

A PHASE II CULTURAL RESOURCE EVALUATION OF DUKE STREET  
(ROUTE 236), BETWEEN THE 1100 AND 1900 BLOCKS,  
IN THE CITY OF ALEXANDRIA, VIRGINIA

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## ABSTRACT

Between December 1987 and April 1988 personnel from the James Madison University Archeological Research Center (JMUARC) conducted a Phase II cultural resource evaluation along the 1100 through 1900 blocks of Duke Street (Route 236) in Alexandria, Virginia. The proposed widening of Duke Street is designed to eliminate the traffic bottleneck along the existing roadway. The project right-of-way, along the south side of Duke Street, varies in width from 3 to 60 ft.

This report will not discuss the 1500 and 1600 blocks. The 1500 block was originally bisected by a section of Hooff Run, a small feeder creek which drains into Hunting Creek and the Potomac River. The 1400 and 1600 blocks are coterminous with the creek, and the 1500 block never developed into a separate street address. The 1600 block has already been widened and required no additional archeological investigation.

The Phase II investigation combined an extensive historic document search and an archeological investigation of portions of the 1100-1400 and 1700 blocks along Duke Street where archeological sites were likely to occur. The 1100 block was tested after archival research indicated the location of a Civil War period railroad complex in that block. During the course of the investigation, the western half of the 1400 block and the entire 1800 and 1900 blocks were eliminated from the original scope of work due to the narrow width of the right-of-way and the amount of disturbance in the area.

The proposed right-of-way will impact several historic features and two archeological sites. The features include the remains of a locomotive turnaround associated with the United States Military Railroad (USMRR), a nineteenth-century wooden drain culvert, and a post stain associated with a possible early nineteenth-century residence. In addition, the Bontz site (44AX103), an early nineteenth-century residence, and the USMRR site (44AX105), a portion of a Civil War railroad complex, were documented during the investigation.

Therefore, JMUARC recommends that, following a review by the VDHL, two potentially significant archeological sites (USMRR and Bontz) undergo further evaluation. The USMRR complex and the Bontz site should provide information concerning transportation networks, the spatial distribution of building, the local economic environment, and land use patterns during the nineteenth century. Further archeological testing on the 1200 block should also investigate the documented pre-Civil War occupations; work on the 1700 block should provide information for comparative studies with similar sites within Alexandria and other peripheral communities in the region. Further documentary research should provide a statewide and regional context for the development of West End from the 1790s to 1915 and for the military railroad complex during the Civil War period.





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Beth Seymour and Greg Johnston served as assistant field directors. The field crew included Suzanne Carper, Christie Cleal, Anne Fullerton, Robert Frye, Andrew Harvey, Debbie Norton, David Odom, Pam Piccolo, Donna Sawyers, Max White and Jim Whitley.

## INTRODUCTION

Between December 1987 and April 1988 personnel from the James Madison University Archeological Research Center (JMUARC) conducted a Phase II cultural resource evaluation along the 1100 through 1900 blocks of Duke Street (Route 236) in Alexandria, Virginia (Figure 1). The proposed widening of Duke Street is designed to eliminate the traffic bottleneck along the existing roadway. The project right-of-way, along the south side of Duke Street, varies in width from 3 to 60 ft.

A contractual agreement, dated July 13, 1987, was arranged between the Virginia Department of Transportation (VDOT) and JMUARC for the completion of Project #0236-100-107, C501. The Phase II investigation was conducted in accordance with federal environmental and preservation legislation initiated for the protection of potentially significant cultural resources which will be adversely impacted by federally funded projects.

The Phase I documentary investigation recommended further archeological evaluation of areas where sites were likely to occur. The report recommends a search for prehistoric remains along the 1400, 1700 and 1900 blocks and a search for historic remains along the 1200, 1400, 1700, 1800 and 1900 blocks (Cheek and Zatz 1986:61-62). The recommendations were based on documentary research of the area and a predictive model of site distribution in the region.

This report will not discuss the 1500 and 1600 blocks. The 1500 block was originally bisected by a section of Hooff Run, a small feeder creek which drains into Hunting Creek and the Potomac River. The 1400 and 1600 blocks are coterminous with the creek. Consequently, the 1500 block never developed into a separate street address. The 1600 block has already been widened and required no additional archeological investigation.

The Phase II investigation combined an extensive historic document search and an archeological investigation of portions of the 1100-1400 and 1700 blocks along Duke Street where archeological sites were likely to occur. The 1100 block was tested after archival research indicated the location of a Civil War period railroad complex on that block.



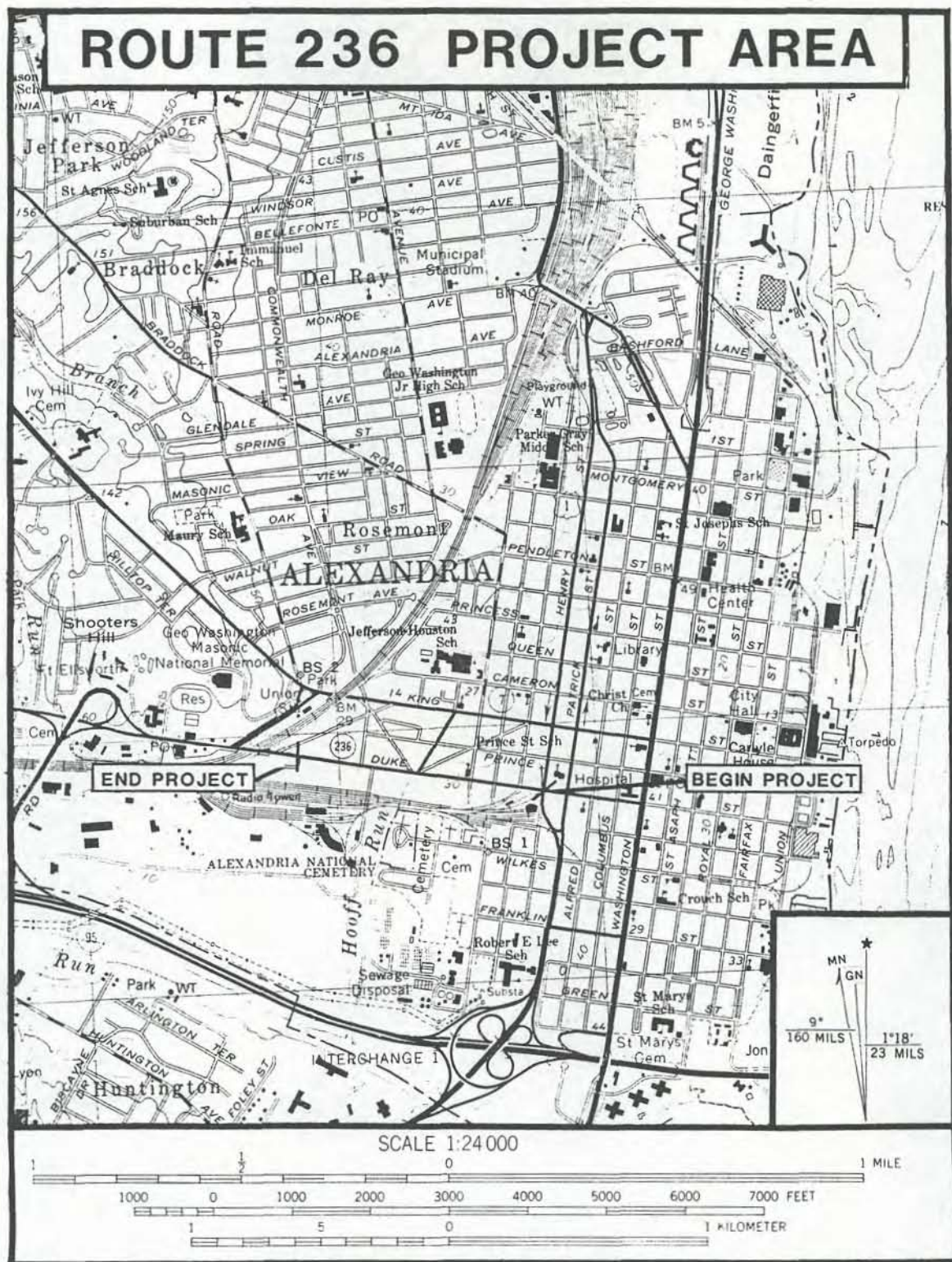


Figure 1. Map of the project area along the south side of Duke Street (Route 236) in Alexandria, Virginia (USGS 1983:Alexandria, VA, Quadrangle).



During the course of the investigation, the western half of the 1400 block and the entire 1800 and 1900 blocks were eliminated from the original scope of work due to the narrow width of the right-of-way and the amount of disturbance in the area.

The proposed right-of-way will impact several historic features and two archeological sites. The features include the remains of a locomotive turnaround associated with the United States Military Railroad (USMRR), a nineteenth-century wooden drain culvert, and a post stain associated with a possible early nineteenth-century residence. In addition, the Bontz site (44AX103), an early nineteenth-century residence, and the USMRR site (44AX105), a portion of a Civil War railroad complex, were documented during the investigation.

The artifacts recovered during the investigation are stored at the JMUARC storage facility. All documentation relevant to the project is on file at the JMUARC in Harrisonburg, Virginia.

#### PROJECT AREA

The project area is located along the south side of Duke Street, between the 1100 and 1900 blocks, in Alexandria, Virginia. The project corridor begins at the intersection of Duke and Henry streets and extends west for 3,150 ft along the south side of Duke Street to the termination point 0.034 mi east of the intersection of Duke and Elizabeth streets (Figures 1, 2). The intersections at Holland Lane, West Street, Payne Street, Fayette Street and Henry Street will also be widened. In these areas, the right-of-way width increases to as much as 250 ft along the 1700 block and 150 ft along the 1100 block (Figure 2).

The eastern section of the project area, from the 1100 block to the 1400 block, is located on a relatively flat landform which descends gradually towards Hooff Run. Present-day land uses includes a rail yard, fuel oil distributorship/depot, a used car lot, and a gas station. Currently, over 80% of the right-of-way is covered with gravel, concrete and asphalt parking lots, access roads and sidewalks; the remaining 20% of the area has been landscaped.

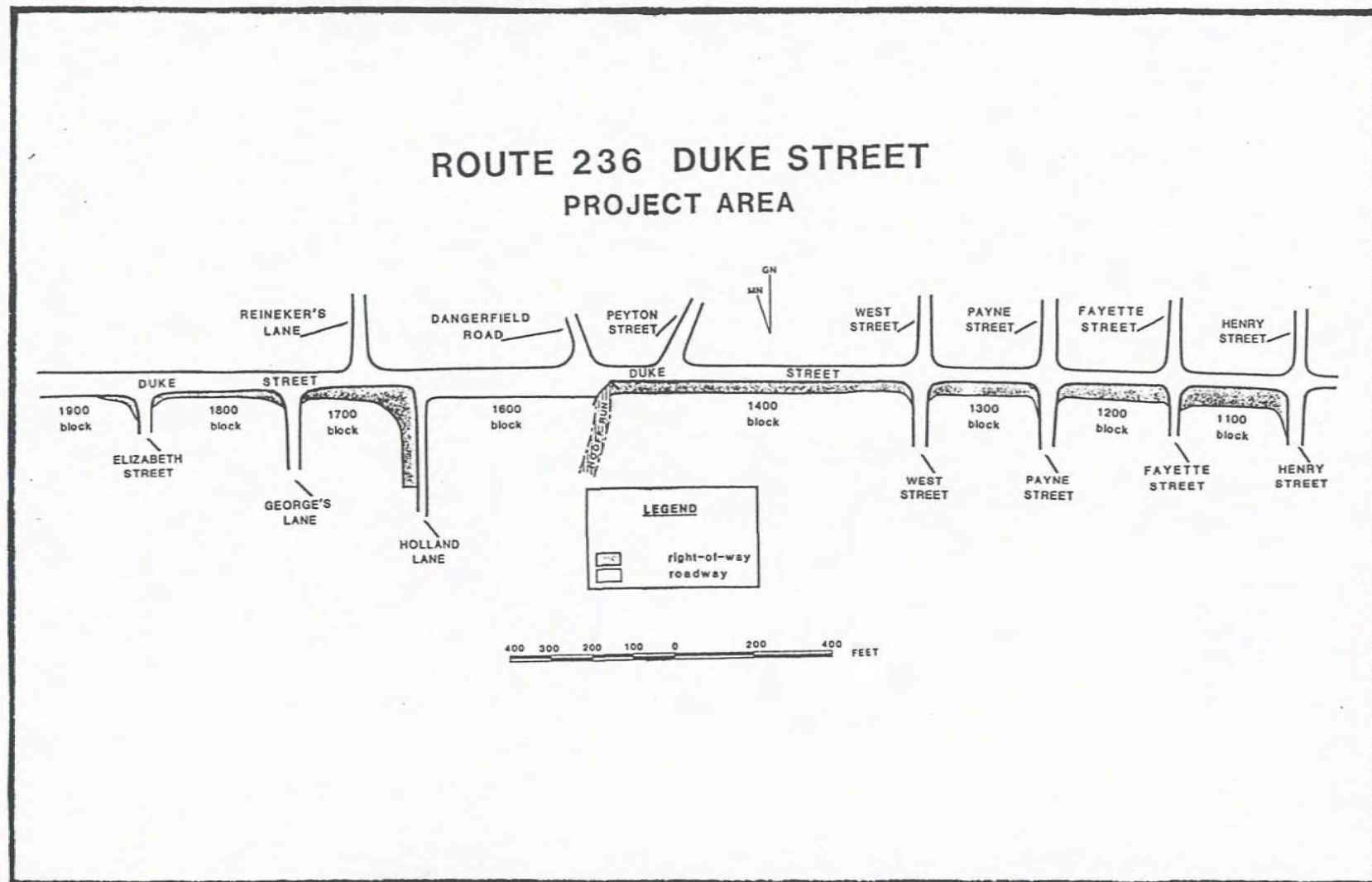


Figure 2. The project area along the south side of Duke Street between Henry Street and Elizabeth Street in Alexandria, Virginia.



The western section of the project area, between the 1700 and 1900 blocks, is located west of Hooff Run on a low terrace which gradually ascends toward Shooters Hill. The landscape has been altered by modern urban development including parking lots, a shopping center and an office complex. Currently, over 90% of this area is covered by the parking lot of a shopping center.

A map drafted during the Civil War (Anonymous 1865a), "The Environs of Washington," illustrates topography similar to the current terrain, except for two upland terraces dissected by Hooff Run and an unnamed stream (Figure 3). The land adjacent to these streams exhibited typical floodplain development, with low-lying terraces which gradually ascended from the streams. Currently, Hooff Run has 10-15-ft-high concrete-supported banks which constrict and direct the stream's flow. During the twentieth century efforts to raise and level the landscape for development have resulted in the depositing of as much as 15 ft of fill along the stream banks. The unnamed streambed along the eastern edge of the corridor was completely filled in during the late nineteenth century when railroad construction and development occurred in the area. The filling of this drainage area raised the mean elevation in the area from 15 ft to over 30 ft.

### Soils

The project area lies within the Coastal Plain physiographic region at a mean elevation of 30 ft above sea level (Figure 1). It is located on marine and riverine deposits which overlie eroded Piedmont materials (Cheek and Zatz 1986:2). These soils are part of the Pre-Brandywine (Patuxent Sand) formations which include a variety of sands and clays. The soils are characterized as well-sorted medium sands that typically include a few pebbles of rounded quartz and chert, with about 10% mica. The maritime clays are compact and moist. Fine lenses of silt and bog iron typically occur at the upper and lower edges of the clay deposits (Wentworth 1930:38, 40, 49).



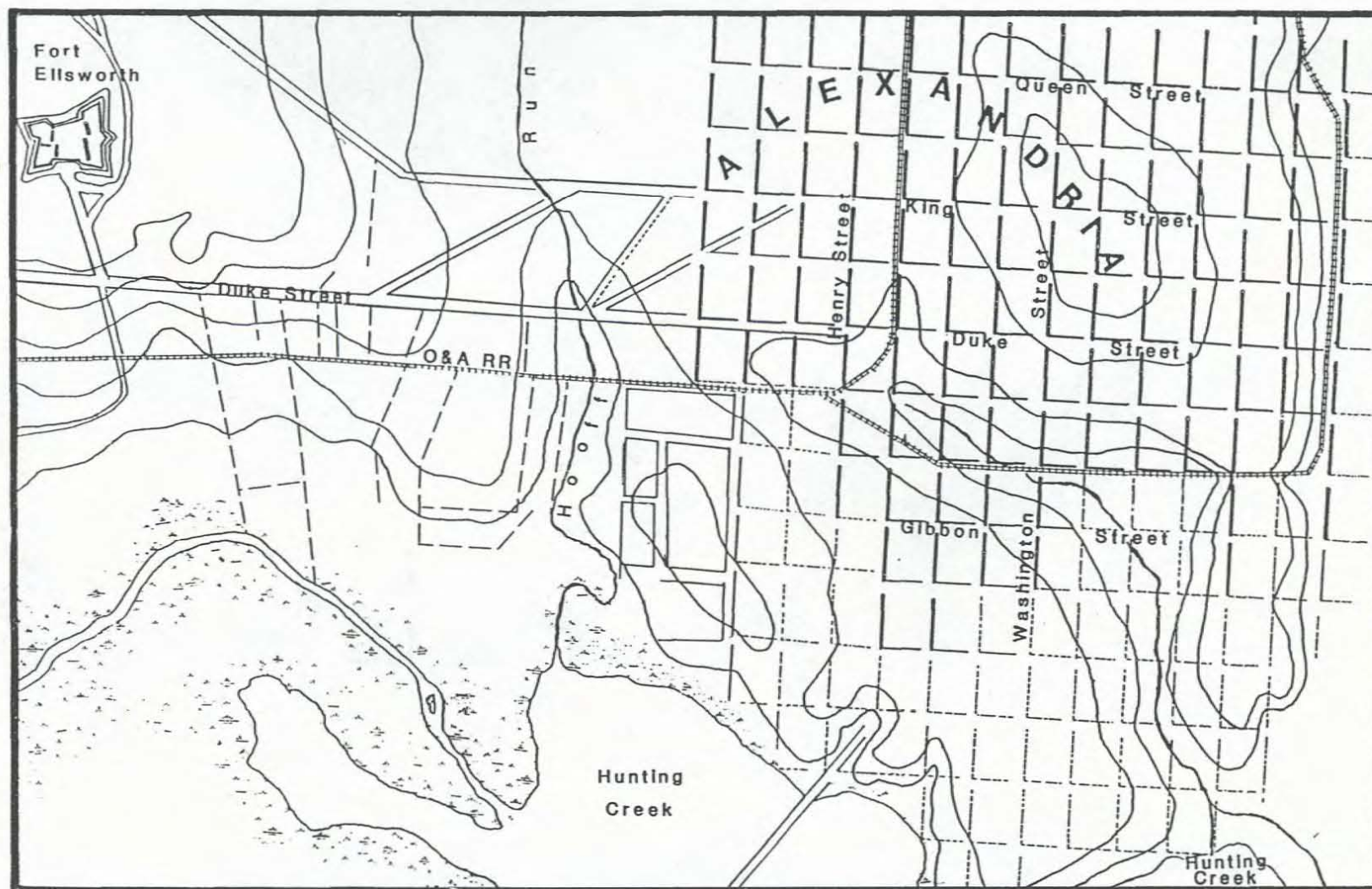


Figure 3. Detail of "The Environs of Washington" (Anonymous 1865a).

### Climate

The climate of the area is typified by warm humid summers and mild winters (Maury 1878:3; Ruffner and Bair 1981:418). The average temperature varies between a low of 35.7° Fahrenheit in January to a high of 78.5° in July, with an average yearly temperature of 57.4° (Ruffner and Bair 1981:419). The coldest weather usually occurs from late January to early February, and the warmest weather is during July and August.

No distinct wet or dry seasons occur in Alexandria, and a moderate amount of rainfall is distributed throughout the year (Ruffner and Bair 1981:416). The average rainfall varies between 2.46 in. in February and 4.71 in. in August, with an average annual rainfall of 39.82 in. (Ruffner and Bair 1981:419).

### Vegetation

Historically, the area was covered with mixed deciduous hardwood forests of oak and hickory mottled with Virginia and short pine. Open fields were covered with short vegetation, including blue grass and white clover. Various wild fruits such as grapes, persimmons, strawberries and cherries were plentiful. Water sources included streams, springs and wells; wells in Alexandria averaging between 20-30 ft in depth (Maury 1878:23). Currently, none of the original landscape is unaltered; the entire area has undergone urban development.

### HISTORIC RESEARCH

The project area is situated within a 6,000-acre tract which was originally patented to Robert Howsing. In 1669 Howsing sold the tract to John Alexander. After Alexander died in 1677, his land was subdivided. Elizabeth Holmes received 200 acres, John Dry received 500 acres, and Alexander's sons Robert and Philip received the rest of the property. The land included in Robert Alexander's holdings contains the present-day eastern section of the right-of-way; the Holmes property



contained the western section of the right-of-way (Cheek and Zatz 1986:12, 14).

Holmes sold her property to Burr Harrison, who later passed the land along to his son, Thomas Harrison. Thomas bequeathed it to his son, Burr Harrison. In 1762 Harrison sold the land to John West, Jr. West held the land until the late eighteenth century when he began to subdivide his holdings (Cheek and Zatz 1986:14).

Robert Alexander conveyed half interest in his land to his brother Philip who later reconveyed this share back to Robert with the exception of 500 acres which he willed to his son Philip. When Philip inherited the land, he settled on the property. A portion of this land later became the present site of Alexandria (Cheek and Zatz 1986:16).

The city of Alexandria was established in 1749. The project area is located west of the original town limits. In 1749, the city was platted on a 60-acre tract bounded by Wolfe, Royal and Pendleton streets and the Potomac River. The first lots in the town were sold in 1749, and by 1763 the town was expanded by an additional 58 lots which were sold at auction (Cheek and Zatz 1986:11).

In the late eighteenth century, Alexandria was centered along the Potomac River. The port was the economic focus of the city, and the area west of the city, including the project corridor, typically contained large unsettled tracts of land. The city continued to expand away from the river during this period, and by the turn of the nineteenth century, the city extended westward toward the vicinity of Henry Street (Cressey et al. 1982:149).

In 1789, Virginia ceded a 10-acre tract of land to the federal government. The newly formed District of Columbia was established so that the federal government would have a permanent seat. In 1801, the portion of Duke Street which extends west to Hooff Run became a part of the district. This incorporation continued until 1846 when the District ceded the land back to Virginia. The area west of Hooff Run was part of Fairfax County throughout the nineteenth century, and it was not until 1915 that the town of West End was annexed to the city (Cheek and Zatz 1986:11-13). Numerous other annexations have occurred in Alexandria



since 1915, although none of these changes have affected the project area.

During the late eighteenth century, the entire project area along Duke Street was sparsely inhabited and largely undeveloped. The Spring Garden Farm occupied the eastern section of the project corridor along the south side of Duke Street between Hooff Run, Henry Street and Hunting Creek. The farm served as "a recreational retreat where Alexandrians gathered for barbeques and entertainment" (Miller 1988; Gilpin 1806). John West, Jr., owned a large parcel of undeveloped land west of Hooff Run in the western section of the project corridor.

Between 1790 and 1810, the city of Alexandria developed into a major seaport and doubled its population (Cressey et al. 1982:150). The town was one of the ten busiest ports in the United States during the 1790s and had become an important regional market (Cressey 1985:51). This economic growth facilitated expansion and development, particularly along major transportation corridors. A direct result of economic growth was the development of the town's periphery. Subsequently, the Spring Garden Farm and John West's holdings were subdivided into ½-acre lots and sold (Cheek and Zatz 1986:14-16).

The sale of these properties began in 1796. Stipulations enacted by the city of Alexandria required that as a part of the development, the landowner was required to build "...a dwelling house of a least sixteen feet square, or equal thereto in size, with a brick or stone chimney ..." (Shepherd 1970:40-41). The law stated that the houses and lots would be incorporated into the town of Alexandria. It is doubtful that these laws were strictly enforced; it is more likely that any enforcement would have been sporadic (Steven J. Shephard, City of Alexandria archeologist, personal communication 1989).

The Spring Garden Farm complex was divided into 4 ½-acre lots per block (Figure 4). In 1796 lots within the 1100 to 1400 blocks were sold. Development occurred soon afterward, with a house being listed on the 1200 block by 1797 (City of Alexandria Land Tax Records, Ward 4 1796). Many of the properties along the corridor changed hands several times between 1796 and 1820. Following the initial division into ½-acre lots, these lots were often subdivided into 1/4- or 1/8-acre lots. The

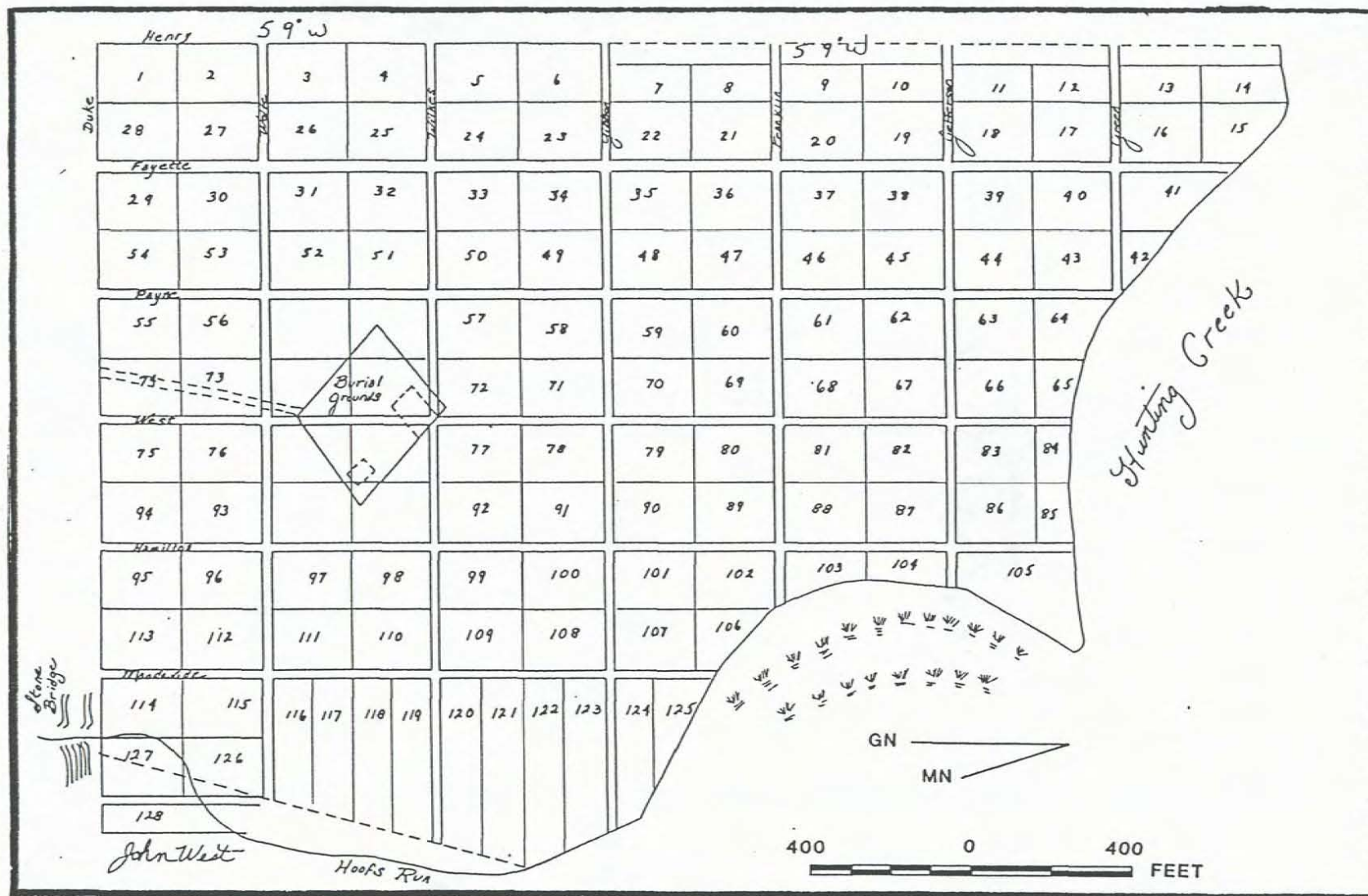


Figure 4. Plat of Spring Garden Farms, showing division into blocks and  $\frac{1}{2}$ -acre lots (Gilpin 1806).



original subdivision included 16-ft alleys on most of the blocks (City of Alexandria Land Tax Records 1790-1820; Gilpin 1806).

Many of the properties along both sides of Duke Street are listed on tax records for the first quarter of the nineteenth century; apparently a community of lower middle class whites and freed blacks occupied these properties. Typically, the houses were owned by merchants and professionals who lived nearer the business district of Alexandria (City of Alexandria Land Tax Records 1800-1825).

West's property was located west of Hooff Run outside of the city limits. West divided his property into  $\frac{1}{2}$ -acre lots and indicated that a house should be built on each of these properties. West apparently abided by the city building code because the sales agreements he established required that a house be constructed within two years of purchase and contain at least two windows, plastering and whitewashing (Cheek and Zatz 1986:15). It is doubtful that the houses were built within the one-year limit, although several houses were documented on the north side of the Little River Turnpike as early as the 1790s, while houses along the south side of the turnpike were listed by 1800 (Fairfax County Land Tax Records and Land Deeds 1790-1807). Many of the properties sold by West remained  $\frac{1}{2}$  acre in size throughout the nineteenth century (Fairfax County Land Tax Records 1796-1850). Based on the number of lots sold by West in 1796, a total of 20 houses could have been built during the late eighteenth to early nineteenth century.

The built history of the village of West End through the mid-nineteenth century is presented in Appendix A (Figure A:1). This map represents a synthesis of the deed research for the entire village and presents the types of cultural resources in the area. Initial ownership of each lot and improvements through the third quarter of the nineteenth century are also listed. (Further documentary investigation of West End is in progress and will be forthcoming in the Phase III report of the Duke Street project area [Cromwell et al. 1989]).

During the late eighteenth to early nineteenth century, development along both sides of Hooff Run coincided with the growth of the Little River Turnpike and the beginning of residential growth on the periphery



of Alexandria. This development marked the rise of small, single-family residences for lower to middle class whites and freed blacks.

During this period of development the Little River Turnpike Company was established to develop the route of an earlier toll road organized in 1795 (Shepherd 1970:1:378). The company built a roadway from the western edge of Alexandria to the town of Aldie in western Fairfax County (Cheek and Zatz 1986:19-20). This transportation system provided a link between the rural farms in the western counties and the marketplaces in Alexandria and Washington.

Legislation passed in 1802 and 1803 governed the construction of the roadway. The proprietors of the roadway were given clearance to take the land and resources needed to construct the roadway; in return landowners along the highway were compensated for the land and materials taken from their properties (Shepherd 1970:2:384, 385, 452-453).

In 1803 the 30-ft-wide roadway was increased to a 50-ft-wide corridor. The change stipulated that a 20-ft-wide area be maintained and improved (graveled) for travel throughout the year, with the remainder of the road usable as a fair weather road (Shepherd 1970:2:452-453). The roadway was officially licensed in 1803, and by 1809 over 20 miles of roadway had been constructed; however, it was not completed until 1812 (Cheek and Zatz 1986:23; Alexandria Gazette 1809:January 9).

Throughout the nineteenth century, the Little River Turnpike was one of the major transportation routes into the city. The corridor allowed produce and livestock to be transported to the city. Consequently, industries were developed along or near the roadway to process items for sale in the city (Cheek and Zatz 1986:23).

The development of the village of West End coincided with improvement in the transportation network. The viability of West End was directly tied to the growth of the turnpike. The town's residences and businesses were located immediately adjacent to the north and south sides of the turnpike. The eastern and western boundaries of the town were Hooff Run and the first turnpike tollgate at the base of Shooters Hill, respectively (Alexandria Gazette 1868:September 28). The turnpike was the economic lifeline of West End.

A number of industries were established along Duke Street during the first half of the nineteenth century. Some of the industries built during this time include a tannery on the south side of the 1400 block, a brick yard along the south side of the 1200 and 1300 blocks, a brick kiln on the north side of the 1200 block, and a beer manufactory on the 2000 block. In addition, two slave trading facilities were located on the north side of the 1300 and 1700 blocks, a tavern was located on the north side of the 1900 block, and a slaughter house was located near Hooff Run, south of West End (Cheek and Zatz 1986:22-24; Alexandria Gazette 1844:March 20, 1859). Another major factor contributing to West End industry was Hunting Creek and Hooff Run. Slaughter houses, tanneries and mills, which relied on water, were some of the earliest structures built in this area (Fairfax County Land Deeds and Land Tax Records, 1790-1850). These buildings were located to the south of West End.

The brick yards were established in 1812, followed closely by the tannery in 1816 (City of Alexandria Land Tax Records 1812-1816; Cheek and Zatz 1986:23). The brick kiln and brickyards were in operation until the 1840s, and the tannery is shown on a map drawn in the mid-nineteenth century (Figure 5; Anonymous [185-]) (City of Alexandria Land Tax Records 1815-1850).

The two slave trading facilities were large operations; the firm at 1315 Duke Street was advertised in 1834 and by 1838 boasted the largest trading brokerage in the county (Plate 1) (Cheek and Zatz 1986:25). The facility at 1707 Duke Street was advertised in the Alexandria Gazette in 1844 and was owned by John Bruin (Alexandria Gazette 1844:March 20). Both facilities remained in business until the onset of the Civil War.

The brewery was located four blocks outside of the city limits of West End. It was established in 1838 and may represent one of the earliest industries in West End (Cheek and Zatz 1986:23). The tavern is illustrated on an 1845 map of the area (Ewing 1845) and was shown as Drovers Hotel on an 1879 map (Hopkins 1879) (Figure 7). The tavern apparently served the individuals who were bringing their livestock to the slaughter houses just south of West End. During the second quarter of the nineteenth century, numerous residents of West End were butchers;



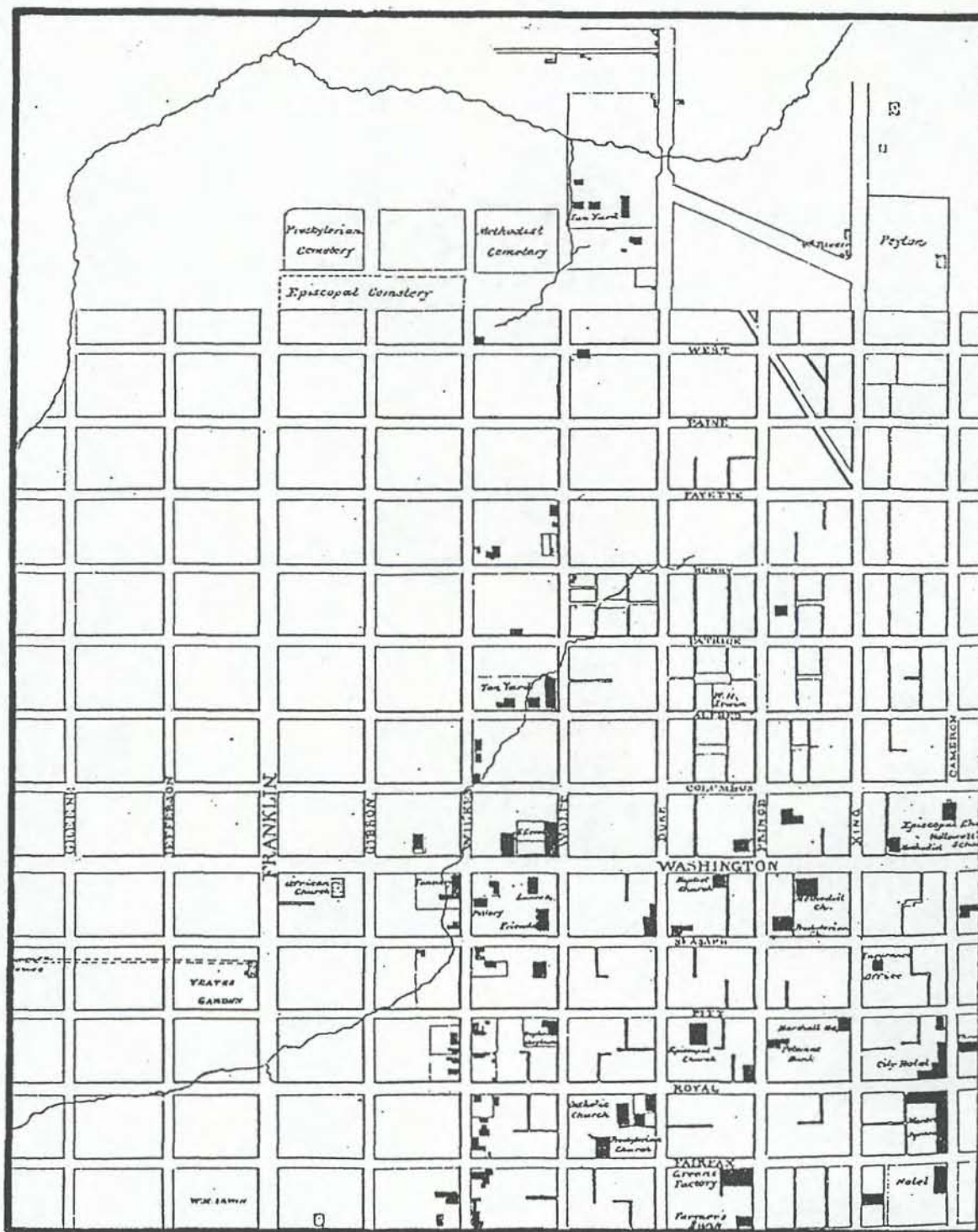


Figure 5. Detail of untitled map showing southwestern Alexandria (Anonymous [185-]).



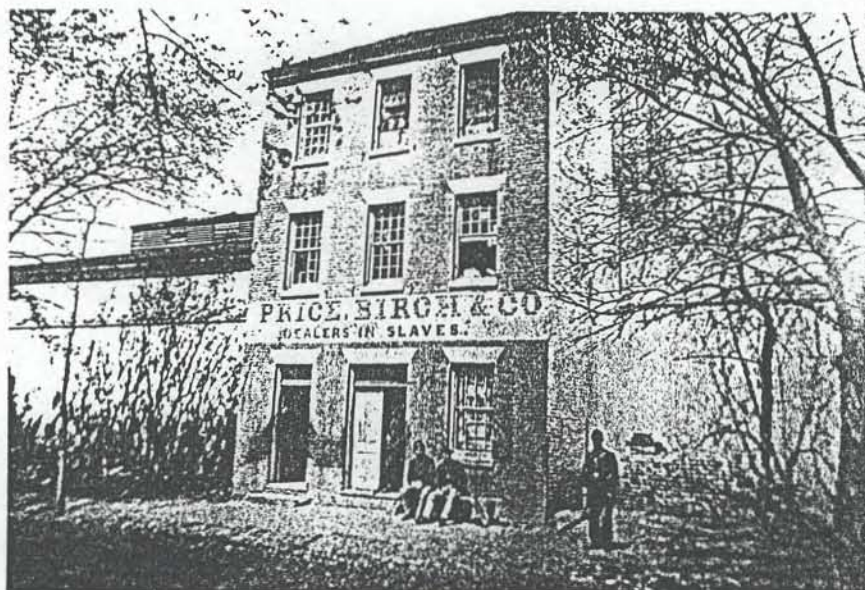


Plate 1. The slave trading facility at 1315 Duke Street (photograph from Civil War Photographs 116 Historic Prints by Andrew J. Russell (Russell 1982:Plate 99)).

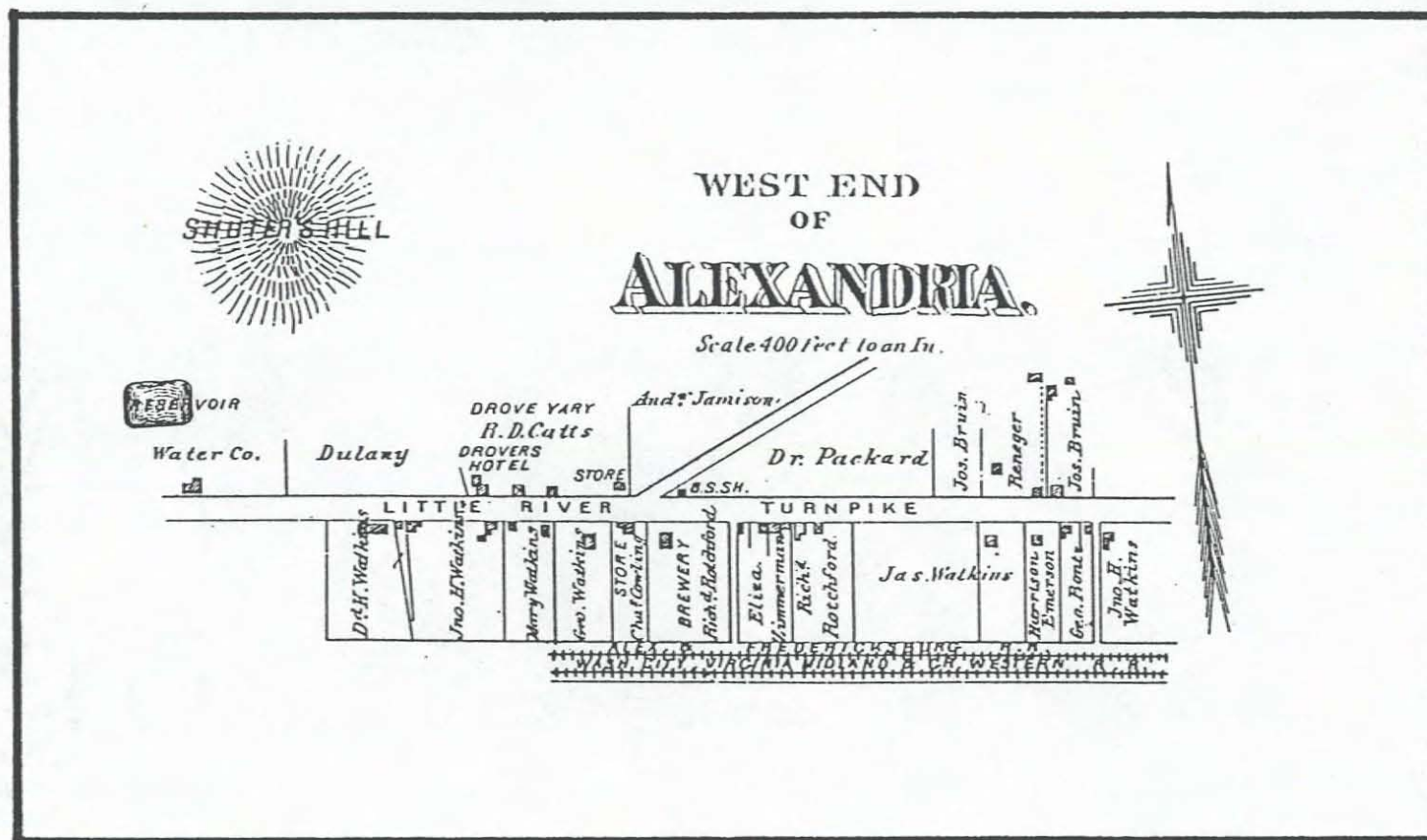


Figure 6. "West End of Alexandria" (Hopkins 1879).



however, by 1868 only 39 residents were listed as butchers (Fairfax County Land Deeds 1790-1850; Alexandria Gazette 1868:September 28).

During the first half of the nineteenth century, the Duke Street/Little River Turnpike corridor contained single-family dwellings, largely occupied by renters, and a few local industries. A population of free blacks resided along the south side of Duke Street during the early nineteenth century (City of Alexandria Land Tax Records 1800-1850). The dwellings in the area were representative of the lower to lower middle class economic status of the white and free black population. Most of the structures were frame, although brick structures were located at the 1207, 1706 and 1707 Duke Street addresses (City of Alexandria Land Tax Records 1800-1850). Apparently, most of the occupants were employed either in farming or in one of the area's support industries. Many of the people who resided in the 1100 to 1400 blocks were employed at the brick kiln and brick yards (City of Alexandria Land Tax Records 1810-1840; Alexandria City Directories 1810, 1834). The Alexandria Gazette (1860) indicates that freed blacks hired themselves out as servants on a yearly contract. The participants met at West End on the first day of January, and perspective employers such as contractors, farmers and citizens negotiated one-year contracts.

Between 1820 and 1840, the city experienced an economic depression (Cressey et al. 1982:152). This depression was brought about by the shifting of goods and services from Alexandria to other ports, particularly Baltimore (Cheek and Zatz 1986:22). Since the local economy was centered around the port and remained dependent on slave labor, Alexandria was slow to industrialize. The cities in the northeast industrialized more quickly, thereby shifting trade away from Alexandria (Cressey 1985:51). Additionally, with the nation's westward expansion, crops were being grown and shipped from the Mississippi and Ohio valleys, and trade moved away from the eastern seaports (Cressey et al. 1982:149).

During the 1840s, Alexandria began to flourish with the arrival of the Alexandria Canal and the railroads (Cressey 1985:51, 57). The canal was an expensive venture that was outdated within 20 years. The railroads, however, continued to expand and provided a greater network



to local, regional and national marketplaces. The development of the railroad initiated economic growth in the town during the mid-nineteenth century. By 1848, major changes had occurred along the south side of Duke Street. The property in the southern half of the 1300 and 1400 blocks adjacent to Duke Street and Wolfe Street was purchased by the Orange and Alexandria Railroad (O&ARR). In addition, the 1100 and 1200 blocks were purchased by the railroad, and construction began almost immediately. By 1852 a large brick roundhouse, located on the corner of Henry and Wolfe, and several rail spurs were in operation. A brick shop was constructed on the 1200 block (Merrick 1865) (Figure 7).

The railroad brought to the area a new, rapidly growing transportation mode that, in time, supplanted Duke Street and the Turnpike as the primary corridor for market goods (Hurd 1988:8-9). The advent of the railroad apparently initiated the growth of new dwellings in the area, possibly to house employees of the railroad.

The economic growth of the 1850s was cut short by the onset of the Civil War. The focus of development shifted for its duration. The Civil War brought considerable change to the city; Alexandria was placed under martial law until the war was over. Immediately prior to the war, the town began to suffer economic stress. Food supplies became scarce, and a lack of goods and trade within the city started a recession that continued until federal troops occupied the city (Barber 1988:7-11, 15).

The occupied city, particularly the Duke Street area, developed a booming economy brought about by the influx of soldiers and supplies. Due to its strategic location, Alexandria became a Union supply base, a camp for troops and a hospital center (Barber 1988:15). With the arrival of Federal troops in Alexandria in April 1861, all rail lines, including the strategic rail spurs along Duke Street/Little River Turnpike, were seized for military operations.

At the onset of the war, neither army realized the importance of the railroads. Rail lines were not expanded during the first year of the war, and only a single stretch of track extended west of the city to military operations in the northern Virginia theater of war (Barber 1988:33). In the summer of 1862, Herman Haupt was appointed to administer the newly formed United States Military Railroad (USMRR).



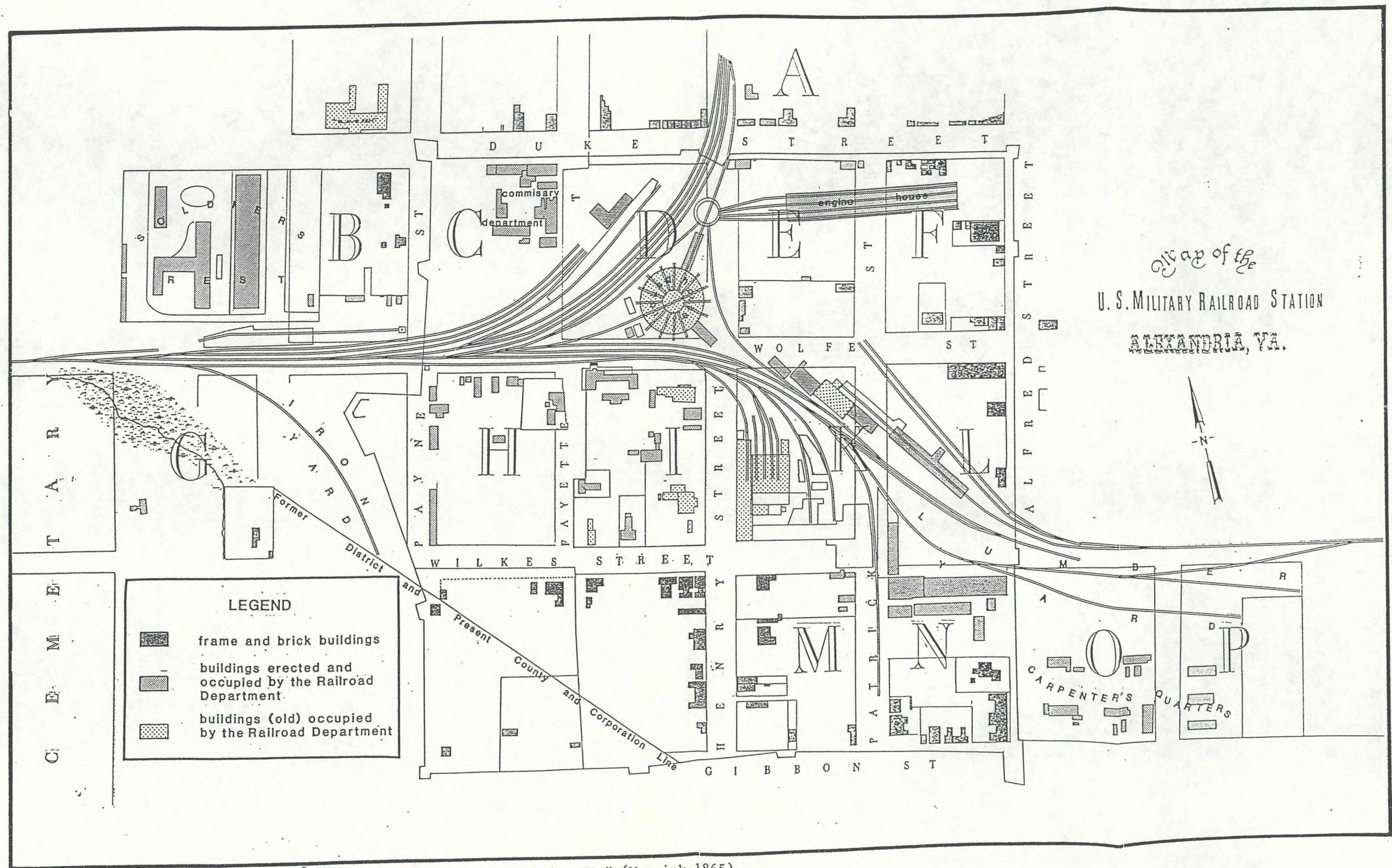


Figure 7. "Map of the U. S. Military Railroad Station, Alexandria, VA." (Merrick 1865).



His leadership helped change the concept of railroad utilization. Haupt realized the railroad's usefulness for the transporting of troops and supplies; he immediately began to transform the small O&ARR rail station into a viable military complex (Barber 1988:33-34). Haupt's initial operation at Alexandria forwarded troops and supplies to the front during the Second Battle of Bull Run. Ultimately, his efforts would change the role of the railroad for military use.

Haupt developed a rail station in Alexandria centered around the already existing O&ARR roundhouse and ultimately encompassed 12 city blocks bounded by Duke Street, Payne Street, Gibbon Street and Alfred Street. Railroad shops, engine houses, a commissary department and new rail spurs were constructed (Figure 7).

In 1862-1863, rail transportation developed from a supply network to a means of transporting wounded soldiers from the battlefields to area hospitals. A sanitary commission and hospital were added to the complex during this period (Figure 7). As the war progressed and the theater of operations moved further to the south, the use of the railroad to transport the wounded became a much greater priority. Subsequently, Alexandria became one of the largest Union hospital centers.

During June 1863, Haupt realized the potential threat from Confederate cavalry to the USMRR complex. Haupt instructed his engineers to erect an engine house that could hold 30 locomotives. By late June 1863, Chief Engineer John Barnard began construction of a stockade around the complex. Due to the shortage of laborers, 1,000 local civilians were hired to build the stockade which encompassed the entire 12-block USMRR complex (Plate 2). The barricades extended 3 ft below the ground surface and were 10 ft tall. Bastions were strategically placed around the complex to guard roadways and to provide a cross fire in case of attack (Barber 1988:90, 91). By late summer, the stockade was completed around the entire complex. Civilian and military traffic along Duke Street and the other streets bordering the station



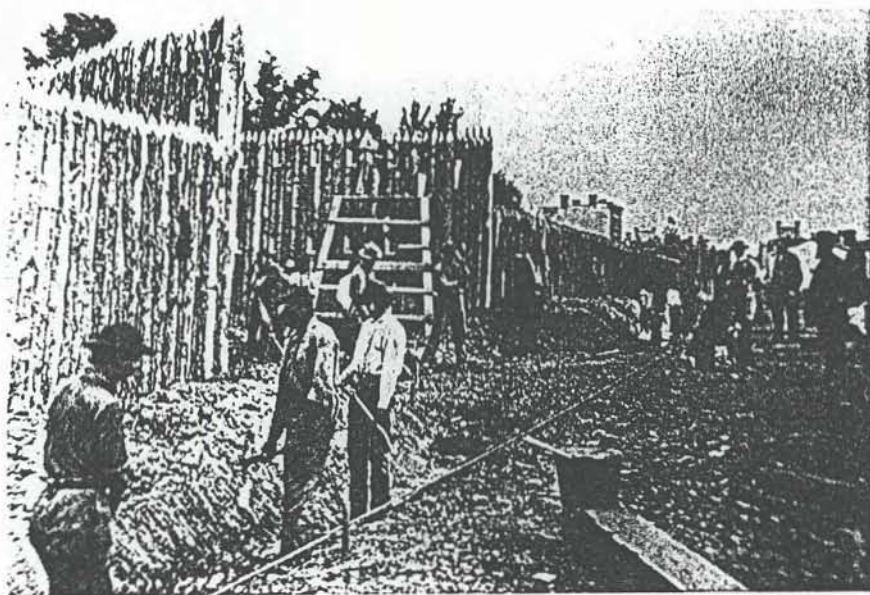


Plate 2. Construction of the stockade around the USMRR complex (photograph from Civil War Photographs 116 Historic Prints by Andrew J. Russell (Russell 1982:Plate 106).

was constantly monitored, and the civilian traffic was required to present identification (Miller 1987:235).

The railroad spurred economic growth in this section of town. Civilians capitalized on the buying power of military personnel stationed in the area. A number of breweries, taverns and boarding houses sprang up along the western end of the corridor (Miller 1987:209). A Soldier's Rest was constructed on the 1300 and 1400 blocks (Anonymous 1865b) (Figure 8). The slave pen complex at 1315 Duke Street was converted into a Confederate prison (Barber 1988:93). Camp Convalescent, a military hospital, was built on the northern side of the 1400 block and several Union camps were located in the vicinity of Shooters Hill. The location of Soldier's Rest and Camp Convalescent in this area was due in part to the proximity of the USMRR and the Little River Turnpike. By this time, more than 26 hospitals were in operation in the city (Barber 1988:96).

The area along the Duke Street/Little River Turnpike corridor flourished as a direct result of the mechanization for war. Duke Street bustled with activity as troops moved through the area. A number of new buildings, most of them constructed by the Union army, were located along the street, particularly near the rail yard. Residents stated that the appearance of Duke Street had changed considerably; the area around the rail yard was almost unrecognizable (Miller 1987:209-225).

During the course of the war, the quartermasters in Alexandria moved over 64,000 lbs of wood, 81,000,000 lbs of corn, 412,000,000 lbs each of oats and hay, and 520,000,000 lbs of coal. The vast majority of these commodities were moved by rail and passed through the USMRR station (Barber 1988:103).

After the war, the federal troops began to dismantle the USMRR station. By late June of 1865, the stockade had been removed, and buildings erected by the military were being dismantled (Barber 1988:101). Subsequently, the army returned control of the railroad to its previous owner, the Orange and Alexandria Railroad.

Following the war, the city of Alexandria experienced an economic depression. In 1869, the town was still considered to be in a miserable state (Cheek and Zatz 1986:30). In the village of West End the



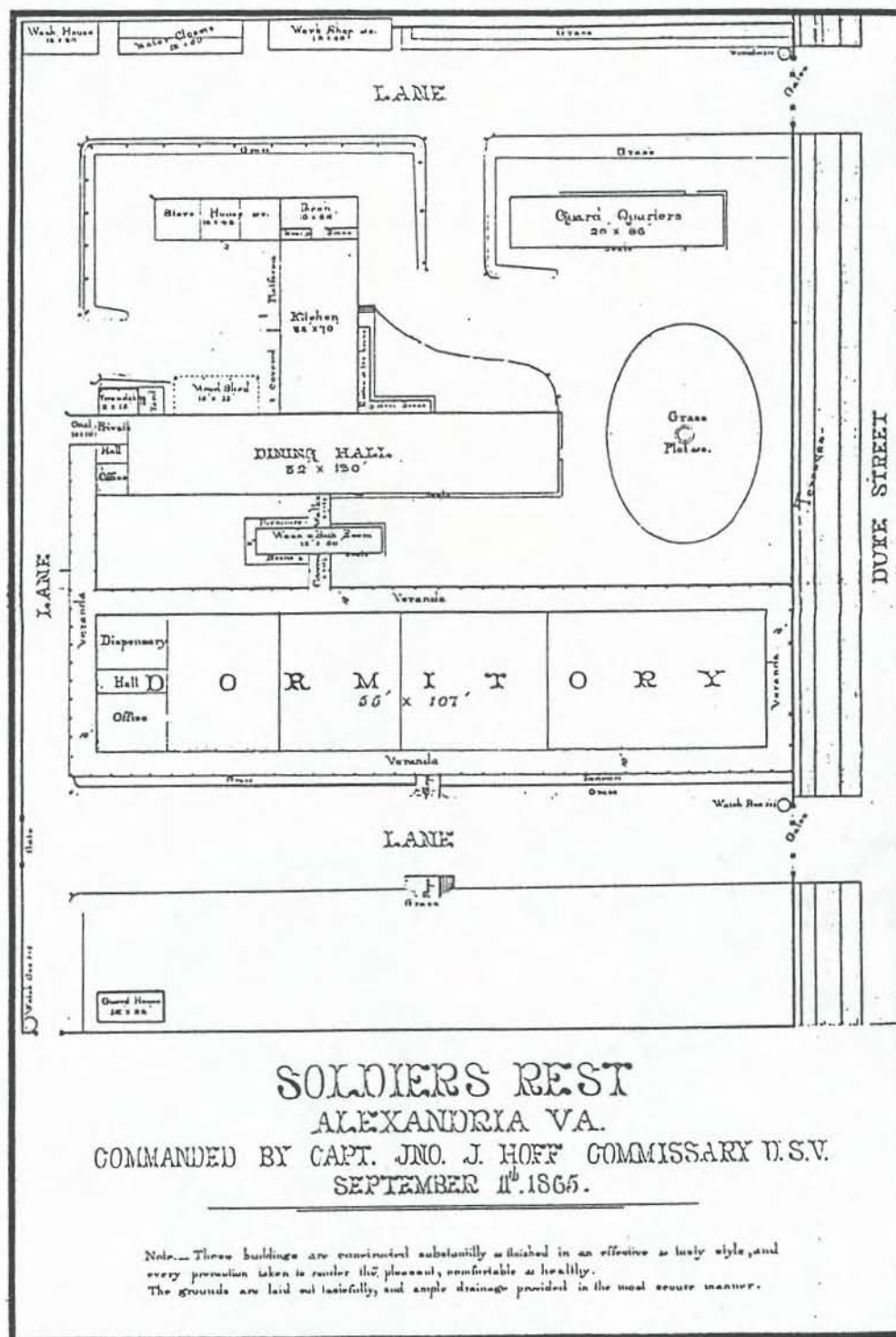


Figure 8. "Soldiers Rest Alexandria VA." (Anonymous 1865b).

situation improved more rapidly; the railroad spurred a slow economic growth in the town and particularly in the area including the project corridor. In 1867 the O&ARR merged with the Manassas Gap Railroad to become the Orange, Alexandria & Manassas Gap Railroad (Hurd 1988:9; Alexandria Deed Book Y3:106).

By the mid 1870s, a number of new rail buildings and residences were evident along Duke Street (Hopkins 1877) (Figure 9). The village of West End contained a brewery, a store, the water company for Alexandria, a blacksmith shop, a tavern and a hotel (Figure 6). In the 1870s, the O&ARR/Manassas Gap Railroad merged with the Virginia Midlands (Hurd 1988:9). Several new structures were built during this period (Figure 9). During the last quarter of the nineteenth century, the role of the railroads changed from being a supplier to the port of Alexandria to being a link in the transportation route between larger industrial cities. The port of Alexandria was no longer a viable trade facility; goods and supplies were transported by rail rather than by slower oceangoing ships. Consequently, Alexandria changed from a port city to a railroad depot (Hurd 1988:9-10).

During the 1890s the Southern Railroad purchased the O&ARR and built a new roundhouse, freight building and passenger depot on the 1100 block (Miller 1987). The Southern Railroad presently maintains ownership of these properties.

During the early part of the twentieth century, Alexandria was a developing suburb of Washington. Very little change occurred along the corridor during this time. The absence of major growth may have been due to the fact that the railroads were no longer the major means of transportation and had declined in significance. The advent of automobiles (and trucks) as a major means of transportation spelled the economic decline of rail transport (Hurd 1988:11-12).

During the 1930s-1940s construction along the corridor included a roundhouse south of the 1700 block and the T. J. Fannon Fuel Oil Company facility on the 1200 block. In the 1950s a gas station was built on the south side of the 1300 block, and the residences along the south side of the 1700-1900 blocks were razed and replaced by a shopping center. The area is currently typified by residences along the north side of the



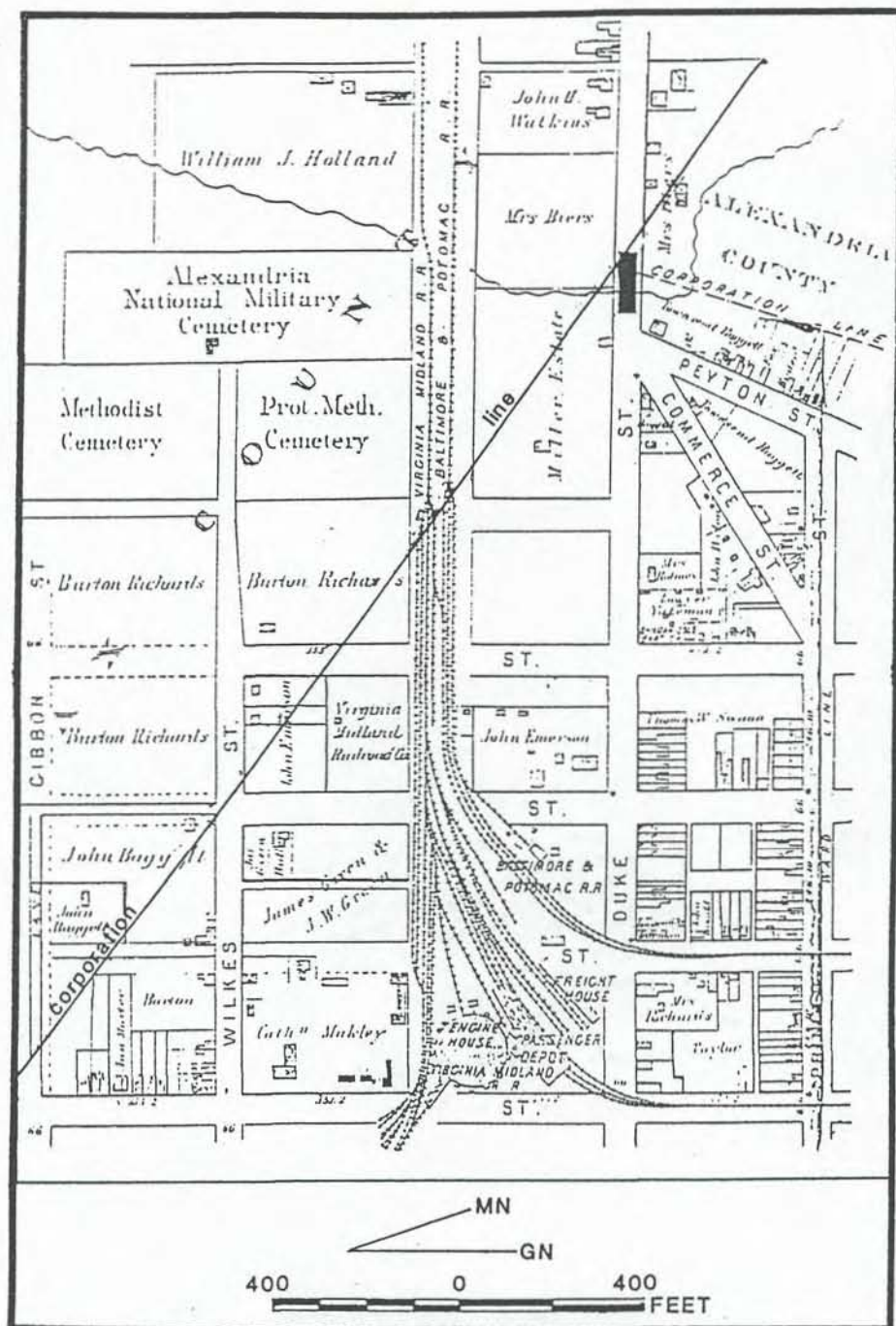


Figure 9. Detail of Plate 60 from "City Atlas of Alexandria, Virginia" (Hopkins 1877).

street and office buildings, shops and industries on the south side of Duke Street.

### History and Cultural Features of Individual Blocks

#### 1100 Block

In the late eighteenth century, this block was part of the Spring Garden Farm complex. In 1796 the land was subdivided for sale. The four ¼-acre lots (1, 2, 27 and 28) were sold to Johnathan Mendeville. In 1797, Mendeville sold all of these lots to Thomas Swan, who owned the property until about 1820. The property was listed as being vacant through 1816; between 1817 and 1826 the property value increased by \$600, and the lot was listed as a garden (Alexandria Land Tax Records 1810-1830). The land tax records are apparently referring to a market garden (Maury 1878:23-25). Between 1827 and 1850 the property was listed as vacant (Alexandria Land Tax Records 1827-1850).

In 1838, Swan sold the property to Burton Richards, who owned the land until it was purchased by the railroad. During the 1850s, a roundhouse was built on the southeastern corner of the lot. Two rail spurs crossed the southern third of the lot, then turned north paralleling Henry Street (Figure 7).

The entire block became a center of operations for the USMRR. A locomotive turnaround, two rail spurs and the northern stockade wall of the military complex were located within this section of the corridor. Following the war all features associated with the railroad complex were removed. In the late nineteenth century, rail spurs and loading platforms were located in this area. By 1910 the roundhouse was razed, and a new roundhouse was built atop the old structure (Sanborn Map Company 1902).

This block has remained a part of the Southern Railway throughout the twentieth century. A number of new rail spurs followed the path of the nineteenth-century lines. During the 1970s, vandals burned the roundhouse, and by the 1980s the lines were abandoned and the lot was



left vacant (Ames W. Williams, local historian, personal communication 1987).

#### 1200 Block

The 1200 block was originally part of John Wise's Spring Garden Farm complex (Table 1). In 1796, the property was subdivided into lots 29, 30, 53 and 54 and sold to Jesse Simms (Alexandria Deed Book K:276; Alexandria Gazette 1796). During the same year Simms sold the lots to William Hartshorne who owned the property until 1809 (Alexandria Deed Book U:452). Hartshorne sold the property to his brothers Richard and Patterson Hartshorne who lived in New Jersey and Philadelphia, respectively. In 1812 the brothers leased the NW quadrant to Thomas Preston and James Anderson (Alexandria Deed Books U:452, W:386, 410). Between 1796 and 1848, the Hartshorne family owned the four lots on the 1200 block, but apparently never lived on the property.

During the second decade of the nineteenth century, a brickyard encompassed at least part of the square. A house was constructed on the NW corner which was used as a rental property (Alexandria Land Tax Records 1810-1830). The brickyard was probably associated with a similar brickyard located on the south side of the 1300 block and a brick kiln on the north side of the 1200 block. The house on the NW lot was apparently removed during the 1830s. The tax records indicate that Frank Seals, a free black, owned a small one-story frame house on the back of the block from 1822 to 1832 (Alexandria Land Tax Records 1822-1832).

In 1850, the entire block was sold to the O&ARR, who owned the land throughout the remainder of the nineteenth century. During the latter part of the century, the O&ARR was purchased by Southern Railway. In 1940 the Southern Railway sold the northern half of the block to the current owners, Francis and Chester Fannon (Alexandria Deed Books 3:196, 421; 164:75).

During the 1850s the O&ARR company constructed a shop on the block; which was valued at \$1400 in 1851 (Figure 7) (Alexandria Land Tax Records 1850-1869).

Table 1. Chain of Title, USMRR Site (44AX105), Alexandria, Virginia.

Date	Grantor	Grantee	Description	Reference
1796	John Wise	Matthew F. Bowen & Theodorus J. Hamilton	Subdivision of Spring Garden Farm	Alexandria Deed Book K:276
1796	M. F. Bowen & T. J. Hamilton	Jesse Simms	Deed of Trust for Spring Garden Farm	Alexandria Deed Book K:276 Alexandria Gazette 6/30/1796
May 24, 1796	Jesse Simms	Wm. Hartshorne	2-acre block (lots 29, 30, 53, 54)	Alexandria Deed Book U:452
June 20, 1809	Wm. Hartshorne	Richard & Patterson Hartshorne	2-acre block	Alexandria Deed Book U:452
August 24, 1812	Richard & Patterson Hartshorne by Power-of-Attorney of Wm. Hartshorne	Thomas Preston & James Anderson	Ground rent lease of NW corner of 2-acre block	Alexandria Deed Book W:386
January 22 & April 24, 1850	Heirs of Richard & Patterson Hartshorne	Orange & Alexandria Railroad Company	2-acre block	Alexandria Deed Book L3:196,421
July 6, 1940	Southern Railroad Co.	Chester W. & Francis H. Fannon	North half of 2-acre block	Alexandria Deed Book 164:75



The USMRR commandeered the O&ARR complex during the war years. The stop on this block became a kitchen within the larger "Commissary Department" which included 10 additional buildings--three mess rooms, a bakery, a storeroom, a stable, a barn, an office and two unidentified buildings. The stockade around the USMRR complex was located along the north and west edges of the block; and one of the bastions was located in the intersection of Duke and Payne (Merrick 1865).

In June 1865, all of the buildings constructed by the USMRR were removed, and within the year the Orange and Alexandria Railroad had bought back the site and much of their seized equipment (McCallum 1866). By 1869, the property included several structures valued at \$5,000 (Alexandria Land Tax Records 1869). The area contained several rail lines and numerous rail buildings. As the railroad decreased in importance during the late nineteenth century the buildings were apparently removed, and by the 1890s, only rail spurs were located on this block (Sanborn Map Company 1890). The lot remained unchanged until 1940 when the northern half was purchased by the Fannons.

The Fannon Petroleum Company complex is currently located on the northern half of the lot and includes two buildings, one situated along the eastern third of the lot and the other located on the western edge of the block. The area adjacent to the front and sides of each building is presently used as a parking lot.

#### 1300 Block

Lots 55, 56, 73 and 74 of the Spring Garden Farms (Figure 4) were sold in 1796 and transferred hands numerous times prior to the 1820s; the main occupants were freed blacks (Alexandria Land Tax Records 1800-1820). The western half of the block was occupied by a variety of residents until the 1830s when the lot became vacant. This lot remained vacant until the onset of the Civil War. The eastern half of the block was initially occupied by freed black renters until it was purchased by Thomas Preston and James Anderson, who used the property for a brickyard from 1813 to the 1820s. The lot reverted to a residential property several times between the 1820s and 1840, when it was again listed as a

brickyard owned by Richard Stanton. In 1844 Stanton sold the land to John Emerson, who occupied the lot for several decades (Alexandria Deed Book F3:67). Emerson owned the property during the mid-nineteenth century, and the building shown on the property remained extant until the mid-twentieth century.

The western half of the lot was part of the Soldier's Rest during the war years (Figure 8). In the late 1890s, an apartment was constructed in the northwest section of this lot. The apartment and the house on the eastern half of the lot were razed prior to the construction of a gasoline station in the 1950s (Sanborn Map Company 1902, 1950).

#### 1400 Block

The 1400 block contained lots 75, 76, 93-96 and 112-115 of the Spring Garden Farms complex (Figure 4). All of the lots were sold, although no evidence of residential buildings was found for the early nineteenth century (Alexandria Land Tax Records 1805-1820). By 1816 a tannery had been built on the block and may be the reason why no homes were built (Cheek and Zatz 1986:23). The tannery was abandoned and subsequently burned in the 1850's.

During the 1850s the O&ARR built rail lines through the southern half of the block. During the war, the Soldier's Rest facility was built on the eastern half of the block. This complex included dormitories, kitchens, a mess room and offices (Figure 8). The Soldier's Rest functioned as a convalescent home for wounded soldiers during the final two years of the war. Portions of the dormitory and the stockade in front of the complex were located within the project corridor (Figure 8). After the war all military buildings were removed from the property.

In the 1880s, row houses were constructed along this block. By the early twentieth century, a grocery store was built on the eastern edge of the block; Santullo's Market occupies the building today. In the late 1970s the row houses were razed to facilitate the construction of an office complex.



## 1700 Block

The property surrounding and including this block was owned by John West. In 1796, he began selling lots in a similar manner to the subdivision of the Spring Garden Farms (Table 2). West sold his lands in both 2-acre blocks and  $\frac{1}{2}$ -acre lots. John West's subdivision was crossed by north-south lanes which he named for his children (John, George, Catherine, Sarah and Elizabeth). East-west extensions of Wolfe Street and Wilkes Street were plotted on the plat of the subdivision, but apparently existed only on paper for many years.

The West property was sold under an agreement to build a home on the land within two years of purchase. The purchasers in essence rented the land from West until they made the required improvements stipulated in the moiety deed. The purchaser was responsible for erecting on each  $\frac{1}{2}$ -acre parcel a house agreeable to the building codes of Alexandria.

The block originally consisted of three smaller lots. These lots were the exception in West's platting scheme. These lots were either  $\frac{1}{2}$ -acre or  $\frac{3}{4}$ -acre long, narrow lots.

The easternmost lot, bordering John Street, is the focus of this study. Giles Baker purchased this  $\frac{1}{2}$ -acre parcel on October 21, 1796, the date when West sold the majority of the subdivision. Baker met the provisions of the sales contract by building a house within the allotted time (Fairfax County Deed Books Z:505; A2:356). Documentation suggests that the house was a two-story frame structure which was constructed on the northeast corner of the lot opposite a similar late eighteenth-century brick dwelling at 1707 Duke Street.

In 1799, Baker sold Moses Kenney his lease for the  $\frac{1}{2}$ -acre lot, which included the house. Two years later, Kenney purchased the rent charge from John West for the the  $\frac{1}{2}$ -acre lot (Fairfax County Deed Books L2:408, Z2:299; Fairfax County Court Order Books 1799:493, 1801:111). The documents indicate that Kenney purchased several parcels of land in the village of West End and married Giles Baker's daughter before 1810 (Fairfax County Minute Book 1807:169; Federal Census Fairfax County, Virginia 1810).

Table 4. Chain of Title, Bontz Site (44AX103), Alexandria, Virginia.

Date	Grantor	Grantee	Description	Reference
October 21, 1796	John West	Giles Baker	Ground rent lease ½-acre lot	Fairfax Co. Deed Book Z:222
1799	Giles Baker	Moses Kenney	Ground rent lease ½-acre lot	Fairfax Co. Court Order Book 99:493 Fairfax Co. Deed Book L2:408
January 23, 1801	John & Elizabeth West	Moses Kenney	Ground rent charge ½-acre lot	Fairfax Co. Deed Books L2:408; Z2:299 (C2:467 missing)
February 26, 1810	Moses & Elizabeth Kenney	George Varnold	Ground rent charge NW & SE quadrants	Fairfax Co. Deed Book L2:408
July 14, 1817	Moses Kenney & wife	John West	Ground rent charge NE & SW quadrants	Fairfax Co. Deed Book Z2:299 (P2:306 missing)
May 27, 1831	John & Sarah West	William B. Richards	Ground rent charge NE & SW quadrants	Fairfax Co. Deed Book Z2:299
January 17, 1832	George Varnold heirs	George Bontz	NW & SE quadrants	Fairfax Co. Deed Book A3:51
June 1, 1840	William B. & Pricilla Richards	George Bontz	Ground rent charge NE & SW quadrants	Fairfax Co. Deed Book F3:232
June 18, 1900	George Bontz heirs	Henry Bontz heirs & Elizabeth Johnson heirs	Division of ½-acre lot	Fairfax Co. Deed Book E6:707
1901	George Bontz heirs	Ella H. Brown	Lots 3, 4 & 5	Fairfax Co. Chancery CFF:9i Fairfax Co. Deed Book J6:110
August 2, 1902	Henry Bontz heirs	Elizabeth J. Martin	Lot 1	Fairfax Co. Deed Book N7:579
June 17, 1912	Elizabeth J. Martin	Elizabeth Martin & Lavinia Patterson	Lot 1	Fairfax Co. Deed Book N7:580
1914	Ella H. & Arthur R. Brown	John & Laura Haring	Lots 3, 4 & 5	Fairfax Co. Deed Book U7:72
July 8, 1919	Laura B. Haring	Hannie C. & Herbert A. Griffin	Lots 3, 4 & 5	Alexandria Deed Book 68:480
1925	Hannie C. Griffith	B. B. & Ida R. Ezrine	Lots 3, 4, & 5	Alexandria Deed Book 68:570
1925	B. B. & Ida R. Ezrine	Alice Moore	Lots 3, 4, & 5	Alexandria Deed Book 68:572
January 11, 1929	Martin & Patterson	E. Burnett Ale	Lot 1	Alexandria Deed Book 97:70
May 10, 1933	Carl Budwesky, Comm.	E. Burnett Ale	Lot 2	Alexandria Deed Book 113:506
March 15, 1944	Alice Moore	Edgar & Georgia Lamb	Lots 3, 4 & 5	Alexandria Deed Book 206:430
May 21, 1949*	Edgar A. Lamb	Walter J. & Maria Hill	Lots 3, 4	Alexandria Deed Book 281:592
Sept. 4, 1958	E. Burnett Ale	Builders & Developers Corp.	Lots 1, 2	Alexandria Deed Book 475:96
October 16, 1958	Walter J. Hill	Builders & Developers Corp.	Lots 3, 4	Alexandria Deed Book 477:606
1959	Builders & Developers Corp.	Ruth Baer	Lots 1, 2, 3 & 4	Alexandria Deed Book 494:530
1984	Ruth Baer	Duke Street Associates	Lots 1, 2, 3 & 4	Alexandria Deed Book 1288:1068

\*Lot 5 was eventually bought by Herby's Ford Dealership and was lost in foreclosure ca. 1977.



In 1810, Moses Kenney divided the lot into four equal parts and sold the northwest and southeast quadrants to George Varnold (Fairfax County Deed Books L2:408). In 1817, Kenney sold the remaining quadrants to John West (a descendent of the earlier John West). This conveyance stated that the rent was to be paid by the heirs of Giles Baker. Giles Baker's will refers to his real estate in the village of West End; however, by 1818 when the will was drafted, all of Baker's property was owned by either West or Varnold. The will further states that the property was to be leased until Baker's grandson, John Richard Baker, reached the age of 21. The elder Baker indicated that the money raised from such rent was to support and educate his grandson. Presumably Baker's heirs continued to either occupy or sublet the house after the sale of the property (Fairfax County Will Book M:127).

In 1831, William Burton Richards purchased the NE and SW parcels of the ½-acre lot from John West. Richards had been a family friend of the Bakers, as well as the executor of Giles Baker's estate (Fairfax County Will Book M:127). Richards owned several house lots in the West End and later became landlord of several lots in the city. George Bontz, a native of Alexandria, purchased Richards' interest in the property in 1840. Documentary evidence suggests that Richards never lived on this lot. Presumably Bontz rented the Richards property in the interim (Fairfax County Deed Books Z2:299, A3:51, F3:232; Federal Census Fairfax County, Virginia 1850).

Varnold was apparently a friend of the Bontz family. In 1816 he served as bondsman at a Bontz family wedding. Varnold's only other land in the West End was obtained in 1808, a ½-acre lot south of Baker's. When he died in 1818, his real estate was passed to his wife and son. In 1832 Bontz purchased the moiety agreement from Sarah, George Varnold's wife (Fairfax County Deed Book B3:101).

Personal property tax records indicate that Bontz was living in the village of West End as early as 1825 (Fairfax County Personal Property Tax 1796-1897). The 1850-1860 census lists him as a butcher (Federal Census Fairfax County, Virginia 1850, 1860).

Both George Bontz and his wife died in 1880. Henry Bontz and Elizabeth Johnson inherited the ½-acre property. The two houses located

on the ½-acre lot apparently stood vacant for many years. Records indicate that the Bontz heirs assumed payment of the annual property tax, but may never have lived on the premises nor rented the property (Fairfax County Land and Personal Property Tax 1880-1897). In 1900 the heirs agreed to divide the estate into five lots and distribute the lots as follows: Henry Bontz received lot 1, including the east half of the frame house and associated narrow lot which adjoined lot 5 to the south; Elizabeth Johnson received lot 2, including the west half of the frame house and associated narrow lot; the heirs retained joint custody of lots 3, 4 and 5, which included the brick house (Fairfax County Deed Book E6:707).

In 1901, the Bontz heirs agreed to sell lots 3, 4 and 5 at public auction after reaching a settlement in Fairfax County Court. Ella H. Brown, daughter of Henry Bontz and one of the heirs, purchased the aforementioned lots at the auction (Fairfax County Chancery CFF 9i). The Browns lived in the brick house at the 1706 Duke Street address until 1914. In 1914 John T. Haring purchased the property, and five years later sold it to Herbert A. Griffith. In 1925, the property was transferred twice, first to B. B. Ezrine and then to Alice Moore. Moore lived there until 1944 when she sold the property to Edgar A. Lamb. In 1949 Lamb sold lots 3 and 4 to Walter J. Hill. In early 1950, lot 5 was sold to Herby's Ford dealership who built an automotive paint shop on the lot. In 1958, the Builders and Developers Corporation bought lots 3 and 4, as well as the other lots of the 1700 block. In 1959 Ruth Baer purchased the 1700 block, demolished the buildings, and built a shopping center (Fairfax County Deed Books J6:110, U7:72; Alexandria Deed Books 68:480; 81:570, 572; 206:430; 281:592; 477:606; 494:530; Alexandria Land and Personal Property Tax 1915-1950).

By the turn of the century the old frame building on lots 1 and 2 was converted into two row houses and sold as separate dwellings. In 1902, the Bontz heirs sold lot 1 and the eastern half of the house to Elizabeth J. Martin, who had made an unsuccessful bid on lots 3, 4 and 5 the previous year. Martin rented the property to several different tenants during the 27 years that she owned the property. In 1929, E. Burnette Ale, a landholder with extensive holdings, purchased the



tenement. Ale owned the property until 1958 when the Builders and Developers Corporation purchased the deed (Fairfax County Deed Book N7:579, 580; Alexandria Deed Books 97:70, 475:96, 494:530; Alexandria Land and Personal Property Tax 1915-1950).

The Johnson heirs retained lot 2 until 1929 and rented it to two different tenants during that time. Between 1929 and 1932, property taxes for the 1702 Duke Street address were not paid. Following an investigation which indicated that all heirs to the property were dead or untraceable, the lot was sold at public auction for delinquent taxes. Ale, already the owner of 1700 Duke Street, bought the other half of the property and rented the house until it was razed in 1958 (Alexandria Deed Books 113:506, 475:96, 494:530; Alexandria Corporation Court:Equity #4059; Alexandria Land and Personal Property Tax 1915-1950).

## PREVIOUS WORK IN THE PROJECT VICINITY

Only limited archeological excavation and documentary research have been conducted in the immediate vicinity of the project, although over 100 sites have been excavated within the city (Pamela J. Cressey and Donald Crevling, City of Alexandria archeologists, personal communication 1988). The majority of excavated sites are located in the old section of Alexandria and few surveys have been conducted in the western periphery. The old Slave Pen (slave trading facility) on the 1300 block, was excavated by Engineer-Science, Inc., in 1986 (Artemel et al. 1987). these pens were located on the north side of Duke Street opposite the project area.

The Phase I documentary research for Route 236/Duke Street assessed the potential for the occurrence of prehistorice and historic sites within the project corridor and recommended a Phase II evaluation along those blocks where sites were likely to occure. The Phase I report provides a general history of the region and supplies a historical context for the evaluation of individual sites (Cheek and Zatz 1986:10, 32). The bulk of information gathered during the Phase I study refers to the work done by the Alexandria Urban Archaeology Program (AUAP). The AUAP, established in the late 1970's, monitors the city of Alexandria as a large archeological site. The program focuses primarily on areas that were part of the original town; very few studies or comparisons have been conducted on the periphery of semi-periphery of Alexandria (Steven J. Shephard, City of Alexandria archeologist, personal communication 1989).

## METHODOLOGY

The Phase II investigation of Duke Street (Route 236) employed both archival research and archeological testing to evaluate the cultural resources on documented archeological sites in the proposed project corridor. The documentary research reviewed pertinent maps, deeds, tax records and supplemental historic documentation. The document search provided site-specific information and a general historical background



of the region. The archeological investigation involved both manual and mechanical field excavation to evaluate the cultural resources identified during the documentary investigation.

The documentary research was conducted in various repositories including the Virginia Room at the Fairfax Public Library, the Lloyd House Library in Alexandria, the Office of City Planning in Alexandria, the National Archives, the Library of Congress, the National Archives Cartographic Division in Alexandria, the Alexandria Archeological Research Center (AARC), the Fairfax County Courthouse, the Alexandria Courthouse, the Virginia Division of Historic Landmarks (VDHL) in Richmond, and the State Library, also in Richmond.

A number of historic maps illustrate the location of cultural resources and significant archeological sites. These historic maps were later superimposed over the highway plans for the project in an effort to direct the placement of test excavations for optimal recovery of information.

Before archeological testing was initiated all known utility lines throughout the project corridor were marked to insure safety. The proposed right-of-way along the west half of the 1700, the 1800, and the 1900 blocks was approximately 10-15 ft in width. Utility line placement in these three blocks has disturbed over 75% of the proposed right-of-way. Since cultural resources in this area retain limited contextual integrity, no excavation was carried out.

A separate grid system were established for each city block; the length of the corridor made a continuous grid system infeasible. The north-south grid axes were oriented 18.5 degrees east of north, perpendicular to Duke Street. Grid systems of 20-ft squares were established for the 1100, 1200, and 1300 blocks and for the eastern half of the 1400 and the eastern third of the 1700 blocks. A base map illustrating test trenches, test units, features, utility lines and the proposed right-of-way was drawn for each block excavated along the corridor.

The archeological evaluation of the study area included mechanical and manual excavation and utilized 2½-ft-sq and 5-ft-sq test units, auger cores and a mechanical grader (Gradall) to expose cultural

resources. Initial Phase II testing utilized 2½-ft-sq units and 1-in. auger cores to sample the underlying fill deposits. The 5-ft-sq units and mechanically excavated trenches were utilized to expose cultural features. Since approximately 80% of the corridor was covered with gravel, asphalt or cement/concrete atop thick deposits of overburden, mechanical testing proved more effective than manual means of testing the project area.

The survey utilized 2½-ft-sq units to recover artifact samples and to study soil stratigraphy throughout the project area. This sampling procedure was used in the 1100, 1400 and 1700 blocks where the ground surface was not covered by parking lots or sidewalks. Test units were excavated in 10-cm arbitrary levels or by natural soil layers. The excavated soil was sifted through ¼-in. mesh screen. Profile maps were drawn of at least one wall of each test unit.

A smooth-bucket Gradall was used to excavate trenches across each block where intact cultural resources were likely to occur. Trenches were approximately 5 ft wide and 10-50 ft long and were excavated to various depths depending upon the amount of overburden. The trenches were excavated in 10-ft-long increments. The soil stratigraphy along each trench was examined, and profile maps were drawn of a long wall of each trench. The base of each trench was examined for evidence of cultural or natural features. Wall profiles and the floors of all trenches were photographed to provide additional documentation.

Five-ft-sq test units were placed in the base of the trenches to examine underlying cultural deposits and/or cultural features. These test units provided a sample of preserved artifact deposits beneath the overburden and exposed cultural features which would have been adversely impacted by mechanical excavation.

Individual cultural features exposed during the excavation were examined and sampled to determine their age and function. Plan and profile maps were drawn for each feature and test unit. All features were photographed and documented. Artifacts and field documentation are stored at JMUARC.



## SURVEY RESULTS

### 1100 Block

Three 2½-ft-sq test units and six machine-dug trenches were excavated within this block (Figure 10). The test units were excavated along the western edge of the block to study the soil stratigraphy and to recover artifacts. The six trenches were placed in sections of the block where documentary evidence indicated that cultural features, including the stockade wall and locomotive turnaround of the USMRR, might occur. The three test units, supplemented by auger testing, revealed that fill zones extended at least 6 ft below ground surface. Consequently, excavation was stopped and mechanical trenching was initiated.

Trench I was placed in the western third of the block to search for a section of the USMRR stockade wall (Figure 10). The trench was 40 ft long, 5 ft wide and varied between 3½ and 7½ ft deep. The trench was placed parallel to the street and immediately south of the sidewalk. A wooden box culvert was located approximately 3½ ft below ground surface (Figure 11). The feature extended the entire length of the trench.

Trench II was placed on the southwest corner of the Duke and Henry Street intersection to search for a building identified during the document search. The trench was 25 ft long, 5 ft wide and 3½ ft deep. A series of twentieth-century fill deposits associated with the railroad occurred throughout the trench, but no cultural features were encountered. This trench was not excavated into artifact-free subsoil because, for safety reasons, city transportation officials would not allow the trench to be left open over night.

Trench III was placed along Henry Street in the southeastern section of the right-of-way to search for remains of a locomotive turnaround associated with the USMRR. The trench was 15 ft long, 5 ft wide and 6½ ft deep. A cobblestone floor was located beneath the asphalt surface, and railroad-related fill deposits occurred below the cobblestone floor. At a depth of approximately 6 ft, the walls of the

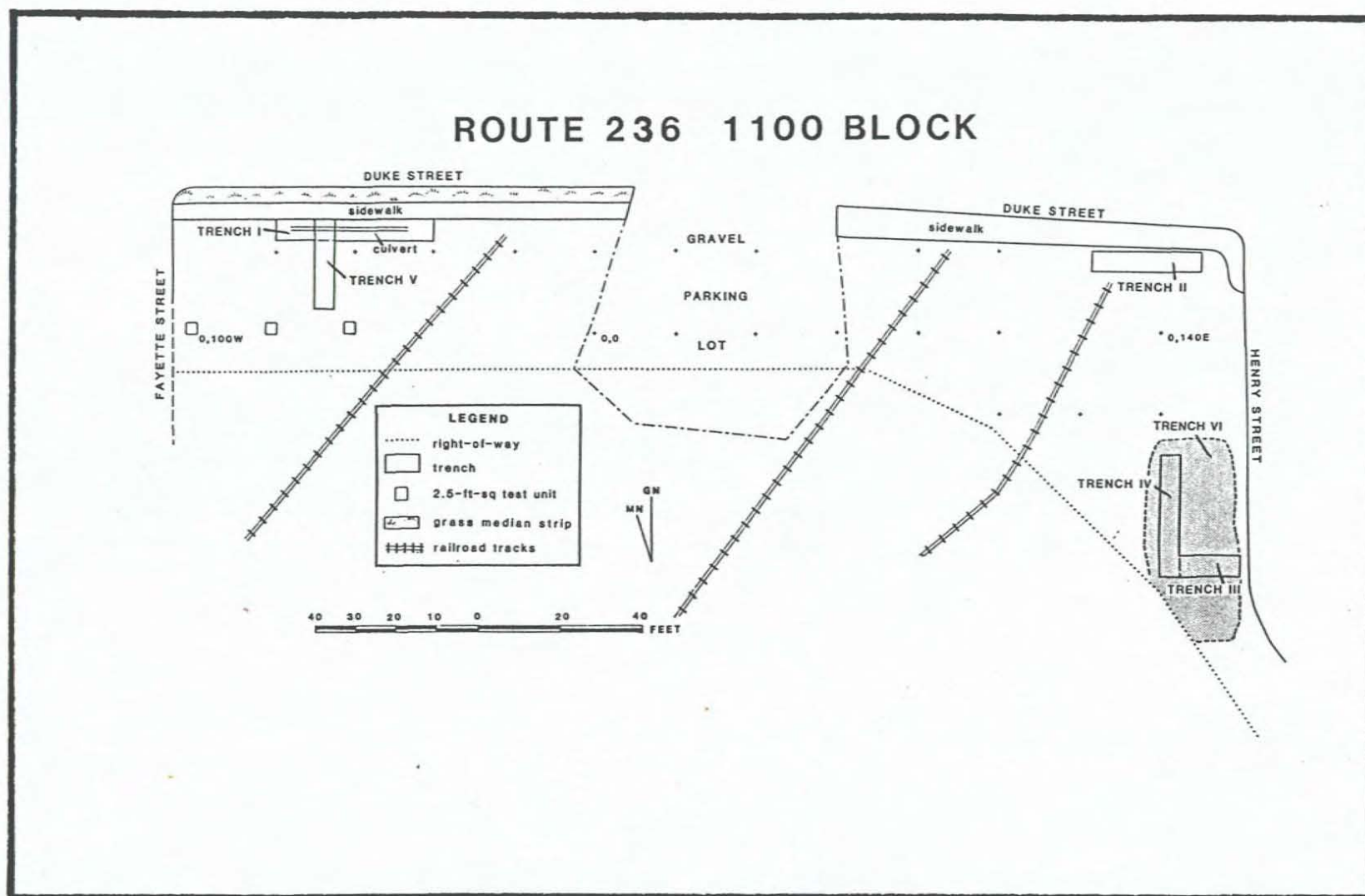


Figure 10. Base map of the 1100 block along the south side of Duke Street (Route 236).



# ROUTE 236, 1100 BLOCK TRENCH 1 22.5N65W BOX CULVERT PLAN AND PROFILE

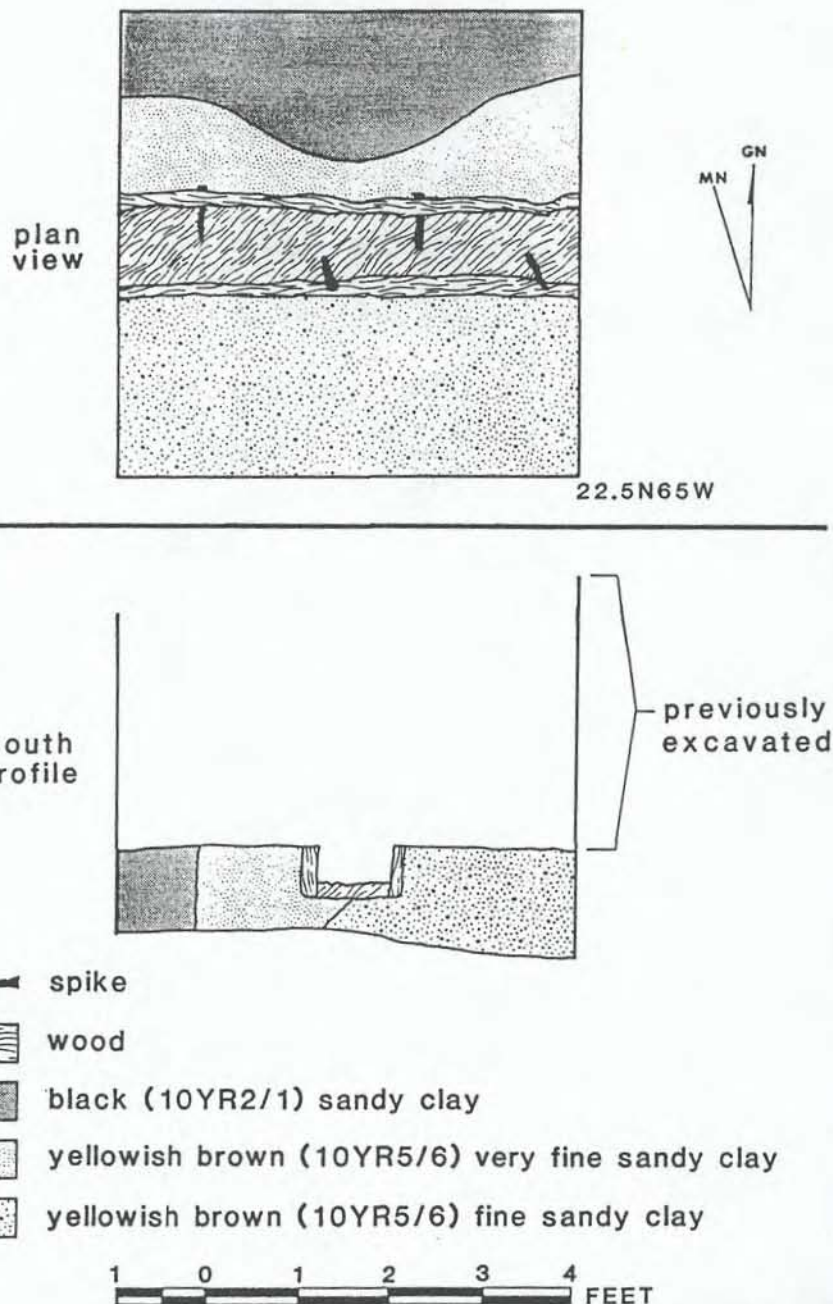


Figure 11. Plan and profile views of the box culvert on the 1100 block.

trench became unstable and began collapsing; trenching was halted when crew members could not safely enter the trench.

Trench IV was also placed along Henry Street in the southeast section of the right-of-way in an effort to locate the locomotive turnaround. The trench was 30 ft long, 5 ft wide and 10½ ft deep. A cobblestone floor and railroad fill deposits identical to those in Trench III were encountered. This trench was more stable than trench III, although at a depth of 9 ft, the trench walls began to collapse. As with trench III, excavation was halted for safety reasons.

Trench V was placed in the western third of the block to search for a section of the stockade wall. The trench was 15 ft long, 5 ft wide and 6½ ft deep. The fill deposits encountered were identical to those in trench I. No cultural features were encountered in this trench, and the trench was excavated into sterile subsoil.

Trench VI was placed in the southeastern section of the block to search for the locomotive turnaround. The trench was approximately 50 ft long, 25 ft wide and up to 19½ ft deep. Due to its extreme depth, the trench had to be stepped back to keep the walls from collapsing. A series of fill deposits associated with the railroad were encountered, as well as several underlying deposits that did not appear to be related to railroad construction. The only evidence of the turnaround was the remains of two beams that may have been part of the trestle supports (Plate 3). Artifact-free subsoil was reached at a depth of approximately 17 ft.

### Stratigraphy

The soil stratigraphy of the 1100 block is illustrated on Figure 13, using Trench VI as an example. The entire area was typified by large quantities of railroad associated fill layers used to raise and level the landform.

All of the trenches revealed evidence of numerous episodes of filling and development. Two factors contributed to the need for substantial amounts of fill. This area was originally bisected by a small unnamed stream (Figure 5; Anonymous [185-]); maps drawn prior to



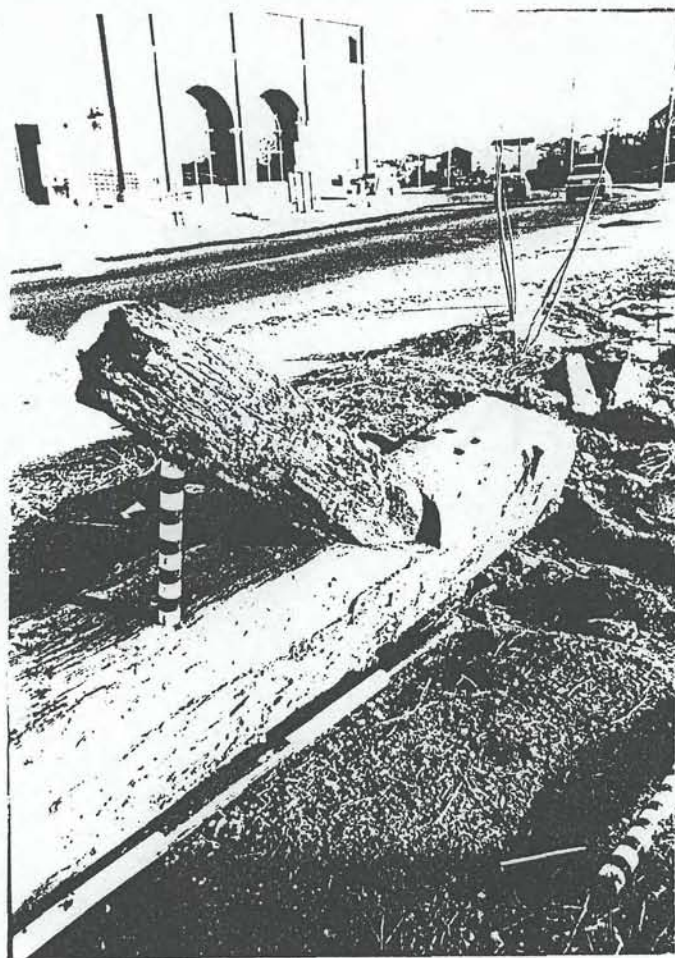


Plate 3. Beams excavated at the location of the locomotive turnaround (1100 block, Duke Street, Alexandria, Virginia).

the 1850s illustrate a springhead located adjacent to Duke and Henry streets. The area has been raised with 10-15 ft of fill since the mid-nineteenth century. During the initial rail construction (1848-1852), fill deposits were used to bury the streambed, creating a level landform. During the Civil War, filling continued to raise the landform in preparation for the construction of an engine house and turnaround for locomotives.

Layers 1-3 represent filling that occurred between the 1920s and the 1970s, including an asphalt surface, a cobblestone floor and an underlying sand fill (Figure 12). The cobblestone layer appears to represent a prepared driveway or loading area for the railroad. Artifacts recovered included plastic, bottle caps, whiteware, ironstone and aluminum foil.

Below the first three fill layers are two layers that date to the second half of the nineteenth century. Artifacts recovered include ironstone and undecorated whiteware. These fills are probably the result of railroad development during or immediately following the Civil War. Layer 5 contained two wooden beams which appear to have been part of the turnaround structure. It is probable that the turnaround was removed and the entire area leveled.

Layers 6-12 appear to be fills which were deposited during the first half of the nineteenth century as part of the initial filling of the stream (Figure 12). These soils are wet, compact clays with moderate sand content. The use of clay fill would have been desirable since much of the natural soil in this area is loose sand.

Layers 13-15 are artifact-free subsoils. Since Layer 13 contained charcoal fragments, excavation continued until artifact-free soils were reached.

#### 1200 Block

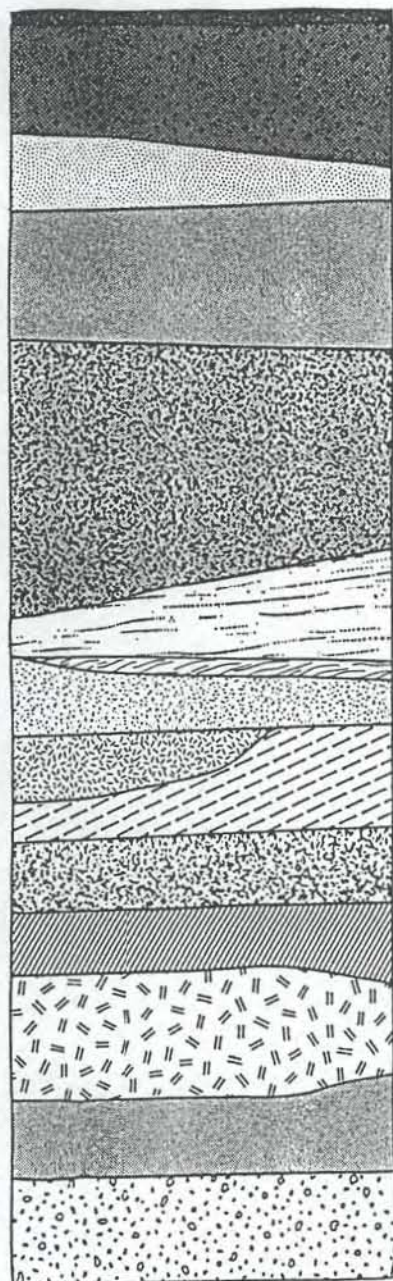
The evaluation of this block included the placement of 11 machine-excavated trenches and one hand-excavated test unit (Figure 13). Documentary information guided the placement of trenches; a historic map of the area illustrates the location of buildings associated with the USMRR


















# 1100 BLOCK ROUTE 236

## TRENCH VI

### WEST WALL PROFILE



### LEGEND

-  asphalt
-  black (2.5YR2.5/0) sandy silt - cobble layer
-  yellowish brown (10YR5/4 to 5/6) very coarse sand
-  olive (5Y5/3) compact clay
-  yellowish brown (10YR5/8) compact clay, large amount of artifacts
-  olive (5Y5/4) slightly compact clay
-  olive gray (5Y5/2) mottled with olive (5Y5/3) friable clay
-  gray (5Y5/1) compact clay
-  olive (5Y5/6) friable clay
-  olive (5Y5/3) friable clay with a large amount of decomposing organic matter
-  pale olive (5Y6/4) mottled with olive (5Y5/3) friable clay loam, some artifacts including brick and charcoal
-  olive (5Y5/3) friable clay with few artifacts
-  olive gray (5Y4/2) friable clay with some charcoal
-  olive (5Y5/3) very compact artifact-free clay
-  gray (5Y6/1) mottled with olive (5Y5/6) very compact wet clay, artifact-free subsoil

40 20 0 20 40 INCHES

Figure 12. Stratigraphic profile from trench VI on the 1100 block, with soil color (Munsell Color 1975) and texture descriptions.



# 44AX105 USMRR 1200 BLOCK SITE MAP

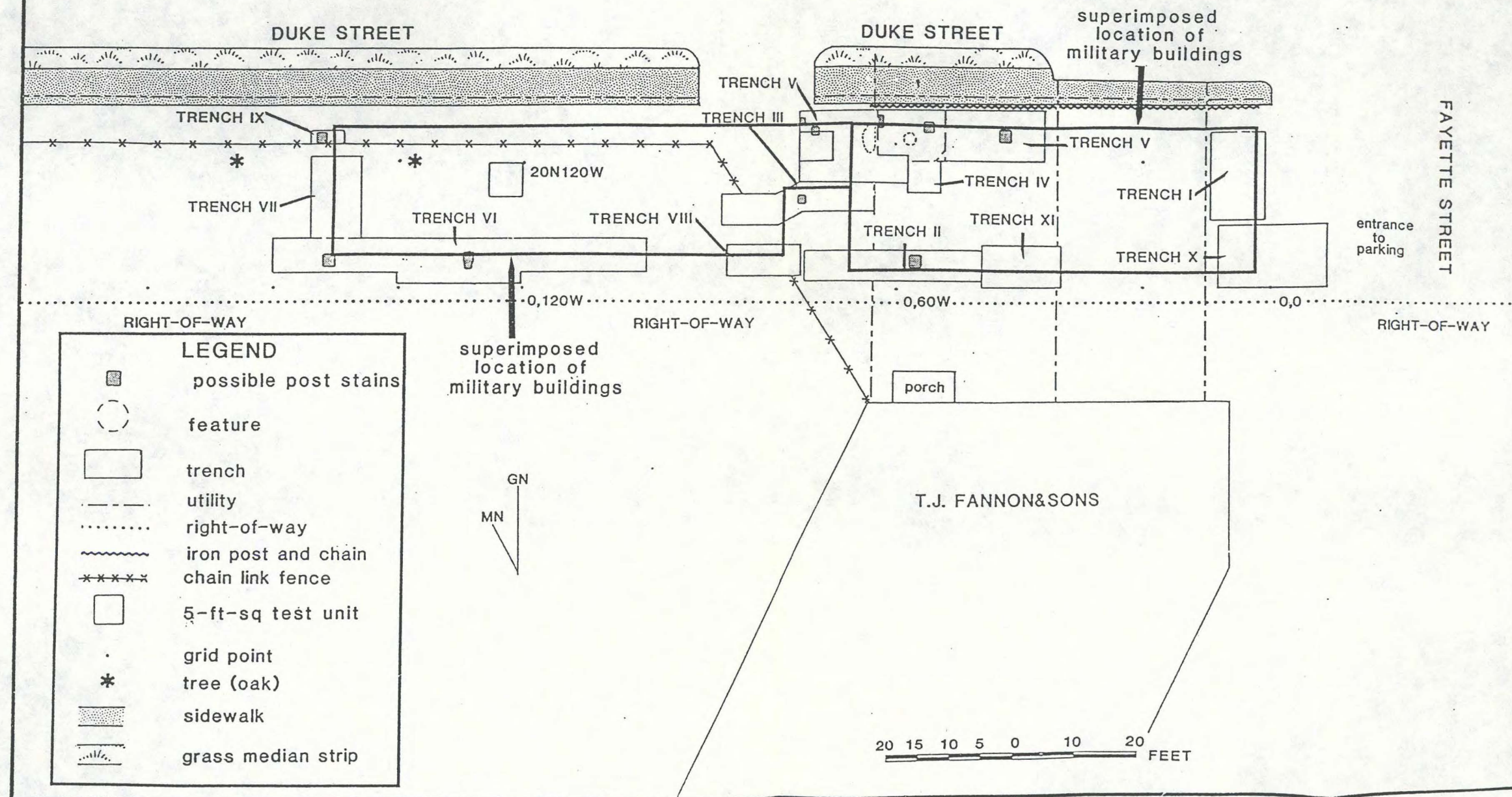


Figure 13. Base map of the 1200 block along the south side of Duke Street (Route 236), showing the USMRR site (444AX105).



(Figure 7). Trenches I-VIII were excavated in an effort to locate a building site identified during the document search. After the site was located, Trenches IX-XI were excavated to further examine the site and to determine its eligibility for nomination to the National Register. Test unit 15N120N was excavated to further expose the site.

Trench I was placed at the edge of a present-day parking lot to examine the northeast wall of the USMRR mess hall. The trench was 14 ft long, 8 ft wide and 7½ ft deep. A wooden culvert was located in the northern end of this trench. The culvert feature was mapped and photographed. During the nineteenth century this area bordered the turnpike. Subsequent road construction has severely disturbed the culvert.

Trench II was placed to locate the southern foundation wall of the USMRR complex. The trench was 35 ft long, 5 ft wide and 4-6 ft deep. A post stain was located in this trench.

Trench III, oriented parallel to Duke Street, was placed in an area where several USMRR buildings joined. This trench was 35 ft long, 5 ft wide and 4½ ft deep. One post stain was located in this trench.

Trench IV, placed perpendicular to Duke Street, was designed to provide a profile of the original roadbed of Duke Street and the front portion of the USMRR complex. The trench was 15 ft long, 7-10 ft wide and 4 ft deep. Several amorphous stains were identified in the northern end of this trench.

Trench V, parallel to Duke Street, was placed to examine a section of Duke Street and to locate structural remains associated with the USMRR complex. The trench was 35 ft long, 8-12 ft wide and 2-4 ft deep. Eight post stains and two indeterminate features were identified in this trench.

Trench VI was placed to search for the southern and western foundation walls of the USMRR structure complex. This trench was 60 ft long, 5-8 ft wide and 3 ft deep. Two post stains were located in the trench.

Trench VII, perpendicular to Duke Street, was situated where the western wall of the USMRR building complex had been identified on a

historic map. The trench was 15 ft long, 8 ft wide and 2 ft deep. One indeterminate stain was identified in this trench.

Trench VIII was placed to search for a continuation of the post pattern identified in Trenches II and VI. The trench was 12 ft long, 5 ft wide and 5 ft deep. The middle of the trench contained a late twentieth-century stain associated with a backfilled chain-link fence post (T. J. Fannon, personal communication 1988).

Trench IX was placed to locate the front of the USMRR building complex. This hand-excavated trench measured 2½ x 5 ft. A post stain was identified which verified the boundary of the building complex.

Trench X, placed parallel to Duke Street, evaluated the degree of preservation of the eastern wall of the USMRR structure complex. The trench was 15 ft long, 10 ft wide and 7 ft deep. No preserved portions of the Civil War building complex were identified, although several indeterminate stains associated with late nineteenth- and early twentieth-century railroad development were found. Railroad-related construction had destroyed all evidence of the Civil War features.

Trench XI was placed to search for the back wall of the USMRR complex. The trench was 10 ft long, 6 ft wide and 5 ft deep. This trench contained soil strata associated with late nineteenth-century railroad development. One feature was identified in this trench.









### Stratigraphy

The soil stratigraphy varied across the 1200 block. A number of localized disturbances associated with various land uses during the past two centuries resulted in the diverse stratigraphic profiles. Three different stratigraphic sequences were identified across the site. Trench I typifies the stratigraphy at the eastern edge of the block (Figure 14). Trench II represents the area between grid transects 10E and 80E (Figure 15). Trench VI represents the western half of the site (Figure 16). In each case, the trench discussed illustrates the degree of disturbance in a specific portion of the block. The first layer identified in all trenches was either asphalt or gravel and will not be presented in the specific discussions.



**44AX105**  
**USMRR**  
**ROUTE 236 1200 BLOCK**  
**TRENCH I**  
**WEST WALL PROFILE**

**LEGEND**

- |   |   |
|---|---|
|  | asphalt   |
|  | black (5YR2.5/1) railroad fill with sand, cinder, and slag    |
|  | very dark gray (5YR3/1) medium sand with pebbles              |
|  | olive (5YR5/3) clayey sand                                    |
|  | yellowish red (5YR5/8) brick mottled with red (10YR4/8) brick |
|  | olive (5Y5/3) thick clay                                      |
|  | olive gray (5Y5/2) clay                                       |
|  | yellowish brown (10YR5/8) clay                                |

2      1      0      1      2  
 FEET

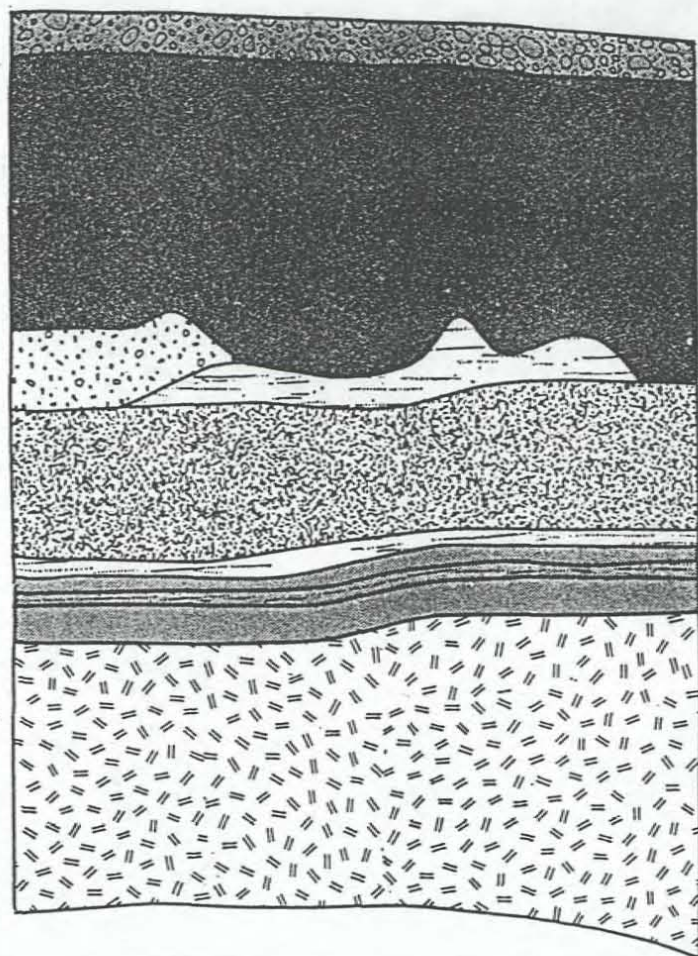
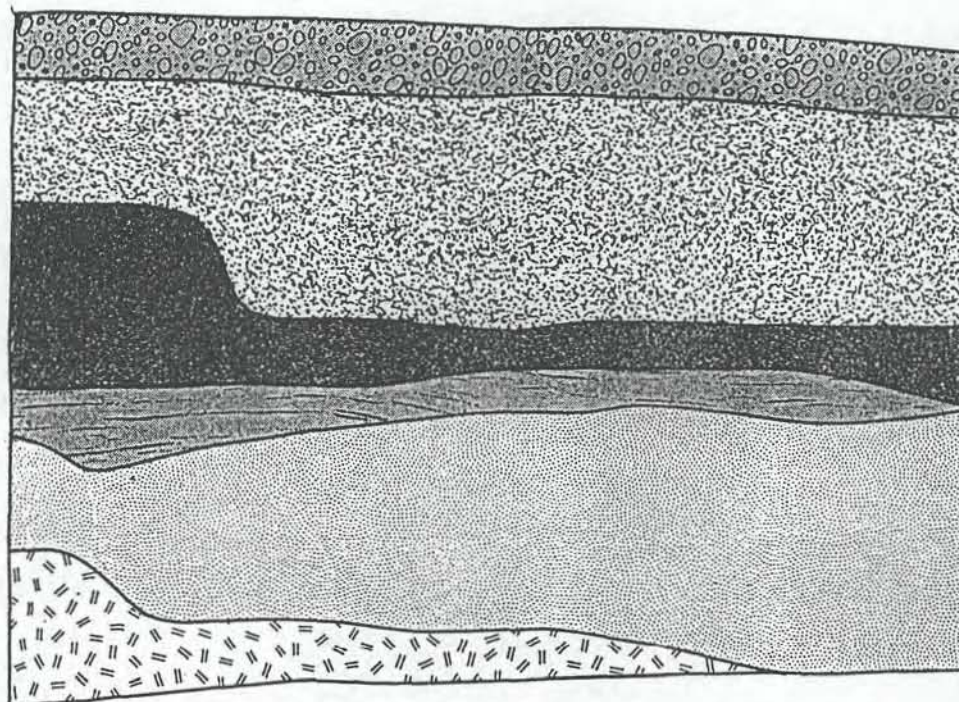








Figure 14. Stratigraphic profile from trench I on the 1200 block.

**44AX105**  
**USMRR**  
**ROUTE 236 1200 BLOCK**  
**TRENCH II**  
**SOUTH WALL PROFILE**



**LEGEND**

- |   |  |
|---|--|
|  | asphalt  |
|  | brownish yellow (10YR6/6) silty clay mottled with black (10YR2/1) cinder |
|  | black (10YR2/1) fine sand with small pebbles                             |
|  | yellowish brown (10YR5/6) clay mottled with decomposed brick             |
|  | yellowish brown (10YR5/4) very fine silt                                 |
|  | yellowish brown (10YR5/8) clay   |

2      1      0      1      2      FEET

Figure 15. Stratigraphic profile from trench II on the 1200 block.



# 44AX105

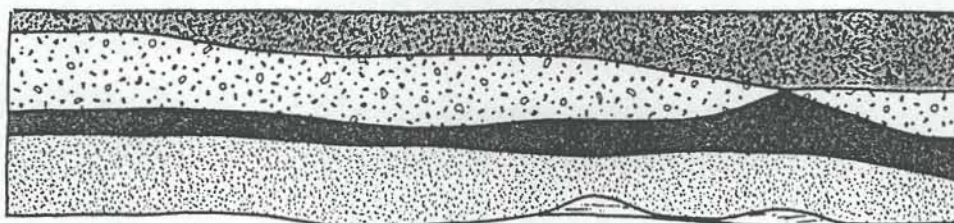
## USMRR

### ROUTE 236 1200 BLOCK

#### TRENCH VI

15N120W

#### WEST WALL PROFILE



#### LEGEND



dark olive gray (5Y3/2) with gravel



yellowish brown 10YR3/6) medium sand with pebbles mottled with yellowish brown (10YR5/8) medium sand



black (5Y2.5/1) clayey sand



olive gray (5Y4/2) fine sand and clay



strong brown (7.5YR5/8) medium sandy clay

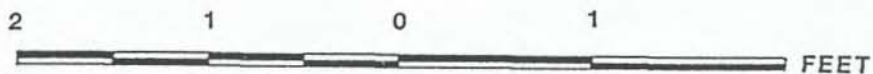


Figure 16. Stratigraphic profile from trench VI on the 1200 block.

In trench I, layers 1-3 represent railroad fills dating to the early twentieth century (Figure 14). These layers contained black soils mottled with slag, cinder, coal, sand and gravel. These fill layers appeared to have been used to raise and level the ground surface and to create a new base upon which to build. A wide variety of artifacts, including whiteware, glass, ironstone, plastic, railroad spikes and soda bottles and bottle tops, were recovered from each of the fill layers.

Layer 4 contained compressed brick rubble. The brick was badly decomposed and had apparently been deposited to provide a solid base for subsequent fill deposits. No artifacts were recovered from this layer.

Layers 5, 6, 7 and 8 represent clays similar to those identified across the eastern half of the site. These soils layers are a fill sequence, and recovered artifacts date from the late eighteenth to mid-nineteenth century. Layer 8 was artifact free.

In trench II, layers 1 and 2 are associated with railroad fills of cinder, slag and coal which date from the late nineteenth century through the mid-twentieth century (Figure 15). Layer 1 appears to represent a base for the construction of the Fannon Oil Company complex, while layer 2 represents a base constructed for the railroad bed during the late nineteenth century. Between the 1870s and the 1920s, two rail lines crossed the eastern edge of the block and turned north following Fayette Street; the plan view of this trench illustrates where one of the lines bisected the block.

Layer 3 represents a fill deposited immediately following the removal of the USMRR complex. This deposit contained only a few late nineteenth-century artifacts; more importantly, this fill overlies the post stains of a Civil War period structure. The presence of this fill indicates that the railroad company covered the earlier occupation floor to create a new base for construction. Stains associated with railroad ties of a rail spur were identified in this layer.

Layer 4 is associated with the first 60+ years of the nineteenth century. The post stains from the Civil War structure, as well as numerous late eighteenth- to early nineteenth-century artifacts, were recovered from this layer. The post stain identified in this layer continued into layer 5 (artifact-free subsoil).



Trench VI contained only 1½ ft of fill (Figure 16). Layers 1 and 2 consist of gravel and the underlying clay and pebble base. Layer 3 was the ground surface during the late nineteenth through the early twentieth century. This layer contained whitewares, machine-made glass and wire nail and is probably associated with the railroad yard.

Based on the dating of recovered artifacts, layer 4 represents an early to mid-nineteenth-century occupation of the site. This fill may represent the soil deposition which occurred during the construction and occupation of domestic dwellings and the USMRR complex. Post stains associated with the military occupation were identified in this layer (Figure 13).

Layer 5 represents artifact-free subsoil. The post stains located in layer 4 intruded into this layer; however, no artifacts were identified in the subsoil.

#### 1300 Block

This block was evaluated in two separate sections due to limited access. Trench I was excavated in the eastern half of the block where documentary evidence indicated the location of the north wall of a nineteenth-century building (Figure 17). Trench I was 40 ft long, 15 ft wide and 5 ft deep. The concrete surface was removed, and the excavation and auger testing of the trench revealed no artifacts or cultural features.

In the western half of the block, Trench II bisected an area associated with the Soldier's Rest and a late nineteenth-century structure (Figure 17). Trench II was 50 ft long, 5 ft wide and 3-7 ft deep. The stratigraphy was identical to that encountered in Trench I. No artifacts or cultural features were identified.

#### Stratigraphy

The soil composition was similar in both trenches (Figure 18). A series of artifact-free sands and clays were encountered under the cement/asphalt surface. These deposits are part of the Pre-Brandywine

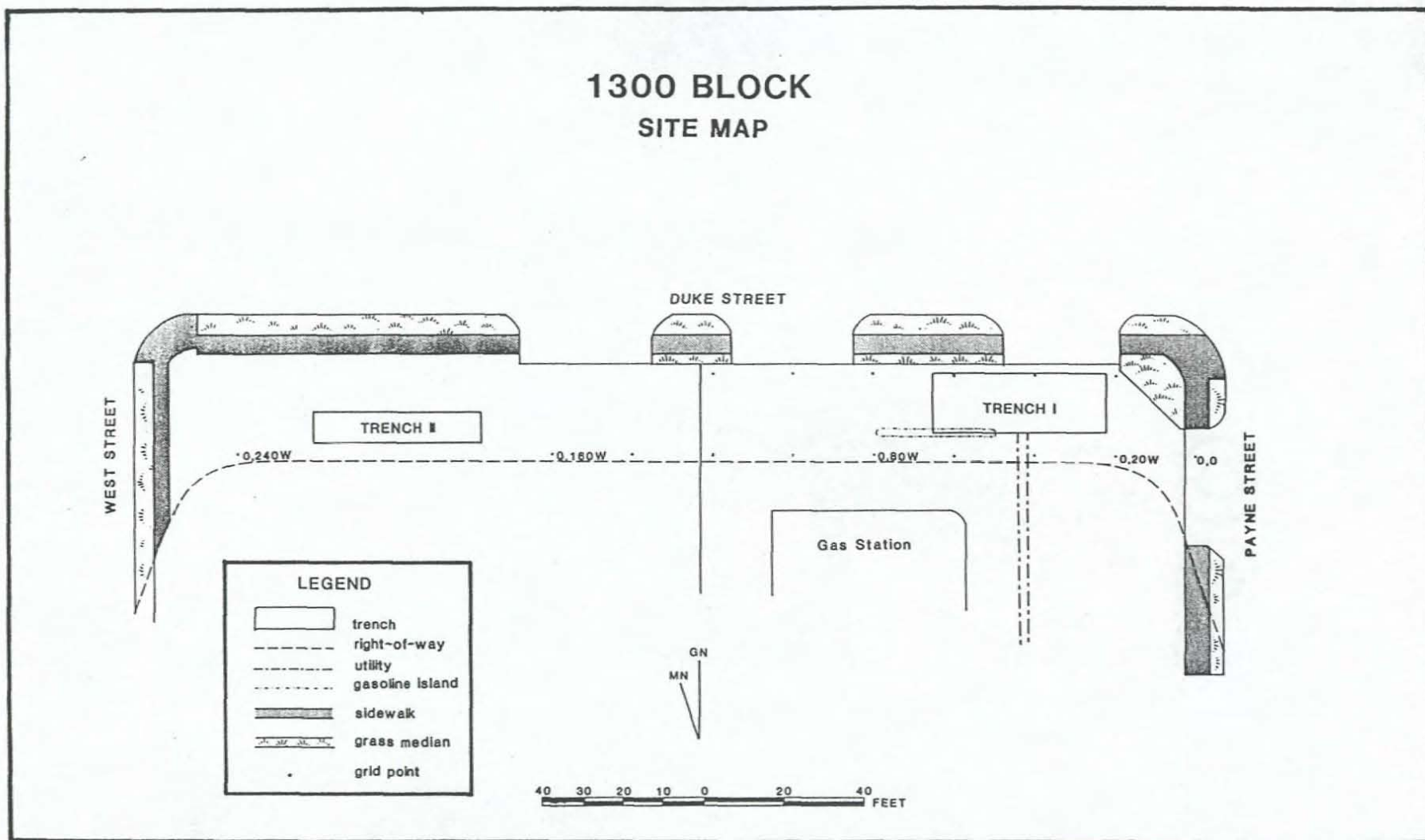


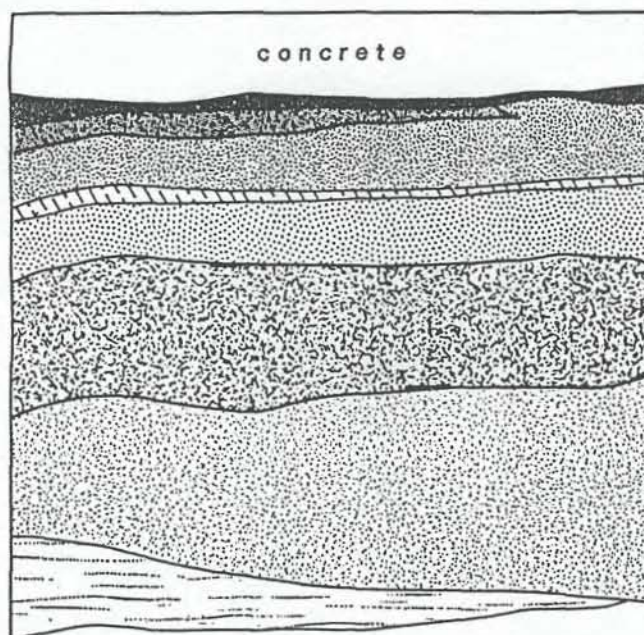
Figure 17. Base map of the 1300 block along the south side of Duke Street (Route 236).



# ROUTE 236 1300 BLOCK

## TRENCH I

### SOUTH WALL PROFILE



#### LEGEND









	black (10YR2/1) medium sand		light gray (10YR7/2) clayey silt
	yellowish brown (10YR5/6) sandy clay mottled with brownish yellow (10YR6/6) light sand		pale brown (10YR6/3) fine sand
	light gray (10YR7/1) fine sand mottled with light gray (10YR7/2) light sand		yellowish brown (10YR5/8) medium sand mottled with light gray to gray (10YR6/1) clayish silt
			very pale brown (10YR7/4) very fine sand
			light brownish gray (10YR6/2) very fine silt



Figure 18. Stratigraphic profile from trench I on the 1300 block.

(Patuxent Sand) formations identified around Alexandria and are described in the soils section of this report. Several minor deposits were also identified.

Prior to the construction of a gasoline station in the 1950s, the area was bulldozed to level the landscape. The gas storage tanks, lines and pumps associated with the station are located either within or immediately adjacent to the right-of-way.

#### 1400 Block

Three trenches were excavated to evaluate the remains of the Soldier's Rest (Figure 19). The trenches were placed in areas where documentation suggested the placement of buildings (Figure 8). Trench I was placed in the area where the guardhouse had been located; trenches II and III were placed in the vicinity of the dormitory.

Trench I was 20 ft long and 5 ft wide. This trench was excavated through artifact-free sandy soils to a final depth of 7½ ft. Neither artifacts nor cultural features were found.

Trenches II and III were initially excavated to a depth of 1 ft where a shallow cultural deposit was encountered. Several amorphous stains were mapped and the deposit was excavated. Numerous artifacts were recovered from these two trenches and will be presented later. Five post stains, all of recent origin, were identified. Trench III was backfilled, and excavation of Trench II continued to a depth of 8 ft. Five-ft-deep auger tests were placed in the base of the trench to insure that subsoil had been reached.

#### Stratigraphy

The three trenches contained similar soils. The first layer of soil had been severely disturbed and contained a diverse artifact assemblage including pearlwares, creamwares, whitewares, soda bottle glass and automotive parts. Beneath the disturbed soil zone are artifact-free sands and clays associated with the natural stratigraphy.



# 1400 BLOCK SITE MAP

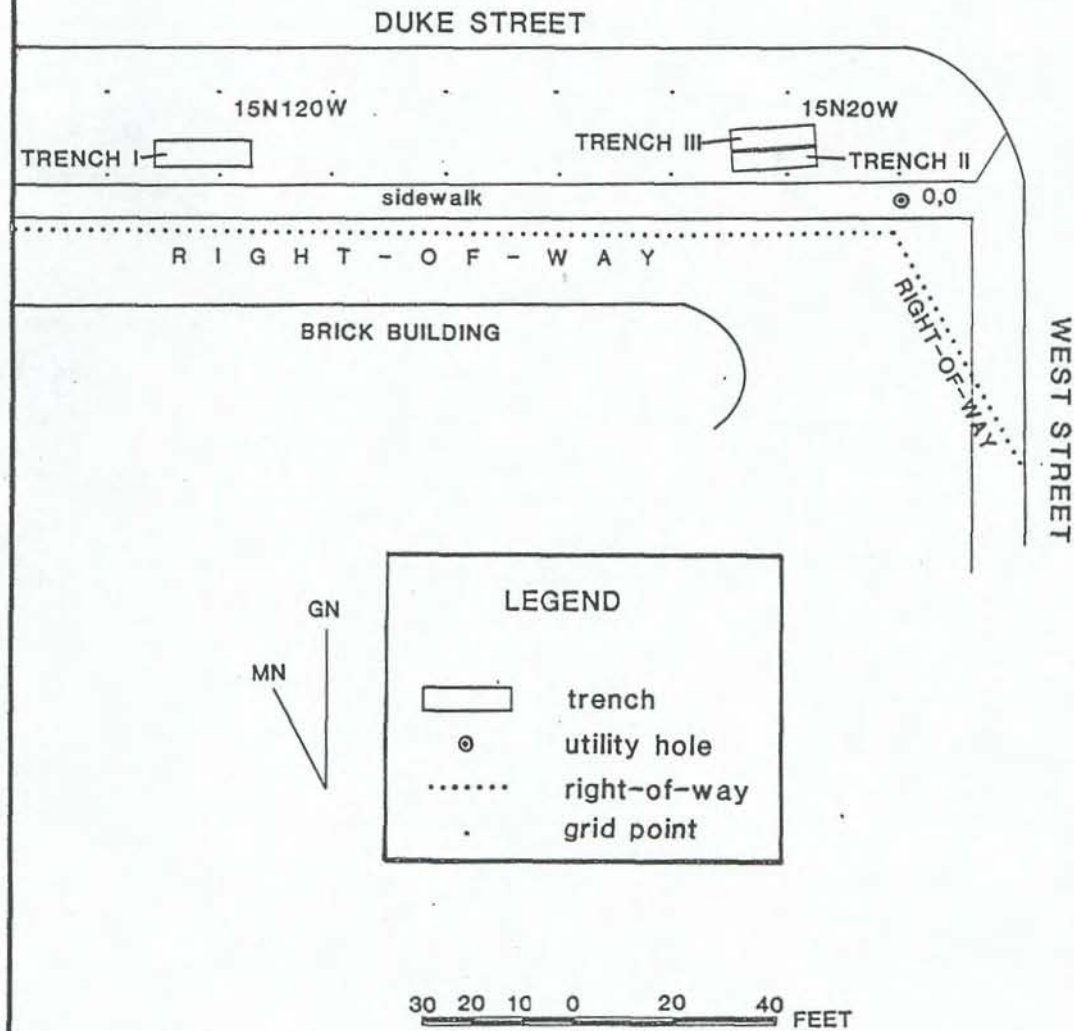


Figure 19. Base map of the 1400 block along the south side of Duke Street (Route 236).

### 1700 Block

During the initial testing of this area, four machine-dug trenches were placed in an attempt to locate the remains of buildings associated with the 1700, 1702 and 1706 Duke Street addresses (Figure 20). These buildings were identified during the documentary portion of the investigation. Three of the four trenches exposed portions of brick foundations of building #1 (1700/1702 Duke Street) and building #2 (1706 Duke Street).

After the brick features were identified, eight additional trenches were excavated across the site (Figure 20). An effort was made to expose only the surface of the cultural features; excavation of these features was purposely limited to Phase II level evaluation to minimize destruction of potentially significant deposits.

Trenches I, II, V and VII were placed in an effort to locate features associated with the occupation of 1700/1702 Duke Street. The brick foundation of a building was located in trenches I, II and V (Figure 20). A yard area containing nineteenth- and twentieth-century cultural deposits was exposed in Trench VII.

Trenches III, IV, VI, and VIII through XII were excavated in the western half of the site to locate the remains of buildings or features associated with the 1704 and 1706 Duke Street addresses. The abundance of trenches needed to test the block was largely due to the number of utility lines that crossed this area. The placement of utility lines caused localized disturbance of the foundation on the 1706 Duke Street lot. Whenever utility line fills were exposed, trenching was halted to insure safety. Several small sections of building #2 were identified; however, a number of other sections of the structure had been destroyed by utility line placement.

Trenches III, VI, VIII and IX exposed a number of fill sequences associated with the utility lines. No evidence of structural features was found in any of the trenches. The remnants of an artifact-bearing deposit (layer 4) were found in sections of trench III and trench IX.

Trench I trended north-south and was 20 ft long, 5 ft wide and 3 ft deep. A brick foundation measuring 9 in. wide was located in the base



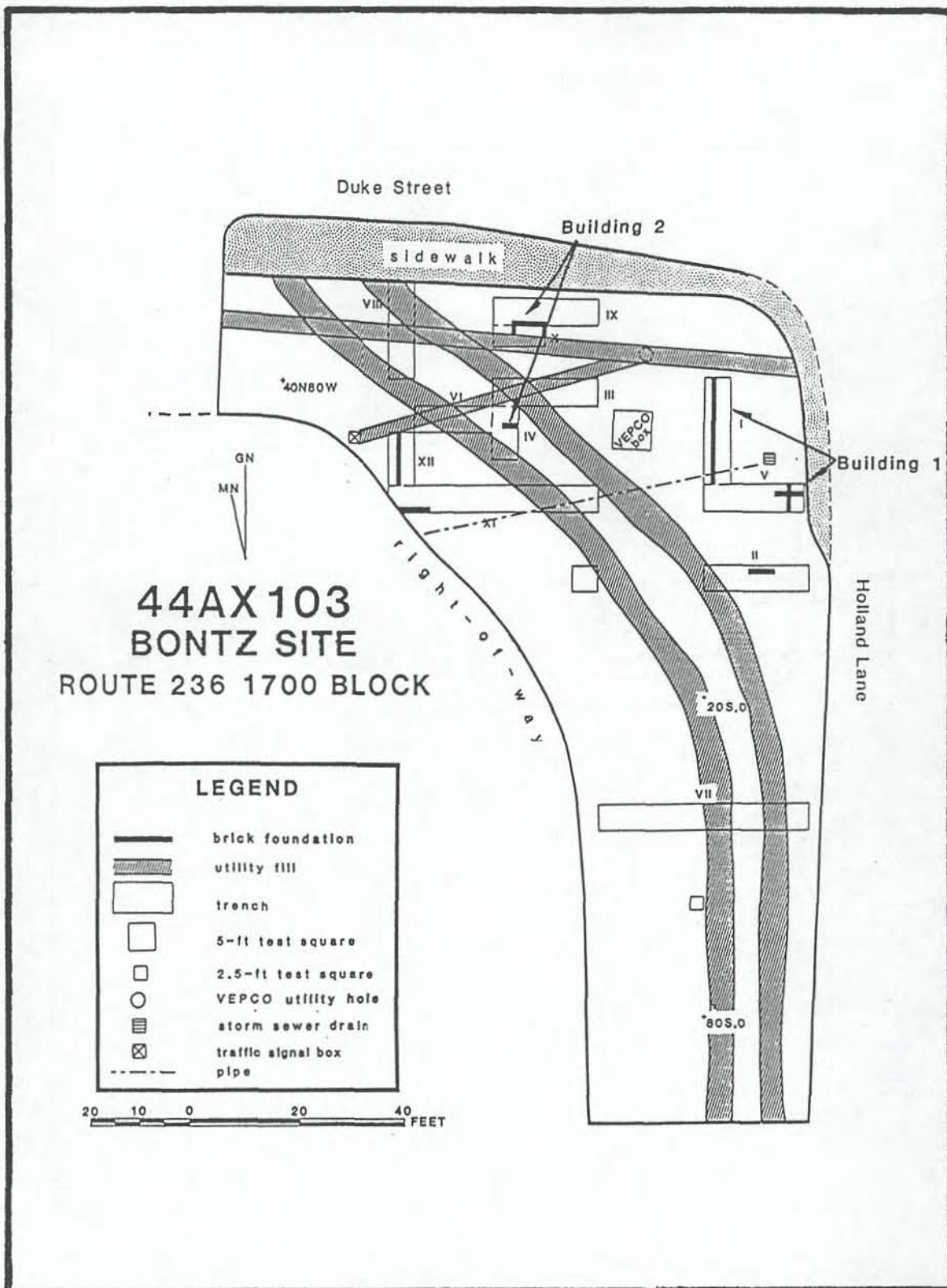


Figure 20. Base map of the 1700 block along the south side of Duke Street (Route 236), showing the Bontz site (44AX103).

of the trench. This foundation is part of building #1 located at the 1700/1702 Duke Street address.

Trench II was 20 ft long, 5 ft wide and 3½ ft deep. After layer 4 was exposed across the trench, a 5-ft-sq unit was excavated into this cultural layer. A section of brick foundation associated with building #1 was exposed in the test unit.

Trench III was 20 ft long, 5 ft wide and 3 ft deep. The western half of the trench intersected two utility lines, and a small cultural deposit was exposed in the eastern half of the trench. Due to the disturbance by the utilities, no further testing was conducted in this trench.

Trench IV was 15 ft long, 5 ft wide and 3½ ft deep. The north and south sections of this trench contained utility line disturbance. A section of brick foundation (building #2) was located in the center of the trench.

Trench V was oriented east-west, perpendicular and adjacent to trench I. The trench was 19 ft long, 5 ft wide and 2½ ft deep. Layer 4 was exposed across the trench. One 5-ft-sq test unit was excavated at the eastern edge of the trench. The excavation of this unit exposed the surface of a foundation wall of building #1 (Plate 4).

Trench VI was 20 ft long, 5 ft wide and 2½ ft deep. Three fill layers crossed the trench. Due to the extent of disturbance in this trench, testing was halted.

Trench VII was located 40 ft south of trench II and measured 40 ft long, 5 ft wide and from 2½-4½ ft deep. Layer 4 was exposed across the base of this trench, except in two 5-ft sections where utility lines passed through the trench. One 5-ft-sq unit was excavated through layer 4 in the base of this trench. Excavation of this unit revealed a disturbed cultural deposit.

Trench VIII was placed perpendicular to Duke Street in an attempt to locate the west wall of building #2. The trench was 20 ft long, 5 ft wide and 2½ ft deep. The three utility fill layers identified in the trench had disturbed the cultural deposit. Trenching was stopped once the utility fills were exposed.



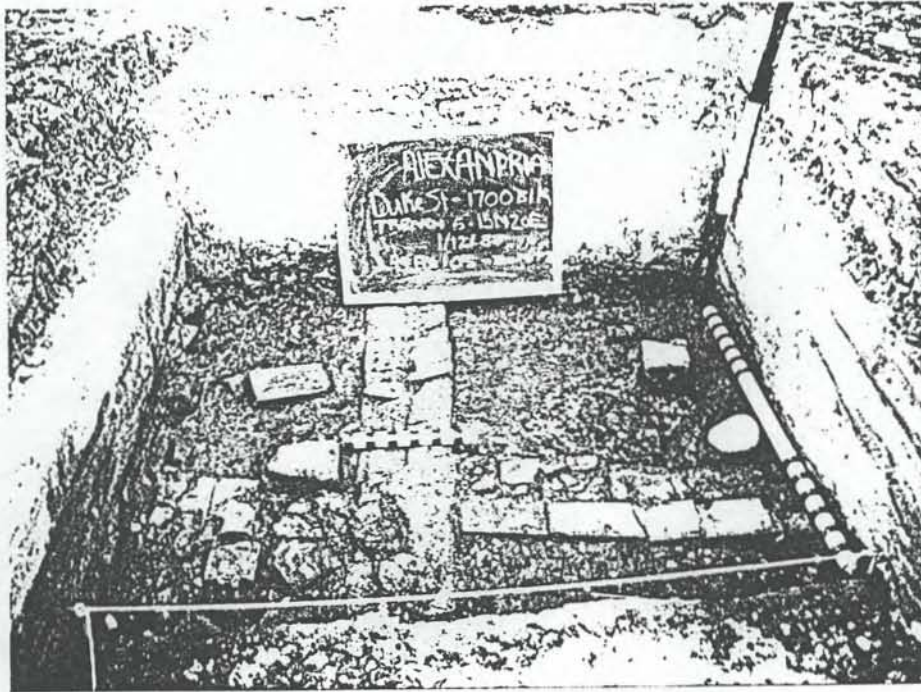


Plate 4. Foundation wall of building #1 (1700 block, Duke Street, Alexandria, Virginia).

Trench IX was 20 ft long, 5-7 ft wide and up to 5½ ft deep. A portion of the cultural deposit and a utility line were revealed in this trench. The eastern half of the trench was excavated through the cultural deposit in an attempt to reach subsoil. Due to the proximity of the sidewalk and the depth of the trench, excavation was halted for safety reasons. In the southwestern portion of the trench, a section of brick wall was exposed.

Trench X was located adjacent to trench IX and was excavated in an effort to examine a section of brick foundation that had been exposed in the south wall of trench IX. This trench was 10 ft long and 3½ ft deep. The exposed foundation formed corners approximately 6 ft apart. A utility line intruded the foundation.

Trench XI was 25 ft long, 5 ft wide and from 3-7½ ft deep. This trench was excavated into artifact-free subsoil. A storm sewer drain was located in the eastern third of the trench; the cultural deposit (layer 4) and a small section of the brick foundation of building #2 were identified in the western half of the trench.

Trench XII was placed adjacent to trench XI to search for other sections of the foundation of building #2. The trench was 10 ft long, 5 ft wide and 3 ft deep. The west foundation wall of building #2 was located in the base of this trench.

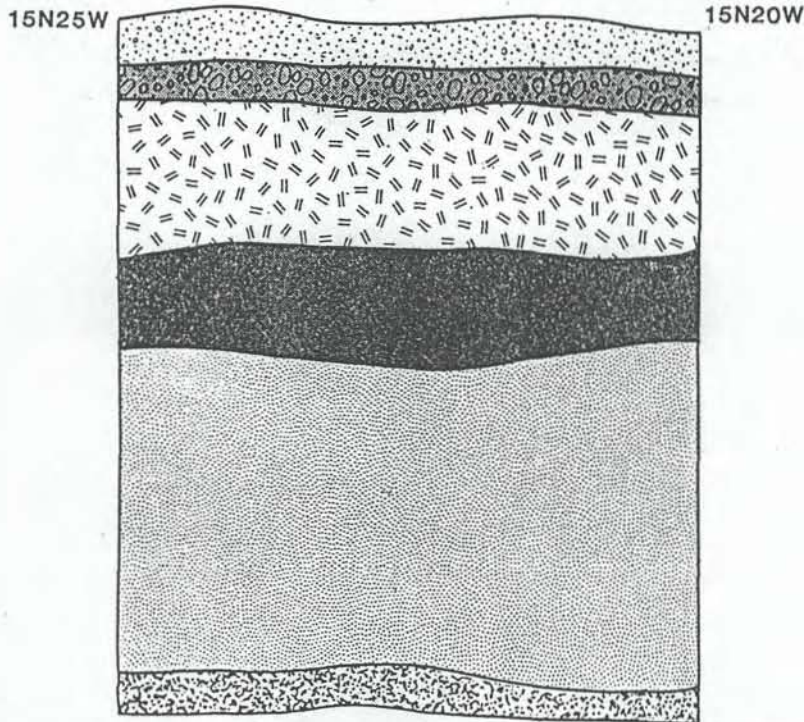
### Stratigraphy

An overburden of 2-5 ft of fill had been deposited across the block since the 1960s to create a base on which to build a shopping center and parking lot. This modern deposition has protected the site; however, the utility lines which transect the site have disturbed sections of the cultural deposit.

Trench XI typifies the site's stratigraphy (Figure 21). Layer 1 is a recently deposited fill which covers layer 2 (asphalt parking lot) and was used to create a median strip between the parking lot, Duke Street and Holland Lane. After the 1958 demolition of buildings on the block, the asphalt parking lot was built for the small shopping center that is located 75 ft south of the site. Layer 3 is a fill which was deposited



# 44AX103 BONTZ SITE TRENCH XI NORTH WALL PROFILE



## LEGEND

- |  |   |  |   |
|--|---|--|---|
|  | dark yellowish brown (10YR4/4) sandy soil with few pebbles                  |  | black (10YR2/1) loose sandy clay                |
|  | dark brown (10YR3/3) asphalt parking lot remnants                           |  | yellowish brown 10YR5/8) clay                   |
|  | strong brown 7.5YR5/8) clay fill mottled with grayish brown (2.5YR5/2) clay |  | strong brown (7.5YR4/6) fine sandy clay subsoil |

2 1 0 1 2 FEET

Figure 21. Stratigraphic profile from trench XI on the 1700 block.

following the razing of the block in 1958 to level the area before the shopping center was built.

Layer 4 represents the preserved cultural deposit at the site. This deposit varies considerably across the site, containing artifacts dating from the eighteenth to mid-twentieth century. This layer ranged in depth from 3 in. to 1½ ft near Duke Street and increased in depth in the backyard area (Trench VII) to over 2½ ft.

Layers 5 and 6 are subsoils. A few brick fragments were noted on the surface of level 5, probably due to soil compaction. Layer 6 had the sandy texture typical of the subsoil encountered along the 1300 and 1400 blocks.

In trench VII, a 5-ft-sq test unit was excavated into the cultural deposit (layer 4) to determine the depth of this zone and to recover a representative sample of artifacts from the yard area behind building #1. Layer 4 contains six distinct lenses. The presence of these lenses suggests a preserved and stratified cultural deposit.

Layer 4A - very dark gray (10YR3/1) silty loam charcoal. Only twentieth-century artifacts were recovered from this lens.

Layer 4B - a black (10YR2/1) silty loam, with a high coal content. Artifacts in this lens date from the nineteenth and twentieth centuries.

Layer 4C - dark yellowish brown (10YR4/6) silty clay.

Layer 4D - black (10YR2/1) silty loam mottled with dark yellowish brown (10YR3/6) clayey loam. This lens contained a mixture of nineteenth- and twentieth-century artifacts.

Layer 4E - white (10YR8/1) compressed oyster shell deposit.

Layer 4F - dark yellowish brown (10YR3/6) clayey loam with charcoal and early to mid-nineteenth-century artifacts.

#### ARTIFACT PRESENTATION

The archeological evaluation of the 1100, 1200, 1400 and 1700 blocks produced 10,064 artifacts from manually excavated test units and mechanically dug trenches (no artifacts were recovered from the 1300 block). The archeological investigation evaluated the remains of a locomotive turnaround (1100 block), a wooden drain culvert (1100 block),



a possible nineteenth-century residence (1200 block), a Civil War military railroad Commissary building (1200 block), two early nineteenth- through mid-twentieth-century residential properties (1700 block) and several random post stains and post molds.

The recovered artifact assemblage includes a variety of items from the many fill deposits which cover the original landscape and represents many episodes of land usage and urban development. These artifacts were examined to determine the approximate dates at which the landscape was altered on each city block.

All artifacts recovered during the Phase II archeological investigation were field cataloged, and washed, labelled, inventoried, and analyzed at the JMUARC laboratory. The artifact assemblage was analyzed using the following criteria: (1) type of activity, (2) function, (3) material, (4) type of ware, and (5) discernable characteristics. Functional categories include the following: ammunition, architectural, environmental, food/dietary, household, personal, and transportation. The artifact assemblage was further separated by testing method and provenience.

The assemblage contains items dating from the early nineteenth through mid-twentieth century. Since the bulk of artifacts were recovered from fill deposits, interpretations of site age, function, or association were not feasible. The archeological testing resulted in the identification and cursory evaluation of features; further evaluation will be carried out during the Phase III investigation. The analysis of associated artifacts provided at least some information on feature age and function. Detailed artifact analysis data are on file at the JMUARC.

#### Ceramics

The ceramic assemblage was classified by functional type, decorative style, and material, based on South's (1977) classification system. Ceramics were further analyzed by paste color and texture, and type of glaze (Noel Hume 1969; Brown 1982). The ceramic assemblage includes fragments of earthenware, ironstone, porcelain, and stoneware vessels.

Earthenwares were divided into refined and coarse wares, based on paste porosity. The refined and coarse wares in the assemblage represent a variety of regional and national styles, including creamware, pearlware, earthenware, redware, Rockingham/Bennington and yellow ware.

The coarse earthenware assemblage includes redware and Staffordshire ware ceramic sherds. Red coarsewares and black-glazed redwares were produced locally from the mid-seventeenth century (Brown 1982:21). Staffordshire has a mottled buff paste with a clear glaze and dates from ca. 1675 to 1775 (Brown 1982:15). A regional variation of redware, the Jackfield type, is characterized by a glossy black glaze atop a red earthenware paste and was manufactured from ca. 1745 to 1790 (Brown 1982:22). A second regional variation is represented by Shaw ware, a dense, purplish black ceramic with a brown slip glaze on the exterior and a white slip on the interior, which was produced from 1733 to 1750 (Noel Hume 1985:118-119).

Stoneware is characterized by a hard-fired, nonporous paste (Brown 1982:9). The stoneware assemblage includes white salt-glazed, Bristol glaze, unglazed black basalt, and American stoneware (Brown 1982:11, Greer 1981:210).

Porcelains are characterized by a vitreous paste which is pale gray to white; they are represented in the assemblage by both hard-paste and soft-paste sherds of Chinese and English origin. Hard-paste porcelains suggest a Chinese origin. English bone china is a variation of porcelain which does not have the characteristic bluish caste of Chinese porcelain and is more translucent (Brown 1982:8-9, Miller 1980). Porcellaneous is an opaque, very dense hard-paste ceramic ware that became popular after 1888 (Worthy 1982:337).

### Pipes

Twenty-seven pipe bowl and stem fragments were recovered during the archeological investigation, including a variety of kaolin, earthenware, and stoneware pipes fragments. The pipes date from the early nineteenth century to the early twentieth century.



### Glass

The glass assemblage was divided into six functional categories: tableware, container, architectural, lighting, indeterminate, and heat-altered sherds burnt beyond recognition. In addition, the glass analysis recorded attributes such as mold seams, types of finish, maker's marks, trademarks and embossed lettering on glass fragments.

Tableware was subdivided into several type/style categories such as tumbler, stemmed ware, stopper, dish/bowl, salt cellar, and cruet/coaster. Container glass includes beer/ale/stout, food/household, inkwell, medicine/pharmaceutical, milk, soda/mineral water, wine/champagne, whiskey, liquor, cosmetic/perfume bottles and jars. Window glass was included in the structural/architectural category. Lighting glassware is included within the household furnishings artifact group.

### Metal

A total of 1,012 metal artifacts were recovered during the archeological investigation--111 from the 1100 block, 202 from the 1200 block, 7 from the 1400 block and 692 from the 1700 block. The majority of metal artifacts were corroded beyond recognition. The bulk of the assemblage was recovered from the various fill deposits associated with each block. A representative sample of artifacts was collected from each fill deposit. In addition, metal artifacts were recovered from several features and one test unit on the 1700 block.

The metal assemblage contains copper, cast-iron, lead, tin, and steel artifacts. These artifacts were categorized by type, material, and function. Functional categories in the assemblage include architectural (nails), container, hardware, household, personal, transportation and indeterminate. Metal artifacts date from the early nineteenth through the mid-twentieth century.

### Marbles

Thirteen marbles were recovered during the investigation. Two glass and two ceramic marbles were recovered from the 1200 block; two glass and seven ceramic marbles were found at the 1700 block.

### Buttons

The button assemblage includes fragments of bone, shell, and metal buttons which were popular until the mid-nineteenth century, milk glass buttons produced after ca. 1860, and plastic buttons which were introduced in the 1830s (Olsen 1963:551-554, Hull 1981:208).

Twenty buttons were recovered during the investigation. Three buttons (1 bone, 1 brass, 1 glass) were recovered from the 1100 block. Three buttons (1 bone, 1 brass, 1 glass) were recovered from the 1200 block. Fourteen buttons were recovered from the 1700 block where trench I contained one glass, two ceramic, two metal, and two shell buttons, trench V contained one shell button and trench VII contained three plastic, two milk glass, and one glass button.

### Artifact Analysis by Block

#### 1100 Block

Refined earthenwares are the most common type in the ceramic assemblage recovered from the 1100 block (93 of 157 sherds, 59%). Coarse earthenwares are the least common, represented by only six sherds (4%). The remaining sherds include porcelain (8, 5%), stoneware (48, 31%), and indeterminate (2, 1%) types.

Whiteware is the most common refined earthenware (40, 43% of the refined earthenwares), followed by ironstone (38, 41%), pearlware (14, 15%), and Rockingham/Bennington (1, 1%). Seventy-four of the 93 refined earthenware sherds (80%) are undecorated, seven sherds are transfer printed, four sherds are hand painted, two sherds are edge decorated, one sherd is dipped, and one sherd is decorated with



decalcomania. Pearlware sherds from the 1100 block are printed, painted, edge decorated, dipped, or undecorated and date from 1779 to 1830 (Brown 1982:5-6). Whiteware sherds are printed or undecorated and date from 1830 to 1860 (Brown 1982:6).

The assemblage also includes coarse earthenware, porcelain and stoneware sherds. Coarse earthenwares are represented by five red coarseware sherds and one indeterminate sherd. Porcelain wares include six hard-paste sherds and two Oriental porcelain sherds. The stoneware assemblage contains two Jackfield sherds, 43 American stoneware sherds, and three indeterminate stoneware sherds.

The following types of glass fragments were recovered from the 1100 block: 371 container glass fragments and 6 complete or nearly complete containers (75% of the sample), 2 table glass fragments and 1 nearly whole tumbler (0.5%), 63 window glass fragments (12%), 5 mirror glass fragments (1%), 4 lighting glass fragments (1%), and 52 fragments of an unidentifiable type (10%), 1 of which had been heat altered. Eleven insulator glass fragments were also recovered from the 1100 block. The glass assemblage for the 1100 block dates from the mid-nineteenth through the twentieth century.

The 111 metal artifacts recovered from the 1100 block were primarily associated with railroad activities. Slightly more than 50% (56) of these artifacts were identified as nails, including 7% (4) machine-cut nails, 25% (14) wire nails, and 68% (38) unidentifiable nails. The remainder of the metal assemblage includes a Budweiser beer can which dates to the mid-twentieth century and two railroad spikes that date from the early nineteenth through the mid-twentieth century. The remaining artifacts include bolts and nuts associated with the documented 140-year railroad occupation.

#### 1200 Block

The 791-sherd ceramic assemblage from the 1200 block (the USMRR site) consists of the following: 54 (7% of the total) porcelain sherds, 59 (7%) stoneware sherds, 37 (5%) coarse earthenware sherds, and 641 (81%) refined earthenware sherds.

The porcelain group is composed of 4 bone china sherds, 16 Oriental porcelain sherds, 22 hard-paste porcelain sherds, and 12 porcellaneous sherds. The stoneware group includes one white salt-glazed sherd, 55 American stoneware sherds, two Bristol glaze stoneware sherds, and one other/unknown stoneware sherd. The coarse earthenware group includes six black-glazed redware sherds, two slipware sherds, 22 red coarseware sherds, and seven other/unknown coarse earthenware sherds.

Refined earthenwares include 159 (20% of the refined earthenwares) creamware sherds, 135 (17%) pearlware sherds, 292 (37%) whiteware sherds, 44 (6%) ironstone sherds, 4 yellow ware sherds, 1 Rockingham/Bennington sherd, and 6 indeterminate sherds. Of the refined earthenware sherds, 561 (88%) are undecorated, 18 are transfer printed, 24 are hand painted, 19 are edge decorated, 6 are hand dipped, and 2 are decorated with decalcomania. Pearlware sherds are printed, painted, edge decorated, dipped, or undecorated and date from 1780 to 1830 (Brown 1982:5-6). The whiteware sherds have decorations similar to those on the pearlware sherds and date from the early nineteenth through the early twentieth century (Brown 1982:6).

The glass assemblage from the 1200 block includes 460 container glass fragments and 5 complete or nearly complete containers (41%), 13 table glass fragments, 1 dish/bowl fragment, 1 glass stopper (1%), 264 window glass fragments (23%), 9 lighting glass fragments (1%), and 379 indeterminate fragments (34%). Sixty-one insulator glass fragments were also recovered. The glass assemblage dates from the mid-nineteenth through the mid-twentieth century.

The 202 metal artifacts recovered from the 1200 block were primarily associated with the USMRR complex. Nails make up 67% (136) of the total metal artifacts, with 0.7% (1) handwrought nail, 6.6% (9) machine-cut nails, 7.4% (10) wire nails, and 86% unidentifiable nails. The remaining 66 metal artifacts (33%) are a variety of hardware items.

#### 1400 Block

The ceramic assemblage from the 1400 block includes one (3.3%) hard-paste porcelain sherd, one (3.3%) American stoneware sherd, four



(13.3%) coarse earthenware sherds, and 24 (80%) refined earthenware sherds. The coarse earthenwares includes three red coarseware sherds and one indeterminate sherd. The refined earthenwares include two creamware sherds, six pearlware sherds, 13 whiteware sherds, one ironstone sherd, one redware sherd, and one indeterminate sherd.

Glass recovered from the 1400 block includes 12 container fragments (75% of the sample) and four fragments of an unidentifiable type (25%).

One metal artifact, a modern spark plug, was recovered from a fill deposit associated with the construction of a modern office complex during the late 1970s.

#### 1700 Block

The 784-sherd ceramic assemblage from the 1700 block includes 79 (10.1%) porcelain sherds, 44 (5.6%) stoneware sherds, 18 (2.3%) coarse earthenware sherds, and 643 (82%) refined earthenware sherds.

The porcelain assemblage includes 13 bone china, 1 Oriental, 57 hard-paste, and 8 indeterminate sherds. Stonewares include one black basalt, two Jackfield type, 37 American type, two Shaw ware, and two other/unknown sherds. The coarse earthenware group includes four black-glazed redware sherds, nine red coarseware sherds, one Staffordshire mottled sherd, and four other/unknown sherds.

The refined earthenware assemblage includes 24 (4%) creamware, 193 (30%) pearlware, 349 (54%) whiteware, 64 (10%) ironstone, two unknown refined earthenware with glaze detached, three refined redware, six yellow ware, and two Rockingham/Bennington sherds. Of the whiteware sherds, 59% are undecorated. The remainder of the whiteware assemblage includes transfer-printed, hand-painted, edge-decorated, dipped, sponged, decalcomania, and indeterminate sherds. The whitewares date from the early nineteenth through the early twentieth century. The pearlware sherds are transfer printed, hand painted, edge decorated, dipped, or undecorated, and date from 1780 to 1830.

The glass assemblage contains 1,793 container fragments (81% of the sample), 17 table glass fragments and 6 tumbler fragments (1%), 208 window glass fragments (9%), 2 mirror glass fragments, 42 lighting glass

fragments (2%), and 158 fragments of an unidentifiable type (8%), 135 of which were heat altered. The glass assemblage also includes a large amount of conglomerate glass. The glass assemblage dates from the early nineteenth through the mid-twentieth century.

The 692 metal artifacts recovered from the 1700 block date from the 1820s to present. Nails make up 82.5% (571) of the total and include 12.4% (71) machine-cut nails, 14% (80) wire nails, and 73.6% (420) unidentifiable nails. The assemblage also includes a Gunther Premium Dry beer can, a metal Johnson's Wax top, a car cigarette lighter and a cup hook, all of which date to the mid-twentieth century.

### CONCLUSIONS

The right-of-way for the proposed widening of Duke Street (Route 236) between Henry and Elizabeth streets (1100 to 1900 blocks) in Alexandria, Virginia, encompasses a small portion of a 6,000-acre tract of land that was originally patented to John Howsing during the early to mid-eighteenth century. The 6,000-acre tract was subdivided and changed hands several time from the mid-eighteenth to early nineteenth century.

In 1749, the city of Alexandria was established as an inland port along the Potomac River. By the beginning of the nineteenth century the town extended as far west as Henry Street, which marks the beginning of the project area. The land encompassing the project area was on the periphery of Alexandria until its annexation into the city in the early twentieth century.

The land within the right-of-way on either side of Hooff Run was owned by two local entrepreneurs. During the middle to late eighteenth century, the land on the east side of Hooff Run included John Wise's Spring Garden Farm, and the land located west of the creek included John West's acreage. In 1796, the two sections of land were subdivided into ½-acre lots and sold as residential and commercial properties.

In 1848, the O&ARR railroad complex was established on the south side of Duke Street in the 1100 and 1200 blocks. In 1861, Federal troops occupied Alexandria and immediately established a 12-block USMRR complex atop the conscribed O&ARR property. The USMRR complex served as



a major supply depot and transportation link to the northern theater of conflict. A 10-ft-high palisade wall was built around the entire railroad complex, with bastions placed at strategic vantage points. After the war the Union army dismantled all military buildings associated with the complex. The property reverted back to the O&ARR and its subsequent owners and served as a viable transportation network through the mid-nineteenth century when the facility was abandoned.

In 1796, the village of West End was established on either side of the Little River Turnpike (Duke Street) between Hooff Run and the first turnpike tollgate near Shooters Hill. Construction of the turnpike was completed by 1815, and the turnpike served as a major east-west transportation route from the farms and markets in the interior to Alexandria's port facilities on the Potomac. The village of West End served as an independent industrial, commercial and residential suburb on the periphery of Alexandria until it was annexed in 1915.

This archeological report documents several cultural features and archeological sites within the proposed project corridor. The cultural resources recorded during the block by block evaluation include several features with limited contextual integrity and two potentially significant archeological sites (the United States Military Railroad Complex, 44AX105, and the Bontz site, 44AX103), which represent long-term commercial or residential occupations.

#### Locomotive Turnaround (1100 Block)

This feature is associated with the mid-nineteenth-century railroad complex. Documentary information indicates that the base of the feature was approximately 10 ft below grade and measured 70 ft in diameter. Documentary information suggests that a brick wall surrounded the wooden turnaround. During archeological testing, two beams from the trestle were recovered (Plate 3). These beams were attached by one large bolt; the smaller beam was set at a 45° angle to the larger beam. The larger beam measured 13 in. sq by 14 ft long. The smaller beam measured 8 in. sq by 3 ft long. Four wooden pegs were inserted into the larger beam behind the point where the two beams were attached.

The documented structure was apparently razed immediately following the Civil War. The two beams were located in a mixed fill deposit.

#### Wooden Drain Culvert (1100 Block)

The wooded culvert represents a drain associated with either the Little River Turnpike or the USMRR complex. The 30-ft-long feature was observed at the base of trench I, which was placed parallel to Duke Street. A 5-ft-sq test unit was placed across the feature to examine its construction. The culvert was built with 1x8-in. wooden side boards nailed to a wooden base to form a long, U-shaped drainage system. The culvert was apparently left open since no evidence of a top board was found (Figure 11). The nails were machine cut and date from the early to late nineteenth century. Artifacts recovered from the fill adjacent to the feature include ironstone, whiteware, yellow ware, Rockingham ware, hard-paste porcelain and numerous indeterminate glass fragments. The assemblage dates from the mid to late nineteenth century.

#### Possible Early Nineteenth-Century Residence (1200 Block)

A post stain measuring approximately 19 x 23 in. across was identified on the block and may represent the only remains of an early nineteenth-century residence that was documented during the archival search. Artifacts associated with this feature include two creamware sherds and one pearlware sherd.

An irregular depression was identified which contained fragments of brick, ceramics and oyster shell. The ceramics include creamware, pearlware and coarse earthenware sherds. This feature may be associated with the documented early nineteenth-century occupation of this block.

#### Commissary Department Buildings (1200 Block)

The USMRR complex included a commissary department which occupied the entire 1200 block. Documentary information indicates that the complex included a bakery, a kitchen, a mess hall, a barn, a stable and



several other unidentified buildings. A review of military maps suggests that four of the buildings (the bakery, mess hall, barn and one unnamed building) were located in or near the proposed right-of-way.

Archeological testing identified a series of eight post stains in the approximate location where the north and south walls of the commissary buildings were expected. A military map of the USMRR complex was superimposed atop the base map and illustrates the placement of the post stains in relation to the location of the buildings (Figure 13).

All but one of the post stains were rectangular, measuring approximately 19½ x 22 in. across and ranging from 4-19 in. deep. Post molds within the post stains measured 6-8 in. in diameter. One larger post stain measured 38 x 55 in. across and was 24 in. deep.

A small depression was identified which contained creamware, pearlware, whiteware and a small cast-iron pot. The function of the feature is unknown.

#### Late Eighteenth- to Early Nineteenth-Century Residences (1700 Block)

Documentary research identified two late eighteenth- to early nineteenth-century buildings near the southwest corner of the intersection of Duke and Holland streets in the village of West End. Archeological testing identified the brick foundations of two buildings. Documentary information indicates that the easternmost structure (building #1) was a frame house, while the westernmost structure (building #2) was brick.

Portions of the west, south and central foundation walls of building #1 were identified during the excavation. Documentary information suggests that the building measured 25 x 30 ft, with an addition measuring 15 x 20 ft centered along the south wall of the original building. A map drawn in 1845 illustrates a square house (Ewing 1845), while Hopkins' 1879 map shows a structure with an addition (Figure 6).

The brick west foundation wall, identified in trenches I and V, was a 9-in.-wide stretcher course (Plate 4). A small section of brick laid in a soldier course was observed near the southwest corner of the

foundation. This section of bricks may represent a repair of the foundation wall.

The south foundation wall of the addition was identified in a 5-ft-sq test unit placed in the bottom of trench II. The wall measured 9 in. wide, with stretcher course construction. Another 5-ft-sq test unit was excavated at the bottom of trench V to expose the intersection of the south foundation wall of the main building with the east foundation wall of the addition.

The westernmost structure (building #2) extends to the south out of the right-of-way. The dimensions of the entire structure were not determined during the investigation. The placement of several utility lines has disturbed sections of the brick foundation.

The south foundation wall of building #2 was exposed in a 3-ft section of trench IV (Figure 20). The 9-in.-wide foundation wall was built with stretcher course construction. The foundation wall apparently extended to the east and had been disturbed by utility line placement.

A porch or cellar entrance was identified in trenches IX and X (Figure 20). The feature was excavated to a depth of 2 ft below the top of the foundation. The wall was built using American common bond construction. The top four courses were a single brick wide and had apparently been added to the underlying courses which were 9 in. wide. The foundation wall extended to the south but had been disturbed by the placement of a utility line.

A 4-ft-long section of bricks, identified in trench XI, was part of the south foundation wall of an addition to the main residence (Figure 20). The section was only a single brick deep and was laid in a soldier course.

A 10-ft-long section of the west foundation wall of the addition was exposed in trench XII (Figure 20). Only a single layer of bricks remained, laid in a soldier course. A small gap between the west and south foundation walls had apparently been created when the building was razed in 1958.



## RECOMMENDATIONS

The Phase II significance evaluation along the proposed Duke Street (Route 236) corridor, between Henry and Elizabeth streets (1100-1900 blocks), was initiated to identify, document, and nominate potentially significant cultural resources to the National Register of Historic Places. The sites were evaluated to assess their potential for yielding significant information toward the understanding of local, state or regional history. Cultural resources are considered eligible for nomination to the National Register of Historic Places if they are determined significant in the areas of American history, architecture, archeology, engineering or culture (U. S. Department of the Interior, National Park Service [USDI, NPS] 1982:1). Sites are considered significant if they meet one or more of the four basic guidelines established by the National Register Division. Significant sites are those that possess integrity of location, design, setting, material, workmanship, feeling, and association, and (A) are associated with events that have made a significant contribution to the broad pattern of our history; or (B) are associated with the lives of persons significant in our past; or (C) embody the distinctive characteristics of a type, period, or method of construction, or represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or (D) have yielded or may be likely to yield information important in prehistory or history (USDI, NPS 1982:17-33).

The five documented blocks along the Route 236 corridor were assessed under Criterion D. The evaluation process was based on (1) the integrity of the subsurface cultural features, (2) context (i.e. age, spatial distribution and function), and (3) content (pertinent documentary information regarding cultural deposits at individual sites).

The archeological investigation revealed that the cultural features on the 1100, 1300 and 1400 blocks do not possess the necessary contextual integrity to meet the evaluation criteria. These three blocks contain few examples of intact cultural features associated with

the documented early to mid-nineteenth-century occupation. The archeological evaluation revealed that urban development has severely disturbed the cultural deposits in these three blocks.

The original landscape has been altered by several cut and fill episodes in the area's 150-year built history. Archeological and documentary evidence indicates that these three blocks have had 3-5 ft of the original landform removed in some areas and approximately 20 ft of fill deposited in other areas. Therefore, archeological remains cannot be definitely associated with specific periods of occupation. In addition, cultural features associated with the documented early nineteenth-century occupation were not identified during the investigation.

Since the Phase II archeological and documentary investigation identified no significant cultural resources in the 1100, 1300 and 1400 blocks, and since sufficient documentation was provided by the evaluation, JMUARC recommends that, following a review by the VDHL, no further evaluation of the 1100, 1300 and 1400 blocks be undertaken. The proposed highway construction can proceed as scheduled without direct impact to the cultural resources data base.

The cultural features associated with the 1200 and 1700 blocks are considered potentially significant and eligible for nomination to the National Register of Historic Places. The USMRR site (44AX105) and the Bontz site (44AX103) were evaluated under Criterion D standards and should yield information important to local history.

The USMRR complex was a large Civil War period depot on the western periphery of Alexandria. Activities at the complex had a direct impact on the outcome of the war and the economy of Alexandria during the conflict. The Union army built a large, 12-block fortified installation around the conscripted O&ARR complex. The railroad fortification contained a roundhouse, train sheds, supply buildings and a large commissary complex. The depot was a staging area for troops and supplies awaiting transport to campaigns in Virginia. The surrounding area was a service center for the Union army. The town of Alexandria became a hub of activity. Several hospitals, campsites, a Confederate prison, and a Soldier's Rest were established in the vicinity.



The USMRR site provides an opportunity to investigate the remains of a significant military railroad installation. The cultural deposit at the USMRR site (44AX105) meets the evaluation criteria for content, context and integrity. The identification of intact cultural features and an occupation floor indicates that the site can provide significant information concerning the physical remains of the military fortification and associated buildings.

The site should yield important information concerning the Civil War occupation of the area. Comparable archeological sites are few; the impact of nineteenth-century urban development around the Commonwealth has diminished the available cultural resources data base. In addition, modern urban development within Alexandria and the vicinity has extensively impacted the remaining 11 blocks of the railroad complex.

Therefore, JMUARC recommends that, following a review by the VDHL, this potentially significant archeological site undergo further evaluation. The site should provide information concerning transportation networks, the spatial distribution of building, the local economic environment, and land use patterns during the mid-nineteenth century. Further archeological testing on the 1200 block should also investigate the documented pre-Civil War occupations; documentary research revealed evidence of several earlier occupations, including a brickyard industry and residential properties constructed by William Hartshorne in the early nineteenth century.

The Bontz site (44AX103) is located on the southwest corner of the intersection of Duke and Holland streets. The site is located in an area which was known as the village of West End until it was annexed by Alexandria in 1915. The village served as a residential, commercial and industrial suburb on the western periphery of the city. The growth of West End was directly influenced by the development of the Little River Turnpike.

The Bontz site contains the remains of two early to mid-nineteenth-century residential properties. It provides an opportunity to research the partially intact remains of two early, potentially significant residences in the village of West End. The cultural deposit at the

Bontz site meets the evaluation criteria for content, context and integrity.

Further evaluation of the cultural features at the Bontz site should provide information of local and regional significance. Previously compiled archeological and documentary information concerning the village of West End is limited. Investigation of the Bontz site should provide new insight into a largely undocumented, peripheral service community of Alexandria. Presently, the western periphery of Alexandria, including West End, is undergoing further urban development and is in danger of losing potentially significant cultural resources.

Therefore, JMUARC recommends that, following a review by the VDHL, further evaluation of this potentially significant archeological site be undertaken. The site should provide information concerning transportation networks, spatial distribution patterns, the local economic environment, the social status of occupants and land use patterns during the mid-nineteenth century. Further archeological research in the area can provide information for comparative studies with similar sites within Alexandria and other peripheral communities in the region. Further documentary research should provide a statewide and regional context for the development of West End, as well as site-specific information on the Bontz site.



APPENDIX A

INITIAL OWNERSHIP, DATES OF SALE AND IMPROVEMENTS  
TO WEST END LOTS

APPENDIX A  
INITIAL OWNERSHIP, DATES OF SALE AND IMPROVEMENTS  
TO WEST END LOTS\*

\*Lot numbers in parentheses correspond to lot numbers on Figure A:1; lot numbers in brackets represent numbers given to John West's original ½-acre subdivision lots.

- (1) William Lyles
- (2) Ludwell Lee, 1795
- (3) William Simpson, 1794; dwelling by 1796 - Catt's Tavern; east half sold to John Simpson, 1799; 2 houses by 1823
- (4) Philip Richard Fendall and Charles Lee, 1787
  - a. Jacob Heineman, 1793; dwelling and slaughter house by 1796; a brick dwelling on western border by 1821
  - b. John Longden, 1793; brick dwelling by ca. 1796; slave prison complex; Joseph Bruin, 1844 to Civil War
  - c. Richard Weightman, 1795; divided 1819, east half - Butts and Cawood, merchants, probable store; west half - Betzold and Diez, 1823-1856, probable business
  - d. John White; Betzold and Diez, 1818, buildings by 1818
  - e. Lee heirs, 1867; blacksmith shop by 1878
  - f. Lee heirs, 1867
- (5) Lawrence Hooff, 1792
- (6) Jacob Heineman, 1803; pasture and stables by 1825
- (7) Josiah Williams, 1794
- (8) Hanson Thomas, 1797; stable by 1851
- (9) Andrew Rounsaville, 1802
- (10) Giles Baker, 1796, brick dwelling ca. 1796
  - b. Moses Kenny, 1801, frame dwelling by 1817
- (11) Matthew Robinson, 1797, house by 1798
- (12) Thomas Richards, 1797; John Limerick, 1797, house by 1807
  - a. Présley Jacobs, 1798, house ca. 1799



- (13) [3, 4, 13, 14] Richard Hewitt, 1796; Frederick Trydal, 1806, house by 1834
  - a. Eliabeth Lyles, 1834, house by 1834
  - b. John Gadsby, 1805, house or tavern ca. 1805
- (14) [5, 12] William Hoyer, 1796
- (15) [6, 11] Thomas White, 1796; Henry Zimmerman, frame house by 1819
- (16) [7, 10] Charles Jones 1796; Bartholomew Rotchford, 1824, barn by 1850
- (17) [8, 9] Patrick Byrne, 1796; Charles Jones, 1797; coach making 1797-1799
  - a. John Simpson, 1798, two-story frame house before 1798, store by 1870
  - b & c. Strauss and Klein, 1838, brewery 1838-1892
- (18) Gilbert Simpson, 1801
- (19-21) Boundaries unclear - Joseph Fagan, 1795; Henry Zimmerman, 1801 Beale Fowler, 1800, several houses and a slaughter house built ca. 1810
- (22) Hugh West to Nicholas Hingston, 1800
- (23) Hugh West to William Yeaton, 1800
- (24) Bartholomew Rotchford, by 1850
- (25) [17] Charles Jones, 1796
- (26) [25] Thomas White, 1796
- (27) [26] Patrick Byrne, 1796
- (28) [19, 27] Matthew Robinson, 1796
- (29) [20, 28] Matthew Robinson, 1797
- (30) Allen Davis, 1797
- (31) [21, 22, 29, 30] Matthew Robinson, 1796, tenements by 1829, gone by 1879
- (32) John Bowling, 1797, house by 1879
- (33) John Zimmerman
- (34) Simon Thomas, 1797; Henry Hursey, 1798, house by 1826
- (35) James Tyler, 1804
- (36) James Cloud, 1820s
- (37) Bartholomew Rotchford, 1828, 1829

# PROPERTY OWNERSHIP IN THE VILLAGE OF WEST END

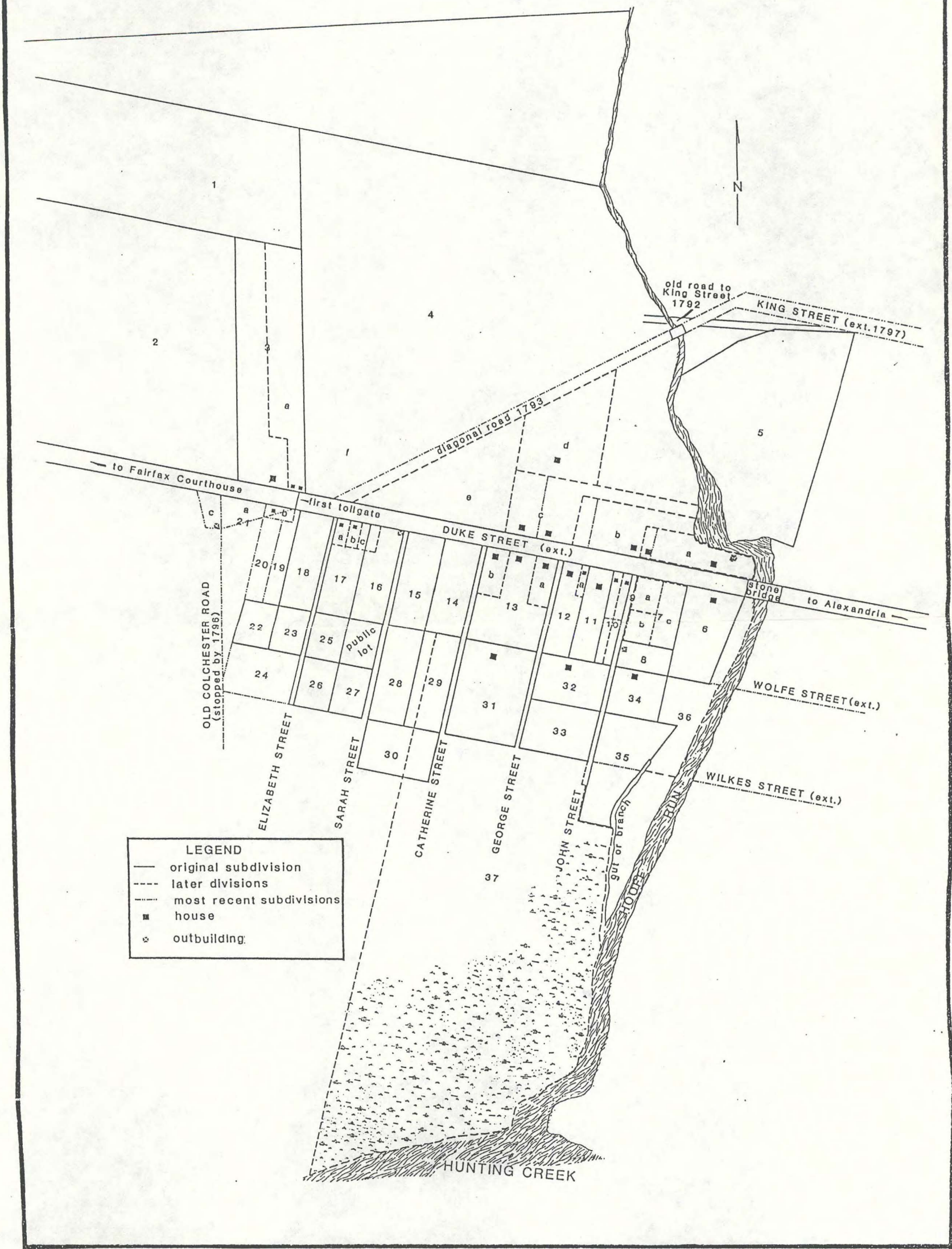


Figure A:1. Map showing the initial subdivision of lots in the village of West End.



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