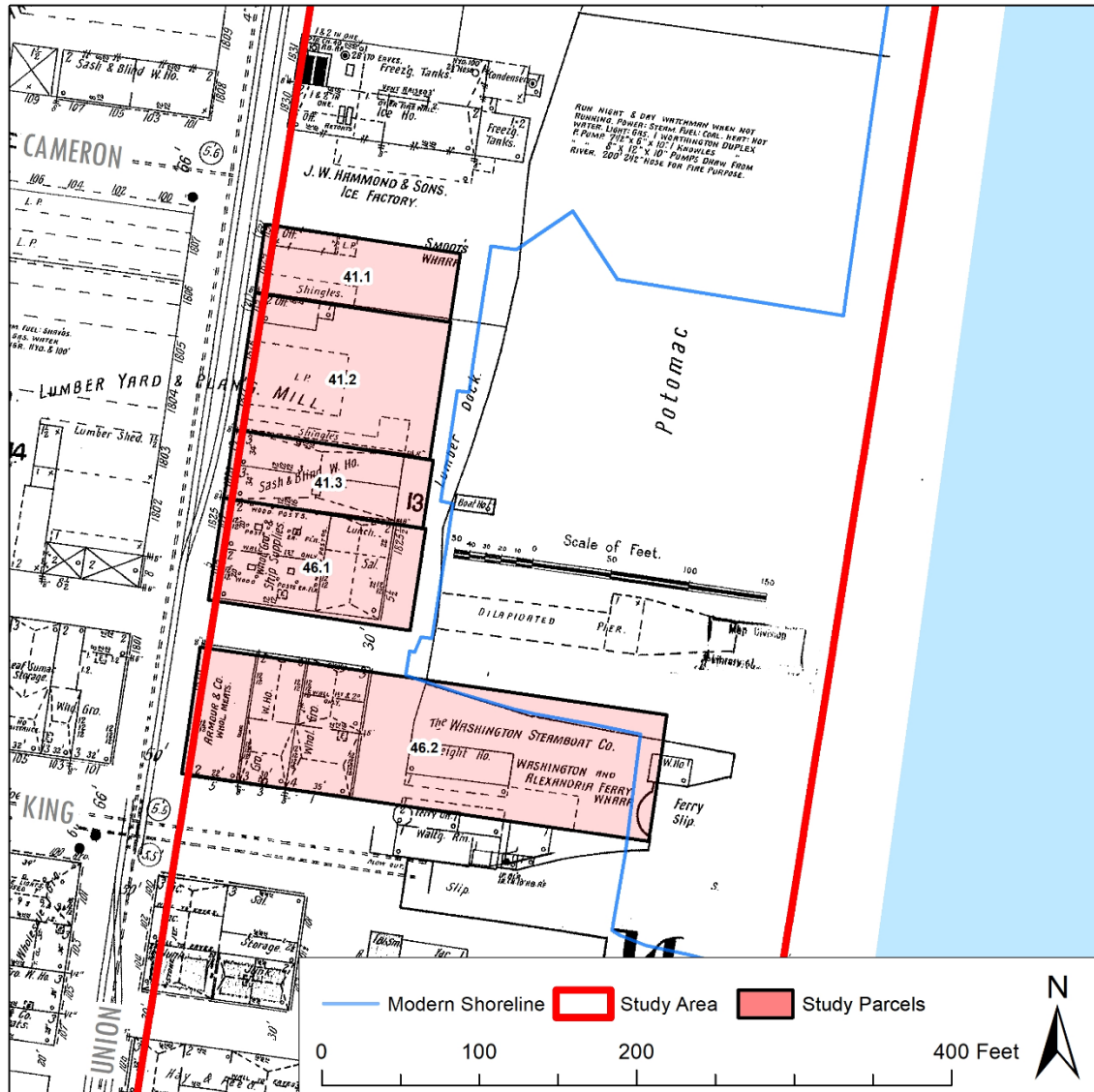


Image 142. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/. Detail.

Chapter 3: Union Street from Cameron to King

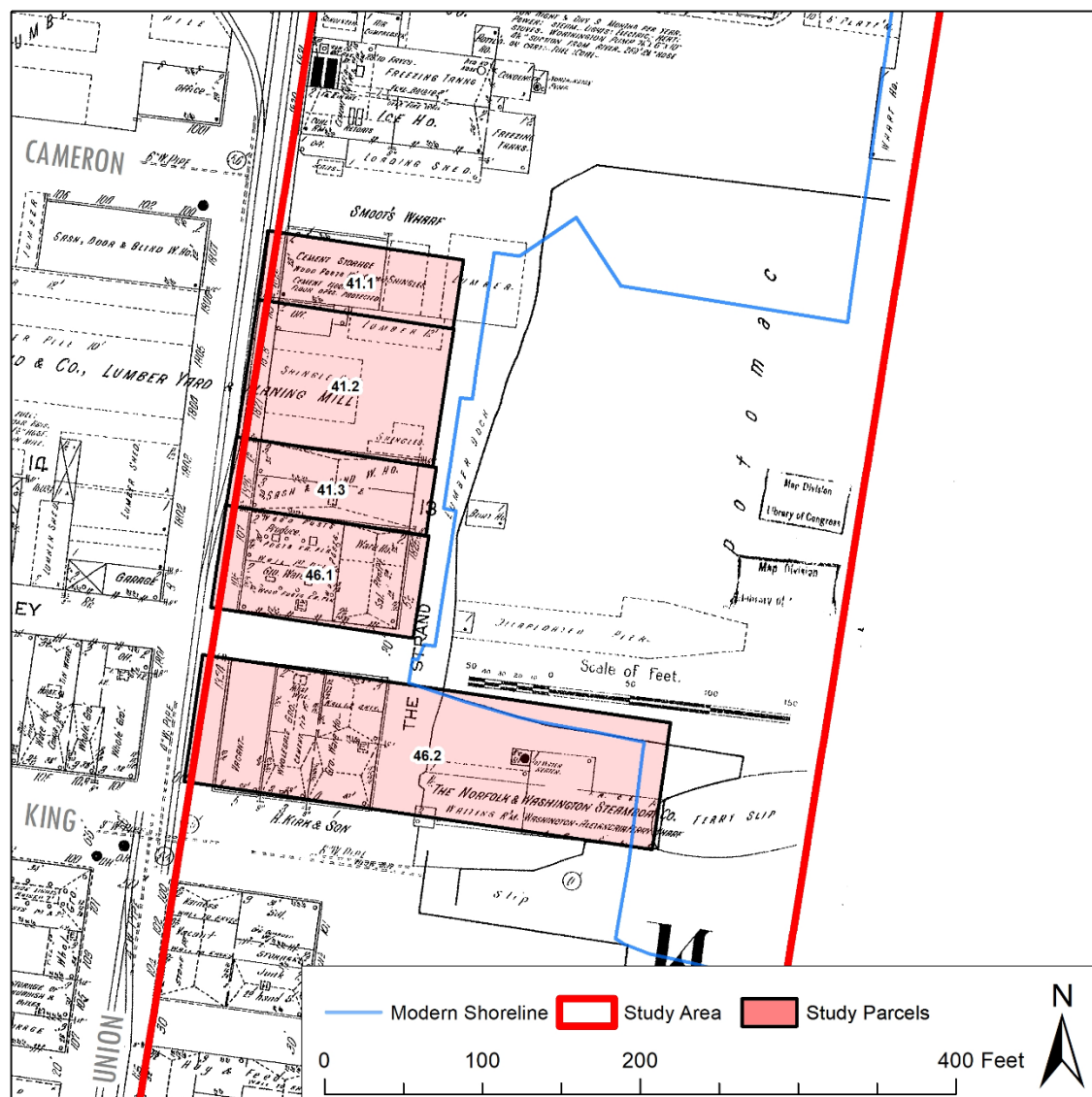


Image 143. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/. Detail.

Chapter 3: Union Street from Cameron to King

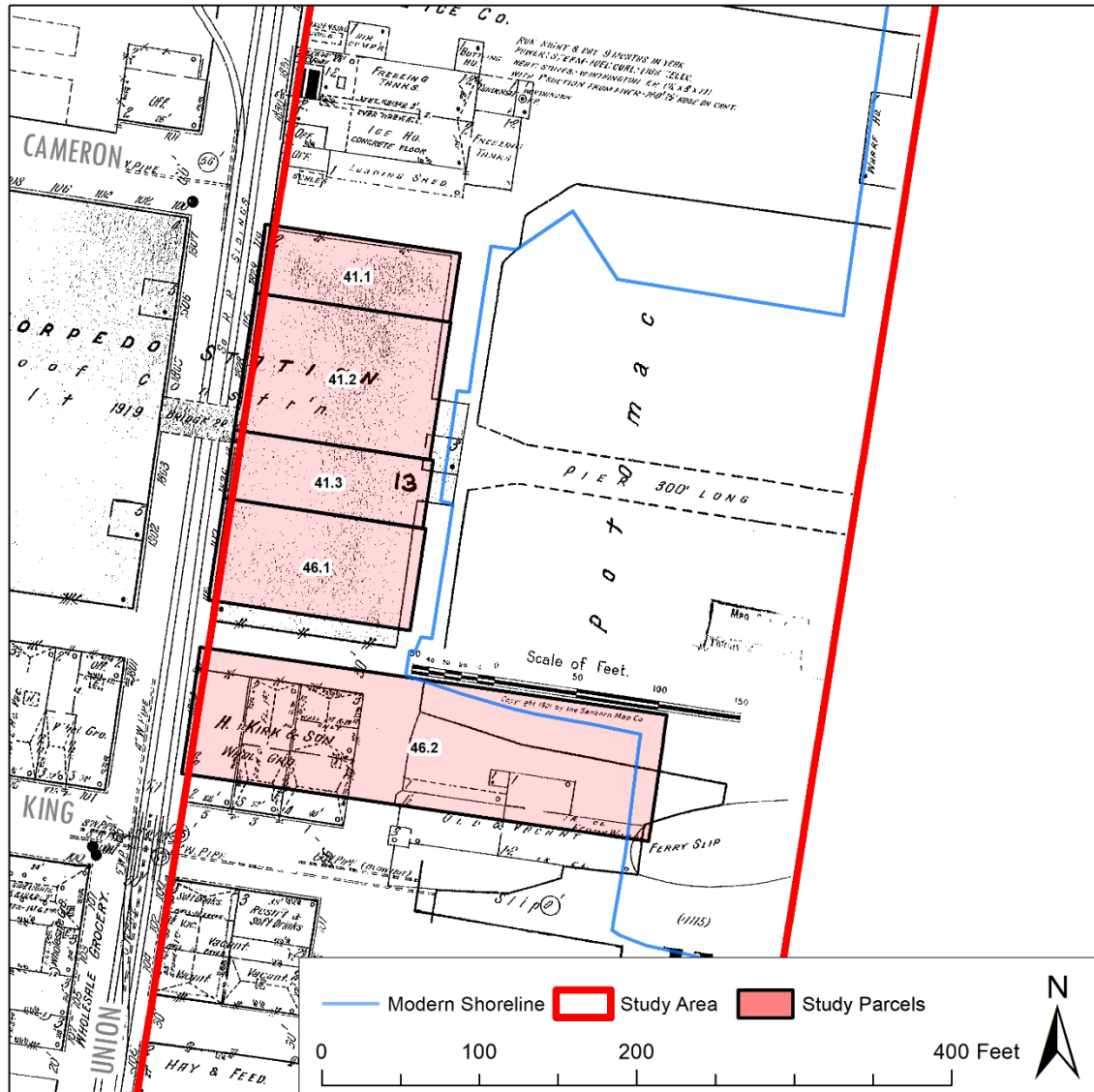


Image 144. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. https://www.loc.gov/item/sanborn08968_007/. Detail.



Image 145. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.

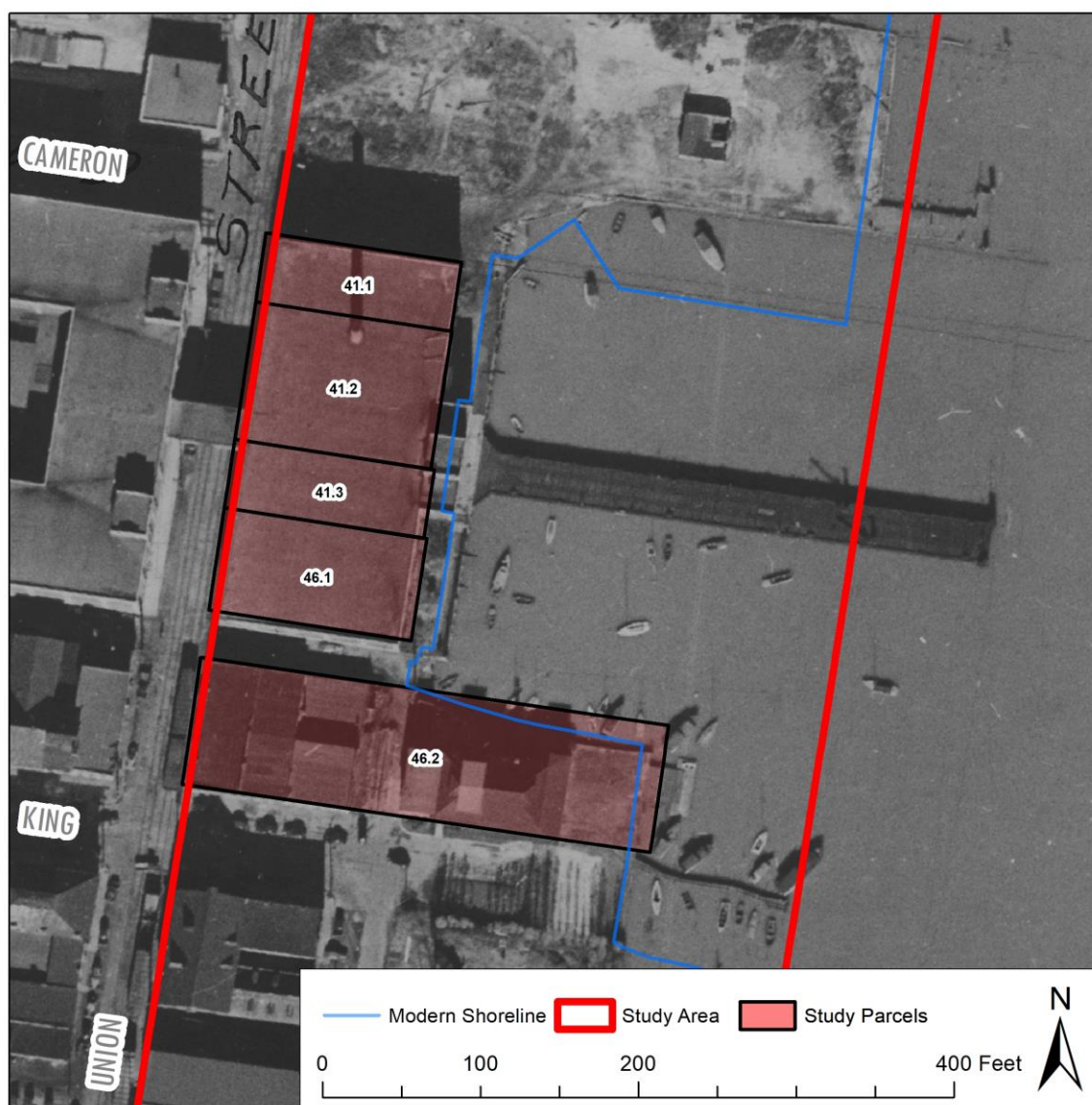


Image 146. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (<https://www.fairfaxcounty.gov/maps/aerial-photography>).

Chapter 3: Union Street from Cameron to King

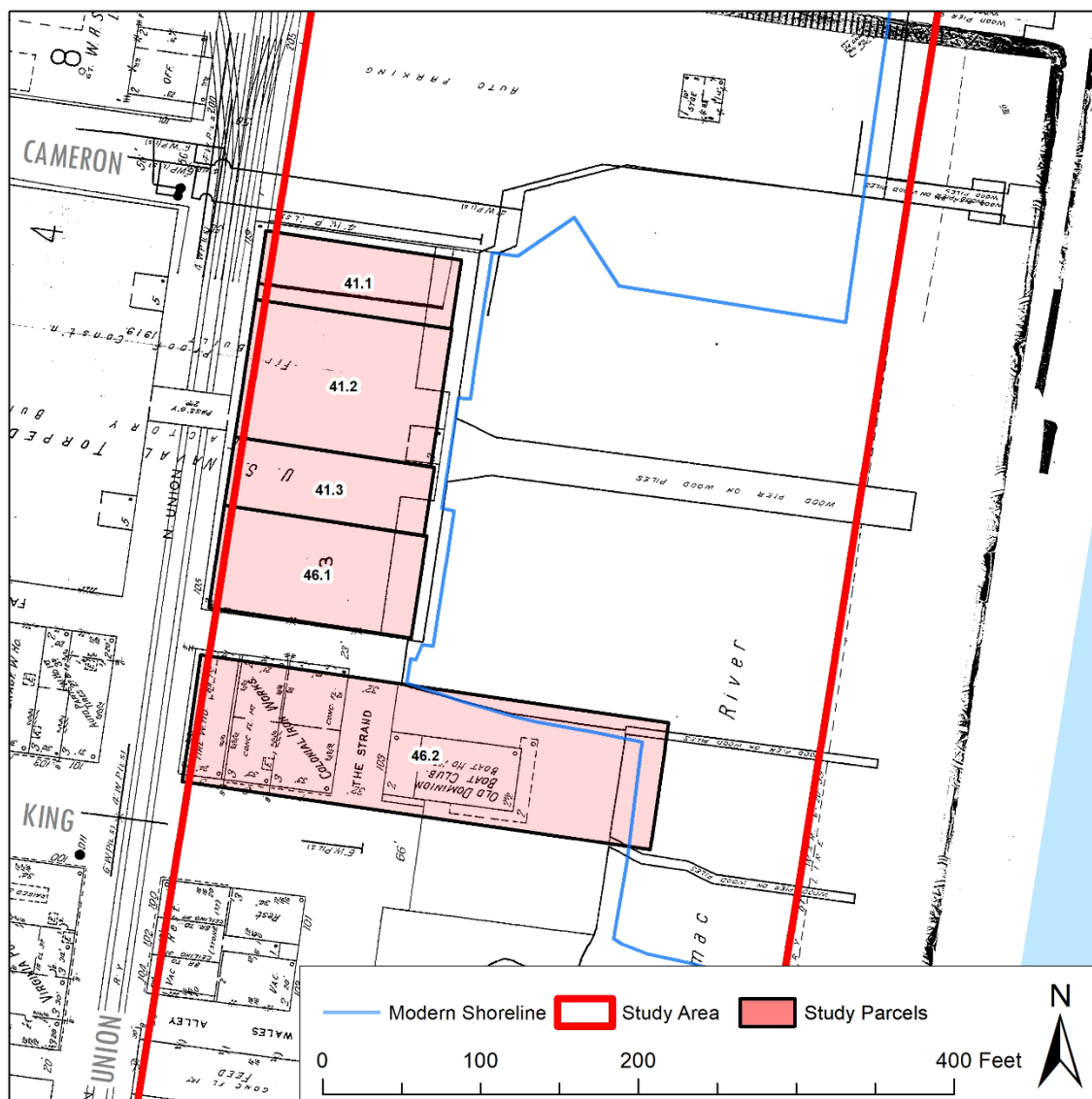


Image 147. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/. Detail.



Image 148. Aerial Photography, 1957. On file at Alexandria Archaeology.

Chapter 3: Union Street from Cameron to King

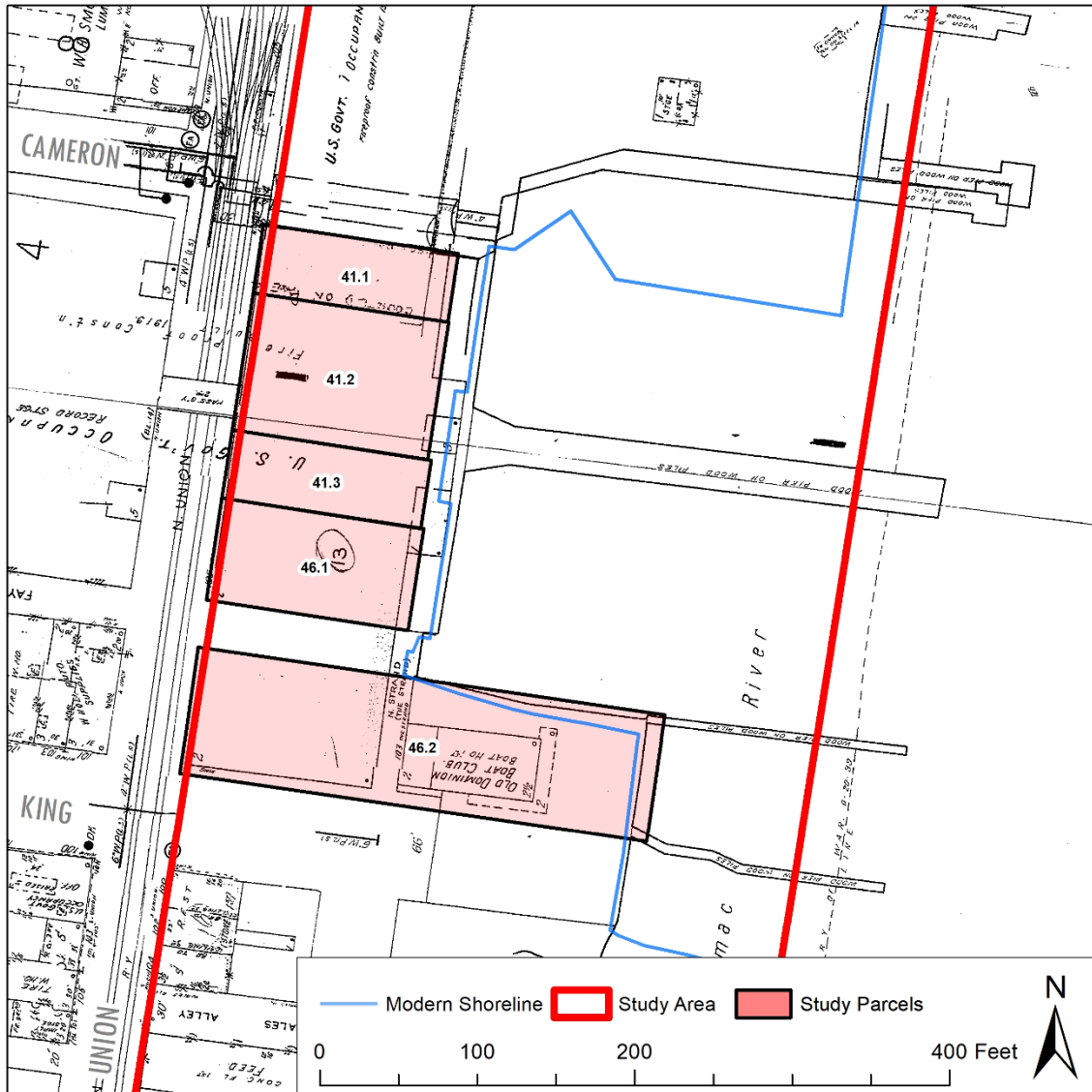


Image 149. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/. Detail.

21st Century, 2001-Present

Parcel 41.1, 41.2, 41.3, and 46.1

The Torpedo Factory Art Center continued to operate here (Image 98).

Parcel 46.2

The Old Dominion Boat Club sold the wharf except the north pier to the City of Alexandria in 2014.⁷⁸⁵

⁷⁸⁵ Inst 150008516, December 30, 2014.

Chapter 4: Union Street from King to Prince

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 150). 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).

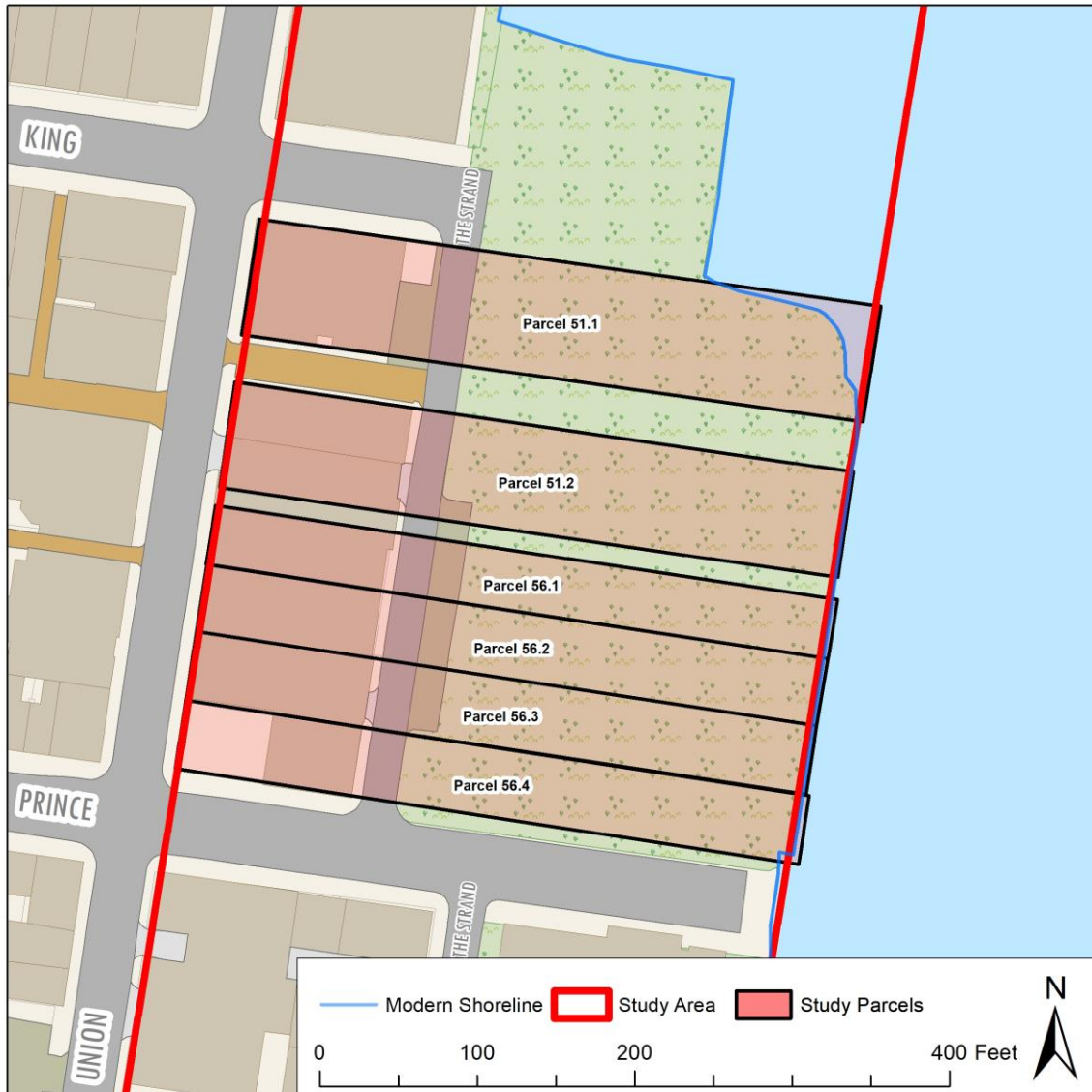


Image 150. Modern street map showing the King, Union, Prince Street block overlaid with study parcels.

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 151). 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.⁷⁸⁶ Washington purchased Lot 52 on the same day, paying 31 pistoles for Lot 51 and 16 pistoles for Lot 52.⁷⁸⁷ 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.⁷⁸⁸ 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.⁷⁸⁹

John Patterson purchased Lots 51 and 52 from Lawrence Washington’s estate in 1760.⁷⁹⁰ 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 1758.⁷⁹¹ 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.⁷⁹² Some of Patterson’s employees

⁷⁸⁶ “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.

⁷⁸⁷ 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.

⁷⁸⁸ Quoted in Diane Riker, “The Fitzgerald Warehouse: The Early History of an Alexandria Landmark,” *The Alexandria Chronicle*, 2007, 2.

⁷⁸⁹ “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.

⁷⁹⁰ FDB, D1:693, May 20, 1760.

⁷⁹¹ “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.].

⁷⁹² *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/>.

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."⁷⁹³ 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 1778.⁷⁹⁴

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 1773.⁷⁹⁵ 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 1774.⁷⁹⁶

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 1778.⁷⁹⁷ 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 November 1777 because

⁷⁹³ John Patterson, Last Will and Testament, August 15, 1768, Fairfax County Will Books (FWB) C1:35.

⁷⁹⁴ FDB D4:196, April 25, 1778.

⁷⁹⁵ "[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.]

⁷⁹⁶ Robert H. Harrison, "Williamsburg," *Virginia Gazette*, December 29, 1774, GenealogyBank.

⁷⁹⁷ *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>.

of his need to attend to business affairs in Alexandria.⁷⁹⁸ 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.”⁷⁹⁹ Parcels 51.1 and 51.2 in the study area were still under water in 1778 (Image 152). 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.⁸⁰⁰ 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...”⁸⁰¹ Five days later, on September 7, 1786 he wrote that they “hired a good lot, and I now spend my time [now]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.

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.⁸⁰²

⁷⁹⁸ Robert N. Richardson, *Valentine Peers* (Richardson, 1976), 6-10.

⁷⁹⁹ “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.

⁸⁰⁰ Hustings Deed Books (Alex.) D:227, October 5, 1786. The land is described as “part of the wharf made by John Fitzgerald.”

⁸⁰¹ “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.

⁸⁰² T. Michael Miller, “Wandering Along the Waterfront: King to Prince Street,” *The Fireside Sentinel*, August 1991, 3.

Jenckes, Winsor & Co. offered European goods, chocolate, coffee, furs, American nails, spirits and a luxury phaeton for sale at the foot of King Street.⁸⁰³ 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."⁸⁰⁴ 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."⁸⁰⁵ 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.⁸⁰⁶

Valentine Peers partnered with his brother Nicholas Peers to open a general retail store in Colchester, Virginia.⁸⁰⁷ 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.⁸⁰⁸ 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.⁸⁰⁹ There are no extant deeds or indentures that indicate Peers successfully leased or sold any of these parcels until after 1791.⁸¹⁰ He continued to advertise "several valuable lots" on King Street through 1796.⁸¹¹ In 1799, the City Council observed stagnant water in lots owned by Fitzgerald and Peers on this block.⁸¹²

⁸⁰³ 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.

⁸⁰⁴ "Traveler's Accounts," 29.

⁸⁰⁵ 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.

⁸⁰⁶ "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.

⁸⁰⁷ Valentine Peers and Nicholas Peers, "Nicholas and Val. Peers," *Virginia Journal and Alexandria Advertiser*, June 10, 1784, GenealogyBank.

⁸⁰⁸ V. Peers, "LOTS for Sale," *Virginia Journal and Alexandria Advertiser*, May 3, 1787, GenealogyBank.

⁸⁰⁹ Val. Peers, "Lots to Be Let.," *Virginia Journal and Alexandria Advertiser*, October 4, 1787, GenealogyBank.

⁸¹⁰ Peers sold a parcel on King Street to William Triplett in 1791. See FDB T1:373, September 12, 1791.

⁸¹¹ Val. Peers, "Lots for Sale," *Columbian Mirror and Alexandria Gazette*, March 12, 1796, GenealogyBank.

⁸¹² Henry Moore, "In Council, 11th May 1799," *Times; and District of Columbia Daily Advertiser*, May 14, 1799, GenealogyBank.

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 153).⁸¹³ 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.⁸¹⁴ In 1795, he had tenants on Fairfax, Union and Water Streets.⁸¹⁵ 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 1796.⁸¹⁶ This building still stands at 100-104 South Union Street.⁸¹⁷ Daniel McDougall, sailmaker, moved to the loft of Col. Fitzgerald’s warehouse in February 1798 and would stay there until at least 1804.⁸¹⁸ In March 1798, Samuel W. Brown sold peas by the bushel from his store on Fitzgerald’s Wharf.⁸¹⁹ 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

⁸¹³ FDB Y1:85, July 10, 1789.

⁸¹⁴ 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.

⁸¹⁵ 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.

⁸¹⁶ 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.

⁸¹⁷ 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/>.

⁸¹⁸ Riker, “The Fitzgerald Warehouse,” 5. McDougall was previously located at the loft of the warehouse occupied by Mclver 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.

⁸¹⁹ Riker, “The Fitzgerald Warehouse,” 5.

Chapter 4: Union Street from King to Prince

were used as security for this position in 1799.⁸²⁰ 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.⁸²¹ 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.⁸²² An erosion problem in 1800 caused Ephraim Mills to haul loads of earth to support the corner of the brick warehouse.⁸²³ 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.⁸²⁴

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.”⁸²⁵ A year later, he advertised his 66’ x 110’ water lot “with the privilege of wharfing to the channel.”⁸²⁶ 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.⁸²⁷ Fendall was

⁸²⁰ 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).

⁸²¹ Riker, “The Fitzgerald Warehouse,” 7.

⁸²² 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.

⁸²³ Estate of John Fitzgerald Account Statement, April 19, 1802, FWB I1:111.

⁸²⁴ Thomas A. Diggs and James Keith, “Advertisement,” *Times; and District of Columbia Daily Advertiser*, April 27, 1801, GenealogyBank.

⁸²⁵ 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.

⁸²⁶ Valentine Peers, “A Farm Wanted,” *Virginia Gazette and Alexandria Advertiser*, September 13, 1792, GenealogyBank.

⁸²⁷ 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

*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.*⁸²⁸ *During Smith's short term of ownership, he insured a three-story brick warehouse fronting 67 feet on Union and extending back 33 feet.*⁸²⁹ 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 155). Swift and Fitzgerald extended the wharf in front of their lots in 1798 by thirty feet (Image 154). Though William Yeaton managed the construction of the wharf, Swift placed a wanted ad for wharf logs in January 1798 (Image 155).⁸³⁰ *Swift built a pier off the front of this wharf by 1800.*⁸³¹

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 151). It was one of the smallest original lots offered in 1749 and William Fairfax won with a bid of £18 16s 3d.⁸³² Fairfax also purchased Lot 57, located on the opposite side of Water Street from Lot 56.⁸³³ In 1753, George William Fairfax purchased Lots 56 and 57 from the Town Trustees, suggesting that William Fairfax released his claim to the parcels.⁸³⁴ In 1766, George William Fairfax successfully petitioned the Trustees to combine Lots 56 and 57 so that they required only the improvement of one lot rather than two.⁸³⁵ 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.⁸³⁶

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.

⁸²⁸ Alex. H:64, January 2, 1796; Alex. H:107, October 4, 1796.

⁸²⁹ Mutual Assurance Society Policy (MAP) No. 87, June 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

⁸³⁰ Arlington Chancery, Deposition of William Yeaton, George O. Dixon ETC v William H. Irwin, 1850-003.

⁸³¹ Alex. O:219, November 10, 1800.

⁸³² FDB C1:299, March 28, 1752.

⁸³³ "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.

⁸³⁴ 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.

⁸³⁵ "Proceedings," December 16, 1766, quoted in Ring and Pippenger, *Town Lots*, 153-154; FDB G1:116, January 30, 1767.

⁸³⁶ 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.

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.⁸³⁷ 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.⁸³⁸ 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.⁸³⁹

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 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, 1774.⁸⁴⁰

At this juncture, Wales sold the southern half of his waterfront parcel to three merchant investors: Robert McRae, Robert Mease, and Matthew Mease.⁸⁴¹ 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

⁸³⁷ "Proceedings," October 13, 1758, quoted in Ring and Pippenger, *Town Lots*, 137. William Fairfax died on September 3, 1757.

⁸³⁸ 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.

⁸³⁹ Garrett Peck, "Alexandria's First Brewer," *The Alexandria Chronicle* Spring 2015, no. 2 (2015): 1-3.

⁸⁴⁰ 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.

⁸⁴¹ FDB M1:4, July 28, 1774. Robert McRae and Robert Mease lived in Alexandria, whereas Matthew Mease was in Philadelphia, Pennsylvania.

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.⁸⁴² 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.⁸⁴³ 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 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...⁸⁴⁴

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.⁸⁴⁵ Wales built a storehouse on this parcel by 1785, when Philip Poyer & Co. offered Barbados rum and spirits for sale there.⁸⁴⁶ William Buddicom sold a wide variety of English goods from "Mr. Andrew Wales's, near Captain Harper's Wharf" in January 1786.⁸⁴⁷ 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 156). Wales and his wife

⁸⁴² Excerpt of Olney Winsor's letters from 1788 from "Traveler's Accounts of the Historic Alexandria Waterfront," 32-33.

⁸⁴³ Peck, "Alexandria's First Brewer," 8-10.

⁸⁴⁴ Alex. G:493, August 24, 1796.

⁸⁴⁵ Peck, "Alexandria's First Brewer," 6.

⁸⁴⁶ Philip Poyer, "Just Imported," *Virginia Journal and Alexandria Advertiser*, September 22, 1785, GenealogyBank.

⁸⁴⁷ William Buddicom, "William Buddicom," *Virginia Journal and Alexandria Advertiser*, January 12, 1786, GenealogyBank.

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.⁸⁴⁸

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.⁸⁴⁹ 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.⁸⁵⁰

McRae & Mease's tax records show several tenants on the waterfront lot.⁸⁵¹ In 1787, Colin McIver paid £37 10s annual rent. Colin McIver (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.⁸⁵² In 1788-1790, John McIver paid 50, 30 and then £40 rent. It is not immediately obvious why McIver's rent fluctuated from year to year. In a November 1790 ad, McIver 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, at his old stand, on McCrea and Mease's Wharf..." (Image 157).⁸⁵³ 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.⁸⁵⁴ George Coryell operated a lumber yard, or board yard, from Mr. Mease's wharf in 1793 (Image 158). 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.⁸⁵⁵ Allison was a dry goods retailer operating from a store front on King Street since at least 1784.⁸⁵⁶

⁸⁴⁸ Peck, "Alexandria's First Brewer," 12-13. For more on Fitzgerald, see above.

⁸⁴⁹ 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]

⁸⁵⁰ FDB D4:315, August 7, 1781.

⁸⁵¹ 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.

⁸⁵² T. Michael Miller, *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, s.v. "MacIver, Colin," (Bowie, Md: Heritage Books, 1991).

⁸⁵³ John McIver, "The Subscriber Takes This Opportunity," *Virginia Gazette and Alexandria Advertiser*, November 11, 1790, GenealogyBank.

⁸⁵⁴ The power of attorney is referenced in several of the deeds. Dated October 10, 1791.

⁸⁵⁵ 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.

⁸⁵⁶ Miller, *Artisans and Merchants*, s.v. "Allison, Robert."

Matthew Franklin Bowne and Theodore James Hamilton signed a three-year lease for the parcel to begin on May 1, 1795.⁸⁵⁷ The parcel fronted 44' 1 $\frac{3}{4}$ " 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 1796.⁸⁵⁸ 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 159).

McRae & Mease sold the waterfront parcel March 2, 1798 to John Crips Vowell and Thomas Vowell, Jr.⁸⁵⁹ 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.⁸⁶⁰ 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 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.⁸⁶¹

Parcel 56.3: Watson's Wharf, 1784-1797

Josiah Watson was an Irish immigrant established as a merchant in Alexandria by the Revolutionary era.⁸⁶² 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.⁸⁶³ Harper & Watson's wharf was in use by

⁸⁵⁷ 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>

⁸⁵⁸ MAP No. 43, April 23, 1796.

⁸⁵⁹ Alex. K:329, March 2, 1798.

⁸⁶⁰ 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.

⁸⁶¹ FDB M1:299, June 16, 1777.

⁸⁶² 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>.

⁸⁶³ Hooe & Harrison's, Josiah Watson, and William Herbert, *Maryland Journal*, July 7, 1778; Hooe & Harrison's, Josiah Watson, and William Herbert, "Imported," *Virginia Gazette*, July 24, 1779.

1784, when a public auction of 20,000 Holland bricks and stone ballast took place there.⁸⁶⁴ The 1787-1790 Land Books for Alexandria shows that Josiah Watson was the only tenant on this parcel.⁸⁶⁵ 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.⁸⁶⁶ 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.⁸⁶⁷ 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 160, Image 161).

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.⁸⁶⁸ 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).⁸⁶⁹ James Porter worked as a tanner (or, tinner) from Watson's brick warehouse from 1795 to 1803.⁸⁷⁰ He partnered with Hezekiah Smoot, a tanner and merchant, until 1800.⁸⁷¹ Ricketts & Newton imported a wide range of goods from all over the world: their office and brick warehouse was at the southeast corner of Prince and Fairfax Street from 1796-1816.⁸⁷² 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.⁸⁷³ 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 1795.⁸⁷⁴ Watson sold this parcel, wharf and pier to George Slacum in 1797.⁸⁷⁵ 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.⁸⁷⁶ Josiah Watson lived in Alexandria with his wife and six children; three boarders Robert Casey,

⁸⁶⁴ C. Cooper, "Public Vendue," *Virginia Journal and Alexandria Advertiser*, July 22, 1784, America's Historical Newspapers.

⁸⁶⁵ 1788-1790 Alexandria City Land Tax Books, on file at Alexandria Archaeology.

⁸⁶⁶ Excerpt from the letters of Olney Winsor as published in "Traveler's Accounts of the Historic Alexandria Waterfront," 2009, 33.

⁸⁶⁷ Alex. D:320, December 1, 1790.

⁸⁶⁸ 1795 Alexandria Land Tax Book, on file at Alexandria Archaeology, 34.

⁸⁶⁹ Alex. N:153, April 25, 1795.

⁸⁷⁰ Miller, *Artisans and Merchants*, s.v. "Porter, James."

⁸⁷¹ Miller, *Artisans and Merchants*, s.v. "Smoot, Hezekiah & Co."

⁸⁷² Miller, *Artisans and Merchants*, s.v. "Ricketts & Newton." The firm was made up of William Newton, John Mills Jr., and John Thomas Ricketts.

⁸⁷³ Alexander Smith and Thomas Irwin, "Notice.," *Alexandria Expositor for the Country*, December 1, 1803, GenealogyBank.

⁸⁷⁴ Josiah Watson, "Houses, Lots, and Lands for Sale," *Federal Intelligencer*, March 26, 1795, GenealogyBank.

⁸⁷⁵ Alex. I:300, March 19, 1797.

⁸⁷⁶ 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>.

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 1799.⁸⁷⁷

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.⁸⁷⁸ 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.”⁸⁷⁹ This north-south road was a precursor of the modern Strand, however its location may have been west of the modern Strand.

Harper was a sea captain in Philadelphia and sailed to the West Indies and South America with New Jersey-based merchant William Hartshorne in 1765.⁸⁸⁰ 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.⁸⁸¹ He sold his several properties in the Philadelphia area, including his dwelling on Front Street and

⁸⁷⁷ 1799 Alexandria Census, FamilySearch. <https://www.familysearch.org/ark:/61903/3:1:3Q9M-CSKJ-49LH-3?i=13&cat=666759>.

⁸⁷⁸ 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).

⁸⁷⁹ 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 agreement when, after building out their wharf and pier, he reserved a 10’ passageway from Watson’s parcel to Prince Street.

⁸⁸⁰ Finding Aid, Clifford Family Papers, Historical Society of Pennsylvania, Philadelphia, PA, <https://discover.hsp.org/Record/ead-0136/Description#tabnav>.

⁸⁸¹ “[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.]

plantation in Chester County and lived in Alexandria by October 1774.⁸⁸² 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.⁸⁸³ He married twice and fathered 28 or 29 children before his death in 1804.⁸⁸⁴

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 162).⁸⁸⁵ 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.⁸⁸⁶ 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 later (Image 164).⁸⁸⁷ 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 165). Swift & Co. soon offered the two upper stories of a three-story brick warehouse on Harper's Wharf for lease.⁸⁸⁸ Edward Harper occupied the ground floor by the end of 1785.⁸⁸⁹ In 1787, John McClenachan was the only tenant of a store on Harper's Wharf.⁸⁹⁰ 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.⁸⁹¹ 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

⁸⁸² 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.

⁸⁸³ Miller, *Artisans and Merchants*, s.v. "Alexandria Town Officialdom, 1780-1823."

⁸⁸⁴ 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.

⁸⁸⁵ 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.

⁸⁸⁶ Alexander Chisholm, *Virginia Journal and Alexandria Advertiser*, March 4, 1784, America's Historical Newspapers.

⁸⁸⁷ 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.

⁸⁸⁸ Jonathan Swift & Co, "To Be LET," *Virginia Journal and Alexandria Advertiser*, August 25, 1785, GenealogyBank.

⁸⁸⁹ John Harper and Edward Harper, "TO BE LET," *Virginia Journal and Alexandria Advertiser*, December 15, 1785, GenealogyBank.

⁸⁹⁰ 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).

⁸⁹¹ 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.

“on the Wharf” that year as well.⁸⁹² In 1789, only Evan McLean occupied the Union Street lot.⁸⁹³ 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.⁸⁹⁴ By November, Thomas Vowell advertised rum, molasses, and tea for sale at his store on Harper’s Wharf (Image 166). 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.⁸⁹⁵

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.⁸⁹⁶ 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.⁸⁹⁷ Harper, in his 1797 will, directed the wharf and dock to his son Robert Harper.⁸⁹⁸ 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 16.⁸⁹⁹ 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.⁹⁰⁰ 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.⁹⁰¹ 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 163).⁹⁰² 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 167). 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.⁹⁰³

⁸⁹² 1788 Alexandria Land Book, on file at Alexandria Archaeology, 7.

⁸⁹³ 1789 Alexandria Land Book, on file at Alexandria Archaeology, 8.

⁸⁹⁴ 1790 Alexandria Land Book, on file at Alexandria Archaeology, 7.

⁸⁹⁵ Alex. D:320, December 1, 1790.

⁸⁹⁶ Alex. E:111, 119, 128, 135, April 10, 1793. This may have been an effort to preserve his daughter’s inheritance before they married.

⁸⁹⁷ Alex. F:98, August 27, 1794; Alex. G:136, August 24, 1795; Alex. G:155, September 17, 1794.

⁸⁹⁸ John Harper, “Last Will and Testament” (Last Will and Testament, Alexandria, Virginia, June 5, 1804), FamilySearch, <https://www.familysearch.org/ark:/61903/3:1:3Q57-89P4-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.

⁸⁹⁹ 1799 Alexandria Census, FamilySearch, <https://www.familysearch.org/ark:/61903/3:1:3Q9M-CSKJ-49LH-3?i=13&cat=666759>.

⁹⁰⁰ Alex. H:233, April 19, 1796; Miller, *Artisans and Merchants*, s.v. “Patten, Thomas.”

⁹⁰¹ Miller, *Artisans and Merchants*, s.v. “Henderson, Robert.”

⁹⁰² Alex. H:233, April 19, 1796; Alex. H:237, November 9, 1796; Miller, *Artisans and Merchants*, s.v. “Barber, John.”

⁹⁰³ MAP No. 130, October 18, 1796.

Chapter 4: Union Street from King to Prince

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 168).

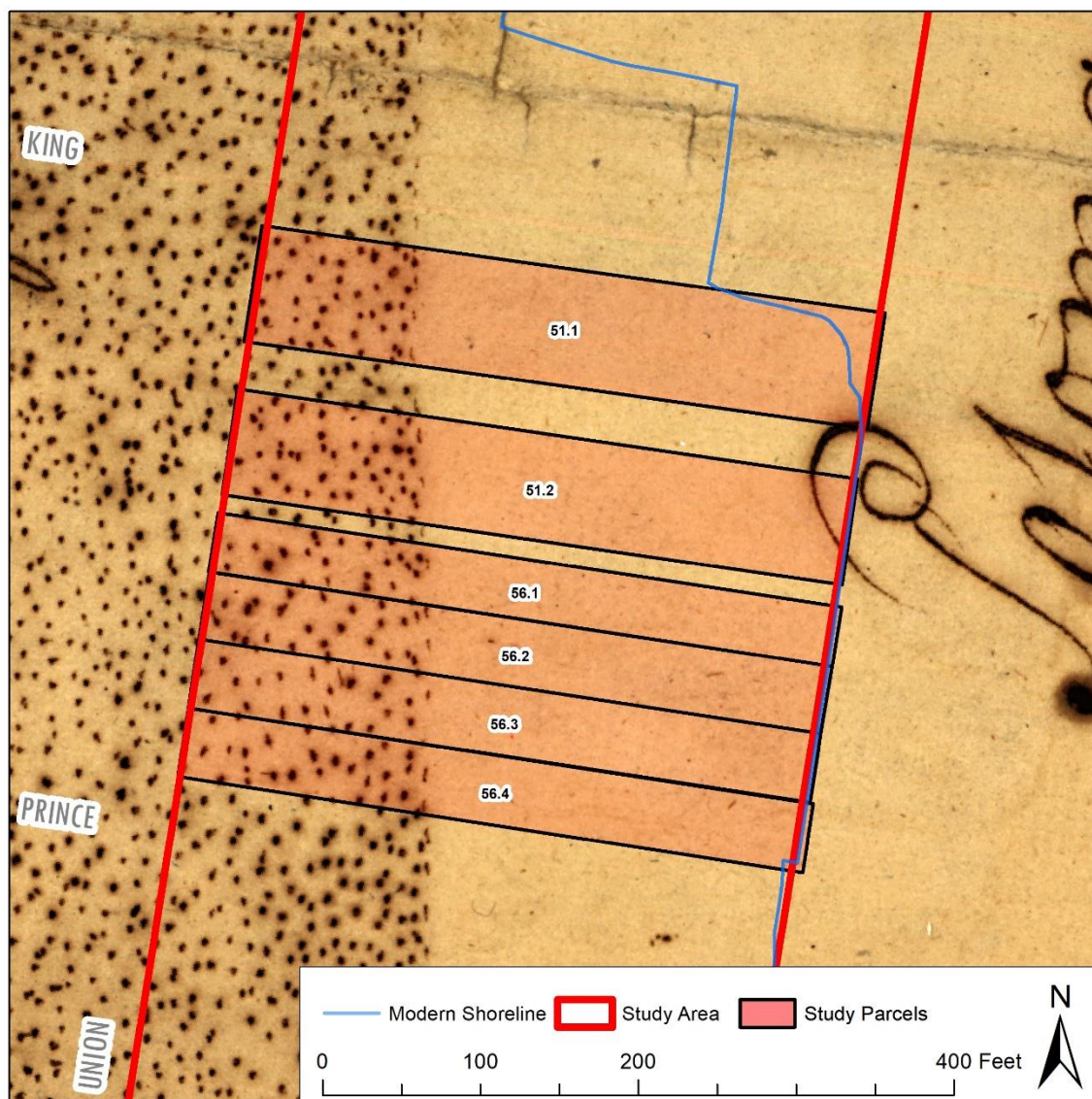


Image 151. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. <https://www.loc.gov/resource/g3884a.ct000223/>. Detail.



Image 152. Historic parcel locations on a 2021 aerial photo of the block east of Union, south of King, and north of Prince.

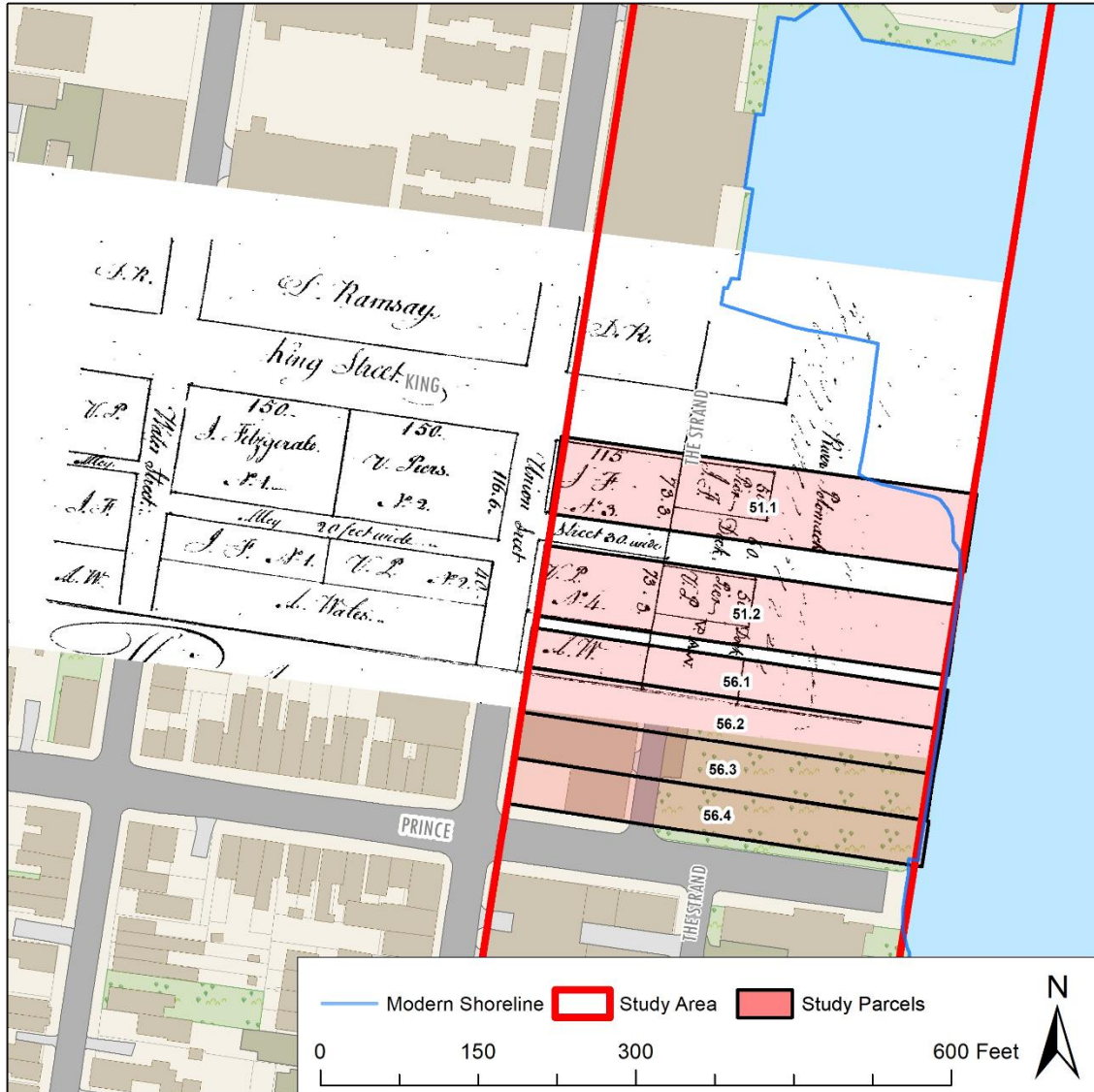


Image 153. Plat showing the partition of the property belonging to John Fitzgerald and Valentine Peers. FDB Y1:85, July 10, 1789.

Chapter 4: Union Street from King to Prince

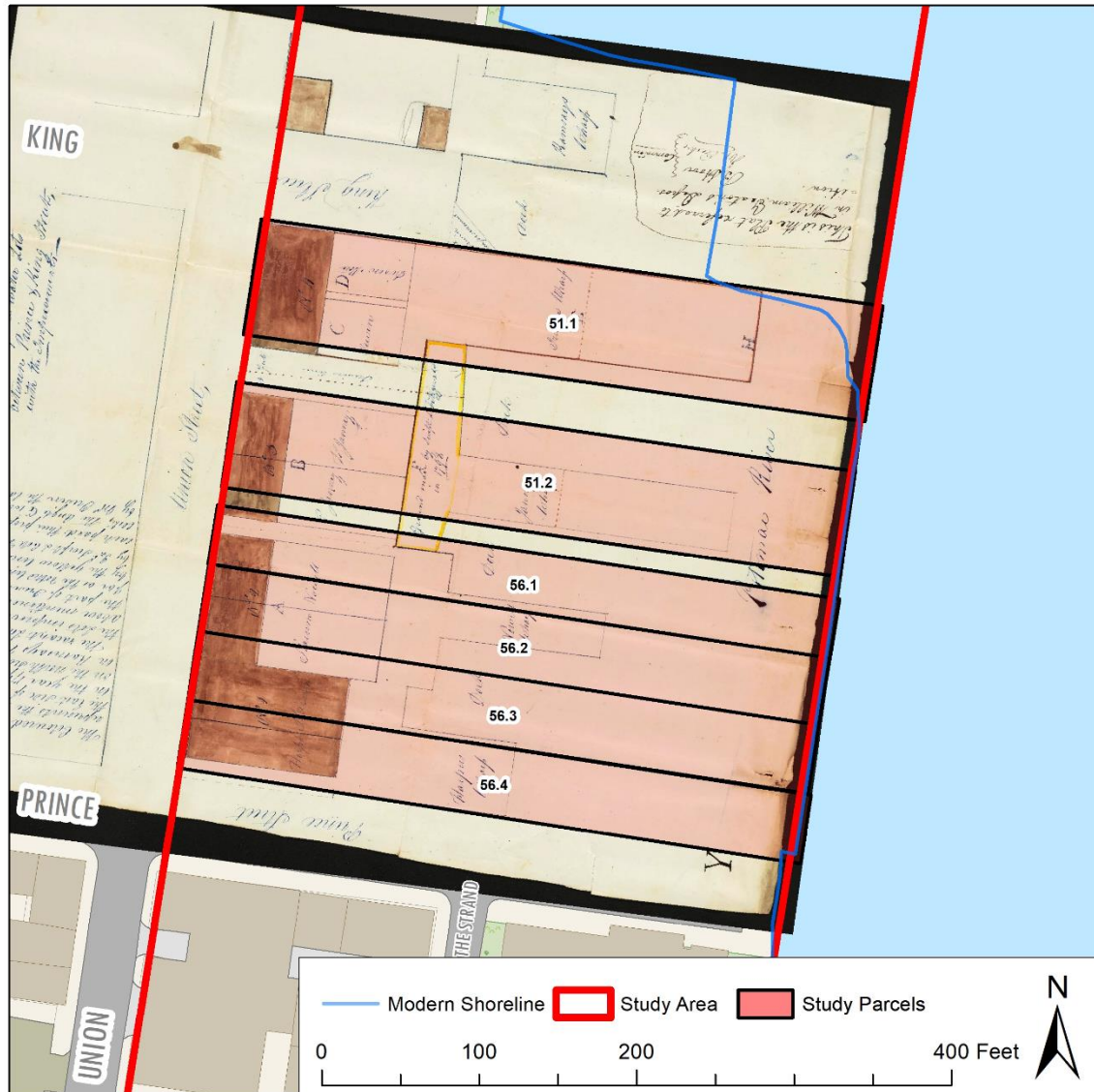



Image 154. William Yeaton, *A Sketch of the Water Lots, Arlington Chancery*, Deposition of William Yeaton, George O. Dixon ETC v William H. Irwin, 1850-003.

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 155. 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-lints, 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.

Image 156. P. Marsteller, "Public Sale," *Virginia Journal and Alexandria Advertiser*, July 5, 1787, GenealogyBank.

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'Crea and Mease's Wharf, where he has now on hand a good stock of the following Articles, viz.

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

Also, a quantity of white and red Oak Hoghead 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'Iver & Co.* or to himself, to make immediate payment of their respective balances.

JOHN M'IVER.

Alexandria, Nov. 8, 1790.

Image 157. 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 SCANT-
LING of different sizes.
Alexandria, September 11, 1793.

Image 158. 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 ge-
neral, 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 pri-
vate 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 159. Matthew Franklin Bowne, "Matthew Franklin Bowne & Co.," *Columbian Mirror and Alexandria Gazette*, April 30, 1795, GenealogyBank.

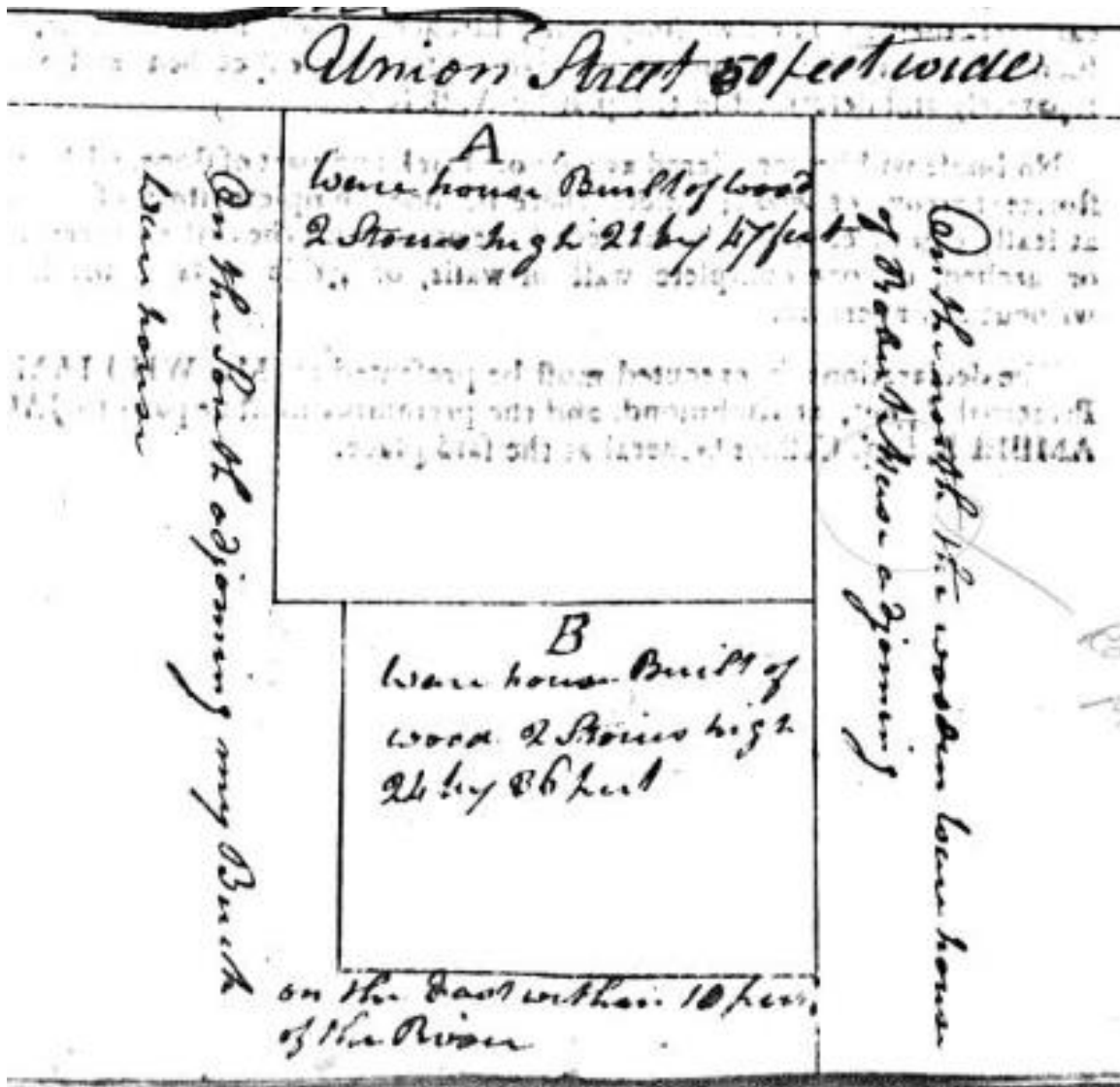


Image 160. Mutual Assurance Society Policy (MAP) No. 43, April 23, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

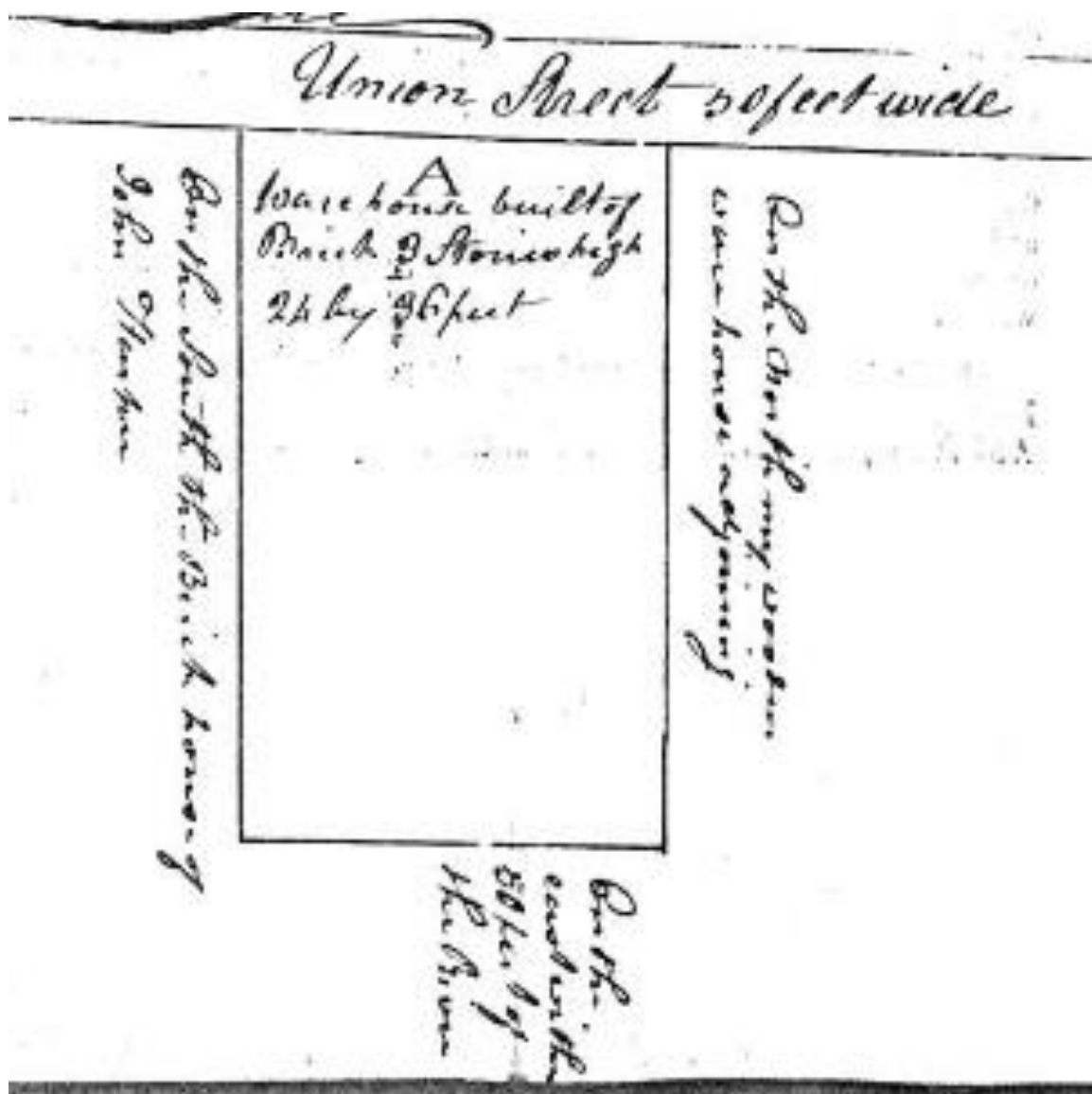


Image 161. Mutual Assurance Society Policy (MAP) No. 42, April 23, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

Chapter 4: Union Street from King to Prince

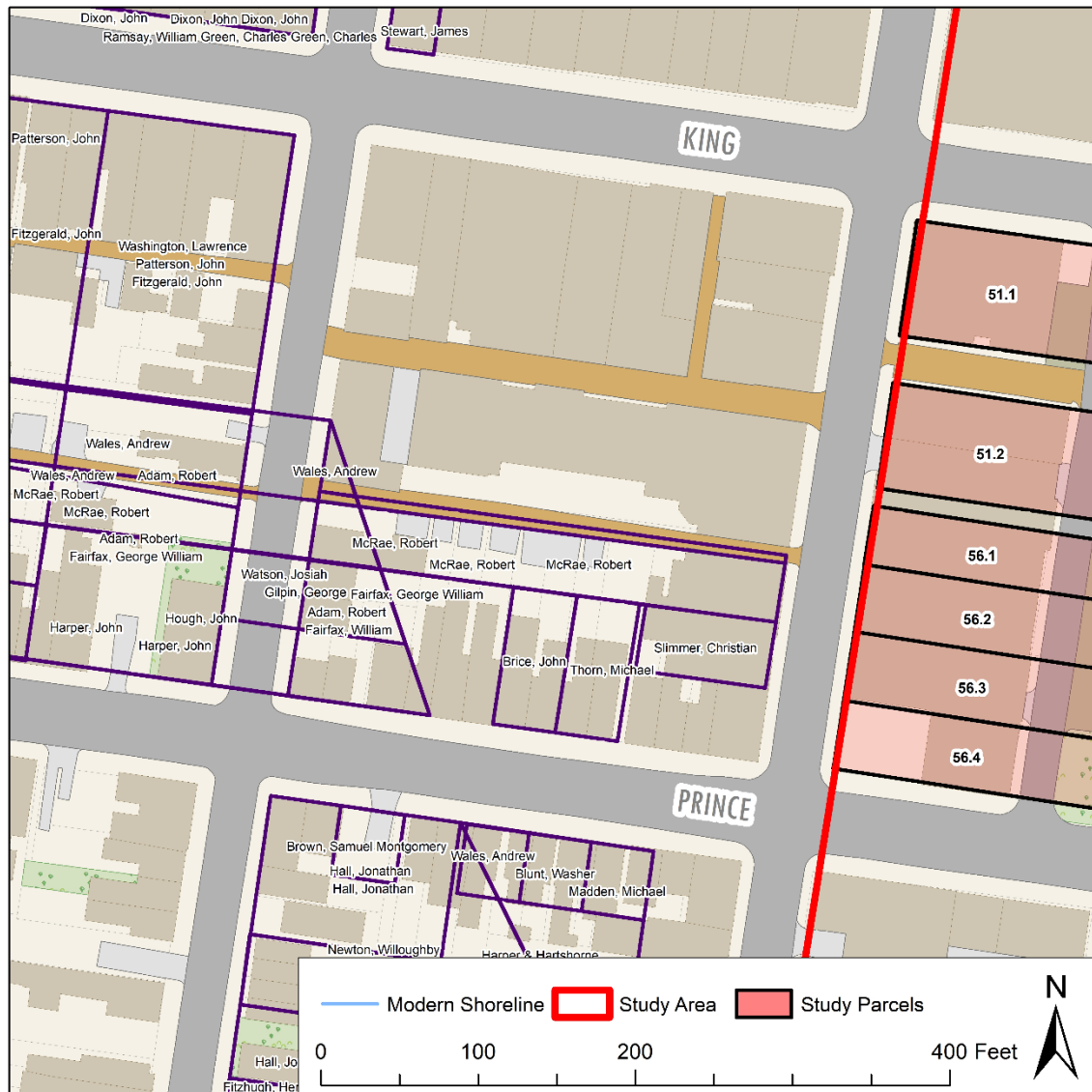


Image 162. Rendering of the parcels along the north edge of Prince Street in 1783 superimposed over modern street map.

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; Bumbury, Battered, and
Drawer Do.
AN ASSORTMENT OF
Commode Handies, Card Table Hinges, Prast 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; Wauers
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 163. 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 moderate
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 colours,
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 calicoes
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 osnaburgs,
mens' and womens' cotton and thread stockings,
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, farsenets, 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' ditto, stationary, Mens' boots
and shoes, womens' and boys' shoes of all sorts, all
articles in the ironmongery 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 164. 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 165. 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 166. Thomas Vowell, "THOMAS VOWELL," *Virginia Gazette and Alexandria Advertiser*, November 11, 1790, GenealogyBank.

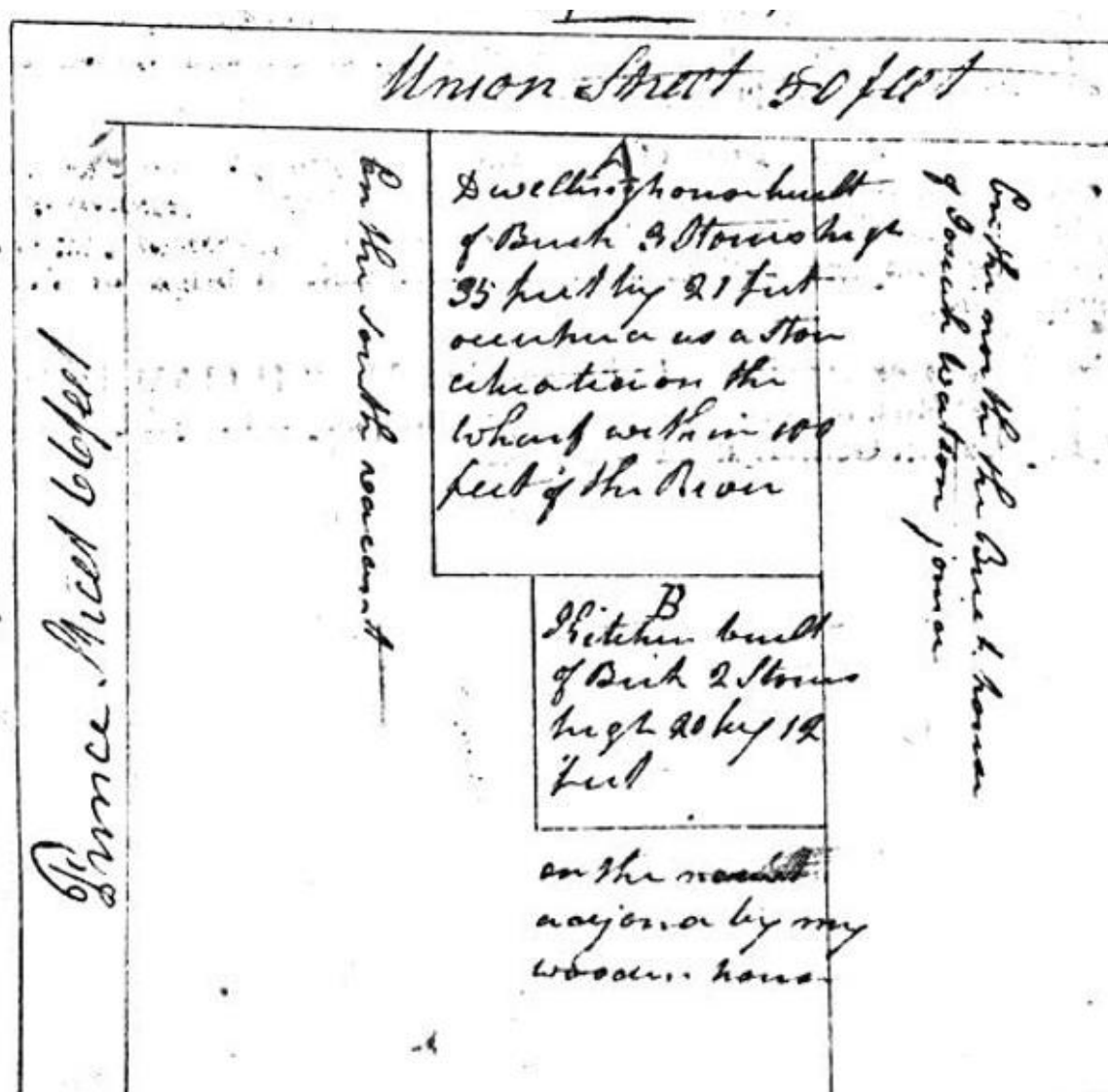


Image 167. Mutual Assurance Society Policy (MAP) No. 130, October 18, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

For Sale, at Harper's Wharf,

- 25 puncheons Jamaica Spirits
- 10 do. Antigua
- 20 hhds. Molasses
- 10 do. Muscovado Sugars
- 10 boxes East-India do.
- 3 pipes Brandy
- 100 Cases American Geneva
- 5 Pipes Holland do.
- 160 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
- 10 Casks of Nails
- 1 ton of Pig Lead
- 50 boxes Window Glass assorted
- 20 pieces Russia Duck
- 50 do. Osnaburghs

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 168. 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).⁹⁰⁴ 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.⁹⁰⁵ Irwin & Irwin sold imported goods and cordage from Harper's Wharf on Prince Street (described above, part of Parcel 6 in Image 152). They dissolved their partnership in 1793 and James Irwin continued ropemaking and served as a Justice of the Peace.⁹⁰⁶ 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 171).⁹⁰⁷ Thomas married Elizabeth Janney on August 31, 1791 (Image 169, Image 170). 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.⁹⁰⁸

Dunlap & Irwin partnered as merchants since 1793, importing general merchandise and grocery items such as textiles, coffee and cotton.⁹⁰⁹ 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 171).⁹¹⁰ Their joint accounts show some expenses related to its construction in 1794-1796 including buying posts and sinking them in the

⁹⁰⁴ 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>.

⁹⁰⁵ 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.

⁹⁰⁶ 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).

⁹⁰⁷ 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.

⁹⁰⁸ *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.

⁹⁰⁹ "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.

⁹¹⁰ 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.⁹¹¹

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.”⁹¹² 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.”⁹¹³

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 154).⁹¹⁴ Depositions from a Supreme Court case reveal that Neale Mooney, Abednego Adams, and John Ball, all bricklayers by trade, built the warehouses.⁹¹⁵ 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.”⁹¹⁶

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.”⁹¹⁷ 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 172). Dennis McCarty

⁹¹¹ Arlington Chancery, Thomas Irwin vs. Executors of John Dunlap, 1810-016.

⁹¹² Deposition of Joseph Nevitt, George O. Dixon ETC vs. William H. Irwin, Arlington County Chancery Court, 1850-003.

⁹¹³ Deposition of William Yeaton, Ibid.

⁹¹⁴ Riker, “The Fitzgerald Warehouse,” 8; James McCrea, “In Common Council,” *Alexandria Daily Advertiser*, June 22, 1804, GenealogyBank.

⁹¹⁵ Arlington Chancery, Deposition of John Ball, George O. Dixon ETC vs. William H. Irwin, 1850-003.

⁹¹⁶ Deposition of Joseph Harris, Ibid.

⁹¹⁷ 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.⁹¹⁸ Irwin called for freight and charters to any port in Europe on the ship *Ann*, which was docked at the King Street Wharf in 1803.⁹¹⁹ Irwin moved his store to the corner warehouse in early 1804, and Daniel McDougall occupied the sail loft above it.⁹²⁰ John Sutton ran a packet, a regular trip between two ports, to Norfolk from this wharf starting in 1804 (Image 173).⁹²¹

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.⁹²² 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.⁹²³ 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, Phannev Salter, had an agreement in place to free the child.⁹²⁴ 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.⁹²⁵ 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.⁹²⁶

⁹¹⁸ 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]."

⁹¹⁹ 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.

⁹²⁰ Daniel M'Dougall, "Daniel M'Dougall," *Alexandria Daily Advertiser*, July 30, 1804, GenealogyBank.

⁹²¹ John Sutton, "Norfolk Packet," *Alexandria Daily Advertiser*, November 13, 1804, GenealogyBank.

⁹²² Arlington Chancery, Thomas Irwin vs. Executors of John Dunlap, 1810-016.

⁹²³ John Dunlap, "Last Will and Testament of John Dunlap" (Last Will and Testament, Alexandria, Virginia, October 29, 1806), FamilySearch, <https://www.familysearch.org/ark:/61903/3:1:3Q57-89P4-NFML?i=403&cat=279393>.

⁹²⁴ 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.

⁹²⁵ 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:/61903/3:1:3Q57-89P4-NXBK?i=442&cat=279393>. Altogether, John Dunlap's personal estate raised \$9,388.14.

⁹²⁶ 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 ¼ 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.⁹²⁷ James Dunlap lived in South Carolina and sold his ¼ share of the wharf and lot to Thomas Irwin in 1808.⁹²⁸

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.⁹²⁹ 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 ¼ share at public auction, where Thomas Irwin purchased it in 1813.⁹³⁰ 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.⁹³¹ Alexandria merchants, such as W. Wedderburn, landed and sold cargo including flour for family use.⁹³² 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 cotton,

⁹²⁷ 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.

⁹²⁸ 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.

⁹²⁹ 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.

⁹³⁰ C. J. Catlett, "Public Sale," *Alexandria Daily Gazette, Commercial & Political*, July 17, 1813, GenealogyBank.; ADB X:155, July 17, 1813.

⁹³¹ 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.

⁹³² W. Wedderburn, "Flour, for Family Use.," *Alexandria Daily Advertiser*, December 3, 1806, GenealogyBank.

rice, shad, and sails (Image 174).⁹³³ William H. Brown sold hemp seed, wine and olives.⁹³⁴ Daniel Cawood & Co. occupied a warehouse on the wharf in 1814.⁹³⁵ Peyton & Dundas sold rum, rice, mahogany, cognac, currants, and Maryland tobacco from 1815-1818.⁹³⁶

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.⁹³⁷ He occupied the northeast warehouse for "a number of years."⁹³⁸ Lindsay & Hill, merchants, moved to "the store lately occupied by Peyton & Dundas, on Irwin's Wharf" in 1818.⁹³⁹ 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 1827.⁹⁴⁰ 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 1825.⁹⁴¹ George Johnston, an auctioneer, occupied space in one of the warehouses in 1830.⁹⁴² 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.⁹⁴³ 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.⁹⁴⁴

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 H.

⁹³³ 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.

⁹³⁴ Miller, *Artisans and Merchants*, s.v. "Brown, Wm. H."

⁹³⁵ Miller, *Artisans and Merchants*, s.v. "Cawood, Daniel & Co."

⁹³⁶ Miller, *Artisans and Merchants*, s.v. "Peyton & Dundas."

⁹³⁷ Miller, *Artisans and Merchants*, s.v. "Catlett, Chas. J."

⁹³⁸ Arlington Chancery, Deposition of Charles Catlett, George O. Dixon ETC vs. William H. Irwin, 1850-003.

⁹³⁹ Diane Riker, "The Fitzgerald Warehouse," 9.

⁹⁴⁰ 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.

⁹⁴¹ 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.

⁹⁴² George Johnston, "Auctions," *Alexandria Gazette*, March 16, 1827, GenealogyBank.

⁹⁴³ Miller, *Artisans and Merchants*, s.v. "Smoot Tannery."

⁹⁴⁴ 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.

Irwin, reached the age of majority (21 years old) in 1835.⁹⁴⁵ 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.⁹⁴⁶ William H. Irwin settled his share on his wife, Anne Patten, upon their marriage in 1839.⁹⁴⁷

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 1837.⁹⁴⁸ William H. Miller advertised the warehouse for rent in December 1837.⁹⁴⁹ Ward & Brother moved in by April 1838 and remained in business until January 1839, selling a wide variety of groceries and household necessities.⁹⁵⁰

The 1840 tax assessment provides a clearer picture of which tenants occupied which warehouse (Image 175). 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.⁹⁵¹ 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 1834.⁹⁵² 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."⁹⁵³ 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 1842.⁹⁵⁴ George O. Dixon and John A.

⁹⁴⁵ *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>

⁹⁴⁶ ADB V2:305, January 15, 1835.

⁹⁴⁷ ADB Z2:359, October 3, 1839.

⁹⁴⁸ George Johnson and John Douglass, "Co-Partnership," *Alexandria Gazette*, April 23, 1831, GenealogyBank.

⁹⁴⁹ William H. Miller, "For Rent," *Alexandria Gazette*, December 30, 1837, GenealogyBank.

⁹⁵⁰ Ward & Brother, "The Subscribers," *Alexandria Gazette*, April 9, 1838, GenealogyBank; Ward & Brother, "Notice," *Alexandria Gazette*, January 11, 1839, GenealogyBank.

⁹⁵¹ Solomon S. Masters and William J. Cox, "Notice," *Alexandria Gazette*, September 1, 1848, GenealogyBank.

⁹⁵² Andrew J. Fleming, "REMOVAL," *Alexandria Gazette*, July 1, 1834, GenealogyBank.

⁹⁵³ R Calvert and William Bayne, "NOTICE," *Alexandria Gazette*, September 17, 1839, GenealogyBank; R Calvert and William Bayne, "Notice," *Alexandria Gazette*, September 11, 1840, GenealogyBank.

⁹⁵⁴ 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 175). 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.⁹⁵⁵ Ultimately, the two parties agreed that the fence could not block the windows and it was removed.⁹⁵⁶

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.⁹⁵⁷ 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.⁹⁵⁸

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.⁹⁵⁹ Harper bought out Boush's share in 1858 and continued at No. 2 King Street.⁹⁶⁰ Boush moved his store to No. 3 Irwin's Wharf, which was the southeast Irwin warehouse.⁹⁶¹

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 1848.⁹⁶² Contemporary maps illustrate Irwin's Wharf on the south edge of the King Street dock (Image 176, Image 177).

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 warehouse.

⁹⁵⁵ 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.

⁹⁵⁶ ADB N3:164, April 21, 1852.

⁹⁵⁷ ADB D3:377, September 20, 1843.

⁹⁵⁸ ADB 13:331, December 24, 1847.

⁹⁵⁹ John Armfield, "Alexandria and New Orleans Packets," *Alexandria Gazette*, July 29, 1835, GenealogyBank.

⁹⁶⁰ 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>.

⁹⁶¹ Nathaniel Boush, "JUST RECEIVED," *Alexandria Gazette*, March 13, 1858; Nathaniel Boush, "GROCERIES," *Alexandria Gazette*, June 24, 1865, GenealogyBank.

⁹⁶² 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.

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 1850.⁹⁶³

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.⁹⁶⁴ 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 1854.⁹⁶⁵ Mary Irwin bought James Carey's ¼ share of the wharf and ½ share of the southeast warehouse in 1862.⁹⁶⁶ The Dixons, who owned the northeast warehouse, partitioned their real estate in 1855, with George O. Dixon taking full ownership of the warehouse.⁹⁶⁷

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.⁹⁶⁸ 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.⁹⁶⁹ Swift offered Lisbon salt for sale from the sloop Mary, docked at this wharf, in 1801.⁹⁷⁰ A lot fronting on Merchant's Wharf and the alley was offered for rent in December 1801.⁹⁷¹

⁹⁶³ Charles Wilson, "Produce and General Commission Business," *Alexandria Gazette*, July 2, 1847, GenealogyBank.

⁹⁶⁴ "Articles of Agreement, January 6, 1852," Irwin Family Papers, Gadsby's Tavern Museum.

⁹⁶⁵ ADB Q3:130, May 29, 1854.

⁹⁶⁶ ADB V3:43, February 24, 1862.

⁹⁶⁷ ADB R3:509, January 1, 1855.

⁹⁶⁸ Miller, *Artisans and Merchants*, s.v. "Swift, Jonathan."

⁹⁶⁹ Alex. O:219, November 10, 1800.

⁹⁷⁰ William Hodgson, "For Sale," *Alexandria Daily Advertiser*, April 2, 1801, GenealogyBank.

⁹⁷¹ 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.⁹⁷² 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 178). 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 179).⁹⁷³ 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.⁹⁷⁴ They advertised a warehouse on Merchant's Wharf for rent in July 1803.⁹⁷⁵ William Sanford leased the sail loft beginning in 1802.⁹⁷⁶

The wharf, warehouse and loft were available to new tenants in 1810 (Image 180). 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.⁹⁷⁷ 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.⁹⁷⁸ 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.⁹⁷⁹ 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 181). John Gird & Isaac Entwisle, merchant partners, occupied space on the wharf and secured a debt for Jonathan Swift from 1813 through 1815.⁹⁸⁰

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 \$30,000.⁹⁸¹ 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 182). Barnewell & Popham sold teas, filberts, sweet oil, mould

⁹⁷² ADB A:218, January 8, 1801.

⁹⁷³ Miller, *Artisans and Merchants*, s.v. "Hall, Wm. J."

⁹⁷⁴ 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.

⁹⁷⁵ Alexander Henderson & Co, "Just Arrived from Lisbon," *Alexandria Daily Advertiser*, July 13, 1803, GenealogyBank.

⁹⁷⁶ ADB C:493, August 13, 1802.

⁹⁷⁷ Miller, *Artisans and Merchants*, s.v. "McPherson, Daniel & Isaac."

⁹⁷⁸ Joseph Rowen, "New Cordage Store," *Alexandria Daily Gazette, Commercial & Political*, May 16, 1810, GenealogyBank.

⁹⁷⁹ Lawrason & Fowle, "Lawrason & Fowle," *Alexandria Daily Gazette, Commercial & Political*, October 2, 1810, GenealogyBank.

⁹⁸⁰ ADB X:23, March 19, 1813; ADB Z:236, August 3, 1815; Miller, *Artisans and Merchants*, s.v. "Gird, John."

⁹⁸¹ 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.⁹⁸² 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.⁹⁸³

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.⁹⁸⁴

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 183). 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.⁹⁸⁵ They lived on the "upper end" of King Street, about ten blocks west of the wharf.⁹⁸⁶

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.

⁹⁸² Barnewell & Popham, "Fresh Teas &c," *Alexandria Gazette & Daily Advertiser*, September 12, 1817, GenealogyBank.

⁹⁸³ Phineas Janney, Last Will and Testament, October 6, 1852, Alexandria Will Book (AWB) 6:128, FamilySearch.

⁹⁸⁴ John Janney, Last Will and Testament, 1823, FWB N1:145; *Encyclopedia of American Quaker Genealogy*, Ancestry.com.

⁹⁸⁵ *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.

⁹⁸⁶ 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 184). Within days, the broker for the Fire Insurance Company of Alexandria sought estimates from builders to replace the ruined structure.⁹⁸⁷ 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 1819.⁹⁸⁸

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.⁹⁸⁹ 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.⁹⁹⁰ 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.⁹⁹¹ 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.⁹⁹² Elizabeth entrusted her brothers and Phineas Janney to manage her share.⁹⁹³ She moved with her family to Loudoun County in 1839.⁹⁹⁴

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.⁹⁹⁵ S. Shinn & Son offered fresh corn meal from the first delivery of the Orange & Alexandria Railroad on May 30, 1851 (Image 185).

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

⁹⁸⁷ J. B. Nickolls, "Notice to Builders.," *Alexandria Gazette & Daily Advertiser*, February 1, 1819, GenealogyBank.

⁹⁸⁸ Jonathan Janney, "For Rent," *Alexandria Gazette & Daily Advertiser*, April 1, 1819, GenealogyBank.

⁹⁸⁹ John Janney and Thomas V. Huck, "Notice," *Alexandria Gazette & Daily Advertiser*, September 17, 1818, GenealogyBank.

⁹⁹⁰ 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>.

⁹⁹¹ Israel Janney Jr., "Israel Janney, Jr.," *Alexandria Gazette*, June 15, 1821, GenealogyBank.

⁹⁹² 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.

⁹⁹³ March 3, 1826, Ref. ADB R2:52, June 25, 1828.

⁹⁹⁴ 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.

⁹⁹⁵ 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.⁹⁹⁶ 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.⁹⁹⁷ Thomas & Dyer established their commission partnership on Janney's Wharf in 1844 and remained there into the next decade (Image 186).⁹⁹⁸

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."⁹⁹⁹ 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.¹⁰⁰⁰

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.¹⁰⁰¹ In 1852, the steamship *Phenix* provided daily ferry service from Janney's Wharf to Washington, D.C.¹⁰⁰² A decade later, the steamship *Planter* provided passenger service between Janney's Wharf and Baltimore.¹⁰⁰³

Contemporary maps illustrate Janney's Wharf without labels (Image 176). This pier appears to match Irwin's in size in 1838 and in 1845 (Image 177).

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.¹⁰⁰⁴ Thomas Vowell previously rented a store and warehouse on Harper's Wharf (see above). Parcel 56.1 was vacant in 1796 and Parcel

⁹⁹⁶ 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.

⁹⁹⁷ 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.

⁹⁹⁸ 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.

⁹⁹⁹ Phineas Janney, "Phineas Janney," *Alexandria Gazette*, January 1, 1849, GenealogyBank; Alexandria Land Tax Records from 1840 and 1850, on file at Alexandria Archaeology.

¹⁰⁰⁰ 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."

¹⁰⁰¹ Benoni Wheat, "Steamboat Line," *Alexandria Gazette*, February 27, 1830, GenealogyBank.

¹⁰⁰² *Alexandria Gazette*, April 27, 1852.

¹⁰⁰³ *Alexandria Gazette*, August 15, 1862.

¹⁰⁰⁴ Alex. G:499, September 9, 1796; Alex. K:329, March 2, 1798.

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 178). The Vowell brothers married Harper sisters: Thomas wed Mary Ann Harper in 1794 and John married Margaret Harper in 1795.¹⁰⁰⁵

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 1802.¹⁰⁰⁶ A handling error resulted in a lost keg of sprigs that were landed here and consigned to Libby, Carne & Slade.¹⁰⁰⁷

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 1806.¹⁰⁰⁸ 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 187, Image 188). 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.¹⁰⁰⁹

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.¹⁰¹⁰ A brick house stood on Parcel 56.2 in 1815 (Image 199).

In 1815, Daniel Somers sold salt, coffee, and sugar on Vowell's Wharf in the store lately occupied by McLean & Somers (Image 189). John Jackson & Co. sold sugar in front of Daniel Somers' store in 1818 (Image 190). 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 191). In 1820, the warehouse where Daniel Somers and Samuel Messersmith kept their counting rooms was burglarized by

¹⁰⁰⁵ 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.

¹⁰⁰⁶ Alexander Henderson & Co, "Landing," *Times; and District of Columbia Daily Advertiser*, May 3, 1802, GenealogyBank.

¹⁰⁰⁷ McClean & Winterbery, "LOST," *Alexandria Daily Advertiser*, August 25, 1804, GenealogyBank. Sprigs are small, headless nails.

¹⁰⁰⁸ Miller, *Artisans and Merchants*, s.vv. "McLeod, Daniel," "MacLeod & Lumsdon."

¹⁰⁰⁹ 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>.

¹⁰¹⁰ 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 192). Messersmith continued to occupy the warehouse until his death in 1840.¹⁰¹¹

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 194).¹⁰¹² Concurrently, the Vowells ended their copartnership in January 1819, leaving their books and business in the hands of John Douglass & Co (Image 193). 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.¹⁰¹³ In July 1826 Thomas Vowell used his half share of the wharf and lot as security for debt.¹⁰¹⁴ He failed to repay, and his share was sold at public auction to Mordecai Miller for \$5,030 (Image 195).¹⁰¹⁵

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.¹⁰¹⁶ 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...”¹⁰¹⁷ Lincoln Chamberlain sold groceries from Vowell’s Wharf in 1834.¹⁰¹⁸

Mordecai Miller died and his 1833 will resulted in his son John S. Miller inheriting the half share of Vowell’s Wharf.¹⁰¹⁹ Contemporary maps show Vowell’s Wharf unlabeled, but evident to the north of the Prince Street dock and Harper’s Wharf (Image 176). In the 1845 plan, Vowell’s Wharf is stepped or tiered having an irregular front on the dock rather than a flat front (Image 177). 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 196). 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.¹⁰²⁰

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

¹⁰¹¹ Vowell, John C., “For Rent,” *Alexandria Gazette*, January 9, 1841, GenealogyBank.

¹⁰¹² Vowell, John C. and Vowell, Thomas, “A Card,” *Alexandria Herald*, January 29, 1819, GenealogyBank.

¹⁰¹³ Vowell, Thomas and Douglass, John, “Notice,” *Alexandria Gazette & Daily Advertiser*, January 4, 1820, GenealogyBank.

¹⁰¹⁴ ADB Q2:180, July 10, 1826.

¹⁰¹⁵ ADB Q2:195, July 13, 1827; ADB Q2:503, May 6, 1828.

¹⁰¹⁶ These tenants appear on tax records from 1820, 1830, and 1840.

¹⁰¹⁷ Andrew J. Fleming and William N. McVeigh, “New Grocery Store,” *Alexandria Gazette*, August 27, 1831, GenealogyBank.

¹⁰¹⁸ Lincoln Chamberlain, “Sugar, Beef &c,” *Alexandria Gazette*, January 4, 1834, GenealogyBank.

¹⁰¹⁹ ADB U2:450, August 12, 1833; Mordecai Miller, Last Will and Testament, AWB 4:44, April 21, 1832.

¹⁰²⁰ 1850 Alexandria Real Property Tax, on file at Alexandria Archaeology.

aid.¹⁰²¹ 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 1860.¹⁰²²

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.¹⁰²³ He continued to use Long Wharf as his headquarters for his wholesale grocery enterprise.¹⁰²⁴ 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 1858.¹⁰²⁵

Parcel 56.3

George Slacum purchased the parcel, wharf and pier from Josiah Watson in 1797 for £2214.¹⁰²⁶ 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 1804.¹⁰²⁷

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 197). Slacum's warehouse loft was occupied by sailmaker Thomas Cooper in 1804 (Image 198). 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 "gone much

¹⁰²¹ "Destructive Fire," *Alexandria Gazette*, June 6, 1854, GenealogyBank.

¹⁰²² ADB U3:372, April 16, 1860.

¹⁰²³ 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.

¹⁰²⁴ *Alexandria Gazette*, December 14, 1854, GenealogyBank. McKenzie imported Liverpool salt and alum salt on this occasion.

¹⁰²⁵ 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.

¹⁰²⁶ Alex. I:300, March 19, 1797.

¹⁰²⁷ Arlington Chancery, Testimony of Philip [James?], Mutual Assurance Society vs. Widow of George Slacum ETC, 1819-027.

to decay,” and it was pulled down after this agreement.¹⁰²⁸ 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 199).¹⁰²⁹

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.¹⁰³⁰ 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 200).¹⁰³¹ 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 201).¹⁰³² 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.¹⁰³³ 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.¹⁰³⁴ 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 202). A two-story brick shop stood behind and fronted on the dock and wharf.¹⁰³⁵ Garner died in Alexandria in 1847.¹⁰³⁶ Jane Slacum’s 1846 insurance policy described a three-story brick dwelling and tavern (Image 203).¹⁰³⁷ 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).¹⁰³⁸ William N. McVeigh ordered the construction, however he did not purchase the parcel until June 1853.¹⁰³⁹ His insurance policy showed two 23’ wide, unoccupied three-

¹⁰²⁸ 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.

¹⁰²⁹ MAP No. 1902, December 12, 1815.

¹⁰³⁰ ADB H2:15, December 5, 1818.

¹⁰³¹ Miller, *Artisans and Merchants*, s.v. “Green, John;” John Green, “Cheese,” *Alexandria Gazette & Daily Advertiser*, September 5, 1817, GenealogyBank.

¹⁰³² MAP No. 4997, March 31, 1823.

¹⁰³³ George Johnson, “This Day. Public Sale.,” *Alexandria Gazette*, July 31, 1828, GenealogyBank.

¹⁰³⁴ George White, “This Day,” *Alexandria Gazette*, September 18, 1832, GenealogyBank.

¹⁰³⁵ MAP No. 11068, June 22, 1839.

¹⁰³⁶ “Died,” *Alexandria Gazette*, December 28, 1847, GenealogyBank.

¹⁰³⁷ MAP no. 14326, September 9, 1846.

¹⁰³⁸ *Alexandria Gazette*, April 3, 1852.

¹⁰³⁹ 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.¹⁰⁴⁰ McVeigh offered one of the warehouses for rent in 1856, having been previously occupied by Robinson & Payne.¹⁰⁴¹ The same buildings were insured by McVeigh in 1860 and occupied by C. F. Suttler and George Robinson.¹⁰⁴²

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 1800.¹⁰⁴³ This endeavor was short-lived: in 1802 Henry Moore struck out for Kentucky and Thomas Moore declared bankruptcy.¹⁰⁴⁴

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.¹⁰⁴⁵

Bayne & Cartwright established their grocery and ship chandlery store on Harper's Wharf in 1803 (Image 204). Their annual rent for the wharf was \$333.33.¹⁰⁴⁶ 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 1820.¹⁰⁴⁷

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 205).¹⁰⁴⁸ The 1823 insurance policy describes a three-story brick store &

¹⁰⁴⁰ MAP No. 507A, January 4, 1853.

¹⁰⁴¹ William N. McVeigh, "FOR RENT," *Alexandria Gazette*, September 10, 1856, GenealogyBank.

¹⁰⁴² MAP No. 21220, 1860.

¹⁰⁴³ Henry Moore and Thomas Moore, "Auction Room and Commission Store," *Columbian Mirror and Alexandria Gazette*, September 16, 1800, America's Historical Newspapers.

¹⁰⁴⁴ Miller, *Artisans and Merchants*, s.v. "Moore, Henry," "Moore, Thomas."

¹⁰⁴⁵ "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.

¹⁰⁴⁶ Mary Harper, "The Estate of John Harper in Account with Mary Harper Executrix" (Alexandria, Virginia, June 11, 1805), FamilySearch.

¹⁰⁴⁷ Henry Bayne, "Notice," *Alexandria Daily Gazette & Advertiser*, May 1, 1811; Miller, *Artisans and Merchants*, s.v. "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.

¹⁰⁴⁸ MAP No. 1893, December 9, 1815.

dwelling with a 2-foot parapet wall and a two-story brick kitchen behind it (Image 206).¹⁰⁴⁹ 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.¹⁰⁵⁰ 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 207).¹⁰⁵¹ 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 70.¹⁰⁵²

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.¹⁰⁵³ When they failed to repay, Thomas Vowell purchased it at public auction a year later for \$5,000.¹⁰⁵⁴ Vowell immediately resold the property with wharfage and dockage rights yet subject to annuity to Mary Harper to Luther Chamberlain.¹⁰⁵⁵ Chamberlain then used the property to secure debt.¹⁰⁵⁶ Nancy Harper, married to Wells Andrews still owned a 1/3 share. Josiah H. Davis and Harris & Chamberlain occupied the parcel in 1830.¹⁰⁵⁷ 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.¹⁰⁵⁸

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 \$1,666.66.¹⁰⁵⁹ 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.¹⁰⁶⁰ 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

¹⁰⁴⁹ MAP No. 4985, March 31, 1823.

¹⁰⁵⁰ Isaac Entwisle and Thomas M. Davis, "Notice is hereby given," *Alexandria Daily Advertiser*, August 14, 1804, GenealogyBank.

¹⁰⁵¹ Miller, *Artisans and Merchants*, s.v. "Davis, Thomas M."

¹⁰⁵² 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.

¹⁰⁵³ ADB Q2:298, June 18, 1827.

¹⁰⁵⁴ ADB R2:102, July 22, 1828.

¹⁰⁵⁵ ADB R2:99, July 23, 1828.

¹⁰⁵⁶ ADB R2:96, July 23, 1828.

¹⁰⁵⁷ 1830 Property Tax Assessment, Alexandria, Virginia, on file at Alexandria Archaeology.

¹⁰⁵⁸ MAP No. 11059, June 24, 1839.

¹⁰⁵⁹ ADB C3:355, February 23, 1843,.

¹⁰⁶⁰ MAP No. 11793, August 28, 1848.

Chapter 4: Union Street from King to Prince

Chamberlain) to William N. McVeigh for five thousand dollars.¹⁰⁶¹ 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.¹⁰⁶² The policy renewed in 1860 with occupants J. H. McVeigh & Son and C. A. Baldwin & Co.¹⁰⁶³

¹⁰⁶¹ ADB N3:147, March 8, 1852.

¹⁰⁶² MAP No. 17692, July 7, 1853.

¹⁰⁶³ MAP No. 21221, 1860.

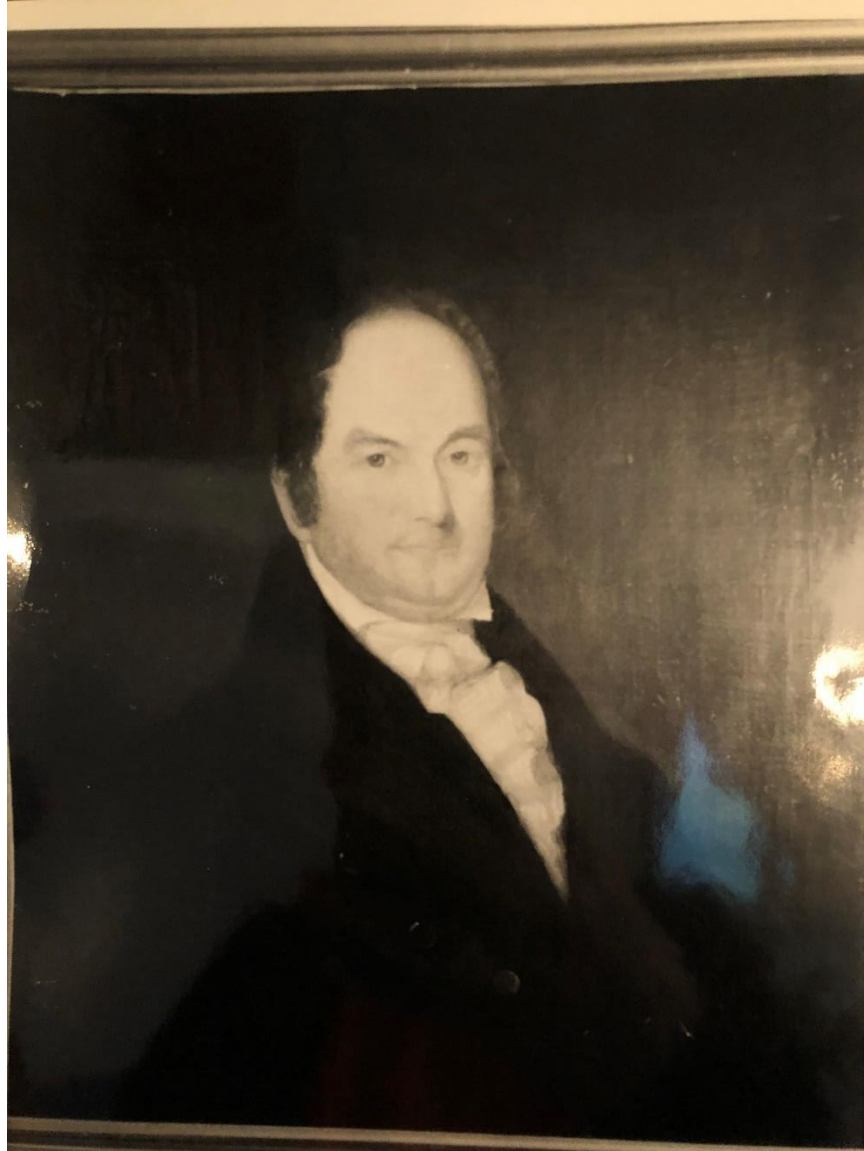


Image 169. Thomas Irwin, Jacob Eichholtz, attr., c. 1825. Gadsby's Tavern Museum Collection.



Image 170. Elizabeth Janney Irwin, Jacob Eichholtz, attr., c. 1825. Gadsby's Tavern Museum Collection.

Chapter 4: Union Street from King to Prince

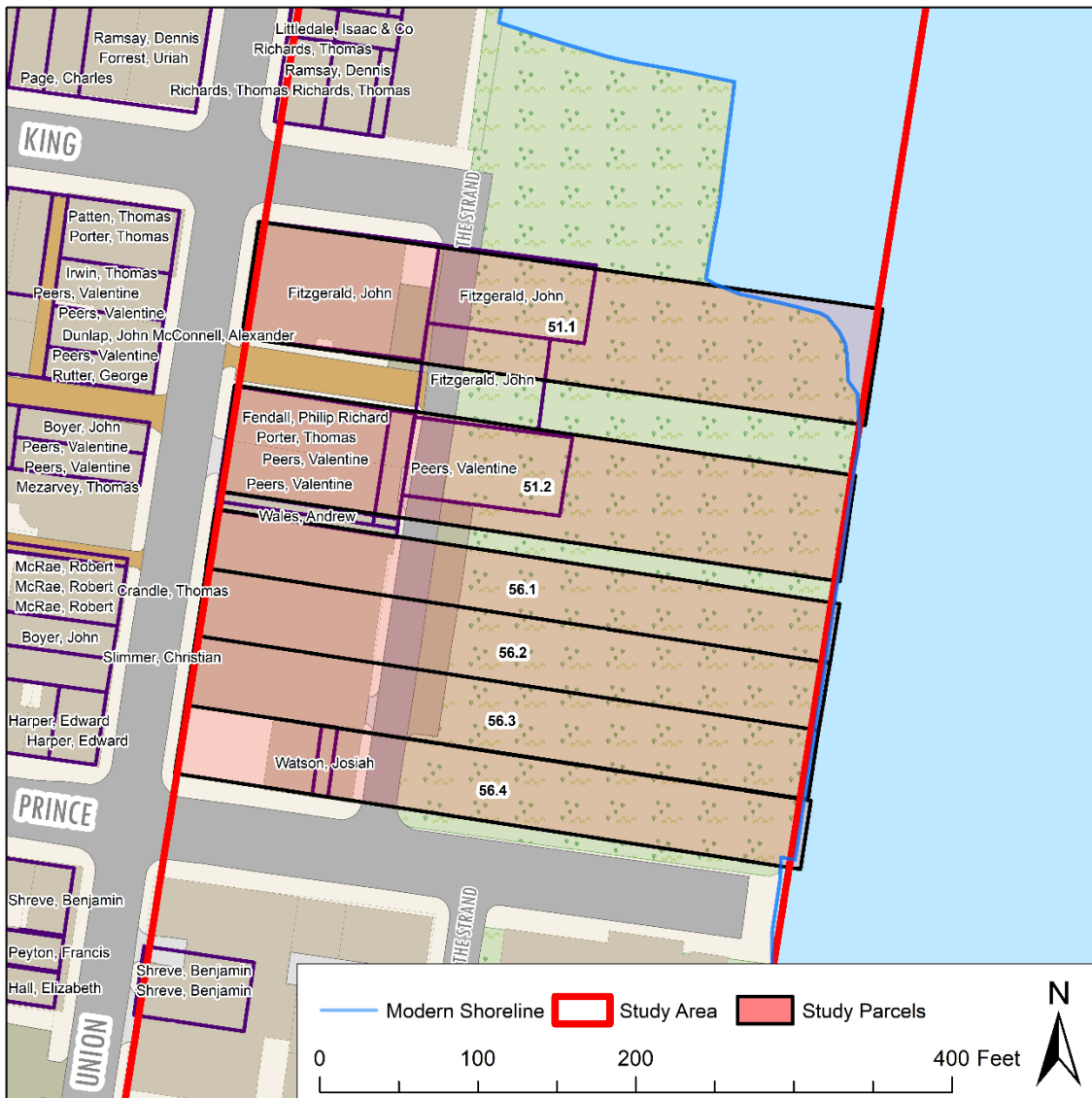



Image 171. The south side of King Street as it intersects with Union Street. Showing the owners of parcels in 1794.

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, *Dennist W. Early 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 do. Eleven Barrels
 11 Pork, three Barrels Beef, Nineteen
 3 Barrels Ship Bread, Eight Barrels
 19 Pilot Bread. One Ceg Land 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
Dennist W. Early Johnston

Image 172. 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
Dunlap 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.

Image 173. 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 Allum
Salt, 14 bales good Spinning Cotton, and 20
tierces Rice.

P. G. Marsteller.

April 19.

Image 174. P. G. Marsteller, "Public Sale," Alexandria Daily Advertiser, April 20, 1808, GenealogyBank.

Chapter 4: Union Street from King to Prince

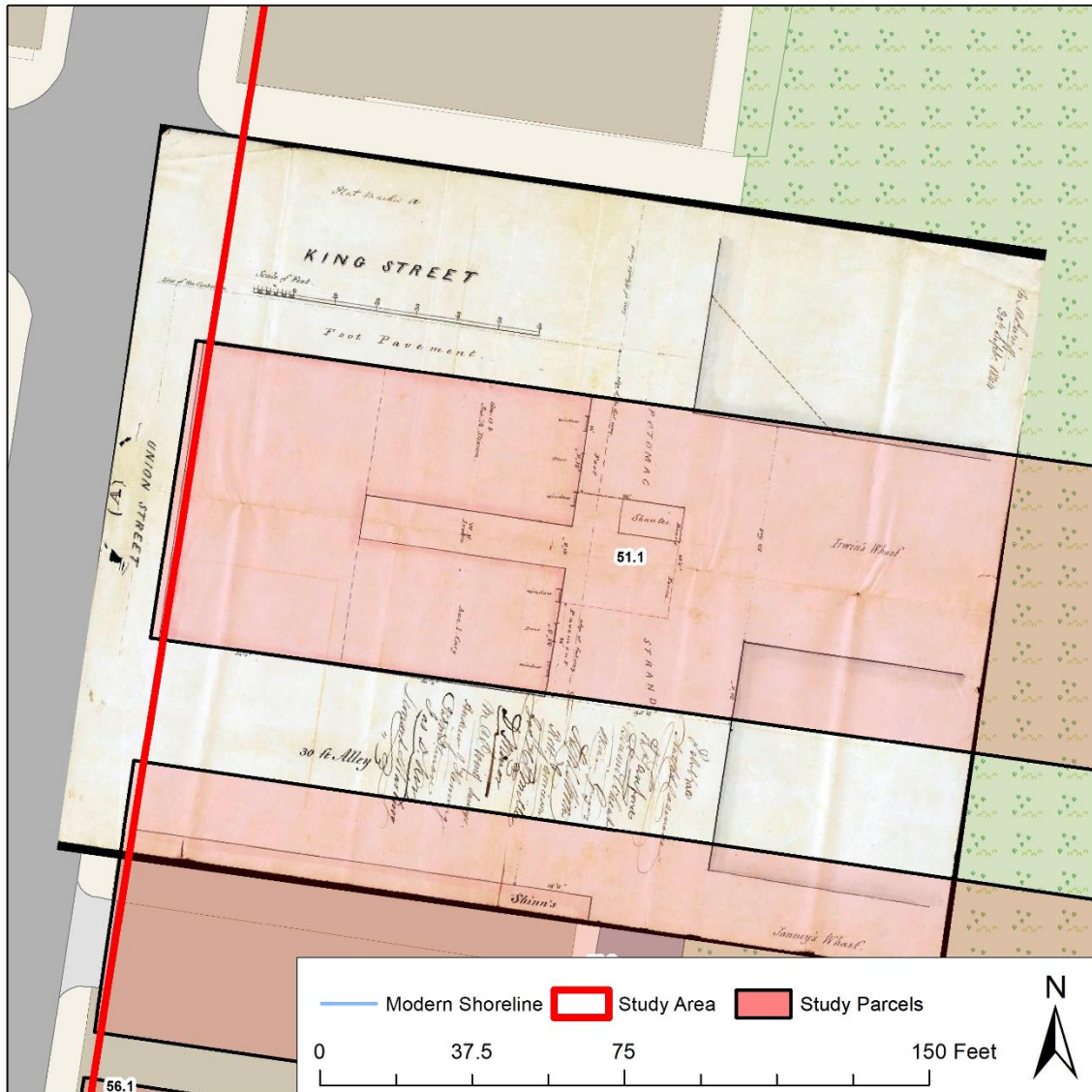


Image 175. Measured drawing of the Irwin warehouse complex as it appeared on September 30, 1844. Plat A from Arlington Chancery, Deposition of William Yeaton, George O. Dixon ETC v William H. Irwin, 1850-003.

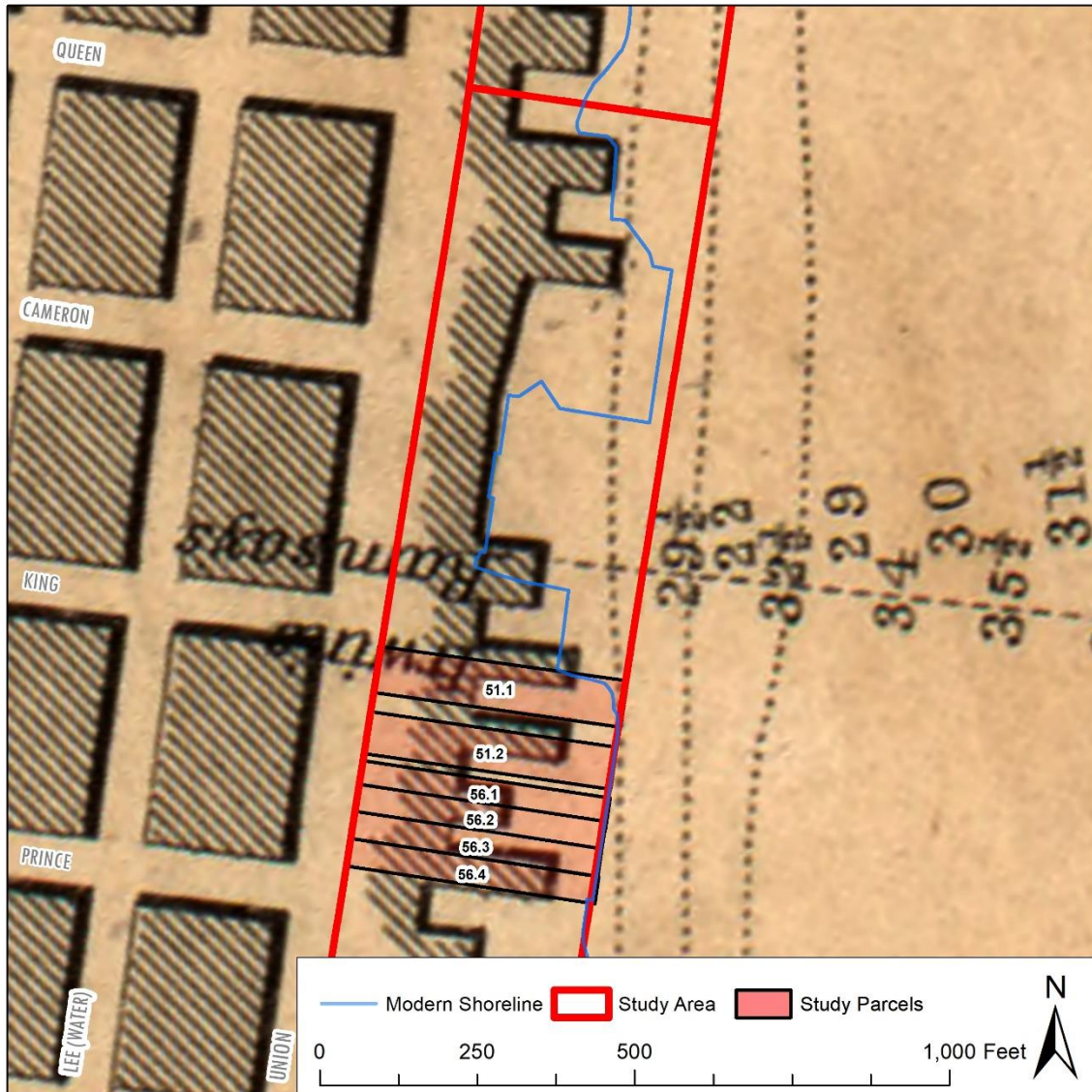


Image 176. Stone, William James. "Chart of the Head of Navigation of the Potomac River Shewing the Route of the Alexandria Canal: Made in Pursuance of a Resolution of the Alex'a Canal Company Oct. 1838." Image. Washington, D.C.: United States Senate, 1838. <https://www.loc.gov/item/89696869/>. Detail.

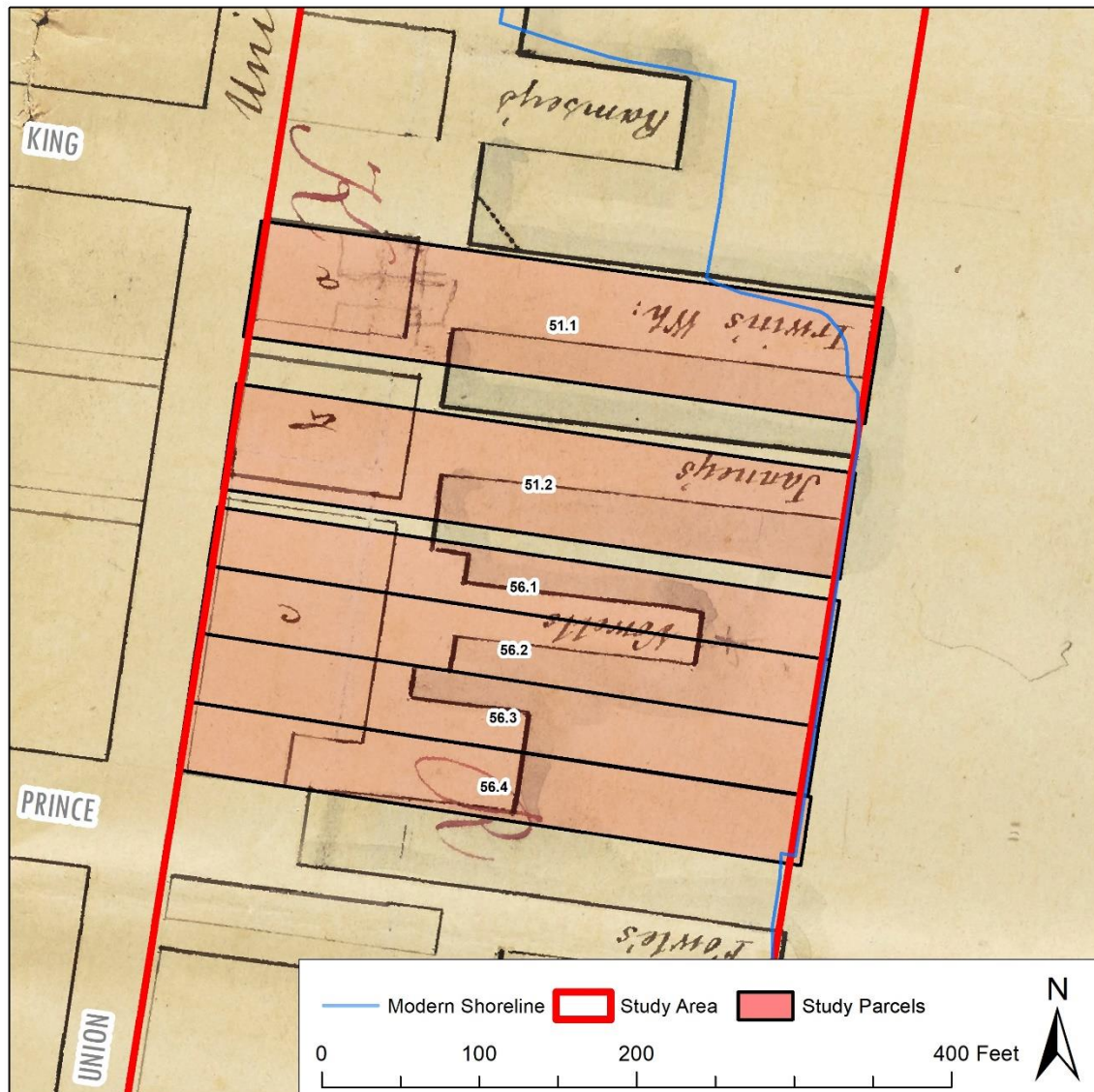


Image 177. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. George O. Dixon and John A. Dixon vs. William H. Irwin, 1850-003. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia. Detail.



Image 178. Mutual Assurance Society Policy (MAP) No. 538, August 16, 1805, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

FOR SALE,
Genuine Madeira Wine in
pipes, hhd's. and quarter casks, for approved 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, opposite 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 perfectly 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 occupant.

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

W'm I. HALL.
December 22. d

Image 179. 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 separte. 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 accommo-lation of a genteel family.

Immediate possession given, and a liberal credit.

J. Swift.

January 4. 3t

Image 180. 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 181. 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 182. 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 1809

Image 183. 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 184. "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 185. 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 186. 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 187. William Garner, "William Garner," Alexandria Gazette, October 20, 1815, GenealogyBank.

THE Subscriber has just received and offers for sale at his store on Vowel's wharf, 30 dozen bottles English mustard, 13 tierces Thibbert's brown stout in bottles, 15 bbls. Irish mess pork, Boston inspection, 200 bushels northern potatoes, of a superior quality, and a few casks Goshen cheese.

William Garner.

Nov 18 tf

Image 188. William Garner, "The Subscriber Has Just Received," Alexandria Gazette, November 18, 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 Leaf and Lump Sugar,
40 boxes Mould Candles.
DANIEL SOMERS
P. S. Who wants to purchase 100
Share Potomac Bank Stock.
Jan 31. 31

Image 189. 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.

Image 190. 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 }
35 bbls } old rye whiskey.
October 7 **4t**

Image 191. Samuel Messersmith, "Samuel Messersmith," *Alexandria Gazette & Daily Advertiser*, October 7, 1819, GenealogyBank.

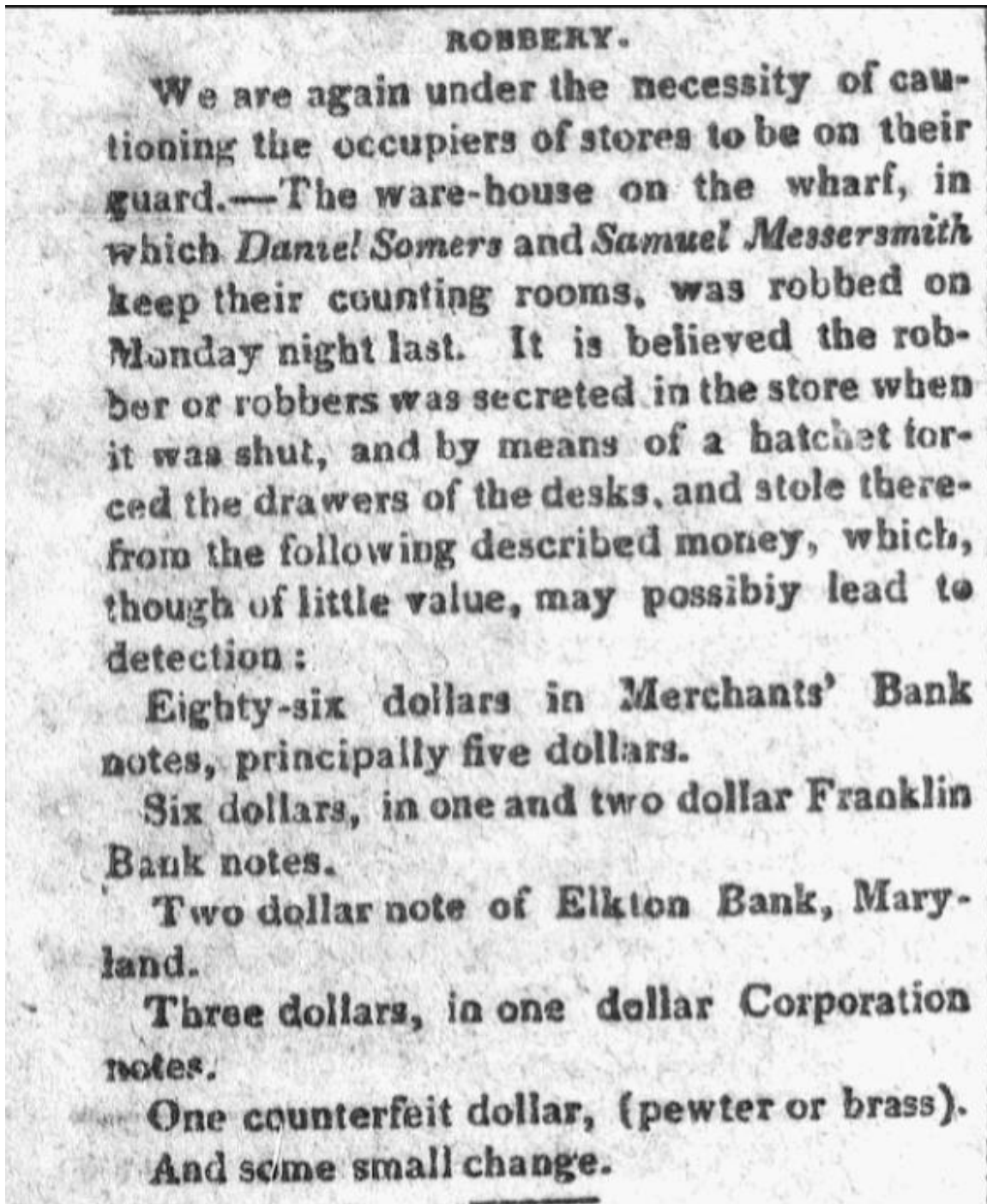


Image 192. "ROBBERY," *Alexandria Gazette & Daily Advertiser*, February 9, 1820, GenealogyBank.

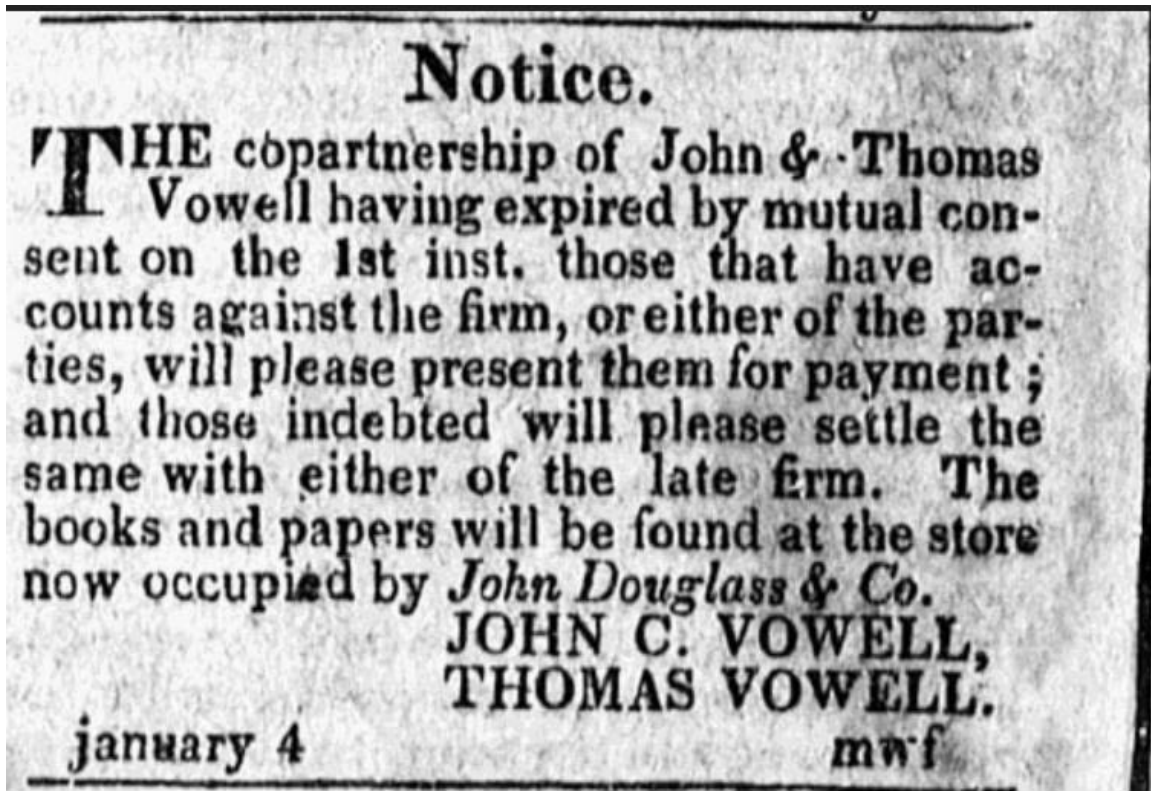


Image 193. Vowell, John C. and Vowell, Thomas, "Notice," *Alexandria Gazette & Daily Advertiser*, January 4, 1819, *GenealogyBank*.

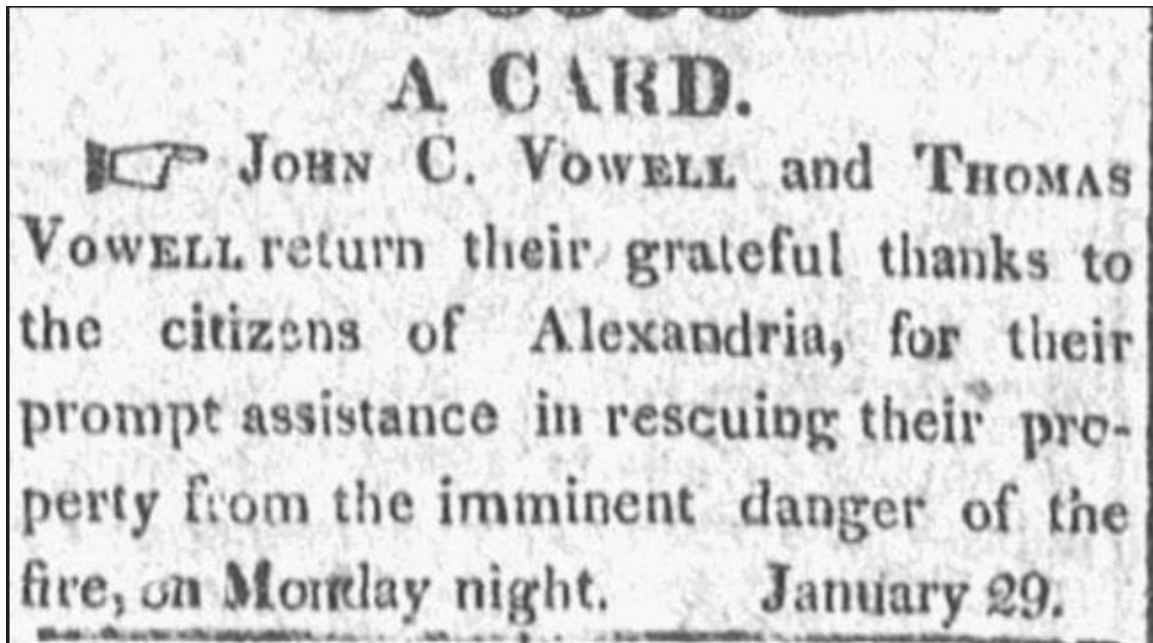


Image 194. Vowell, John C. and Vowell, Thomas, "A Card," Alexandria Herald, January 29, 1819, GenealogyBank.

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

Image 195. George Johnson, "Valuable Real Estate at Auction," Alexandria Gazette, March 21, 1827, GenealogyBank.

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 196. 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 d6t

Image 197. 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.

Thomas Cooper,
SAIL-MAKER,
RESPECTFULLY informs the ship
owners, &c. of Alexandria, that he has
commenced the Sail Making Business in
a Loft belonging to George Slacum, Esq.
in Potomac Strand, South end of the
Town, where all orders will be execut-
ed on moderate terms.

August 1 eodtf

Image 198. Thomas Cooper, Alexandria Expositor for the Country, August 3, 1804, GenealogyBank.

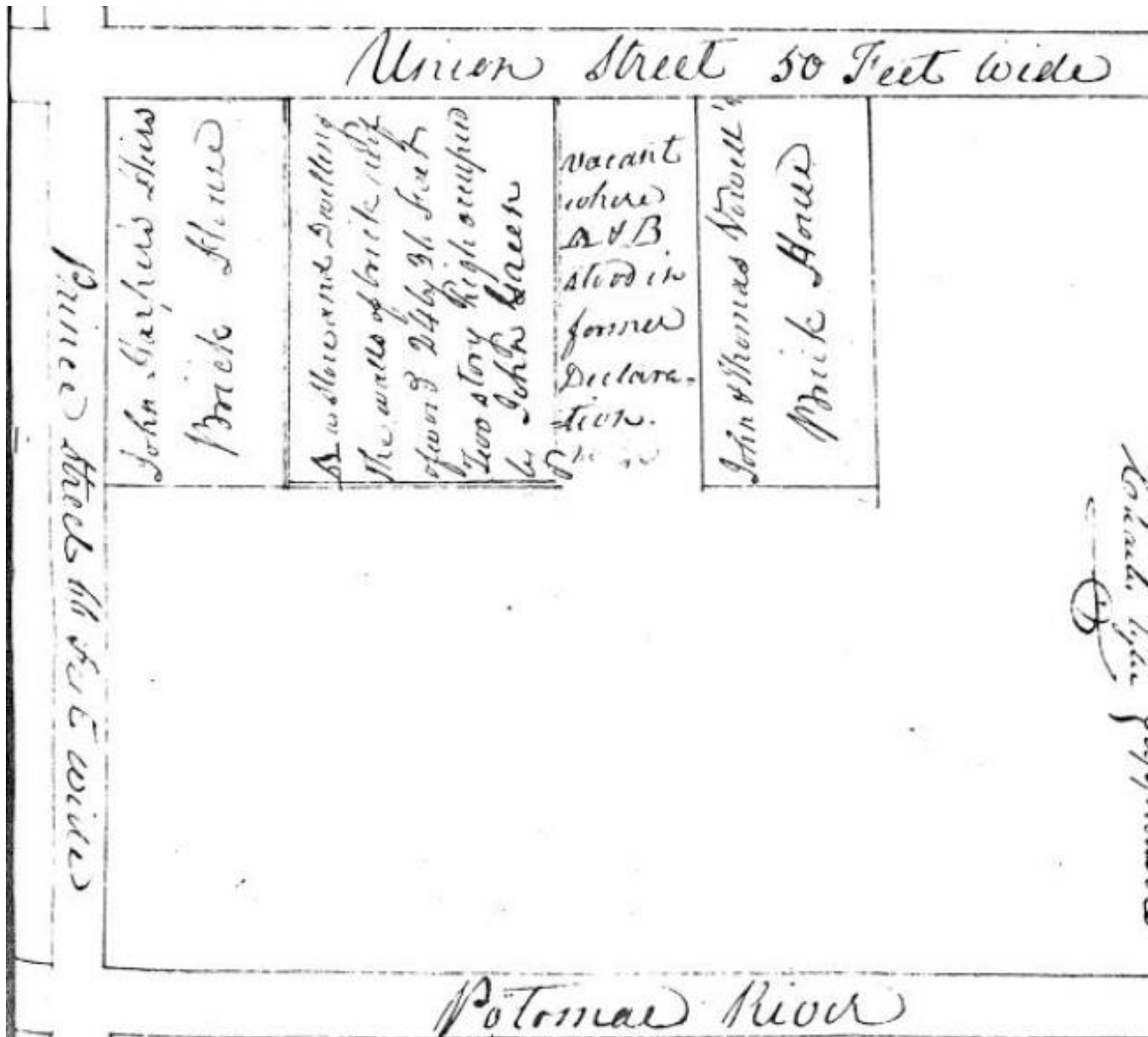



Image 199. Mutual Assurance Society Policy (MAP) No. 1902, December 12, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

For Norfolk and Richmond,



The fine fast sailing schr.
BARKENTINE, 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 Sto

Image 200. John Green, "For Norfolk and Richmond," *Alexandria Gazette & Daily Advertiser*, May 7, 1818, GenealogyBank.

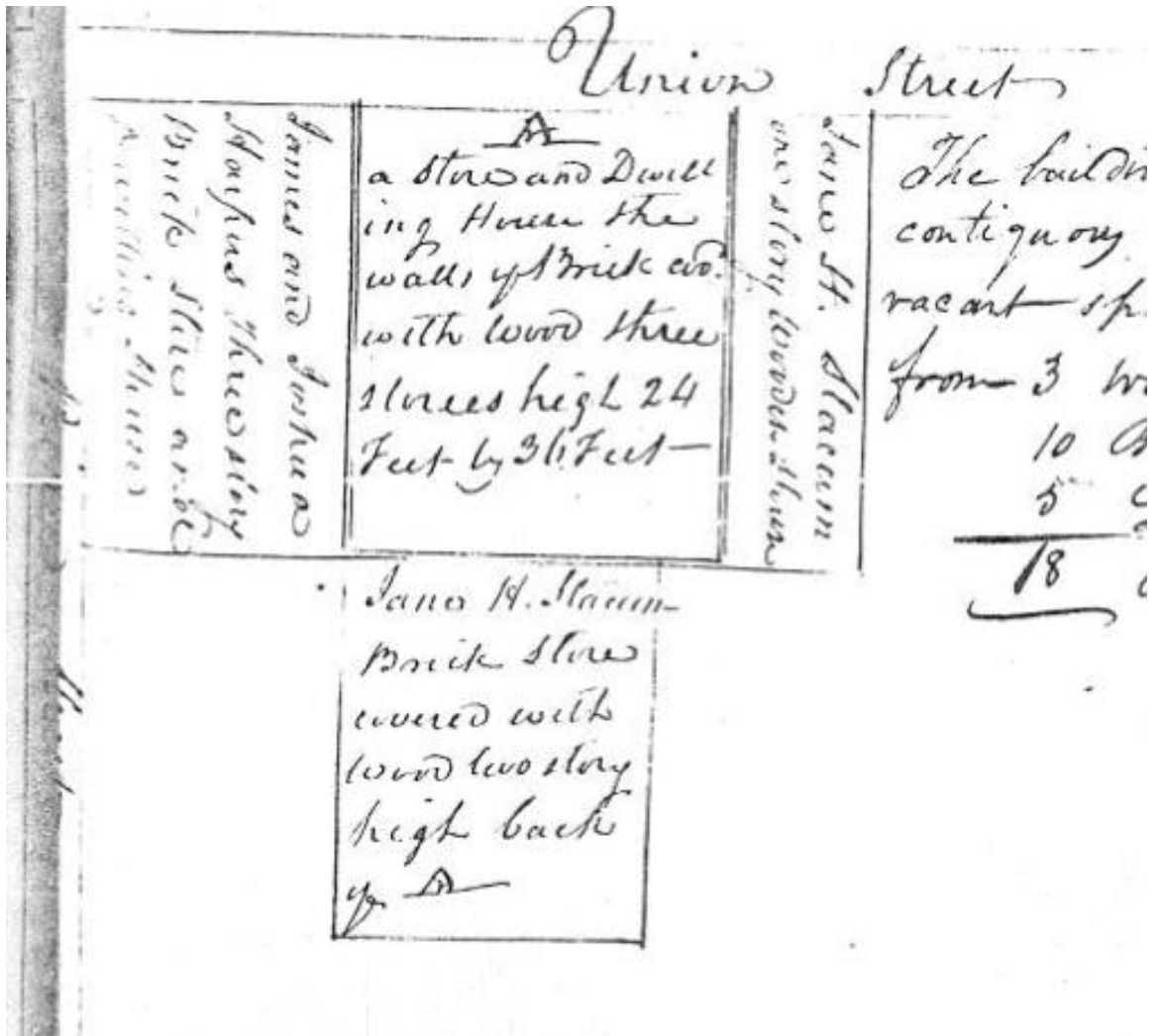


Image 201. Mutual Assurance Society Policy (MAP) No. 4997, March 31, 1823, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

Chapter 4: Union Street from King to Prince

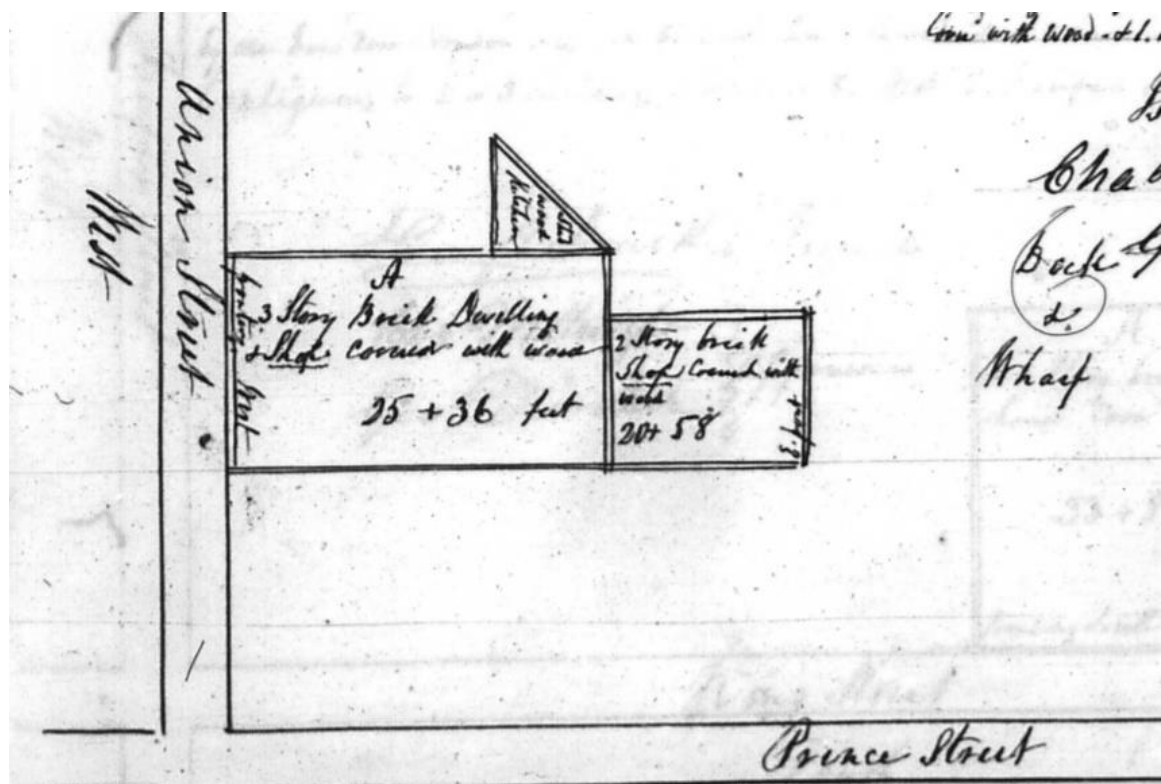


Image 202. Mutual Assurance Society Policy (MAP) No. 11068, June 22, 1839, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

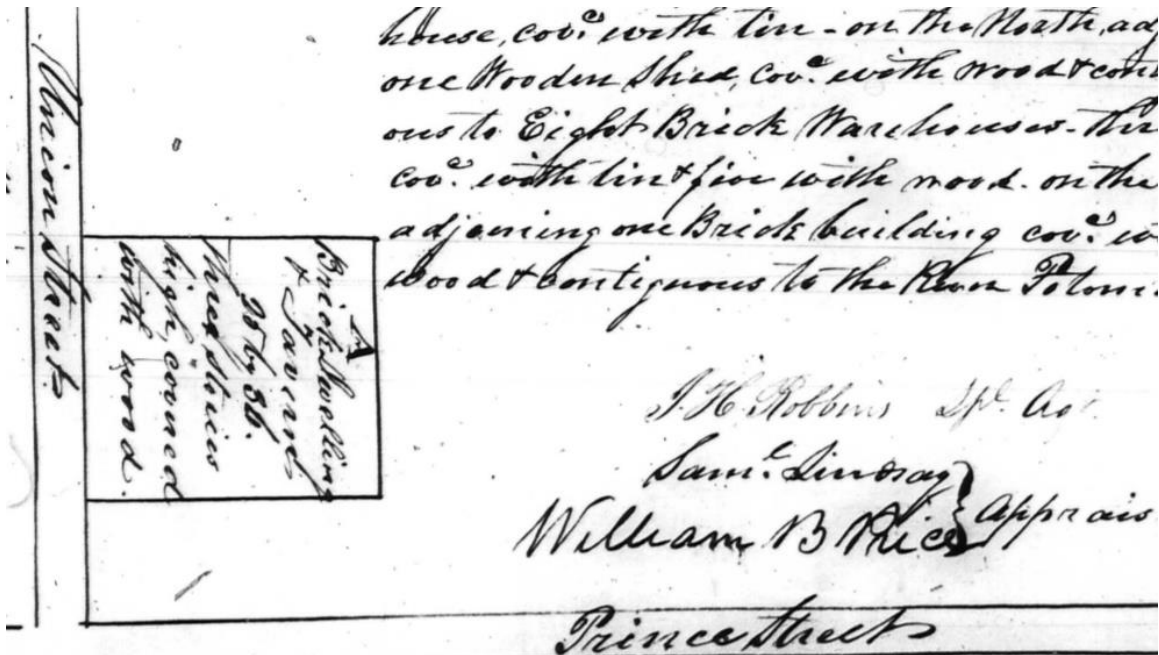


Image 203. Mutual Assurance Society Policy (MAP) No. 14326, September 9, 1846, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

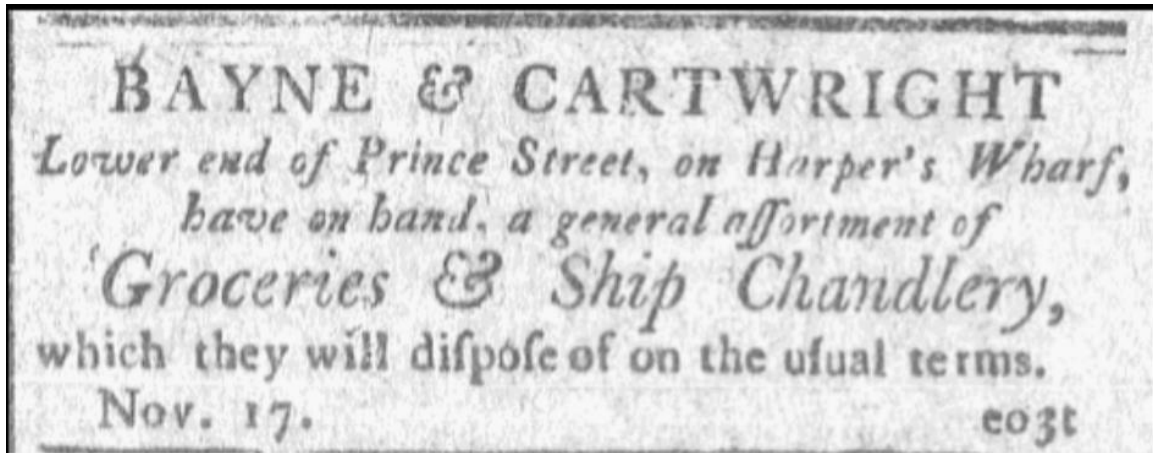


Image 204. Bayne & Cartwright, "BAYNE & CARTWRIGHT," Alexandria Daily Advertiser, November 17, 1803, GenealogyBank.

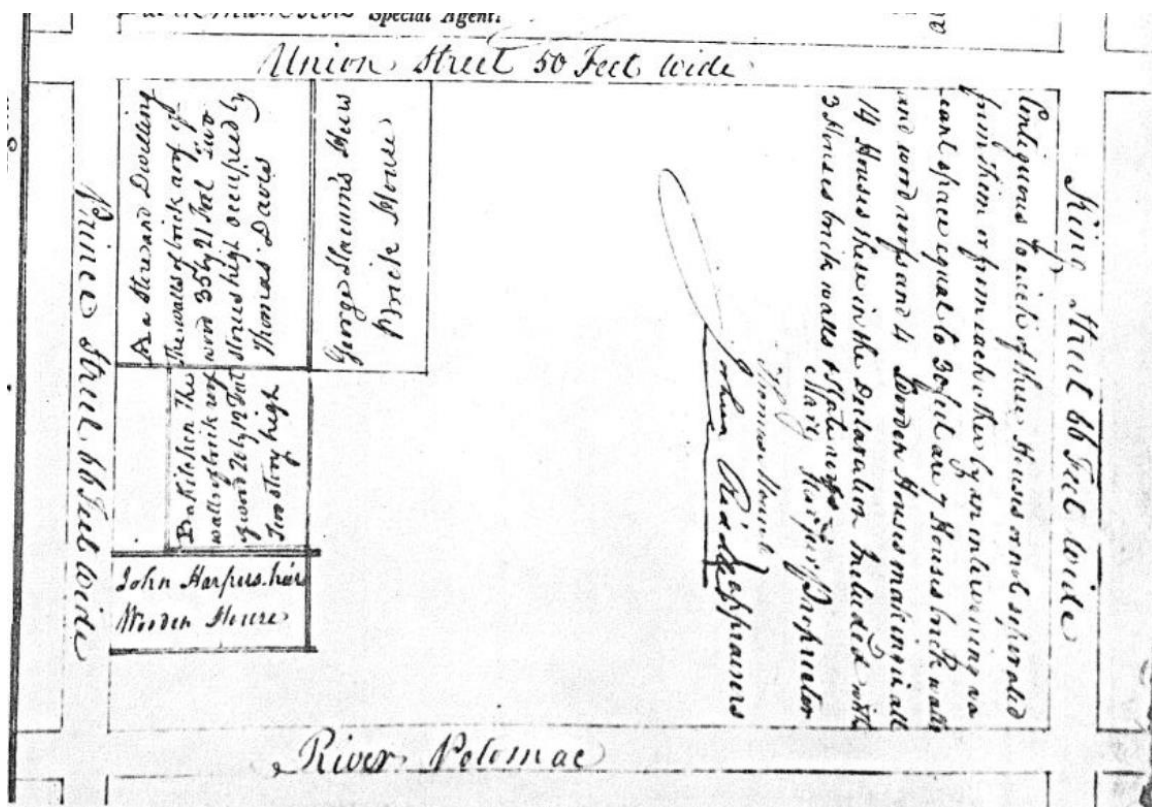


Image 205. Mutual Assurance Society Policy (MAP) No. 1893, December 9, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

Chapter 4: Union Street from King to Prince

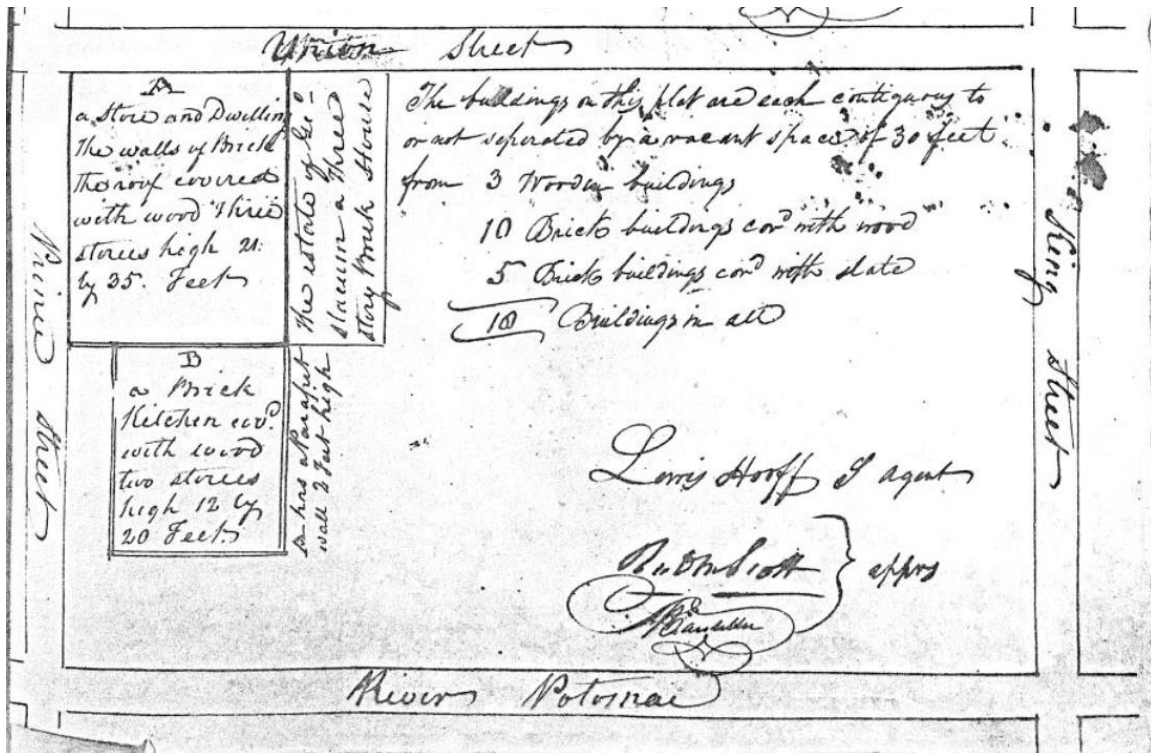


Image 206. Mutual Assurance Society Policy (MAP) No. 4985, March 26, 1823, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

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 207. 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 208).” 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 209). The Quartermaster map shows a storehouse on Irwin’s southwest corner, fronting on Union and the alley (Image 210). 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 1861-1865.¹⁰⁶⁴

The 1862 *Plan of Alexandria* has the wharf on Parcel 51.2 marked “Janneys (Image 208).” Janney’s Wharf is depicted by Magnus with a block of three warehouses separated from Irwin’s by a wide alley (Image 209). 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 208).” 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 208).” 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 209). 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 210). 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.¹⁰⁶⁵ 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.¹⁰⁶⁶ However, McVeigh returned to Alexandria in 1873 and sued for the recovery of his property. Two suits went to the level of the Supreme

¹⁰⁶⁴ “Corporation of Alexandria to Mary Irwin, Tax bill, 1861-1865,” Irwin Family Papers, Gadsby’s Tavern Museum.

¹⁰⁶⁵ ABD V3:248, 249, 250, 251, 252, September 23, 1863.

¹⁰⁶⁶ ABD 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 1874.¹⁰⁶⁷ The Supreme Court overturned a lower court's action which caused the lower court to nullify the sale of McVeigh's real estate.¹⁰⁶⁸

¹⁰⁶⁷ "McVeigh Hospital," Alexandria Archaeology, accessed December 7, 2021, <https://www.alexandriava.gov/historic/civilwar/default.aspx?id=73504>.

¹⁰⁶⁸ 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/>.

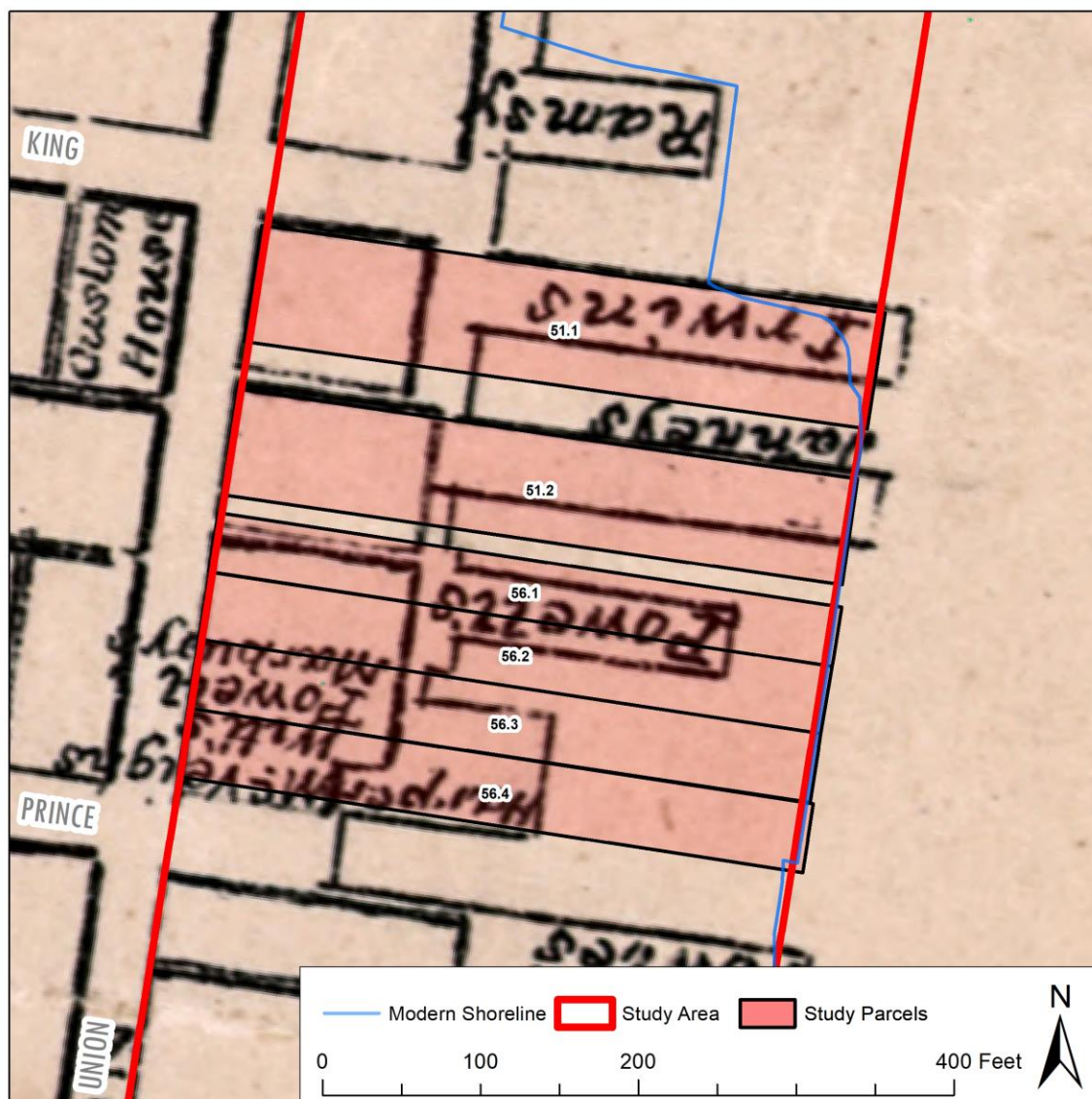


Image 208. United States Coast Survey. "Plan of Alexandria." 1862. Image. <https://www.loc.gov/item/89692513/>. Detail.



Image 209. 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).

Chapter 4: Union Street from King to Prince

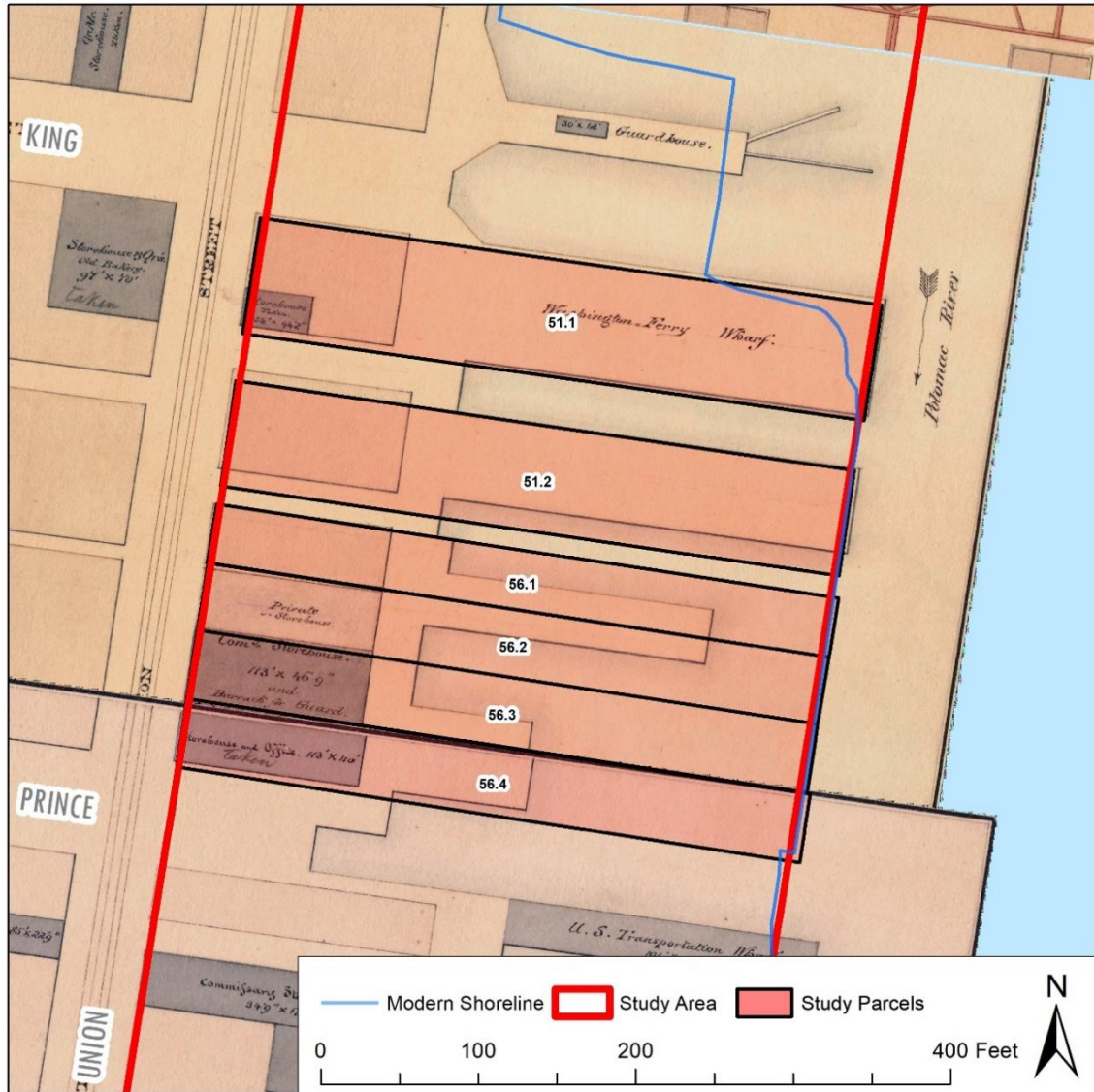


Image 210. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.

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 211). A major repair took place in 1878, including the construction of a "heavy wall."¹⁰⁶⁹ 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.¹⁰⁷⁰

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.¹⁰⁷¹

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.¹⁰⁷² 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 212).

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.¹⁰⁷³ 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 215). 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 1885.¹⁰⁷⁴ 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 213).

The Alexandria Ferry Company began a three-year lease for the wharf in May 1888, and they continued to occupy the wharf until May 1895.¹⁰⁷⁵

¹⁰⁶⁹ Irwin Family Papers, Gadsby's Tavern Museum.

¹⁰⁷⁰ ADB 11:96, February 11, 1882.

¹⁰⁷¹ J. Broders & Co., "Potomac Transportation Line," *Alexandria Gazette*, August 11, 1871, GenealogyBank.

¹⁰⁷² 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.

¹⁰⁷³ Riker, "Fitzgerald's Warehouse King and Union Streets, 24-26.

¹⁰⁷⁴ ADB 15:583, May 28, 1885.

¹⁰⁷⁵ 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 1895.¹⁰⁷⁶ 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 1895.¹⁰⁷⁷

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 216).

Parcel 51.2

James Dempsey, a merchant who occupied the warehouses and wharf since the 1840s, died in 1865.¹⁰⁷⁸ Phineas Janney used his 2/5 share in Merchant's Wharf to secure a debt in 1866.¹⁰⁷⁹

In the years after the Civil War, the wharf was the site of the Philadelphia and Boston Steamship Line (Image 212). 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 215). 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 216). 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 1899.¹⁰⁸⁰

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.¹⁰⁸¹ 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 212).

¹⁰⁷⁶ Francis K. Carey to Mary Irwin, Washington, D.C., August 2, 1895, Irwin Family Papers, Gadsby's Tavern Museum.

¹⁰⁷⁷ "Local Brevities," *Alexandria Gazette*, March 8, 1895, GenealogyBank.

¹⁰⁷⁸ *Alexandria Gazette*, October 27, 1865, GenealogyBank.

¹⁰⁷⁹ ADB X3:448, September 14, 1866.

¹⁰⁸⁰ ADB 44:288, November 1, 1899; ADB 44:290, November 1, 1899.

¹⁰⁸¹ 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 212). 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.¹⁰⁸²

Reed's Ice Wharf, 1881-1896

F. A. Reed began a 5-year lease for the wharf in 1881.¹⁰⁸³ 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 215). A circa 1880s photograph shows the ice house next to McVeigh's warehouse (Image 214).

Wm. Reardon's Ice Wharf, 1896-1910

In 1896, William Reardon bought the wharf from the estate of Lewis McKenzie for \$1,500.¹⁰⁸⁴ The 1896 Sanborn map shows William Reardon's Ice House with a pier and elevated ice run (Image 216). 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 217).

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 212)." 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 215). A circa 1880s photograph shows McVeigh's warehouse with a pier and shipping vessels docked in front (Image 214).

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 1891.¹⁰⁸⁵ Taylor sold his interest in the parcel to Miller and Driver in 1893.¹⁰⁸⁶ William Moore sold the north half to Thomas F. Burroughs in 1896.¹⁰⁸⁷

The executor of William McVeigh's estate sold Parcel 56.4 in 1891 to William E. Clark.¹⁰⁸⁸ Clark sold the property to the Norfolk & Washington D. C. Steamboat Company in 1894.¹⁰⁸⁹ The Norfolk & Washington Steamboat Company began service at the foot of Prince Street in March 1894, with their office at No. 2 Prince Street.¹⁰⁹⁰ C. W. Wattles was the Alexandria agent, and his office was at the foot of Duke Street.¹⁰⁹¹

¹⁰⁸² ADB 10:191, June 19, 1879.

¹⁰⁸³ ADB 10:389, November 1, 1881.

¹⁰⁸⁴ ADB 36:482, July 13, 1896.

¹⁰⁸⁵ ADB 25:407, April 24, 1891; ADB 27:298, March 29, 1892.

¹⁰⁸⁶ ADB 31:203, October 21, 1893.

¹⁰⁸⁷ ADB 34:518, January 3, 1896.

¹⁰⁸⁸ ADB 25:420, April 1, 1891.

¹⁰⁸⁹ ADB 32:38, January 6, 1894.

¹⁰⁹⁰ P. B. Hooe, "Daily Line to Norfolk and Fortress Monroe," *Alexandria Gazette*, June 29, 1894, GenealogyBank.

¹⁰⁹¹ T. Michael Miller, "Wandering Along the Waterfront: The Prince to Duke Street Waterfront, Part II," *The Fireside Sentinel*, 1993, 200.

Chapter 4: Union Street from King to Prince

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 216).

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 216).

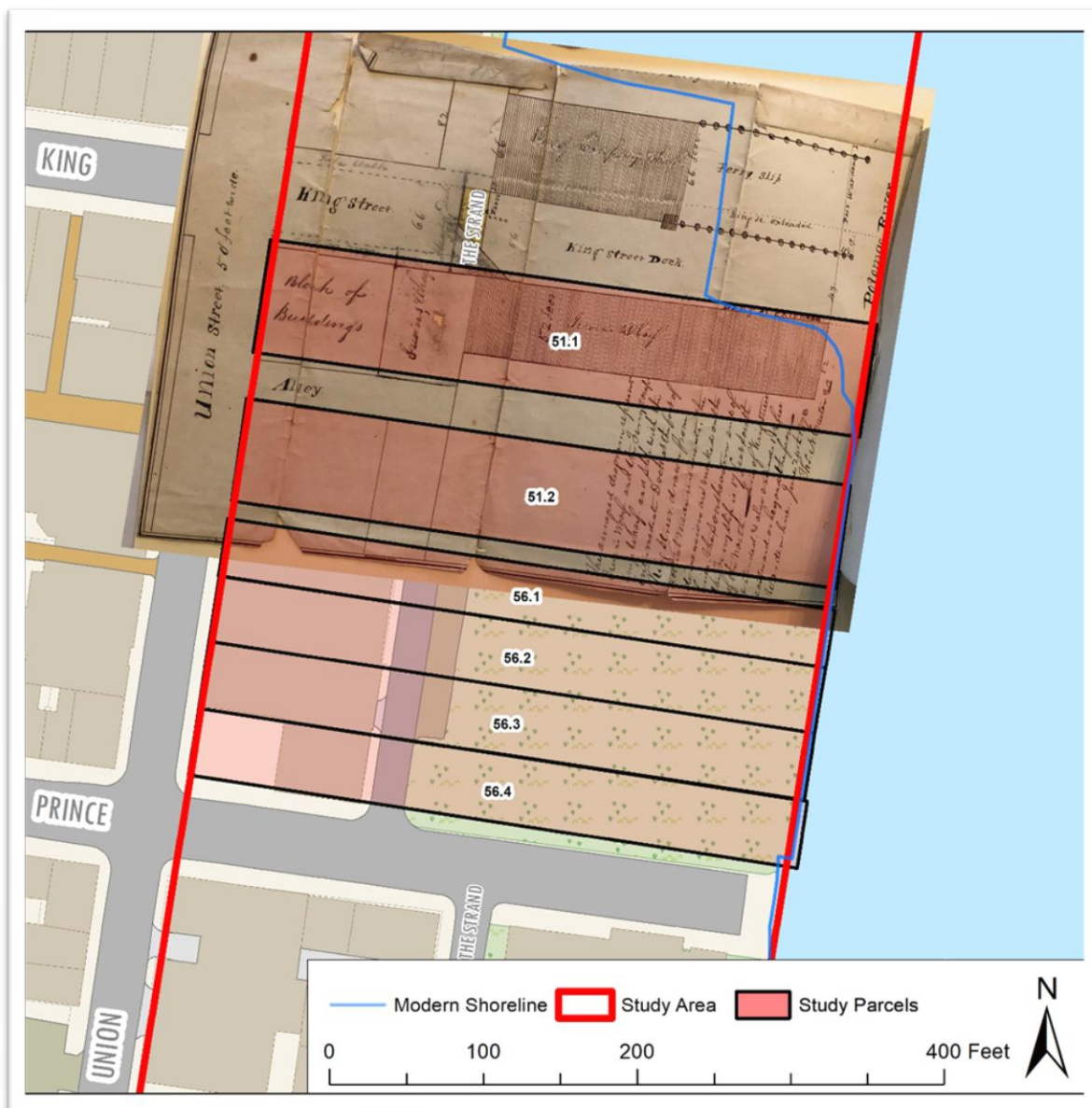


Image 211. Plat of Irwin's Wharf and the Washington Ferry Wharf at the foot of King Street. Irwin Family Papers, Folder 23, 1873. Irwin Family Papers Collection, Gadsby's Tavern Museum.

Chapter 4: Union Street from King to Prince

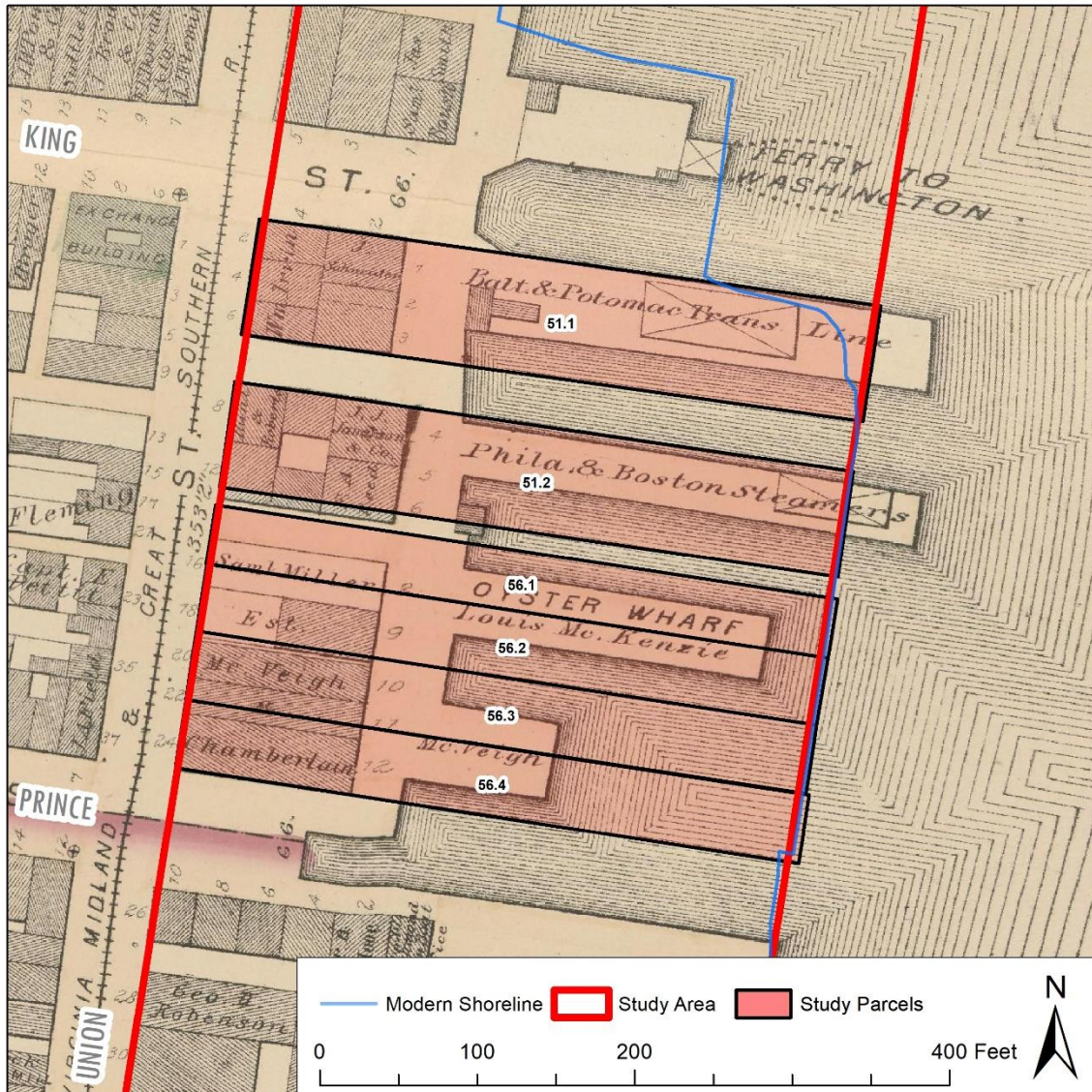


Image 212. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <https://lccn.loc.gov/90680847>. Detail.



Image 213. Circa 1890s photograph showing J. Dreifus' Junk Warehouse. John W. Herndon Collection, Alexandria Library, Local History.



Image 214. 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.

Chapter 4: Union Street from King to Prince

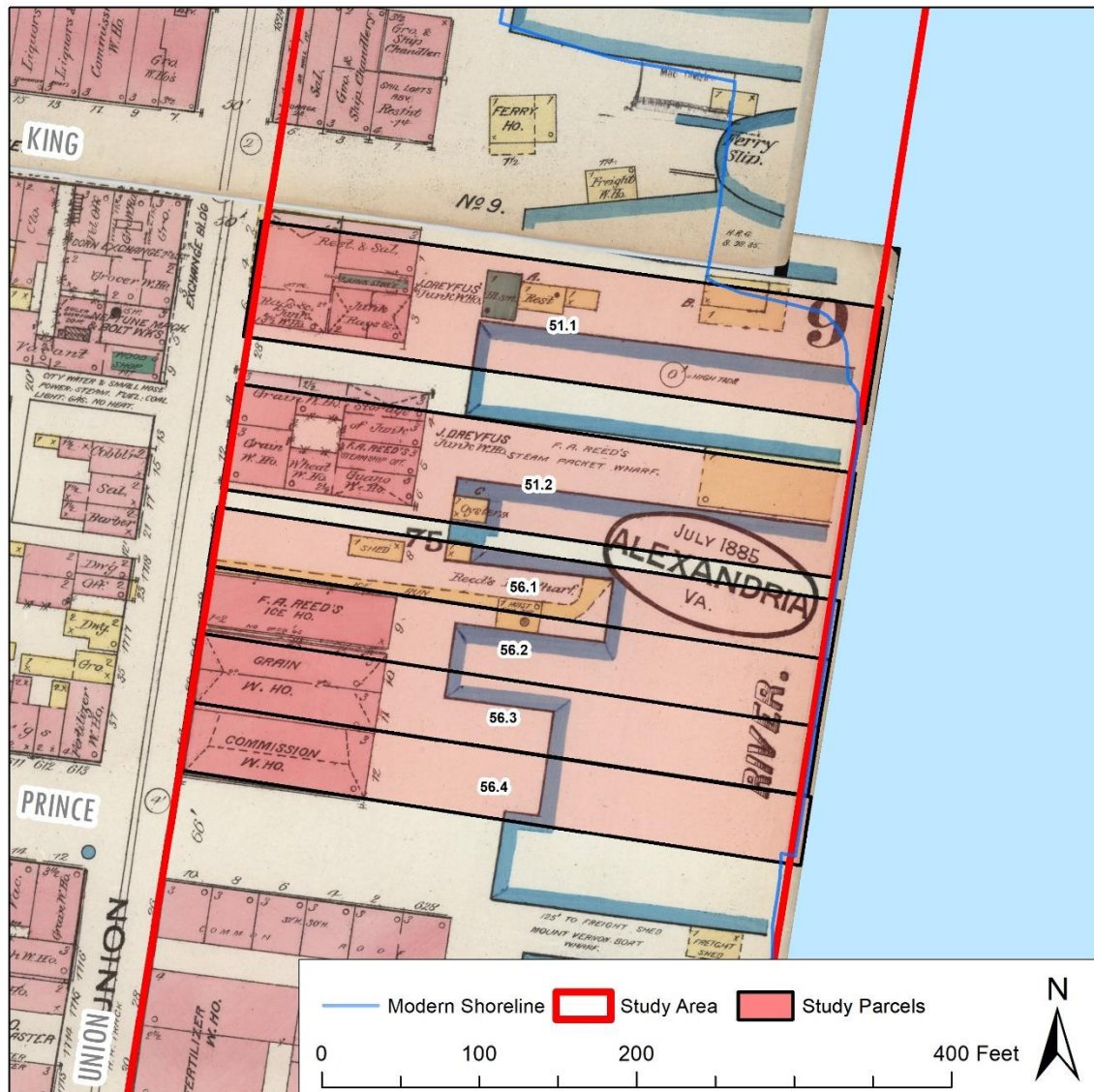


Image 215. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/. Detail.

Chapter 4: Union Street from King to Prince

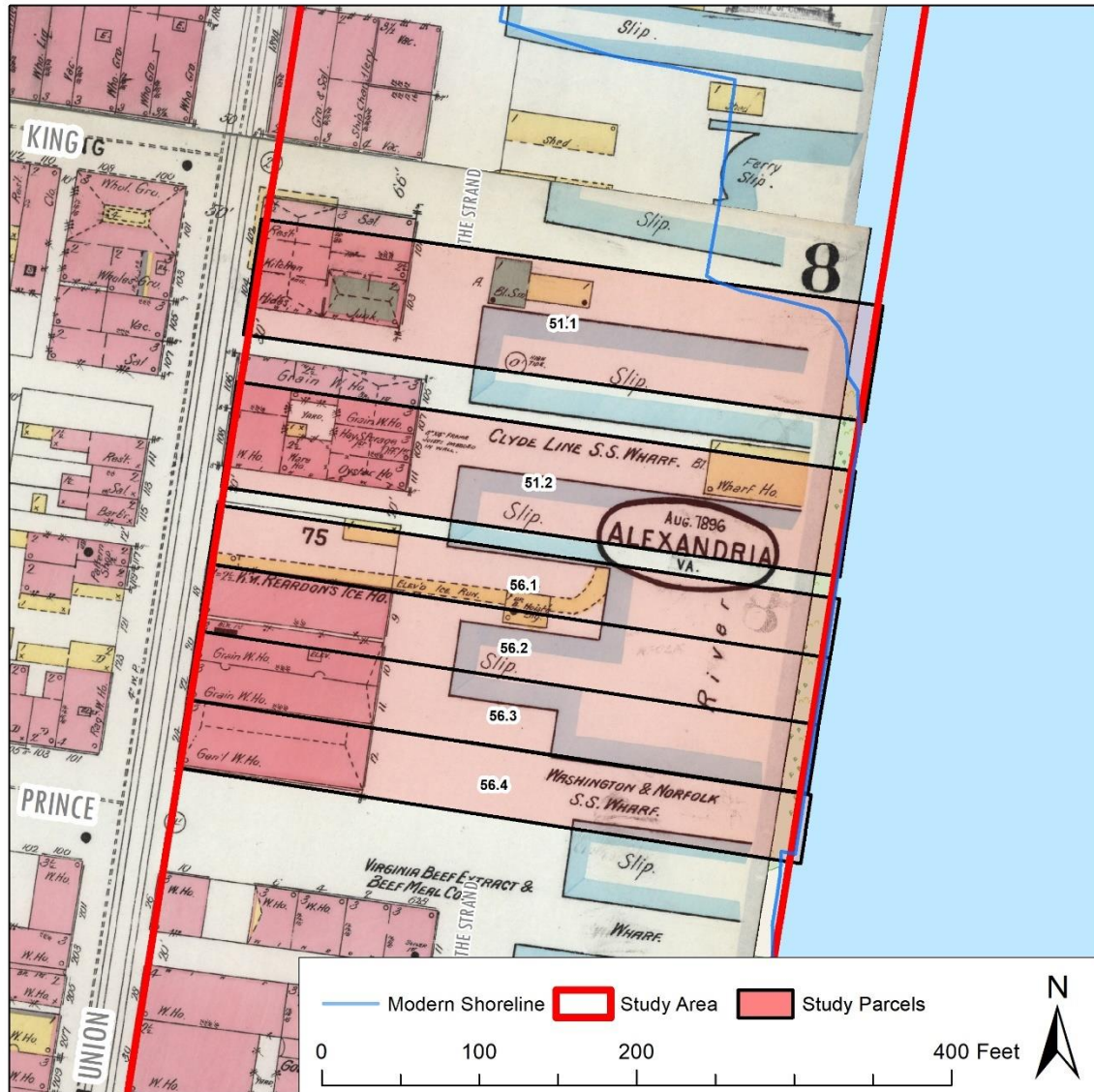


Image 216. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/. Detail.

WM. M. REARDON,

SUCCESSOR TO

F. A. REED & CO.

**WHOLESALE AND RETAIL DEALER
—IN—**

KENNEBEC RIVER ICE.

Car load lots and country orders a specialty
Orders from families solicited and promptly
attended to

Leave orders with drivers of **RED WAG-
ONS** or by postal card or telephone.

Prompt service and satisfaction guaranteed.

Agent for Clyde's Philadelphia steam lines
connecting with all points North and East.

Also agent for steamer Harry Randall for
Potomac river landings, and steamer Sue for
Baltimore and Potomac river landings.

WM. M. REARDON,

**NO. 6 STRAND, BETWEEN KING AND
PRINCE STREETS.**

—TELEPHONE NO. 50.

Image 217. William M. Reardon, "Wm. M. Reardon," Alexandria Gazette, May 8, 1896, GenealogyBank.

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 218).

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 219). 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 1905.¹⁰⁹² The 1912 Sanborn shows the wharf but has no indication of use or occupancy (Image 220). The 1921 Sanborn shows an unmarked pier (Image 221). 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 222). Elizabeth H. Wagar, widow of Fred Wagar, sold the Irwin Wharf and dock including the Strand to the Old Dominion Boat Club in 1935.¹⁰⁹³ 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 226). The 1958 Sanborn map shows no pier extends from the degraded bulkhead (Image 228).

ODBC used this parcel as a boat ramp, storage, and parking.¹⁰⁹⁴ Aerial photography from 1957 shows the wharf was a parking lot with no pier (Image 227). In 1972, the ODBC installed a motorized gate to control access to fenced-in parking lot on this parcel.¹⁰⁹⁵ Aerial photography from 1995 shows a surface parking lot gave way to a dirt landing place (Image 229).

Corner (Northwest) Warehouse

A circa 1900 photograph shows the northern façade of this warehouse with a sign that says “OYSTERS (Image 219).” The 1912 Sanborn map shows the corner warehouse is marked “Harness” (Image 220). The 1921 Sanborn map shows the corner warehouse marked Soft Drinks (Image 221). Around 1933 William Ketland opened Bill’s Old Anchor in the corner building, he likely removed the northeast building.¹⁰⁹⁶ Ketland purchased this and the center warehouse for \$4,000 after a court decree resulting from a lawsuit

¹⁰⁹² ADB 54:259, June 18, 1905; ADB 54:305, October 14, 1905.

¹⁰⁹³ ADB 125:285, December 4, 1935.

¹⁰⁹⁴ 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.

¹⁰⁹⁵ Ibid., 34.

¹⁰⁹⁶ Riker, “Fitzgerald’s Warehouse King and Union Streets,” 31-32.

between Irwin heirs.¹⁰⁹⁷ The 1941 Sanborn map shows a restaurant here (Image 226). Ketland used the warehouse to secure a debt in 1947 but sold the property in 1949 to Joseph Lawrence.¹⁰⁹⁸

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 219). The site remained a restaurant under the management of Mr. Hill and then Mr. Steiner until 1930.¹⁰⁹⁹ The 1912 Sanborn map shows the northeast warehouse is marked "Sal." [saloon] and storage (Image 220). The 1921 Sanborn map shows the northeast warehouse marked Soft Drinks and Restaurant (Image 221). A 1931 photograph shows the three-story warehouse still standing but in a dilapidated condition. Windows on the ground floor were boarded up (Image 222). 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 223). However, the 1941 Sanborn map shows a building labeled "Restaurant" on this parcel (Image 226). In 1942, Francis and Theresa Brill sold their share of this parcel to Kathryn B. Ryan.¹¹⁰⁰ In 1948, Ryan purchased the other share from Charles and Mary Brill.¹¹⁰¹ Kathryn married Edward Muster and sold the parcel in 1957 to Albert D. Schmutzer, who added it to his Seaport Inn complex.¹¹⁰²

Center Warehouse

James Carey sold the center warehouse to A. Morris Carey in 1912.¹¹⁰³ The 1912 and 1921 Sanborn maps show the center warehouse was vacant (Image 220, Image 221). William Ketland purchased this and the northwest warehouse for \$4,000 after a court decree resulting from a lawsuit between Irwin heirs.¹¹⁰⁴ The 1941 Sanborn shows a restaurant, Bill's Old Anchor, in this building (Image 226). In 1949, William Ketland sold this warehouse to Joseph Lawrence.¹¹⁰⁵

Southwest Warehouse

The southwest warehouse was unlabeled in 1912 and vacant in the 1921 Sanborn maps (Image 220, Image 221). In 1937, the Carey/Irwin heirs sold their interest to William Ketland.¹¹⁰⁶ Ketland operated Bill's Old Anchor in the corner warehouse. The 1941 Sanborn map shows a restaurant here (Image 226). Ketland sold this warehouse to Joseph Lawrence in 1949, who in turn sold it to Martha S. Monfalcone.¹¹⁰⁷

¹⁰⁹⁷ ADB 141:248, December 23, 1937.

¹⁰⁹⁸ ADB 248:386, June 21, 1947; ADB 291:428, December 8, 1949.

¹⁰⁹⁹ Riker, "Fitzgerald's Warehouse King and Union Streets," 31-32.

¹¹⁰⁰ ADB 190:377, June 16, 1942.

¹¹⁰¹ ADB 260:572, March 5, 1948.

¹¹⁰² ADB 456:131, June 27, 1957.

¹¹⁰³ ADB 62:151, June 24, 1912.

¹¹⁰⁴ ADB 141:248, December 23, 1937.

¹¹⁰⁵ ADB 291:428, December 8, 1949.

¹¹⁰⁶ ADB 133:443, January 4, 1937.

¹¹⁰⁷ 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 1912.¹¹⁰⁸ The 1912 Sanborn map shows the southeast warehouse is labeled Junk (Image 220). The 1921 and 1941 Sanborn maps show the southeast warehouse is marked vacant (Image 221, Image 226). A 1931 photograph shows a 2 ½-story warehouse with dormer windows in a dilapidated condition (Image 222). 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.¹¹⁰⁹ Aerial photography from 1957 shows this warehouse and the central passage enclosure still standing (Image 227). The 1958 Sanborn map shows an empty lot on this parcel with the central passage enclosure still standing (Image 228).

The Seaport Inn

In 1949 William Ketland sold the northwest and center warehouses to lawyer Joseph Lawrence who said he would resell the property.¹¹¹⁰ 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.¹¹¹¹ The Schmutzers purchased the adjacent parcel, formerly the northeast warehouse, in 1957.¹¹¹² Aerial photography from 1957 shows the three warehouses along Union Street and a vacant lot where the northeast warehouse formerly stood (Image 227). The 1958 Sanborn map shows the three warehouses along Union Street marked as restaurants. The eastern warehouses appear to be gone (Image 228).

The restaurant applied for permits to build an eastern extension in 1962 and a new kitchen in 1978.¹¹¹³ Schmutzer transferred ownership to a business entity in 1981 and again in 1995.¹¹¹⁴ The Seaport Inn closed in 2000, after suffering three major floods in 1996.¹¹¹⁵ Starwood Urban Retail VIII purchased the parcels in January 2000.¹¹¹⁶

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 1962.¹¹¹⁷ Walter Roberts, Inc. sold the southeast lot to Dockside Sales in 1962.¹¹¹⁸ 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 1979.¹¹¹⁹

¹¹⁰⁸ ADB 62:151, June 24, 1912.

¹¹⁰⁹ ADB 163:387, June 1, 1940.

¹¹¹⁰ Riker, "Fitzgerald's Warehouse King and Union Streets," 37.

¹¹¹¹ ADB 291:442, December 12, 1949.

¹¹¹² ADB 456:131, June 27, 1957.

¹¹¹³ Riker, "Fitzgerald's Warehouse King and Union Streets," 38.

¹¹¹⁴ ADB 1013:369, February 11, 1981; ADB 1526:1005, January 1, 1995.

¹¹¹⁵ Riker, "Fitzgerald's Warehouse King and Union Streets," 42.

¹¹¹⁶ Inst 000001508, January 14, 2000.

¹¹¹⁷ ADB 535:120, June 19, 1961; ADB 563:178, October 22, 1962.

¹¹¹⁸ ADB 563:181, October 22, 1962

¹¹¹⁹ 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.¹¹²⁰ In 1991, Real Estate Holdings, Inc. sold the southwest and southeast warehouses to Anne C. Johnston.¹¹²¹

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 229).

Anne C. Johnston sold 101 The Strand (the former southeast warehouse) and 104 S. Union (the southwest warehouse) to Watauga Properties II, LLC in 1997.¹¹²² 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.¹¹²³

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 218).

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 220).

Edmund Hunt and Robert Roberts demolished the existing structure in 1916 and built the still-standing two-story brick warehouse in its place.¹¹²⁴ 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 1917.¹¹²⁵

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 221).

In 1922, the heirs of Walter Roberts sold the parcel with the pier to Walter Roberts, Inc.¹¹²⁶ 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

¹¹²⁰ Riker, "Fitzgerald's Warehouse King and Union Streets," 42; ADB 990:346, June 11, 1980; ADB 1291:37, December 20, 1989.

¹¹²¹ ADB 1318:1325, January 11, 1991.

¹¹²² ADB 1620:1362, 1381, November 21, 1997.

¹¹²³ Riker, "Fitzgerald's Warehouse King and Union Streets," 42.

¹¹²⁴ Alexandria Archaeology, "Waterfront History Plan," 85.

¹¹²⁵ Edmund Hunt, Last Will and Testament, FWB 6:209, June 16, 1917.

¹¹²⁶ ADB 75:147, November 10, 1922.

Columbia Granite & Dredging Corp. in 1925.¹¹²⁷ Columbia Sand and Gravel Corp. dissolved in 1932, selling their real estate to Smoot Sand and Gravel Corp.¹¹²⁸

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 226).

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 227). 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 228). In 1962, Walter Roberts, Inc. sold the two-story brick warehouse on the south side of Wales Alley to Dockside Sales, Inc.¹¹²⁹

Smoot Sand & Gravel Corp. sold the waterfront of this parcel to the City of Alexandria in 1977.¹¹³⁰

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).¹¹³¹ The investment company sold all parcels in 1989 to Real Estate Holdings, Inc.¹¹³² That firm sold this parcel in 1990 to Alexandria Property, Inc.¹¹³³ They merged into KAM Holdings in 1995.¹¹³⁴ 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 229).

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.¹¹³⁵

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 218). Sarah G. Smith's 1902 will directed her executor to dispose of her real estate when it was advantageous.¹¹³⁶ 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 220). 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 221).

¹¹²⁷ ADB 84:199, October 7, 1925.

¹¹²⁸ ADB 109:411, January 9, 1932.

¹¹²⁹ ADB 563:181, October 22, 1962.

¹¹³⁰ ADB 845:449, January 4, 1977.

¹¹³¹ ADB 990:346, June 11, 1980.

¹¹³² ADB 1291:37, December 20, 1989.

¹¹³³ ADB 1304:1294, June 20, 1990.

¹¹³⁴ ADB 1557:381, December 15, 1995.

¹¹³⁵ Inst 000002172, February 4, 2000.

¹¹³⁶ 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.¹¹³⁷ The corporation sold these parcels and “Robert’s Wharf” (Parcel 51.2) along with half of 51.2 to Columbia Granite & Dredging Corp. in 1925.¹¹³⁸ Columbia Sand and Gravel Corp. dissolved in 1932, selling their real estate to Smoot Sand and Gravel Corp.¹¹³⁹

In 1936, Nora Reardon, widow of William Reardon, sold Vowell’s Wharf to the Robinson brothers, T. Wilfred and Clarence J.¹¹⁴⁰ 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 226).

The Robinson brothers transferred it to a corporate entity, George H. Robinson’s Sons, Inc., in 1946.¹¹⁴¹ 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 227). 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 228).

The city acquired the title for the waterfront of this parcel from Robinson Realty Corp. in 1977.¹¹⁴² The city granted a scenic easement to the United States in 1981.¹¹⁴³

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 1982.¹¹⁴⁴ Ellsworth sold the parcels to HGR&H Company in 1989.¹¹⁴⁵ HGR&H sold to David L. Pyles in 1992.¹¹⁴⁶

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 229).

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 218).

Miller and Driver sold the middle warehouse (20 S. Union) to George B. Wagner in January 1907.¹¹⁴⁷ In June 1907, the American Socktile Company mortgaged the implements and stock inside 20-22 Union Street to George B. Wagner; they produced porcelain tiles at the site.¹¹⁴⁸

¹¹³⁷ 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.

¹¹³⁸ ADB 84:199, October 7, 1925.

¹¹³⁹ ADB 109:411, January 9, 1932.

¹¹⁴⁰ ADB 127:535, April 28, 1936.

¹¹⁴¹ ADB 237:83, December 10, 1946.

¹¹⁴² ADB 836:848, September 15, 1976; ADB 845:443, January 4, 1977.

¹¹⁴³ ADB 1138:398, October 7, 1981.

¹¹⁴⁴ ADB 914:310, September 12, 1978; ADB 1046:51, January 27, 1982.

¹¹⁴⁵ ADB 1266:596, March 7, 1989.

¹¹⁴⁶ ADB 1361:1510, March 30, 1992.

¹¹⁴⁷ 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.

¹¹⁴⁸ ADB 56:80, June 25, 1907.

Chapter 4: Union Street from King to Prince

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 1908.¹¹⁴⁹ 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.¹¹⁵⁰ George T. Burroughs and James H. Burroughs bought the south half of the parcel from Nolan, et al in 1911.¹¹⁵¹

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 220).

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 1921.¹¹⁵² (Image 221).

The Forbes Milling Co. sold the brick warehouse on Parcel 56.4 to Star Food & Remedy Company in 1923.¹¹⁵³ The sale was revoked due to unpaid debt, and Forbes Milling sold it again to the Robinson brothers in 1927.¹¹⁵⁴

The Burroughs partners sold both halves of Parcel 56.3 to Walter Roberts, Inc. in 1922.¹¹⁵⁵ In 1928, George H. Robinson Sons acquired both parcels.¹¹⁵⁶ 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 226).

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 227). 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 228). 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 56.4.¹¹⁵⁷

¹¹⁴⁹ ADB 57:553, November 30, 1908.

¹¹⁵⁰ ADB 59:232, December 13, 1909.

¹¹⁵¹ ADB 60:498, January 20, 1911.

¹¹⁵² ADB 72:433, May 31, 1921.

¹¹⁵³ ADB 78:258, December 20, 1923; ADB 78:259, December 20, 1923; ADB 79:39, March 7, 1924; ADB 79:44, March 7, 1924.

¹¹⁵⁴ ADB 89:399, February 8, 1927; ADB 237:83, December 10, 1946.

¹¹⁵⁵ ADB 75:149, September 11, 1922.

¹¹⁵⁶ ADB 96:531, November 22, 1928; ADB 237:83, December 10, 1946.

¹¹⁵⁷ ADB 507:161, January 2, 1960.

The Robinson Terminal Warehouse Corp. sold the wharf property to Robinson Realty Corp. in 1965.¹¹⁵⁸ Robinson Realty agreed to transfer the title of the waterfront property to the City of Alexandria in 1977.¹¹⁵⁹ The City granted an easement to the United States in 1981.¹¹⁶⁰

Along Union Street, Robinson Realty sold the parcels to Samuel M. Ellsworth in 1978.¹¹⁶¹ The United States offered an equitable adjustment to Ellsworth in 1982.¹¹⁶² Ellsworth sold the Union Street parcels to the Industrial Authority of the City of Alexandria in 1983.¹¹⁶³

The Industrial Authority of the City of Alexandria sold the parcels to the Retired Persons Services, Inc. in 1983.¹¹⁶⁴ Retired Persons Services, Inc. sold them to the American Academy of Otolaryngology in 1989.¹¹⁶⁵ 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 229).

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 218).

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."¹¹⁶⁶ Three steamers, the *Northland*, *Southland*, and *Midland* carried passengers on the Potomac and Chesapeake Bay, with 157, 157, and 120 rooms respectively.¹¹⁶⁷

In 1912, the wharf was marked Norfolk, Washington Steamship Line with a planked wharf, office, and freight warehouse on the pier (Image 220). 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 221). 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 226). The steamboat company dissolved and sold the wharf to Robinson Terminal Warehouse Corp. in 1949.¹¹⁶⁸

¹¹⁵⁸ ADB 642:94, November 11, 1965.

¹¹⁵⁹ ADB 836:848, September 16, 1976; January 4, 1977.

¹¹⁶⁰ ADB 1138:398, October 7, 1981.

¹¹⁶¹ ADB 914:312, September 12, 1978.

¹¹⁶² ADB 1046:51, January 27, 1982.

¹¹⁶³ ADB 1111:1699, November 10, 1983.

¹¹⁶⁴ ADB 1111:1718, November 10, 1983.

¹¹⁶⁵ ADB 1283:792, October 11, 1989; ADB 1283:794, October 11, 1989.

¹¹⁶⁶ *Alexandria Gazette*, July 24, 1908, quoted in Miller, "Wandering Along the Waterfront: The Prince to Duke Street Waterfront, Part II," 200.

¹¹⁶⁷ 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.

¹¹⁶⁸ ADB 285:568, August 4, 1949.

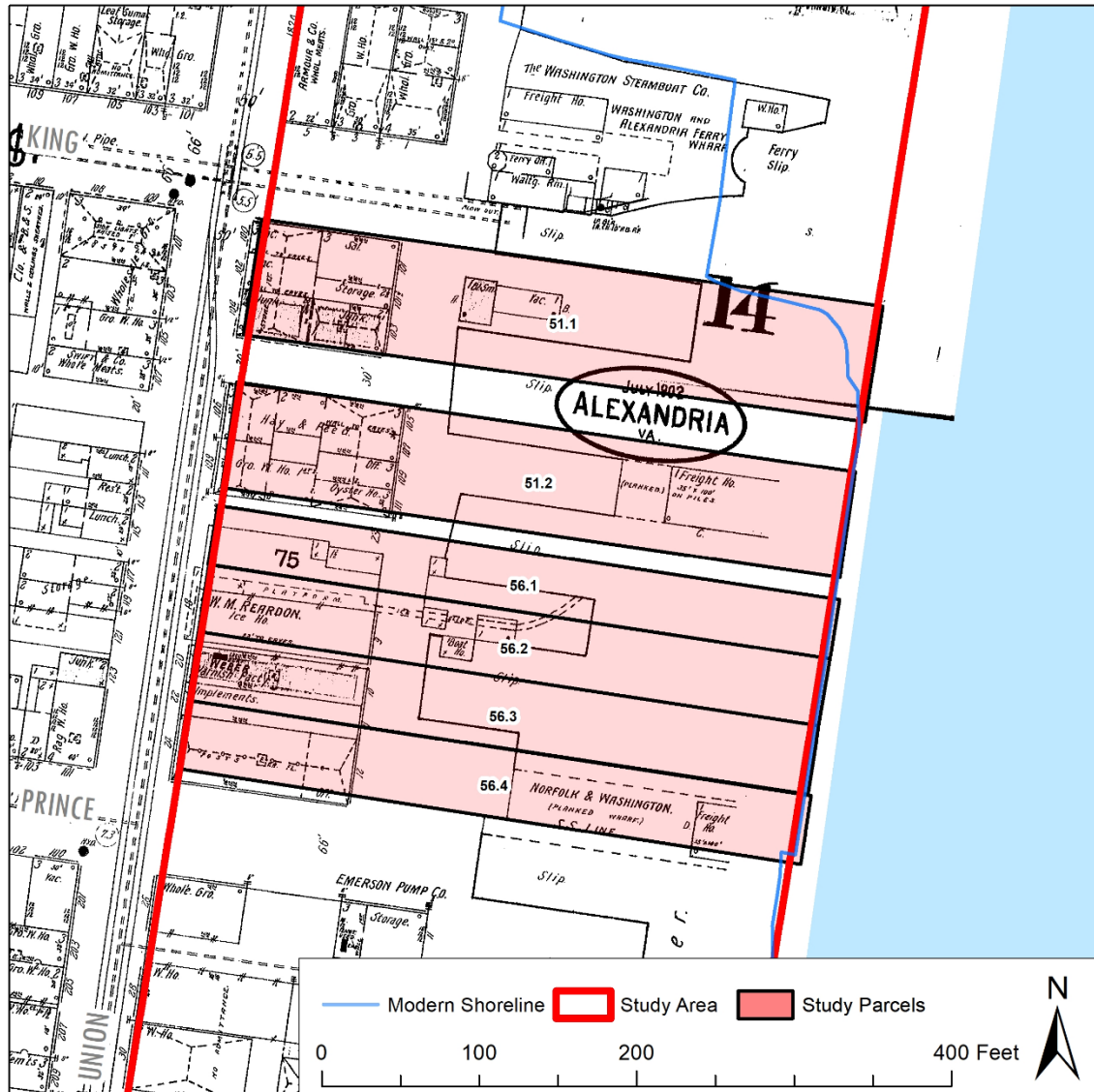


Image 218. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/. Detail.



Image 219. Circa 1900 photograph showing the foot of King Street. Alexandria Library, Local History.

Chapter 4: Union Street from King to Prince

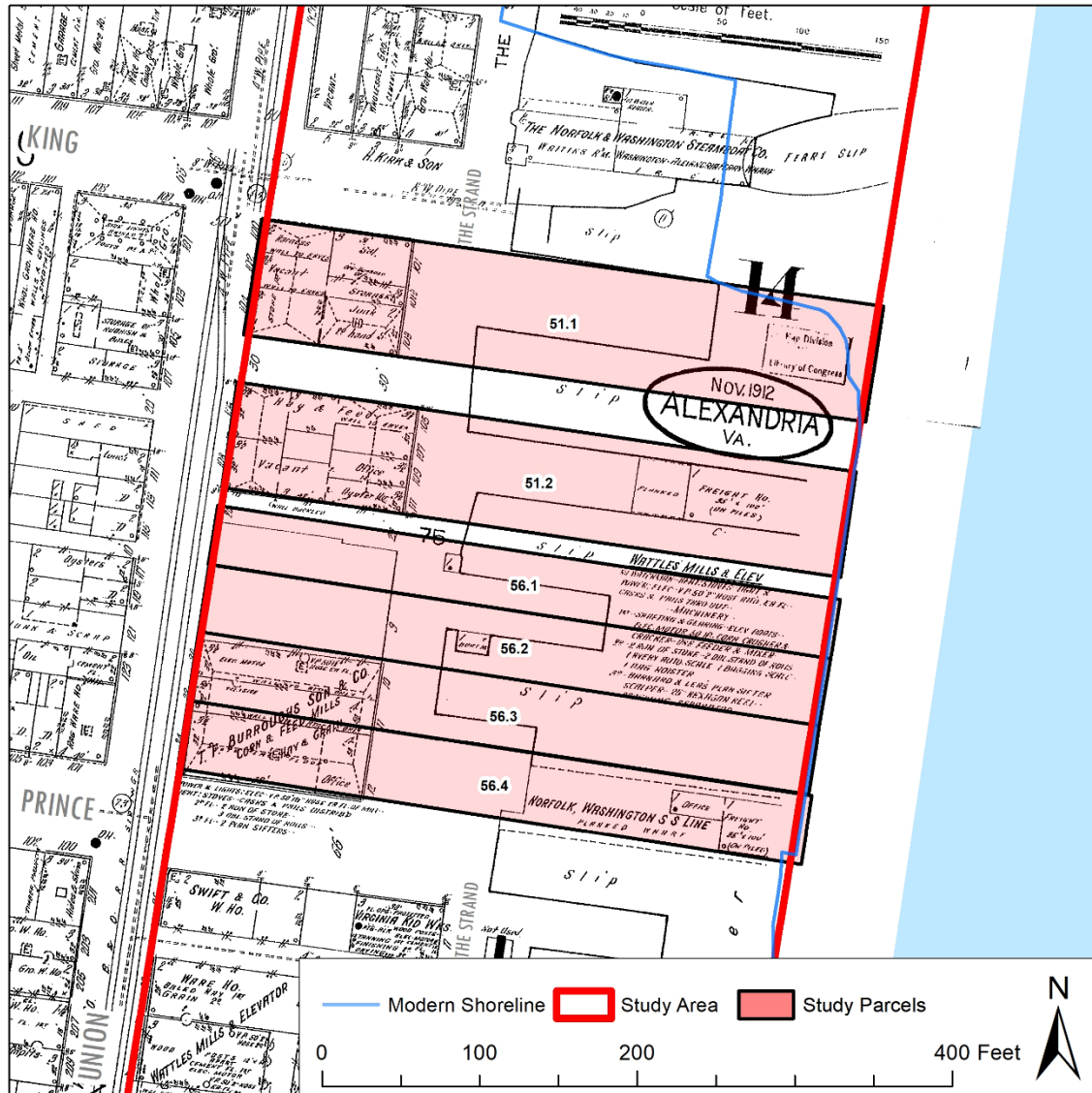


Image 220. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/. Detail.

This historical map of Alexandria, VA, illustrates the waterfront area and its development over time. The map features several key elements:

- Modern Shoreline:** Indicated by a blue line, showing the current extent of the waterfront.
- Study Area:** A red-outlined area that encompasses the historical waterfront and extends inland.
- Study Parcels:** Shaded in pink, these include various lots and buildings, many of which are numbered (e.g., 51.1, 51.2, 56.1, 56.2, 56.3, 56.4).
- Historical Features:**
 - Buildings and Structures:** Labeled with names such as "H. MARK & SON", "ALEXANDRIA VA.", "THE STRAND", "JUNK YARD", "FORBES MILLING CO", "SWIFT & CO. WHOLESALE MEAT", and "MILL".
 - Waterfront Features:** Includes "FERRY SLIP", "SLIP", and "THE STRAND".
 - Infrastructure:** Shows "KING" and "PRINCE" streets, as well as a "WHOLESALE GROCERY" area.
- Scale and Orientation:** A scale bar at the bottom indicates distances from 0 to 400 feet. A north arrow is located in the bottom right corner.

The map provides a detailed view of the historical waterfront area, highlighting the locations of various buildings, streets, and infrastructure, and showing the extent of the modern shoreline and the study area.

386

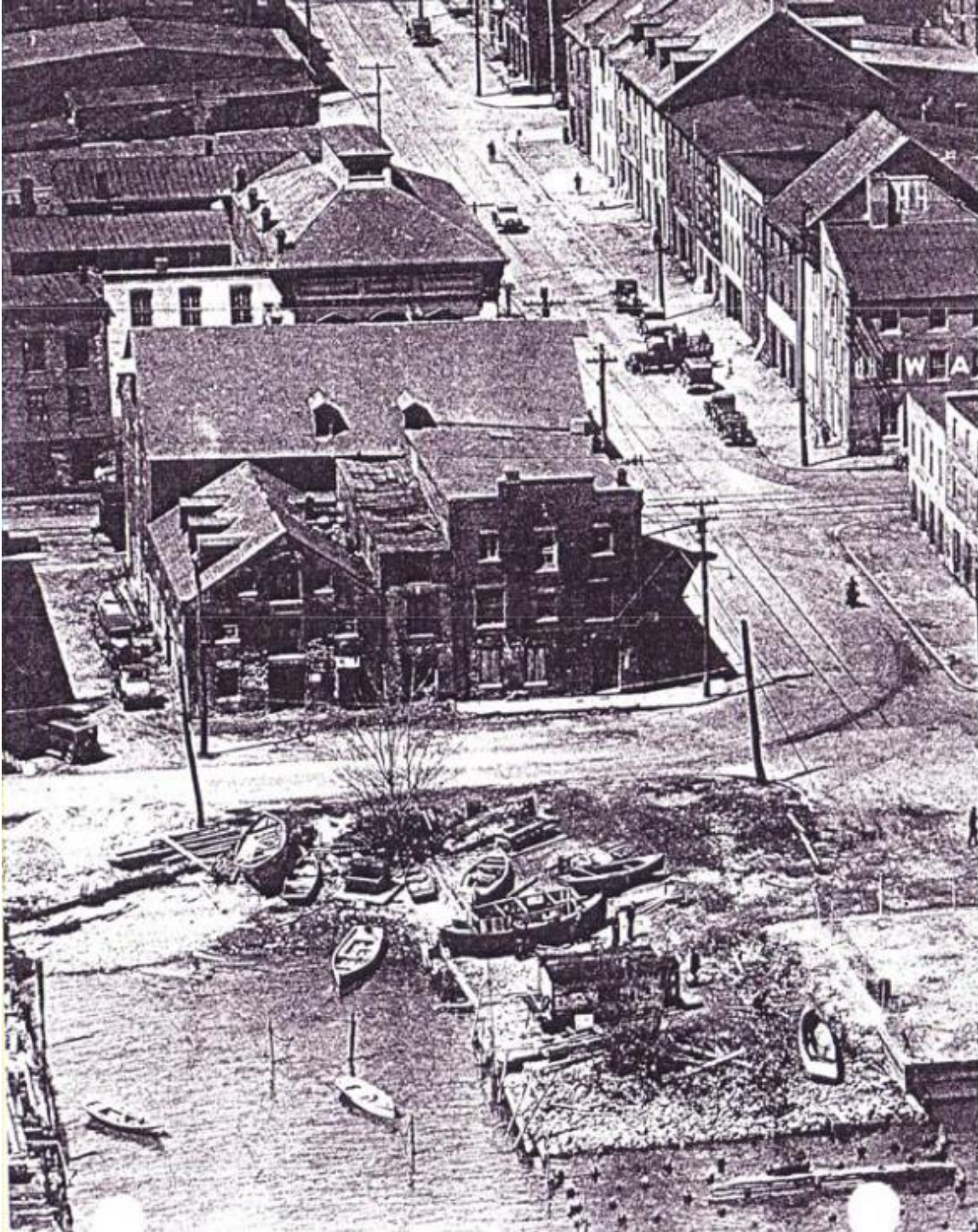


Image 222. Irwin's Wharf, 1931. Gallagher Collection, Box 2, Folder 10 #39. Alexandria Library, Local History.

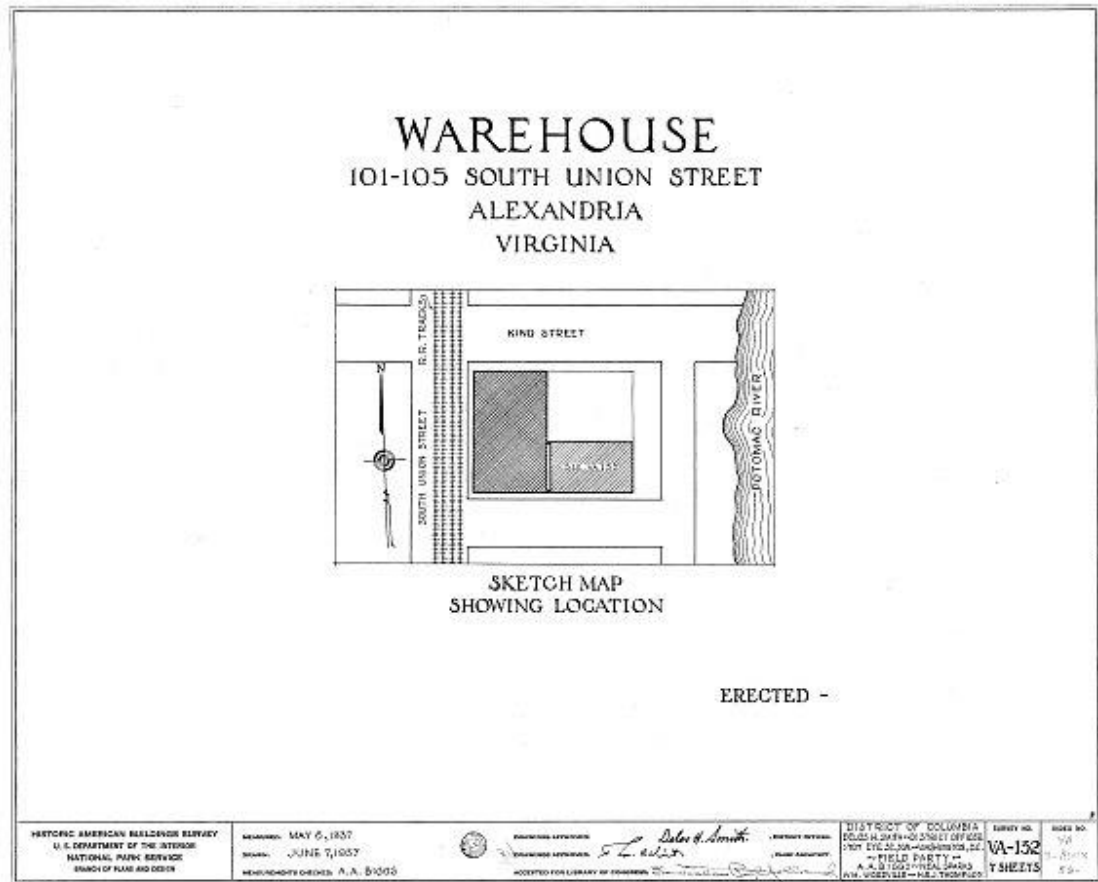


Image 223. HABS VA,7-ALEX,53 - Patterson-Fitzgerald Warehouse, 101-105 South Union Street, Alexandria, Alexandria (Independent City), VA. <https://www.loc.gov/pictures/item/va0169.sheet.00000a/>



Image 224. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.

Chapter 4: Union Street from King to Prince

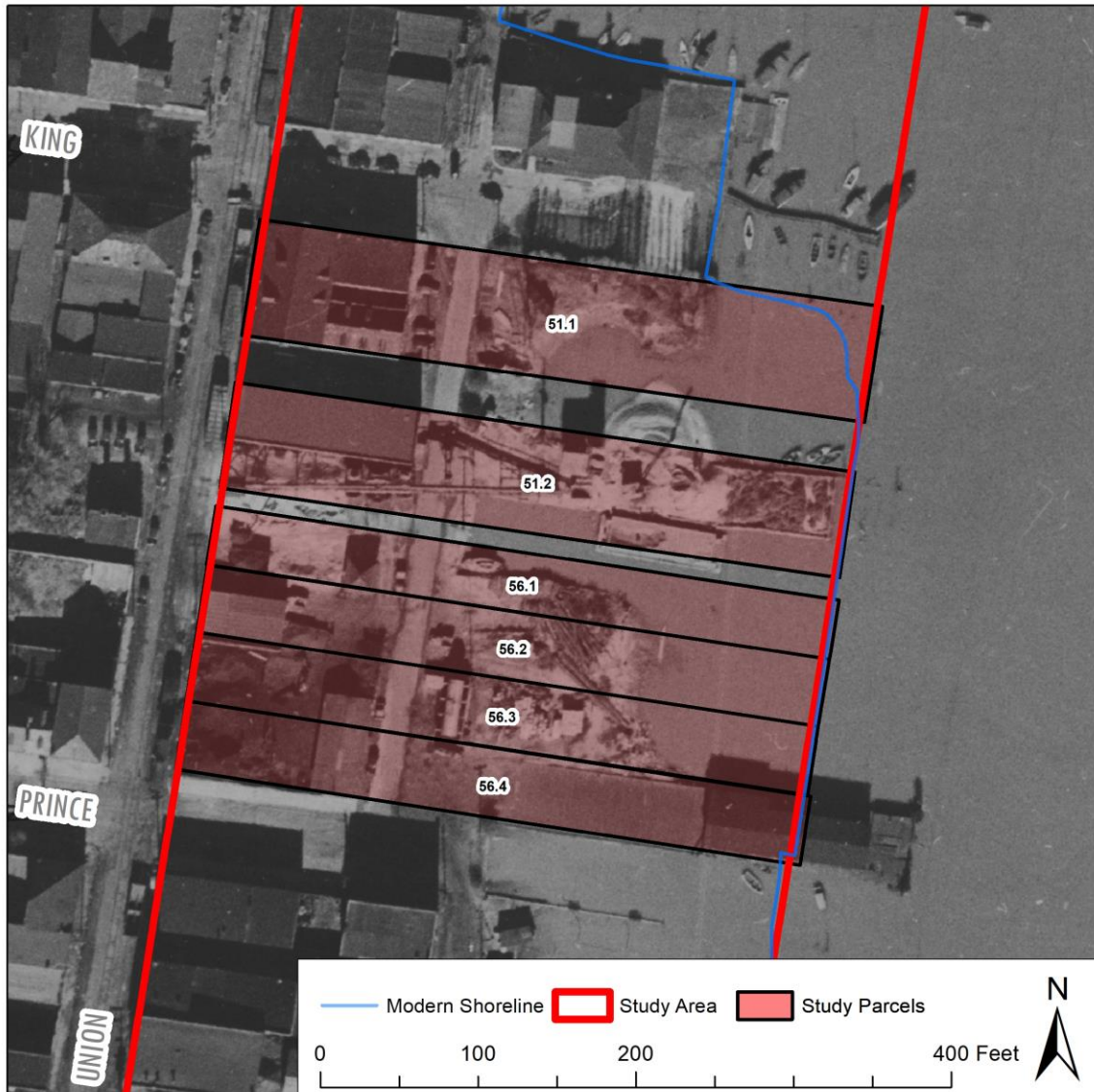


Image 225. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (<https://www.fairfaxcounty.gov/maps/aerial-photography>).

Chapter 4: Union Street from King to Prince

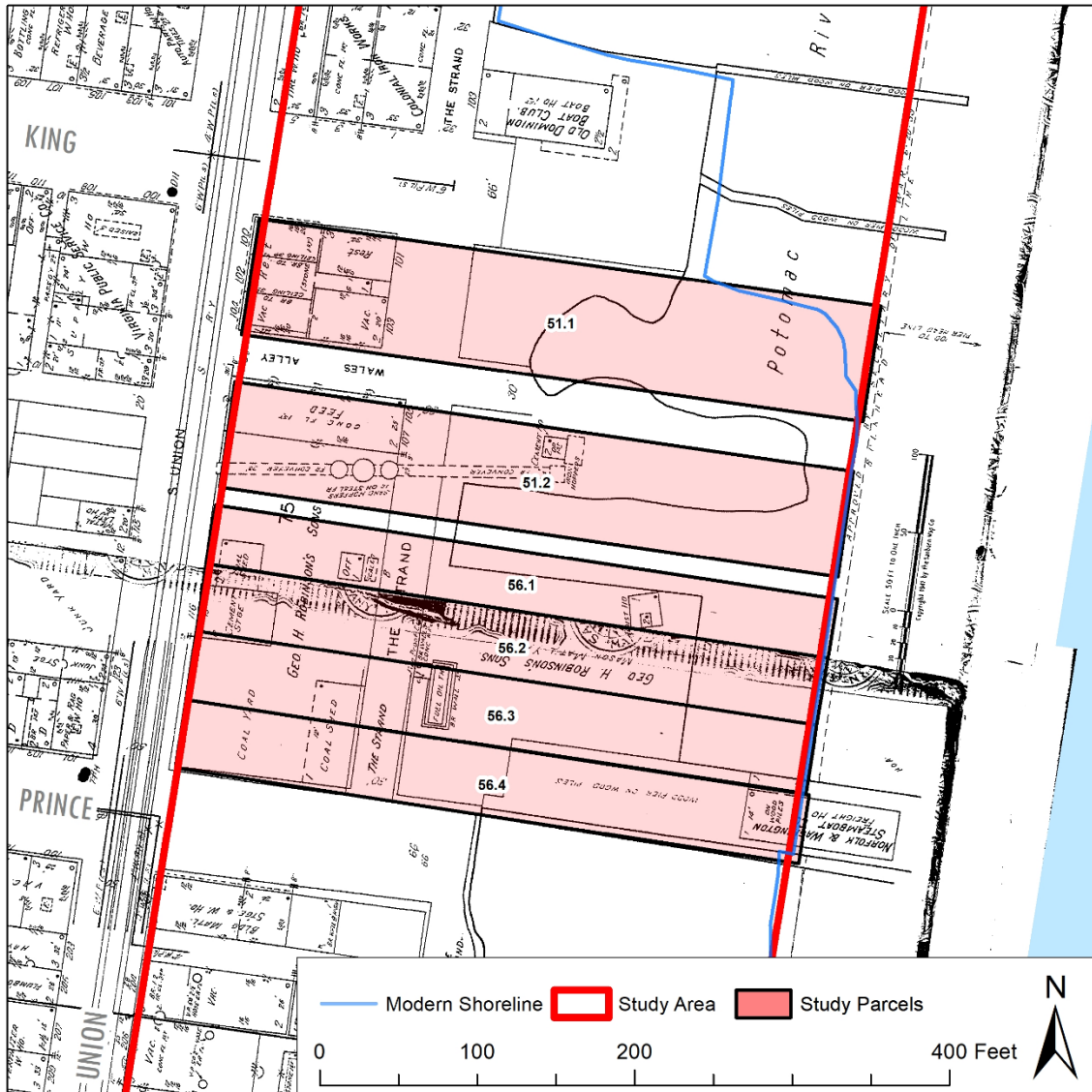


Image 226. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/. Detail.



Image 227. Aerial Photography, 1957. On file at Alexandria Archaeology.

Chapter 4: Union Street from King to Prince

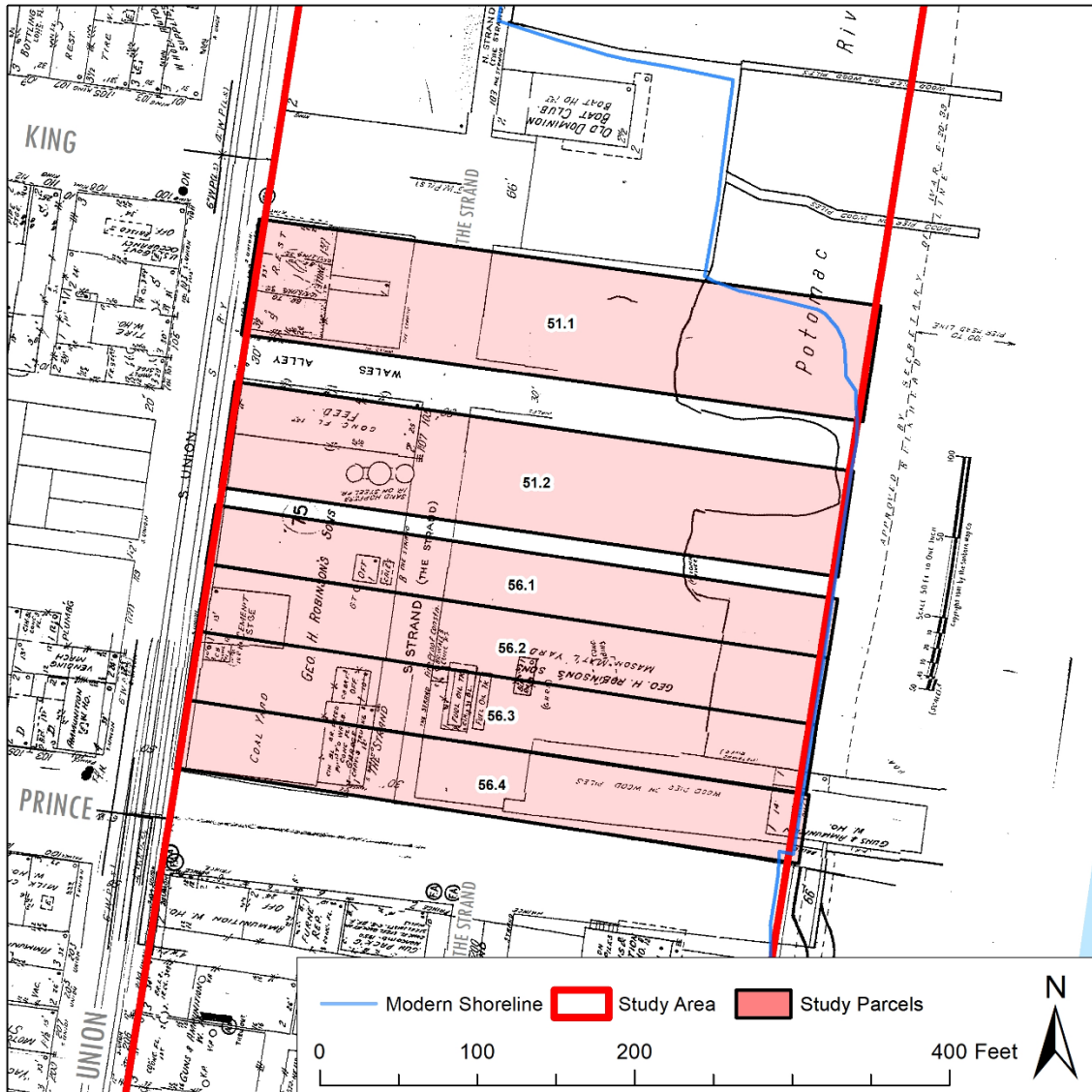


Image 228. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/. Detail.



Image 229. 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.¹¹⁶⁹

The northwest, northeast and center warehouse parcels were transferred to new entities in 2004 and 2009.¹¹⁷⁰ The two southern warehouse parcels were sold by Watauga to Union Waterside in 2006.¹¹⁷¹ All the parcels between Union and the Strand were purchased by Monarch Row LLC in 2011.¹¹⁷²

The Old Dominion Boat Club sold their claim to the wharf on this parcel to the City of Alexandria in 2014.¹¹⁷³ 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.¹¹⁷⁴ 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.¹¹⁷⁵

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 152).

Parcel 51.2

In 2003, Starwood Urban Retail made a boundary adjustment with the owners of Parcel 51.1.¹¹⁷⁶ They sold the two-story warehouse to Grosvenor Urban Retail in 2004.¹¹⁷⁷ The property transferred to a different entity during a corporate division in 2009, and then sold to 106 Union Ireland LLC in 2010.¹¹⁷⁸

106 Union Ireland sold the two-story warehouse in 2018 to VFG Building, LLC.¹¹⁷⁹

Aerial photography from 2021 shows a structure spanning from Union Street to the Strand (Image 152).

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 152).

¹¹⁶⁹ Inst 040034730, January 27, 2003.

¹¹⁷⁰ Inst 040043295, October 25, 2004; Inst 090025986, December 17, 2009.

¹¹⁷¹ Inst 060011941, May 1, 2006.

¹¹⁷² Inst 110006776, 110006777, April 13, 2011.

¹¹⁷³ Inst 150008516, December 30, 2014.

¹¹⁷⁴ Maas and Stoll, "Old Dominion Boat Club, 1 and 2 King Street," 37.

¹¹⁷⁵ Waterfront Park, City of Alexandria, February 19, 2022, <https://www.alexandriava.gov/waterfront/project/waterfront-park>.

¹¹⁷⁶ Inst 040034730, January 27, 2003.

¹¹⁷⁷ Inst 040043296, October 25, 2004.

¹¹⁷⁸ Inst 090025987, December 17, 2009; Inst 100011520, June 21, 2010.

¹¹⁷⁹ Inst 180004646, April 9, 2018.

Chapter 5: Union Street from Prince to Duke

Introduction: Prince to Duke Streets

This chapter focuses on the waterfront area between Prince Street on the north, Duke Street on the south, and Union Street on the west (Image 230). 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 Duke Streets, lot owners constructed walls, 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. This block displays the tension between private and public interests in this boomtown atmosphere, where private investment was situated in a “greater good” mentality. The modern 200 block of South Union Street, bounded by Prince Street on the north and Duke Street on the south, was constructed through Point Lumley, the original town Lot 69 and the banked-out portion of Lot 62.

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

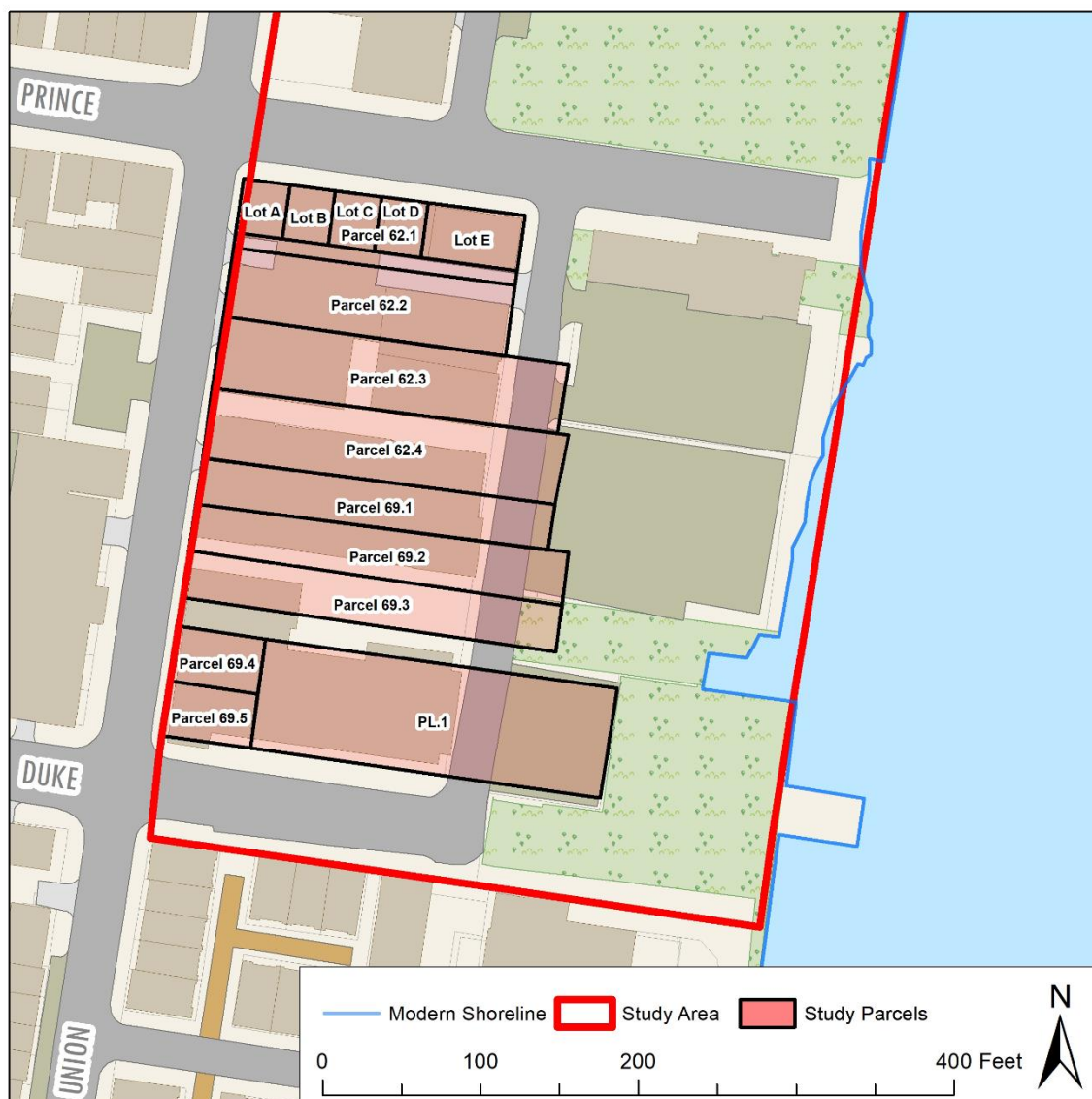


Image 230. Modern street map showing the Prince, Union, Duke Street block overlaid with study parcels.

Colonial and Early National Period, 1749-1799

Lot 62

Lot 62 was wedge-shaped due to its boundary on the Potomac River and had no street frontage on the original town plan (Image 231). It was bounded on the west by Lot 63 and on the south by Lot 70. Willoughby Newton of Westmoreland County purchased the three lots from the Trustees.¹¹⁸⁰ Newton retained ownership for three years, during which he should have built a house on each lot; original deeds required construction of a 20-foot square house of brick, stone or framed wood with a brick or stone chimney on each lot. Newton owned extensive land in Westmoreland County, including a mill, Loudon, and Fairfax Counties. In his 1766 will, he devised more than sixty enslaved people to his beneficiaries, which included blacksmiths, house servants, and a weaver.¹¹⁸¹ Possibly, he invested in Alexandria as part of an interest in milling and trading flour. George Johnston, a lawyer and town trustee, purchased both lots from Newton in 1752.¹¹⁸² Johnston acquired Lot 71 in 1757, adjacent to the south side of Lot 63, and lived on Water Street in a 36' house with two fireplaces, a stable, milk house, meat house, office, other houses and a garden. He made improvements to Lots 62 and 63, including "a good Dwelling House, upwards of 100 feet long, with six Fire Places below stairs, another house thirty-six feet long, with two fire places, stable, milk house, meat house, office, other houses and a good garden: the whole enclosed with pails [sic] and brick; there is also a well of good water" and a 70-yard stone wall across the bank, which was reachable by boat at moderate tide.¹¹⁸³ Upon Johnston's death in 1772, business partners George Gilpin and Jonathan Hall purchased Lots 62 and 63.¹¹⁸⁴

In 1760 the Town Trustees formally codified the right of owners to extend their lots into the river, though lot owners likely understood this when purchasing waterfront lots.¹¹⁸⁵ Much of the modern waterfront sits on "made land" that was built in accordance with that right. Lot 69 contained some of the bluff or bank, which rose above the water level 10-25 feet.¹¹⁸⁶ Lot 62 also included the bank, and George Gilpin and Jonathan Hall likely used the bank dirt to fill in the eastern side of their lot, creating a wharf. The bank was both an obstacle and a resource to those who sought to engage in water-based trade out of the fledgling 18th century port.

¹¹⁸⁰ "Proceedings from 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) C1:27, November 20, 1749. It seems likely that William Fairfax bid on Lots 62 and 63 as an agent for Willoughby Newton.

¹¹⁸¹ Newton, Willoughby, Land Grant 25 March 1749, Northern Neck Land Office; Library of Virginia, https://lva.primo.exlibrisgroup.com/permalink/01LVA_INST/altrmk/alma990008587680205756; Last Will and Testament of Willoughby Newton, May 26, 1767, Westmoreland County Deeds and Will Book 14:461, transcription available at <https://www.colonial-settlers-md-va.us/getperson.php?personID=I24819&tree=Tree1>

¹¹⁸² FDB C1:382, November 10, 1752.

¹¹⁸³ Advertisement, *Maryland Gazette*, August 7, 1766, quoted in T. Michael Miller, "Wandering Along the Waterfront: The Prince to Duke Street Corridor," *The Fireside Sentinel*, 1993, 179-180.

¹¹⁸⁴ FDB H1:40 (missing), May 19, 1768 and K1:5, February 10, 1772. The reference to the missing deed book is from FDB K1:5.

¹¹⁸⁵ "Proceedings," September 1, 1760, quoted in Ring and Pippenger, *Town Lots*, 139. For background on the English law that set the expectation, see Claire Priest, *Credit Nation: Property Laws and Institutions in Early America* (Princeton: Princeton UP, 2021), 27-28.

¹¹⁸⁶ Steven J. Shephard, "Reaching for the Channel: Some Documentary and Archaeological Evidence of Extending Alexandria's Waterfront," *The Alexandria Chronicle*, 2006, 6.

The new owner of Lot 62, George Gilpin (1740-1813), was born into a Quaker family in Cecil County, Maryland. He married Jane Peters in 1759 in Anne Arundel County, Maryland and then moved to Alexandria before 1769. His work as a wheat merchant led to his appointment as inspector of flour for Alexandria in 1775. During the Revolutionary War, he became a colonel in the Fairfax County militia and served as an aide to George Washington at Dorchester Heights in 1776. He accompanied Washington through New Jersey and fought in the Battle of Germantown on October 4, 1777.¹¹⁸⁷

In Alexandria after the war, Gilpin enjoyed esteem in the community and held numerous prominent positions in public and private office. He served Alexandria as a commissioner for paving and grading streets (1795-1800), a judge of the Orphan's Court (1800), and as Postmaster (1809). Gilpin was a director of the Potomac Company, an effort to improve and complete a canal on the Potomac River, and a member of the Alexandria-Washington Masonic Lodge. He was a vestryman of Christ Church.¹¹⁸⁸

In addition to all this, he partnered with Marylander Jonathan Hall (1735-1785) to build out a wharf on Lot 62. Gilpin and Hall purchased Lots 62 and 63 from George Johnston's estate in 1768.¹¹⁸⁹ Gilpin's brothers Thomas Gilpin (1728-1778) and Joseph Gilpin (1727-1790) became partners in the endeavor, though their role seems to have been as investors only.¹¹⁹⁰ It is not clear precisely when Gilpin and Hall began to bank out their lot. They partnered as import merchants as early as 1770, selling "Boston shoes" to John Parke Custis, Martha Washington's son, in February of that year.¹¹⁹¹ George Johnston's son and heir, George Johnston Jr., completed a deed to release his claim on the parcels in 1772, which may indicate that Hall and Gilpin did not have a clear title until that time.¹¹⁹²

¹¹⁸⁷ James P. Ambuske, ed., "Pallbearers," in *The Digital Encyclopedia of George Washington* (Mount Vernon Ladies' Association, 2012), <https://www.mountvernon.org/library/digitalhistory/digital-encyclopedia/article/pallbearers/>.

¹¹⁸⁸ Ibid. Gilpin's participation in the Revolutionary War resulted in his being formally disowned from the Quaker Meeting; "Disownment Certificate" (Concordville, Pennsylvania, October 4, 1775), Ancestry.com.

¹¹⁸⁹ FDB K1:5, February 10, 1772. This deed references an earlier land transfer from FDB H1:40, May 19, 1768 that is no longer extant. Though it is not known how Hall and Gilpin knew each other, Gilpin's nephew described the social scene of the eastern shore as tight knit: "The adjoining counties however of Cecil Kent & Queen Anns [sic] were thickly studded with some of the best gentry in America, and Annapolis formed during the winter a little court..." Thomas Jr. Gilpin, "Memoir of Thomas Gilpin," *Pennsylvania Magazine of History and Biography*, October 1, 1925, 295.

¹¹⁹⁰ Thomas Gilpin was a merchant in Philadelphia and was involved in agricultural technology and infrastructure development. A close friend of Benjamin Franklin, he was a member of the American Philosophical Society. Thomas died in Winchester, Virginia while being held under the authority of Congress after he refused to swear an oath of allegiance due to his Quaker faith. Joseph Gilpin, a merchant, lived in Elkton, Maryland and was a member of the provincial Congress of Maryland. "To George Washington from Mary Pemberton, 31 March 1778," *Founders Online*, National Archives, <https://founders.archives.gov/documents/Washington/03-14-02-0347>; Thomas Gilpin Jr., "Memoir of Thomas Gilpin," *Pennsylvania Magazine of History and Biography*, October 1, 1925, <https://journals.psu.edu/pmhb/article/view/28042/27798>.

¹¹⁹¹ "Guardian Accounts, 1 May 1771," *Founders Online*, National Archives, <https://founders.archives.gov/documents/Washington/02-08-02-0314>. [Original source: *The Papers of George Washington*, Colonial Series, vol. 8, 24 June 1767–25 December 1771, ed. W. W. Abbot and Dorothy Twohig. Charlottesville: University Press of Virginia, 1993, pp. 455–463.]

¹¹⁹² FDB K1:5, February 10, 1772.

Gilpin & Hall's Wharf, 1768-1786

The documentary evidence for the banking out of Lot 62 and the construction of Gilpin and Hall's Wharf supports the supposition that they filled in seventy thousand square feet of land in two or more construction campaigns, one between 1772-1775, another in 1783, and the extension east of Union in 1785-1786. This significant undertaking would have demanded large amounts of material and many skilled and casual laborers. Unfortunately, we have no known documentation related directly to the construction project. However, land records and newspaper advertisements show a pattern of occupation that may reveal the process by which the area was filled.

The first banking out effort likely took place between 1772-1775. George Gilpin leased his wharf for a 10-year term to Michael Thorn in April 1775. Thorn mortgaged the property for £200 in October 1775.¹¹⁹³ The dimensions and exact location of the wharf are not described in the existing deed however it is likely that a bulkhead and/or pier for landing vessels existed west of modern-day Union Street. Gilpin's role in the Revolutionary War likely stalled any planned or ongoing construction beyond that which he leased to Thorn.

At some point, a partition was made dividing Lot 62 into four equal shares for: George Gilpin, Jonathan Hall, Thomas Gilpin, and Joseph Gilpin. Thomas Gilpin lived in Philadelphia and was arrested for his faith-based abstention from the Revolutionary War. He died in prison in Winchester, Virginia in 1778.¹¹⁹⁴ Given Thomas Gilpin's death in 1778, the four-way partition likely took place before that date. There is no evidence that Thomas or Joseph Gilpin attempted to lease or sell their parcels east of Union Street. Based on this pattern of use that begins at the north edge of Lot 62 and to the west of Union Street, Gilpin and Hall likely filled in the land and wharf from Prince Street to the middle of block where their property joined Richard Arell's (Image 232). The 1787 tax records show that Joseph Gilpin and Thomas Gilpin's estate leased property to George Gilpin on Water & Union Streets for £50 annual rent. This may indicate that their parcels did not extend east of Union Street at that time.

A second effort at expansion or improvement of Lot 62 may have taken place in 1783. The Virginia Assembly passed an Act to extend Union and Water Streets "through the said town from north to south as far as the limits of the said town extend."¹¹⁹⁵ The Act further empowered land owners to take possession of any earth which may be removed in the leveling of Union Street. In November of 1783, George Gilpin began to sell and lease parcels on the south side of Prince Street atop made land situated to the east of Water Street and west of Union Street (Image 233).¹¹⁹⁶ The leases used Union Street as a reference point, showing that the street was laid out and likely in use by that time. The first evidence of its occupation was Michael Madden's fall 1784 advertisement for Antigua and Barbados rum, sold from

¹¹⁹³ FDB M1:224, October 17, 1775. The original lease from Gilpin to Thorn is missing from official records. Thorn paid £17 per annum.

¹¹⁹⁴ Entry for Thomas Gilpin, Find a Grave, https://www.findagrave.com/memorial/189727976/thomas-gilpin?_gl=1*15lg95z*_gcl_au*MjEwMTAzMTI0Ny4xNjg2MTUwNjM1*_ga*NDkyMzI1NjM5LjE2NjUxNTQ0NDQ.*_ga_4QT8FMEX30*M2NhZmExNzUtZDZkNi00YzE2LTlmODMtZjg4NzYwY2M5ZmM1LjMuMS4xNjkwMjE1ODU1LjU5LjAuMA.

¹¹⁹⁵ William Waller Hening, *The Statutes at Large; Being a Collection of All the Laws of Virginia, from the First Session of the Legislature, in the Year 1619. : Published Pursuant to an Act of the General Assembly of Virginia, Passed on the Fifth Day of February One Thousand Eight Hundred and Eight.*, vol. 11, (New York, NY: Bartow, 1823), <http://hdl.handle.net/2027/hvd.hxh5uc>, 44-45.

¹¹⁹⁶ See FDB O1:101, November 18, 1783; O1:104, O1:107, and O1:110.

his store near Col. Gilpin's wharf.¹¹⁹⁷ Madden's store was located on the south side of Prince Street, approximately 51' west of Union Street. Madden's annual rent was 80 silver dollars. West of Madden, Washer Blunt leased the next parcel under the same terms. Blunt was a block and pump maker who sought two apprentices for the trade in May 1784.¹¹⁹⁸ Andrew Wales, a brewer, rented the next parcel to the west for the yearly sum of 80 silver dollars. There is no extant deed for the next parcel, but Samuel Montgomery Brown leased the parcel that was 45' east of Water Street. This parcel was on the bank and may have been a source of the fill material that Gilpin used to bank out the wharf. Brown's lease terms were the same, but his rate was slightly higher at 88 silver dollars per year.

A third expansion effort may have taken place in 1785-86. Documentary evidence indicates occupation and use of land east of Union Street for the first time in 1785. For purposes of this study, the parcels are identified from north to south, Parcels 62.1, 62.2, 62.3, and 62.4 (Image 232).

Parcel 62.1: Gilpin's Wharf, 1786-1810

In 1786, notice of a store on Gilpin's Wharf appeared in the newspaper: John McClenachan offered rum, spirits, china and Queensware for sale at the southeast corner of Union and Prince Streets.¹¹⁹⁹ Tax records from 1787 show that Josiah Watson & Co. leased land on Union Street from George Gilpin for £88 annual rent. Jonah Thompson leased land "on the wharf" from George Gilpin in 1788 and 1789, paying £25 per year; this was likely storage or warehouse space since Thompson's store was on Fairfax Street. George Gilpin paid himself £15 and £20 annual rents on Union Street in 1789 and 1790, respectively.¹²⁰⁰ In 1787, the sloop *Sally & Polly* lay at the wharf with a cargo of New York rum, hollow iron ware, casks of oil, codfish and cheese. The sloop herself was also offered for sale (Image 234). Robert Henderson began a 7-year lease on the frame warehouse at the southeast corner (Lot A) in 1795 (Image 232).¹²⁰¹ Henderson was a partner in Henderson & Co. which operated as merchants and shipping agents. They offered freight or passage to New York in August 1795 from this location.¹²⁰² Gilpin's 1796 insurance policy described a two-story wood warehouse occupied by McCloud and Yateman (Image 235).¹²⁰³

The next lot east, Lot B in this study, had no known structures or occupants in the 18th century (Image 232). Potentially it had an impermanent structure or shed that was not valuable enough to cover with an insurance policy.

In 1798 Gilpin sold Lot C to George Slacum (Image 232).¹²⁰⁴ Slacum was a mariner and merchant who owned other waterfront parcels north of Prince Street. He built a 30' x 34' brick warehouse here.

¹¹⁹⁷ M. Madden, "To Be Sold, for Cash or Country Produce.," *Virginia Journal and Alexandria Advertiser*, November 18, 1784, GenealogyBank.

¹¹⁹⁸ Washer Blunt, "Washer Blunt," *Virginia Journal and Alexandria Advertiser*, May 27, 1784, GenealogyBank.

¹¹⁹⁹ John McClenachan, *Virginia Journal and Alexandria Advertiser*, June 1, 1786; T. Michael Miller, *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, s.v. "McClenachan, John," (Bowie, Md: Heritage Books, 1991). A two-story frame warehouse was at this location in 1795. Hustings Deed Books (Alex.) G:219 and Mutual Assurance Society Policy (MAP) No. 58, June 8, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

¹²⁰⁰ 1789 and 1790 Land Tax Book, on file at Alexandria Archaeology.

¹²⁰¹ Alex. G:219, September 1, 1795.

¹²⁰² Abel Willis, "For New York," *Columbian Mirror and Alexandria Gazette*, August 6, 1795, GenealogyBank.

¹²⁰³ MAP No. 58, June 8, 1796.

¹²⁰⁴ Alex. K:546, August 12, 1798.

The next lot east, Lot D in this study, had no known structures or occupants in the 18th century (Image 232).

Lot E, 118' east of the corner of Union and Prince Streets, was the site of a two-story wood warehouse by 1796 (Image 232, Image 236).¹²⁰⁵ The warehouse extended 56' along Prince Street, fronting on the Prince Street Dock to the north and the river to the east. The river was within 70' of the structure, so there was a wide wharf and landing space in between. A merchant, James Cavan, occupied the warehouse in 1796.

Prince Street Dock

The northern edge of the wharf fronted on Prince Street and the Prince Street Dock. This 34' wide strip of the wharf contained three warehouses by 1800, and all except one were built of wood. The wood warehouse at the southeast corner of Union and Prince was within 16 feet of the dock, which demonstrates that the dock reached back to Union Street with an alley or landing space between it and the warehouses.¹²⁰⁶ Proximity to the Prince Street Dock should have been a boon, however consistent maintenance of public infrastructure was an ongoing issue even in 1797. The dock "is a receptacle of filth alone sufficient to breed a pestilential contagion. At low tide it is entirely bare, and the vegetable and animal substances swept down by the gutters, and the melon rinds, etc. thrown from the boats, lay exposed to the rays of the sun. The stench produced from it is intolerable and the pernicious consequences which may result are inculcable."¹²⁰⁷ Many residents of Alexandria, however, were not around to experience this unappealing circumstance. It was common practice for people with country homes or travel opportunities to take advantage of them during the summer season, approximately June through September. In October 1803, 25 Alexandria businesses notified the public that they were reopened after the summer outbreak of yellow fever.¹²⁰⁸ Port cities were known as dangerous places during that time, when yellow fever, the "pestilential contagion" referred to above, could be transported via mosquitos on shipping vessels and spread through the population, killing up to one third of the sick.¹²⁰⁹

Parcel 62.2

Jonathan Hall built a three-story frame warehouse that fronted 34' on Union Street on this parcel. It was occupied by Hartshorne & Co. before December 1785, when it was offered for immediate occupancy by a new tenant.¹²¹⁰ Hall died in 1785 and his estate leased property on Union Street to William Hartshorne in 1787 for £30 annual rent, according to tax records.¹²¹¹

¹²⁰⁵ MAP No. 59, June 8, 1796.

¹²⁰⁶ MAP No. 58, June 8, 1796.

¹²⁰⁷ *Alexandria Times*, August 22, 1797, quoted in Miller, "Wandering Along the Waterfront: The Prince to Duke Street Waterfront, Part II," 1993, 190.

¹²⁰⁸ John Janney, et al, "We the Subscribers Inform Our Customers...", *Alexandria Daily Advertiser*, October 27, 1803, GenealogyBank.

¹²⁰⁹ Seth Rockman, *Scraping by: Wage Labor, Slavery, and Survival in Early Baltimore* (Baltimore: Johns Hopkins University Press, 2009), 78-79.

¹²¹⁰ William Hartshorne, "Lots and Houses to Rent in Alexandria," *Virginia Journal and Alexandria Advertiser*, December 22, 1785, GenealogyBank.

¹²¹¹ Bond, estate of John Hall, "Maryland Register of Wills Records, 1629-1999" (Queen Anne's County, Maryland, 1790 1774), <https://www.familysearch.org/ark:/61903/3:1:33SQ-GYM6-WDT?i=217&wc=SNYZ-YWP%3A146534301%2C146712901&cc=1803986>.

In 1786, Jonathan Hall's estate was evaluated for division between his two daughters, Elizabeth Hall and Sarah Falconer. His portion of the block was a 44' wide strip from Water Street to the end of the wharf fronting on the Potomac River. The measured plat shows the wharf ended 70' east of Union Street and included a three-story warehouse (Image 237).¹²¹²

Sailmaker Adam Bence offered twine, ships colors, and related tools and accessories from this location in 1786.¹²¹³ He advertised for two apprentices in 1791.¹²¹⁴

Shreve & Lawrason, 1788-1800

Shreve & Lawrason paid George Gilpin £25 annual rent "on the wharf" in 1788.¹²¹⁵ The parcel had a "framed Warehouse, sheded on one side" when it was offered for public auction in September 1789.¹²¹⁶ Partners Benjamin Shreve (1747-1801) and James Lawrason (1753-1823) won the auction.¹²¹⁷ Benjamin Shreve was born into a New Jersey Quaker family and came to Alexandria some time before 1776 after he married Hannah Marll (1747-1784). He fathered 9 children with Hannah and, after her death, a tenth child with his second wife, Susannah Wood. Four of his children lived to adulthood: Isaac, Benjamin, Samuel, and John. He hired a substitute to fight in his place in the American Revolution, for which he was temporarily read out of the local Meeting.¹²¹⁸ Shreve owned numerous parcels in Alexandria and donated the land for the Society of Friends Meeting House on St. Asaph Street.¹²¹⁹

James Lawrason was also born in New Jersey and fought in the Revolution as a soldier in the 15th Battalion out of Cecil County, Maryland.¹²²⁰ He married Alice Levering (1756-1821) and they had four children. Though it is unclear when he first arrived in Alexandria, he made his first of many land transactions in 1781 on a parcel in Lot 59.¹²²¹ Perhaps Shreve and Lawrason bonded over their shared New Jersey roots and decided to go into business together.

Shreve & Lawrason had been operating as merchants in Alexandria since at least 1784 when they rented a warehouse at the southwest corner of Union and Prince Streets from George Gilpin.¹²²² After they purchased Hall's portion of the wharf, their enterprise expanded significantly. Gilpin, Shreve, and Lawrason may have cooperated to extend the wharf out to about 220' east of Union Street, matching the Arell parcels to the south. The 1790 property taxes show Shreve & Lawrason owned and occupied two parcels on Union Street, one at £32 and the other at £15. Insurance policies on the eastern

¹²¹² "The Store on the Wharf is 34 feet, part of it has 3 floors & part only 2, the rest of the front say 10 feet is left for an alley." ADB I:163, May 30, 1786.

¹²¹³ Adam Bence, *Virginia Gazette and Alexandria Advertiser*, June 8, 1786, Miller, *Artisans and Merchants*, s.v. "Bence, Adam."

¹²¹⁴ Adam Bence, "Wanted to the Sailmaking Business," *Virginia Gazette and Alexandria Advertiser*, August 4, 1791, GenealogyBank.

¹²¹⁵ 1788 Tax Records, on file at Alexandria Archaeology.

¹²¹⁶ Abraham Falconer and Joseph Massy, "To Be SOLD, at PUBLIC VENDUE," *Maryland Journal*, September 22, 1789, GenealogyBank.

¹²¹⁷ FDB S1:18 and S1:24, November 18, 1789.

¹²¹⁸ Application of George Rodman Shreve, Sons of the American Revolution, California Chapter, 1889-1970, Ancestry.com.

¹²¹⁹ Miller, *Artisans and Merchants*, s.v. "Shreve, Benjamin"; Benjamin Shreve, Ancestry Family Tree, ancestry.com.

¹²²⁰ Application of Clinton Levering Conklin, Sons of the American Revolution, Illinois Chapter, 1889-1970, Ancestry.com.

¹²²¹ FDB N1:558 missing, see O1:27.

¹²²² FDB P1:336, August 11, 1784.

warehouses describe them as being within 70 and 100 feet of the Potomac River.¹²²³ Shreve & Lawrason's insurance policy from 1796 reveals a crowded and built-up section of the wharf that included three warehouses, a shed, and a dwelling house.¹²²⁴ Most of the structures were wood, except for the two-story brick warehouse on the eastern side of the parcel. The warehouse and shed complex covered most of the parcel, leaving a 10' alley on the north edge and a space on the east end to preserve access to the wharf (Image 238). The insurance policy suggests that Hall's three-story warehouse was pulled down or otherwise removed and replaced with a smaller, 22' wide two-story warehouse and a 12' wide dwelling house.

The buildings were occupied by Harper & Davis and others unnamed, according to the insurance policy. Harper & Davis were lumber merchants William Harper and Davis.¹²²⁵ Their partnership ended in 1800 when Davis died, however their lumberyard continued to operate through the first decade of the 19th century.

Elisha Janney rented a "large and convenient" warehouse for flour storage commissions in 1792.¹²²⁶ Janney & Irish occupied a brick warehouse here in August 1793.¹²²⁷ Isaac McPherson occupied the brick warehouse at the end of the century.¹²²⁸

James Lawrason bought William Goddard, Sr., an enslaved "mulatto" carpenter from Benjamin Dulany for £120 in 1796.¹²²⁹ Goddard bought his own freedom in 1799. He emancipated numerous other family and community members, including his own son, William Goddard, Jr.¹²³⁰

Parcel 62.3

The heirs of Thomas Gilpin collected £10 annual rent from Shreve & Lawrason on Union Street in 1789 and 1790. The 1796 insurance policy for Shreve & Lawrason, adjacent to the north, described the east side of this parcel as a vacant lot. Reports from a 1810 fire listed a destroyed "old stone house" owned by J. & T. Gilpin.¹²³¹

Parcel 62.4

Joseph Gilpin, who lived in Cecil County, Maryland, collected £30 annual rent from George Hunter & others on Union Street in 1788.¹²³² George Hunter was a merchant in Alexandria who partnered with William McMechen. He had a store on Fairfax Street until his death in 1798.¹²³³ In 1789 and 1790 Hugh

¹²²³ MAP No. 59, June 8, 1796 and No. 101, June 11, 1796.

¹²²⁴ MAP No. 101, June 11, 1796.

¹²²⁵ Miller, *Artisans and Merchants*, s.v. "Harper & Davis." Davis may have been Nehemiah Davis who died in Fairfax County in 1800 (FDB H1:78).

¹²²⁶ Elisha Janney, *Virginia Gazette and Alexandria Advertiser*, November 22, 1792, GenealogyBank.

¹²²⁷ Francis Peyton, "To Be Let," *Virginia Gazette and Alexandria Advertiser*, August 1, 1793, GenealogyBank.

¹²²⁸ Benjamin Shreve and James Lawrason, "To Be Let," *Columbian Mirror and Alexandria Gazette*, June 21, 1800, GenealogyBank.

¹²²⁹ ADB A:164, December 9, 1796.

¹²³⁰ Miller, *Artisans and Merchants*, s.v. "Goddard, Wm;" ADB O:424, January 6, 1808.

¹²³¹ "Distressing Fire!," *Alexandria Daily Gazette, Commercial & Political*, September 26, 1810, GenealogyBank.

¹²³² 1788 Alexandria Land Tax, on file at Alexandria Archaeology.

¹²³³ George Hunter, "Eight Dollars Reward," *Virginia Gazette and Alexandria Advertiser*, March 10, 1791, GenealogyBank; George Hunter, "George Hunter," *Virginia Gazette and Alexandria Advertiser*, September 13, 1792, GenealogyBank; George Hunter and William McMechen, "The Partnership of George Hunter & Co.,"

Chapter 5: Union Street from Prince to Duke

Dempster paid £16 annual rent on Union Street. These rents suggest some sort of structure was on this parcel, however no documentation of it survives.

Columbian Mirror and Alexandria Gazette, May 18, 1797, GenealogyBank; George Beard, "Notice," *Alexandria Advertiser*, March 27, 1798, GenealogyBank.

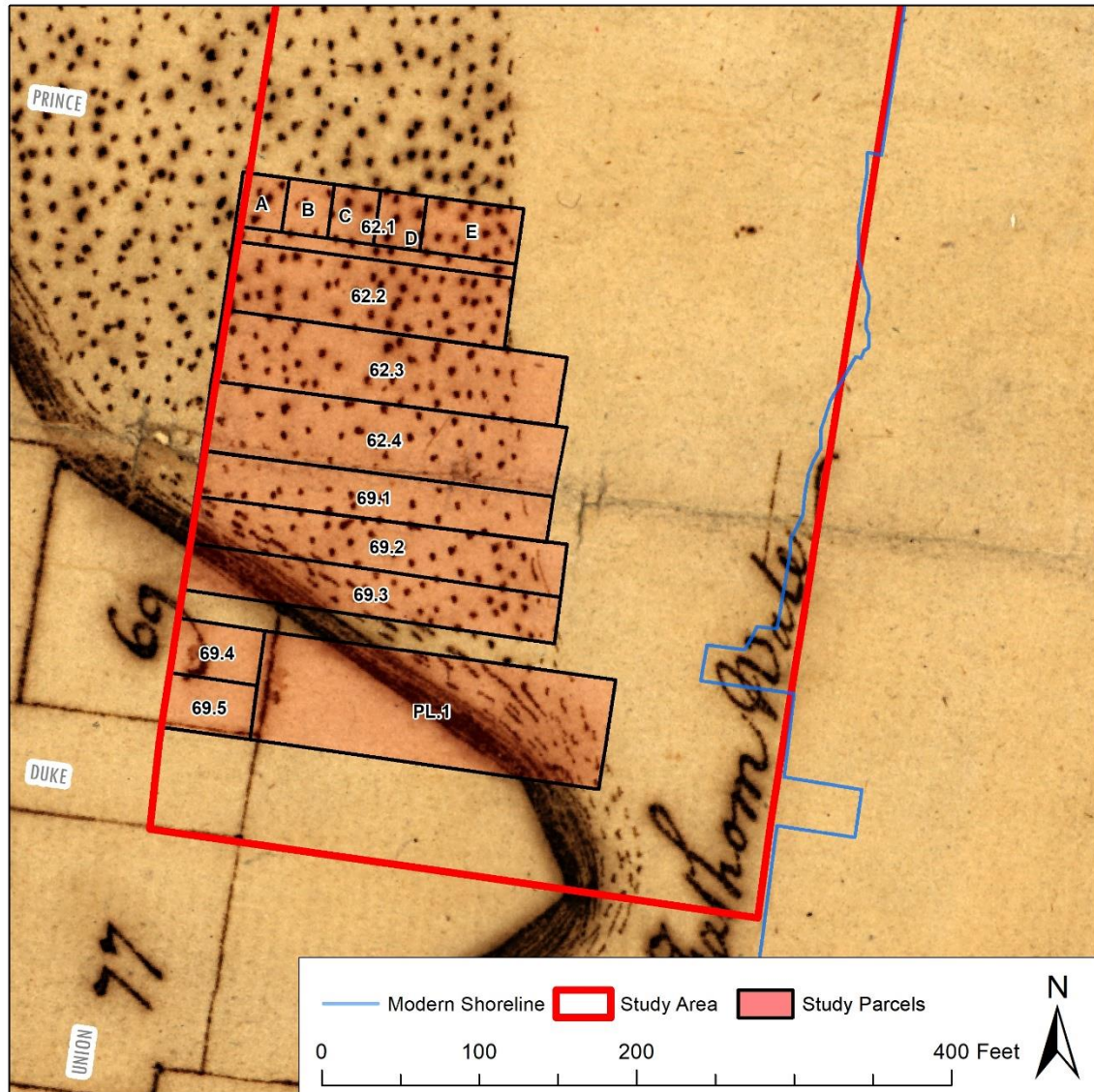


Image 231. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. <https://www.loc.gov/resource/g3884a.ct000223/>. Detail.

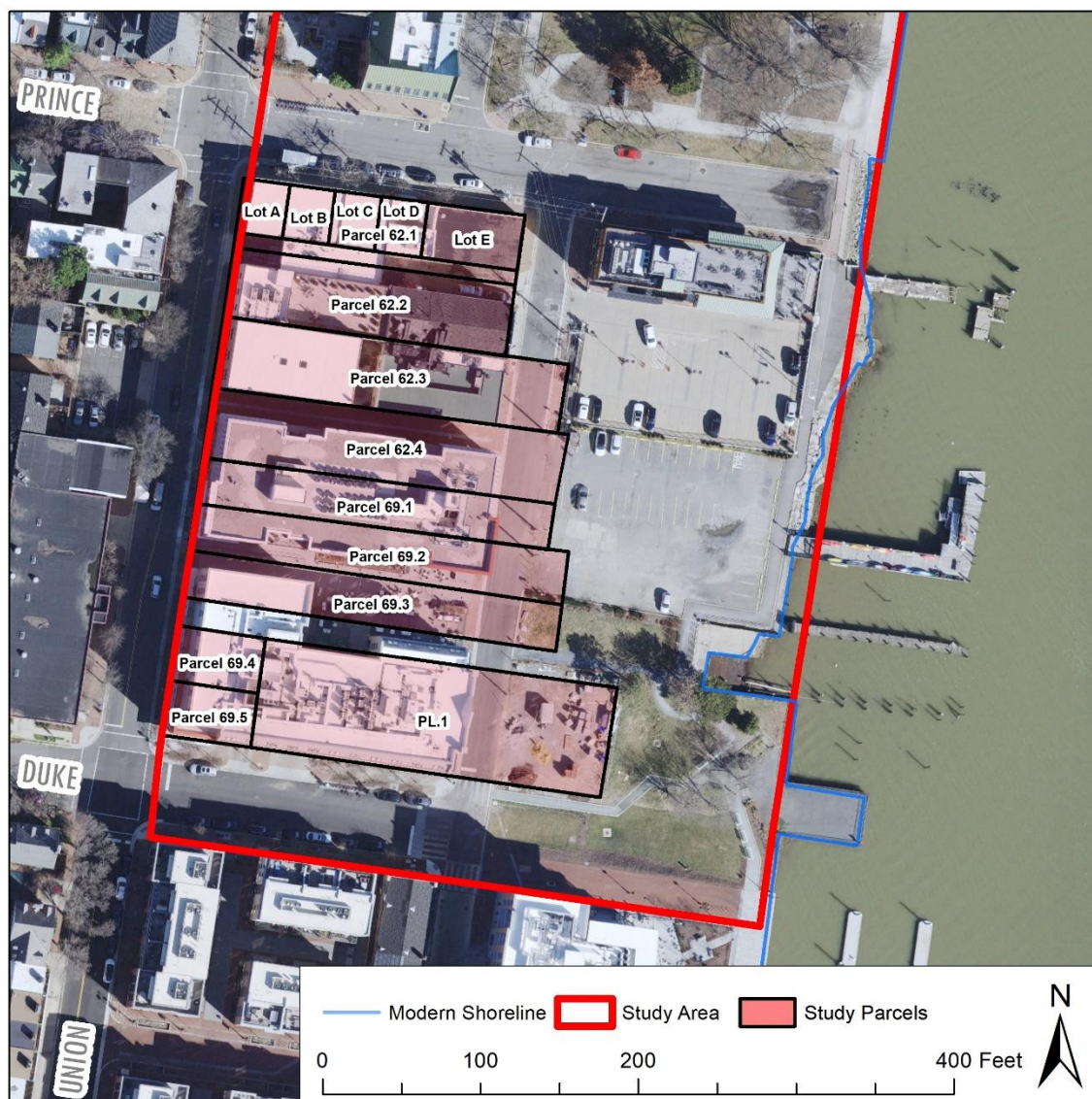


Image 232. Aerial Photography. 2021. On file at Alexandria Archaeology.

Chapter 5: Union Street from Prince to Duke



Image 233. Rendering showing the locations and names of leased parcels on the south side of Prince Street in 1783.

JUST IMPORTED,
And now selling at a low rate,
By *William Worth,*
On board the sloop Polly and Sally, now lying at
Col. Gilpin's wharf, the following articles, viz.
A Few hogheads and barrels of New-York rum,
hollow iron ware, a few casks of oil, and a
quantity of codfish and cheese.
The above SLOOP is also for SALE.
Alexandria, April 12, 1787.

Image 234. William Worth, "Just Imported," Virginia Journal and Alexandria Advertiser, April 26, 1787, GenealogyBank.

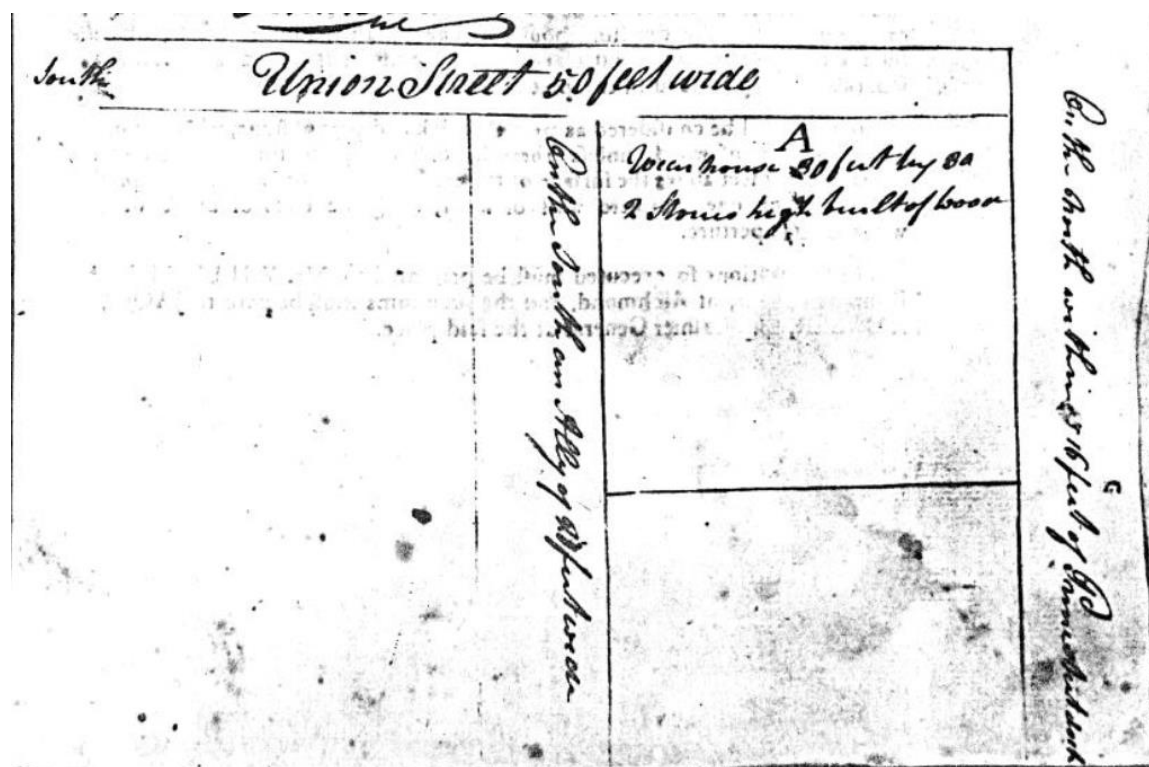


Image 235. Mutual Assurance Society Policy (MAP) No. 58, June 8, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

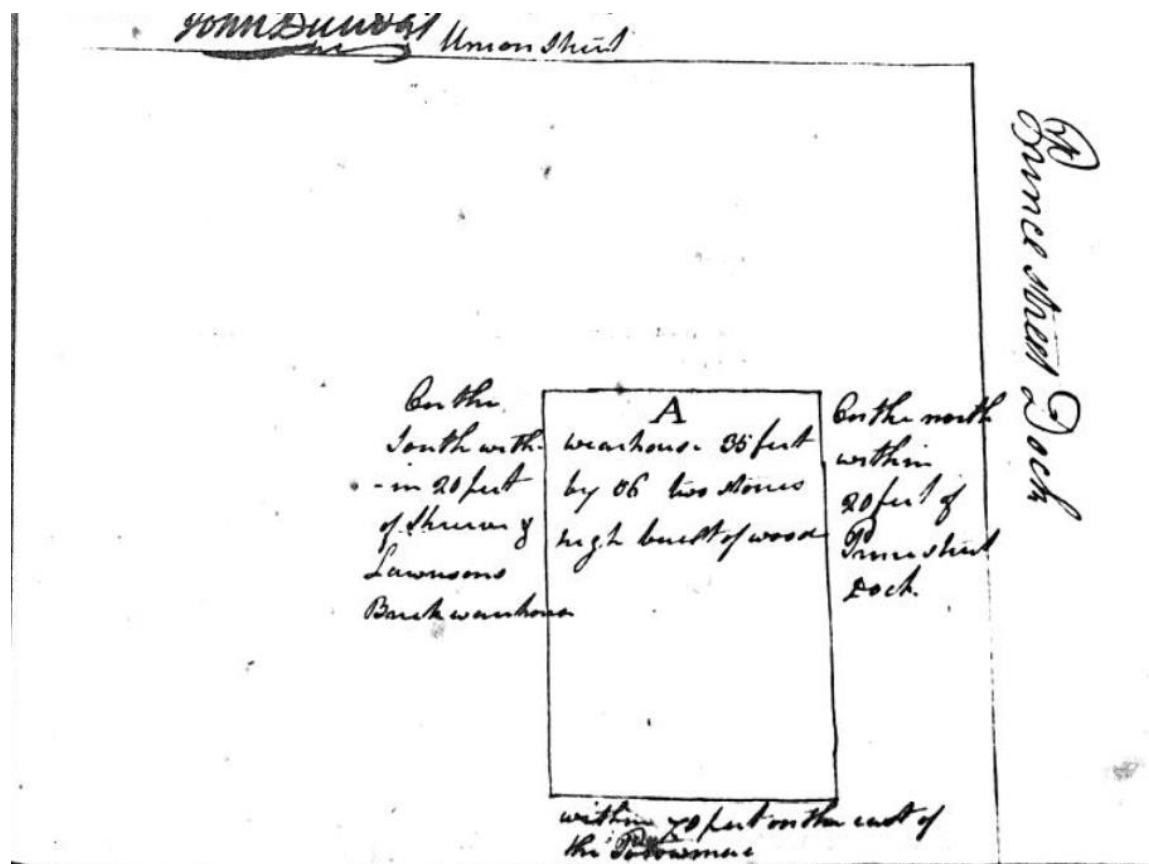


Image 236. Mutual Assurance Society Policy (MAP) No. 59, June 8, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

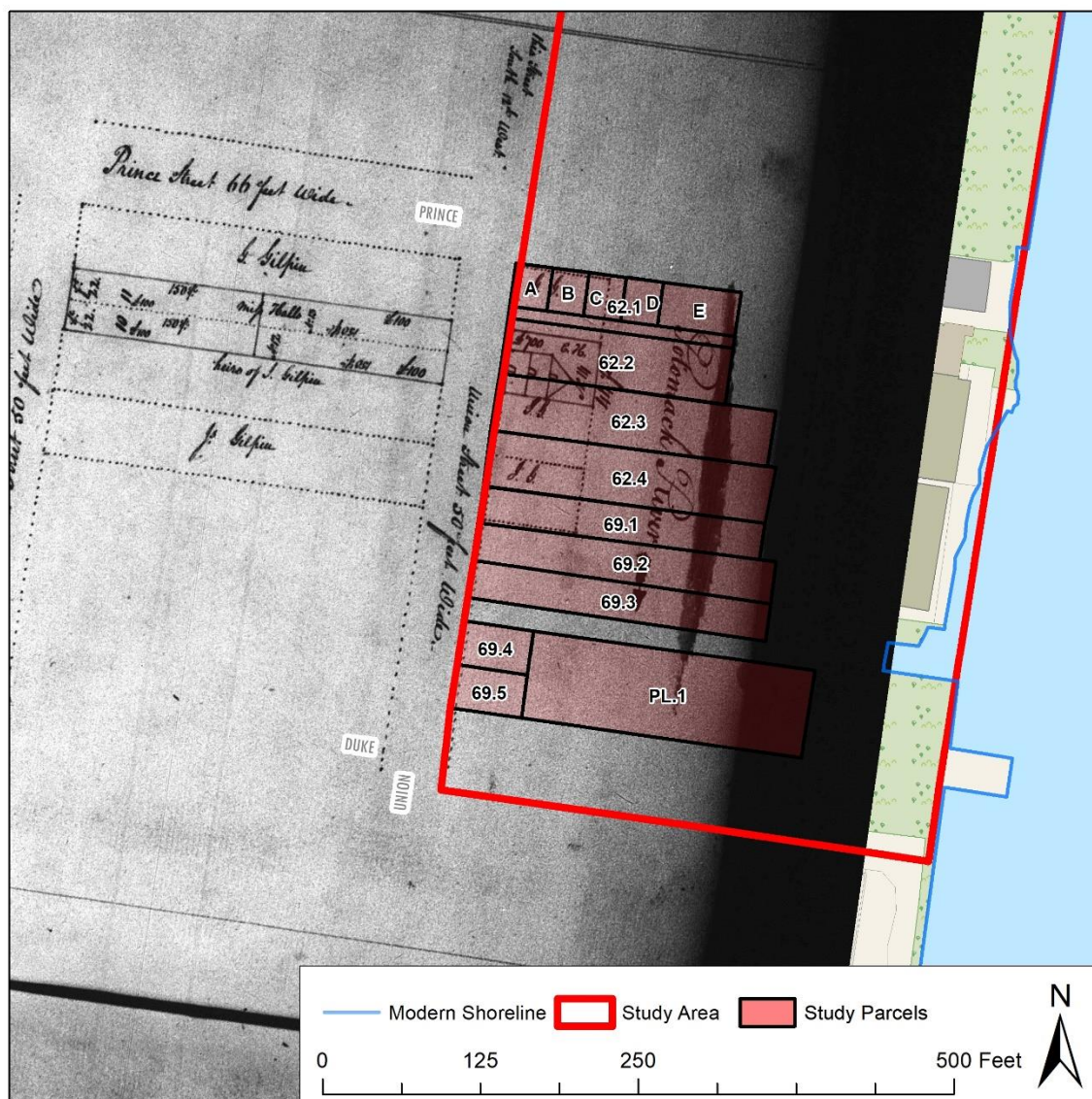


Image 237. Evaluation of Estate of Jonathan Hall, Alexandria Deed Book I:162, May 30, 1786.

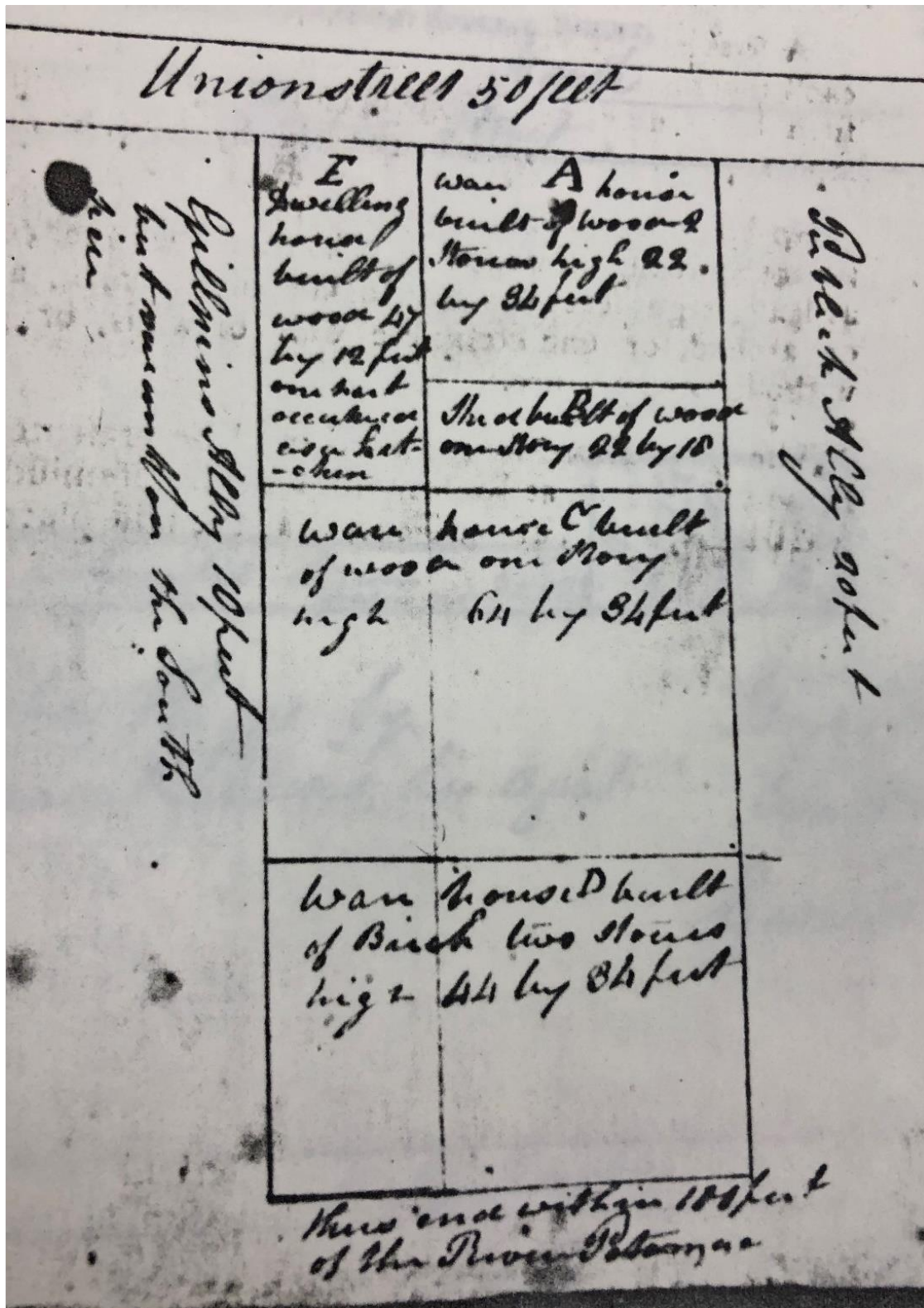


Image 238. Mutual Assurance Society Policy (MAP) No. 101, June 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

Lot 69

Lot 69 was a wedge-shaped lot marked out in a measured grid on its west and south sides (Image 231). Otherwise, it followed the contours of the natural riverbank and included a segment of the bluff that marked the Potomac River's erosion point. This water lot was adjacent to the corporation-owned Point Lumley that would prove to be a central focus of economic development in the decades to come. Lot 70, west of Lot 69, was landlocked and bounded by Duke, Water (now Lee) and Lot 62. Nathaniel Harrison II (1703-1791) then of Stafford County purchased Lots 69 and 70 in the first offering of parcels in July 1749 and was required by deed to erect a 20-foot square house of brick, stone or framed wood with a brick or stone chimney on each lot.¹²³⁴ He likely met this requirement as those who failed to do so forfeited their investment.¹²³⁵ A July 1752 ordinance required that any house built thereafter be "on the front and be in a line with the street" with the gable end not facing the street unless it was a corner lot.¹²³⁶ Lot 69 only fronted on Duke Street and was otherwise bordered by Lot 70 and the Potomac River, thus any structure built by Harrison may have been on Duke. Robert Adam, a former town trustee testifying on a land cause two decades later recalled that one house stood on Lot 70 and Lot 69 was empty.¹²³⁷

Harrison inherited a large plantation in Prince George County known as Brandon where he built a still extant manor house circa 1765. He owned enslaved people and indentured servants there, as evidenced by several advertisements for runaways from 1738-1772.¹²³⁸ Nathaniel Harrison II (1703-1791) of Brandon sold the lots in 1775 to Richard Arell.

Richard Arell's Wharf, 1775-1796

Between 1760-62, Richard (1719-1795) and Christiana Arell (ca. 1720-1762) relocated from Philadelphia to Alexandria. Arell owned a valuable portion of real estate in Pennsylvania including a plantation, sawmill, and 8 tenements on Front Street, the central location of economic activity in that port and steps away from the wharves and docks stretching into the Delaware River (Image 239). Though their motivation for moving their family of five young children to Alexandria is unknown, they were among a wave of opportunity seekers who felt squeezed out of the established, northern ports and saw a chance at economic success as southern tobacco landings grew into regulated ports. Arell purchased several city lots when he arrived in Alexandria but did not buy Lots 69 and 70 until 1775.¹²³⁹ By that time, Arell's Tavern near the Market Square was a fixture of town life, Richard married his second wife, Eleanor, and the children were grown (Image 240, Image 241).¹²⁴⁰ Arell's plan to capitalize on his waterfront Lot 69, however, was delayed by years of legal disputes with the town.

¹²³⁴ FDB C:312, March 28, 1752; "Proceedings," July 13, 1749, quoted in Ring and Pippenger, *Town Lots*, 120.

¹²³⁵ "Proceedings," June 18, 1754, quoted in Ring and Pippenger, *Town Lots*, 132-133.

¹²³⁶ "Proceedings," July 18, 1752, quoted in Ring and Pippenger, *Town Lots*, 130.

¹²³⁷ Ruth Sparacio and Sam Sparacio, eds., *Abstracts of Land Causes: Prince William County, Virginia, 1789-1790*, Virginia County Court Records (McLean, Virginia: Antient Press, 1992).

¹²³⁸ "Prince George County: Brandon," National Park Service, <https://www.nps.gov/articles/brandon.htm>; Newspaper advertisements from the *Virginia Gazette*, Williamsburg, July 21, 1738, February 28, 1755, March 5, 1772 and May 7, 1772.

¹²³⁹ FDB M:33, March 6, 1775.

¹²⁴⁰ Richard Arell purchased Lot 53 in 1762, 60 and 122 in 1763, 48 in 1765, 81 in 1767, 90 by 1773, 69, 70 and 72 in 1775, 73 before 1780, and 109 in 1784. Lot 69 is the only water lot Arell purchased. Ring and Pippenger, *Town Lots*, s.vv. "Lot 48," "Lot 53," Lot 60," "Lot 69," "Lot 70," "Lot 72," "Lot 73," "Lot 81," "Lot 90," "Lot 109," and "Lot 122."

A boundary dispute with the town of Alexandria stymied Richard Arell's development of the southern portion of his water lot. Arell may have built a bulkhead retaining wall in the spring of 1775 north of the town warehouse. Archaeologists exposed a portion of this wall (Feature 54) during a 2015-16 excavation (Image 243). Piles angled toward the shore were driven into the riverbed and backed by courses of horizontal planks attached with wrought nails, with possible tieback timbers anchoring the piles. Adjacent to the wall, a scuttled hull of a ship (Feature 53) and a buried barrel (Feature 55) appear to have served the same purpose: holding in place the man-made shoreline (Image 242, Image 244). The location of the bulkhead and ship hull are 30-35 feet from the mapped shoreline of 1749 (Image 245). Archaeologists excavated the historic shoreline in 2015-16 (Image 246). The timber for the piles was felled in the winter of 1773-1774, showing that this work was likely undertaken the following spring.¹²⁴¹

Arell appears to have taken immediate legal action to define the border between his lot and the city-owned Point Lumley. There are two entries in the Trustees Minutes related to calling three juries for Richard Arell's suit in 1775 and 1780.¹²⁴² Thomas Graffort, a chain carrier for John West's surveying team in 1749, was deposed and he recalled the setting of a stake in the bank head that marked the corner of Lot 69.

In the October 1780 session of the Fairfax Circuit Court, a jury found in the city's favor of Arell's ejectment suit. The surviving records do not describe the details of the suit, but continuing litigation reveals that the boundary question was still unresolved. Arell leased Lot 69 on March 1, 1784 to a tenant known as "Aminidab Seekright," a pseudonym, for a 20-year term. Seekright was ejected shortly thereafter, resulting in a new wrongful ejectment lawsuit in the April 1785 General Court in Richmond. Seekright testified that Ferdinando Holdfast, presumably a pseudonym for the sheriff, "with force and arms to wit with swords and staves" ejected him and caused £50 of damages.¹²⁴³ This tells us there was some type of structure on the parcel by 1784.

Thomas Graffort was deposed again in December 1785, but this case was continued by the court for several years. In July 1788, the court ordered depositions for the surviving men who had knowledge of the town lots or Point Lumley: Robert Adam, John Muir, and Thomas Graffort. Adam moved to Alexandria in 1752 and became a Trustee in 1758. He recalled the position of the public warehouse on Point Lumley and that the absentee owner of Lot 69 had not built a dwelling there. He further testified that this land was of little value at the time. Muir became a Trustee in 1758 but moved to Alexandria in 1755. His testimony generally matched Adam's except that Muir recalled walking between the bank and the west end of the public warehouse whereas Adam said it was not possible to do so. Their testimonies reveal that the suit brought into question the boundary between Lot 69 and Point Lumley on the north side of Duke Street. Both former Trustees agreed that Point Lumley had always been understood to be on both sides of Duke Street and reserved for public use.¹²⁴⁴

¹²⁴¹ Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, September 2020), Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf>.

¹²⁴² "Proceedings," July 18, 1752, quoted in Ring and Pippenger, *Town Lots*, 176-177.

¹²⁴³ Sparacio and Sparacio, eds., *Abstracts of Land Causes: Prince William County*, 5-13.

¹²⁴⁴ Sparacio and Sparacio, eds., *Abstracts of Land Causes: Prince William County*, 6-7; "Proceedings," October 13, 1758, quoted in Ring and Pippenger, *Town Lots*, 137-138. The Plaintiff, Richard Arell, took exception to the testimonies of the former Trustees because they received profits from the premises in controversy.

Graffort testified to the process of laying out the lots and recalled that the lot on the south side of Duke, Lot 77, was extended further east than Lot 69. He did not agree that Point Lumley extended across Duke Street. The land below the bank was “a miry pocoson,” a wetland bog with woody shrubs, with ash trees growing where they built the warehouse. He recalled that the space where the warehouse was built was “fill’d up and made firm.”¹²⁴⁵ A survey made in 1788 laid out the location of the warehouse, the lot boundaries, and showed the small slip of land in dispute on the west side of the warehouse (Image 247). The 1787, 1788, 1789 and 1790 tax records show that Richard Arell leased property on many other lots in town, however he had no listed tenants on Union Street and only himself as a tenant on Duke Street. It is not clear what, if any, fill or improvement Arell made on the shore of his lot. Duke Street was the only accessible road, so any structure was likely placed there. He may have built a pier or wharf into the river.

The boundary dispute extended for years while Richard Arell and his maturing children continued their lives. The Arell children made strategic marriage decisions that upheld their family’s social status and reinforced their landholdings. The most dramatic example of this was the marriage of Elizabeth, whose extant sampler displayed her skill and education at age 10 (Image 248). Fancy sewing such as this was a common practice for elite girls and young women and was for most an important signifier of their discipline, talent and wealth.¹²⁴⁶ Approximately three years later, at the age of 13, she was married to Cyrus Copper, a man ten years her senior who hailed from Kent County, Maryland.¹²⁴⁷ They had two daughters, Christiana and Elizabeth.

Arell’s sons David (1752-1792) and Samuel (1755-1795) joined the revolutionary cause, with David rising to the rank of Captain before his resignation in 1778.¹²⁴⁸ David and Samuel owned extensive real estate separate from their fathers and joined business partnerships outside their immediate family. For example, William Hunter and David Arell purchased a lot in Alexandria together.¹²⁴⁹ Hunter then married into the Arell family, wedding Catherine “Kitty” Arell (1760-1809) in August 1782. David married divorcee Phoebe Caverly in 1785 and their two children, Christiana Hunter and Richard Hunter, inherited their father’s share of Richard Arell’s estate.¹²⁵⁰

Arell’s other daughters Elizabeth (1757- c. 1815) and Mary (1759-1796) married and started families: Elizabeth to Cyrus Copper and Mary to George Jenkins. Importantly, their spouses stood to benefit from the elevated economic position these young women enjoyed due to their father’s investments. Cyrus Copper and William Hunter contributed financially and logistically to Richard Arell’s construction

¹²⁴⁵ The backfill of the warehouse was ordered by the Trustees in September 1755. “Proceedings,” September 30, 1755, quoted in Ring and Pippenger, *Town Lots*, 136.

¹²⁴⁶ Gloria Seaman Allen, *Columbia’s Daughters: Girlhood Embroidery from the District of Columbia*, (Chesapeake Book Company, 2013).

¹²⁴⁷ Copper Family Tree, Ancestry.com.

¹²⁴⁸ John Hastings Gwathmey, *Historical Register of Virginians in the Revolution, Soldiers, Sailors, Marines, 1775-1783* (Richmond, Va: Dietz, 1938).

¹²⁴⁹ William Hunter and David Arell owned land in Alexandria together before Hunter married Arell’s sister, Kitty. Ref. FDB O1:22. William Hunter was a merchant and ferryman; he paid wharfage fees at the public wharf in 1779, see “Proceedings,” March 1, 1779, quoted in Ring and Pippenger, *Town Lots*, 180.

¹²⁵⁰ Samuel Arell married Dorothea Caverly before 1790 but did not have surviving children. Widowed Dorothea later married Joel Ellis (1805) and did not retain rights to Samuel’s share of Richard Arell’s estate.

campaign related to building out his wharf into the Potomac River. In return for their work, their father-in-law promised to transfer ownership of certain lots along the west side of Union Street to them.¹²⁵¹

The Arell family lost several members within a short time, and most died intestate (without wills).¹²⁵² This created uncertainty among their heirs because the common law practice was to divide the estate equally among the heirs while reserving a widow's third for the widow's maintenance as long as she lived. Adding to the complexity in this case, Richard Arell's promised transfers to his sons-in-law were not officially recorded. Richard Arell was predeceased by his son David in 1792, and two of his sons-in-law, Cyrus Copper in 1785 and William Hunter in 1792. When Richard Arell died in November of 1795, it appeared that his estate divided into five equal shares, three to his surviving daughters Elizabeth Copper, Kitty Hunter and Mary Jenkins, one to his grandchildren Christiana and Richard Arell (children of David Arell), and one to his son Samuel. Samuel died shortly thereafter, in December 1795. Richard Arell's personal property, including three enslaved adults and one child, was sold at a public auction to cover his debts.¹²⁵³ Months later, Richard's daughter, Mary Jenkins, and Eleanor Arell, his widow, died in the summer of 1796.¹²⁵⁴ These circumstances resulted in uncertainty over which lots were in fact part of Richard Arell's estate since he had sold and promised several before his death. With no will and no existing documentation of the final division of his real estate, few clues point to the ownership of these parcels.¹²⁵⁵

The instability in the inheritance process for Richard Arell's estate proved to have long term effects on the development of the waterfront. Arell owned land that should have been at the leading edge of occupation and use due to its proximity to the public wharf and warehouse at Point Lumley and, to the north, Gilpin's Wharf and warehouse at the foot of Prince Street (Image 232). However, it remained in limbo and underutilized during Richard Arell's lifetime and in the decades following his death.

There are few early references to Arell's Wharf and few indications of development east of Union Street before 1790. Richard Arell faced ejectment for occupying public property at Point Lumley in 1780, but the means of that occupation, whether storing goods, clearing land, or building a structure, were not documented. Arell leased space west of Point Lumley to an unknown person in 1784, though it is not recorded if any structure was built there at that time. The first published reference to the wharf was in 1791 by Patrick McMahan, who informed *"the gentlemen owners of wharves and water-lots, that he has for many years past followed the art of Building, Repairing, and Filling of Wharves, which he has done with approbation and success. Any gentlemen inclined to favour him with their custom, will find him living in Water-street, close to Mr. Arell's Wharf, where he will produce a sufficient certificate of his*

¹²⁵¹ Alex. L:329, October 11, 1798.

¹²⁵² David Arell, Last Will and Testament, April 17, 1792, Fairfax County Will Books (FWB) F1:79; Samuel Arell, Last Will and Testament, December 20, 1795, FWB G1:130.

¹²⁵³ George Jenkins and P. G. Marsteller, "Will Be Sold.," *Columbian Mirror and Alexandria Gazette*, March 12, 1796, GenealogyBank.

¹²⁵⁴ Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. James R. M. Lowe and Wife vs. Administrators of Richard Arell, 1810-014. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia. Phillip G. Marsteller and George Jenkins were found negligent in their administration of Richard Arell's personal estate.

¹²⁵⁵ Richard Arell filed a division of his estate before his death, which was strictly to clarify that he transferred two Alexandria lots in 1780, one to each son. Those lots were not to be included as part of his estate that would be divided at his death. FDB Y1:51, March 11, 1795. The 1780 deeds are no longer extant. Chancery Court records show disputes over Richard Arell's estate continued through at least 1811.

*workmanship and conduct.*¹²⁵⁶ The first evidence of construction on the wharf was in 1793, when sail maker Daniel McDougall commenced business in the loft of the warehouse occupied by McIver & McKenzie on Mr. Richard Arell's Wharf, Union Street. Unfortunately, the exact location of that warehouse is unknown.¹²⁵⁷ In 1796, *Paragon* was damaged when it was unmoored and driven "in a cove between Hooe's and Arell's wharf" during a severe rainstorm.¹²⁵⁸

Parcel 69.1

George Jenkins retained ownership of the parcel that his late wife, Mary Arell Jenkins, inherited from her father, Richard Arell.

Parcel 69.2

In 1792, William & Christiana Arell Hunter leased the ground including the landing on the east side of the Strand to Abraham Hewes for a 10-year term.¹²⁵⁹ Hewes built a pier of unknown dimensions on the front of the wharf and partnered with his brother-in-law, Mordecai Miller. Miller and Hewes ran an auction room from this location.¹²⁶⁰ Lawrence Hill operated a cooper shop on the western side of the parcel along Union Street.

Parcel 69.3

In 1798, Elizabeth Copper leased the parcel to John Thomas Ricketts, including a landing on the east side of the Strand.¹²⁶¹ Ricketts

will erect upon the said premises immediately fronting upon Union Street a Brick or Stone House not less than Thirty feet square two stories high and finish the same in a strong and tenantable manner AND also that he will extend into the River immediately in front of the premises hereby demised of such dimensions as he shall find convenient an abutment or Pier that he will construct the same with good substantial logs and fill it solidly with Brushwood and Earth or such of them as will suit him best and that at the end of the said Term he will deliver up the stone or brick house and other buildings which he may erect upon the said premises in good order and in Tenantable repair.

John Thomas Ricketts and William Newton were merchants in Alexandria with a store at Prince and Fairfax Streets. They likely built a brick building on Union Street and a pier extending from the front of the wharf.

Parcel 69.4

There is no known documentation related to this parcel in this period.

¹²⁵⁶ Patrick McMahan, "The Subscriber Takes This Method," *Virginia Gazette and Alexandria Advertiser*, September 15, 1791, GenealogyBank.

¹²⁵⁷ Daniel M'Dougall, "Daniel M'Dougall, Sail-Maker," *Columbian Mirror and Alexandria Gazette*, April 10, 1793, GenealogyBank.

¹²⁵⁸ "Alexandria, January 9," *Finley's American Naval and Commercial Register*, January 19, 1796, GenealogyBank.

¹²⁵⁹ Alex. K:241, August 12, 1792.

¹²⁶⁰ Abram Hewes and Mordecai Miller, "Auction Room," *Times; and District of Columbia Daily Advertiser*, April 30, 1799, GenealogyBank.

¹²⁶¹ FDB A2:503, May 8, 1798. The Strand is described as "a space of ground...left open as a passage." The lease was a 20-year term.

Chapter 5: Union Street from Prince to Duke

Parcel 69.5

George Coryell leased the corner lot in 1794 and built a two-story frame dwelling house.¹²⁶²

¹²⁶² Alex. O:117, September 11, 1800; Coryell, George, *Alexandria Advertiser Times & D.C. Daily Advertiser*, April 3, 1802; 1810 Tax Assessment.

To be SOLD, by
RICHARD ARELL,

A Plantation, lying in Gloucester Township, in Gloucester County, and about three Miles from Gloucester Town, and seven Miles from Cooper's Ferry; containing 238 Acres of Land, 15 Acres thereof is good Marsh Meadow, well benked in, and a considerable Orchard, a good Stone Quarry, and about 60 Acres of Up-land cleared. Also a good S-w-mill, and 1500 Acres of Land thereto belonging, lying in Deptford Township, five Miles from a good Landing, on Timber Creek. Also seven new Brick Tenements, and a Frame Ditto, and two Bake-Ovens; all situate on Front Street, Philadelphia, about 30 Perches above Pool's Bridge. Any Person inclining to purchase any Part or Parcel, may apply to the aforesaid Richard Arell, living in one of the said Tenements, who purposes to move to Maryland, with his Family, as soon as he conveniently can.

Notice is hereby given to a certain John Matson, that was born in West Jersey, in Gloucester County and four or five Years since enlisted for a Soldier, that if he be living, and will let me, the aforesaid Richard Arell, know where he is, I will acquaint him of a certain Affair that shall be greatly to his Advantage; or if any Person knows any thing of the said Matson, and will acquaint me therewith, it will be kindly accepted by me the Subscriber,

D RICHARD ARELL.

— MARGARET BROWN —

Image 239. Philadelphia Gazette, Philadelphia, Pennsylvania, December 6, 1759.

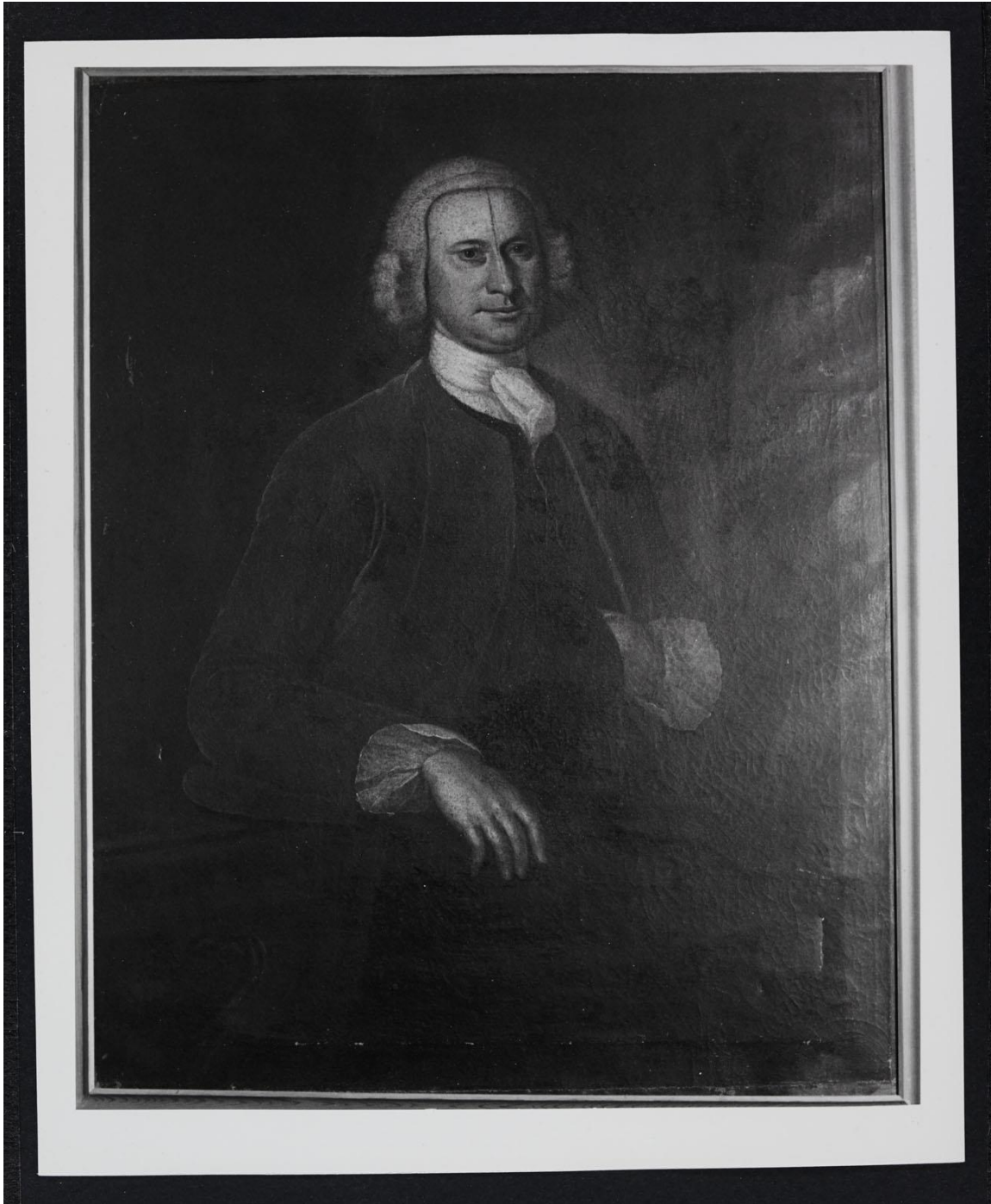


Image 240. Richard Arell, attributed to John Hessalius, c. 1770. Private Collection, catalogued at MESDA.



Image 241. Mrs. Richard Arell, attributed to John Hessalius, c. 1770. Private Collection, catalogued at MESDA. It is unknown if the sitter is Christiana Arell or Eleanor Arell.



Image 242. Feature 53, View to West. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf>.



Image 243. Feature 54, view to Southwest. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf>.



Image 244. Feature 55, Southern Face. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf>.

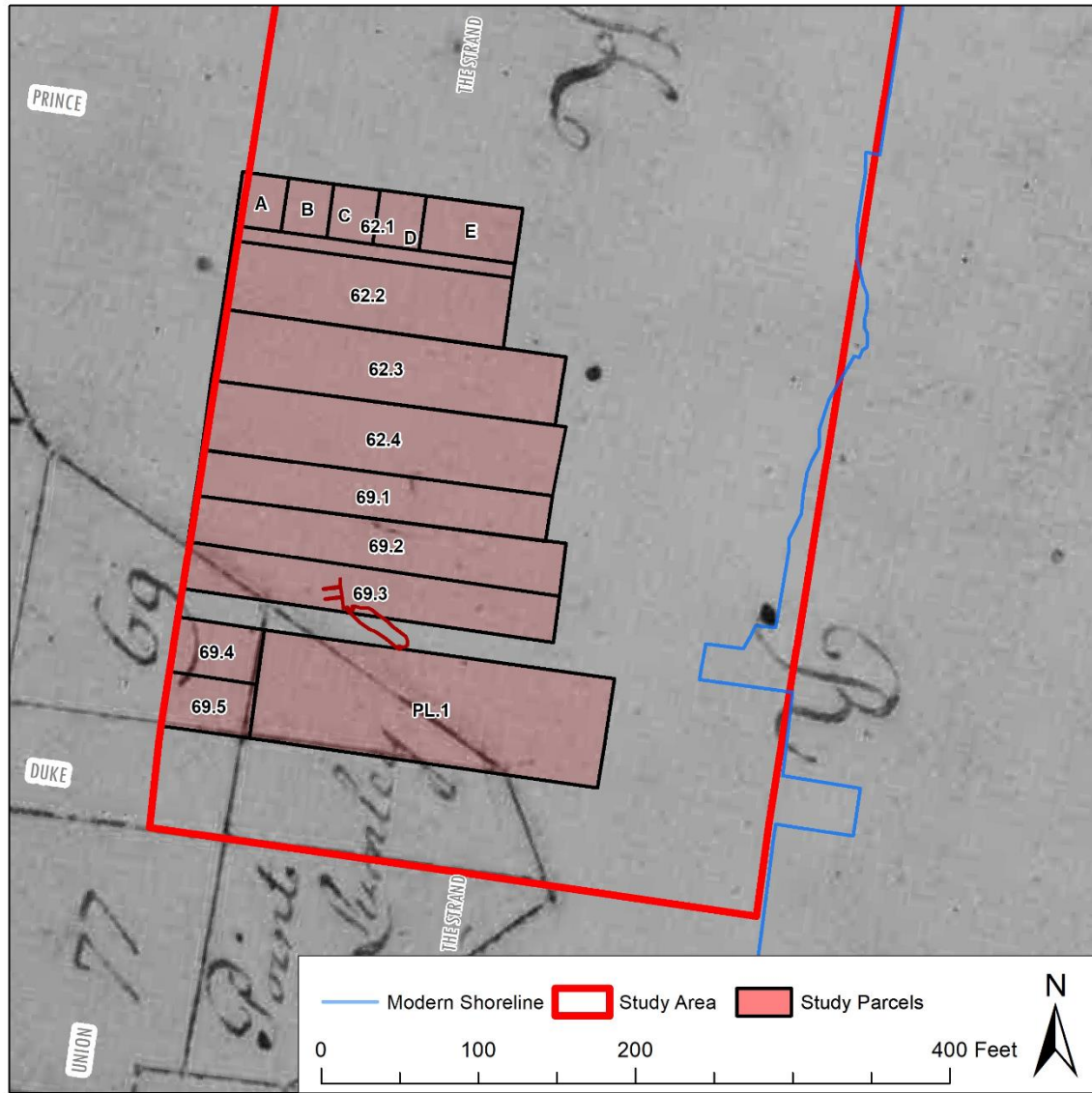


Image 245. The red lines indicate the location of the remaining bulkhead and ship hull. Record of Surveys, 1742-1856. 1749. Fairfax Circuit Court Historic Records Center, Fairfax, Virginia. Detail.

Chapter 5: Union Street from Prince to Duke



Image 246. The historic shoreline is marked by the shift from sand (right) and clay fill (left). Taken from NW. IMAG1541, Hotel Indigo, 44AX229, Courtesy, Alexandria Archaeology Museum.

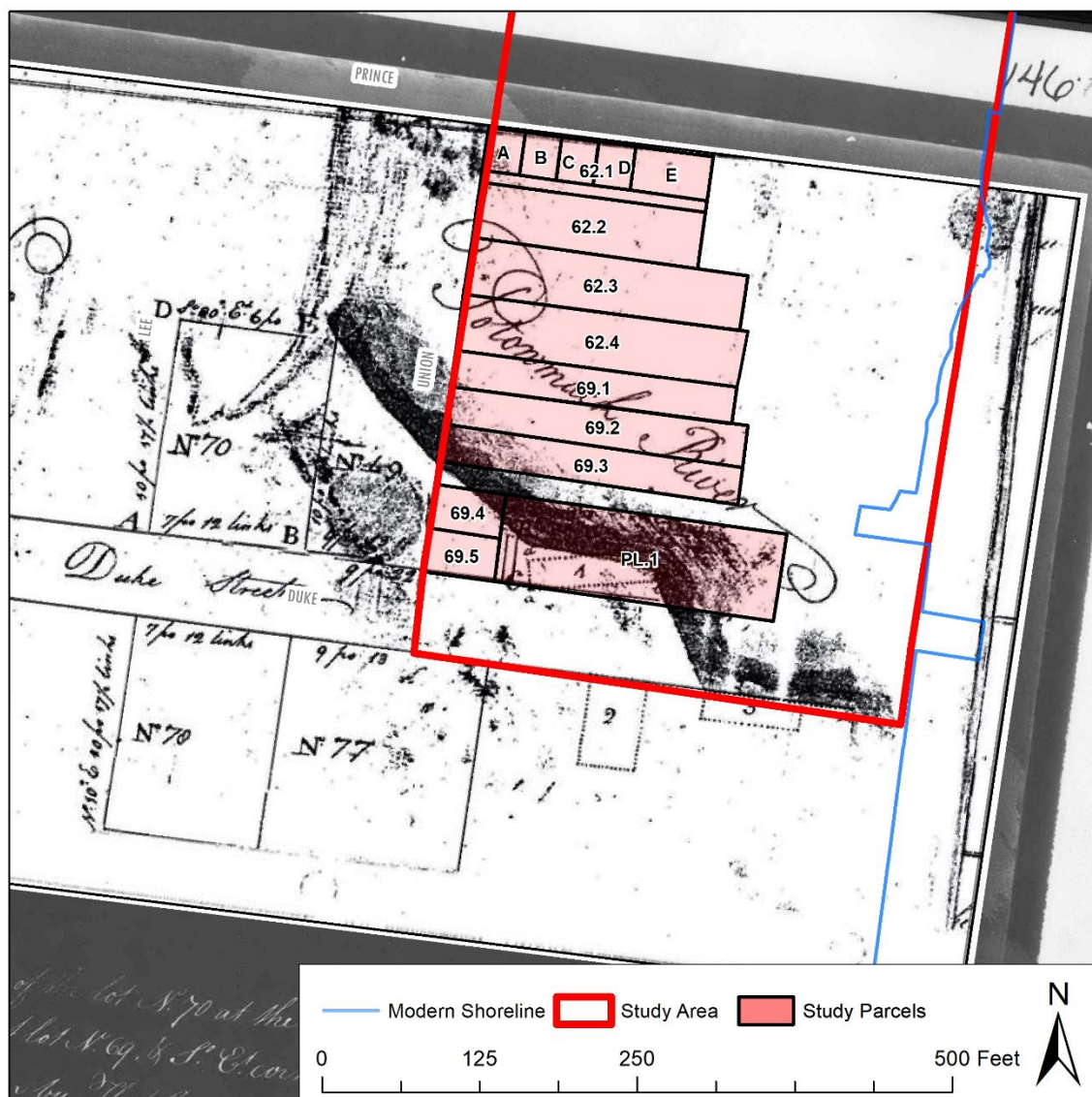


Image 247. Detail of Survey showing the disputed land between Lot 69 and Point Lumley, 1788, Fairfax Record of Surveys, 1742-1856. 1749. Fairfax Circuit Court Historic Records Center, Fairfax, Virginia. Detail.

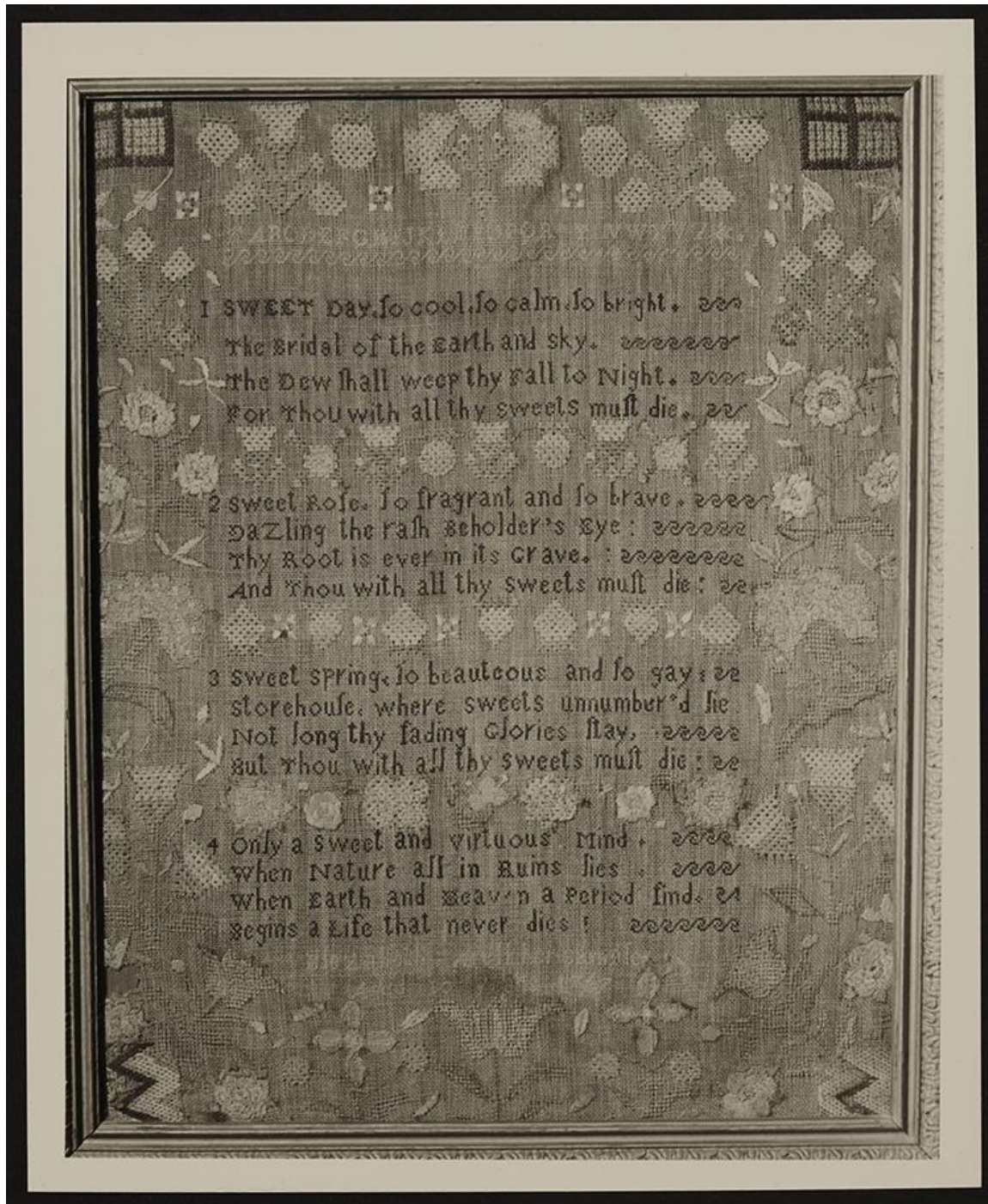


Image 248. Elizabeth Arell, Sampler, silk on linen, 1767. Private Collection, catalogued at MESDA.

Point Lumley

Due to its existing transportation advantages, which included proximity to three roads, and its location as the last deep-water port on the Virginia side of the Potomac, the Virginia Assembly decided the area of Point West and Great Hunting Creek would serve as a convenient town. In 1748, an act of the Assembly made the official start of the project to survey, lay out, and sell the parcels that would become Alexandria (Appendix B, Image 5).¹²⁶³ Two points of land that marked the tips of a crescent bay, Point West and Point Lumley, were reserved for public use. Though the public warehouses and wharf at Point West were already in use, it took several years before the expense of another public warehouse and wharf were justified. In 1751, town trustee John Carlyle was appointed to “have a good road cleared down to Point Lumley,” which secured the gradual development of Duke Street.¹²⁶⁴ Carlyle was later charged with construction of a warehouse to be 100 feet long and 24 feet wide, with the construction expenses to be paid by the Trustees.¹²⁶⁵ Months later, “sand and rubbish” from the Point were to be used to fill in the warehouse.¹²⁶⁶ Trustee Robert Adam later recalled that the warehouse was built in 1755 for the reception of Braddock’s casks.¹²⁶⁷ General Edward Braddock’s army and supplies arrived in Alexandria in March 1755 and departed in April; the warehouse was ordered to be built in June. In 1761, Carlyle submitted his account for construction expenses of £260.¹²⁶⁸ A 1778 petition confirmed that the Trustees paid £150 for the 1755 warehouse; they raised money by selling “laps’d lots & some funds they form’d for the use of the s’d Town.”¹²⁶⁹ Archaeological excavations at this site in 2015-16 confirm the orientation of the warehouse recorded in a 1774 plat survey, which shows it non-orthogonal to Duke Street (Image 249).¹²⁷⁰

Depositions of Thomas Graffort, a member of the surveying team from 1749, Robert Adam and John Muir, former Trustees, describe the extent and conditions of Point Lumley in 1755. It was “a very miry pocoson or swamp” and “the land there was little thought of in point of value.” Ash trees grew there before the warehouse was built. They agreed that there was land north of the warehouse, however they did not agree whether a man could walk between the west end of the warehouse and the bank and whether the warehouse site was subject to tidal waters. One remembered the eastern end of the warehouse as the high tide mark, whereas another remembered the waters touching the bank at high tide. The men also disagreed about whether it was generally believed that Point Lumley was public

¹²⁶³ Donald G. Shomette, “Maritime Alexandria: An Evaluation of Submerged Cultural Resource Potentials at Alexandria, Virginia” (Alexandria, Virginia: City of Alexandria, January 1985), 23-24, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportshomettewaterfrontsubmergedresources.pdf>

¹²⁶⁴ “Proceedings,” August 3, 1751, quoted in Ring and Pippenger, *Town Lots*, 129.

¹²⁶⁵ “Proceedings,” June 18, 1755, *Ibid.*, 135.

¹²⁶⁶ “Proceedings,” September 30, 1755, *Ibid.*, 136.

¹²⁶⁷ Deposition of Robert Adam in *Aminidab Seekright vs. Mayor of Alexandria*, July 19, 1788, Sparacio and Sparacio, eds., *Abstracts of Land Causes: Prince William County*.

¹²⁶⁸ “Proceedings,” February 10, 1761, quoted in Ring and Pippenger, *Town Lots*, 141.

¹²⁶⁹ Trustees of Alexandria, “Legislative Petition,” November 20, 1778, Legislative Petitions of the General Assembly, 1776-1865, Accession Number 36121, Box 261, Folder 3, http://rosetta.virginiamemory.com:1801/delivery/DeliveryManagerServlet?dps_pid=IE2577254.

¹²⁷⁰ In July 1752, the Trustees passed a regulation that “all dwelling houses from this day...shall be built on the front and be in a line with the Street...” Since the warehouse was not a dwelling house, this regulation did not apply. “Proceedings,” July 18, 1752, quoted in Ring and Pippenger, *Town Lots*, 130.

property north of Duke Street. Thomas Graffort testified that the surveyor did not make an actual survey of Point Lumley or Point West.¹²⁷¹

Carlyle's accounts included collection of warehouse rents toward his expenses, but the early tenants are not named. Other sources provide a sampling. A notation in June 1757 says "Capt. John Copithorn pay for the use of the Warehouse in his possession twenty shillings per Month & Ten shillings per Month more if he use the remainder of the upper room."¹²⁷² John Copithorn was an English mariner who was active in the Atlantic trade from at least 1750 through his death in 1785. He engaged in intercoastal trade in Boston, Philadelphia, Alexandria, Hampton Roads, Charleston and Savannah carrying European goods including textiles, iron and ship chandlery. Copithorn traded in enslaved people from Antigua and Barbados, landing them in Charleston.¹²⁷³ His activity in Alexandria spanned from 1757 through 1767. Upon securing a warehouse space, Copithorn advertised a range of goods for sale in Alexandria including textiles, hats, shoes, nails, and other goods.¹²⁷⁴ Just over two months later, he notified the public of his intent to sail a cargo of tobacco to Bristol on the ship *Nugent Only*.¹²⁷⁵ This ship was built in Alexandria, as were two other vessels purchased by Copithorn: ship *Lovers Adventure* (1763) and ship *Fairfax* (1764). The *Nugent* returned from Bristol to the Hampton Road area in 1758 and sailed again for Bristol.¹²⁷⁶ Copithorn was in Alexandria again in fall 1763 attempting to sell European goods and collect on debts owed him.¹²⁷⁷ The fate of *Lovers Adventure* is unknown, but *Fairfax* was lost off Bermuda in late 1765 or early 1766.¹²⁷⁸ Months later, George Mason sued Copithorn, possibly over some of the lost cargo from *Fairfax*, naming James Carlyle and John Dalton as co-defendants who held some of his property.¹²⁷⁹ After that, Copithorn did not appear in Alexandria advertisements again.

In 1767, Robert Loxham and John Kirkpatrick, a town trustee, paid rents for the public warehouse.¹²⁸⁰ John and Thomas Kirkpatrick imported "a parcel of very healthy Gambia slaves" to Alexandria in

¹²⁷¹ Depositions of Robert Adam, John Muir and Thomas Graffort in *Aminidab Seekright vs. Mayor of Alexandria*, July 19, 1788, Sparacio and Sparacio, eds., *Abstracts of Land Causes: Prince William County*.

¹²⁷² "Proceedings," June 23, 1757, quoted in Ring and Pippenger, *Town Lots*, 137.

¹²⁷³ Copithorn made at least three voyages from the West Indies to Charleston with enslaved people as cargo from 1753-1755. During this time, he sailed the ship *Nancy* from Charleston to Bristol, then to Antigua or Barbados, then back to Charleston. Some of the enslaved people are described as "Prime Gold Coast" laborers, but the existing advertisements do not indicate that Copithorn visited African ports. More likely, he purchased enslaved people in the West Indies who were recently trafficked for the purpose of resale. John Copithorn, "For Bristol Directly," *South Carolina Gazette*, February 5, 1753, Newspapers.com.; John Copithorn, *South Carolina Gazette*, February 6, 1755, Newspapers.com; "Entered Inwards," *South Carolina Gazette*, December 25, 1755, Newspapers.com; for details on his slaving activity, see the Intra-American Slave Trade Database, Slave Voyages Database, www.slavevoyages.org.

¹²⁷⁴ John Copithorn, "TO BE SOLD," *Maryland Gazette*, June 30, 1757, GenealogyBank.

¹²⁷⁵ John Copithorn, *Virginia Gazette*, September 2, 1757, GenealogyBank.

¹²⁷⁶ Shomette, "Maritime Alexandria," 34.; *Pennsylvania Gazette*, November 23, 1758, GenealogyBank; *Public Advertiser*, February 14, 1761, Newspapers.com.

¹²⁷⁷ John Copithorn, "To Be Sold," *Maryland Gazette*, September 29, 1763, Newspapers.com.

¹²⁷⁸ *Pennsylvania Gazette*, April 10, 1766, GenealogyBank. A similar notice appeared in the *Public Advertiser* in London, England on January 30, 1766

¹²⁷⁹ Benjamin Waller, *Virginia Gazette*, December 24, 1767, GenealogyBank. The General Court proceedings from Williamsburg from this era were destroyed in a fire, so the exact nature of the lawsuit is currently unknown.

¹²⁸⁰ "Proceedings," April 4, 1767, quoted in Ring and Pippenger, *Town Lots*, 156-7.

September 1762.¹²⁸¹ Tenants in 1768 included Thomas Kirkpatrick and Harry Piper, and in the last trustee meeting of 1768 Andrew Wales secured a five-year lease through his agent, Robert Adams.¹²⁸² Wales became a prominent brewer in Alexandria, owning extensive real property along the waterfront. He was permitted to add a shed to the public warehouse at his own expense in 1769; he received compensation for work completed there in 1772.¹²⁸³ In November 1772, the trustees seized Wales' property within the warehouse to cover his unpaid rent.¹²⁸⁴ Andrew Wales paid rent for the "Long Warehouse" in 1773 totaling £7.3.6.¹²⁸⁵ In December 1773, Wales' lease expired, and the Trustees sought a new tenant for a three-year term.¹²⁸⁶ William Hartshorne and Josias Watson took on a ten-year lease beginning in January 1774 which included numerous specifications for repair and maintenance, hinting that the structure showed much wear. General repairs to weatherboards, locks, and shingles were included along with adding stairs to the west door, props for the attic floor, and reinforcement of the foundation.¹²⁸⁷ John Carlyle repaired the warehouse in May 1774. He submitted accounts including "my two servants 8 days each," nails, scantling, plank, shingles, smith work on locks and hinges, and "wagon hire for the steps."¹²⁸⁸

Sometime in the following year, possibly the spring of 1774, a bulkhead retaining wall was built north of the town warehouse. Remains of the wall (Feature 54) were discovered by archaeologists during a 2015-16 excavation related to construction at 220 S. Union Street (44AX229) (Image 243). Piles angled toward the shore were driven into the riverbed and backed by courses of horizontal planks attached with wrought nails, with possible tieback timbers anchoring the piles. Adjacent to the wall, a scuttled hull of a ship (Feature 53) and a buried barrel (Feature 55) appear to have served the same purpose: retaining the man-made shoreline (Image 242, Image 244). The location of the bulkhead and ship hull are 30-35 feet from the mapped shoreline of 1749 (Image 245). The timber for the piles was felled in the winter of 1773-1774, showing that this work was likely undertaken in the spring of 1774.¹²⁸⁹ This area may have been improved further by Richard Arell, who purchased Lot 69 in March 1775. The boundary between his private land and public Point Lumley was a point of legal contention (see above). If it was on public property, either the Trustees or a tenant contracted the work. William Hartshorne & Josiah Watson began a 10-year lease for the warehouse in January 1774, so this improvement may have been related to their new occupation of the site.

Richard Harrison & Co. built a wharf measuring 55 ½' by 110' from the Duke Street terminus at Point Lumley in 1774. The width of the wharf extended south of Duke Street, so it is outside the study area, however its construction coincides with the construction of the bulkhead north of the warehouse (see above).¹²⁹⁰

¹²⁸¹ Donald M. Sweig, "The Importation of African Slaves to the Potomac River, 1732-1772," *The William and Mary Quarterly* 42, no. 4 (1985): 522.

¹²⁸² "Proceedings," December 4, 1768 and December 24, 1768, quoted in Ring and Pippenger, *Town Lots*, 160-161.

¹²⁸³ "Proceedings," January 7, 1769 and January 5, 1772, *Ibid.*, 161, 165.

¹²⁸⁴ "Proceedings," November 27, 1772, *Ibid.*, 165.

¹²⁸⁵ "Proceedings," March 8, 1780, *Ibid.*, 178.

¹²⁸⁶ "Proceedings," December 2, 1773, *Ibid.*, 167.

¹²⁸⁷ "Proceedings," March 29, 1775, *Ibid.*, 171.

¹²⁸⁸ "Proceedings," March 8, 1780, *Ibid.*, 178.

¹²⁸⁹ Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," 147-148.

¹²⁹⁰ Shomette, "Maritime Alexandria," 44-46.

Chapter 5: Union Street from Prince to Duke

City Council ordered that Duke Street be paved from Fairfax Street to the river in March 1798. A committee of James Keith, Dennis Ramsay, William Harper and Alexander Smith were appointed to determine “what depth of water to extend the said street to” and they sought a contractor to supply logs to “secure the dirt, at the end of said street.”¹²⁹¹

¹²⁹¹ “In Council, Saturday March 10,” *Times*; and *District of Columbia Daily Advertiser*, March 12, 1798, GenealogyBank.

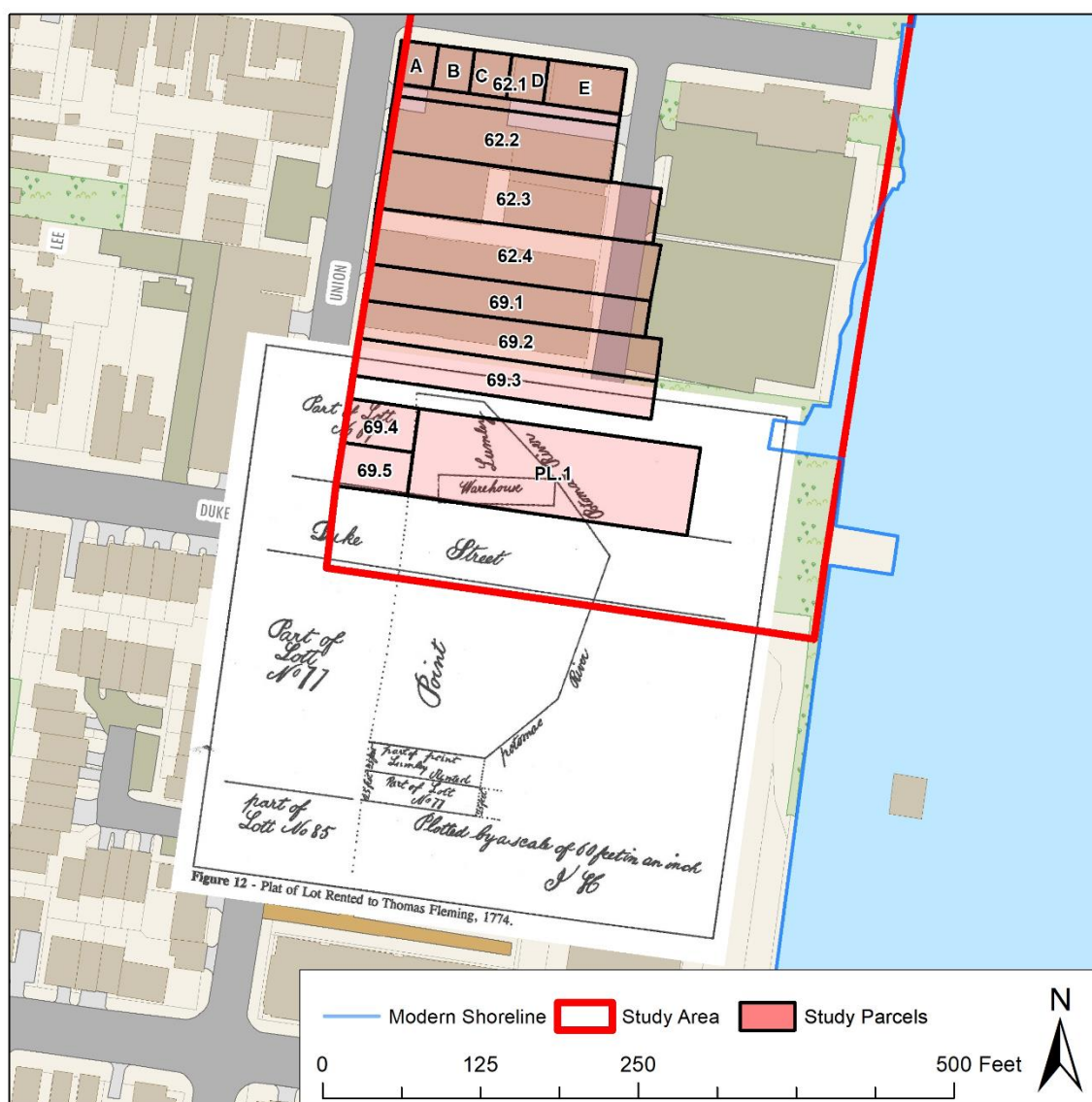


Image 249. Copy of 1774 Plat of land rented by Thomas Fleming. Constance K. Ring and Wesley E. Pippenger, *Alexandria, Virginia Town Lots, 1749-1801. Together with Proceedings of the Board of Trustees, 1749-1780* (Westminster, Md.: Family Line Publications, 1995), 170.

Early 19th Century: The September 1810 Fire

Though larger historical trends, such as the Embargo Act of 1807 and financial uncertainties related to banking and credit, shaped the opportunities and obstacles faced by people in Alexandria, those with interests on this block faced a particular calamity: a destructive fire that destroyed every structure on the block. This event caused a regensis of the block, which provided an opportunity to build to suit the contemporary needs and goals of the interested parties. This section will describe the block before and after the fire and show how the built landscape dramatically changed as a result.

Before the Fire

At the turn of the century, the block contained several warehouses, dwelling houses, sheds, shops, two lumberyards and a bake house. The wharf extended from the Prince Street Dock and Pier south to Point Lumley, with the Strand preserved as access for public benefit. Some parcels had piers on the east side of the Strand, but others had a landing space only.

Parcel 62.1

In 1800, owners and occupants of the buildings on this parcel and 62.2 to the south entered into a mutual agreement to preserve an alley for access from Union Street to the wharf. The alley was 20' wide, and the parties of the agreement were George Gilpin, Elisha Janney, George Irish, and Shreve & Lawrason.¹²⁹²

At the turn of the century, Gilpin owned lots A, B, D and E; he occupied Lot A, at the corner of Prince and Union Streets (Image 250). The 1810 tax records shows he occupied a warehouse valued at \$1,500. He rented out some of the warehouses to McCloud & Yateman and John G. Ladd. John G. Ladd exported grains and imported a wide range of consumer goods on consignment from Gilpin's Wharf. He occupied Lot D, a two-story frame warehouse, until August 1801, when he moved one building west to a brick warehouse owned by George Slacum (Lot C).¹²⁹³

John G. Ladd purchased the second warehouse (Lot B) from George and Jane Gilpin in July 1801.¹²⁹⁴ The 1810 tax records shows the warehouse valued at \$3,250. Ladd used the wharf on Parcel 62.2, known then as Lawrason & Smoot's Wharf, to sell 25 puncheons of "strong fine flavored RUM" in March 1803.¹²⁹⁵

George Slacum's brick warehouse, Lot C, was valued at \$2,500 in the 1810 tax assessment.

James Kenner occupied Lot D in 1810, when the frame warehouse was valued at \$1,000. Kenner also paid tax on a tavern license that year. Kenner and/or a tavern are not mentioned in loss reports after the fire, however.

Elisha Janney & George Irish bought the easternmost warehouse on Lot E in March 1800, which came with rights to the dock and wharf to the northeast of the warehouse.¹²⁹⁶ Soon, they transferred five

¹²⁹² Ref. Alex. M:466, March 19, 1800.

¹²⁹³ Miller, *Artisans and Merchants*, s.v. "Ladd, John G."; Alex. K:546, August 12, 1798.

¹²⁹⁴ ADB A:410, July 24, 1801.

¹²⁹⁵ John G. Ladd, "Will Be Landed To-Morrow," *Alexandria Advertiser and Commercial Intelligencer*, March 15, 1803, GenealogyBank.

¹²⁹⁶ Alex. M:443, March 1, 1800. Janney & Irish had previously occupied the two-story brick warehouse directly south and across the alley from this warehouse. Miller, *Artisans and Merchants*, s.v. "Janney & Irish."

parcels, including this one, into Elisha Janney's sole ownership because Janney owed Irish \$25,000. They made a legal agreement for Janney to repay Irish, and if he failed then the real estate would be sold for Irish's benefit.¹²⁹⁷ In 1809, Janney's real estate was conveyed to a trustee to raise money to repay his debts.¹²⁹⁸ The public sale occurred in July 1809, however just days later a committee of City officials offered the dock and wharf for rent.¹²⁹⁹ They offered a five-year term, suggesting that the property did not sell at the auction and the council felt it was appropriate for the city to step in on the basis that the dock was in the public right-of-way at the foot of Prince Street. Scott, trustee for Janney's creditors, disagreed and reaffirmed Janney's ownership of the parcel. An order of the Common Council asserted the city's right to offer the dock for rent and their intention to defend any potential lessee against claims of Janney.¹³⁰⁰ Anthony P. Gover sold clocks here in 1809.¹³⁰¹ 1810 tax records valued this property at \$4,000 and listed the occupant as John G. Francis. Francis was a cobbler and tavernkeeper, though he was not taxed for a tavern license in 1810.¹³⁰²

The alley between Gilpin's warehouses and Shreve & Lawrason's parcel was ordered to be paved by the City in June 1804.¹³⁰³

Parcel 62.2

Shreve & Lawrason, after dissolving their partnership, offered the brick warehouse here, formerly occupied by Isaac McPherson, for immediate possession in June 1800.¹³⁰⁴ Benjamin Shreve died in 1801, leaving his real estate, including his share of the jointly-held properties of Shreve & Lawrason, to his sons when then reached the age of majority (21 years old).¹³⁰⁵ An 1804 court order partitioned this property into a Union-fronting parcel and a waterfront parcel. The heirs of Benjamin Shreve received the Union parcel, while Lawrason received the eastern parcel on the water. Lawrason had to pay over \$400 to the heirs to compensate for the difference in their value.¹³⁰⁶ Lawrason partnered with Hezekiah Smoot from 1801-1804, offering freight and charter aboard outgoing vessels and selling textiles and iron.¹³⁰⁷ Smoot was one of three brothers, Charles Calvert Smoot and George Henley Smoot, who moved to Alexandria

¹²⁹⁷ This series of transactions involved Janney and Irish transferring the real estate to a third party, the third party transferring it back to Elisha Janney, then Janney transferring the real estate to a trust with a different third party as security. Alex. O:41, November 24, 1800; Alex. O:53, November 25, 1800; Alex. N:88, November 26, 1800.

¹²⁹⁸ Richard Marshall Scott, "Notice," *Alexandria Daily Gazette, Commercial & Political*, June 7, 1809, GenealogyBank.

¹²⁹⁹ Richard Marshall Scott, "Valuable Property for Sale," *Alexandria Daily Gazette, Commercial & Political*, June 20, 1809; Robert Anderson et al., "Notice," *Alexandria Daily Gazette, Commercial & Political*, July 18, 1809, GenealogyBank.

¹³⁰⁰ Adam Lynn, "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, July 22, 1809, GenealogyBank.

¹³⁰¹ Anthony P. Gover, "For Sale," *Alexandria Daily Gazette, Commercial & Political*, September 29, 1809, GenealogyBank.

¹³⁰² Miller, *Artisans and Merchants*, s.v. "Francis, John G."

¹³⁰³ James McCrea, "In Common Council," *Alexandria Daily Advertiser*, June 22, 1804, GenealogyBank.

¹³⁰⁴ Benjamin Shreve and James Lawrason, "NOTICE," *Columbian Mirror and Alexandria Gazette*, January 11, 1800; Benjamin Shreve and James Lawrason, "To Be Let," *Columbian Mirror and Alexandria Gazette*, June 21, 1800, GenealogyBank.

¹³⁰⁵ Benjamin Shreve, Last Will and Testament, 1801, Alexandria Will Books (AWB) A:48, accessed via FamilySearch.org.

¹³⁰⁶ ADB I:288, June 1804.

¹³⁰⁷ Miller, *Artisans and Merchants*, s.v. "Lawrason & Smoot."

from Maryland.¹³⁰⁸ P. G. Marsteller auctioned off a cargo of sugar at Lawrason & Smoot's Wharf in October 1803.¹³⁰⁹ Hezekiah Smoot died in late 1804.¹³¹⁰ James Lawrason used this property to secure a mortgage in 1805.¹³¹¹

Lawrason & Fowle carried out their retail business here beginning in 1804, selling a wide range of goods and offering freight on outgoing ships as well.¹³¹² William H. Fowle, Sr. moved from Marblehead, Massachusetts in 1800 and established himself in Alexandria as a merchant and shipping agent.¹³¹³

In 1808, Benjamin Shreve Jr. conveyed his inheritance, including his interest in this parcel, to Elisha Janney. Janney then conveyed the share to John Roberts.¹³¹⁴ The Shreve heirs appointed John Janney as trustee to collect rents from their father's estate and pay money owed his widow, Susannah, now married to William Hartshorne.¹³¹⁵

Harper & Davis occupied the store along Union Street at the turn of the century. Their partnership ended in 1800, at the death of Josiah Davis. William Harper carried on his usual grocery, ship chandlery, and lumber trade here, next door to Col. George Gilpin.¹³¹⁶ The Shreve heirs offered the house and lot on Union Street, extending east along the alley for 97 feet 4 inches, for sale in January 1810. It was occupied by Jacob Leap, and he purchased it in March 1810 for \$3,000.¹³¹⁷ Leap was a grocer and tavernkeeper.¹³¹⁸

Parcel 62.3

George Gilpin's nephews Thomas Gilpin (2) and Joshua Gilpin inherited the parcels once owned by their father, Thomas Gilpin (1). Their representative offered this warehouse, lumberyard, and wharf for rent in August 1802.¹³¹⁹

In 1809, the Gilpins advertised the sale of their property including the wharf. The parcel included a 2-story 20' x 40' stone storehouse.¹³²⁰ The property had 4 tenants in 1810: Robert Evans, John Evans,

¹³⁰⁸ 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), 332. The other two Smoot brothers became prominent tanners in Alexandria and were involved with the Orange and Alexandria Railroad and the Chesapeake and Ohio Canal.

¹³⁰⁹ P. G. Marsteller, "Public Sale.," *Alexandria Daily Advertiser*, October 27, 1803, GenealogyBank.

¹³¹⁰ P. G. Marsteller, "Public Sale.," *Alexandria Daily Advertiser*, November 14, 1804, GenealogyBank. Hezekiah Smoot died intestate; however his estate was probated and an inventory of his estate was made. He owned enslaved people. Hezekiah Smoot, Estate Inventory, AWB B:127, November 1804.

¹³¹¹ ADB L:59, February 7, 1805.

¹³¹² Lawrason & Fowle, "For Boston," *Alexandria Daily Advertiser*, June 29, 1804, GenealogyBank; Miller, *Artisans and Merchants*, s.v. "Lawrason & Fowle."

¹³¹³ Hurst, "The Merchants of Pre-Civil War Alexandria," 334.

¹³¹⁴ ADB Q:360, June 9, 1808.

¹³¹⁵ ADB Q:156, August 2, 1808.

¹³¹⁶ William Harper, "The Copartnership of Harper & Davis," *Times; and District of Columbia Daily Advertiser*, August 22, 1800, GenealogyBank.

¹³¹⁷ John Janney, "Valuable Property for Sale," *Alexandria Daily Gazette, Commercial & Political*, January 20, 1810, GenealogyBank; ADB U:36, March 27, 1810.

¹³¹⁸ Miller, *Artisans and Merchants*, s.v. "Leap, Jacob."

¹³¹⁹ Philip Wanton, "To Be Rented," *Alexandria Daily Advertiser*, August 4, 1802, GenealogyBank.

¹³²⁰ Joshua Gilpin, Thomas Gilpin, and George Gilpin, "Valuable Property For Sale," *Alexandria Daily Gazette, Commercial & Political*, May 24, 1809, GenealogyBank. The "old stone house," listed in the newspaper's article

Samuel Warner, and William Newton. These men may have been laborers who boarded in the stone building or in an impermanent frame dwelling on the parcel.¹³²¹

Parcel 62.4

Elizabeth Alexander and Mary Partridge, daughters of Joseph Gilpin and nieces of George Gilpin, inherited their father's parcel and permitted their agent, Philip Wanton, to rent out the lumberyard along with their cousins' adjacent warehouse and the shared wharf.¹³²²

William Harper purchased the parcel in 1802 and established a lumberyard and ship chandlery with Mr. Davis.¹³²³ John Dixon, a baker and ordinary keeper, was a tenant in 1810.¹³²⁴

Parcel 69.1

South of the center line of the block, George Jenkins retained ownership of the parcel that his late wife, Mary Arell Jenkins, inherited from her father, Richard Arell. Jenkins rented the parcel with a frame warehouse to merchant Joseph Dean.¹³²⁵ Dean was a flour merchant and shipping agent who partnered with Zachariah Gardner; their warehouse may have been located here in April 1801.¹³²⁶ Their partnership ended in March 1803 and Joseph Dean continued a sole operation at the same location.¹³²⁷

Parcel 69.2

Mordecai Miller took over the lease from his brother-in-law Abraham Hewes in 1806 and then purchased the parcel from Christiana Hunter in 1808.¹³²⁸ Miller and Hewes ran an auction room from this location while Mark Alexander occupied the wooden warehouse, described as a shed on the 1810 tax assessment.¹³²⁹ Lawrence Hill operated a cooper shop on the western side of the parcel along Union Street.

Parcel 69.3

Benjamin Ricketts operated a bakehouse here, likely in a brick building along Union Street.¹³³⁰ Ricketts entered into a business arrangement with James Lawrason in May 1809 wherein Lawrason supplied capital to purchase flour, pay wages and other labor costs, and half the bake house rent and Ricketts was

describing the fire losses, probably fronted on Union Street. An 1805 insurance policy described the eastern end of the parcel as Joshua Gilpin's "vacant ground."

¹³²¹ Miller, *Artisans and Merchants*, s.vv. "Evans, John," "Evans, Robert," "Newton, William," and "Warner, Samuel."

¹³²² Philip Wanton, "To Be Rented," *Alexandria Daily Advertiser*, August 4, 1802, GenealogyBank.

¹³²³ ADB E:56, December 22, 1802.

¹³²⁴ Miller, *Artisans and Merchants*, s.v. "Dixon, John"; 1810 Alexandria Land Book.

¹³²⁵ 1810 Tax List.

¹³²⁶ D. Douglas, "Flour for Sale," *Times; and District of Columbia Daily Advertiser*, April 1, 1801, GenealogyBank.

¹³²⁷ Joseph Dean and Zachariah Gardner, *Alexandria Expositor, and the Columbian Advertiser*, March 7, 1803, GenealogyBank.

¹³²⁸ ADB Q:16, March 25, 1808.

¹³²⁹ Alexandria Deed Book (ADB) P:337, January 28, 1806; ADB Q:16, 1810 Tax List. Abram Hewes and Mordecai Miller, "Auction Room," *Times; and District of Columbia Daily Advertiser*, April 30, 1799, GenealogyBank.

¹³³⁰ "Distressing Fire!," *Alexandria Daily Gazette, Commercial & Political*, September 26, 1810, GenealogyBank.

John Muncaster was assessed for taxes on a bakehouse here in 1810. A Chancery case related to a different bake house included a list of wooden bakehouses in the town; this property was not on that list. See *Arlington Chancery, Dennis Ramsay vs. Joseph Riddle ETC*, 1807-002.

to bake and sell biscuits. Ricketts sought two apprentices for this endeavor.¹³³¹ This erupted into a legal dispute centered on the question of whether they were business partners or simply financially obligated for a limited baking endeavor. Ricketts purchased flour from Joseph Dean and Dean obtained a judgment against James Lawrason when they missed their payment.¹³³² This legal dispute illustrates how proximity, all three involved parties occupied space on this waterfront block, promoted associations even when they were not successful. Lawrason and Dean testified that they knew Ricketts was “worth nothing” and “insolvent” and yet they engaged in business with him. Ricketts would join the army and die at age 31 in Elkton, MD in 1814.¹³³³ A 20’ alley abutted the southern edge of this parcel.

Parcel 69.4

South of the alley, Christiana Arell Lowe, daughter of David Arell and granddaughter of Richard Arell, inherited 35’ front on Union and her brother, Richard Arell, inherited the corner lot fronting 35’ on Union and 58’ on Duke.¹³³⁴ Thomas White leased the north half of Lowe’s parcel and built a blacksmith shop there.¹³³⁵ In 1806, White offered for sale 2 elegant riding chairs with tops and harnesses, luxury goods that would appeal to the wealthiest Alexandria residents.¹³³⁶ He ran a blacksmith shop and grocery retail store here in 1810.

Parcels 69.5

George Coryell leased the corner lot from Richard Arell. In June 1801, James Keith Jr., a creditor of George Coryell, offered the lease of a two-story frame house here, with eight years and eight months remaining on the lease, at public auction.¹³³⁷ Coryell must have met his obligations to Keith, because he offered the house and store for rent in March 1802.¹³³⁸ Alice Coleman occupied the house in 1810.¹³³⁹

Point Lumley (PL)

George Coryell leased the northwest corner of the public land, adjacent to the east of Parcel 69.4, to Thomas White for a 22-year term in 1802.¹³⁴⁰

Thomas Preston leased a large parcel from the town in November 1801 on which he built 2 brick houses, 3 frame houses and a lumberyard.¹³⁴¹ Preston was a merchant and carpenter who built several structures in Alexandria. Ricketts, Newton & Co leased and occupied part of the corporation wharf before 1804.¹³⁴² Leonard Cook and Thomas Cook leased a town-owned parcel east of the Strand on the north side of the

¹³³¹ Benjamin Ricketts, “Two Boys, of Good Character,” *Alexandria Daily Gazette, Commercial & Political*, May 10, 1809, GenealogyBank.

¹³³² Arlington Chancery, James Lawrason vs. Joseph Dean ETC, 1812-035.

¹³³³ “Died,” *Alexandria Herald*, February 16, 1814, GenealogyBank.

¹³³⁴ Arlington Chancery, James R. Lowe and Wife vs. Richard Arell, 1805-001.

¹³³⁵ ADB H:497, July 23, 1804.

¹³³⁶ Miller, *Artisans and Merchants*, s.v. “White, Thomas.”

¹³³⁷ James Keith Jr., “By Virtue of a Deed of Trust,” *Alexandria Daily Advertiser*, June 16, 1801, GenealogyBank.

¹³³⁸ George Coryell, “To Rent,” *Times; and District of Columbia Daily Advertiser*, March 25, 1802, GenealogyBank.

¹³³⁹ Alex. O:117, September 11, 1800; Coryell, George, *Alexandria Advertiser Times & D.C. Daily Advertiser*, April 3, 1802; 1810 Tax Assessment.

¹³⁴⁰ ADB D:391, August 4, 1802.

¹³⁴¹ ADB N:310, July 11, 1806. The mortgage describes one brick dwelling split into 2 tenements and 3 frame houses. The description of the fire in 1810 says Preston lost 2 brick and 3 wooden houses and lumberyard.

¹³⁴² Alexander Smith and Thomas Irwin, “Notice,” *Alexandria Expositor for the Country*, December 1, 1803, GenealogyBank.

Chapter 5: Union Street from Prince to Duke

Duke Street terminus in 1808 for a fifty-year term.¹³⁴³ The Cooks were hostlers and lumber merchants who ended their partnership in April 1810.¹³⁴⁴ Hostlers cared for and stabled horses for travelers, particularly in association with an inn or ordinary.

In May 1809, the Common Council voted to rent out the Duke Street Dock for a two year term, or until Thomas Preston's time expired in the adjoining warehouse. The tenant was responsible for maintaining the dock during their occupancy.¹³⁴⁵ Thomas Preston took on the lease later that month.¹³⁴⁶

¹³⁴³ ADB Q:133, February 20, 1808.

¹³⁴⁴ Leonard Cook and Thomas Cook, "Notice," *Alexandria Daily Gazette, Commercial & Political*, April 20, 1810, GenealogyBank.

¹³⁴⁵ Adam Lynn, "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, May 12, 1809, GenealogyBank.

¹³⁴⁶ ADB R:215, May 24, 1809.

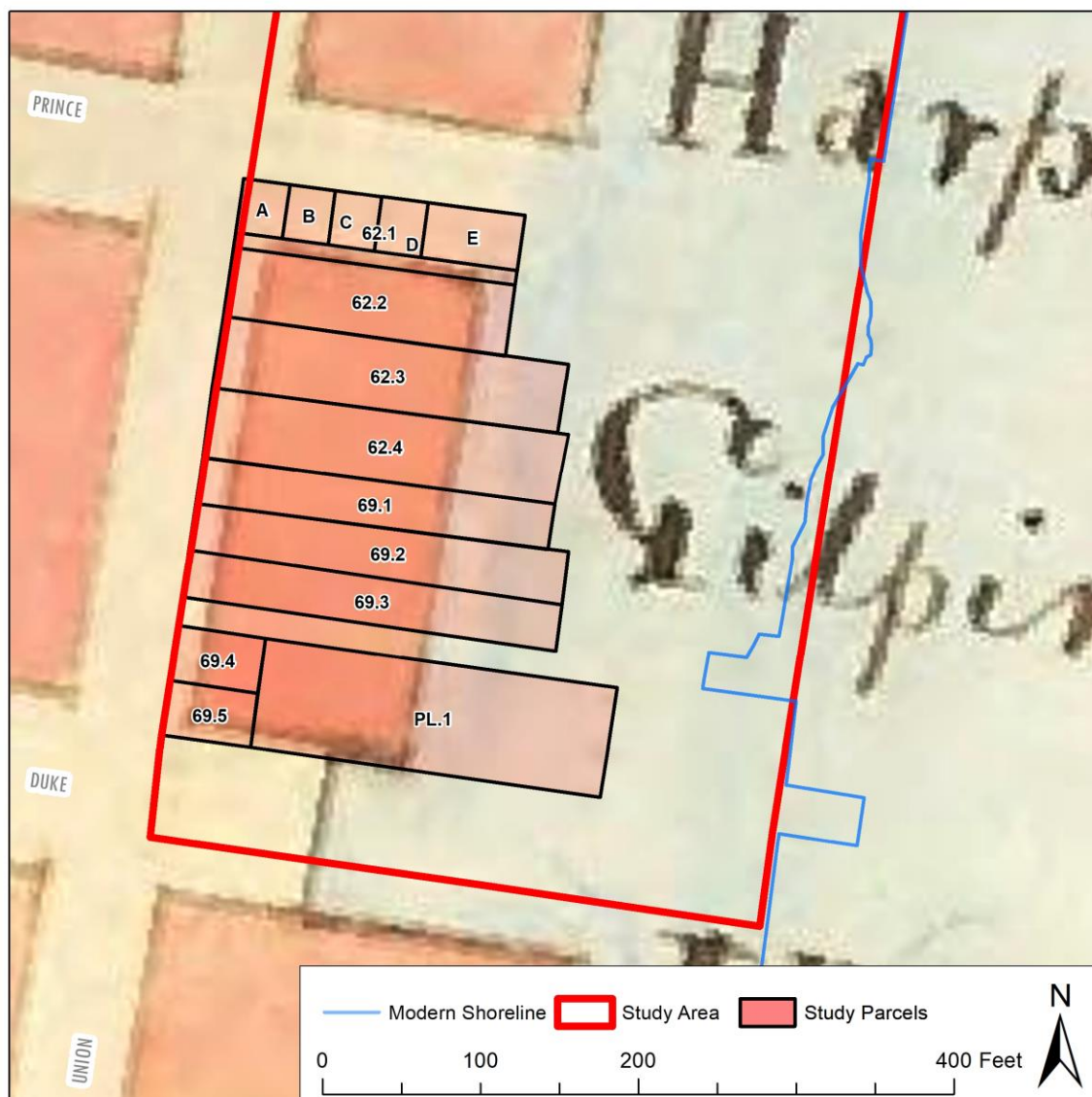


Image 250. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail.

Distressing Fire!

In the evening of September 24, 1810, a worker in Lawrence Hill's cooper shop (Parcel 69.2) left a candle unattended and ignited a pile of wood shavings.¹³⁴⁷ The fire spread quickly and was only controlled through the constant efforts of the townspeople. Individuals were required to keep fire buckets and bags in their homes and fighting fires was considered a civic duty for all. Alexandria had at least three fire companies at this time, and the Sun Fire Company owned a fire engine that could pump water.¹³⁴⁸ These efforts kept the fire from spreading west across Union, where several buildings caught flame but were extinguished.

Mary Louisa Slacum, daughter of George Slacum, recalled her father's experience during the fire. He had landed two cargoes of sugar and liquors in recent days.

The sugars and the liquors and their merchantable values were not that night his care. He well knew their power to feed the approaching flames. It was his books, his papers, his desk he endeavored to save as he struggled into a warehouse seemingly for the moment, safe. It was filled with hot air and smoke. He did not reach his desk, but struggling to return, gasping, almost exhausted, he fell against a faithful slave, a sailor recently arrived on the brig 'Louisa.' Hensen was seeking his master. They both would in a few minutes more have been lost, save that the Negro, by a glowing flash of flame, saw a white sail that was spread as a protection over the wheat in bulk. It proved the protection of master and of man- it was near the stairway. It guided them to light and life.¹³⁴⁹

The newspaper tallied the losses two days later, painting a scene of despair and disaster.

Col. George Gilpin, 2 wooden Houses [Parcel 62.1 Lots A and D]:	\$2,000
John G. Ladd, 1 large warehouse full of goods [Parcel 62.1 Lot B]:	100,000 15,000
George Slacum, 1 warehouse [Parcel 62.1 Lot C]:	15,000
Anthony P. Gover, 1 warehouse [Parcel 62.1 Lot E]:	2,000
Jacob Leap, 1 store and dwelling house [Parcel 62.2]:	3,000
James Lawrason and Lawrason & Fowle, 1 brick and frame warehouses [Parcel 62.2]:	20,000 7,000
Harper & Davis, lumber-yard and ship-chandlery [Parcel 62.4]:	12,000
Joseph Dean, wooden warehouse [Parcel 69.1]:	3,000 1,000
Mordecai Miller, wooden warehouse [Parcel 69.2]:	1,500
Thomas Preston, 2 brick, 3 wooden warehouse and lumber-yard [Point Lumley]:	6,000 2,500
George Coryell, 1 dwelling house [Parcel 69.5]:	500
Thomas White, blacksmith's shop and grocery [Parcel 69.4]:	500
[Ricketts] & Newton, wooden warehouse [Parcel 69.3]:	1,500

¹³⁴⁷ "Distressing Fire!," *Alexandria Daily Gazette, Commercial & Political*, September 26, 1810, GenealogyBank.

¹³⁴⁸ Helen Wirka, "Alexandria's Sun Fire Company and John Carlyle: 1775-1780," 2011, 8.

¹³⁴⁹ Mary Louisa Slacum Benham and Elizabeth Jane Betsy Stark, *Recollections of Old Alexandria and Other Memories of Mary Louisa Slacum Benham (1802-1884)* (Stark, 1977). Mary Louisa Slacum recalled that two of her father's warehouses were destroyed that night, but the newspaper account lists one warehouse as his loss. Slacum owned another warehouse on the waterfront north of Prince Street, however by all accounts that block did not burn in this fire. Benham describes a "faithful slave" Hensen, who called himself Hanson Pierson, however he ran away from Slacum in July 1808. George Slacum, "40 Dollars Reward," *Alexandria Daily Gazette, Commercial & Political*, July 29, 1808, GenealogyBank.

Benj. [Ricketts], bake house [Parcel 69.3]:	3,000
J. & T. Gilpin, old stone house [Parcel 62.4]:	1,000
Lawrence Hill, cooper's shop [Parcel 69.2]:	300 ¹³⁵⁰

For some, the blow was softened by insurance policies on buildings and goods. The rebuilding process began directly: on October 13, John G. Ladd "wanted immediately a master mason, carpenter & materials for rebuilding my warehouse, lately destroyed by fire on Prince St."¹³⁵¹

Lawrason & Fowle relocated temporarily within a matter of days, moving to Merchant's Wharf until their store could be rebuilt.¹³⁵² The Mutual Assurance Company published a letter to encourage policy holders to file claims against their loss in the weeks following the fire.¹³⁵³

The fire was ill timed for a commercial port. Having just emerged from the doldrums of the Embargo Act of 1807, the political situation with England and France made ocean trade risky and unprofitable. The recovery of this block demonstrates how challenging this time was. Though some began to rebuild immediately, and others erected fireproof buildings where before there was wood, many did not financially recover.

¹³⁵⁰ Corrections to the reporter's estimates were published the following day: "Corrected Account of the Fire," *Alexandria Daily Gazette, Commercial & Political*, September 27, 1810, GenealogyBank.

¹³⁵¹ Ladd, John G., *Alexandria Gazette*, October 13, 1810, quoted in Miller, *Artisans and Merchants*, s.v. "Ladd, John G."

¹³⁵² Lawrason & Fowle, "Lawrason & Fowle," *Alexandria Daily Gazette, Commercial & Political*, October 2, 1810, GenealogyBank.

¹³⁵³ Mutual Assurance against Fire, *Alexandria Daily Gazette, Commercial & Political*, October 17, 1810, GenealogyBank.

The Antebellum Period, 1811-1859

In the period between the 1810 fire and the Civil War, when this block and others were seized as a depot for the Union Army, business carried on in many respects. The parcels with alley access were subdivided into Union and Strand facing lots, while some other parcels were reconsolidated. Some firms retained ownership of property on this block while they moved their own store fronts and shipping operations to other areas of the waterfront.

George Gilpin died in early 1814 and directed in his will that his estate be divided as directed by law.¹³⁵⁴

Parcel 62.1

On the Prince Street Dock, five warehouses were rebuilt in brick and made fireproof. At the corner of Union and Prince Streets (Lot A), Gilpin sold the property to John Gardner Ladd and Christopher Neale in 1812, apparently as an investment property. Ladd's moiety passed to his son, Joseph B. Ladd in 1819.¹³⁵⁵ Margaret B. Manley was a tenant in 1820.¹³⁵⁶ Neale sold his half share to George Sukeley in 1824 and Joseph B. Ladd sold his to Edward Lloyd in 1826.¹³⁵⁷ Johanah Lloyd Lackey, daughter of Edward Lloyd, inherited her father's share of the parcel.¹³⁵⁸

William N. McVeigh and James H. McVeigh, brothers, operated their grocery business here in the early 1840s. In 1843, they changed their name from Wm. N. & J. H. McVeigh to McVeigh Brothers.¹³⁵⁹ Their firm concurrently operated from Vowell's Wharf, between Prince and King Streets.

Nehemiah Hicks, a sumac mill operator, was a tenant on Lot A in 1850.¹³⁶⁰ Hicks likely used space here to store goods before transporting them to his mill.

Fishback & Brother, a general grocery and commission business, established themselves here in March 1851 after relocating from Culpepper County, Virginia. They described this property as a three-story brick building at the corner of Union and Prince Streets. Lackey sold her share to Edward and William Fishback, who defaulted on a debt to William Fowle. The partnership was dissolved, and all the firm's goods, wares, merchandise and effects and the brick warehouse were sold at public auction 1852; Benjamin Waters won bidding on the warehouse.¹³⁶¹ Waters was a lumber merchant with an extensive lumberyard on the wharf at Cameron Street.

¹³⁵⁴ Last Will and Testament of George Gilpin, AWB 1:280, February 15, 1814, www.familysearch.org.

¹³⁵⁵ Last Will and Testament of John Gardner Ladd, AWB 2:278, February 23, 1819.

¹³⁵⁶ ADB, V:366, February 3, 1812; ADB W:21, February 4, 1812; ADB AA:356, February 13, 1815; 1820 Tax Assessment.

¹³⁵⁷ ADB O2:75, July 26, 1824; ADB P2:283, April 8, 1826; 1840 Tax Assessment.

¹³⁵⁸ Last Will and Testament of Edward Lloyd, AWB 3:302, March 8, 1828; Tax Assessments from 1840 and 1850.

¹³⁵⁹ William N. McVeigh and James H. McVeigh, "NOTICE," *Alexandria Gazette*, January 23, 1843, GenealogyBank; 1840 Tax Assessment.

¹³⁶⁰ 1850 United States Census and 1850 Alexandria Land Book.

¹³⁶¹ ADB M3:561, October 20, 1851; M3:527, October 20, 1851; M3:671, March 3, 1852; O3:106, November 18, 1852; J. Edward Fishback and William G. Fishback, "Copartnership," *Alexandria Gazette*, March 5, 1851, GenealogyBank; Fishback & Bro., "Wanted," *Alexandria Gazette*, October 18, 1851, GenealogyBank; J. Edward Fishback and William G. Fishback, "Notice," *Alexandria Gazette*, February 12, 1852, GenealogyBank.

John G. Ladd built a brick warehouse that shared a wall with Gilpin's corner building (Lot B).¹³⁶² This was the location of Ladd's company room and office until his death in 1819.¹³⁶³ The building was vacant in 1820 and was part of the above mentioned 1826 sale to Edward Lloyd. Francis L. B. Lloyd inherited this building and defaulted on a loan from Francis Smith and George McLish.¹³⁶⁴ William Fowle bought it at public auction in 1848.¹³⁶⁵ Fowle was a merchant who owned Lot E since 1817 and Lot D since 1845. The 1850 tax assessment lists this house and lot as vacant.

George Slacum, owner of the warehouse on Lot C, died because of his exposure to smoke in the 1810 fire. According to his daughter, "My father's books and papers, deeds and securities all fed the flames of the fire that destroyed his valuable warehouses and their contents, and insidiously entered with a death breath in to his system."¹³⁶⁶ Jane Slacum, his widow, rebuilt the brick warehouse by 1815 and leased it to Jonathan Shellabar, a merchant with his store on Water Street (Image 251).¹³⁶⁷ He offered for sale barrels, sole leather, chocolate, bags, castania nuts, barrels of shoes, and waterproof hats.¹³⁶⁸

George Slacum's estate was placed into a trust during legal proceedings in 1826 due to Emeline Thompson wanting control of her 1/8 share.¹³⁶⁹ Jane Slacum died in 1842.¹³⁷⁰ Emeline Thompson and Mary Louisa Benham, daughters of George and Jane Slacum, occupied the building in 1850. Mary Louisa Benham sold her half share of the warehouse to William Fowle in 1854.¹³⁷¹ A court-ordered partition granted ½ interest in this parcel to Samuel Popham Thompson in 1858.¹³⁷² Fowle owned Lot E since 1817, Lot D since 1845, and Lot B since 1848. This warehouse consolidated his ownership of all the warehouses along Prince Street, except the corner, Lot A.

George Gilpin sold Lot D to Reuben Dye and Joseph Harris in 1812.¹³⁷³ Harris & Dye operated jointly and individually as merchants and tavernkeepers. On Prince Street, they stored cheese, cider, beef and pork, twine, salt, whiskey, corn, oats and meal.¹³⁷⁴ Joseph Harris, partner of Harris & Chamberlain, occupied the warehouse in 1830. Harris purchased the other moiety of the warehouse and lot in 1832 from the heirs of Reuben Dye.¹³⁷⁵ Joseph Harris and William Yeaton occupied the warehouse in 1840 according to tax records. Yeaton was a merchant, wharf builder, and former town surveyor who operated primarily from Ramsay's Wharf. William Fowle purchased the warehouse in 1845 in a court-ordered sale.¹³⁷⁶ Fowle owned Lot E since 1817, and his acquisition of this parcel was his next step in buying up all the parcels along Prince Street, except Lot A.

¹³⁶² ADB V:264, May 1, 1811.

¹³⁶³ Last Will and Testament of John Gardner Ladd, AWB 2:278, February 23, 1819.

¹³⁶⁴ Last Will and Testament of Edward Lloyd, AWB 3:302, March 8, 1828.

¹³⁶⁵ ADB I3:163, I3:412, K3:149.

¹³⁶⁶ Benham and Stark, *Recollections of Old Alexandria*. Jane Slacum advertised for any creditors to settle with his estate on November 2, 1810, so he must have died within days of the fire. *Alexandria Daily Gazette*.

¹³⁶⁷ Tax Assessments from 1820 and 1850.

¹³⁶⁸ Miller, *Artisans and Merchants*, s.v. "Shillabar, Jonathan."

¹³⁶⁹ ADB P2:464, July 24, 1826.

¹³⁷⁰ *Alexandria Gazette*, February 1, 1842, GenealogyBank.

¹³⁷¹ ADB Q3:565, November 6, 1854.

¹³⁷² ADB T3:298, August 4, 1958.

¹³⁷³ ADB V:413, January 23, 1812.

¹³⁷⁴ Miller, *Artisans and Merchants*, s.vv. "Dye, Reuben," "Dye & Harrison," and "Harris, Joseph."

¹³⁷⁵ ADB T2:339, October 1, 1832.

¹³⁷⁶ ADB Z2:381, November 16, 1839; ADB G3:128, December 6, 1845.

Lot E: Central Wharf, 1817-1860

After the 1810 fire, Elisha Janney was in no position to rebuild the warehouse: the parcel was under the control of a court-appointed trustee and the City claimed the dock for the public benefit. The trustee advertised the sale of “the WHARF at the end of Prince Street” in September 1813.¹³⁷⁷ Abijah Janney of Fairfax County, David Lupton Jr. and Peter Saunders, both of Alexandria, made a group of investors who purchased the property in 1813 and likely built a new warehouse of brick with a slate roof and fronting 62’ on Prince Street (Image 252).¹³⁷⁸ Saunders and Lupton Jr. bought out their third partner, Abijah Janney, in 1814.¹³⁷⁹ Adams, Herbert & Co. moved to this brick warehouse in March 1815. They offered a range of bulk goods for sale, including coffee, tea, sugar, and tanner oil. They also managed the packet, *George Washington*, to Norfolk. They moved from the warehouse and dissolved their partnership in 1817.¹³⁸⁰ Peter Saunders used his moiety of the wharf to secure a debt in April 1816; he advertised his share of the wharf and warehouse for sale in January 1817.¹³⁸¹

Lawrason & Fowle purchased one moiety of the parcel with the wharf and dock access from David Lupton Jr.’s estate in 1817. They occupied this warehouse and wharf according to the 1820 tax assessment. Fowle worked on consolidating his ownership of this parcel for several years. Lawrason’s heirs sold him their five shares from 1831 through 1839.¹³⁸² Fowle purchased Saunders’ moiety at public auction in 1835.¹³⁸³

The 1840 tax assessment lists William Fowle & Son as the occupant of the warehouse and wharf. The pier is illustrated in the 1842 Coastal Survey (Image 253). The 1845 Plan of Alexandria (Image 254) shows the pier extending from the south side of Prince Street labeled “Fowle’s.” In the following 15 years, Fowle bought Lots D, C, and B, consolidating his ownership of most of the warehouses on the south side of Prince Street. In 1850, the occupants of this and Lot D were R. J. T. Wilson, Fowle & Co., and William A. Hyde.

Fowle & Co. offered boxes of lemons for sale at an auction at their warehouse on Central Wharf in 1850.¹³⁸⁴ An auction for damaged guano took place on Central Wharf in 1856.¹³⁸⁵ R. J. T. Wilson’s store at was at the Prince Street Dock in 1860.¹³⁸⁶ William Fowle, owner of Lots B, C, D and E died in 1860, directing his real estate to be divided evenly among his children. Their partitions were not legally defined until 1867.¹³⁸⁷

¹³⁷⁷ Richard Marshall Scott, “For Sale,” *Alexandria Gazette, Commercial and Political*, September 1813, GenealogyBank.

¹³⁷⁸ ADB Y:30, September 15, 1813; MAP No. 1614, 1815.

¹³⁷⁹ ADB AA:159, June 1, 1814.

¹³⁸⁰ Adams, Herbert & Co., “REMOVAL,” *Alexandria Gazette, Commercial and Political*, March 11, 1815, GenealogyBank; Adams, Herbert & Co., “The Packet,” *Alexandria Gazette*, January 1, 1816, GenealogyBank; Peter Saunders, “To Rent,” *Alexandria Gazette*, October 28, 1816, GenealogyBank.

¹³⁸¹ ADB BB:412, April 20, 1816; Peter Saunders, *Alexandria Gazette*, January 1, 1817, GenealogyBank.

¹³⁸² ADB E2:330, February 14, 1817; S2:593, January 28, 1831; U2:349, August 30, 1833; X2:141, January 2, 1836; X2:166, April 3, 1837; Y2:316, May 20, 1839.

¹³⁸³ ADB V2:394, March 31, 1835.

¹³⁸⁴ Fowle & Co., “At Auction,” *Alexandria Gazette*, March 15, 1850, GenealogyBank.

¹³⁸⁵ S. J. McCormick, “Auction Sales,” *Alexandria Gazette*, September 26, 1856, GenealogyBank.

¹³⁸⁶ H. L. Monroe, “Sale This Day,” *Alexandria Gazette*, November 17, 1860, GenealogyBank.

¹³⁸⁷ William Fowle, Last Will and Testament, AWB 7:505, February 6, 1860.

To Rent,
A three story Brick Store, [*fire proof*]
next door to Mr. John G. Ladd's, on the
dock. Apply to
Jane H. Slacum.
October 7 **tf**

Image 251. Jane H. Slacum, "To Rent," Alexandria Gazette, October 15, 1815, GenealogyBank.

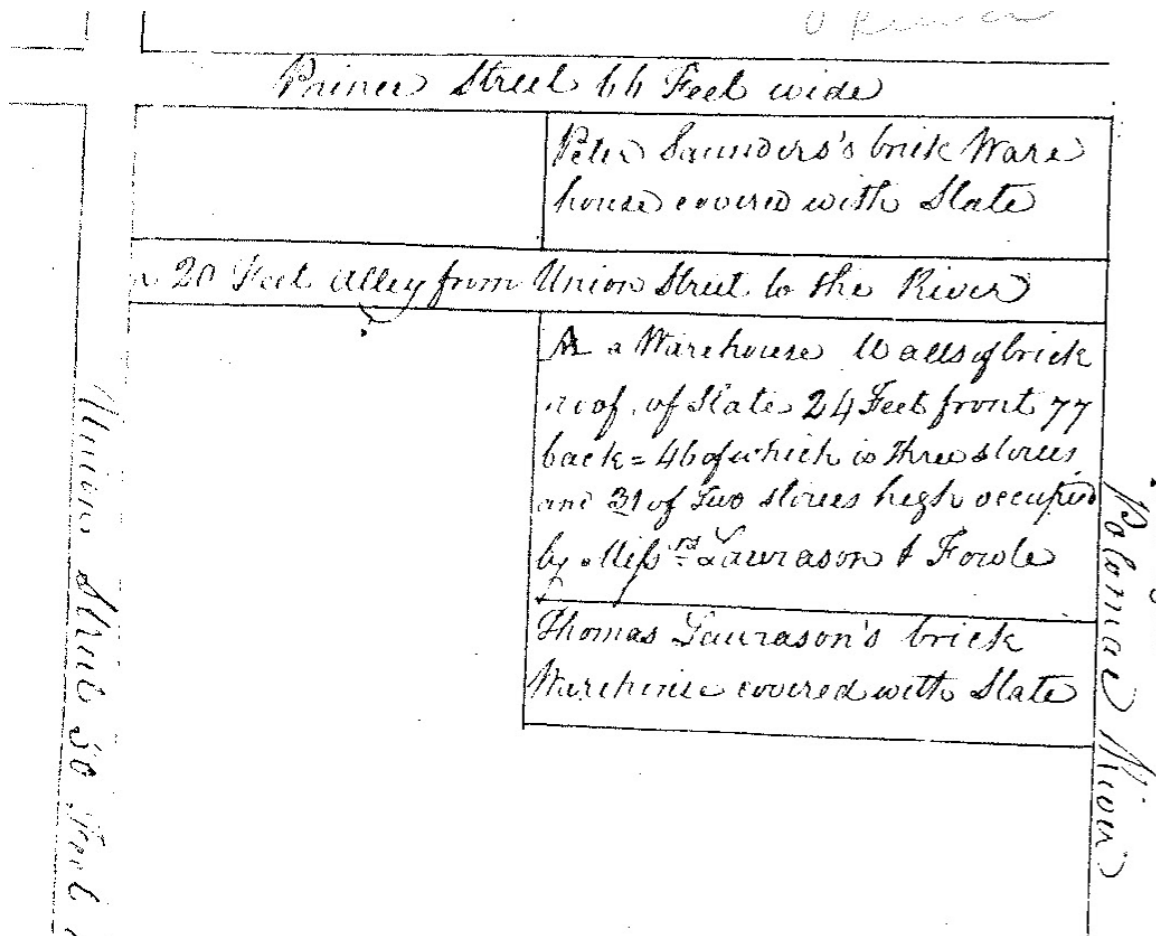


Image 252. Mutual Assurance Society Policy (MAP) No. 1614, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

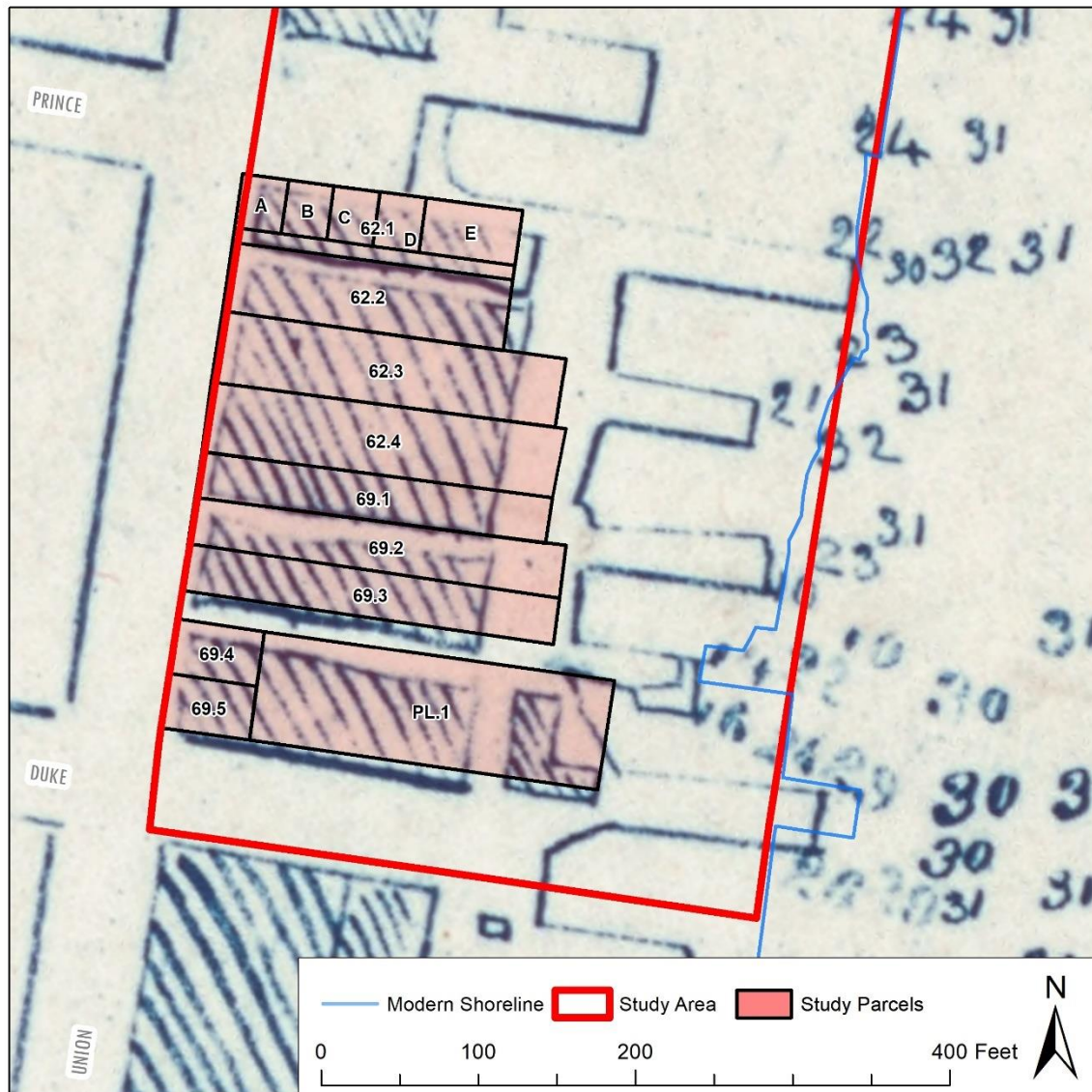


Image 253. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. <https://www.loc.gov/resource/g3792p.ct006462/>. Detail.

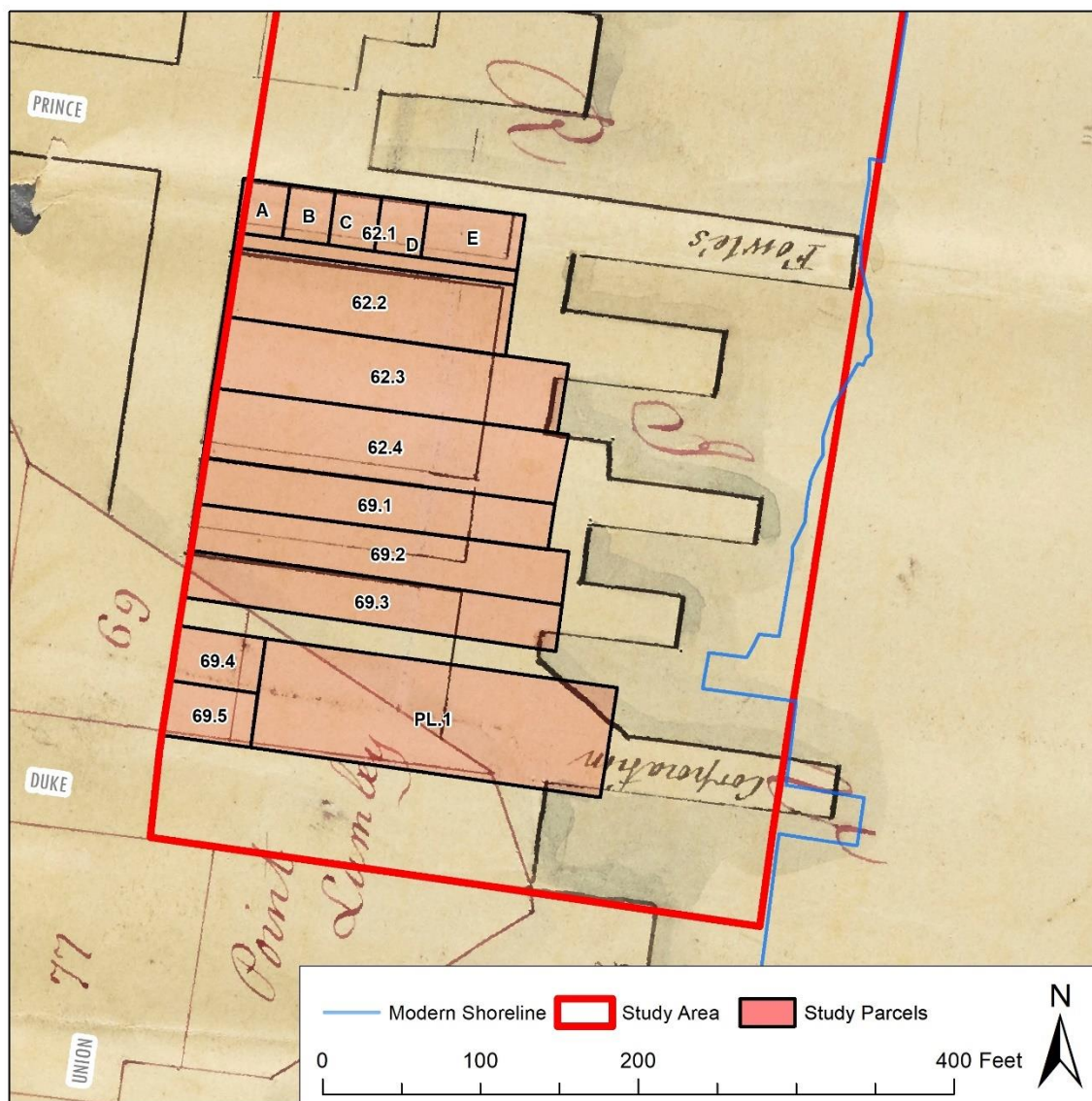


Image 254. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. George O. Dixon and John A. Dixon vs. William H. Irwin, 1850-003. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia. Detail.

Parcel 62.2

South of Gilpin's Alley, Lawrason & Fowle rebuilt their 3-story brick warehouse on the Strand to be fireproof: a slate roof, shutters sheeted with iron, and stone window and door sills on the exterior (Image 252).¹³⁸⁸ This new warehouse had a 34' front along the Strand.¹³⁸⁹ A plat attached to James Lawrason's 1820 will illustrates this parcel, 34' 6" by 78' with a brick warehouse. The plat described a "Wharf 50' to the River, pier run out from the east end of the warehouse to the River 167 feet (Image 255)."

James Lawrason used the Strand warehouse and lot to secure a large debt in 1817 and died before he repaid it, resulting in the sale of the wharf and warehouse in February 1823.¹³⁹⁰ Elisha Riggs of Baltimore, Maryland purchased it; however, James Lawrason renewed his insurance policy in March 1823 listing William Fowle & Co. as the occupants of the 34' wide 3-story brick warehouse.¹³⁹¹ William Fowle & Co. was a merchant firm that operated from the warehouse on Parcel 62.1, Lot E. The 1830 tax assessment showed William Fowle & Co. continued to occupy the warehouse followed by William Fowle & Son in the 1839 insurance policy (Image 256).¹³⁹² William Fowle purchased the wharf and warehouse in 1843.¹³⁹³ Fowle continued to occupy the parcel and in 1850 John B. Daingerfield occupied some part of it according to tax records. Fowle offered the Strand-fronting warehouse for rent in January 1859.¹³⁹⁴

On the Union fronting side of the lot, Jacob Leap built a new brick warehouse after the 1810 fire. Leap left the brick building and lot on Union Street to his wife, and then upon her death to his grandchildren.¹³⁹⁵ Jacob Leap's estate continued to own the warehouse with Francis Boler and Mary Grey as tenants in 1830 and Lucretia Allen and Samuel Swann in 1840. In 1850, John Masten and Ann Hudgins occupied the Union side of the parcel. William Fowle purchased all the interest of the Leap heirs in 1852.¹³⁹⁶ As of 1852, William Fowle consolidated his ownership of this entire parcel.

The upper floor of this warehouse was destroyed in an April 1854 fire that started on Parcel 62.4 and 69.1. It was occupied by John B. Daingerfield, and Francis A. Marbury, but the tobacco stored in the lower story was only lightly damaged.¹³⁹⁷ Fowle built a four-story brick warehouse here after the fire, which he offered for rent in January 1859.¹³⁹⁸ This building stands today at 204 South Union Street.¹³⁹⁹

William Fowle died in 1860, directing his real estate to be divided evenly among his children. Their partitions were not legally defined until 1867.¹⁴⁰⁰

¹³⁸⁸ MAP No. 254, September 6, 1811. The building was 3 stories with a 2 ½-story back addition.

¹³⁸⁹ Later policies describe the building as 34' wide and the lot was also 34' wide. The 24' description on this document may be an error.

¹³⁹⁰ ADB F2:13, June 10, 1817; ADB N2:34, February 22, 1823.

¹³⁹¹ MAP No. 4987, March 10, 1823.

¹³⁹² MAP No. 11065, June 24, 1839.

¹³⁹³ ADB C3:289, January 21, 1843.

¹³⁹⁴ Miller, "Wandering Along the Waterfront, The Prince to Duke Street Waterfront Part II," 196.

¹³⁹⁵ Jacob Leap, Last Will and Testament, AWB 2:405, January 9, 1821.

¹³⁹⁶ ADB K3:360, April 10, 1849; ADB O3:342, October 22, 1852.

¹³⁹⁷ "Destructive Fire," *Alexandria Gazette*, April 15, 1854, GenealogyBank.

¹³⁹⁸ Miller, "Wandering Along the Waterfront, The Prince to Duke Street Waterfront Part II," 196.

¹³⁹⁹ 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>, 79.

¹⁴⁰⁰ William Fowle, Last Will and Testament, AWB 7:505, February 6, 1860.

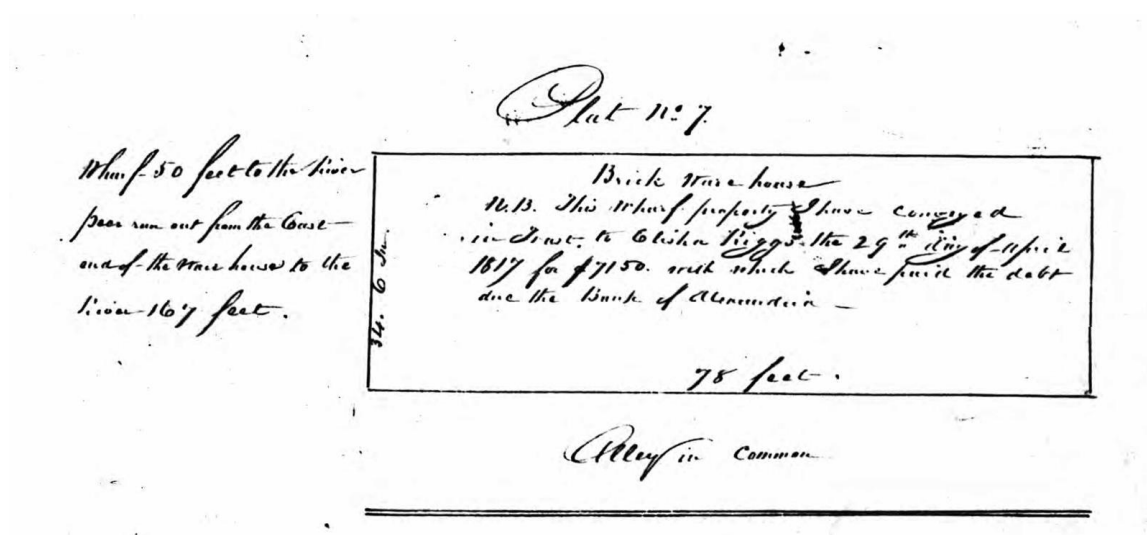


Image 255. Detail of a plat attached to James Lawrason's Last Will and Testament, ADB 3:133, May 26, 1824.

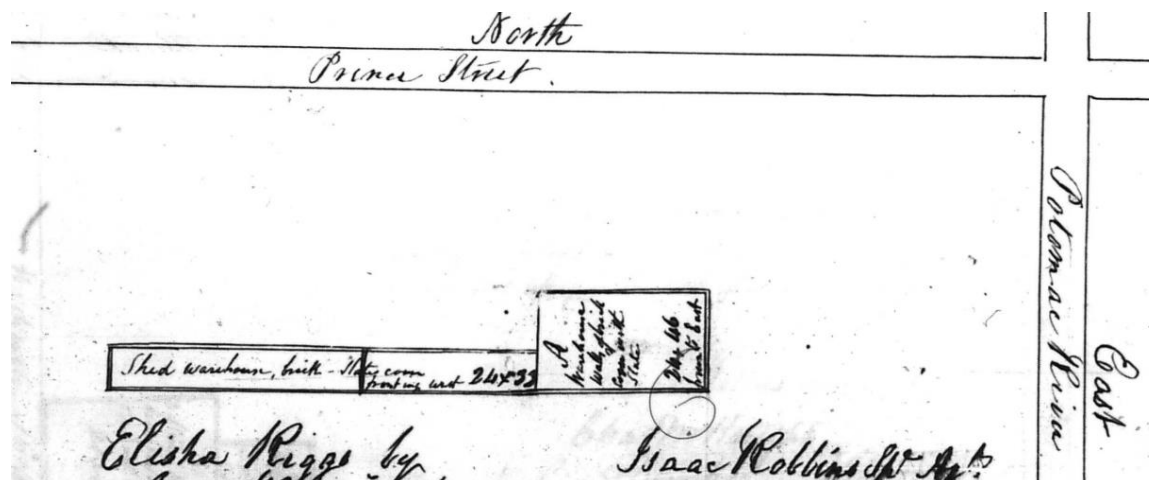


Image 256. Mutual Assurance Society Policy (MAP) No. 11065, June 24, 1839, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

Parcel 62.3

Thomas Gilpin's sons Joshua and Thomas Gilpin sold this parcel to James Lawrason after the fire, likely with no structures on the parcel.¹⁴⁰¹ Lawrason then sold the parcel to his son, Thomas Lawrason (1780-1819), in 1812.¹⁴⁰² He built a brick warehouse with a slate roof by 1815 (Image 252).¹⁴⁰³ This warehouse fronted on the Strand. Lindsay & Hill removed to this warehouse in 1815, seeking to buy rye, wheat and corn while offering to sell shad and sugar (Image 257). Samuel Lindsay and Lawrence Hill engaged in trade together as Samuel Lindsay & Co. from November 1813 when they occupied a store on the west side of Union south of Prince Street.¹⁴⁰⁴ They moved to this parcel in 1815 and remained here until sometime before 1820.¹⁴⁰⁵ The 1820 tax assessment lists the occupant as Abijah Adams. Abijah Adams operated a merchant business from Central Wharf from 1817-1820.¹⁴⁰⁶

William Fowle bought out Thomas Lawrason's heirs' interest in the wharf and 3-story brick tenement in 1837.¹⁴⁰⁷ The 1840 tax assessment lists Lawrason's estate as the owner and William Fowle the tenant. In 1850, Fowle was the listed owner and Fowle & Co. was the tenant.

The 3-story Strand warehouse was damaged by a fire in April 1854, where much of the guano and corn stored inside it were ruined by fire or water.¹⁴⁰⁸

Fowle built a warehouse fronting on Union Street some time between the 1854 fire and his death in 1860. It still stands at 206 South Union Street.

William Fowle died in 1860, directing his real estate to be divided evenly among his children. Their partitions were not legally defined until 1867.¹⁴⁰⁹

¹⁴⁰¹ ADB U:459, May 11, 1811.

¹⁴⁰² ADB W:287, September 9, 1812.

¹⁴⁰³ MAP No. 1614, 1815 and 1823. The 1823 policy says it is a brick two-story warehouse.

¹⁴⁰⁴ Samuel Lindsay and Lawrence Hill, "NOTICE," *Alexandria Gazette*, November 11, 1813, GenealogyBank.

¹⁴⁰⁵ Cohagen & Whittle, "Removal," *Phenix Gazette*, February 20, 1827, GenealogyBank.

¹⁴⁰⁶ Miller, *Artisans and Merchants*, s.v. "Adams, Abijah;" 1820 Tax Assessment.

¹⁴⁰⁷ ADB W2:415, January 2, 1837.

¹⁴⁰⁸ "Destructive Fire," *Alexandria Gazette*, April 15, 1854, GenealogyBank.

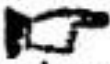
¹⁴⁰⁹ William Fowle, Last Will and Testament, AWB 7:505, February 6, 1860.

REMOVAL.

THE Subscribers have removed to the new brick Store, on the Wharf, next door south of Messrs. Lawrason and Fowle's, where they offer for Sale—

New-Orleans and Muscovado Sugar, in hogsheads tierces and bbls.
Shad, nett and gross Herrings,
Liverpool fine and Lisbon salt,
And a few bales of nice retailing Cotton—Also, flour selected for family use

Saml. Lindsay & Co

 The business in future will be conducted under the firm of *Lindsay and Hill*, who wish to purchase Wheat, Rye and Corn and would receive a few hundred bbls. flour, or any other property on storage. The house is spacious, airy and remote from fire.

**SAMUEL LINDSAY.
LAWRENCE HILL.**

Image 257. Samuel Lindsay and Lawrence Hill, "REMOVAL," *Alexandria Gazette, Commercial and Political*, August 4, 1815, GenealogyBank.

Parcels 62.4 and 69.1

Straddling the traditional boundary of the Gilpin (62) and Arell (69) lots, Josiah H. Davis leased and then purchased two adjacent parcels in the center of the block.¹⁴¹⁰ William Harper sold his interest in their lumberyard and Davis carried on the business into the 1830s. Davis leased a wharf space about 35' south of these parcels, see Parcel 69.3.¹⁴¹¹ Davis and Mordecai Miller agreed to preserve a 10' alley along the south edge of Parcel 69.1 in May 1821.¹⁴¹² A few months later, in November 1821, they came to an agreement to ensure Miller's access to the southern edge of Davis' wharf and to mutually share the maintenance expenses for the wharf.¹⁴¹³

Davis partnered with George H. Smoot under the name George H. Smoot & Co. to operate a lumber yard at the foot of Wilkes Street from 1823-1826.¹⁴¹⁴ Benjamin T. Fendall operated a grocery commission business from Davis' wharf from 1829-1835. He also managed the sale of one sailing vessel from the wharf after it was repossessed to satisfy the creditors of John Cooke. Fendall moved to Vowell's Wharf in March 1835.¹⁴¹⁵ J. & G. I. Thomas operated a lumberyard here beginning in May 1834. After the death of James Thomas in 1838, G. I. Thomas partnered with John L. Pascoe as G. I. Thomas & Co. They remained in business there through 1844.¹⁴¹⁶

Davis, Robert H. Miller, and Lambert & McKenzie jointly funded a repair effort on the wharf pier and abutment in June 1843. They entered into a trust to use the wharfage and dockage fees as security for the repair costs.¹⁴¹⁷ In October 1844, Davis offered the counting room and upper floor of the fireproof warehouse for rent.¹⁴¹⁸ Tax records show Ebenezer Bacon was a tenant in 1850; he sold potatoes at Central Wharf in 1850.¹⁴¹⁹ Bacon occupied the lower floor of the fireproof warehouse until 1859.¹⁴²⁰

In late 1853, Davis offered a lot for rent, 70' wide and 95' deep, with the 10' alley on the south. He suggested the tenant could build a rail spur from Union Street to the wharf and erect temporary sheds on either side of the rail for storage.¹⁴²¹ He offered the lot for rent again in July 1856, describing it as "well located for a depot for Plaister of Paris" and bounded on the north and the south by alleys.¹⁴²²

¹⁴¹⁰ ADB Z:393, July 1, 1815, N2:392, January 6, 1824, Y:98, October 29, 1813, Z:400, June 29, 1815.

¹⁴¹¹ ADB E2:463, June 9, 1818.

¹⁴¹² ADB L2:79, May 1, 1821.

¹⁴¹³ ADB L2:378, November 15, 1821.

¹⁴¹⁴ Josiah H. Davis and George H. Smoot, "Dissolution," *Alexandria Gazette*, June 13, 1826, GenealogyBank.

¹⁴¹⁵ Benjamin T. Fendall, "Benjamin T. Fendall's Grocery & Commission Store," *Phenix Gazette*, August 28, 1829, GenealogyBank; Benjamin T. Fendall, "Schooner Volant For Sale," *Alexandria Gazette*, November 20, 1829, GenealogyBank; Benjamin T. Fendall, "Benjamin T. Fendall," *Alexandria Gazette*, March 24, 1835, GenealogyBank.

¹⁴¹⁶ J. & G. I. Thomas, "Lime, Lumber, Tar &c," *Alexandria Gazette*, May 30, 1834, GenealogyBank; G. J. Thomas, "Dissolution," *Alexandria Gazette*, March 5, 1838, GenealogyBank; Josiah H. Davis, "To Rent," *Alexandria Gazette*, October 5, 1844, GenealogyBank.

¹⁴¹⁷ ADB C3:490, June 9, 1843.

¹⁴¹⁸ Josiah H. Davis, "To Rent," *Alexandria Gazette*, October 5, 1844, GenealogyBank.

¹⁴¹⁹ E. Bacon, "Potatoes," *Alexandria Gazette*, April 3, 1850, GenealogyBank.

¹⁴²⁰ Josiah H. Davis, "To Rent," *Alexandria Gazette*, March 16, 1859, GenealogyBank.

¹⁴²¹ Josiah H. Davis, "For Rent," *Alexandria Gazette*, November 19, 1853, GenealogyBank.

¹⁴²² Josiah H. Davis, "To Let for One Year," *Alexandria Gazette*, July 29, 1856, GenealogyBank.

Davis himself went into the plaster business in June 1859, offering plaster at his store at No. 16 Union Street, next door to B. H. Lambert's.¹⁴²³

A large stock of rosin in barrels fueled a raging fire in April 1854 that originated on this parcel. The rosin, owned by Thomas & Dyer and stored in a shed at the rear of Davis' warehouse, was alleged to have been purposely set ablaze. The fire spread, partially destroying the roof of Davis' warehouse, some of the corn and guano in the adjacent Fowle & Co. warehouse and burning the upper floor of Fowle's other warehouse. The fire companies used sand to stifle the flames and the newly installed water plugs, i.e. fire hydrants, to knock down the fire.¹⁴²⁴ Davis repaired the warehouse and soon rented the upper floor to J. & J. T. Janney.¹⁴²⁵ He offered it for rent again in 1857, 1859, and in July 1860 after being "put in good order."¹⁴²⁶ He offered the lower level with its counting room for rent in March 1859.¹⁴²⁷

Parcel 69.2: Mordecai Miller & Son, 1810-1846

Mordecai Miller (1764-1832) moved to Alexandria from Pennsylvania by 1791 and established himself as a silversmith and clockmaker. Rebecca Hartshorne (1770-1810), daughter of local merchant and Quaker William Hartshorne, married Miller in 1792 and they had five sons Robert Hartshorne (1798-1874), John S. (1800-1878), William Hartshorne (1802-1870), Samuel (1802-1876), and Joseph H. (1805-1876). They owned numerous parcels of land in Alexandria and were well-connected in the local Quaker community. Mordecai Miller purchased and emancipated enslaved people and supported the free Black community by helping to establish a neighborhood that later was called Hayti. This waterfront parcel was a small part of their overall land holdings, but it allowed Miller and his sons to engage in a profitable commercial venture for many years.¹⁴²⁸ After the 1810 fire, most of Mordecai Miller & Son's shipping took place on other wharves: Harper's, Hartshorne's, and Dundas' Wharf.¹⁴²⁹

Mordecai Miller built a new warehouse on the waterfront, which he leased to merchant Thomas H. Howland by 1813.¹⁴³⁰ Howland sold beef, candles, Liverpool salt, Swedish bar iron, Russia hemp, New Orleans yarns, Spanish hides, and numerous other international and domestic goods.¹⁴³¹

Lawrence Hill rebuilt his cooper shop on the Union Street side of the parcel and stayed in business there until 1819, after a brief partnership with Valentine.¹⁴³² According to tax records, Daniel Monrow leased the Union-fronting parcel from 1820 until his death c. 1840. Daniel Monroe was a cooper, who lived on

¹⁴²³ Josiah H. Davis, "Plaister Grinding," *Alexandria Gazette*, June 22, 1859, GenealogyBank. ...I have taken the plaster mill lately occupied by Whiting & Wright.

¹⁴²⁴ "Destructive Fire," *Alexandria Gazette*, April 15, 1854, GenealogyBank.

¹⁴²⁵ Joseph Janney and Joseph Tyson Janney, "Notice," *Alexandria Gazette*, June 19, 1855, GenealogyBank; Josiah H. Davis, "To Rent the Large Fireproof Warehouse," *Alexandria Gazette*, July 17, 1857, GenealogyBank.

¹⁴²⁶ Josiah H. Davis, "To Rent," *Alexandria Gazette*, September 5, 1859, GenealogyBank; Josiah H. Davis, "To Rent," *Alexandria Gazette*, July 20, 1860.

¹⁴²⁷ Josiah H. Davis, "To Rent," *Alexandria Gazette*, March 16, 1859, GenealogyBank.

¹⁴²⁸ Alexandria Archaeology, "The Miller Family: Quakers and Merchants" undated; Anna Maas and John P. Mullen, "The Strand Properties: 203/205/211 Strand Street: Documentary Study" (City of Alexandria, June 2017), 27.; Saunders Family History, saundersfamilyhistory.com, (2019), Chapter 2, 24-25.

¹⁴²⁹ Miller, *Artisans and Merchants*, s.v. "Miller, Mordecai."

¹⁴³⁰ *Alexandria Gazette*, February 25, 1813, quoted in Miller, *Artisans and Merchants*, s.v. "Howland, Thomas H."

¹⁴³¹ Miller, *Artisans and Merchants*, s.v. "Howland, Thomas H."

¹⁴³² ADB AA:425, June 14, 1811; Miller, *Artisans and Merchants*, s.vv. "Hill, Lawrence" and "Hill & Valentine."

Union near Gibbon Street in 1834.¹⁴³³ At the division of Mordecai Miller's estate in 1833, his son Robert H. Miller inherited the parcel from Union Street to the pier.¹⁴³⁴ The unlabeled wharf appears in the 1845 *Plan of Alexandria* (Image 254).

In 1852, William S. Moore established his machine and pattern shop on the Union fronting side of the parcel. Moore was born in Alexandria in 1821 and was elected to City Council. Here, a four-story building, 35' by 170,' contained the works that employed 25 men. He secured government contracts and the iron and brass castings they made were shipped all over the United States.¹⁴³⁵

Union Wharf, 1834-1885

Benjamin H. Lambert and Lewis McKenzie operated their shipping and commission business from Union Wharf beginning in 1834.¹⁴³⁶ Lewis McKenzie was born in Alexandria and served as the President and Purchasing Agent of the Alexandria, Loudoun and Hampshire (AL &H) Railroad, which connected Old Town to Vienna, Virginia in 1859. McKenzie supported the Union and became acting Mayor of Alexandria in 1861 during the Union occupation of the town.¹⁴³⁷ Lambert & McKenzie first advertised a large quantity of bran "afloat" at Union Wharf in 1835 (Image 258). Over the following two decades, they offered a wide variety of grocery and domestic goods for sale, usually at wholesale. They leased warehouse space on this parcel and a parcel to the south, occupying a relatively large area of the waterfront by 1840.¹⁴³⁸

Vessels involved in the slave trade docked here regularly during this period. Copper-bottomed brig *Uncas*, Captain Boush, offered black moss from New Orleans in 1836 and sought freight or passengers to Kingston, Jamaica in April 1840 (Image 259).¹⁴³⁹ The "Superior fast sailing Coppered Brig" *Isaac Franklin*, captain Wm. Smith, sought "small stowage" and passengers for Kingston, Jamaica in February 1840 (Image 260).¹⁴⁴⁰

In December 1846, Lambert & McKenzie sought freight and passengers for the Barbados packet, a schooner to New York and a brig to "the British provinces or Europe." They offered potatoes, onions, salt and plaster for sale.¹⁴⁴¹ Tax records show Lambert & McKenzie leased the Strand-fronting parcel in 1840 and remained there through 1850. B.H. Lambert carried on business here on his own account after the firm dissolved in June 1853.¹⁴⁴² B. H. Lambert sold Turks Island salt from Union Wharf in 1860.¹⁴⁴³

¹⁴³³ E. A. Cohen & Company., *A Full Directory for Washington City, Georgetown, and Alexandria* (Washington, D.C.: Wm. Greer, 1834), https://link.gale.com/apps/doc/CY0102763318/SABN?u=viva_wm&sid=zotero&xid=2f5bf0e8.

¹⁴³⁴ ADB U2:450, August 12, 1833.

¹⁴³⁵ Maas and Mullen, "The Strand Properties," 40.

¹⁴³⁶ Benjamin H. Lambert and Lewis McKenzie, "NOTICE," *Alexandria Gazette*, August 1, 1834, GenealogyBank.

¹⁴³⁷ Maas and Mullen, "The Strand Properties," 39-40.

¹⁴³⁸ 1840 Tax Assessment, on file at Alexandria Archaeology. There are numerous advertisements in the *Alexandria Gazette* for this business from 1835 to 1853, a sampling includes: March 14, 1838, April 11, 1840, March 14, 1843,

¹⁴³⁹ Lambert & McKenzie, "Black Moss," *Alexandria Gazette*, July 18, 1836, GenealogyBank.

¹⁴⁴⁰ For more on these ships and how they are related to the domestic slave trade, see History of 1315 Duke Street, City of Alexandria, 2023, <https://www.alexandriava.gov/museums/history-of-1315-duke-street>.

¹⁴⁴¹ *Alexandria Gazette*, December 3, 1846, GenealogyBank.

¹⁴⁴² Benjamin H. Lambert and Lewis McKenzie, "Notice," *Alexandria Gazette*, June 8, 1853, GenealogyBank.

¹⁴⁴³ Benjamin H. Lambert, "Turks Island Salt Afloat," *Alexandria Gazette*, January 23, 1860, GenealogyBank.

Parcel 69.3

After the 1810 fire, John Ricketts had the lease for this parcel in January 1811, when John & Elizabeth Muncaster used it to secure a debt.¹⁴⁴⁴ In 1814, William Newton leased the whole parcel, built a brick two-story 95' by 30' warehouse on the Strand side of the parcel and then subleased to Anthony P. Gover and Andrew Sholfield (also spelled Scholfield).¹⁴⁴⁵ The Chancery Court decided the ownership of the parcel in 1815, using a wall 120' to the east of Union Street as the division: Elizabeth Muncaster received the Union facing portion and her sister, Christiana Marsteller, got the Strand lot with the wharf.¹⁴⁴⁶

The Union fronting parcel

Jonathan Janney leveraged his lease on the Union-fronting parcel to borrow money in 1816.¹⁴⁴⁷ The Muncasters used the parcel to secure a debt in 1818.¹⁴⁴⁸ Janney paid off his debt in 1819, but the Muncasters did not and thus were forced to sell in 1827.¹⁴⁴⁹ Andrew Sholfield leased the warehouse from 1814 until his death some time before 1840.¹⁴⁵⁰ The 1820 Tax Assessment described this warehouse as vacant; in 1830 Scholfield was the occupant. Scholfield operated a lumberyard on the waterfront south of Cameron Street during this period.¹⁴⁵¹ In 1845, the Bank of Alexandria and Bank of the Potomac offered the parcel in three shares and Robert H. Miller, son of Mordecai Miller who owned the parcel north of this (Parcel 69.2), purchased all shares to become the sole owner.¹⁴⁵² Lambert & McKenzie occupied the warehouse from at least 1840-1850.¹⁴⁵³ Robert Miller sold the warehouse to Robert G. Violett in August 1853.¹⁴⁵⁴ Reports from a nearby fire in 1854 describe new brick warehouses owned by R. H. Miller and R. G. Violett escaping with little damage.¹⁴⁵⁵

Philip H. Hooff moved his flour, grain and grocery business here in 1859. Previously, he operated from Green's Wharf at the foot of Wolf Street.¹⁴⁵⁶ A Civil War-era photograph shows a three-story brick warehouse on this parcel with the P.H. Hooff name on a sign (Image 262).

The Strand fronting parcel

The parcel to the west of the Strand was legally attached to the wharf/pier parcel to the east of the Strand, however they were typically leased separately which means they had different occupants and uses. William Newton subleased the parcel to Anthony P. Gover in 1814, Gover immediately used the

¹⁴⁴⁴ ADB U:205, January 14, 1811.

¹⁴⁴⁵ ADB Y:322, January 11, 1814; AA:36, January 12, 1814; X:512, August 8, 1814.

¹⁴⁴⁶ Arlington Chancery, Philip Marsteller ETC vs. John Muncaster and Wife, 1815-002

¹⁴⁴⁷ ADB C2:445, December 19, 1816.

¹⁴⁴⁸ ADB H2:140, August 10, 1818.

¹⁴⁴⁹ ADB G2:348, May 12, 1819 and Q2:170, May 5, 1827. The Bank of Alexandria and Bank of the Potomac, represented by Phineas Janney, retained ownership of the parcel until 1845.

¹⁴⁵⁰ ADB AA:36, January 12, 1814; Tax Assessments for 1820, 1830, 1840.

¹⁴⁵¹ See the chapter covering Cameron to King Streets for more on Scholfield's Lumberyard.

¹⁴⁵² ADB F3:584, June 2, 1845.

¹⁴⁵³ Tax Assessments for 1840 and 1850.

¹⁴⁵⁴ ADB P3:140, August 2, 1853. Violett immediately used the warehouse to secure a debt. ADB P3:143, August 2, 1853.

¹⁴⁵⁵ *Alexandria Gazette*, June 16, 1854, quoted in Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," 9.

¹⁴⁵⁶ P. H. Hooff, "P. H. Hooff," *Alexandria Gazette*, January 2, 1855, GenealogyBank; P. H. Hooff, "Philip H. Hooff," *Alexandria Gazette*, February 3, 1859, GenealogyBank; P. H. Hooff, "P. H. Hooff, Alexandria, Va.," *Alexandria Gazette*, May 18, 1861, GenealogyBank.

parcel to secure a debt to Solomon Parsons.¹⁴⁵⁷ Gover paid his debt and Parsons released the two-story brick warehouse and pier in February 1815.¹⁴⁵⁸ Gover then subleased the pier to Jonathan Rumney and the warehouse to Jonathan Janney.¹⁴⁵⁹ Janney used the two warehouses, one fronting on Union and one on the Strand, to secure a debt.¹⁴⁶⁰ Jonathan Janney occupied the Strand warehouse from 1820-1830, according to tax records. William Fowle occupied the Strand warehouse in 1840.¹⁴⁶¹ At some point before 1850, Benjamin H. Lambert and Lewis McKenzie leased the property from the Marstellers.¹⁴⁶²

The Wharf and Pier

Samuel Harper started a 30-year lease on the wharf and lot east of the Strand, with exclusive use of the landing at the end of the alley in 1812.¹⁴⁶³ Jonathan Rumney, a lumber merchant, started a 30-year lease of the pier in 1815.¹⁴⁶⁴ Rumney subleased the city-owned wharf and lot south of this parcel. The irregular, L-shaped pier off the wharf extended to the south several feet (Image 253). Samuel Harper leased the wharf and landing to Thomas Swann (sometimes spelled Swayne) in 1818.¹⁴⁶⁵ Swann then subleased the wharf to Josiah H. Davis for a 24-year term, i.e. the remainder of Harper's 30-year lease.¹⁴⁶⁶ Davis used the wharf as security for debt in 1818.¹⁴⁶⁷ Davis agreed with Mordecai Miller to preserve dock and wharf spaces on the north side of this waterfront property.¹⁴⁶⁸ In 1831, William Fowle sued Philip G. Marsteller for unpaid debts to his old firm, Lawrason & Fowle. Several of Marsteller's tenants testified that they owed rents dating back as far as five years. Josiah H. Davis owed two years' rent for the wharf, \$200, to Marsteller. The court ordered Davis and the other tenants to pay their rents directly to Fowle.¹⁴⁶⁹ Davis occupied the wharf through the 1840s, until Lambert & McKenzie took it over.¹⁴⁷⁰

The 1845 Ewing map of Alexandria shows the pier and wharf with no indication that they were in ruins (Image 261). In 1850, the Chancery Court decreed that the parcel and wharf be sold to settle the estate of Philip G. Marsteller. Cyrus C. Marsteller, his son, brought the suit because the real estate was decaying and "in its ruinous condition" it could not be equally divided in kind to all the heirs. The suit acknowledged that the real estate and ground rent were from their mother, Christiana Copper

¹⁴⁵⁷ ADB X:512, August 8, 1814 and AA:9, August 9, 1814.

¹⁴⁵⁸ ADB Z:314, February 27, 1815.

¹⁴⁵⁹ ADB Z:456, June 6, 1815 and D2:190, December 18, 1816.

¹⁴⁶⁰ ADB C2:445, December 19, 1816.

¹⁴⁶¹ Tax Assessment for 1840.

¹⁴⁶² Tax Assessment for 1850; ADB N3:386, July 29, 1852.

¹⁴⁶³ ADB Ref. E2:463, May 6, 1812.

¹⁴⁶⁴ ADB Z:456, June 6, 1815.

¹⁴⁶⁵ ADB G2:11, April 6, 1818.

¹⁴⁶⁶ ADB E2:463, June 9, 1818.

¹⁴⁶⁷ ADB, H2:67, November 21, 1818.

¹⁴⁶⁸ ADB L2:378, November 15, 1821. Miller and Davis also came to an agreement to preserve a 10' alley through their adjoining parcels from Union to the Strand. ADB L2:79, May 1, 1821.

¹⁴⁶⁹ Arlington Chancery, William Fowle (surviving partner of Lawrason & Fowle) vs. Philip G. Marsteller ETC, 1832-013. The judgment credited Davis for \$5 paid in taxes for 1830. Fowle brought at least three more suits against Marsteller (1832-012, 1833-039, 1841-013) with the court finding that Marsteller owed Fowle \$2,206. Philip G. Marsteller died on July 6, 1842 and it is unknown if he settled this debt before his passing.

¹⁴⁷⁰ Tax Assessments for 1830, 1840, and 1850.

Marsteller, who was the granddaughter of Richard Arell. A brick warehouse on the Strand with the “ruins of an old wharf” was sold at auction to Lambert & McKenzie on July 16, 1853, for \$2,750.¹⁴⁷¹

Shortly after the joint wharf purchase, Lambert & McKenzie dissolved their partnership. B. H. Lambert continued business “at the old stand, on Union Wharf.”¹⁴⁷² Lewis McKenzie took up business on Long Wharf and subsequently purchased Vowell’s Wharf north of Prince Street (see Prince to King section).¹⁴⁷³ A Civil War-era photograph shows the wharf ruins along the bottom edge of the image (Image 263). The wharf segment closest to the main portion of the wharf face is intact but has boards, possibly the removed decking, stacked haphazardly on what appears to be a partially filled crib (Image 264). The pier decking and supports were gone, leaving only the piles lined up into the Potomac River.

¹⁴⁷¹ Arlington Chancery, Cyrus C. Marsteller vs. Richard H. Marsteller ETC, 1854-044; ADB P3:101, July 16, 1853. The Chancery records show that the property was subject to forfeit due to unpaid taxes from 1847-1848. Charles Neale, the court-appointed commissioner of sale, paid the taxes on account of the estate in 1850. By this date, many of the Marsteller heirs lived outside of Virginia and none lived in Alexandria.


¹⁴⁷² B. H. Lambert and Lewis McKenzie, “Notice,” *Alexandria Gazette*, June 14, 1853.

¹⁴⁷³ Lewis McKenzie, *Alexandria Gazette*, June 9, 1853, GenealogyBank.

BRAN AFLOAT.
2800 BUSHELS Bran, on board schr.
Three Sisters, Harrington, from
Richmond, for sale, in lots to suit purchasers,
by **LAMBERT & McKENZIE,**
jan 29—3t Union Wharf.

Image 258. Lambert & McKenzie, "Bran Afloat," Alexandria Gazette, January 30, 1835, GenealogyBank.

ap 10


FOR KINGSTON, JA.
 The fast sailing coppered brig UN-
CAS, Boush, will sail on Wednesday
next the 22d inst. For freight or good
accommodations, apply to the master, or to
LAMBERT & McKENZIE,
ap 17 Union wharf.

FOR BARBADOES.

W
—
/ B
T
P

Image 259. Lambert & McKenzie, "For Kingston, Ja.," Alexandria Gazette, April 27, 1840, GenealogyBank.

d
e
y
e
r
—
t

FOR KINGSTON, JAMAICA.
 The Superior fast sailing Coppered
Brig ISAAC FRANKLIN, Wm. Smith,
master, will have despatch, and can
take any small stowage, that may offer, and
handsomely accommodate Passengers, for
which, apply to the master, or to
LAMBERT & MCKENZIE,
feb 19—3t Union wharf.
—
t

FOR BARBADOES.

Image 260. Lambert & McKenzie, "For Kingston, Jamaica," Alexandria Gazette, February 19, 1840, GenealogyBank.

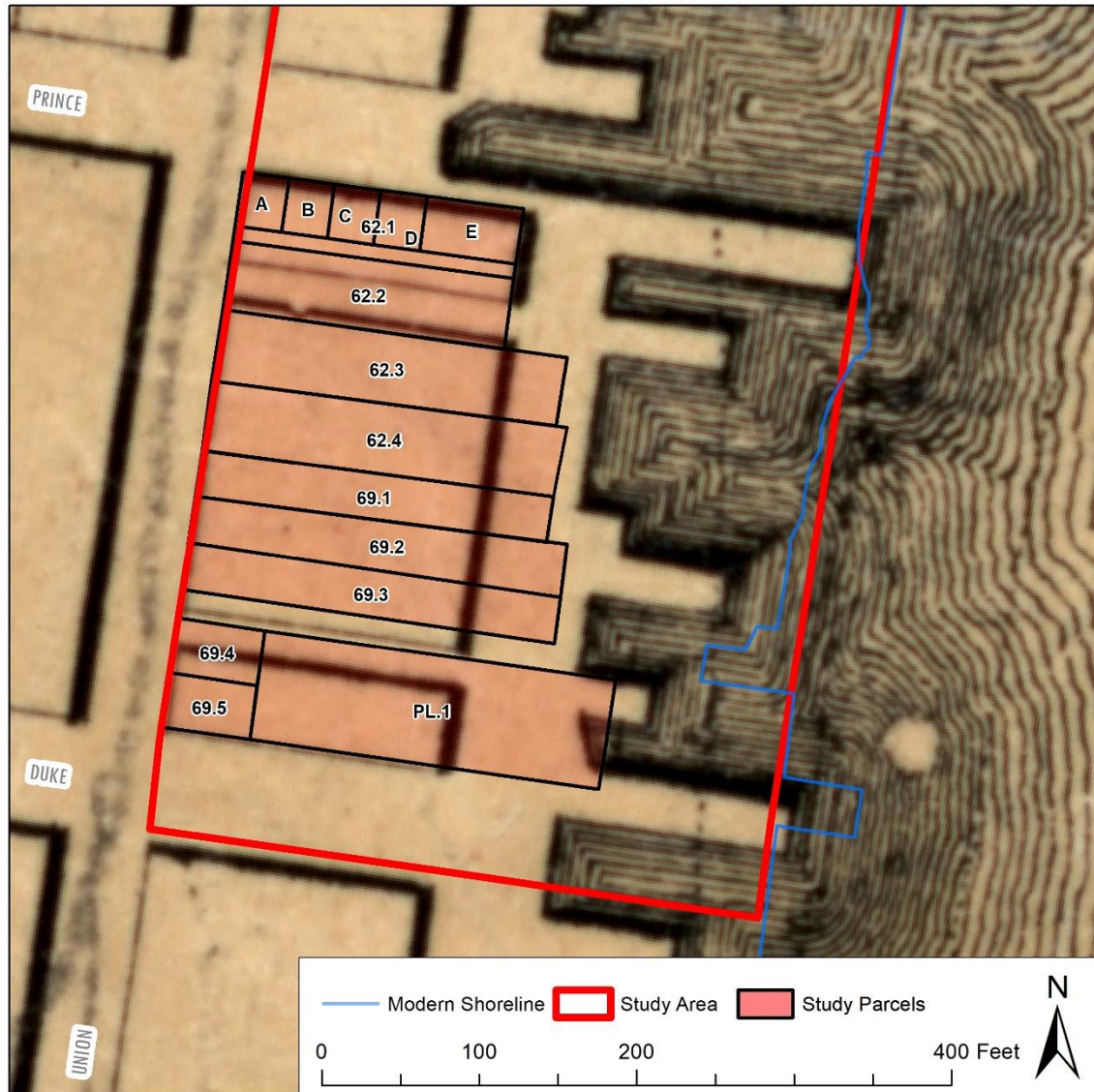


Image 261. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. <https://www.loc.gov/item/89692516/>. Detail.



Image 262. Andrew J. Russell, Alexandria from Pioneer Mill, Looking North-West, March 1865, Photographic print, March 1865, Library of Congress, <https://www.loc.gov/resource/ppmsca.08242/>.

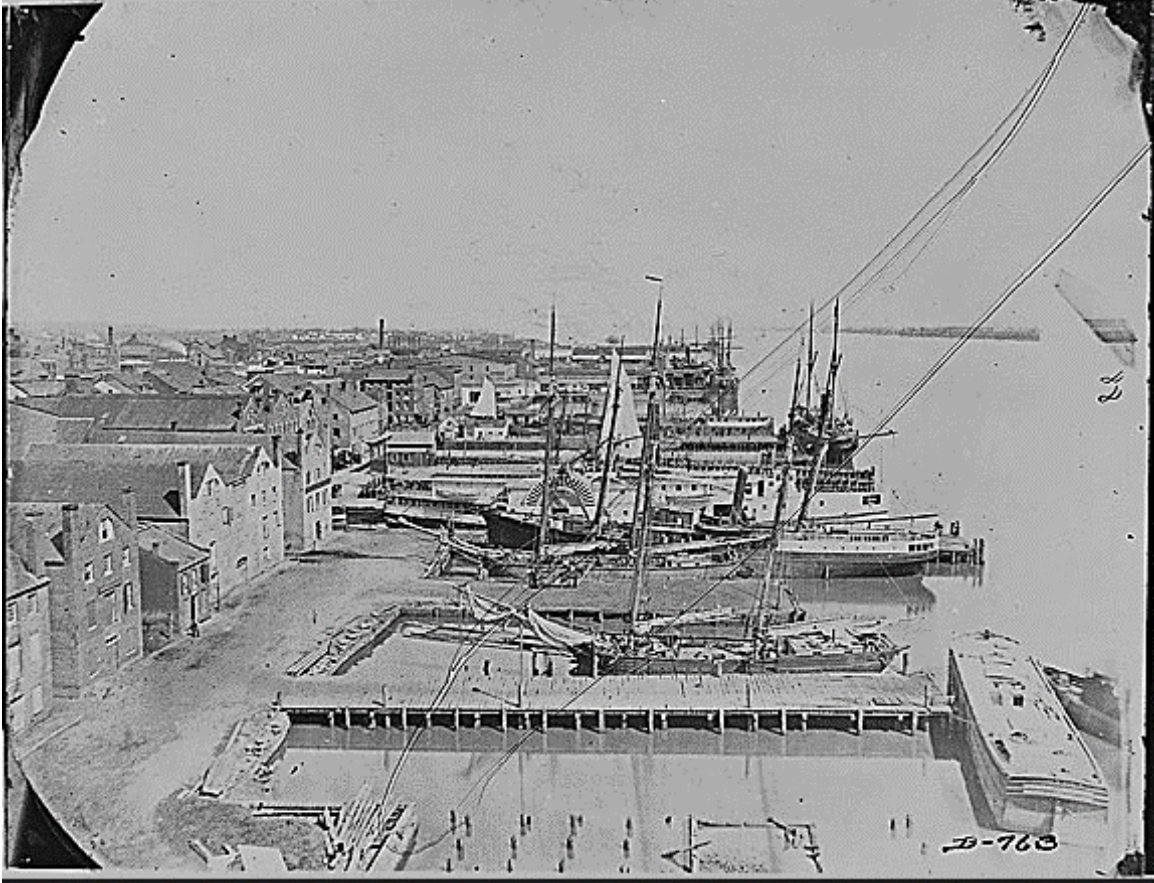


Image 263. Andrew J. Russell, *View from Pioneer Mill, Looking up the Wharf*, May 1865, Photographic negative, May 1865, U.S. National Archives and Records Administration, <https://catalog.archives.gov/id/525168>.

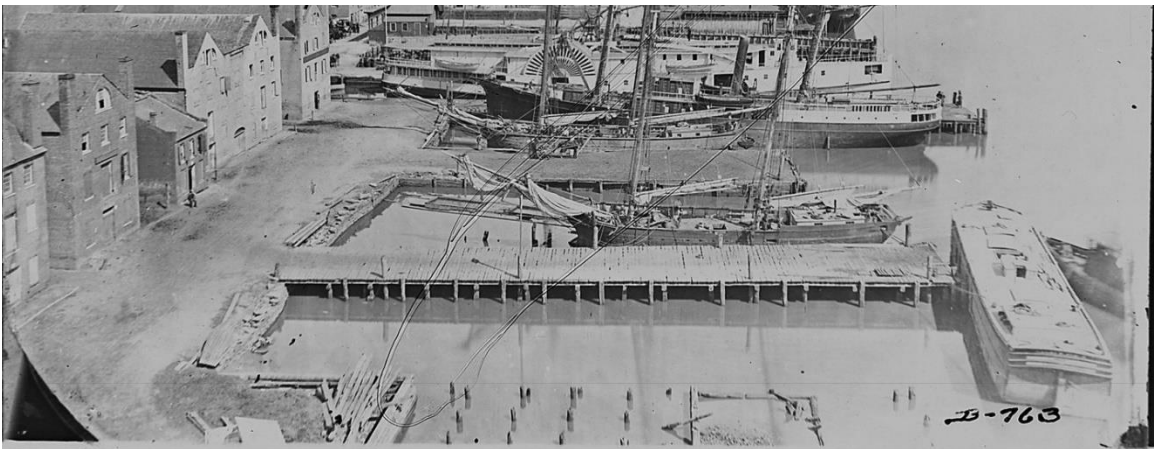


Image 264. Detail of "View from Pioneer Mill" showing the wharf and pier ruins.

Parcel 69.4

Thomas White failed to pay rent on his blacksmith shop, or, more likely, the empty lot where his blacksmith shop used to be, and the property was repossessed in 1811.¹⁴⁷⁴ William Morgan and Moses Smith leased a cooper shop on the southern half of the parcel in 1811 and in 1813 Moses Smith signed an 18-year lease for the north half of the parcel.¹⁴⁷⁵ Apprentice John Carter, able to keep account books and play the violin, ran away from his shop in 1816 (Image 265). Carter was mixed-race and likely entered into this apprenticeship as a free person. Godard, Samuel and James Hill occupied the whole parcel by 1830.¹⁴⁷⁶ William McKnight, a carpenter, occupied the shop in 1850.¹⁴⁷⁷ His shop was the origin of another fire in 1854 and was first spotted by the watchman at Pioneer Mill, which at six stories high, towered over the neighboring structures. The fire destroyed the carpenter's shop and all its contents.¹⁴⁷⁸ Christiana Lowe, granddaughter of Richard Arell, retained ownership of this parcel until 1873.¹⁴⁷⁹

In 1860, James Rector Smoot and John Perry began a co-partnership of Smoot & Perry, selling lumber, plaster, cement, nails and lime from No. 51 South Union Street (modern 220 South Union Street).¹⁴⁸⁰ Their one-story wood frame office is shown in an 1865 photograph of the waterfront (Image 262, Image 266). They operated a lumber and coal yard on Union between Queen and Cameron Streets.¹⁴⁸¹

¹⁴⁷⁴ ADB W:392, August 8, 1811.

¹⁴⁷⁵ ADB V:124, August 26, 1811; ADB Y:186, July 12, 1813.

¹⁴⁷⁶ 1830 Tax Assessment

¹⁴⁷⁷ 1850 Tax Assessment

¹⁴⁷⁸ Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," 9.

¹⁴⁷⁹ Christiana's uncle, Peter Caverly, was empowered as a guardian of her real property inherited from her father, David Arell. This legal arrangement made Caverly the custodian of the property to the benefit of Christiana and her children outside the legal reach of her husband, James R. M. Lowe. ADB K:374, October 15, 1805; Arlington Chancery, James R. M. Lowe and Wife vs. Peter Caverly, 1816-020.

¹⁴⁸⁰ J. Rector Smoot and John Perry, "Co-Partnership Notice," *Alexandria Gazette*, April 27, 1860, GenealogyBank; James Rector Smoot and John Perry, *Alexandria Gazette*, May 1, 1860, GenealogyBank.

¹⁴⁸¹ Thunderbird Archaeology, "Union Street Hotel," 26.

Five Dollars Reward.

Ran away on the 7th December a Mulatto boy named John Carter, about 18 years and three or four months old—the said John Carter is an apprentice to Moses Smith, a cooper; had on a pair of dark cloth pantaloons, a white vest, and a blue round jacket, a black fur hat, bright complexion, about five feet high has a tolerable good education sufficient to keep small accounts; he plays tolerably well on a violin. I expect he is about his father's or his uncle Thomas Braddock's as he has some notion of learning the carpenter's business. I will give the above reward if taken out of the corporation, and two dollars if in the corporation. Masters of vessels, and all others, are cautioned against harboring or carrying off the said John Carter at their peril—as the law will be put in force against any such person.

MOSES SMITH.

Dec 18

stt

Image 265. Smith, Moses, "Five Dollars Reward," Alexandria Gazette, December 18, 1816.

Parcel 69.5

When Richard Arell, the grandson of the late Richard Arell and owner of Lot 69, was jailed for unpaid debts in 1812 he used this corner parcel as collateral for bail.¹⁴⁸² James and Thomas Lawrason paid Arell \$1000 to secure the future purchase of the lot, however Henry Bayne purchased the house and lot in 1819.¹⁴⁸³ Bayne later paid off Lawrason's investment in the parcel.¹⁴⁸⁴ Bayne previously partnered with Seth Cartwright in a ship chandlery on Prince Street, but he continued on after Cartwright's death as a tavernkeeper and merchant at Duke and Water Street.¹⁴⁸⁵ Tenants of this property included David Mankins, Mrs. Imoher, John Gibson, Enoch Lyles, and Ebenezer Bacon.¹⁴⁸⁶ David Mankins, a merchant, occupied a store on the lot from 1818-1822.¹⁴⁸⁷

Bayne's daughter Betsy Hicks inherited the parcel and sold it to Bacon, who was married to Bayne's other daughter, Susan.¹⁴⁸⁸ Ebenezer Bacon was a seaman, master of the brig *Numa* in 1830 and ran a consignment house in Alexandria, possibly from this parcel. The 1854 fire destroyed the outbuildings, owned by Capt. Bacon and occupied by Mr. Lyles, but left the brick building "much injured."¹⁴⁸⁹ Lyles was a cooper in the 1850 census.¹⁴⁹⁰ The two-story brick building is visible in a c. 1865 photograph of Duke Street from the top of Pioneer Mill (Image 266). An adjacent 1 ½-story saltbox with frame outbuildings were likely built to replace the structures lost in the 1854 fire.

¹⁴⁸² ADB W:25, July 1, 1812. Richard Arell was jailed for insolvency again in 1821; Edm. I. Lee, "District of Columbia," *Alexandria Gazette & Daily Advertiser*, January 2, 1821, GenealogyBank.

¹⁴⁸³ ADB G2:112, K2:56

¹⁴⁸⁴ ADB N2:116, October 9, 1823.

¹⁴⁸⁵ Miller, *Artisans and Merchants*, s.vv. "Bayne, Henry" and "Bayne & Cartwright."

¹⁴⁸⁶ Tax Assessments for 1820, 1830, 1840 and 1850.

¹⁴⁸⁷ Thunderbird Archaeology, "Union Street Hotel, 214-220 South Union Street," July 2014, 15; N. Herbert, "Public Sale," *Alexandria Gazette & Daily Advertiser*, May 12, 1818, GenealogyBank.

¹⁴⁸⁸ ADB O3:110, June 20, 1851.

¹⁴⁸⁹ *Alexandria Gazette*, June 16, 1854, quoted in Thunderbird Archaeology, "Union Street Hotel, 214-220 South Union Street," July 2014, 16.

¹⁴⁹⁰ Thunderbird Archaeology, "Union Street Hotel, 214-220 South Union Street," July 2014, 16.

Chapter 5: Union Street from Prince to Duke

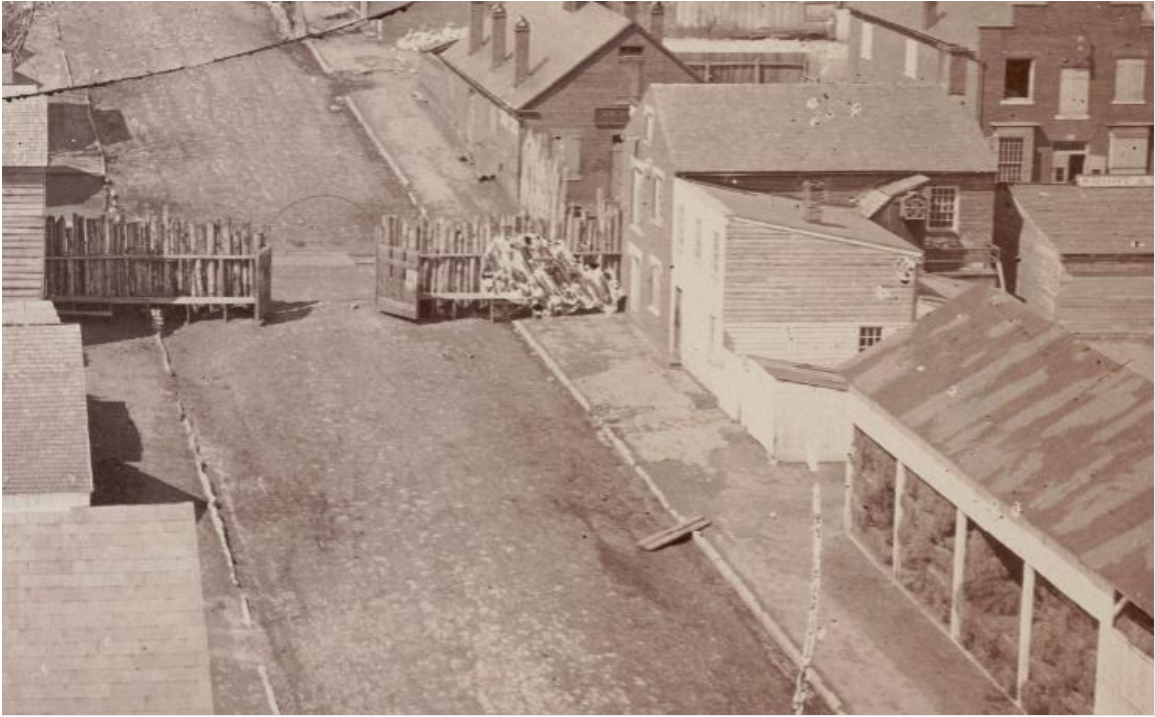


Image 266. Detail from Andrew J. Russell, Alexandria Virginia, 1865, Albumen Print, Medford Historical Society Civil War Photograph Collection, Medford Historical Society, <https://www.digitalcommonwealth.org/search/commonwealth:st74dx35q>.

Point Lumley – Corporation Property

The 1810 fire destroyed most, if not all, of the buildings on the city-owned land at Point Lumley. In October 1811, the Common Council sought to lease “for a term of seven years, a piece of ground on Duke Street, running 117 feet thereon and 73 feet on Potomac Strand, and also the public wharf on Duke Street.”¹⁴⁹¹

Jonathan Rumney took over the fifty-year lease of the wharf parcel from Leonard and Thomas Cook in 1815.¹⁴⁹² This included the land east of the Strand and north of Duke Street, as well as wharf and dock access. Jackson & Rumney, John Jackson and John Rumney, was an Alexandria merchant firm that formerly operated from Gover’s Wharf.¹⁴⁹³ Rumney bought out John Jackson’s interest in the lease in January 1816.¹⁴⁹⁴

Jackson then leased a 40’ by 25’ partition of the larger lot from Rumney. The partition was at the northeast corner of Duke Street and the Strand and did not include access to the dock or wharf.¹⁴⁹⁵ Jackson built a brick warehouse on his partition shortly after this transfer.¹⁴⁹⁶ John Jackson secured a 10’ addition to his corner parcel from Edward Rumney in July 1816.¹⁴⁹⁷ Jackson sold the two lots with the brick warehouse to Thomas Wilson in July 1816 for \$5,000. Wilson was required to pay the annual rent to the city for the remainder of the 50-year lease.¹⁴⁹⁸ The 1820 tax assessment listed Wilson’s warehouse as vacant.

Edward Rumney, a ship captain, bought the remaining areas of the parcel from Jonathan Rumney for a flat sum of \$1,200.¹⁴⁹⁹ Edward Rumney built a wharf on the property shortly after this. Edward Rumney offered the wharf for sale in June 1817.¹⁵⁰⁰ In December 1817, Edward sold a moiety of the lot and improvements, including the new wharf, back to John Rumney for \$4,000.¹⁵⁰¹ John Rumney built a brick warehouse on the parcel in 1818; he offered the second story for rent in December.¹⁵⁰² John Rumney then bought the other moiety of the parcel from Edward Rumney for \$4,000 in November 1819.¹⁵⁰³

¹⁴⁹¹ J. D. Simms, “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, October 7, 1811, GenealogyBank.

¹⁴⁹² ADB Z:76, January 1, 1815.

¹⁴⁹³ Jackson & Rumney, “Jackson & Rumney,” *Alexandria Daily Gazette, Commercial & Political*, April 16, 1812, GenealogyBank.

¹⁴⁹⁴ ADB BB:229, January 1, 1816.

¹⁴⁹⁵ ADB C2:138, January 2, 1816.

¹⁴⁹⁶ ADB D2:218, July 15, 1816.

¹⁴⁹⁷ ADB D2:220, July 9, 1816.

¹⁴⁹⁸ ADB D2:218, July 15, 1816.

¹⁴⁹⁹ ADB BB:419, January 13, 1816. Jonathan Rumney, “For New-York,” *Alexandria Gazette & Daily Advertiser*, January 13, 1818, GenealogyBank.

¹⁵⁰⁰ “Duke-street Wharf,” Edward Rumney, *Alexandria Gazette*, June 30, 1817.

¹⁵⁰¹ ADB F2:287, December 29, 1817.

¹⁵⁰² John Rumney, “Nova-Scotia Potatoes &c,” *Alexandria Gazette & Daily Advertiser*, December 24, 1818, GenealogyBank.

¹⁵⁰³ ADB I2:96, November 27, 1819.

Hayman & Cartwright, sail makers, likely occupied the top floor of this warehouse from 1820-1830.¹⁵⁰⁴ John Rumney used the lot, wharf and warehouse as security for debts in 1820 and 1823.¹⁵⁰⁵

The public land at Point Lumley was occupied by numerous businesses and individuals over the years. William B. Stewart opened a “stable of horses” at the wharf in January 1819. He also operated a tavern and ordinary in town; his workforce in 1820 included his immediate family, five enslaved men, one enslaved woman and one enslaved girl. Dick Douglas, a “coarse shoemaker,” left for freedom in November 1819. He offered hacks, gigs and horses for hire at the foot of Duke Street in 1820 and promoted his “careful drivers,” who were likely the enslaved men enumerated in his census record. Stewart added a large stable to his tavern in 1825, at which time he may have ceased to do business at the foot of Duke Street.¹⁵⁰⁶

Levi and Sarah Pickering kept an ordinary here from 1820 through 1850. Levi Pickering was fined in 1819 for selling spiritous liquors on the fish wharf, at Point West. He notified the public in 1822 that an abandoned horse at his stable would be sold soon if not claimed. Levi Pickering died in 1835, and his widow Sarah Pickering petitioned to be released from the lease on this parcel. That apparently did not happen, as she continued to petition the Council for rent adjustment (1841) finally for compensation for building construction at the end of her lease in 1850.¹⁵⁰⁷ The 1850 tax assessment listed William Leman and Mary Lawson as tenants here.

Rebecca Metts may have operated a boarding house on Duke Street in 1820 with William Masten as a tenant. William Jackson was another tavernkeeper on Duke Street in 1820. Thomas Preston, a carpenter, owned a house on the Strand occupied by Mary Boatz in 1820. Other occupants in 1823 included James Campbell’s estate, L & W Campbell, and Jonathan Janney.¹⁵⁰⁸

In the 1830 tax list, Thomas Preston’s houses on the Strand were occupied by George Parsons, Charles Poor and Elizabeth Foster. Cartwright & Nash leased some of the Corporation Property.

In the 1850 tax list, James Green occupied a parcel on Duke and Virginia Turner occupied a parcel on the Strand.

¹⁵⁰⁴ “FIRE.,” *Alexandria Herald*, January 27, 1819, GenealogyBank; 1820 and 1830 Tax Assessments.

¹⁵⁰⁵ ADB K2:293, July 17, 1820; ADB M2:398, April 3, 1823.

¹⁵⁰⁶ William B. Stewart, “New Livery Stable,” *Alexandria Gazette & Daily Advertiser*, January 1, 1819, GenealogyBank; William B. Stewart, “Fifty Dollars Reward,” *Alexandria Gazette & Daily Advertiser*, November 16, 1819, GenealogyBank; “Federal Census 1820” (Census, 1820), Ancestry.com; William B. Stewart, “Livery Stable,” *Alexandria Gazette & Daily Advertiser*, July 14, 1820, GenealogyBank; William B. Stewart, “Team-Boat Hotel,” *Alexandria Gazette*, August 6, 1825, GenealogyBank, “A Statement of Warrants - Rent Roll,” *Alexandria Herald*, March 3, 1823, GenealogyBank.

¹⁵⁰⁷ I. P. Thompson, “Alexandria Common Council,” *Alexandria Gazette & Daily Advertiser*, May 29, 1819, GenealogyBank; Levi Pickering, “NOTICE,” *Alexandria Herald*, December 6, 1822, GenealogyBank; “A Statement of Warrants - Rent Roll,” *Alexandria Herald*, March 3, 1823, GenealogyBank; “In Council - June 1, 1835,” *Alexandria Gazette*, June 6, 1835, GenealogyBank; “In Council - Dec. 29, 1835,” *Alexandria Gazette*, January 2, 1836, GenealogyBank; “In Council - October 18, 1841,” *Alexandria Gazette*, October 20, 1841, GenealogyBank; “In Council - July 22, 1850,” *Alexandria Gazette*, July 24, 1850, GenealogyBank.

¹⁵⁰⁸ “A Statement of Warrants - Rent Roll,” *Alexandria Herald*, March 3, 1823, GenealogyBank.

Civil War Era, 1861-1865

The Civil War brought many changes to Alexandria during the period from 1861-1865 when it was occupied by Union forces. Consequently, however, the era is rich with visual sources that provide a wealth of information about the built environment.

An 1863 lithograph of the waterfront shows that on this block most of the Strand-facing warehouses were two- or three-story brick structures (Image 267). From right to left in the image, the Prince Street dock is adjacent to the row of warehouses fronting on Prince Street. They are all 3 stories, and one has a shed or roof extending over the wharf. Across the alley, the warehouses on Parcels 62.2 and 62.3 were owned by William Fowle & Co. The roof lines show that separate structures fronted on Union Street, and one was 4 stories tall. Josiah Davis' two-story building on Parcel 62.4 had a relatively small footprint and the parcel was mostly empty with a small shed fronting on Union Street. Parcel 69.1 has two three-story warehouses that extend from the Strand to Union. Separated by a small alley, Parcel 69.2 has two three-story warehouses with distinct roof lines. Parcel 69.3 has a shed-style roof over a two-story warehouse. Finally, the parcel at the northwest corner of Duke and the Strand was a town-owned lot that by this time was used as open-air storage for goods. The two-story house on the east of the Strand (Image 268) was a town-owned structure that sat on the north edge of Duke Street.¹⁵⁰⁹

Historians characterize Alexandria as a Union-supporting town during the election of 1860 and in the subsequent early state-level secession debates. Public opinion changed after the events at Fort Sumter on April 12, 1861 which caused President Lincoln to raise up an army. Alexandrians voted for secession on May 23, 1861 and the next day Union forces occupied the town.¹⁵¹⁰ Unpopular with the local population, many Alexandrians who could afford to do so left town. The waterfront became a depot for military supplies with a palisade wall erected to control access to the area (Image 266). On this block, the warehouses seized by the military were all used as storehouses and barracks (Image 269). The drawing does not show distinct warehouses, it only designates between a structure and the street or alley.

At the Prince Street Dock and wharf, the warehouses that fronted on Prince Street were not occupied by the military, but the wharf was seized. Commissary stores took up warehouses on all of Parcel 62.2 and 76' of Parcel 62.3. An alley appeared in the southern half of Parcel 62.4. Commissary storehouses appeared on the Strand front of Parcel 69.1, 69.2 and 69.3. The warehouse on Parcel 69.2 had a 25' 9" façade on a parcel that was 30' wide, leaving a 4' 3" alley between it and the warehouse on Parcel 69.1. The warehouse on Parcel 69.3, fronting 23' 6," bordered on a 6' 4" alley that separated it from the grain storehouse at the corner of Duke and the Strand.¹⁵¹¹ An 1865 photograph of the waterfront shows this building in a degraded state with bricks falling out of the façade and corner (Image 262). The wharf and pier are shown in their ruined condition, with a dotted rectangle representing the piles that remained but no decking or platform. The city-owned warehouse and wharf on Point Lumley were used as a barracks, storehouse, and hay wharf (Image 262, Image 266).

¹⁵⁰⁹ The perspective of the image distorts the location of this structure, it appears to sit in the middle of Duke Street when it was on the northeast corner of Duke and the Strand.

¹⁵¹⁰ William Francis Smith and T. Michael Miller, *A Seaport Saga: Portrait of Old Alexandria, Virginia* (Norfolk, Va: Donning Co, 1989), 83-84.

¹⁵¹¹ An 18' alley always existed between Parcel 69.3 and Parcel 69.4/the city owned Point Lumley, so its absence in this drawing is a drafting error. The given dimensions of the storehouses on the drawing allow for an alley space that is not drawn in.

Besides these military seizures, the United States acted against Alexandrians who did not pay a federal tax or who openly supported the Confederacy.¹⁵¹² On this block, members of the Fowle family were affected by these policies. William Fowle died in 1860 and the disposition of his estate was interrupted by government seizures. The property of Robert Rollins Fowle, son of William Fowle, was seized and sold at public auction to George D. Fowle, brother of Robert and resident of New York.¹⁵¹³ Central Wharf was named as the property in question, however Robert Rollins Fowle owned most of the lots along the south side of Prince Street.

Ebenezer & Susan Bacon sold the corner lot, Parcel 69.5, and building to William R. Howard in February 1864.¹⁵¹⁴ Thomas A. Waters inherited his father's half share of Parcel 62.1 Lot A, the warehouse at the corner of Union and Prince, in 1864.¹⁵¹⁵

¹⁵¹² Ruth Lincoln Kaye, "Property of Citizens of Alexandria City and Fairfax County Confiscated by the Federal Government during the Civil War.," *Yearbook*. 30 (2005): 7–63.

¹⁵¹³ ADB W3:50, October 22, 1864.

¹⁵¹⁴ Ref. ADB Y3:415, February 20, 1864.

¹⁵¹⁵ Last Will and Testament of Benjamin Waters, AWB 8:185, February 1, 1864.

Chapter 5: Union Street from Prince to Duke

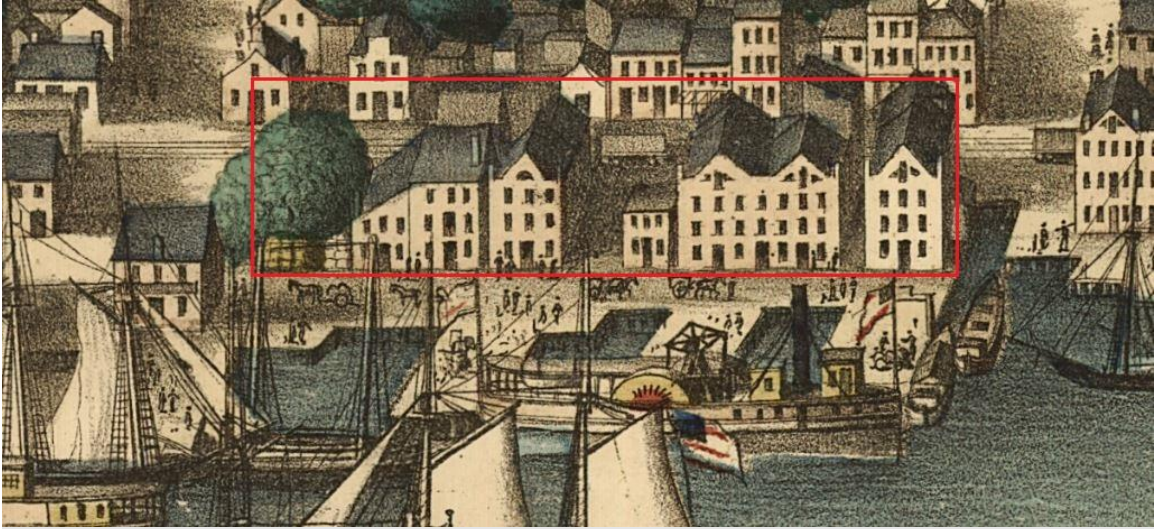


Image 267. Magnus, Charles. *Bird's Eye View of Alexandria, Va.* 1863. Lithographic print. Library of Congress. <https://www.loc.gov/item/81694373/>. Detail. Showing the waterfront from Prince Street (right) to Duke Street (left).

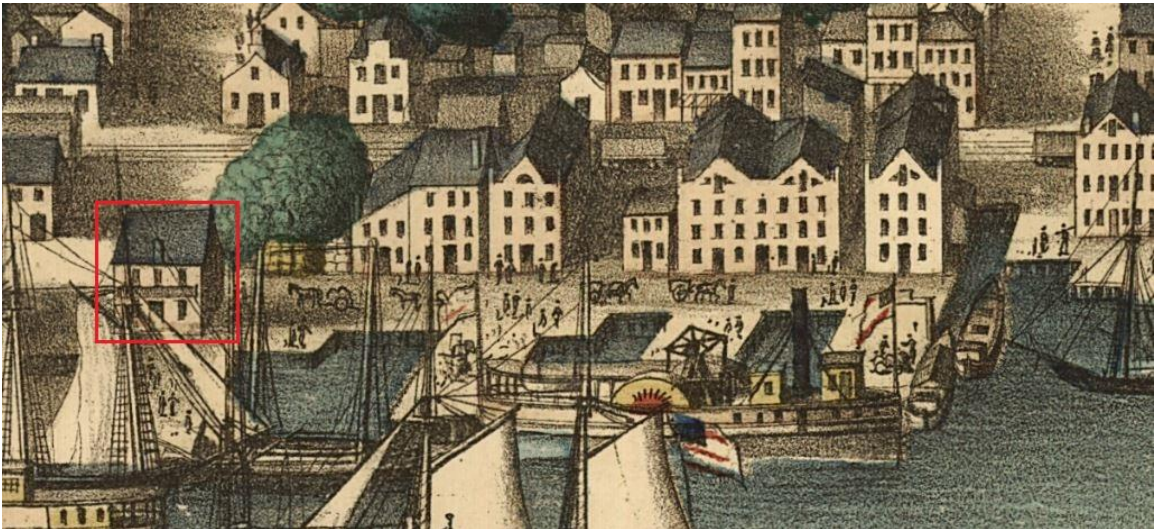


Image 268. Detail, Magnus, *Bird's Eye View of Alexandria* (1863). The highlighted area shows the warehouse on the town-owned wharf.

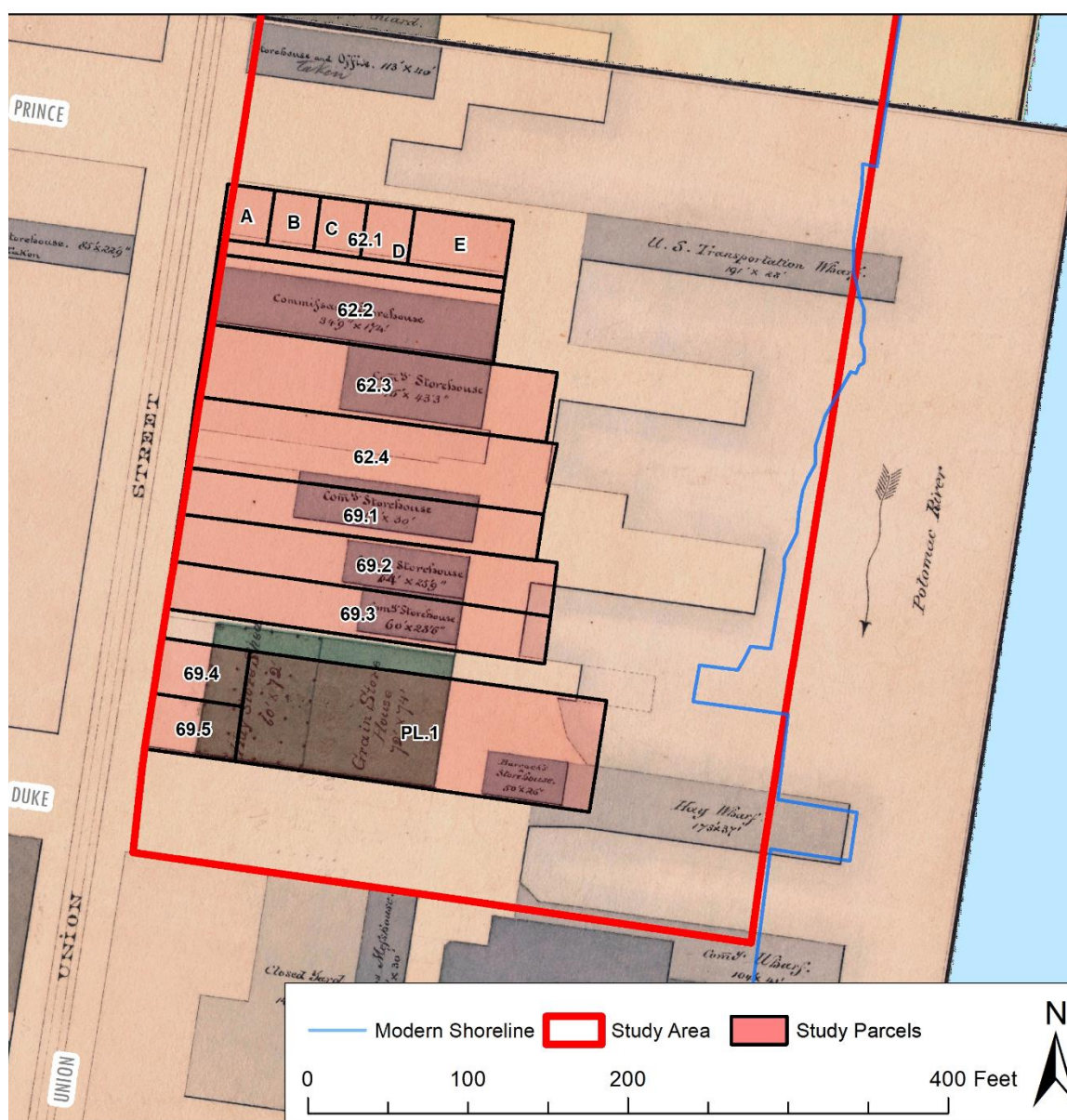


Image 269. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.



Image 270. Detail of Andrew J. Russell, Alexandria from Pioneer Mill, Looking North-West, March 1865, Photographic print, March 1865, Library of Congress, <https://www.loc.gov/resource/ppmsca.08242/>.

Late 19th Century, 1865-1897

Parcel 62.1

A steam-powered dredging machine, called a Mud Machine, was towed from Baltimore to clean the docks of Alexandria, including the Prince Street dock, in April 1868.¹⁵¹⁶ The merchants of the port hoped this would help to accommodate larger ships, and thus attract more coal and guano to the port. This was not the first time a mud machine worked in the town's docks; one operated at the Alexandria Canal locks in 1845 and another came from Philadelphia in 1857, but the 1868 visit created a sense of awe and hopefulness in the reporting which tracked its location as it moved from dock to dock.¹⁵¹⁷

In 1882, the Prince Street dock was filled and the street repaved.¹⁵¹⁸ The 1891 Sanborn map shows the dock filled in (Image 273).

Lot A

The 1877 Hopkins map shows a structure labeled No. 10 Prince Street on this parcel (Image 271). The 1885 Sanborn Insurance map shows six three-story attached buildings with a common roof on the south side of Prince Street from Union to the Strand (Image 272). In 1891, this warehouse was marked "Old and Vacant (Image 273)."

Eugenia Alverda Easter, granddaughter of Benjamin Waters, sued George Sukeley or his unknown heirs in Chancery court regarding the disposition of this parcel. The court found in her favor in 1894, ordering it sold. In 1896, Louis C. Berley, the court-appointed commissioner, sold this warehouse to Albert D. Brockett.¹⁵¹⁹ No occupant was listed in the fire insurance map for that year (Image 274).

Lot B

Robert Rollins Fowle inherited this parcel as part of the partition of William Fowle's estate in 1867. Ultimately, he sold it to George H. Harlow in 1870.¹⁵²⁰ The 1877 Hopkins map shows a structure labeled No. 8 Prince Street on this parcel (Image 271). The 1885 Sanborn Insurance map shows six three-story attached buildings with a common roof on the south side of Prince Street from Union to the Strand (Image 272). In 1891, the second warehouse from the end (Lot B) was gone, with the rest marked "Old and Vacant (Image 273)." Five years later, the Virginia Beef Extract & Beef Meal Co. occupied the eastern warehouses (Image 274).

Lot C

Robert Rollins Fowle inherited half of this warehouse in the 1867 partition of William Fowle's estate. The other half was owned by the heirs of Eveline Thompson nee Slacum.¹⁵²¹ Fowle sold his moiety in 1870 to Samuel Popham Thompson.¹⁵²² The 1877 Hopkins map shows a structure labeled No. 6 Prince Street on this parcel (Image 271). The 1885 Sanborn Insurance map shows six three-story attached buildings with a common roof on the south side of Prince Street from Union to the Strand (Image 272). In 1891, this

¹⁵¹⁶ "The Mud Machine," *Alexandria Gazette*, April 17, 1868, GenealogyBank.

¹⁵¹⁷ Wm. Easby, "For Sale - The Mud Machine," *Alexandria Gazette*, June 25, 1845; "Marine List," *Alexandria Gazette*, April 14, 1857.

¹⁵¹⁸ "Local Brevities," *Alexandria Gazette*, June 16, 1882, GenealogyBank.

¹⁵¹⁹ ADB 38:124, November 30, 1896.

¹⁵²⁰ ADB Y3:136, October 16, 1867; ADB Z3:191, February 20, 1869; ADB A4:94, February 12, 1870.

¹⁵²¹ ADB Y3:136, October 16, 1867.

¹⁵²² ADB A4:93, January 22, 1870.

warehouse was marked “Old and Vacant (Image 273).” Five years later, the Virginia Beef Extract & Beef Meal Co. occupied the eastern warehouses (Image 274). The city ordered a tax sale on this warehouse in 1879, which Samuel Popham Thompson paid and the lien was released in 1881.¹⁵²³

Lot D

Robert Rollins Fowle inherited this warehouse in the 1867 partition of William Fowle’s estate. It was occupied by David R. Wilson at that time.¹⁵²⁴ Fowle sold the warehouse to Jeremiah Yellot in 1868.¹⁵²⁵ In 1869, the Constable sold the property inside the store of D. R. Wilson, leased from Jeremiah Yellot.¹⁵²⁶ Yellot offered the Store formerly occupied by D. R. Wilson for rent in 1870.¹⁵²⁷ The 1877 Hopkins map shows a structure labeled No. 4 Prince Street on this parcel (Image 271). The 1885 Sanborn Insurance map shows six three-story attached buildings with a common roof on the south side of Prince Street from Union to the Strand (Image 272). In 1888, Jeremiah Yellot gifted this parcel to his daughter, Margaret Hardcastle.¹⁵²⁸

In 1891, the warehouse was marked “Old and Vacant (Image 273).” Peter Aitcheson and Robert P. Aitcheson purchased the parcel from Margaret Hardcastle in 1896.¹⁵²⁹ The Virginia Beef Extract & Beef Meal Co. occupied the eastern warehouses in 1896 (Image 274).

Lot E

William Fowle Dennis inherited these warehouses with the pier on the east with dock privileges on Prince Street in the 1867 partition of William Fowle’s estate.¹⁵³⁰ A Supreme Court decision in 1870 nullified the public sale of this parcel in 1864.¹⁵³¹ Dennis sold the warehouses, lot and wharf to DeWitt C. Lawrence in 1869.¹⁵³² Lawrence sold a half share of the lot to Robert Fenwick in July 1869; he sold the second half share to Fenwick in 1871.¹⁵³³

At that time, the western warehouse was occupied by Hooe & Wedderburn. Philip B. Hooe and George C. Wedderburn formed this company after the Civil War to take over the operations of Fowle & Co. They added a partner, Bernard H. Johnston, in 1868, and then Wedderburn left in 1872. The firm dissolved completely in 1875, leaving P. H. Hooe in business under his own name.¹⁵³⁴ The 1877 Hopkins map shows 2 Prince Street was P. H. Hooe’s store and the building closest to the pier is the Frederick & Richmond Steamboat Office (Image 271). The various Hooe partnerships served as agents for at least two steamship companies, an insurance company, and they bought and sold a wide range of goods.

¹⁵²³ ADB 10:201, June 19, 1879; ADB 11:171, December 13, 1881.

¹⁵²⁴ ADB Y3:136, October 16, 1867.

¹⁵²⁵ ADB Y3:552, September 30, 1868.

¹⁵²⁶ Lewis I. O’Neale, “Constable’s Sale,” *Alexandria Gazette*, December 24, 1869, GenealogyBank.

¹⁵²⁷ George Y. Worthington, “Store for Rent,” *Alexandria Gazette*, January 15, 1870, GenealogyBank.

¹⁵²⁸ ADB 20:358, June 11, 1888.

¹⁵²⁹ ADB 35:599, April 7, 1896.

¹⁵³⁰ ADB Y3:136, October 16, 1867.

¹⁵³¹ Kaye, “Property of Citizens of Alexandria City and Fairfax County Confiscated by the Federal Government during the Civil War,” s.v. “William Fowle.”

¹⁵³² ADB Z3:252, April 5, 1869.

¹⁵³³ ADB Z3:434, July 12, 1869; ADB 1:503, September 18, 1871; ADB 1:504, September 18, 1871; ADB 3:355, July 23, 1873; ADB 28:342, September 21, 1892.

¹⁵³⁴ Maas and Mullen, “The Strand Properties,” 32.

Chapter 5: Union Street from Prince to Duke

The 1885 Sanborn Insurance map shows six three-story attached buildings with a common roof on the south side of Prince Street from Union to the Strand. The easternmost warehouse is labeled No. 628 Prince Street. The pier is marked as the “Mount Vernon Boat Wharf” and has a freight shed on its northern side (Image 272).

In 1891, the second warehouse from the end (Lot B) was gone, with the rest marked “Old and Vacant (Image 273).” Five years later, the Virginia Beef Extract & Beef Meal Co. occupied the eastern warehouses (Image 274). They rented space for offices and warehouses here and Parcel 62.2. They intended to remodel and install the latest equipment.¹⁵³⁵

In March 1897, a public auction was held to sell the lot and wharf due to unpaid debts. The Baltimore Building and Loan Association purchased the property.¹⁵³⁶

¹⁵³⁵ Maas and Mullen, “The Strand Properties,” 35.

¹⁵³⁶ ADB 38:387, March 31, 1897.

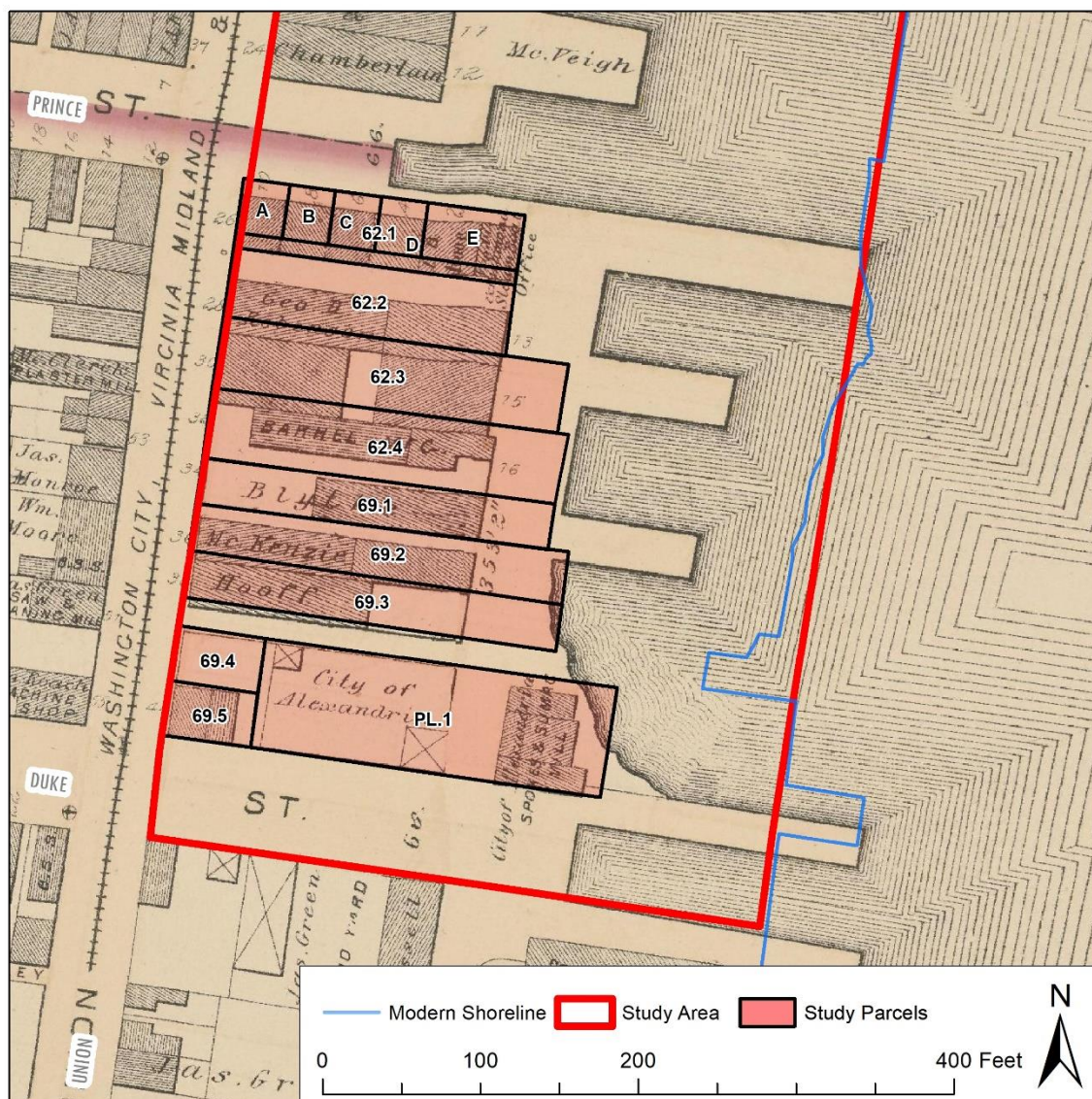


Image 271. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <https://lccn.loc.gov/90680847>. Detail.

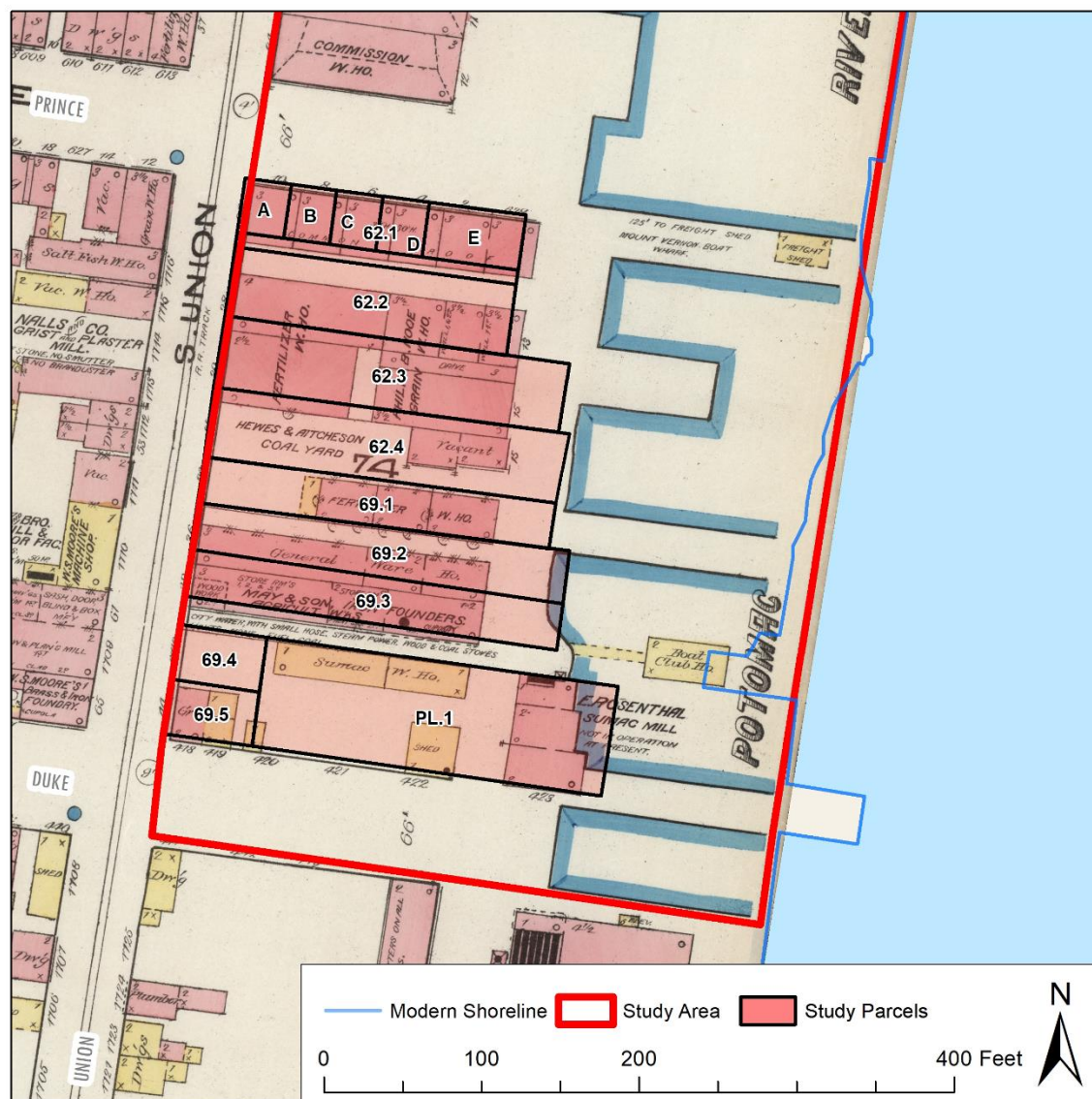


Image 272. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. https://www.loc.gov/item/sanborn08968_001/. Detail.

Chapter 5: Union Street from Prince to Duke

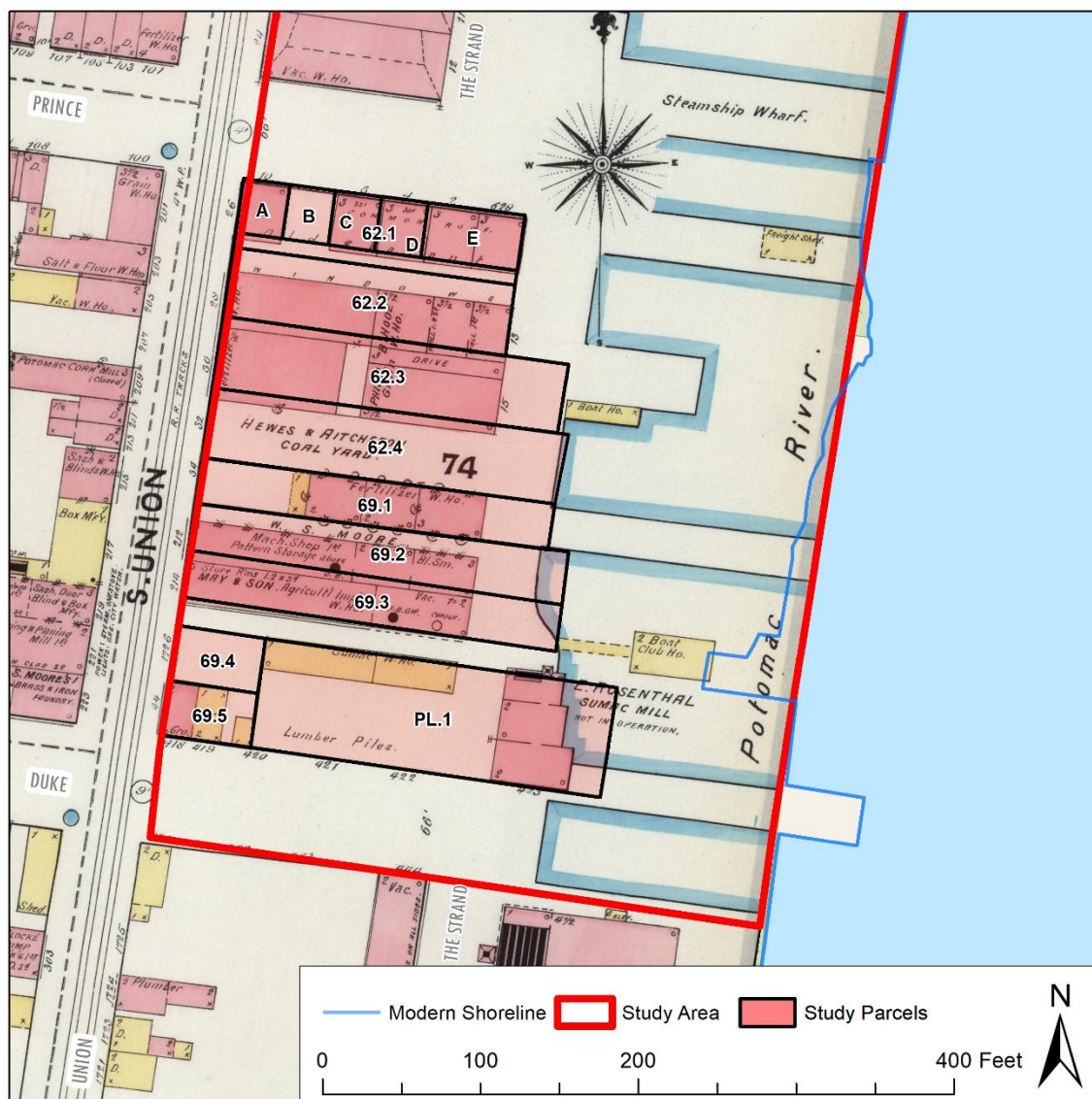


Image 273. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. https://www.loc.gov/item/sanborn08968_002/. Detail.

Chapter 5: Union Street from Prince to Duke

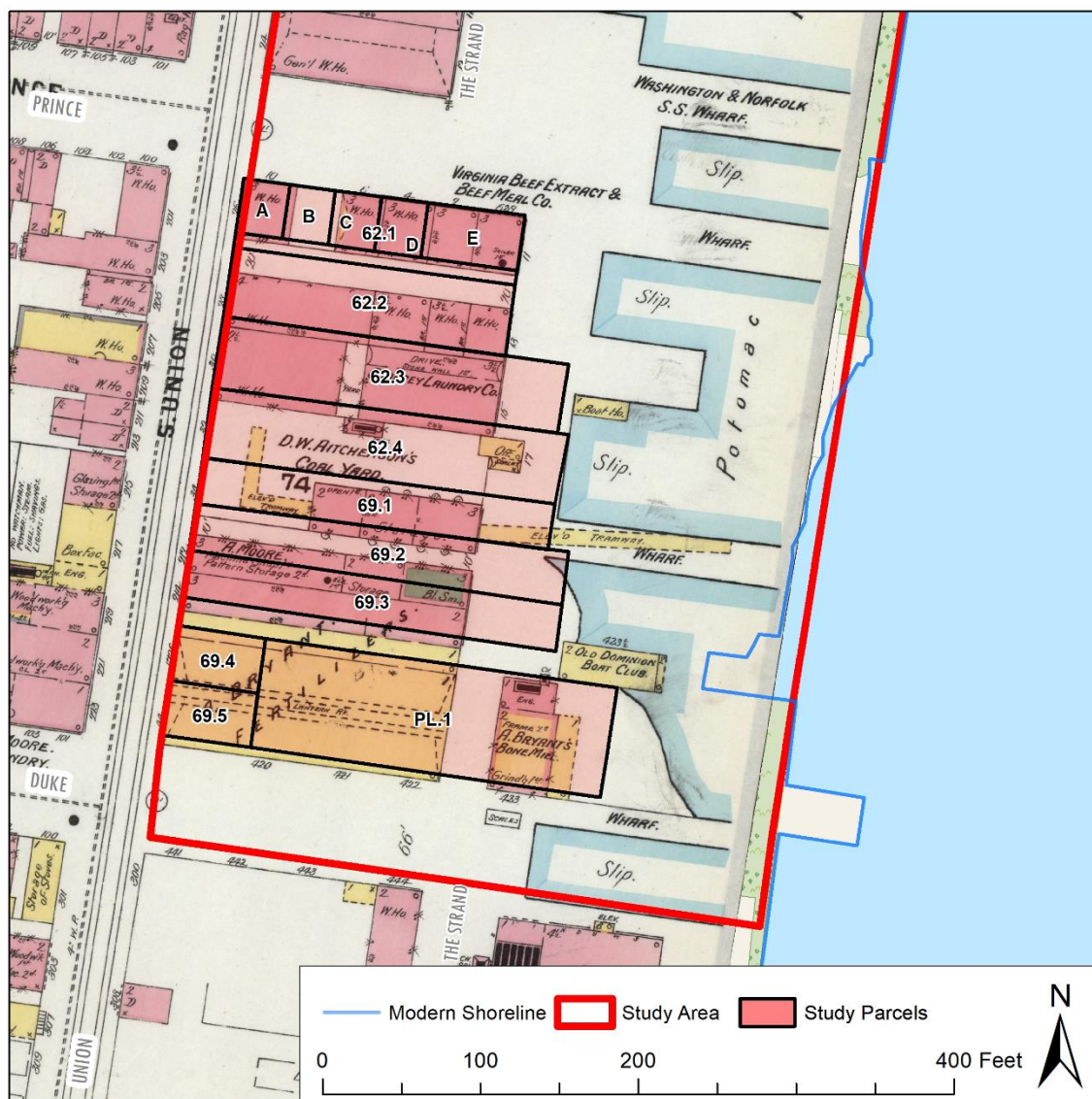


Image 274. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. https://www.loc.gov/item/sanborn08968_003/. Detail.

Parcel 62.2

Esther J. Brooks inherited the Union-fronting warehouse from the estate of William Fowle in 1867. Susan Ladd inherited the Strand-fronting warehouse with the south pier.¹⁵³⁷ Ladd used the Strand parcel and pier to secure debt in 1869.¹⁵³⁸

The 1877 Hopkins map shows George B. Robenson at 28 S. Union Street. A distinct, yet unlabeled structure is in place at 13 The Strand (Image 271).

A four-story fertilizer warehouse fronted on Union Street in 1885, adjacent to three 3 ½-story buildings that were part of the Philip B. Hooe Grain warehouse complex (Image 272). The 1896 Sanborn map shows the same structures (Image 274). The occupant in 1896 was the Virginia Beef Extract and Beef Meal Company.¹⁵³⁹

Parcel 62.3

Esther J. Brooks inherited the Union-fronting warehouse with use of the court's alley running to the Strand in 1867 from William Fowle's estate. Rebecca Daingerfield inherited the Strand-fronting warehouse with use of the court in the rear and the arched alley leading from the court to the Strand.¹⁵⁴⁰ The arched entrance to the alley is visible in a circa 1865 photo of the waterfront, locating it on the north side of this parcel (Image 263). The 1877 Hopkins map shows a structure at 30 S. Union Street (modern 206 South Union Street) with a vacant area on its east end. A separate structure is marked at 15 The Strand (Image 271). A pier extends into the Potomac from the east side of The Strand. The pier was part of Parcel 62.2, it was not attached legally to this parcel.

Rebecca Daingerfield died in 1885 and her daughter's estate, Mary Helen Hooe, wife of Philip H. Hooe, inherited a third of the eastern warehouse. Her two brothers, William and Edward Daingerfield, sold their shares to Philip H. Hooe and his son, John D. Hooe in 1886.¹⁵⁴¹ It was described as a warehouse with a court and arched alley.

In 1885, a 2 ½-story fertilizer warehouse fronted on 30 S. Union Street with a vacant area on its east end that connected to an east-west alley (labeled "Drive") to the Strand. A 3 ½-story warehouse fronting on the Strand made up the southern half of Hooe's grain warehouse (Image 272). In 1891, a small boat house appeared on the south side of the pier (Image 273). Philip and John Hooe continued operations until 1895, when Philip Hooe died from falling from a window at his home while opening blinds.¹⁵⁴² In 1896, the Godfrey Laundry Co. occupied the Strand building (Image 274). A pier extended into the Potomac from the east side of the Strand. Ira Godfrey had formerly operated steam laundry facilities in Washington, D.C. with his sister, Millie.¹⁵⁴³

Parcel 62.4

Court commissioners offered this parcel and Parcel 69.1 for sale in 1870 to settle a case against the heirs of Josiah H. Davis; Charles F. Suttle and Henry L. Stuart purchased this and Parcel 69.1 to the south with

¹⁵³⁷ ADB Y3:136, October 16, 1867.

¹⁵³⁸ ADB Z3:583, November 5, 1869.

¹⁵³⁹ Maas and Mullen, "The Strand Properties," 35.

¹⁵⁴⁰ ADB Y3:136, October 16, 1867.

¹⁵⁴¹ AWB 7:505; ADB 17:40.

¹⁵⁴² Maas and Mullen, "The Strand Properties," 35.

¹⁵⁴³ Ibid.

their waterfront rights and access.¹⁵⁴⁴ Suttle and Stuart sold both parcels in 1876 to Russell Coe of Connecticut.¹⁵⁴⁵

Washington Blythe leased this parcel and 69.1 in 1875, opening a barrel factory capable of turning out 800 barrels a day. The machinery arrived on May 27 and the factory was operational by July 8, 1875. On October 16, 1876, a small fire ignited in the barrel factory, but it was quickly extinguished without causing major damage. Blythe was a city resident who worked as a civil engineer and surveyor. During and after the Civil War he was the general superintendent of the railroad and a road surveyor. He was involved with major infrastructure efforts related to the Alexandria, Loudoun and Hampshire Railroad and was a partner in Blythe and Havener, a freight and ticket agent. Blythe died in 1882 and the machinery from these buildings was sold at auction by his estate administrator.¹⁵⁴⁶

The 1877 Hopkins map shows two long buildings stretching from The Strand across the north edge of the parcel, but not extending all the way to Union. The building at 16 The Strand projects into the roadway slightly more than the building adjacent to the north (Image 271). The site is marked as “Barrel Mfg.”

In 1885 this parcel was primarily occupied by Hewes & Aitcheson’s coal yard on the Union Street side. George C. Hewes and DeWilton Aitcheson partnered in a wood and coal company in March 1883. Their office was located at Duke and Fairfax Streets, and they occupied this parcel and Parcel 69.1 with their yard.¹⁵⁴⁷ Hewes lived on Lee Street. Aitcheson’s Scottish immigrant parents lived in Prince Georges County, Maryland. By 1880, DeWilton, three brothers and one sister moved to Alexandria where they remained unmarried and lived together until their deaths. On the Strand in 1885, two two-story vacant buildings abutted the south edge of Hooe’s warehouse (Image 272). By 1891, those vacant buildings were removed; Hewes and Aitcheson purchased this parcel from Russel Coe in June 1891.¹⁵⁴⁸ Hewes & Aitcheson dissolved in 1892 after the death of George Hewes and continued as D. W. Aitcheson Coal Yard.¹⁵⁴⁹ Aitcheson purchased Hewes’ half interest in 1894 from Hewes’ estate.¹⁵⁵⁰ In 1896 D. W. Aitchenson’s office jutted out into the Strand. Closer to Union Street, part of the elevated tramway stood in this parcel.

Parcel 69.1

Court commissioners offered this parcel and Parcel 62.4 for sale in 1870 to settle a case against the heirs of Josiah H. Davis; Charles F. Suttle and Henry L. Stuart purchased this and Parcel 62.4 to the north with their waterfront rights and access.¹⁵⁵¹ Suttle and Stuart sold both parcels in 1876 to Russell Coe of Connecticut.¹⁵⁵²

¹⁵⁴⁴ ADB 3:412, September 17, 1870.

¹⁵⁴⁵ ADB 5:409, March 8, 1876.

¹⁵⁴⁶ Maas and Mullen, “The Strand Properties,” 37-39.

¹⁵⁴⁷ Ibid., 39.

¹⁵⁴⁸ ADB 26:10, June 1, 1891.

¹⁵⁴⁹ Maas and Mullen, “The Strand Properties,” 39.

¹⁵⁵⁰ ADB 32:401, September 15, 1894.

¹⁵⁵¹ ADB 3:412, September 17, 1870.

¹⁵⁵² ADB 5:409, March 8, 1876.

The 1877 Hopkins map shows a long building fronting on The Strand but not extending to Union. It is labeled Blythe (Image 271). An alley extends along the south edge of this parcel from Union to The Strand and a pier extends into the Potomac from the east side of The Strand.

In 1885, a three-story building fronted on the Strand with two two-story buildings adjacent to the west but not reaching Union Street. They are marked as fertilizer warehouses. A pier extends from the east side of the Strand (Image 272). Hewes and Aitcheson purchased this parcel from Russel Coe in June 1891.¹⁵⁵³ Though no apparent changes in 1891, by 1896 the warehouses were marked “Storage” and elevated tramways extended from the east and west ends of the structures. The eastern tramway extended onto the pier (Image 274). After the death of George Hewes, Aitcheson purchased Hewes’ half interest in 1894 from Hewes’ estate.¹⁵⁵⁴

Parcel 69.2

The estate of Josiah H. Davis sold the dock to Robert H. Miller at public auction for \$200 in 1872.¹⁵⁵⁵ The 1877 Hopkins map shows McKenzie’s building at 36 S. Union Street and a distinct, unlabeled structure fronting on The Strand (Image 271). Warwick P. Miller purchased the entire parcel and 38’ dock at public auction in 1878.¹⁵⁵⁶ He purchased the rest of the interest in the parcel from another public auction resulting from a lawsuit of John H. Irwin in 1884.¹⁵⁵⁷ Then, in 1885 Miller sold the warehouses and dock to William S. Moore.¹⁵⁵⁸ Moore operated a machine shop here since 1852.

In 1885, the north edge of this parcel was an alley from Union to the Strand. Three warehouses stretched across the entire lot, the central building a two-story structure and the flanking buildings both 3-stories (Image 272).

A minor fire broke out at William S. Moore’s foundry in October 1888.¹⁵⁵⁹ In 1891, W. S. Moore’s machine shop included pattern storage on the Union end and a blacksmith shop on the Strand side (Image 273). A. Moore took over the location by 1896 (Image 274). The front of the wharf appears to be more filled in, though from apparent siltation, from 1885 to 1896.

Parcel 69.3

The three-story brick warehouse depicted in the Russell photograph (Image 262) has a sign for “P.H. Hooff’s [illegible] Store” on the Union Street end. The 1877 Hopkins Map identifies the warehouse as Hooff’s and leaves the Strand front of the parcel either vacant or unused (Image 271).

In the 1885 Sanborn Insurance map, on Union Street a small two-story structure is marked “Wood Work” and is adjacent on its east and north sides to a three-story warehouse of May & Son Agriculture. An iron founders workshop fills the rest of the parcel to the Strand (Image 272).

The heirs of Benjamin H. Lambert sold his half interest in this parcel to the Old Dominion Boat Club in 1883 (see below).¹⁵⁶⁰ Lewis McKenzie sold his half interest in the Strand parcel’s brick warehouse and

¹⁵⁵³ ADB 26:10, June 1, 1891.

¹⁵⁵⁴ ADB 32:401, September 15, 1894.

¹⁵⁵⁵ ADB 2:411, August 21, 1872.

¹⁵⁵⁶ ADB 7:215, May 3, 1878.

¹⁵⁵⁷ ADB 14:85, April 26, 1884

¹⁵⁵⁸ ADB 16:89, August 1, 1885.

¹⁵⁵⁹ Maas and Mullen, “The Strand Properties,” 40.

¹⁵⁶⁰ ADB 13:203, August 28, 1883.

wharf in 1891 to William T. Moore.¹⁵⁶¹ The Old Dominion Boat Club partitioned their moiety of the parcel and sold their share of the warehouse to William S. Moore in exchange for his half interest in the wharf in 1892.¹⁵⁶²

In 1891, May & Son Agricultural Implements occupied the warehouse on the Union side. The Strand-fronting warehouse was vacant (Image 273). In 1896, A. Bryant Fertilizers occupied the entire parcel (Image 274).

Old Dominion Boat Club Clubhouse, 1881-1923

Amateur rowing and race betting rose in popularity during the late 19th century. An interested group of Alexandrians visited boat clubs in Washington, D.C. in 1880 to study the feasibility of establishing a local club. They formed the Old Dominion Boat Club (ODBC) in September 1880. They leased the wharf side of this parcel in May 1881 and by July built a pier and two-story, front gabled clubhouse on pilings surrounded by a floating wharf (Image 275).¹⁵⁶³

The ODBC purchased half the interest in the wharf in 1883 from the heirs of Benjamin H. Lambert, then acquired the other half in 1892 from William S. Moore.¹⁵⁶⁴ They agreed with J. C. Herbert Bryant to close up their half of the alley on the north side of the parcel on the wharf in 1892.¹⁵⁶⁵ After defaulting on a loan, the club purchased this property from public auction in 1896.¹⁵⁶⁶

They hosted their first amateur regatta against Washington, D.C.'s Columbia and Potomac Boat Clubs in 1886. The 1896 Sanborn map indicates they extended the west end of the club house to the wharf, replacing the pier (Image 274). The boathouse and all its contents were destroyed in the June 1897 fire that destroyed the entire block.¹⁵⁶⁷ It was rebuilt at this location.¹⁵⁶⁸

¹⁵⁶¹ ADB 25:109, January 21, 1891.

¹⁵⁶² ADB 28:30, April 2, 1892.

¹⁵⁶³ May 1, 1881, ADB 9:496.

¹⁵⁶⁴ ADB 13:203, August 28, 1883; ADB 28:30, April 2, 1892.

¹⁵⁶⁵ ADB 28:28, April 2, 1892.

¹⁵⁶⁶ ADB 27:533, June 9, 1892; ADB 36:4, January 16, 1896.

¹⁵⁶⁷ Diane Riker, "Fiery Night," *Studies of the Old Waterfront*, 2009.

¹⁵⁶⁸ Anna Maas and Jean Stoll, "Old Dominion Boat Club, 1 and 2 King Street, Alexandria, Virginia: Property History" (City of Alexandria, February 2017), 21-23, https://media.alexandriava.gov/content/oha/reports/HistoryODBC1King2017Maas.pdf?_gl=1*e9dmd7*_ga*NTc0Njk5NDE2ljE3MDAxNTIwNDc.*_ga_249CRKJTTH*MTcwMTQ1Nzc0MS4xMS4xLjE3MDE0NTk5NjluMC4wLjA.

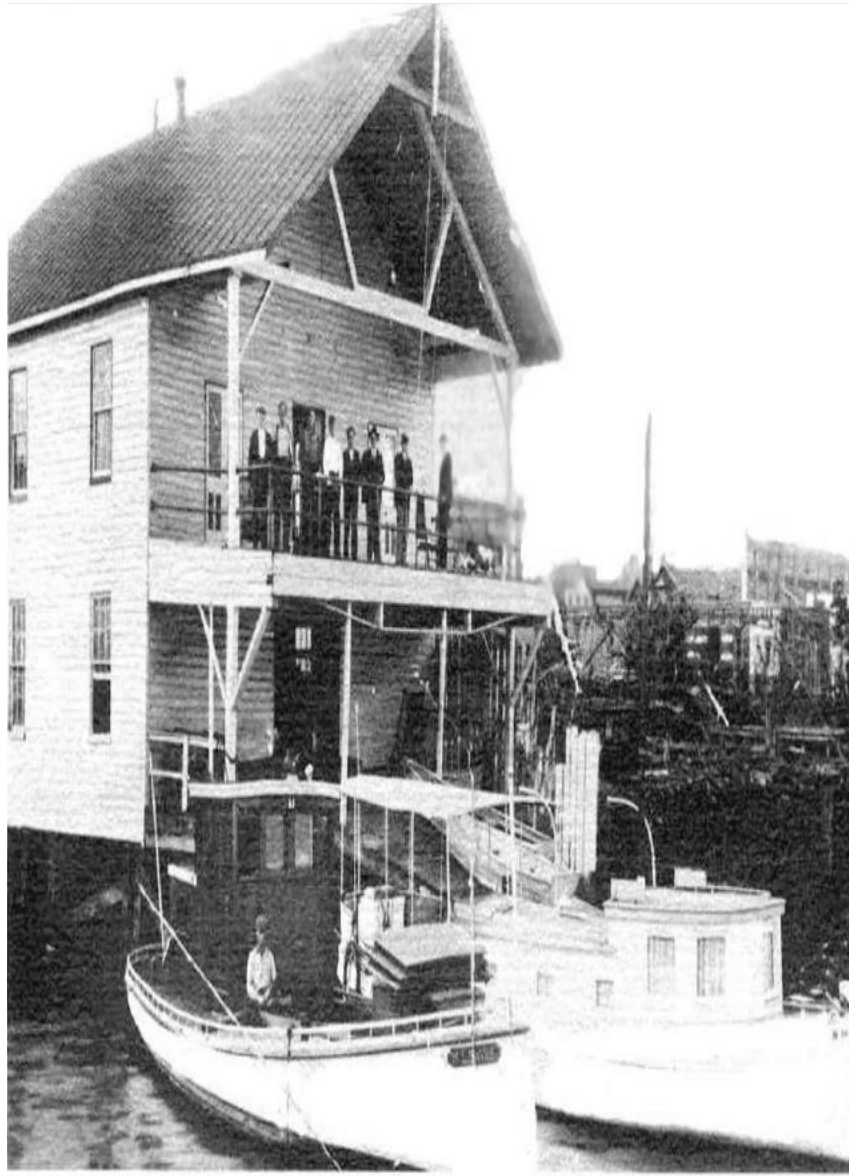


Image 275. 1881 Old Dominion Boat Clubhouse. Sampson Collection, Alexandria Library Local History/Special Collections.

Parcels 69.4 and 69.5

At the corner of Duke and Union, Ebenezer Bacon's son, William H. Bacon, sold the parcel in May 1868 to Enoch H. Lyles.¹⁵⁶⁹ No longer a cooper, his profession shifted to a retail liquor dealer in 1866 and then an ordinary and restaurant keeper in 1868.¹⁵⁷⁰ He purchased the adjacent vacant parcel to the north (Parcel 69.4) in 1873.¹⁵⁷¹ Lyles died in 1877, leaving his widow Joanna to inherit all his property.¹⁵⁷² The Hopkins map of Alexandria from that year shows the property at 44 S. Union St. with the corner building and adjacent structure on Duke St. with the saltbox roof (Image 271). The parcel is joined with the vacant northern parcel that Lyles purchased in 1873. In 1879, a city Tax Sale included Enoch Lyles' three parcels for failure to pay taxes: this house and lot, the adjacent lot on Union Street, and a house and lot at 28 Prince Street.¹⁵⁷³ The 1885 Sanborn Insurance map shows the corner building as a grocery, a 1 ½-story building adjacent to the east, and the small outbuilding at the eastern edge of the parcel (Image 272). Joanna Lyles sold the two parcels to J. C. Herbert Bryant, founder of the Bryant Fertilizer Company, in 1891.¹⁵⁷⁴

Point Lumley (PL) – Corporation Property

Rosenthal's Sumac Mill and Spoke Factory opened on the wharf lot by 1866. Emil Rosenthal leased the land and opened a steam-operated factory for wagon and cart wheel hubs, spokes and felloes. The engine was made by W. S. Moore, who operated from Parcel 69.2. Rosenthal ran a sumac mill here. A fire caused some damage in 1868, however the mill continued to operate into the 1880s.¹⁵⁷⁵

In 1869, the city of Alexandria leveraged the public lands to secure bonds and other debts.¹⁵⁷⁶ In the 1877 Hopkins Map, the parcel at the northwest corner of Duke and Strand appears to be vacant except for two small outbuildings at the northwest and southeast corners of the lot. On the east side of the Strand, three small warehouses oriented with their fronts to the Strand are marked "Spokes & Sumac Mill (Image 271)."

In 1885, a one-story warehouse marked "Sumac Warehouse" extended along the alley to the Strand. At the northwest corner of Duke and the Strand stood a one-story shed. On the east side of the Strand at 423 Duke Street (modern 226 Strand), two two-story buildings and one one-story building were part of E. Rosenthal's defunct Sumac Mill (Image 272). A pier extended into the Potomac.

J. C. Herbert Bryant and Bryant Fertilizer Company, 1868-c. 1922

J. C. Herbert Bryant of Lexington, Virginia was a Confederate Army officer and graduate of the Virginia Military Institute. After the Civil War, he purchased J.P. Barthalow's local branch office and began operating under his own name in 1868, selling agricultural implements, such as portable cider mills, grain fans, grain drills, and scales, seeds, and fertilizers including guano, phosphate of lime, and bone dust. His store was located at No. 25 King Street, between Union and Water Streets.

¹⁵⁶⁹ ADB Y3:415, May 18, 1868.

¹⁵⁷⁰ *Alexandria Gazette*, June 1, 1868; Thunderbird Archaeology, "Union Street Hotel," 23.

¹⁵⁷¹ ADB 3:92, June 2, 1873; "Public Sale," *Alexandria Gazette*, May 3, 1873.

¹⁵⁷² *Alexandria Gazette*, December 4, 1877.

¹⁵⁷³ "Tax Sale," *Alexandria Gazette*, June 16, 1879. The corner lot's taxes were \$62.10 and the lot north of it were \$8.10, showing that it was still vacant. Taxes due on 28 Prince Street were \$13.00.

¹⁵⁷⁴ ADB 26:404

¹⁵⁷⁵ Miller, "Wandering Along the Waterfront: The Prince to Duke Street Waterfront Part II," 197-198.

¹⁵⁷⁶ ADB Z3:129, January 27, 1869.

Chapter 5: Union Street from Prince to Duke

Bryant began the process of consolidating several parcels on this block when he purchased Parcels 69.4 and 69.5 in October 1890, then Parcel 69.3 in 1891.¹⁵⁷⁷ He purchased the City-owned land north of Duke Street, from 56' east of Union Street into the Potomac River, in 1892. By 1896, he or his successor A. Bryant, built a large, lantern roof warehouse that stretched from Union to the Strand along Duke Street and a corresponding one-story structure that connected to the warehouses on Parcel 69.3. His bone mill occupied a two-story frame structure at the northeast corner of Duke and the Strand (Image 274). Bryant was obligated to begin production by the terms of sale with the city, so by May of 1892 he was “dry-mixing” material by hand while awaiting the delivery of his machinery.¹⁵⁷⁸ The complex was illustrated in an 1893 newspaper advertisement, which shows the warehouse accessible to rail and wharf and highlights the advanced machinery at work in the mixing room (Image 276).

¹⁵⁷⁷ ADB 26:404, October 14, 1890; ADB 26:422, October 29, 1891; ADB 28:27, April 2, 1892.

¹⁵⁷⁸ Thunderbird Archaeology, “Union Street Hotel, 214-220 South Union Street,” July 2014, 32-33.

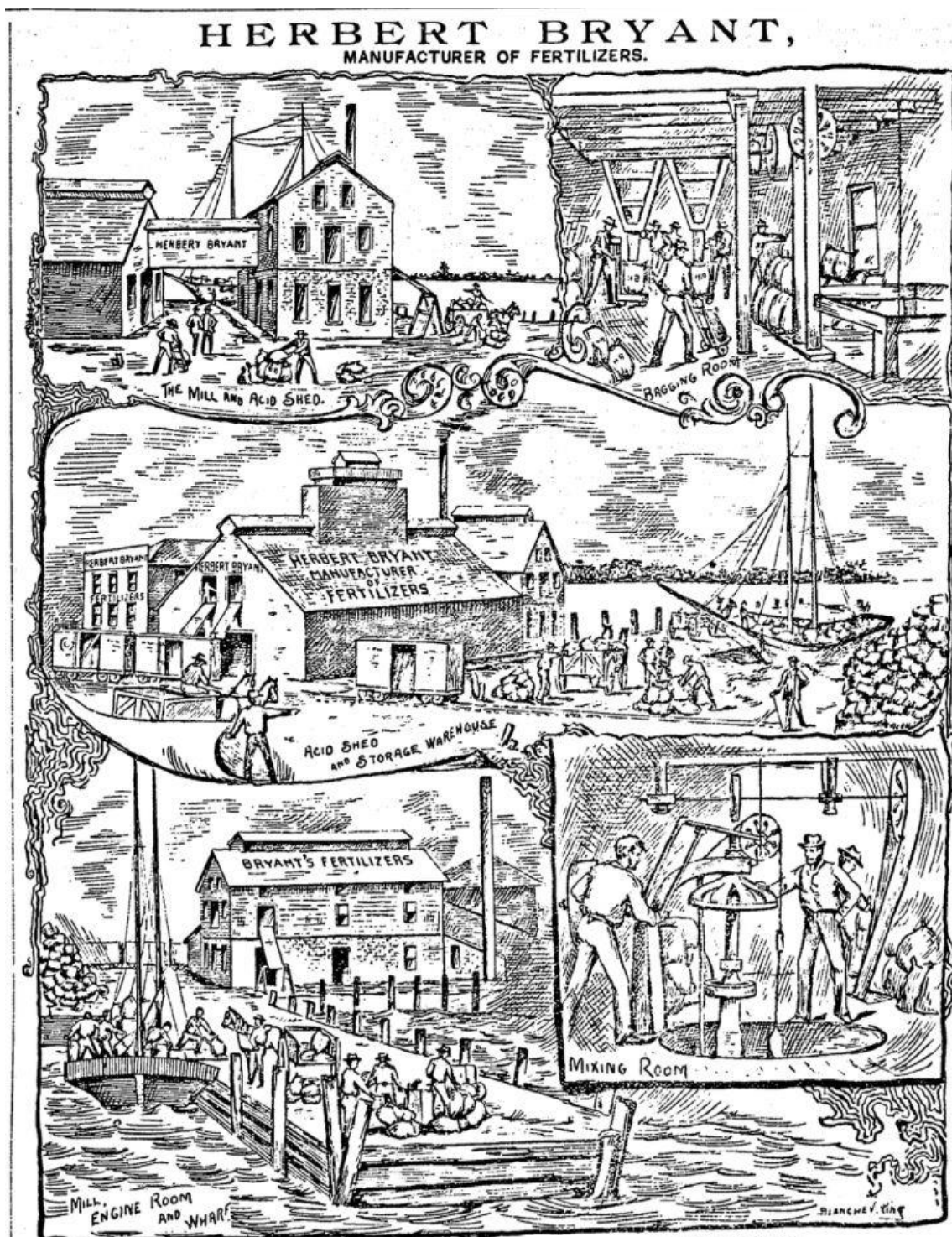


Image 276. Herbert Bryant, "Herbert Bryant," Alexandria Gazette, September 16, 1893, GenealogyBank.

June 1897 Fire

Bryant's Bone Mill was the origin of a significant fire on June 3, 1897 that burned the entire block from Prince to Duke Streets, leaving one building standing east of Union Street.¹⁵⁷⁹ Flames crossed The Strand on the tramway and burned the new lantern roof warehouse. Over the course of eight hours, all the structures were consumed, save one warehouse occupied by Wattles & Co. and owned by W. H. F. Brooks. It was filled with fertilizer, but the fireproof roof and lack of south-facing windows saved it from being exposed to flames.¹⁵⁸⁰ In the aftermath, the City Engineer used an engine of the Southern Railroad to tear down the ruined walls of other warehouses with a chain.¹⁵⁸¹

The surviving warehouses fronted on Union Street and were on Parcels 62.2 and 62.3, known as Warehouses #4 and #6 and later as 204-206 South Union Street. Several of the lots where building were torn down were sold soon after the fire:

Parcel 62.1 B was sold to Albert D. Brockett.¹⁵⁸²

Parcel 62.1 E with the dock, wharf and water rights was sold to Frank T. Chamberlain.¹⁵⁸³

The Strand side of Parcel 62.3 with remains of a burned warehouse was sold to DeWilton Aitcheson.¹⁵⁸⁴

Parcel 69.2 was sold to DeWilton Aitcheson.¹⁵⁸⁵

¹⁵⁷⁹ Maas and Mullen, "The Strand Properties," 40.

¹⁵⁸⁰ Special Dispatch to the Baltimore Sun, "THE ALEXANDRIA FIRE: Mills, Warehouses and Other Buildings Swept Away--Loss Estimated at From \$60,000 to \$120,000," *The Sun* (1837-), June 4, 1897. The article states that a wharf owned by William Reardon was saved in the fire, however Reardon's wharf was north of Prince Street on Parcels 56.1 and 56.2. It is not clear if the fire extended north that far or if the author mistakenly named the wrong owner of the Prince Street wharf, which was the Baltimore Building and Loan Association at the time of the fire.

¹⁵⁸¹ 621 King street WASHINGTON POST BUREAU, "CROWDS VISIT THE RUINS: Loss by Alexandria's Fire, \$75,000; Insurance, \$43,000. Only a Few of the Buildings Will Be Restored--Marriage of Mr. John S. Baker and Miss Carlin--Accused Fishermen Free," *The Washington Post* (1877-1922), June 4, 1897; Riker, "Fiery Night."

¹⁵⁸² ADB 39:373, July 9, 1897.

¹⁵⁸³ ADB 40:37, June 19, 1897.

¹⁵⁸⁴ ADB 39:190, June 18, 1897.

¹⁵⁸⁵ ADB 40:109, July 31, 1897.

20th Century, 1898-2000

Parcel 62.1

Local contractors Rodgers & Rodgers successfully bid to repair and extend the Prince Street wharf to the Port Warden's line in August 1899.¹⁵⁸⁶

The 1902 Sanborn map shows a two-story wholesale grocery store at the corner of Prince and Union Streets (Lots A and B). This building still stands at 8 and 10 Prince Street.¹⁵⁸⁷ Lots C and D were empty parcels. On Lot E, a three-story storage building was part of the Emerson Pump Co. property. A pier extended into the river (Image 277).

The empty parcel known as Lot C was sold by Julia A. Thompson to Louis Dreifus in 1905; Dreifus sold it to Albert T. Brockett in 1906.¹⁵⁸⁸

Lot D was sold by Peter and Christine Aitcheson to Albert D. Brockett in 1903; Brockett sold it to Louis Dreifus in 1906.¹⁵⁸⁹

The 1912 Sanborn map shows a full block of two- and three-story structures. The Swift & Co. warehouse was at the corner of Union and Prince Streets (Lots A, B and C); the Virginia Kid Works was on Lot E. Lot D was an empty parcel. A structure on the wharf was marked "not used" and a pier extended into the River from the south side of Prince Street (Image 278).

The 1921 Sanborn map shows a full block of two- and three-story structures. The Swift & Co. Wholesale Meat building was at the corner of Union and Prince Streets (Lots A, B and C); the U.S. Department of Agriculture's Bureau of Markets Hay Standardization Office was on Lot E. Lot D was an empty parcel. A pier extended into the River from the south side of Prince Street (Image 279).

The Swift & Co. warehouse (Lots A, B and C) was passed in Albert Brockett's 1922 will to his brother, Edgar Brockett or Albert's widow, Hattie Brockett.¹⁵⁹⁰

Frank and Edith Chamberlain, who purchased the wharf and Lot E after the 1897 fire, sold that property to the Wagar Land Company in 1924.¹⁵⁹¹

The 1941 Sanborn map shows the two-story structures at the corner of Prince and Union Streets, marked building materials, storage and warehouse (Lots A, B and C). A 3' brick wall extended to the east of the warehouse (Lots D and E). The pier did not extend from the south edge of Prince Street (Image 282).

Louis Dreifus left Lot D to his wife, Stella Dreifus in his 1946 will.¹⁵⁹² Stella Dreifus divided the parcel in her own will, leaving half to niece Marjorie S. Warren and half to niece Vicki Lee Warren in a trust.¹⁵⁹³ Marjorie and Clyde Warren sold their half share of 6 Prince Street (Lot D) to Vicki Lee Warren's trust in

¹⁵⁸⁶ *Alexandria Gazette*, August 23, 1899.

¹⁵⁸⁷ Alexandria Archaeology, "Waterfront History Plan," 84.

¹⁵⁸⁸ ADB 54:7, April 5, 1905; ADB 54:502, October 1, 1906.

¹⁵⁸⁹ ADB 52:590, March 11, 1903; ADB 73:111, October 1, 1906.

¹⁵⁹⁰ Last Will and Testament of Albert D. Brockett, May 29, 1922, AWB 4:11.

¹⁵⁹¹ ADB 80:315, September 3, 1924.

¹⁵⁹² Last Will and Testament of Louis Dreifus, February 1, 1946, AWB 16:45.

¹⁵⁹³ Last Will and Testament of Stella Dreifus, November 13, 1965, AWB 67:84.

1966.¹⁵⁹⁴ The Trustees transferred the whole parcel to Vicki Lee Warren in 1976.¹⁵⁹⁵ Cummings Investment Associates, Inc. secured the title for the alley between this parcel and 62.2 in 1976.¹⁵⁹⁶ Vicki Lee Warren sold Lot D to Marvin P. Young and Joan C. Young in 1984.¹⁵⁹⁷

Albert T. Brockett's heirs sold Lots A, B, and C to George H. Robinson's Sons, Inc. in 1943.¹⁵⁹⁸ Clarence J. Robinson acquired Lot E from the Wagar Land Company and the wharf from J. Randall Caton, Jr. in 1945.¹⁵⁹⁹ They consolidated all the lots, A, B, C, E, and the wharf, under the business ownership in 1946.¹⁶⁰⁰ Robinson Realty Corp sold Lots A, B and C to Samuel Cummings, owner of International Armaments Corp., in 1957.¹⁶⁰¹

George H. Robinson's Sons Inc. sold the part of Lot E that sat west of the Strand to Thomas G. and Agnes B. Sykes in 1949.¹⁶⁰² Sykes, Inc. sold to Sykes Auto Machine, Inc. in 1956, which in turn sold to Samuel Cummings in 1957.¹⁶⁰³

Business partners Edward C. Wayne, John G. Bethea, and Thomas A. Hulfish, Jr. undertook a 20-year lease of the area east of the Strand.¹⁶⁰⁴ They built and operated Beachcombers Restaurant, which opened for business in 1946. It was a two-story structure on fluted concrete pilings with a walkway/pier connecting it to the shoreline.¹⁶⁰⁵ In 1954, a fire damaged the structure and Beachcombers closed their business, assigning the building back to George H. Robinson's Sons, Inc.¹⁶⁰⁶

International Amaments Corp. (aka Interarmco, Interarms), founded by Samuel Cummings in 1953, occupied all the buildings along the south side of Prince Street. Cummings, an ex-CIA agent traded in foreign army surplus, and the 1958 Sanborn map shows the two-story structures at the corner of Prince and Union Streets, marked Ammunition warehouse. Two one-story structures on the east were marked "Furne Rep" and gun packaging. A new structure to the east of the Strand stood on concrete piles and was marked Guns and Ammunition warehouse (Image 284). Cummings Investment Associates, Inc. secured a clear title to the alley south of these parcels in 1976.¹⁶⁰⁷

¹⁵⁹⁴ ADB 656:303, July 1, 1966.

¹⁵⁹⁵ ADB 837:159, September 23, 1976.

¹⁵⁹⁶ ADB 851:345, November 30, 1976.

¹⁵⁹⁷ ADB 1145:1007, September 11, 1984.

¹⁵⁹⁸ ADB 201:108, June 9, 1943.

¹⁵⁹⁹ ADB 215:197, May 7, 1945; ADB 218:388, July 24, 1945.

¹⁶⁰⁰ ADB 237:83, December 10, 1946.

¹⁶⁰¹ ADB 453:211, March 22, 1957; ADB 501:187, September 1, 1959.

¹⁶⁰² ADB 292:75, October 22, 1949. The Sykes' converted to a corporate entity, Sykes, Inc., in 1953. ADB 355:625, April 22, 1953.

¹⁶⁰³ ADB 427:66, March 5, 1956; ADB 450:600, April 16, 1957. Cummings converted to a corporate entity in 1959. ADB 501:187, September 1, 1959.

¹⁶⁰⁴ ADB 224:465

¹⁶⁰⁵ Diane Riker, "O Prince Street: A Timeline," Studies of the Old Waterfront, 2008, 2-3. Do we want this uploaded to the AA Bibliography?

¹⁶⁰⁶ ADB 395:566, December 9, 1954.

¹⁶⁰⁷ ADB 851:345, November 30, 1976.

Chapter 5: Union Street from Prince to Duke

In 1963, Robinson Realty Corp. sold the wharf parcel to Potomac Arms Corp.¹⁶⁰⁸ Potomac Arms agreed to an easement for a pedestrian walkway across the wharf in 1973.¹⁶⁰⁹ Potomac Arms sold the wharf in 1999 to Stephen D. Richards, Mark G. Richards and Patrice A. Richards.¹⁶¹⁰

¹⁶⁰⁸ ADB 587:33, October 14, 1963.

¹⁶⁰⁹ ADB 756:6, April 25, 1973.

¹⁶¹⁰ ADB 1694:1637, March 30, 1999 .

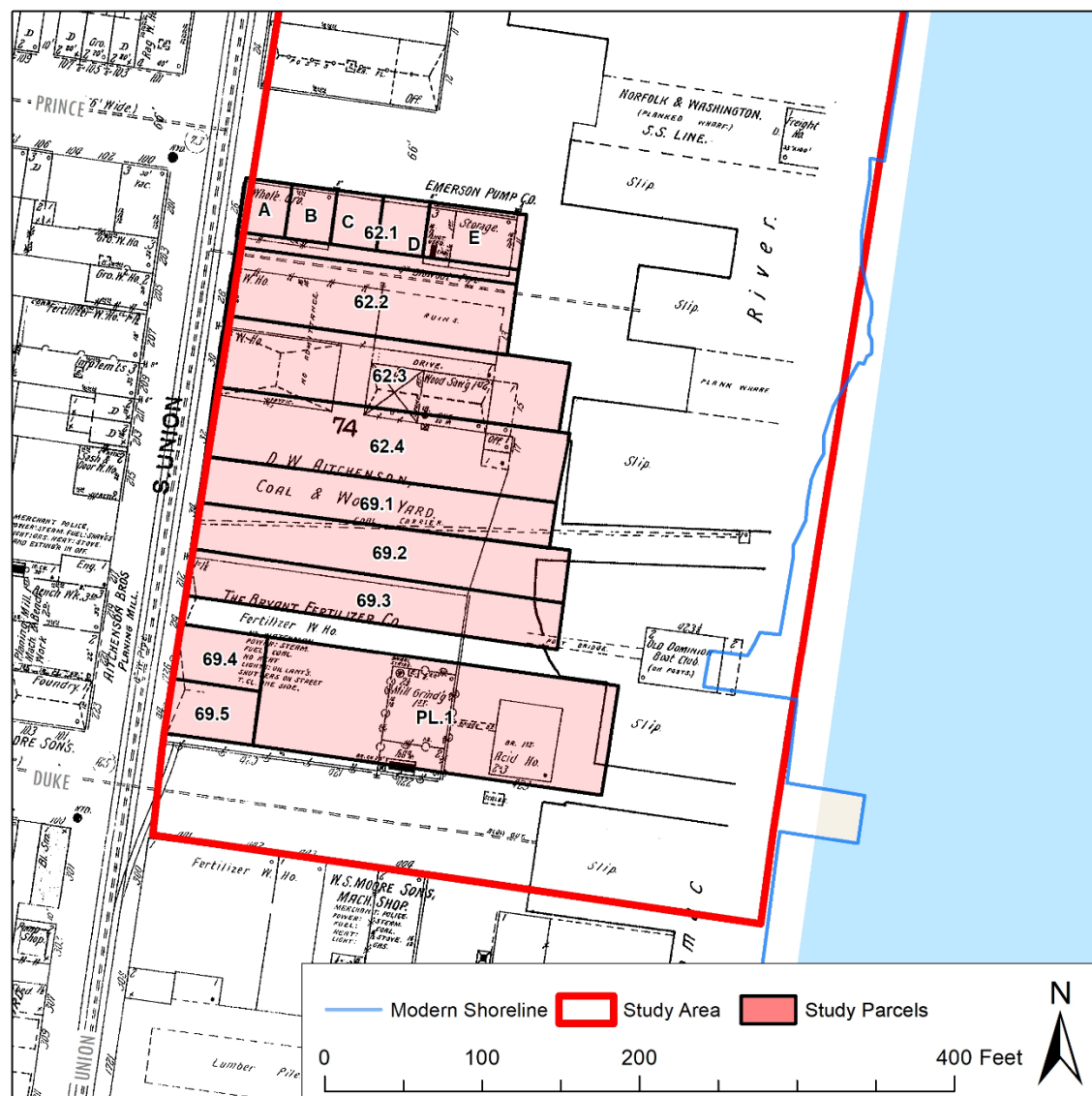


Image 277. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. https://www.loc.gov/item/sanborn08968_004/. Detail.

Chapter 5: Union Street from Prince to Duke

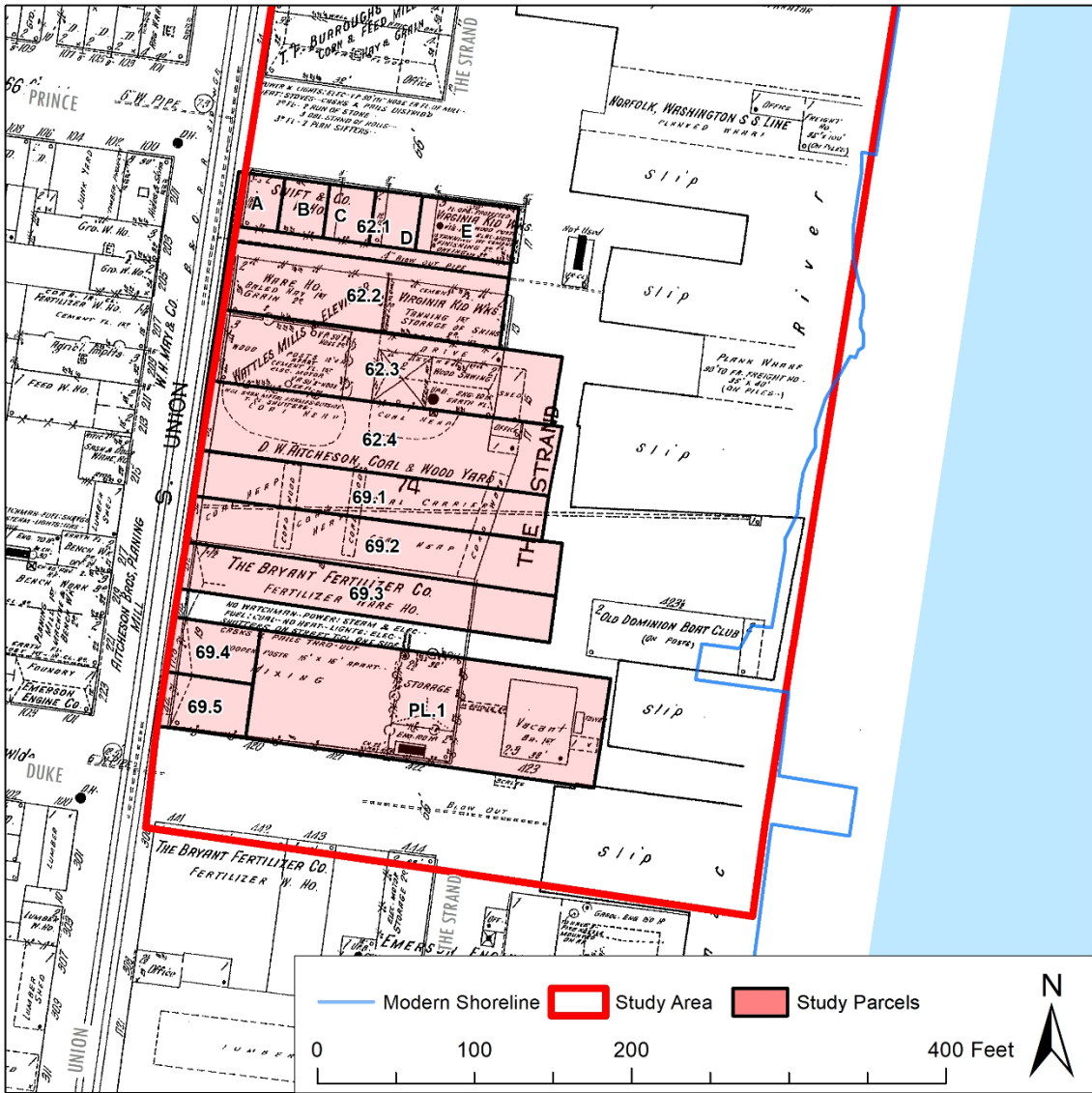
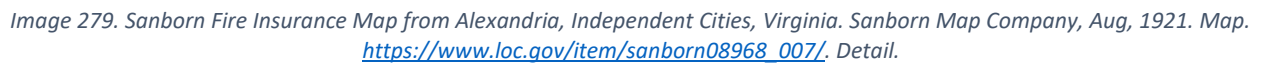


Image 278. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. https://www.loc.gov/item/sanborn08968_006/. Detail.



Chapter 5: Union Street from Prince to Duke



Image 280. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.

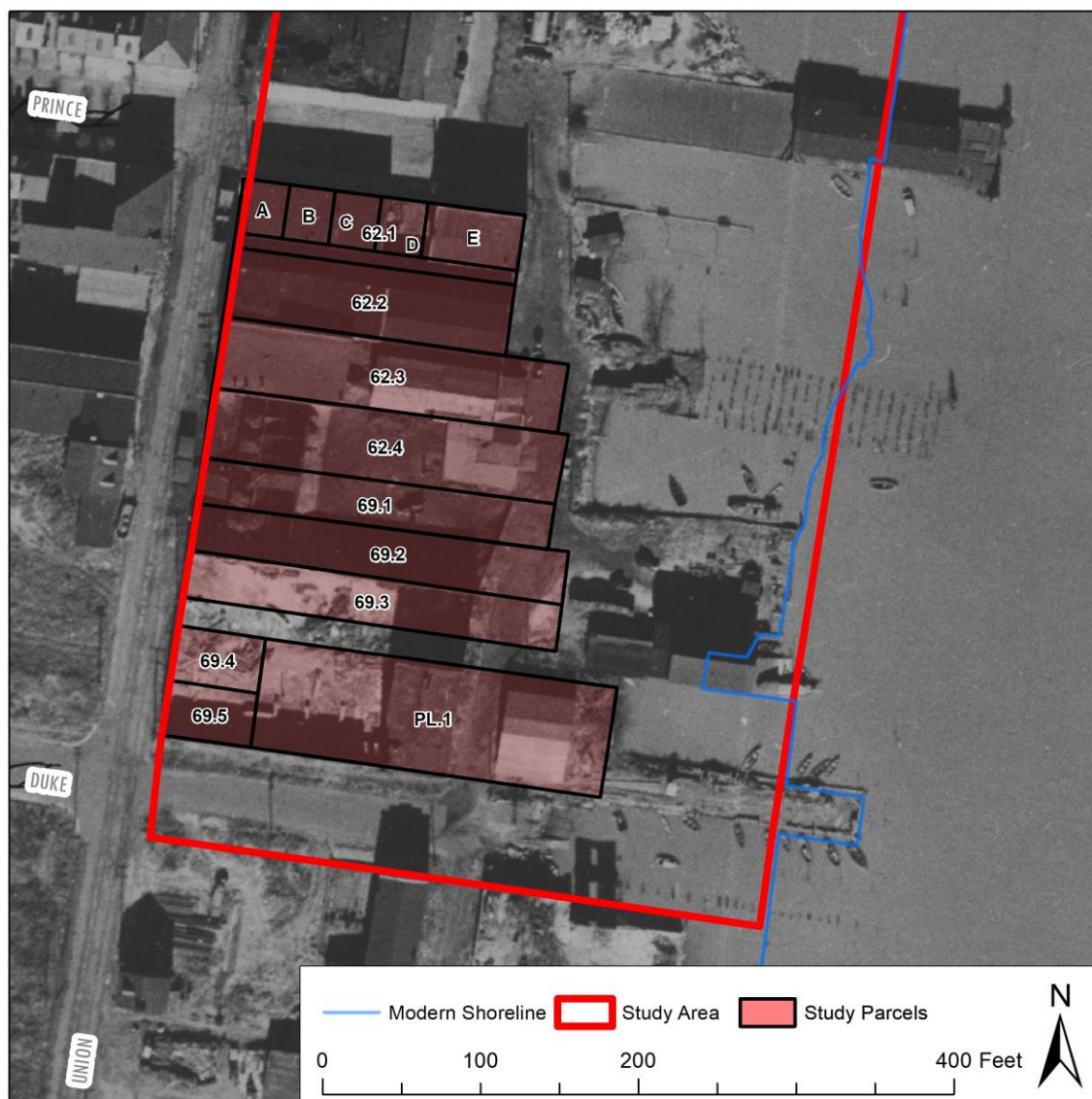


Image 281. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (<https://www.fairfaxcounty.gov/maps/aerial-photography>).

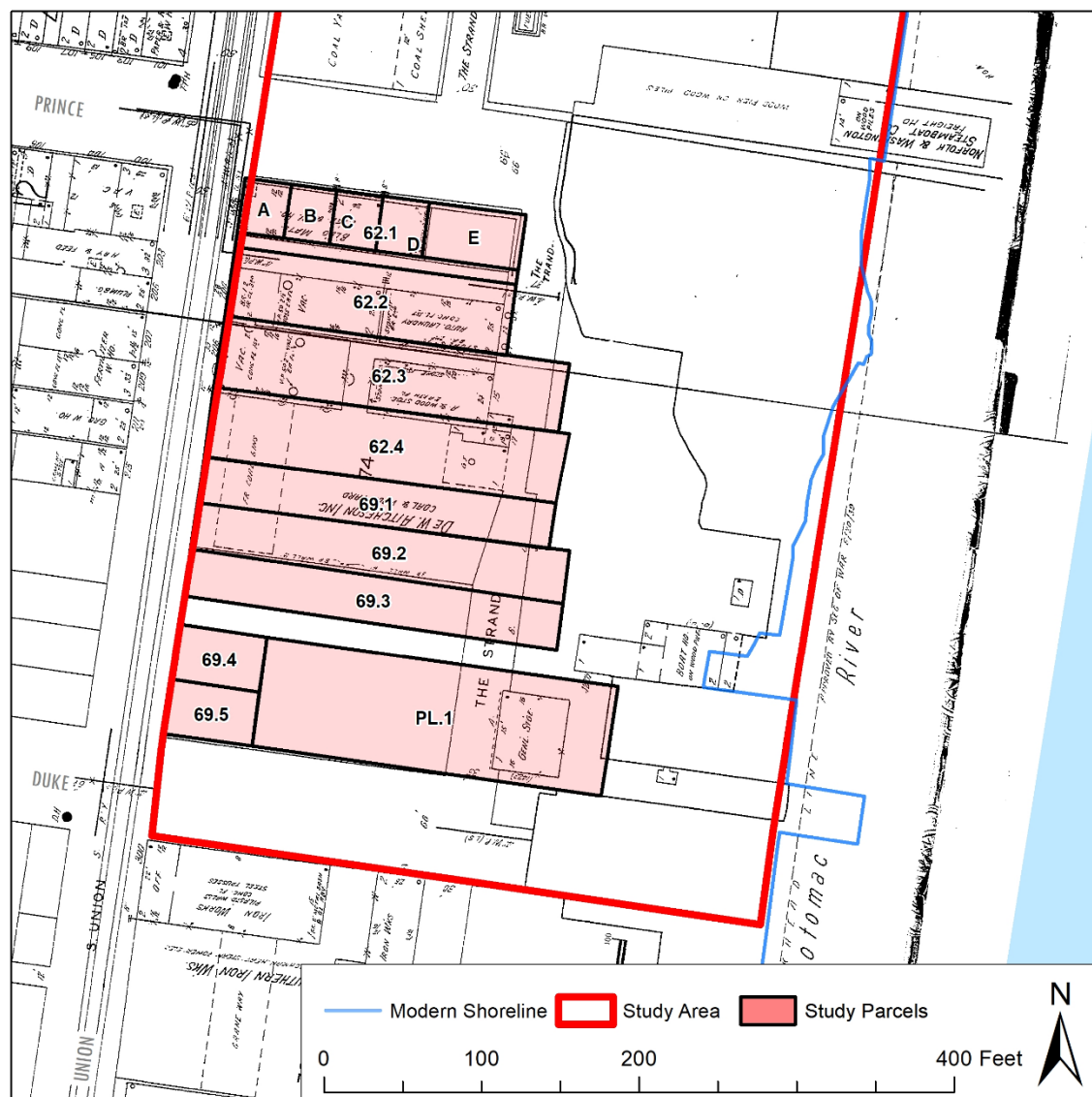


Image 282. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. https://www.loc.gov/item/sanborn08968_008/. Detail.



Image 283. Aerial Photography, 1957. On file at Alexandria Archaeology.

Chapter 5: Union Street from Prince to Duke

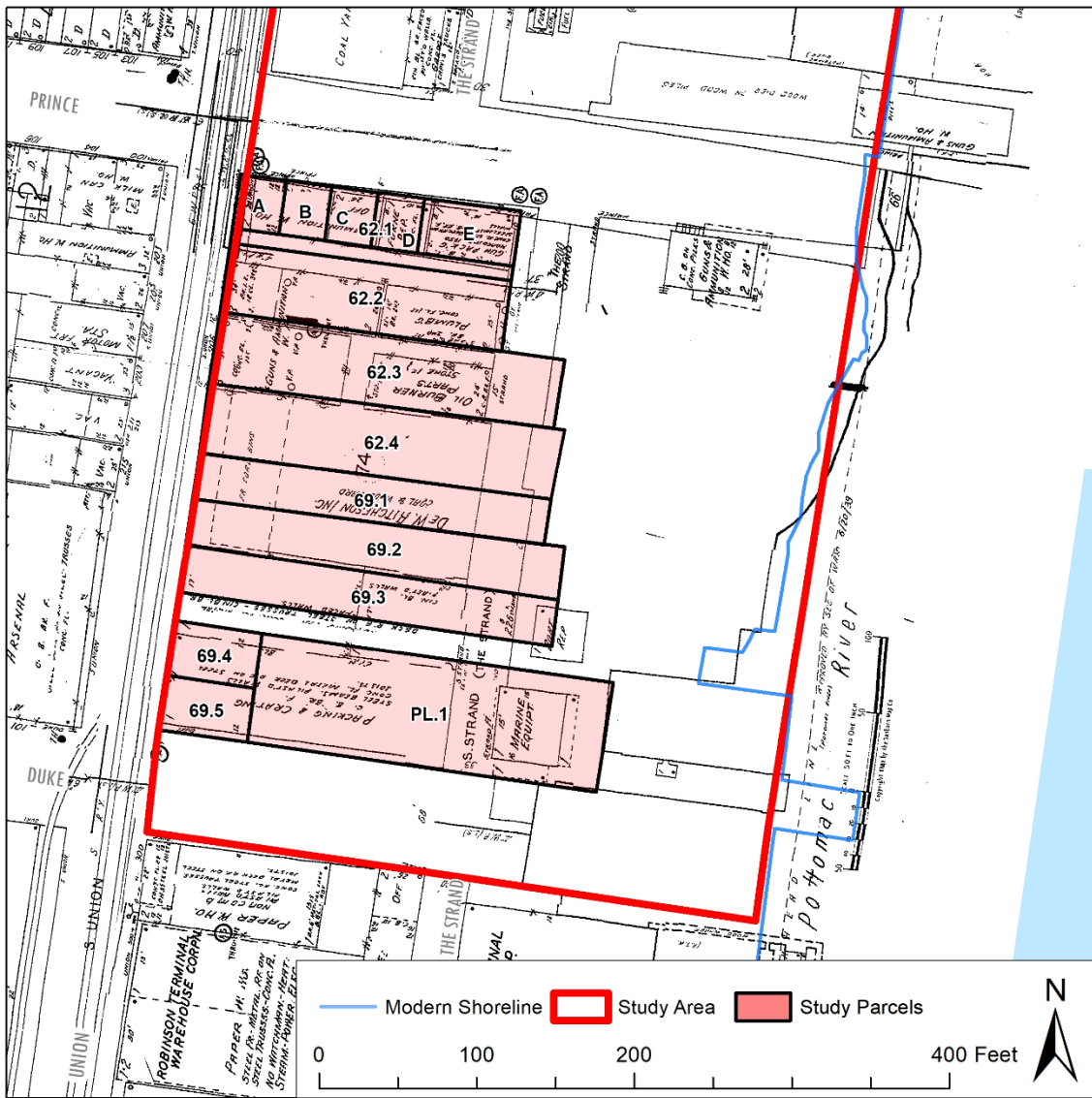


Image 284. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. https://www.loc.gov/item/sanborn08968_009/. Detail.

Parcel 62.2

On the Union side of this parcel, the warehouse survived the 1897 fire. In 1900, the heirs of Esther Brooks sold it to Richard Henry Wattles of Wattles Mills & Elevator.¹⁶¹¹ The 1902 Sanborn map shows a two-story warehouse marked “No Admittance” at 28 S. Union Street (Image 277). R. H. Wattles applied for a building permit in February 1912 to erect a new three-story building south of this one, but apparently left this warehouse intact.¹⁶¹²

The 1912 Sanborn map shows a two-story warehouse at 28 S. Union Street as part of Wattles Mills & Elevator, with baled hay on the first floor and grain on the second (Image 278). The 1921 Sanborn map shows a two-story warehouse at 28 S. Union Street marked Feed & Grain Warehouse (Image 279). Richard Henry Wattles died in 1928, intestate. The 1941 Sanborn map shows a three-story building at 204 S. Union Street (Image 282). A two-story structure to the east was marked vacant. In 1945, Aircraft Components, Inc. occupied the Wattles buildings and remained until 1950.¹⁶¹³

In 1949, Lilian Turner, presumably a trustee of the Wattles estate, sold Warehouse #4 to Harry Dreisen, a trustee, who in turn sold it to Harris & Chamberlain, a furniture company that operated out of Oregon.¹⁶¹⁴ Clyde H. Harris donated his business in 1953 to the Seventh Day Adventists of Oregon who took over operations for several years.¹⁶¹⁵ In 1958, the Seventh Day Adventists sold 204 South Union Street to Samuel Cummings.¹⁶¹⁶ The 1958 Sanborn map shows a three-story building at 204 S. Union Street and the two-story building to the east was not labeled. These buildings were part of the Guns & Ammunition Warehouse (Image 284). Cummings conveyed this property to a corporate entity, Cummings Investment Associates, Inc., in 1959.¹⁶¹⁷

DeWilton Aitcheson purchased the Strand parcel with the pier in 1898.¹⁶¹⁸ The 1902 Sanborn map shows ruins at 13 The Strand (modern 203 Strand). A plank wharf extended from the front of the wharf east of this parcel (Image 277). A new warehouse was built here on the retained foundation of the pre-1897 building.¹⁶¹⁹ The 1912 Sanborn map shows 13 The Strand was a two-story warehouse of Virginia Kid Works, with tanning on the first floor and storage of skins on the second. A plank wharf extended into the river on the east side of the parcel (Image 278). The 1921 Sanborn map shows 13 The Strand was labeled Electric Light Supply Warehouse. A small structure on the wharf was labeled Auto. A plank wharf extended into the river on the east side of the parcel (Image 279). The 1941 Sanborn map shows 13 The Strand was marked “Auto laundry.” No pier or wharf extended from the east of the parcel (Image 282).

The 1958 Sanborn map shows 13 The Strand was marked Plumbing (Image 284). The Aitcheson heirs sold the Strand parcel, along with the land on the east side of the Strand with rights to the bulkhead line

¹⁶¹¹ ADB 46:248, November 24, 1900.

¹⁶¹² Diane Riker, “Fowle Warehouses 204-206 South Union Street,” 2009, 19-20.

¹⁶¹³ Riker, “Fowle Warehouses,” 23.

¹⁶¹⁴ ADB 285:19, July 21, 1949; ADB 289:138, October 24, 1949.

¹⁶¹⁵ “Big Furniture Firm Is Given To Adventists: Ten Million Dollar Contribution to Church Explained as a Tithe,” *The Washington Post* (1923-1954), January 29, 1953.

¹⁶¹⁶ ADB 470:83, May 28, 1958. Cummings converted his real estate holdings to a corporate entity in 1959, Cummings Investment Associates, Inc. ADB 501:187, September 1, 1959.

¹⁶¹⁷ ADB 501:187, September 1, 1959.

¹⁶¹⁸ ADB 41:170, April 1, 1898.

¹⁶¹⁹ Alexandria Archaeology, “Waterfront History Plan,” 85.

to Beverly D. Turner in 1962.¹⁶²⁰ Turner sold the area east of The Strand to Star Enterprises LTD in 1969, who sold it to John C. Richards in 1970.¹⁶²¹ Richards and his business partners subdivided the property in 199, with this parcel going to Stephen D. Richards, Mark G. Richards and Patrice A. Richards.¹⁶²²

Beverly Turner's children acquired the parcel on the west of The Strand in 1972.¹⁶²³

Parcel 62.3

On the Union Street side of this parcel, the heirs of Esther Brookes sold this Warehouse #6 to Richard Henry Wattles in 1900.¹⁶²⁴ The 1902 Sanborn map shows a two-story warehouse at 30 S. Union Street marked "No Admittance (Image 277)." An open area separated it from the two buildings at 15 The Strand. R. H. Wattles applied for a building permit in February 1912 to erect a new three-story "mill and warehouse" on a concrete foundation, leaving part of the "old foundation of stone" in place. The side walls of the existing building were also to remain, supporting a new flat, tin roof.¹⁶²⁵ The 1912 Sanborn map shows a three-story building at 30 S. Union Street, part of Wattles Mills & Elevator (Image 278). An open area connected to the Strand via a drive. The 1921 Sanborn map shows a three-story Mill at 30 S. Union Street (Image 279). An open area to the east of the mill was preserved, the drive was labeled "Shed." Richard Henry Wattles died in 1928, intestate. The 1941 Sanborn map shows a vacant three-story building at 206 S. Union Street (Image 282). In 1945, Aircraft Components, Inc. occupied the Wattles buildings and remained until 1950.¹⁶²⁶

In 1949, Lilian Turner, presumably a trustee of the Wattles estate, sold Warehouse #6 to Harry Dreisen, a trustee, who in turn sold it to Harris & Chamberlain, a furniture company that operated out of Oregon.¹⁶²⁷ Clyde H. Harris donated his business in 1953 to the Seventh Day Adventists of Oregon who took over operations for several years.¹⁶²⁸ In 1958, the Seventh Day Adventists sold 206 South Union Street to Samuel Cummings.¹⁶²⁹

The 1958 Sanborn map shows a three-story Guns & Ammunition warehouse at 206 S. Union Street. The open space and alley were preserved (Image 284). In 1964, Cummings filed a quitclaim asserting his right to the 5' strip of land on the south side of 206 South Union Street against Mary Williamson, owner of Aitcheson Coal Yard to the south.¹⁶³⁰ In 1976, Cummings filed another quitclaim to assert their right to the court behind this warehouse.¹⁶³¹

¹⁶²⁰ ADB 569:439, December 13, 1962.

¹⁶²¹ ADB 693:467, January 6, 1969; ADB 717:41, November 23, 1970.

¹⁶²² Inst 000003006, September 21, 1999.

¹⁶²³ ADB 748:784, November 6, 1972.

¹⁶²⁴ ADB 46:248, November 24, 1900.

¹⁶²⁵ Riker, "Fowle Warehouses," 19-20.

¹⁶²⁶ Riker, "Fowle Warehouses," 23.

¹⁶²⁷ ADB 285:19, July 21, 1949; ADB 289:138, October 24, 1949.

¹⁶²⁸ "Big Furniture Firm Is Given To Adventists: Ten Million Dollar Contribution to Church Explained as a Tithe," *The Washington Post* (1923-1954), January 29, 1953.

¹⁶²⁹ ADB 470:83, May 28, 1958. Cummings converted his real estate holdings to a corporate entity in 1959, Cummings Investment Associates, Inc. ADB 501:187, September 1, 1959.

¹⁶³⁰ ADB 608:30, July 27, 1964.

¹⁶³¹ ADB 851:343, November 30, 1976.

On The Strand side, John D. Hooe and his wife Maria Hooe sold “all that lot of ground with the remains of the burnt warehouse” in June 1897.¹⁶³² This was the ruins of the Strand-fronting warehouse. DeWilton Aitcheson purchased this parcel and applied for a permit to build a new structure here in February 1898. It was built on the old stone foundation and used the surviving brick wall on the northern elevation to support the two-story 34’ by 78’ sawing and wood storage facility.¹⁶³³

The 1902 Sanborn map shows two buildings at 15 The Strand. A drive connected the open area to the Strand along the north side of the warehouse marked Wood Sawing. A slip was labeled east of the bulkhead (Image 277). The 1912 Sanborn map shows at 15 The Strand, two two-story buildings were marked Wood Sawing. A slip was labeled to the east of the bulkhead (Image 278). The 1921 Sanborn map shows the two two-story structures at 15 The Strand were part of DeW. Aitcheson, Coal & Wood Yard. A slip was labeled on the east of the bulkhead (Image 279). The 1941 Sanborn map shows 15 The Strand was labeled Wood Storage; the open space and alley were unlabeled (Image 282).

Along the Strand, the 1958 Sanborn map shows 15 Strand was labeled Oil Burner Parts (Image 284). The Aitcheson heirs sold the Strand and wharf parcels to Beverly D. Turner in 1962.¹⁶³⁴ Turner sold the wharf parcel, from The Strand to the bulkhead line, to Star Enterprises, LTD in 1969.¹⁶³⁵ Star Enterprises sold it to John C. Richards in 1970.¹⁶³⁶ Richards and his business partners subdivided the wharf parcel into north and south halves, giving the north division to Stephen D. Richards and Mark G. Richards and the south division to Frank E. Mann.¹⁶³⁷

The parcel on the west side of the Strand, 15 Strand, transferred from Helen L. Turner, widow of Beverly D. Turner, to their sons, Beverly D. Turner, Jr. and James A. Turner in 1972.¹⁶³⁸

Parcels 62.4, 69.1 and 69.2

D.W. Aitcheson Coal Yard

After the June 1897 fire, DeWilton Aitcheson consolidated several of the parcels on the block to expand his coal yard and construct purpose-built office and storage facilities. He purchased Parcel 69.2 and made this entire area an active coal yard. He applied for a permit to build a one-story brick office, 10’ by 18’. Aitcheson also gained approval from City Council for a railroad switch into the yard on these parcels. The company name changed in 1901 to D.W. Aitcheson Coal Yard. The company and later variations of it, remained in business here until 1978.¹⁶³⁹

The 1902 Sanborn map shows these three parcels largely cleared and united as D. W. Aitcheson, Coal & Wood Yard. At the northeast corner of Parcel 62.4, a one-story office stood at 17 The Strand. A coal carrier stretched diagonally across Parcels 69.1 and 69.2 and extended on the pier into the river (Image 277). In 1908, T. Allen Moore and Charles W. Moore sold their interest in Parcel 69.2 to DeWilton Aitcheson reserving 5’ along the north side for a shared alley and including dock rights, a brick

¹⁶³² ADB 39:190, June 18, 1897.

¹⁶³³ Maas and Mulllen, “The Strand Properties,” 41.

¹⁶³⁴ ADB 569:439, December 13, 1962.

¹⁶³⁵ ADB 693:467, January 6, 1969.

¹⁶³⁶ ADB 717:41, November 23, 1970.

¹⁶³⁷ Inst 000003006, September 21, 1999.

¹⁶³⁸ ADB 748:784, November 6, 1972.

¹⁶³⁹ Maas and Mullen, “The Strand Properties,” 41.

warehouse fronting on the Strand, and a 38' dock formerly belonging to Josiah H. Davis.¹⁶⁴⁰ The 1912 Sanborn map shows large coal heaps along the north edge of the yard and large piles of cord wood on the south side along the Coal Carrier. A small office stood at 17 The Strand. The coal carrier extended onto a wide wharf that connected to the Old Dominion Boat Club on Parcel 69.3 (Image 278).

The 1921 Sanborn map shows scattered coal piles on the yard of DeW. Aitcheson, Coal & Wood Yard. A small office stood at 17 The Strand. The wharf was labeled Richard H. Wattles, Corn & Feed Mill; referring to the building at 30 S. Union Street on Parcel 62.3 (Image 279).

DeWilton Aitcheson died on November 27, 1925 and left his business and real estate to Mary E. Williamson. She managed the business for nearly 40 years until her death in 1962.¹⁶⁴¹

The 1941 Sanborn map shows a large area for coal bins close to Union Street and an expanded office area at 17 The Strand. The yard is labeled DeW. Aitcheson Inc. Coal & Wood Yard. The bulkhead and wharf were expanded and a small structure stood on the eastern end (Image 282).

The 1958 Sanborn map shows DeW. Aitcheson Inc. Coal & Wood Yard with coal bins along Union Street. The bulkhead was expanded again (Image 284).

Mary E. Williamson died on December 13, 1962 and left the business and real estate to Beverly D. Turner.¹⁶⁴² Turner sold the waterfront, all the land east of the Strand to the bulkhead line, to Star Enterprises in 1969.¹⁶⁴³ Star Enterprises then sold to John C. Richards in 1970.¹⁶⁴⁴ The City passed an ordinance to vacate the public alleys in this parcel in 1977.¹⁶⁴⁵ John C. Richards and his business partners subdivided their real estate in 1999: Trustees Frank E. Mann and Anita L. Mann received the waterfront of Parcel 62.4 and Robert J. Sweeney received the waterfronts of Parcels 69.1 and 69.2.¹⁶⁴⁶

Parcels 69.3, 69.4, 69.5 and Point Lumley

In 1899, J. C. Herbert Bryant sold this real estate to the corporate entity, Bryant Fertilizer Company.¹⁶⁴⁷ The 1902 Sanborn map shows a large one-story fertilizer warehouse covering all these parcels for the Bryant Fertilizer Company. Engine and Grinding equipment was placed at 422 Duke Street, the northwest corner of Duke and The Strand. A foot bridge connected to 423 Duke Street, an Acid House on the former Point Lumley wharf. East of Parcel 69.3, a foot bridge connected to the two-story Old Dominion Boat Club house on posts. A pier extended along the northern edge of Duke Street (Image 277).

The 1912 Sanborn map shows the Bryant Fertilizer Co. fertilizer warehouse, mixing and storage. The two-story building at 423 Duke Street is labeled vacant. The Old Dominion Boat Club building was attached to the wharf on the north, east, west, and part of the south sides. A pier extended along the northern edge of Duke Street (Image 278).

¹⁶⁴⁰ ADB 57:108, April 27, 1908.

¹⁶⁴¹ Maas and Mullen, "The Strand Properties," 43. Last Will and Testament of DeWilton Aitcheson, AWB 55:560.

¹⁶⁴² Last Will and Testament of Mary E. Williamson, AWB 569:439.

¹⁶⁴³ ADB 693:467, January 6, 1969.

¹⁶⁴⁴ ADB 717:41, November 23, 1970.

¹⁶⁴⁵ ADB 875:749, November 12, 1977.

¹⁶⁴⁶ Inst 000003006, September 21, 1999.

¹⁶⁴⁷ ADB 42:512, May 17, 1899.

The 1921 Sanborn map shows the Bryant Fertilizer Co. fertilizer warehouse, mixing and storage. The building at 423 Duke Street was labeled Storage. The Old Dominion Boat Club remained in the same location. A pier extended along the north edge of Duke Street (Image 279). The west end of the clubhouse was heavily damaged in a March 1922 fire, resulting in the construction of a new clubhouse located at present-day 1 King Street (Image 285).¹⁶⁴⁸

The Bryant Fertilizer Company sold this property to Sales Corporation in 1923.¹⁶⁴⁹

The 1941 Sanborn map shows an empty area with no structures or labels. The building at 423 Duke Street was labeled general storage. A pier extended along the north edge of Duke Street (Image 282).

In the court-appointed sale of the real estate of Sales Corporation, Carlyle R. Boguess and T. P. Boguess purchased these parcels in 1945.¹⁶⁵⁰ They sold the waterfront east of the Strand to the RTW Corporation (Robinson Terminal Warehouse) in 1955.¹⁶⁵¹

The 1958 Sanborn map shows two large one-story structures extending from Union Street to the Strand marked Packing & Crating. The building on the east side of the Strand is marked Marine Equipment. A small one-story structure just north of the Duke Street building is labeled Boat Repair. A pier extended along the north edge of Duke Street (Image 284).

Carlyle Boguess and T. P. Boguess sold Parcels 69.4, 69.5 and the historic Point Lumley parcel to Cummings Investment Associates, Inc. in 1963.¹⁶⁵²

Old Dominion Boat Club Clubhouse, 1881-1923

The boathouse and all its contents were destroyed in the June 1897 fire that destroyed the entire block.¹⁶⁵³ It was rebuilt at this location, a two-story frame structure on wood piles.¹⁶⁵⁴ Another fire in November 1919 destroyed 18 boats and shells.¹⁶⁵⁵ Club members adopted power boating in the early part of the 20th century and sought a larger and more extensive docking area. They purchased a waterfront parcel north of King Street, formerly Ramsay's Wharf, and determined to build a new clubhouse there. However, high costs of materials rendered that plan unfeasible. On March 20, 1922, fires destroyed both this clubhouse and the vacant ferry building on the King Street parcel. The ODBC used the insurance payout to build a fireproof clubhouse on the new parcel.¹⁶⁵⁶

Trustees of the ODBC transferred the property to the ODBC entity in July 1922.¹⁶⁵⁷ The ODBC sold this property with dock, wharf and water privileges to William L. Davis in 1928.¹⁶⁵⁸ The 1941 Sanborn map shows the boat house on wood piles remained, with a one-story addition on the west side (Image 282).

¹⁶⁴⁸ Maas and Stoll, "Old Dominion Boat Club," 21-23.

¹⁶⁴⁹ ADB 78:373, July 23, 1923; ADB 99:450, August 19, 1929.

¹⁶⁵⁰ ADB 214:204, January 30, 1945.

¹⁶⁵¹ ADB 408:102, April 29, 1955. RTW Corporation reformed into Robinson Terminal Warehouse Corp. in 1966. ADB 657:75, September 21, 1966.

¹⁶⁵² ADB 581:231, July 30, 1963.

¹⁶⁵³ Riker, "Fiery Night."

¹⁶⁵⁴ Maas and Stoll, "Old Dominion Boat Club," 21-23.

¹⁶⁵⁵ Miller, "Wandering Along the Waterfront: The Prince to Duke Street Waterfront Part II," 198-200.

¹⁶⁵⁶ Maas and Stoll, "Old Dominion Boat Club."

¹⁶⁵⁷ ADB 74:219, July 28, 1922.

¹⁶⁵⁸ ADB 93:100, January 10, 1928.

Chapter 5: Union Street from Prince to Duke

The 1958 Sanborn does not illustrate a boat house on this location (Image 284). The heirs of William Davis sold the wharf to Russell and Flavienne Crenshaw in 1974.¹⁶⁵⁹

¹⁶⁵⁹ ADB 772:859, February 28, 1974.

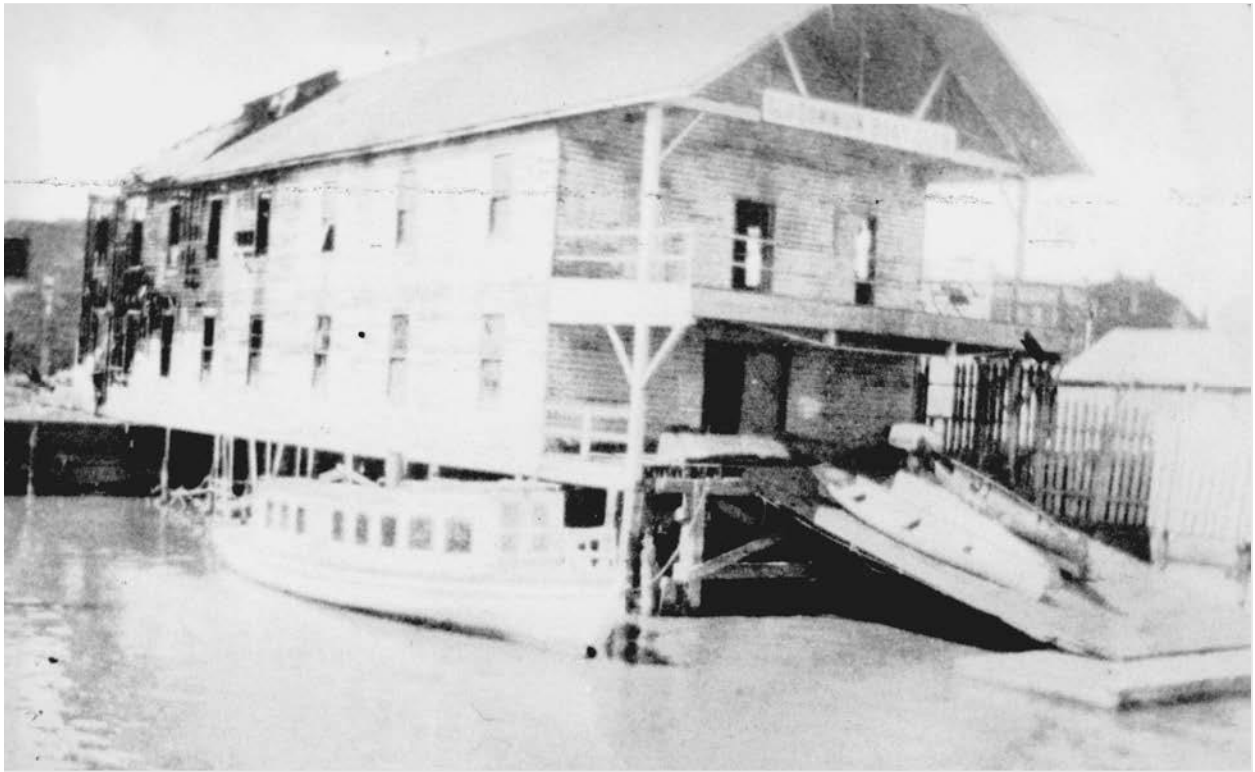


Image 285. Old Dominion Boat Club Clubhouse after the 1922 Fire. Sampson Collection, Alexandria Library Local History/Special Collections.

21st Century, 2001-Present

Parcel 62.1

Cummings Investment Associates, Inc. sold Lots A, B, C, and E to 2 Prince LLC in 2012.¹⁶⁶⁰ 2 Prince LLC filed a quitclaim for the alley in 2015.¹⁶⁶¹ Aerial photography shows buildings on all these parcels in 2021 (Image 232).

6 Prince Street (Lot D) was transferred to a Marvin P. Young trust and then again to a trust for Michael P. Young.¹⁶⁶² The trust reached an agreement with the City of Alexandria to release their claim on the shared alley in 2015.¹⁶⁶³ The Michael P. Young Trust sold the parcel to Six Prince Street Partners LLC in 2018.¹⁶⁶⁴ Aerial photography shows a building on the parcel in 2021 (Image 232).

Stephen D. Richards and Mark G. Richards sold the wharf parcel to the City of Alexandria in 2006. In 2014 the city included the parcel in a subdivision of the waterfront of Parcels 62.1, 62.2 and 62.3.¹⁶⁶⁵ In 2021, aerial photography shows several buildings filled the wharf with a pier extended from the bulkhead (Image 232).

Parcel 62.2

The Union-fronting parcel was sold to 204-06 Union LLC by Cummings Investment Associates in 2012.¹⁶⁶⁶ In 2013, 204 and 206 S. Union Street were consolidated into one parcel.¹⁶⁶⁷ The City of Alexandria secured title to the alley on the north of the lot in 2015.¹⁶⁶⁸

The Strand-fronting parcel was owned by Beverly Turner and James Turner when the city secured title to the alley in 2015.¹⁶⁶⁹ The Turners sold all their waterfront real estate on this block to IDI Strand, LC in 2018.¹⁶⁷⁰ IDI Strand sold this parcel to 205 Strand LLC in 2020.¹⁶⁷¹

East of the Strand, Stephen D. Richards, Mark G. Richards and Patrice A. Richards sold this parcel (which now included part of the parcel to the south) to the City of Alexandria in 2006.¹⁶⁷² The City subdivided the waterfront lots in 2014.¹⁶⁷³

Aerial photography from 2021 shows two or three structures filled this parcel from Union to the Strand. East of the Strand, a surface parking lot extended to the bulkhead (Image 232).

¹⁶⁶⁰ Inst 120015524, February 1, 2012.

¹⁶⁶¹ Inst 150008007, May 13, 2015.

¹⁶⁶² Inst 010024262, May 7, 2001; Inst 170016533, October 6, 2017.

¹⁶⁶³ Inst 150008006, May 13, 2015.

¹⁶⁶⁴ Inst 180009556, July 11, 2018.

¹⁶⁶⁵ Inst 060005240, February 27, 2006; Inst 140016494, November 12, 2014.

¹⁶⁶⁶ Inst 120002349, February 1, 2012; Inst 120015189, July 3, 2012.

¹⁶⁶⁷ Inst 130016843, July 12, 2013.

¹⁶⁶⁸ Inst 150008008, May 13, 2015.

¹⁶⁶⁹ Inst 150008008, May 13, 2015.

¹⁶⁷⁰ Inst 180005481, April 25, 2018.

¹⁶⁷¹ Inst 200012659, July 15, 2020.

¹⁶⁷² Inst 060005239, February 27, 2006.

¹⁶⁷³ Inst 140016494, November 12, 2014.

Parcel 62.3

Cummings Investment Associates sold 206 South Union Street to 204-06 Union LLC in 2012.¹⁶⁷⁴ 204-06 Union LLC consolidated this with the parcel to the north, 204 South Union Street, in 2013.¹⁶⁷⁵

The Strand-fronting lot was sold by Beverly D. Turner Jr. and James A. Turner to IDI Strand, LC in 2018.¹⁶⁷⁶ It was part of a consolidated parcel that included segments of Parcels 62.2, 62.3, 62.4, 69.1 and 69.2.

East of the Strand, Stephen D. Richards, Mark G. Richards and Patrice A. Richards sold the northern half of the parcel to the City of Alexandria in 2006.¹⁶⁷⁷ The City subdivided the waterfront in 2014.¹⁶⁷⁸

In 2021, two large warehouses stood here with a small courtyard separating them. East of the Strand, a surface parking lot extended to the bulkhead (Image 232).

Parcels 62.4, 69.1 and 69.2

Beverly D. Turner Jr. and James A. Turner sold these parcels from Union to the Strand to IDI Strand, LC in 2018.¹⁶⁷⁹ The City of Alexandria subdivided the waterfront area east of the Strand in 2014.¹⁶⁸⁰

A development project to build condominiums on these parcels (225 Strand St.) began in 2018 and finished in 2020. East of the Strand, a surface parking lot extended to the bulkhead. A pier extended from the bulkhead adjacent to Parcel 69.1 (Image 232).

Parcels 69.3, 69.4, 69.5 and Point Lumley

Russell S. and Flavienne G. Crenshaw sold the waterfront of this parcel, from the Strand to the bulkhead line, to the City of Alexandria in 2006.¹⁶⁸¹

Cummings Investment Associates, Inc. sold these parcels from Union Street to the Strand to Carr 220 South Union Street LLC in 2014.¹⁶⁸² In 2015, archaeological studies began to evaluate the cultural resources in these parcels in advance of a development project. In 2018, developers built Hotel Indigo on this site.¹⁶⁸³ All structures east of the Strand were demolished, including 226 Strand.

A large structure took up most of the area in 2021. The eastern edge of PL.1 was surface parking with a park area to the east. A short pier extended along the north edge of Duke Street (Image 232).

¹⁶⁷⁴ Inst 120002349, February 1, 2012.

¹⁶⁷⁵ Inst 120015189, July 3, 2012; Inst 130016843, July 12, 2013.

¹⁶⁷⁶ Inst 180005481, April 25, 2018.

¹⁶⁷⁷ Inst 060005239, February 27, 2006.

¹⁶⁷⁸ Inst 140016494, November 12, 2014.

¹⁶⁷⁹ Inst 180005481, April 25, 2018.

¹⁶⁸⁰ Inst 140016494, November 12, 2014.

¹⁶⁸¹ Inst 060013597, May 17, 2006.

¹⁶⁸² Inst 140005393, April 28, 2014.

¹⁶⁸³ Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)."



Image 286. Aerial Photography. 1995. On file at Alexandria Archaeology.