PHASE IA
CULTURAL RESOURCE ASSESSMENT
OF THE
EISENHOWER AVENUE/CAMERON RUN VALLEY
CITY OF ALEXANDRIA, VIRGINIA

LOUIS BERGER & ASSOCIATES, INC.

1001 East Broad Street
Richmond, Virginia 23219

ABSTRACT

The Cultural Resource Group of Louis Berger & Associates, Inc. (LBA), has completed a Phase IA study of the ca. 2,000-acre study area bounded by the north side of I-95, the east side of Holland Lane, the north side of Duke Street (Rte. 236), and the west side of Van Dorn Street in Alexandria, Virginia. This study was conducted on behalf of the Virginia Department of Transportation (VDOT) and in compliance with guidelines for archaeological and architectural studies established by the Virginia Department of Historic Landmarks (VDHL) and the stipulations of 36 CFR 800 pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended. These investigations have involved a records check, literature search, cartographic study, selected historical research, preliminary archaeological inspections, and an architectural reconnaissance.

On the basis of this work, LBA has concluded that the three-square-mile study area has the potential to contain prehistoric archaeological resources and that testing of proposed alignments is therefore recommended. Several areas likely to contain historic archaeological resources have also been identified. Additionally, 29 structures, 50 years of age or older, have been identified as have two complexes: a railroad siding and associated storage facility south of Colvin Road, and Cameron Station, a depot dating to World War II. Five of these above-ground resources (3 structures and 2 complexes) have been recommended for further investigation.

ACKNOWLEDGEMENTS

The Cultural Resource Group of Louis Berger & Associates, Inc., would like to express their appreciation to Alexandria Archaeology; Virginia Department of Transportation; Fairfax County Archaeological Survey; Cameron Station, Military District of Washington; Fort Lesley J. McNair, Military District of Washington; The Oliver Carr Company; Traceries; and the staffs of the Fairfax County Archives, National Archives, Library of Congress, Lloyd House, Fort Ward, and the Virginia Historical Society for their assistance in completing this project. This project is also indebted to many private individuals with knowledge of the project area and its history who were consulted during the data collection phase of this project.

The project was conducted by Martha H. Bowers, Senior Architectural Historian; Amy Friedlander, Ph.D., Senior Historian; and Charles H. LeeDecker, Senior Archaeologist, all of whom collaborated in the completion of this document. They were assisted in the data collection by Ingrid Wuebber, Historian. Dr. Friedlander coordinated this effort and supervised preparation of the report under the general direction of Dr. John A. Hotopp, Vice President and Director of the Cultural Resource Group, and Mr. Philip Shucet, Project Manager. Ms. Evelyn Knecht and Mr. Tony Masso were responsible for drafting and Mr. Rob Tucher supervised the photography. Ms. Lee Nicoletti and Ms. Suzanne Szanto contributed to preparation of the final document.

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I. INTRODUCTION

A Phase IA cultural resource investigation of the Cameron Run/ Eisenhower Avenue Valley in Alexandria, Virginia, has been conducted by the Cultural Resource Group of Louis Berger & Associates, Inc. (LBA), on behalf of the Virginia Department of Transportation (VDOT). The purpose of this work is to provide a preliminary evaluation of the cultural resource potential of the study area or study window (Figure 1) and to identify those areas that contain or have the potential to contain significant archaeological and architectural properties. This report presents the results of these preliminary investigations together with recommendations for the next phase of work.

This study has been undertaken in compliance with 36 CFR 800, which implements Section 106 of the National Historic Preservation Act of 1966, as amended, according to regulations set forth by the Virginia Division of Historic Landmarks (VDHL) and the Virginia Research Center for Archaeology (VRCA). This work is also intended to fulfill applicable requirements defined by the National Environmental Protection Act of 1969 and Section 4(f) of the National Transportation Act of 1973.

The work program involved three principal components: archaeology, history, and historic architecture. Archaeological methods included a review of the literature and a records check to identify previously reported sites; consultation with knowledgeable individuals; and limited site verification.

The purpose of the historical investigations was to provide an interpretive framework within which to understand historic period cultural resources and to identify possible archaeological and architectural properties from historic maps and local histories. No property-specific investigations using deed, tax, census, or other manuscript materials were undertaken. In consultation with representatives from VDOT, this level of effort was reserved for later phases of work, if it should become necessary for the evaluation of archaeological sites or architectural properties. Historical research was conducted at the Fort Lesley J. McNair, Virginia Historical Society, Alexandria Archaeology, Lloyd House (Alexandria Public Library), Fairfax County Archives, Library of Congress, and the National Archives. In addition, persons knowledgeable of the local history and historical sources were consulted. Close coordination has also been maintained with Alexandria Archaeology and the Fairfax County Archaeological Survey during the execution of these studies. A complete list of persons contacted has been appended in Chapter VI, Section C.

A vehicular reconnaissance covering each street and road within the study window was conducted in order to determine the general character of the built environment; to identify buildings over 50 years of age; and in particular to identify any buildings of potential historic architectural importance. Black-and-white

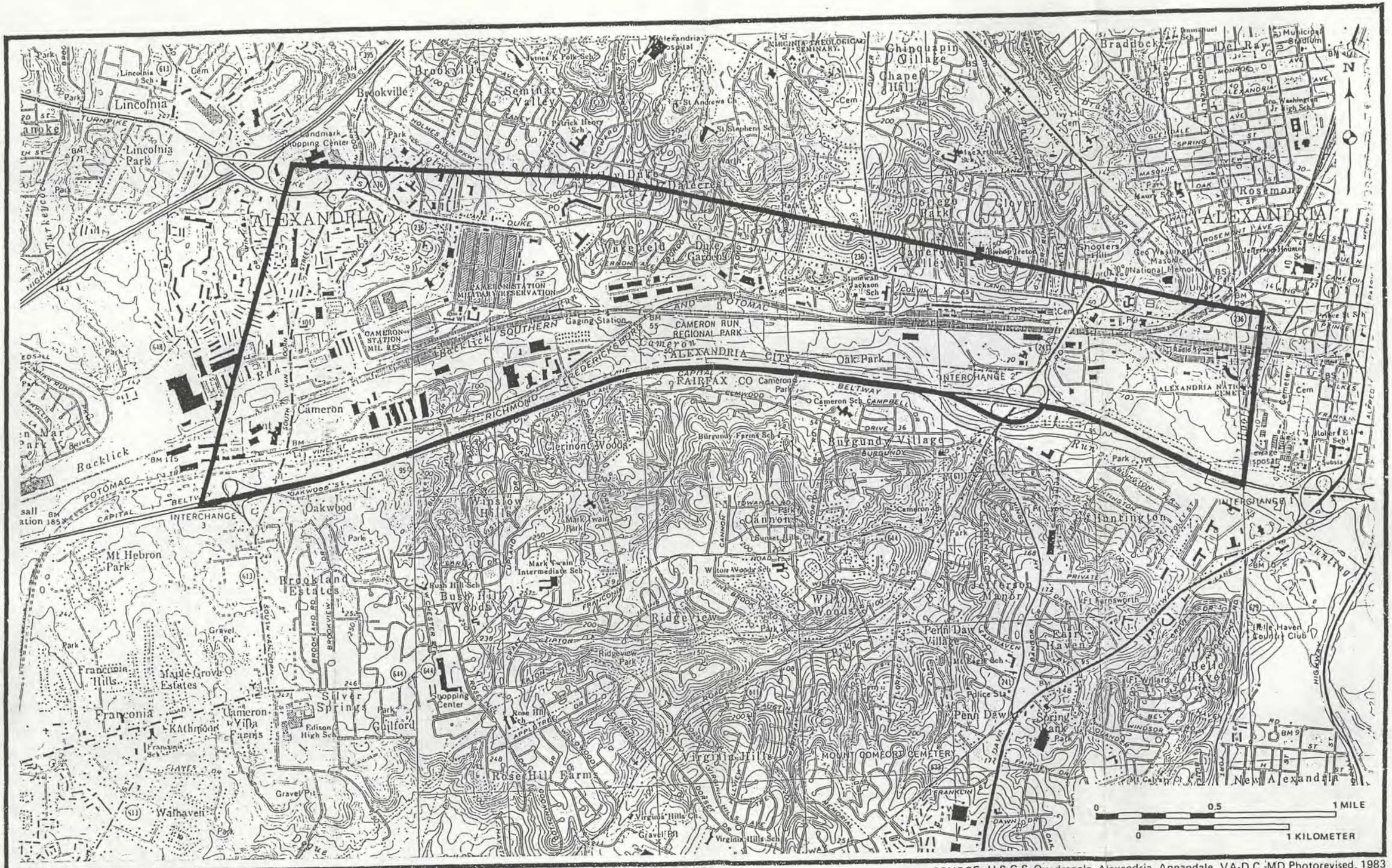

FIGURE 1. Study Window and Vicinity

SOURCE: U.S.G.S. Quadrangle, Alexandria, Annandale, VA-D.C.-MD Photorevised, 1983

NOTE: Approximate Boundaries

photographs (primarily streetscapes and group views) were taken to record representative aspects of the built environment within the study window, with each building appearing to be over 50 years of age photographed individually.

II. ENVIRONMENTAL SETTING

A. PHYSIOGRAPHY AND TOPOGRAPHY

The study area is located within the Atlantic Coastal Plain physiographic province, which is generally characterized by nearly level topography and gradual changes in elevation. Physiographically, the most prominent feature of the study window is the Cameron Run Valley, which is oriented in an east-west direction. The study window (see Figure 1) has been quite broadly defined, and it includes the Cameron Run Valley bottomlands as well as the adjacent uplands. The Cameron Run Valley floor ranges in elevation from sea level at the eastern end of the study area to ca. 100 feet msl (mean sea level) at the western end. The adjacent uplands and valley slopes are well dissected by tributaries of Cameron Run and by intermittent runoff channels. Upland elevations range up to 250 feet msl. Within the study window, the most prominent of Cameron Run's tributaries are Pike Branch, Taylor Run, Holmes Run, Backlick Run, and Hooff Run. Cameron Run is the principal tributary of Hunting Creek, which empties into the Potomac River just below Alexandria at Jones Point.

B. GEOLOGY AND SOILS

The Coastal Plain was formed by the deposition of material transported from beyond the Fall Line, and it is formed of masses of unconsolidated sediments comprised of sands, gravels, and clays of marine or fluvial origin. Man-modified soils are common throughout the study window, and the entire study window has been omitted from detailed mapping by the Soil Conservation Service (Porter et al. 1963). The highly developed character of the study window has resulted in extensive landscape modification, and the surficial soils have been altered by channelization of the local drainage system, contour modification (cutting and filling) associated with highway and railroad construction, landfilling, as well as residential, commercial, and industrial development.

A pedological survey of the Franconia-Springfield METRO Rail Line was recently undertaken (Wagner and Wagner 1983), and this study provides relevant pedological information for the present project. Based on the previous pedological study, the present study window may be discussed in terms of two principal geological settings, the Coastal Plain Upland and the Cameron Run floodplains and terraces.

The floodplain and terrace deposits of Cameron Run occur at elevations of 50 feet msl or lower, and are therefore present only in the easternmost portion of the study window. The Cameron Run terrace soils are weakly to moderately developed and are formed in sandy terrace deposits. Soil profiles of the terrace deposits contain either argillic horizons or cambic horizons

grading to argillic horizons. The differences in soil profile development suggest two age groups for the terrace soils. Soils with cambic horizons probably do not exceed 3,000 years in age, while soils with a moderately developed argillic horizon suggest an age of 4,000 to 5,000 years. The micro-relief associated with the Cameron Run floodplain/terrace area is quite complex, hence there is a possibility of older landforms. The present topography suggests the presence of abandoned channels or chutes, although human land alteration has obviously altered the floodplain morphology (Wagner and Wagner 1983).

The upland Coastal Plain deposits range in texture from clayey to gravelly, and for the most part, these soils are formed in Cretaceous sediments. The upper horizons of these soils generally developed in younger materials which were probably reworked during the Pleistocene or Holocene (Wagner and Wagner 1983).

C. CLIMATE

The climate of Northern Virginia is characterized by humid, continental, temperate weather. Modern temperature records from a station at National Airport (Alexandria, Virginia) indicate that the average yearly temperature is 57.3°F, with a seasonal fluctuation of approximately 36 degrees. The warmest month of the year is July, with an average temperature of 78.3°F, and the coldest months are December and January, with average temperatures of 37.7°F and 37.0°F respectively (Porter et al. 1963).

The frost-free season at the National Airport weather station is 200 days. This lengthy frost-free period results in below-ground freezing only to shallow depths during winter. The Northern Virginia area receives only occasional snowfall, which is usually dissipated within a short time (Porter et al. 1963).

For the Northern Virginia area, there is an average of 40.83 inches of rainfall per year. Rainfall is fairly evenly distributed throughout the year, although May, July, and August receive the highest precipitation and February receives the lowest. During the summer months, most rainfall results from showers and thunderstorms, while in the cooler months, the rainfall is more steady and gentle (Porter et al. 1963).

D. FLORA AND FAUNA

Northern Virginia was originally covered entirely with forests of hardwood trees mixed with occasional Virginia pine and red cedar. Historical development has resulted in widespread deforestation. It is assumed that the study window was completely deforested during the historic period, although it does contain some areas that are presently in undeveloped woodland. The largest continuous areas of woodland within Fairfax County are in the southeast portion of the county, and these woodland areas are

dominated by white oak, red oak, pin oak, black oak, post oak, blackjack oak, chestnut oak, hickory, maple, beech, poplar, black locust, sassafras, dogwood, gum, and holly. The undergrowth in the wooded areas generally consists of laurel, huckleberry, spicebush, wild grape, running cedar, azalea, greenbrier, mountain-tea, serviceberry, red osier, redbud, sumac, and dangleberry. Grasses and weeds can vary with local conditions but the most common species are broomsedge, dewberry, blackberry, cinquefoil, hawkweed, ragweed, aster, orchard grass, bluegrass, white clover, wild onion, beggarweed, stinkweed, yarrow, oxeye daisy, sourgrass, sheep sorrel, spanish needle, crabgrass, lespedeza, narrow leaf plantain, and chickweed (Porter et al. 1963).

Deforestation and increasing urbanization have certainly altered both the faunal and floral diversity. At the time of initial European settlement, the natural vegetative cover would have provided a fairly abundant supply of edible nuts, fruits, bulbs, and leaves and supported a diversity of fauna as well. The large diversity of fauna included mammals, migratory waterfowl, fish, turtles, and shellfish. Mammals typical of the pre-European contact period include squirrel, chipmunk, woodchuck, raccoon, opossum, shrew, mink, weasel, otter, skunk, beaver, muskrat, porcupine, rabbit, fox, wolf, cougar, bobcat, and deer (Turner 1976:70).

E. LAND USE

Until World War II, the area was devoted largely to agriculture. In the Colonial period, this was characterized by a mix of tobacco and wheat, but in the first half of the nineteenth century, the pattern was transformed to a mix of grain, vegetables, and dairying. Although devastated by the Union occupation during the Civil War years, northern Fairfax County was spared many of the deleterious effects of share-cropping and staple-crop monoculture that characterized the Deep South in the second half of the nineteenth century. The advent of electric rail lines in the early twentieth century drew farmers on the periphery of Washington, D.C., and Alexandria more closely into the urban market, stimulating the transition to market gardening, dairying, and poultry.

Following the Second World War, evidenced within the study window by the creation of the ca. 167-acre Cameron Station, the pace of suburban development accelerated, accompanied by an increase in the number of warehousing and freight transfer functions. Construction of I-95 in 1965 reinforced this trend. The study window is composed largely of warehouses, noisome activities such as are typically found on the urban periphery (e.g., the incinerator, METRO yard), and services requiring expanses of space (Cameron Run Regional Park). Very recently, mixed-use office/hotel/retail complexes have been constructed or planned in this area and vicinity.

F. PALEOENVIRONMENTAL HISTORY

There is evidence of human occupation of the Northern Virginia area beginning as early as the late Pleistocene; therefore an environmental reconstruction for the study area must consider at least the last 12,000 years. No intensive paleoenvironmental studies have been carried out for Northern Virginia; however, the environmental history of the area may be inferred from the results of studies in the surrounding region.

The study area is located on the southern margin of what Carbone (1976:21) described as the Transitional Area of the Middle Atlantic, an area which in its floral, faunal, and geomorphological characteristics exhibits a transition between the glaciated and unglaciated regions. Paleoenvironmental information for this area is derived largely from pollen cores. Although the number of cores available for this region is quite small, it is possible to use available data to develop a general sketch of the region's environmental history. Carbone (1976) has prepared the most comprehensive review of the paleoenvironmental history for the Middle Atlantic region, and most archaeological studies draw heavily upon his research. The model favored by Carbone is episodic in nature, that is, environmental change is seen as having occurred in a series of abrupt climatic shifts that resulted in relatively rapid changes in the regional biogeography. These episodes are listed below, together with their approximate beginning and ending dates:

Climatic Episode	Approximate Dates
Late Glacial	13,000 - 8080 BC
Pre-Boreal	8080 - 7350 BC
Boreal	7350 - 6540 BC
Atlantic	6540 - 3110 BC
Sub-Boreal	3110 - 810 BC
Sub-Atlantic	810 BC - AD 1100
Recent	AD 1100 - Present

The Late Glacial climatic episode was characterized by glacial conditions, and much of North America was covered by the Laurentide Ice Sheet. The climate was significantly cooler and wetter than at present, and a tundra environment may have existed at the edge of the ice sheet. The full glacial and late glacial vegetational composition is not clearly understood, but there is some evidence that this period was characterized by a mosaic of distinct habitats that supported a wide variety of fauna. The forest elements were dominated by spruce and pine but with some hardwood species in special locations. The full glacial environment was quite open, however, as indicated by the high frequencies of non-arboreal pollen and a faunal assemblage that included species adapted to open grasslands.

The Pre-Boreal/Boreal period was marked by the relatively rapid increase in temperatures and decrease in precipitation, resulting

in the spread of woodland areas at the expense of open grasslands. Forests were dominated by hemlock, birch, and beech. The habitats for many animals were effectively reduced by these changes, thus contributing to the extinction or northern retreat of many Pleistocene species, particularly the megafauna.

The Atlantic episode, characterized by continuation of the warming and drying trends, marks the beginning of the full Holocene epoch in the Middle Atlantic. Mesic forests dominated by oak and hemlock were widely established, and the faunal assemblages became modern in character, although not in distribution.

A peak in the warming and drying trends that marked the end of the glacial conditions signaled the beginning of the Sub-Boreal episode. Climatic conditions subsequently ameliorated, with a decrease in temperatures and a substantial increase in the levels of precipitation.

The Sub-Atlantic episode is characterized by gradually increasing precipitation and decreasing temperatures, resulting in modern conditions. No major discontinuities are noted for this period, although minor fluctuations would have occurred that may have had significant effects in local areas.

III. ARCHAEOLOGICAL RESOURCES

A. BACKGROUND RESEARCH

1. Records Check

Previously recorded sites within the study window and immediate vicinity were identified by examination of the site files held by the Virginia Historic Landmarks Commission, the Fairfax County Archaeological Survey, the City of Alexandria Urban Archaeology Program, the U.S. National Museum, and the National Register of Historic Places. Also, inquiries were made at these agencies and at the Corps of Engineers, Baltimore District, and the National Park Service, National Capital Region, to determine whether any previous archaeological studies had been conducted within the study window.

Prior to this study, there were two formally recorded archaeological sites within the study window. The Eisenhower Avenue Earthwork Site (44AX54) was identified during a cultural resource survey (LeeDecker et al. 1983) of the Franconia-Springfield METRO Rail Route, and it was believed to be a possible Civil War earthwork and associated encampment area. Subsequent archaeological testing and documentary research (Louis Berger & Associates 1984) resulted in the conclusion that the site was an access road or ramp built to service the Manassas Gap Railroad, which was never completed. The site was determined not to merit inclusion in the National Register of Historic Places.

The other formally recorded site in the study window, 44AX35, is located at 2016 Duke Street. This site was described as a brewery cellar, constructed of brick in a barrel-vault form. Nineteenth-century and twentieth-century material was observed in the cellar. The cellar was apparently exposed when a row of structures facing Duke Street was demolished during construction of a bridge over the METRO rail line. The site was reportedly preserved in place.

Examination of the distribution of recorded sites in the study area vicinity indicates that a substantial number of prehistoric sites have been recorded upstream of the study area in the stream valleys of Cameron Run and its tributaries. A cluster of archaeological sites has been recorded in the uplands immediately south of the study window, in an area now developed as a residential subdivision. Previously recorded archaeological sites in the study window and immediate vicinity are listed in Table 1 and illustrated in Figure 2.

Research was undertaken at the Museum of Natural History, Smithsonian Institution, as that Institution has served as a repository for many of the archaeological collections, field notes, and manuscripts pertinent to the Lower Potomac River Valley. In the late nineteenth century, the Bureau of American

TABLE 1

PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES IN THE STUDY WINDOW AND IMMEDIATE VICINITY

SITE	REMARKS
44AX17	Prehistoric lithic scatter.
44AX27	Millrace; a long narrow depression with high earthen banks; possibly associated with Clouds Mill or Triadelphia Mill.
44AX35*	Cellar to brewery; cellar built of stretcher-laid bricks forming a barrel vault; fills include 19th and 20th century material; possibly destroyed.
44AX54*	Eisenhower Avenue Earthwork Site; haul road or access ramp to the unfinished Manassas Gap Railroad.
44FX247	Bush Hill School Site; prehistoric lithic scatter; Late Archaic and Late Woodland; mostly destroyed.
44FX249	Prehistoric lithic scatter; Late Archaic seasonal camp (?); mostly destroyed.
44FX517	Prehistoric lithic scatter; possibly associated with Broadspear Tradition (ca. 3000-4500 years BP).
44FX518	Prehistoric lithic scatter.
44FX519	Prehistoric lithic scatter; possibly associated with Halifax Phase (ca. 5500 years BP).
44FX520	Prehistoric lithic scatter; possible special or multiple purpose processing site.
44FX521	Prehistoric lithic scatter.
44FX522	Concrete foundation with capped, brick-lined well; late 19th to 20th century residence.
44FX523	Remains of one or two historic (19th-20th century) residences, destroyed by fire; also has a prehistoric component (lithic scatter), characterized by a possible multi-purpose station; prehistoric component severely disturbed.

TABLE 1 continued

44FX524	Prehistoric lithic scatter; severely eroded.
44FX525	Prehistoric lithic scatter.
44FX526	Prehistoric lithic scatter; special purpose site.
44FX527	Prehistoric lithic scatter.
44FX559	Prehistoric lithic scatter; probable multi-purpose station.
44FX560	Prehistoric lithic scatter; special or multi-purpose station.
44FX601	Jefferson Manor Park; prehistoric lithic scatter; possible Halifax Phase (ca. 5000 years BP) multi-purpose upland cobble quarry and station.
44FX1147	Pullman Cemetery. Has marked graves, possible unmarked graves.
44FX1273	Sharon Chapel Episcopal Church and Cemetery.

Source: Virginia Historic Landmarks Commission archaeological site files.

* Denotes site in the Clermont Avenue study window.

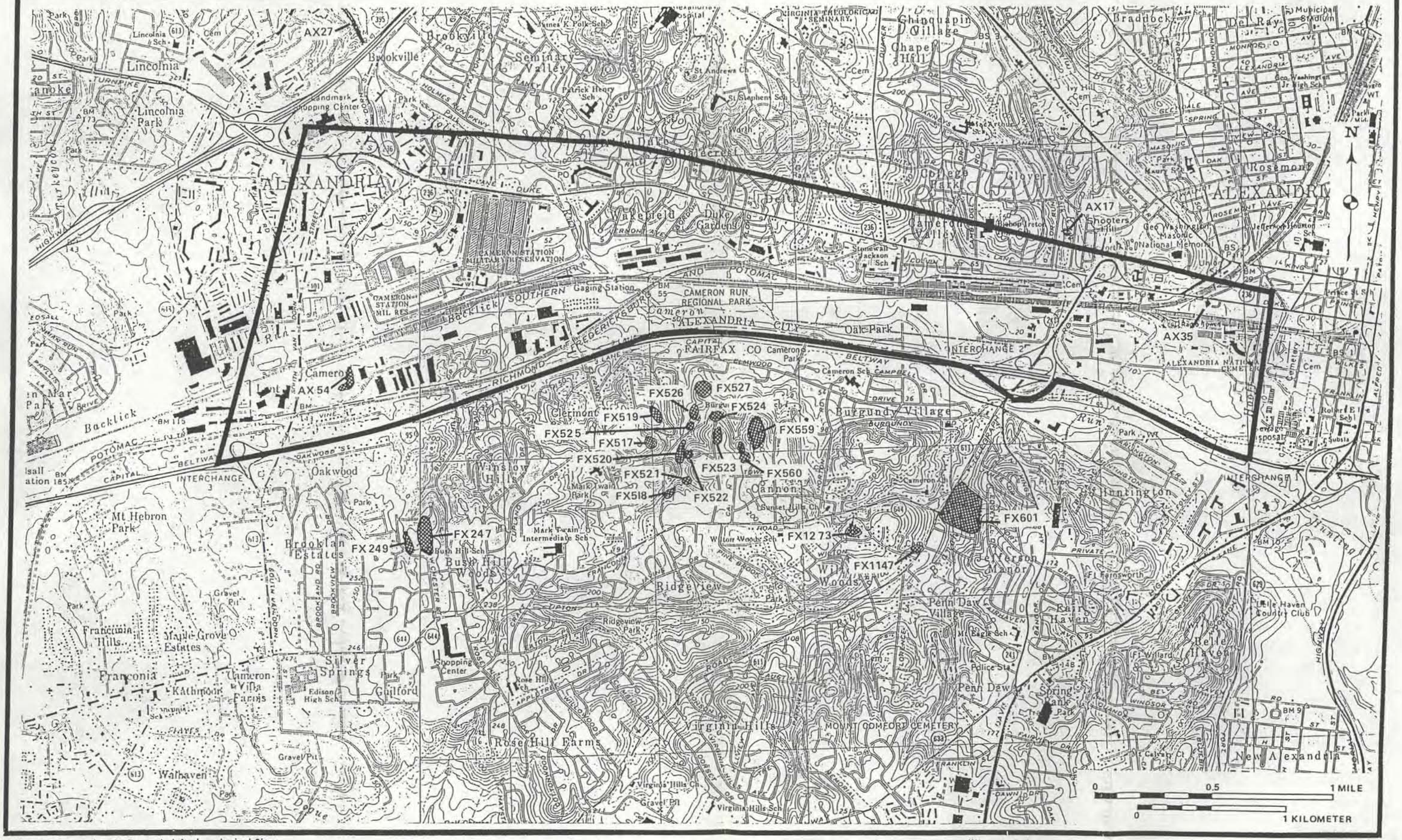

FIGURE 2: Previously Recorded Archaeological Sites

SOURCE: U.S.G.S. Quadrangle, Alexandria, Annandale, VA-D C.-MD, Photorevised, 1983

NOTE: Boundaries Approximate

Ethnology, United States National Museum (now the Smithsonian), undertook an extensive survey of the Tidewater Potomac, concentrating primarily on shoreline areas (Holmes 1889-92; Holmes, Dinwiddie, and Fowke 1891-93). The archaeological site files maintained at the Smithsonian Anthropological Archives (Holmes ms.) indicate that a prehistoric site was located at the mouth of Hunting Creek, which is the mouth of Cameron Run. The site in question is at the present location of Belle Haven. No references were found indicating site locations along Cameron Run or its tributaries.

A survey of archaeological collections donated to the Smithsonian includes reference to collections from the Jones Point area of Alexandria and to the general city area, as well as a number of collections from Fairfax County (Phebus 1967). No provenience information is available for these collections that would suggest that any of these collections were recovered from sites within the present study area.

2. Previous Archaeological Studies

There have been a number of archaeological studies that provide information pertinent to the study window and adjacent area. For the most part, these studies have been undertaken as a result of federal cultural resource management requirements.

An extensive survey of the Cameron Run Valley was undertaken by the Alexandria Regional Preservation Office (ARPO), and a large amount of the area surveyed in that project is within the present study window (Klein 1979). No subsurface testing was included in this study, as the field survey methods consisted entirely of windshield survey and walkover survey. With the aid of historic maps and aerial photographs, relatively undisturbed areas were located; these areas were subjected to walkover survey, while the more developed areas were subjected only to a drive-through. Extensive areas of modern filling and disturbance were noted during this survey. Within the study window, a total of 11 historic sites were identified; however, these sites were not formally recorded, pending archival research. Table 2 lists the sites recorded within the present study window during the ARPO survey.

Among these sites, the property of greatest interest is CR-7, which was tentatively identified as the Bush Hill Estate. The site area was the location of the Holly Hill School on mid-twentieth-century maps, but local informants indicated that it was the location of the Bush Estate, which was the residence of the Scott family during the early nineteenth century (Klein 1979). Site CR-13 is also of potential interest. It was identified as an early nineteenth-century masonry mill foundation that had been incorporated into the Alexandria-American Water Company Building. The location of this site appears to correspond with the Cameron Mills Site, according to an early nineteenth-century city atlas (Sanborn Insurance Company 1921).

TABLE 2

ARCHAEOLOGICAL SITES IDENTIFIED BY THE ALEXANDRIA REGIONAL PRESERVATION OFFICE SURVEY OF CAMERON RUN

SITE	REMARKS
CR-1*	Scatter of brick rubble near two depressions.
CR-4*	Scatter of 19th and 20th century ceramics, bone, and shell.
CR-5*	Trash scatter with black soil, melted glass, plastic, and mortar.
CR-6*	Scatter of bricks in depression.
CR-7*	"Bush Estate"; building foundation associated with metal shed and collapsed wooden gazebo; location of Holly Hill School.
CR-8*	Isolated find; gray-bodied stoneware sherd.
CR-9*	Abandoned railroad bed.
CR-10*	Isolated find; gray-bodied stoneware sherd.
CR-12*	Trash dump; 20th century building debris (brick rubble, cement, concrete blocks, etc.).
CR-13*	Mill foundation; 19th century masonry foundation incorporated into 20th century structure.
CR-14*	Children's fort with modern trash.

Source: Klein (1979).
* Denotes site in the Clermont Avenue study window.

A Phase I archaeological survey was undertaken for Segment J2 of the Franconia-Springfield METRO Rail Line (LeeDecker et al. 1983). For the most part, the J2 study area was a narrow corridor extending along the existing Southern Railroad and Richmond and Fredericksburg Railroad tracks, but it also included a station and parking lot areas along Eisenhower Avenue near Van Dorn Street. The survey demonstrated that most of the corridor had been extensively disturbed by prior railroad construction and by channelization and filling in of the Cameron Run bottomlands. One site, 44AX54, was identified as a possible Civil War earthwork and associated encampment area. The configuration and placement of the earthwork suggested that it may have been built by Confederate forces to protect against a possible Federal advance by way of the Orange and Alexandria (now the Southern) Railroad.

A Phase II study was subsequently undertaken for Site 44AX54, including historical research, a systematic metal detector survey, and cross-trenching of the earthwork. Although one Civil War projectile was found at the site during the Phase II fieldwork, it was determined that the earthwork had not been built as a fortification. Instead, its construction techniques and the associated debris indicated that it had been built as an access ramp or haul road to the nearby railroad. As a result of the Phase II program, the site was determined to be ineligible for the National Register of Historic Places (Louis Berger & Associates 1984).

Archaeological survey and testing programs were carried out by the Fairfax County Archaeological Survey for the Loftridge housing development. This development is immediately to the south of the present study window, and it is bounded on the west by Clermont Drive. Although it is outside the present study window, the Loftridge project indicates the type of resources that may be present within the undeveloped upland areas adjacent to Cameron Run. The Loftridge project area was comprised of dissected uplands, and it was bisected by an unnamed tributary of Cameron Run. Eleven archaeological sites were identified within the ca. 45-acre project area, including nine prehistoric lithic scatters and two historic foundations. All of the prehistoric sites were characterized by light quartz and quartzite scatters located on ridges and slopes overlooking the unnamed tributary to Cameron Run. Only two of the prehistoric sites were datable; Site 44FX519 was dated to the Late Archaic period, and Site 44FX517 appears to date to the Late Woodland period (Johnson 1982).

There have been a number of other projects in the City of Alexandria that fall outside the present study window but which provide general information on the range of archaeological resources in the area. The Alexandria Slave Pen project involved a site near the present study window. This study included archival and historical research of a property along the 1300

block of Duke Street that was successively used as (1) an antebellum residence, (2) a slave pen and slave dealer's headquarters, (3) a Civil War prison, (4) a hospital, and (5) a boardinghouse and apartments (Artemel et al. 1987).

A survey was undertaken for selected portions of Jones Point Park, located at the mouth of Hunting Creek on the Potomac River. Background research indicated the possibility of a 1795 coastal fortification and a mid-nineteenth-century ropewalk, but no evidence of these structures was found. Deposits and features associated with the Virginia Shipbuilding Corporation were identified, as was a buried prehistoric site. The prehistoric site was interpreted as a seasonal camp site for exploitation of anadromous fish (LeeDecker and Friedlander 1985).

A series of projects has been undertaken in connection with the proposed widening of Duke Street in Alexandria; the preliminary report of this project has been completed (Cheek et al. 1986), but the archaeological testing and excavation reports have not been completed at this juncture. James Madison University has conducted Phase II and Phase III investigations of the south side of Duke Street as far west as Holland Lane. Cromwell (personal communication, February 9, 1989) has informed LBA that the various widenings of Duke Street and the extension of utility lines have largely left intact many of the nineteenth-century dwellings that lined the road, as well as the rear yard areas. There are extensive fill deposits covering the original land surface, although the depths are highly variable as a result of varying methods of terrain modification (i.e., cutting and filling) as well as different uses of the area.

Finally, the Oliver Carr Company proposes to develop a significant portion of the study window east of Telegraph Road and bounded on the north by Duke Street and on the east by Hooff Run. The area east of Holland Lane and west of Hooff Run, historically associated with a late nineteenth-century Black cemetery has been set aside as a park. An historical study of the property identified two main associations: the Black cemetery and its development by the railroads after 1849. Otherwise, "the land was not part of a plantation, does not appear to have been improved substantively at any time, and was not the site of any Civil War battles" (Traceries [1988?]:2).

B. PREHISTORIC CULTURAL SEQUENCE

The prehistoric remains of the Potomac River Valley and the metropolitan Washington, D.C., area have attracted the attention of archaeologists and antiquarians since the late nineteenth century; as a result, the prehistoric cultural sequence for this area is fairly well documented. The major divisions of the prehistoric cultural sequence for the Middle Atlantic region, with their beginning and ending dates, are as follows:

Cultural Period	Approximate Dates
Paleo-Indian	9500 - 8000 BC
Early Archaic	8000 - 5000 BC
Middle Archaic	5000 - 3000 BC
Late Archaic	3000 - 1000 BC
Early Woodland	1000 - 500 BC
Middle Woodland	500 BC - AD 800
Late Woodland	AD 800 - 1600
Contact	AD 1600 - 1700

The Paleo-Indian period (ca. 9500 BC to 8000 BC) was characterized by a hunting and gathering subsistence pattern, followed by small nomadic bands. Large, fluted lanceolate projectile points are the distinctive artifacts of this period. Hunting of now extinct megafauna was important in the Great Plains; however, studies of Paleo-Indian components in the Middle Atlantic region suggest an economy based on hunting of various game species, supplemented by fishing and foraging of vegetal foods available in the environments that characterized the end of the last glaciation (Dent 1981; Gardner 1981; Kauffman and Dent 1982).

Based on extensive research in the Virginia Valley and Ridge province and neighboring areas, Gardner (1981) has suggested that the Paleo-Indian settlement pattern was oriented primarily toward lithic source areas. However, there has been insufficient research to define a Paleo-Indian settlement pattern for the Coastal Plain province in Virginia. Scattered finds of fluted points have been reported, but seldom from well-preserved contexts. The little available evidence suggests an orientation toward riverine environments. Johnson (1981) reports that several Paleo-Indian projectile points have been found from the Potomac River floodplain constriction at the Piedmont Upland-Triassic Basin interface just outside Fairfax County, and he suggests that this clustering could represent a non-quarry-related activity focus. A similar situation has been reported from the Potomac River-Anacostia River confluence in the District of Columbia where six fluted points were recovered (Humphrey and Chambers 1977).

Archaic period (ca. 8000 BC to 1000 BC) lifeways were characterized by hunting and gathering of a variety of food resources within a relatively well-defined territorial area. No sites were occupied on a permanent or year-round basis; rather, sites were occupied on a seasonal basis. The Archaic period is commonly divided into Early, Middle, and Late sub-periods, although various bracket dates have been proposed for these sub-periods by different investigators.

During the Pre-Boreal and Boreal climatic episodes there was a significant increase in precipitation relative to the preceding late glacial conditions. As a result, the glacial climate had ameliorated sufficiently to permit the establishment of modern

faunal and floral groups that have continued to the present. Relatively little is known of the Early Archaic lifeways in the Coastal Plain of the Middle Atlantic, although it is assumed that a pattern of hunting and gathering was followed. Gardner (1974) has suggested a strong continuity with the preceding Paleo-Indian pattern, with primary emphasis on hunting, although other investigators (Dent 1981; Kauffman and Dent 1982; Wesler et al. 1981) argue that vegetal foods, particularly nuts and seeds, were also an important subsistence resource during this period. Not only was there a broadening or diversification of the subsistence base during the Early Archaic, but there is also evidence that Early Archaic populations utilized a wider variety of lithic materials than the Paleo-Indian populations.

Gardner has indicated that a significant shift in the settlement pattern occurred during the Early Archaic, accompanying the shift to notched projectile point forms (Kirk and Palmer types). The most notable aspect of this change was the appearance of processing stations along floodplain margins (Gardner 1974:24). The lithic materials represented in diagnostic projectile points recovered in the northern Virginia area indicate a strong preference for cryptocrystalline stone, as in the preceding Paleo-Indian period, but there is also a greater use of locally available material (Johnson 1986).

The Middle Archaic is perhaps the least well known of the Archaic sub-periods for the Middle Atlantic area. The most notable changes in the artifact assemblages at this time are the addition of ground stone tools and the use of a wider variety of lithic materials. Johnson (1981, 1986) has observed an increase in the use of quartz during this period in northern Virginia as well as a sharp reduction in the number of sites, possibly indicating depopulation or a major shift in the settlement pattern. The types of ground stone tools found in Middle Archaic assemblages (axes, nutting stones, mortars, etc.) may indicate an increasing adaptation to the hardwood forest biome that characterized this period. A generalized hunting and gathering economy is postulated for the Middle Atlantic Coastal Plain, and the increased frequency of plant food processing tools suggests a greater dependency on vegetal foods than during the preceding period. Settlement pattern studies of the Middle Archaic are generally lacking, although Gardner (1987) has observed that sites are more numerous near principal waterways.

The Late Archaic is marked by the appearance of more diverse artifact forms and sites in an increased variety of environmental settings. A hunting and gathering subsistence strategy was followed during this period, and exploitation of riverine and estuarine resources became more important at the end of the Late Archaic, judging from the presence of fishing implements in the artifact assemblages and the abundance of sites in estuarine and riverine environments. However, excavations at the Bazuin Site, located along the Potomac River in Loudoun County, Virginia, failed to produce substantial evidence that fishing was an

important activity during the Late Archaic and Transitional occupations (Larson et al. 1980). Base camps were located at the mouths of streams and rivers or in areas of marshy embayments, with related processing camps in the upland zones. Some archaeologists distinguish a separate Broadspear tradition, Transitional or Terminal Archaic period at the close of the Archaic. The hallmarks of this period are the use of steatite vessels and a group of broad-bladed projectile points.

The Woodland period (ca. 1000 BC to European contact, ca. AD 1600) is better known in the Middle Atlantic area than the preceding Paleo-Indian and Archaic periods, and it is subdivided into three sub-periods: Early (ca. 1000 BC to 500 BC), Middle (ca. 500 BC to AD 800), and Late (ca. AD 800 to 1600).

The major diagnostic traits of the Woodland period are the introduction of pottery and a subsistence pattern that includes horticulture. A generalized pattern of seasonal hunting and gathering continued from the Late Archaic into the Early and Middle Woodland sub-periods; however, during the Late Woodland, when horticulture assumed greater importance, seasonal population movements gave way to more sedentary village life.

During the Early and Middle Woodland, a seasonal pattern of hunting and gathering was followed in the Potomac Valley, with emphasis on aquatic resources. Early Woodland manifestations are not well known in the Middle Atlantic Coastal Plain, and there are almost no excavation data pertaining to Middle Woodland. Seasonally abundant anadromous fish were exploited below the Fall Line in the metropolitan Washington, D.C., area, and there are a number of riverine-oriented sites occupied from the Late Archaic through the Middle Woodland sub-periods. The Jones Point Site (44AX53), located at the mouth of Hunting Creek on the Potomac River, appears to represent this type of site (LeeDecker and Friedlander 1985).

Some investigators have suggested that incipient agriculture was practiced as early as the Early Woodland, but there is no direct evidence to support this hypothesis. The Early and Middle Woodland settlement patterns suggest a continuity with the Late Archaic, and it is not until the Late Woodland that a significant settlement pattern shift is visible that is suggestive of a shift to subsistence agriculture. During the Late Woodland, villages became larger and more permanent, and tended to be located adjacent to areas with easily worked floodplain soils. In addition to major village sites, the Late Woodland settlement system also included smaller outlying hamlets and special use sites such as hunting camps and fishing and shellfish-gathering stations, although the importance of these secondary sites may have diminished as agricultural technology developed (Gardner 1982; Potter 1982; Waselkov 1982).

Regular contact between European and Native American groups along the Eastern Seaboard began early in the sixteenth century.

However, it was not until the early seventeenth century that the Late Woodland groups of the Chesapeake area were brought into a direct relationship with Euro-American groups. Shortly after the Jamestown Colony was founded in 1608, explorers and traders established regular contacts with the aboriginal inhabitants of the Tidewater Potomac area, and a major trading site was established at Nacotchtank village on the lower Anacostia River. European traders apparently did not venture above the Fall Line.

C. HISTORIC OVERVIEW

1. Settlement

The valley containing Cameron Run and its tributaries, Holmes Run and Backlick Creek, was contained in the enormous Northern Neck proprietary, created by Charles II while in exile in 1649. Control of the vast proprietary eventually came into the hands of the Fairfax family although not without contest from the local colonial government, which had begun to grant lands within the proprietary in the 1650s. The first patent to land north of the Occoquan River is believed to have been Robert Turney's grant of 2,109 acres at the confluence of the Occoquan and the Potomac, dated July 8, 1651 (Netherton et al. 1978:12). In 1654, Margaret Brent, who lived at Aquia Creek, patented 700 acres along the Potomac at Great Hunting Creek (Netherton et al. 1978:12). The study area itself was contained in grants to John Mathews in 1694, George Brent in 1695, the partnership of John West, Thomas Harrison, William Harrison, and Thomas Pearson in 1706, and Daniel French in 1741 (Mitchell 1977:93,100) (Figure 3).

Large grants were typically held for speculative purposes. Investors either leased parcels to tenants or subdivided the tracts and sold them to other investors or to planters or farmers. Many of the largest tracts, however, survived relatively intact into the nineteenth century (Mitchell and Sweig 1987:5). By 1760, land in the study window was still owned largely by original grantees or their heirs (Mitchell and Sweig 1987).

2. The Colonial Period

Profit drove the colonization of Virginia and the occupation of lands. While dreams of quick fortunes and a return to England went up in smoke by the middle of the seventeenth century, socio-economic patterns based on deference and the exigencies of tobacco cultivation emerged in the Tidewater of Virginia and Maryland by the middle of the eighteenth century. Large plantations, based on tobacco cultivation and slave labor, with their own wharves lined the rivers and creeks, and roads led inland to courthouses and churches, which, together with the major plantations (e.g., Mount Vernon, Belvoir, Gunston Hall, Oxon Hill) constituted the focal points for the dispersed population (Isaac 1982; Morgan 1975; Nash 1984; Netherton et al. 1978).

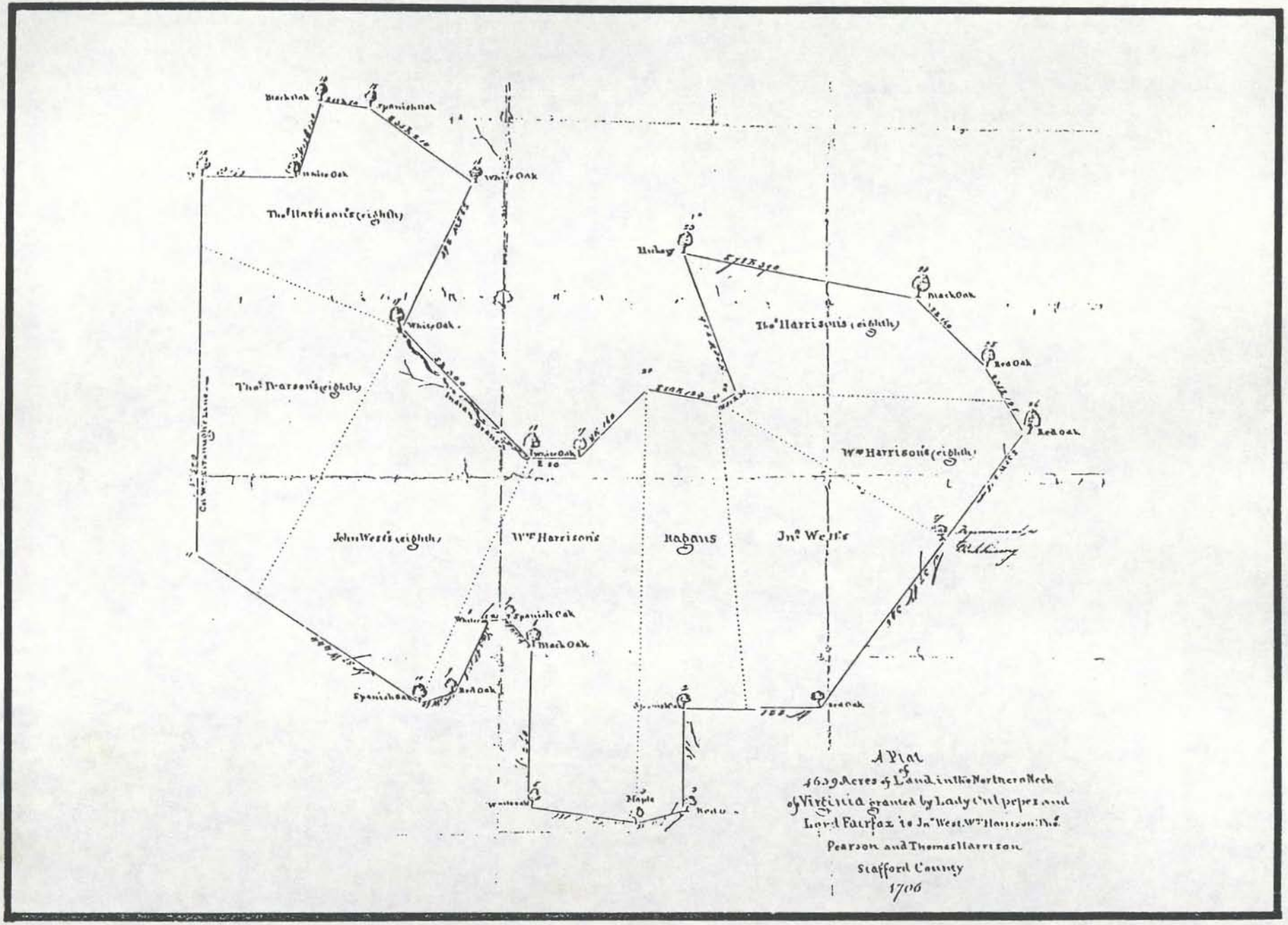

FIGURE 3: Part of Land in Western Part of the Study Window, Contained in 4639-Acre Grant to West, Harrison, Pearson, and Harrison, 1706

SOURCE: Original Ms. Belonging to the Virginia Historical Society, Presented in Mitchell 1977: 281

Until the 1960s, historians of colonial Virginia tended to emphasize the cultivation of tobacco and its labor-intensive and soil-exhaustive character. The former led to slavery as a labor system and the latter compelled ambitious planters to seek a constant supply of fresh lands, resulting in rapid expansion of settlement by a dispersed population (see, for example, Bailyn 1976). However, since the publication of Aubrey Land's essay on Robert "King" Carter's management of his properties, the revisionist view has documented the mixed wheat and tobacco base of agriculture in the upper Chesapeake together with the significance of the control by large planters of agricultural processing, collection, and distribution (Land 1978; see also Clemons 1980). Thus, the colonial landscape is seen as a hierarchy of client relationships among the great planters, lesser planters, farmers, and tenants, with control exercised through access to gristmills as well as to wharves. Two mills, Carlyle's and Colville's, are believed to have been located on Cameron Run in the Colonial period within or near the project area (Mitchell and Sweig 1987).

Tobacco remained vital to the Virginia colony's economic well-being and from the perspective of Great Britain, it was the staple crop that counted as opposed to wheat, which obtained significance in the intercolonial and coastal trade (see Shepherd 1980; Shepherd and Walton 1972, 1976). Hoping to improve the quality of the tobacco and to limit the supply, the Virginia colony instituted a series of reforms in the 1730s, which led to the creation of tobacco inspection stations and warehouses, which, in turn, stimulated the growth of both Alexandria and Georgetown, where tobacco warehouses were located. The overseas market, which was centralized in Glasgow, became more rational for Virginians when representatives, or factors, from the trading houses relocated near the warehouses and bought the crop directly from local planters. Large planters continued to trade directly with England but smaller planters were to some degree protected from the fluctuations of a distant market as a result of the changing organization of the trade.

Although there was a cluster of dwellings near the waterfront soon after 1700, the founding of Alexandria itself dates to 1732 when the tobacco warehouse, destined in 1730 for a site defined as being "at Great Hunting Creek upon [Charles] Broadwaters land," was relocated "upon Simon Pearson's land upon the upper side of Great Hunting Creek" (Harrison 1924:405). Harrison hypothesized that the original site was located on the south side of Great Hunting Creek, "near the head," but goes on to say that the original deeds have not been lost and the lands traditionally associated with this family were associated with Difficult Run in the western part of Fairfax County (Harrison 1924:413, footnote 35).

John West, Jr., and his assistant, George Washington, surveyed the site for the new town in 1749, originally extended from Great

Hunting Creek north to Ralphs Gut, a creek near the present location of Oronocco and Pendleton streets (Artemel et al. 1987:11-12). In addition to its official commercial and economic functions, the new town soon attracted skilled craftsmen and became a social and religious center. By 1790, it was one of the busiest ports in the new country (Cressey et al. 1982:148).

Outside of Alexandria was the small settlement of Cameron. Located at the ford of Hunting Creek, Cameron was described in the itinerary for the Comte de Rochambeau's army in 1781 as being located two miles from Alexandria at the fork in the road beyond Colonel West's house. The right fork led to Loudon County and the left turned south across the creek. At the fork was a "cluster of houses called Cameron" (Rice and Brown 1972:89). An early twentieth-century description places the hamlet at "the junction of the Telegraph Road and the original Mount Vernon Road" on the south side of Cameron Run, north of the intersection of Telegraph and Franconia Roads (The Sunday Star, Washington, D.C., February 7, 1915). Thus, there is divergence of opinion as to whether the Cameron settlement was located north or south of Cameron Run, although Sprouse (personal communication March 9, 1989, April 5, 1989) and Mitchell (personal communication April 5, 1989) believe that the hamlet was located approximately at the intersection of Telegraph Road and the Capital Beltway.

The genesis of the Cameron settlement had been the ordinary (tavern) and the ford itself (Harrison, ed. 1924:310; Henning XII:523). Nearby were Colville's and Carlyle's Mills (Mitchell, personal communication April 5, 1989). On the periphery of the settlement, east of Telegraph Road and north of Cameron Run were two mills, known as the Cameron Mills (Figure 4). The earliest mill at this site is believed to have been built prior to 1752. This mill was rebuilt in 1790 by William Bird, who also purchased rights for a millrace at this time. Two mills were located here by 1798 (Wigglesworth 1976-77:51-52). The name "Cameron" became associated with a larger area than that defined by the confluence of Cameron Run and Great Hunting Creek, where the mills and the hamlet were situated. By the mid-nineteenth century, General Samuel Cooper, who had married one of John Mason's daughters, had established a residence at the northwest corner of Quaker Lane and Little River Turnpike (Duke Street), which was also known as "Cameron."

3. Early National and Antebellum Periods

a. Rural Development

The great planters of the eighteenth century, such as George Washington of Mount Vernon and George Mason of Gunston Hall, were simultaneously economic, social, and political leaders. Although the Virginians' dominance in national politics waned with the passing of the Revolutionary leaders and the ascent of such popular figures as Andrew Jackson and Martin Van Buren in the 1820s, the importance of these families in local social and

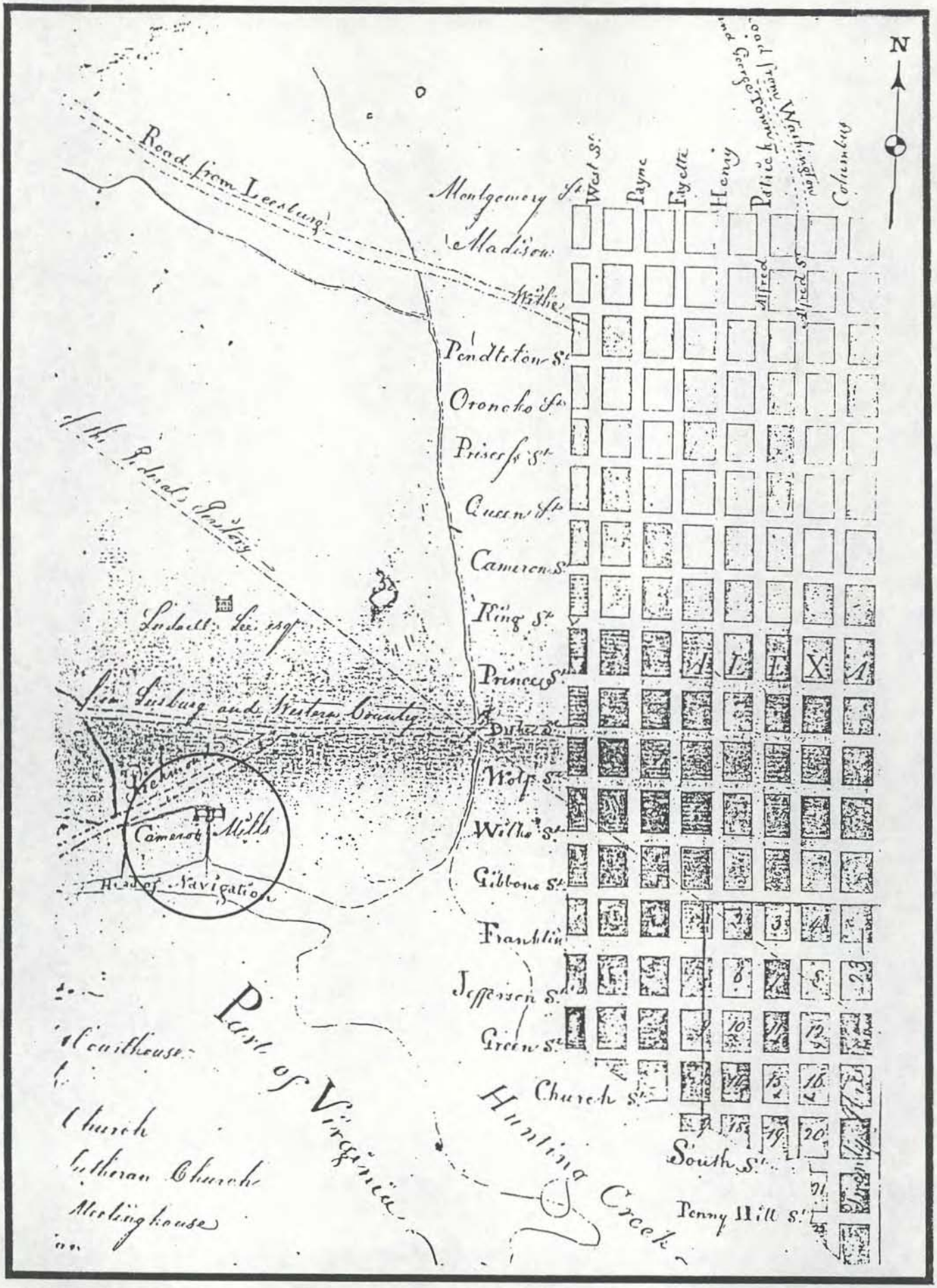

FIGURE 4: Cameron Mills, 1803 SOURCE: Fairfax Deed Book E2:269, Fairfax County Archives No Scale

economic as well as political organization survived well into the antebellum period. Colonial families had used both marriage and inheritance as a means of consolidating and enlarging their fortunes, and the use of the family for economic as well as larger social goals remained a familiar strategy for families at all socioeconomic levels into the nineteenth century, particularly among rural or agrarian households. The principal families in the vicinity of the study window on the eve of the Civil War--Mason, Scott, Fairfax--represented a vast cousinage, a series of spatial and familial relationships found in eighteenth-century England and Virginia as well as elsewhere in rural America.

While the persistent local dominance of the old families and the predominance of agriculture represented a continuation of colonial patterns, the transition from the eighteenth to the nineteenth century was a period of national growth and improvements expressed primarily in transportation. The turnpike movement was manifested in the study window by the construction of the Little River Turnpike, now Duke Street or Route 236. The turnpike commission was organized in 1801 with a legislative mandate to construct a road from Duke Street at Hooff Run to the Little River in Aldie. A road already existed in this area, and it is believed that the proposed turnpike was designed to improve the prior route, thus provided better access to the warehouses and wharves in Alexandria (Cheek, Meyer, and Zatz 1986:19-20; Mitchell and Sweig 1987).

Individual commissioners were not without direct interest. Richard Marshall Scott, an Alexandria lawyer, merchant, and owner of Bush Hill plantation as well as a large property in Farmington, Virginia, was one of the directors of the turnpike company. The first ten miles of the road, which were open and operating by 1806, bordered his Bush Hill land and facilitated marketing his crops as well as the frequent travel between Bush Hill and his town house on Queen Street (Burke 1987:155-156).

Construction of the turnpike was based on Pennsylvania's Lancaster Pike. Initial regulations concerned grade, bridges and tollgates, sale of the stock, and eminent domain. The company was also permitted to confiscate materials from any lands which the corridor crossed. A second set of regulations, issued in 1802, required the completed road to be 50 feet wide with crushed and pounded stones in the center, thus easing travel in adverse weather conditions. Scales were also established to ensure that travellers and teamsters adhered to weight restrictions (Cheek, Meyer, and Zatz 1986:20-21). Funding the road proceeded slowly until the state purchased 100 shares of stock. The first section of road opened in 1806 and the road was finished in 1815; it operated as a toll road until 1896 (Cheek, Meyer, and Zatz 1986:21).

Although agricultural interests were served by the improved transportation infrastructure, agriculture had stagnated at the

turn of the century. Tobacco cultivation depleted the soil of nitrogen, and reliance on hand tools rather than on plowing led to soil erosion, which further compromised productivity (Terrie 1985-86:17). Progressive eighteenth-century farmers, like George Washington of Mount Vernon and Richard Bland Lee of Sully, recognized the importance of deep plowing, crop rotation, and use of lime as fertilizer. Land exhausted by tobacco then became profitable for wheat (Terrie 1985-86:18). During the first 15 years of the nineteenth century, transatlantic and Carribean demand for American wheat and flour drove prices up, but peace between France and England resulted in the collapse of the artificially high price for American grain and American farmers fell on hard times.

Several factors led to economic recovery in Fairfax County in the late 1830s and 1840s. A number of northern farmers migrated to the upper Chesapeake, applied new farming methods, and took advantage of the growing urban markets in Alexandria, Georgetown, and Washington (Netherton et al. 1978:254-255; Terrie 1985-86:19). Thus, advancements in agriculture were directly linked to revived commerce and urban growth. Tobacco was utterly abandoned and in its place were found grain, vegetables, sheep, and cattle.

Although the eighteenth-century families remained, the vast tracts that had supported their plantations were subdivided, sometimes among several heirs and sometimes simply for sale (Netherton et al. 1978:161-163). Exploitative, colonial agriculture had required vast expanses; the newer form thrived on smaller, more efficient parcels (Terrie 1985-86:19). Beginning in the 1790s, a series of large farms, also called plantations, emerged, on the periphery of Alexandria. These plantations, such as Bush Hill, Clermont, Wilton Hill, Cameron, Burgundy, and Rose Hill, ranged from 100 to 500 acres in size, unlike the plantations of the Black Belt which ran from 1,500 to 3,000 acres. The Shuters Hill tract, north of the intersection of Telegraph Road and Duke Street, on which Ludwell Lee built an imposing dwelling in about 1790, contained only about 50 acres. The mansion burned in 1840, and when the heir to the property, Rebecca Dulany, married her cousin Richard Dulany, they moved to his property in Loudon County and rented out the farm, on which a modest dwelling had been built (Miller 1983:76-81).

Richard Marshall Scott (1769-1833) moved to the 354-acre Bush Hill from Dumfries in 1797. He maintained a town house in Alexandria as well as the family estate in Farmington, but Bush Hill soon became a Fairfax County social center and show place (Burke 1987:134). The plantation eventually consisted of a 12-room dwelling, brick barn, frame granary, log corn house, cow and sheep shelter, overseers' houses, slave quarters, blacksmith shop, seed house, carriage house, chapel, icehouse, smokehouse, lime-kilns, greenhouses, family burial ground, slave burial ground, and "temple for use of gentlemen" (Burke 1987:134). The family cemetery was later moved to Ivy Hill Cemetery during

construction of the Orange and Alexandria Railroad. For his extensive gardens and peach orchards, Scott employed the Mount Vernon gardener who left the estate following Washington's death (Burke 1987:135).

Richard Marshall Scott, Jr. (1829-1856), inherited the home from his father and moved out to Bush Hill on a year-round basis in 1846. He left the property to his wife, Virginia Gunnell Scott, who remained in residence until she died in 1913, except during the Civil War years when the property was commandeered by the Union army. During World War II, the property was leased to the U.S. government and the British are reported to have secretly interned Adolf Hitler's early counselor on foreign affairs at the residence. Following the war, the dwelling was converted to a school, and in March 1977, it was destroyed by arson (Burke 1987:132, 137).

The range of functions expressed by the buildings at Bush Hill suggests the economic and social self-sufficiency of the larger antebellum establishments as well as the new focus on grain and livestock. No facilities at Bush Hill suggest tobacco cultivation although the limekilns were essential for manufacture of fertilizer as well as for whitewash. Bush Hill was hardly unique, however, as similar structures were found at the neighboring Clermont.

Clermont became the residence of John Mason and his family in 1833. John Mason (1766-1849) was the youngest son of George Mason of Gunston Hall and possibly the child closest to him. Educated as a merchant in Bordeaux, France, John established himself as a merchant and banker in Georgetown in the 1790s (Copeland and MacMaster 1975:245-255). He inherited 2,000 acres north of Four Mile Run in northern Virginia from his father in 1792 and in 1793 began to build his estate on Analostan Island. There, he became a leader in agricultural reform in addition to his other commercial and industrial concerns. Mason became particularly renowned for his efforts in the selective breeding of merino sheep. Following the War of 1812, he suffered a series of reversals and was forced to sell the Analostan Island estate in 1833 and move to his 320-acre farm, Clermont, located four miles west of Alexandria and one mile south of the Little River Turnpike (Webb 1976:24,34-35).

The history of Clermont prior to its occupation by Mason is somewhat clouded. It is said to have been the summer home of Benjamin Dulany of Alexandria, and in 1803-1804, it was the residence of the Rev. Thomas Davis, vicar of Christ Episcopal Church of Alexandria. Davis seems to have attempted to establish a boys' school there but was unsuccessful (Gibson and Mitchell 1980:4).

Although the Clermont property was not as extensive as the Analostan Island estate, a pen-and-ink drawing of the dwelling shows a five-bay, three-story central block connected to two-

story dependencies on either side by one-story corridors. The double-pile central block had a hipped roof and four chimneys. The symmetry of the plan was somewhat marred by the asymmetrical character of the dependencies, as one displayed a front-gable with a pitched roof while the second showed a truncated hipped roof similar to that on the main block (Somerville 1962:10). Nonetheless, it must have been an imposing residence. The notice for sale, following Mason's death in 1849, described it as follows.

> The Mansion and its appurtenances are of the most ample and commodious description, beautifully situated on a gentle eminence overlooking the town of Alexandria and the low lands of the estate. The Dwelling house on the first floor contains two parlours besides a large library, and an office, with eleven chambers above stairs, and in the buildings appurtenant to it, besides an ample kitchen, laundry and housekeepers room, a dairy, bath house, smoke house, ample accommodation for servants and outbuildings for store rooms &c. -- the whole in good repair. At convenient distances is the Overseer's House, Ice House, Carriage House, the Houses of the Farm Servants, Blacksmiths Shop, a Kiln built of Brick for burning lime with ample Barns, Stabling and other Houses for Stock and farm purposes; orchards of choice fruit, ornamental grounds and walks -- the whole in good order and well-preserved by its late proprietor [Alexandria Gazette, April 21, 1849].

Although John Mason's heirs sold Clermont, several of his children remained in the area. Sarah Maria had married Samuel Cooper and they resided at Cameron (located at the corner of Quaker Lane and Duke Street). Virginia married her first cousin George and lived at Spring Bank, and the twins Murray and Maynadier had estates at Chestnut Hill and Rose Hill (Somerville 1962:10).

Clermont was subsequently owned and occupied by Commander French Forrest of the U.S. and then the Confederate Navies. During the Civil War, the house, which was located quite near to the railroad line, was confiscated by the federal government and briefly used as a smallpox hospital (Alexandria Gazette, November 26, 1862). It was subsequently burned (Gibson and Mitchell 1980:2-3). The last description of the house, submitted as part of the claims against the U.S. government for damages that occurred during the Civil War, stated that the house contained over 20 rooms with fireplaces as well as smaller rooms and large cellars. Of brick and frame construction, the two-story dwelling stood on 300 acres of land (Southern Claims #1125, Mitchell and Sprouse n.d.).

The Hopkins (1879) atlas associates this location with "Com. Forrest" although he died in Georgetown in 1866 (Alexandria Gazette, November 24, 1866). It has been suggested, however,

that Forrest may have re-occupied the former overseer's house when he returned from the war (Gibson and Mitchell 1980:2). Tenant houses associated with the late nineteenth-century farm are believed to have been abandoned after 1939 when Rutherford Fleet, the nephew and heir of Mrs. Forrest sold the property to Vernon M. Lynch & Sons (Gibson and Mitchell 1980:3). Comparison of modern topographic maps with Civil War maps and late nineteenth-/early twentieth-century quad sheets indicates that the Capital Beltway crosses the main Clermont complex.

There were two other features of the antebellum landscape in the Cameron Run Valley: mills and associated millraces and the railroad. Mills had been important elements of the colonial economic environment and their significance increased as the region came to depend on wheat and flour for domestic consumption as well as for export. Mitchell (Mitchell and Sweig 1987) located several colonial mills along Cameron Run and Holmes Run dating to the Colonial period and by the eve of the Civil War, there appear to have been four major mill complexes along Holmes Run and Cameron Run.

Clouds Mill was located at the confluence of Holmes Run and Cameron Run, north of Duke Street. Later known as the Triadelphia Grist and Flour Mill, this mill had been built between 1813 and 1816 and operated into the late nineteenth century (Beiro 1986). A long millrace extended from Cameron Run from a point just below the confluence of Cameron Run and Backlick through the shallow valley, feeding back into Cameron Run near the low-lying land where Cameron Run flowed into Great Hunting Creek. Along this millrace, which was north of Cameron Run, between the creek and Duke Street, were two mill complexes: Watkins's and Brown's; both of these are located in the study area. A fourth mill complex, the eighteenth-century Bird's mill, later Cameron Mills, was located east of Telegraph Road. Finally, just west of Telegraph Road, where the road crossed the millrace, was a distillery (Barnard 1865, in Stephenson, comp., 1981:71,72; Topographical Survey on the Right Bank of the Potomac by Parties of the U.S. Coast Survey 1861).

After turnpikes and canals, railroads were the third great innovation in transportation of the nineteenth century. Richard Marshall Scott, Jr., of Bush Hill was among the early advocates of rail technology and encouraged the Orange and Alexandria to build on his property. He proposed to supply ties for construction of the crossing at Holmes Run and eventually sold the company some 2,640 ties at $1.00 each. Along the right-of-way, he cleared his fields and moved fences, convincing the company, in return, to build two cattle stops on Bush Hill (Burke 1987:157). The railroad company also crossed sections of the Clermont estate, cutting off the northern part of the estate from the mansion complex in 1835 (Gibson and Mitchell 1980:3). The Orange and Alexandria was completed in 1859, just in time, ironically, to support the Union war effort against the Southern states.

b. Urban Development

The study window currently exhibits a mix of urban uses overlying its historic rural uses. This mix of competing functions, characteristic of urban peripheries, was evident by the middle of the nineteenth century, as noisome or land-expansive functions necessary to support Alexandria were located on the periphery of the city. This peripheral zone of the nineteenth-century city corresponds to the eastern section of the study window. The development of West End as a processing/trans-shipment point along the turnpike yet at the western edge of the city is one example of the types of activities that were found in such peripheral areas. The city's centralized water system, which required space for a reservoir, is another.

Construction of the turnpike fostered the development of the village of West End, which comprised a group of residences, slaughter houses, and a tannery, along the north and south sides of the turnpike between Hooff Run and the first toll booth (i.e., the intersection of Telegraph and Duke). Initial land sales by John West date to 1796, and a viable community is believed to have been in place by the end of the first quarter of the nineteenth century, in part as a result of resettlement in this area by families fleeing yellow fever in Alexandria itself in 1803. The village functioned as a processing/trans-shipment point. Cattle were brought in on the hoof and slaughtered there. The meat was then sent on for sale, presumably in Alexandria or Washington, and the hides processed at the tannery on Hooff Run (Cromwell, personal communication February 9, 1989; Figure 5).

A description of the village dating to 1868 suggested that its social center was a tavern maintained by "Mr. Catts" and his son at the intersection of Duke Street and Diagonal Road although the physical center was initially the first toll gate on the turnpike. The Catts' Tavern, established in 1815, was burned on September 24, 1896. The Pennsylvania Railroad bought the property in June 1903. Shuters Hill roughly bounded the village on the north and Cameron Run defined it on the south. The slaughterhouses were situated mainly on the southern side of the village, presumably to take advantage of Cameron Run for processing and disposal of waste. Cameron Mills "are at the farthest end of West End" and the reservoir marked the eastern boundary (Miller, ed. January 1989).

Although West End was noted for its concentration of butchers, slaughterhouses, and tanneries, also located in the village was the Shuters Hill Brewery started in 1838 by Strausz and Klein and then owned and operated by Henry Englehardt from about 1870 to 1892. By the time he died in 1898, the brewery had burned (Barbash 1985:1, 6-11). The site, located at 2016 Duke Street, has been recorded with both Alexandria Archaeology and VRCA (44AX35).

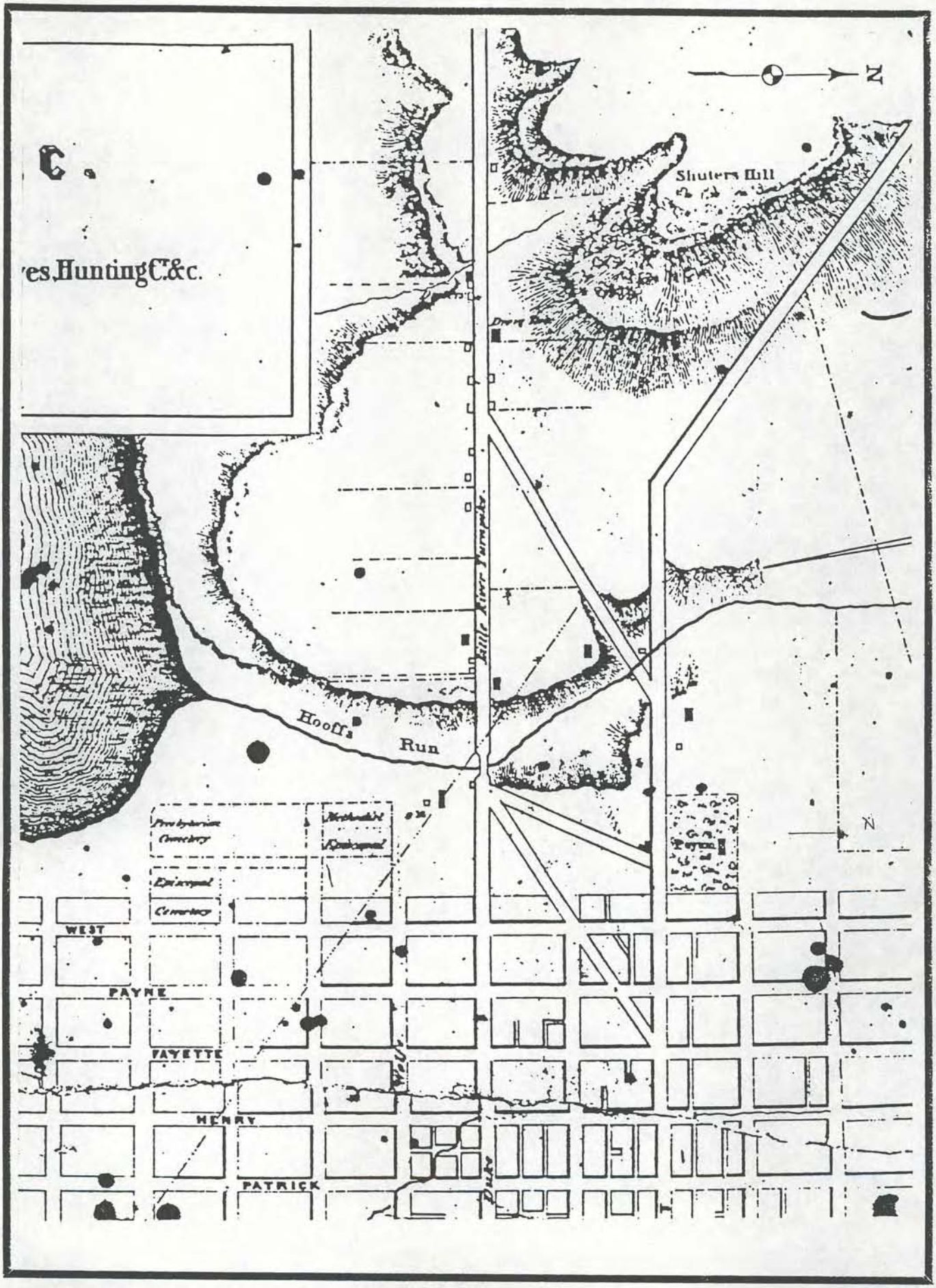

FIGURE 5: Portion of Study Window West of Hooffs Run, 1845

SOURCE: Ewing 1845

Industrial/processing functions were not concentrated solely in West End but included the various mills distributed along the Holmes/Cameron Run millrace. The millrace was in place by 1800 (Mitchell, personal communication April 5, 1989), and the Cameron Mills, themselves, were operational by the close of the Colonial period as were Carlyle's and Colville's mills. Further west were Watkins's, Brown's, and Cloud's mills. East of Watkins's mill and west of Telegraph was the Cameron Distillery, which was owned by John A. Fairfax and was in place by 1850. During the Civil War, Fairfax claimed, Zouaves from Fort Ellsworth (Shuters Hill) interrupted the distilling process and dumped the mash into slop tubs for the hogs, who were ordinarily fattened on the swill before slaughtering. That "made them [i.e., the hogs] drunk," Fairfax deposed, and "they would stagger and squeal and fight like madmen" (Southern Claims #2449, Mitchell and Sprouse n.d.).

Begun under the aegis of Benjamin Hallowell in 1850, the water system used water from Cameron Run, collected in a reservoir located on a knoll south of Shuters Hill, just north of Duke Street and south of the George Washington Memorial (Miller 1983:85). The Cameron Mills, owned in the 1830s by Richard Windsor, were sold to Reuben and Robert F. Roberts in 1848. Founding members of the Alexandria Water Company, they sold one of the mills to the company in 1851; the second mill was apparently abandoned. A water-operated pump was installed in one of the mill buildings to pump water from the race to the reservoir, and sections of the millrace were subsequently modified in 1866 (Wigglesworth 1976-77:51-52). One informant recalled:

> Water was diverted from Cameron Run upstream of Pump House and passed along the Pump House's western wall. A diversion dam at the northwest corner of the Pump House allowed water to either pass into the Pump House or along the exterior of the wall. Water which was allowed into the Pump House passed along a trough in the floor on the western wall, passing the steam engine first, then the water wheel [as quoted in Arnold n.d.:34-35].

In 1857, a steam engine was introduced apparently as a back-up during the winter, and the dam was rebuilt after heavy floods in the spring (Arnold n.d.:28-29). Eventually, both water and steam power were used. The gristmill appears to have continued to function since the minutes of the ninth annual stockholders' meeting, held in 1861, noted that mill owners supplied coal for the steam engine in exchange for water pumped to mill flour (Arnold n.d.:29).

4. Civil War and Reconstruction

The City of Alexandria fell to the Union army on May 24, 1861. Within a month, the Union army controlled the Orange and

Alexandria line "some seven miles outside of Alexandria," and Confederate forces controlled the line fifteen miles from Manassas. The area in between (i.e., west of the study area) had been "destroyed as effectively as possible and a long deep cut filled in with trees and earth" (U.S., Department of War 1881: 720). Union forces moved swiftly to establish a depot in Alexandria and a ring of defensive fortifications with a buffer zone to protect the capital in Washington.

For the next four years, the Cameron Run Valley saw a series of semi-permanent encampments associated with the fortifications that wreaked havoc with local agriculture and the highly prized woodland. "Indeed, if you could stand with me on the ramparts of our fort," wrote J. Howard Kitching in November 1861 from Fort Ellsworth, which had been built on Shuters Hill just north of the intersection of Telegraph Road and Duke Street, "and look out over the surrounding country, every hill crowned with a breastwork or fortifications, and every valley holding a camp, or camps, with martial music sounding on every side, you would find it hard to believe that we were not in some fairyland" (Kitching 1873:28; Miller 1983:89). Fort Williams was subsequently built on the site of General Cooper's mansion at Cameron, necessitating demolition of the mansion (Lancaster and Lancaster, eds. 1986:139, 146), and a line of entrenchments extended from the fort southeast toward the intersection of Quaker Lane and Duke Street. Major military engagements occurred primarily west of the project area although Union pickets and patrols were at risk from Confederate snipers and raids, particularly during the early years of the war (Kitching 1873:27; Louis Berger & Associates 1984:5-7).

As part of the effort to secure the environs of Alexandria, Union engineers surveyed the country, creating a detailed record of the landscape which captured its character at the close of the antebellum period as well as the military construction that took place during the war years. It had been hypothesized that the names and locations of some of the major landowners who had fled south were omitted, possibly because their property had been confiscated (Dowell, personal communication August 30, 1988). This convention was not consistently observed, however. Although General Samuel Cooper's estate, Cameron, was left off of these maps, Commander French Forrest's estate, Clermont, was recorded, as was Mrs. Scott's Bush Hill. Cameron was demolished for construction of Fort Worth, and both Clermont and Bush Hill were occupied by the Union army, the former as a hospital in 1864-1865 and the latter as quarters. Thus, military surveyors may have recorded civilian residences that were still occupied by their owners or were put to use by the occupying army but left out those that were soon to be demolished or were merely abandoned.

The earliest of these documents in which the study window is exhibited (Figures 6 and 7) shows the turnpike, secondary roads, and farm roads; railroad; principal landowners by name and the

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ALEXANDRIA
River Turnpike
Orange & Alexandria R.R.
Fairfax Road
Cub Run
Hunting Cr.
31

FIGURE 6: Eastern Portion of Study Window and Vicinity, 1861

SOURCE: Topographic Survey on the Right Bank of The Potomac SCALE: 1:15,000 NOTE: Boundaries of Study Window Approximate

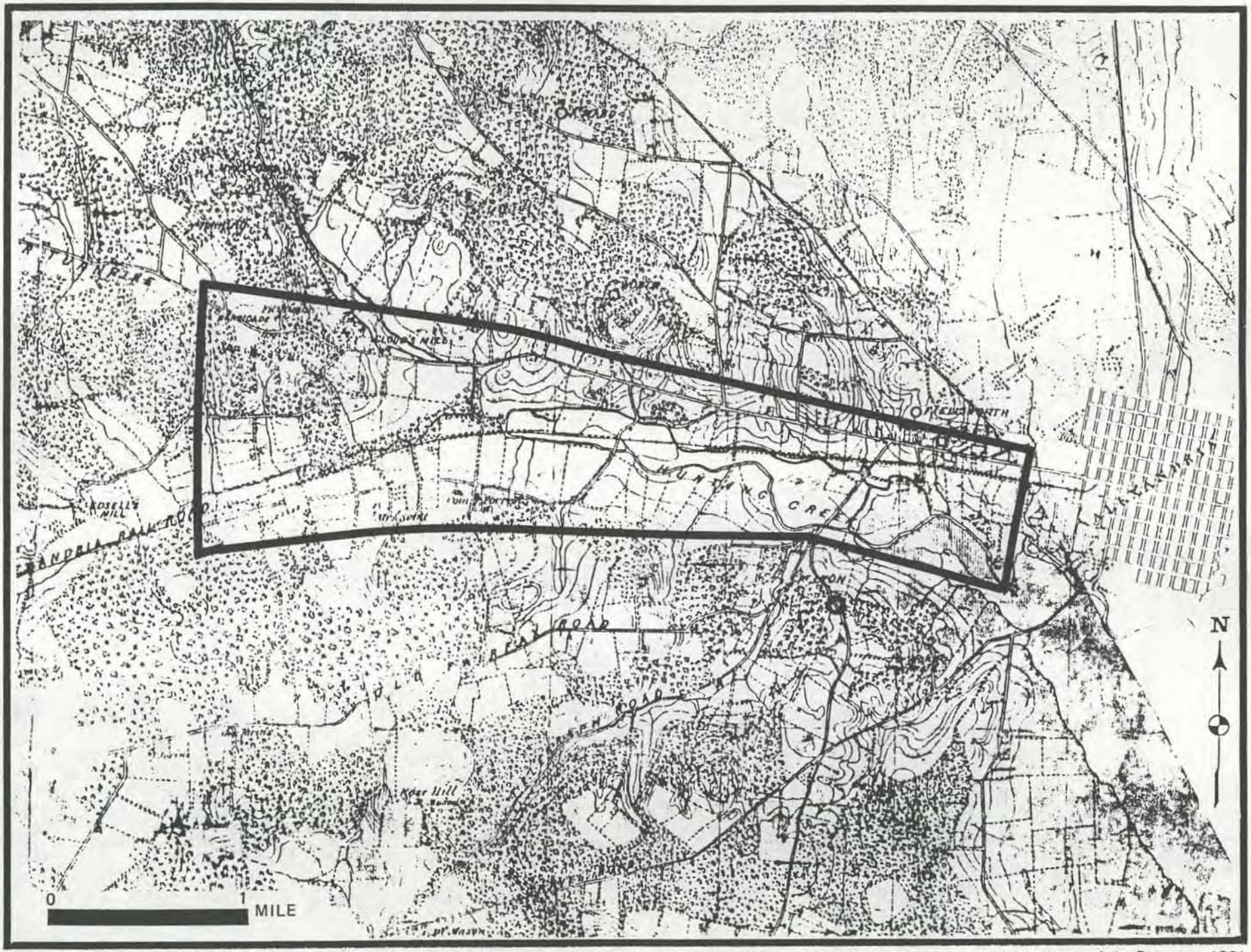


FIGURE 7: Eastern Portion of Study Window and Vicinity, 1861

SOURCE: Topographic Survey on the Right Bank of the Potomac, 1861
NOTE: Boundaries of Study Window Approximate

unnamed, presumably lesser, farmers. Superimposed upon the documents were the locations of the forts that were later built. Based on these surveys, it is clear that the larger farm complexes were south of Cameron Run and that the bottomland was vacant, used, no doubt, for fields and pasture. A few smaller complexes were located off of Little River Turnpike. Telegraph Road had been built as had Edsall Road and a portion of what became Pickett, although Van Dorn and part of Pickett were still farm roads. General John G. Barnard's map of 1865 (Stephenson 1981:71,72) is not substantially different, although names are given to the two mill owners (Watkins and Brown). None of the major forts was located in the project area, but Barnard does indicate a battery south of the millrace and west of Telegraph Road, also shown in a manuscript map of the country between Alexandria and Barnes Ferry (Country between Alexandria and Barnes Ferry [1861-1865]).

Some Union officers, like Howard Kitching, infused their patriotism with religious zeal, attempting to convert their Catholic soldiers with Bibles while putting down the Rebellion in the South. The Union's Christian mission was not always apparent to the Southern civilians who had chosen to remain behind on their farms. Anne Frobel and her sister Elizabeth had inherited Wilton Hill in 1857; the ca. 114.5-acre farm was located near the intersection of Telegraph Road and Franconia, south of the project area. Their two surviving brothers joined the Confederate army as did most of their adult male neighbors. French Forrest of Clermont, who had fought under Commodore Perry in the War of 1812 and distinguished himself during the Mexican War, was given the position of Commander of the Norfolk Navy Yard and rose to become Acting Assistant Secretary of the Navy. Samuel Cooper of Cameron left his position as adjutant-general of the U.S. army, where he also served as interim secretary of war, to become the adjutant-general in the Confederate army. Although born in Hackensack, New Jersey, Cooper identified strongly with the Southern cause, reinforced undoubtedly by his marriage to Sarah Maria Mason and his friendship with Robert E. Lee who lived a short distance away at Arlington (Carse 1958:134; Evans 1899:616-617; Jones 1960:155; Roller and Twyman 1982:296; Wakelyn 1977:150; Warner 1959:62-63; Webster's American Military Biographies 1978:80; Wells 1971:13,16;).

During the war years and into the 1870s, Anne Frobel and her sister saw their horses, cattle, and other livestock seized and their crops stolen, if not by the soldiers themselves then by the rabble that tagged along on the fringes of the army. Their servants initially displayed loyalty to the middle-aged ladies but one by one slipped away, leaving the destitute spinsters with fewer and fewer resources. Among the most serious problems was wood for fuel, since the Union soldiers repeatedly seized wood not only for fuel and fortifications but also for floors and framing for their tents and huts. At the end of the war, Anne and Elizabeth finally ventured beyond the house and yard to their barn. "We found it in a most deplorable condition, doors all

gone or off the hinges all the petitions [partitions?] torn out--and gone, all the farming tools and machinery gone, or smashed up the carriage perfect wreck, the curtains and lining all torn out, and very part of it broken and destroyed" (Lancaster and Lancaster, eds. 1986:179).

5. Late Nineteenth/Early Twentieth Century

For the first decade after the war, Frobel and her sister lived in fear of the emancipated blacks as well as of bands of soldiers who did not return home after they were mustered out of the army. The women managed to assemble a small herd of dairy cattle and survived by selling the milk, taking in summer boarders, and renting the fields to a tenant farmer, although Anne complained to her diary that the farmer was "so openly dishonest and so intolerably insolent we were obliged to dismiss him" (Lancaster and Lancaster, eds. 1986:206).

Frobel's complaints notwithstanding, Fairfax County was by and large spared the economic misfortunes associated with share-cropping in the late nineteenth century. Another influx of Northern farmers brought fresh capital, and successful farmers prospered by cultivating a mix of hay, wheat, and corn, and by raising dairy cattle (Netherton et al. 1978:409). Particularly notable in this period was the beginning of community-based agricultural organizations. The largest of these was the Potomac Fruit Growers Association, which flourished in the 1870s and 1880s. More influential and longer-lived was the Piedmont Milk and Produce Association, formed in February 1873. These organizations were both social and informational. The Piedmont Milk and Produce Association pooled the resources of its members, like a collective, in order to achieve better prices. Neither of these organizations appears to have been linked to the Grange (Patrons of Husbandry), although the same sense of social and economic isolation that gave rise to this agrarian movement also stimulated local organizations. Whereas the Grange movement at the national level fed into Populism, it is telling that the Populist party did not poll well in Fairfax County and local agrarian discontent was swept up in the 1890s into the Democratic party, led by the charismatic William Jennings Bryan, whose message appealed to a broad range of socially conservative, localist sentiments (Netherton et al. 1978:513-522).

Grain combined with dairying and market gardening became the mainstay of Fairfax County agriculture through World War I (Terrie 1985-86:19). "Agriculture is the principal industry of Fairfax County," analysts for the U.S. Department of Agriculture concluded in 1917 (U.S. Department of Agriculture, Bureau of Soils 1917:7). Farms in the vicinity of Washington and Alexandria profited from improved, electric rail connections which enabled them to sell their perishable products. "Practically all the milk is sold in Washington," the report continued, and hogs and poultry, fattened on the by-products, were found on virtually every farm (U.S. Department of

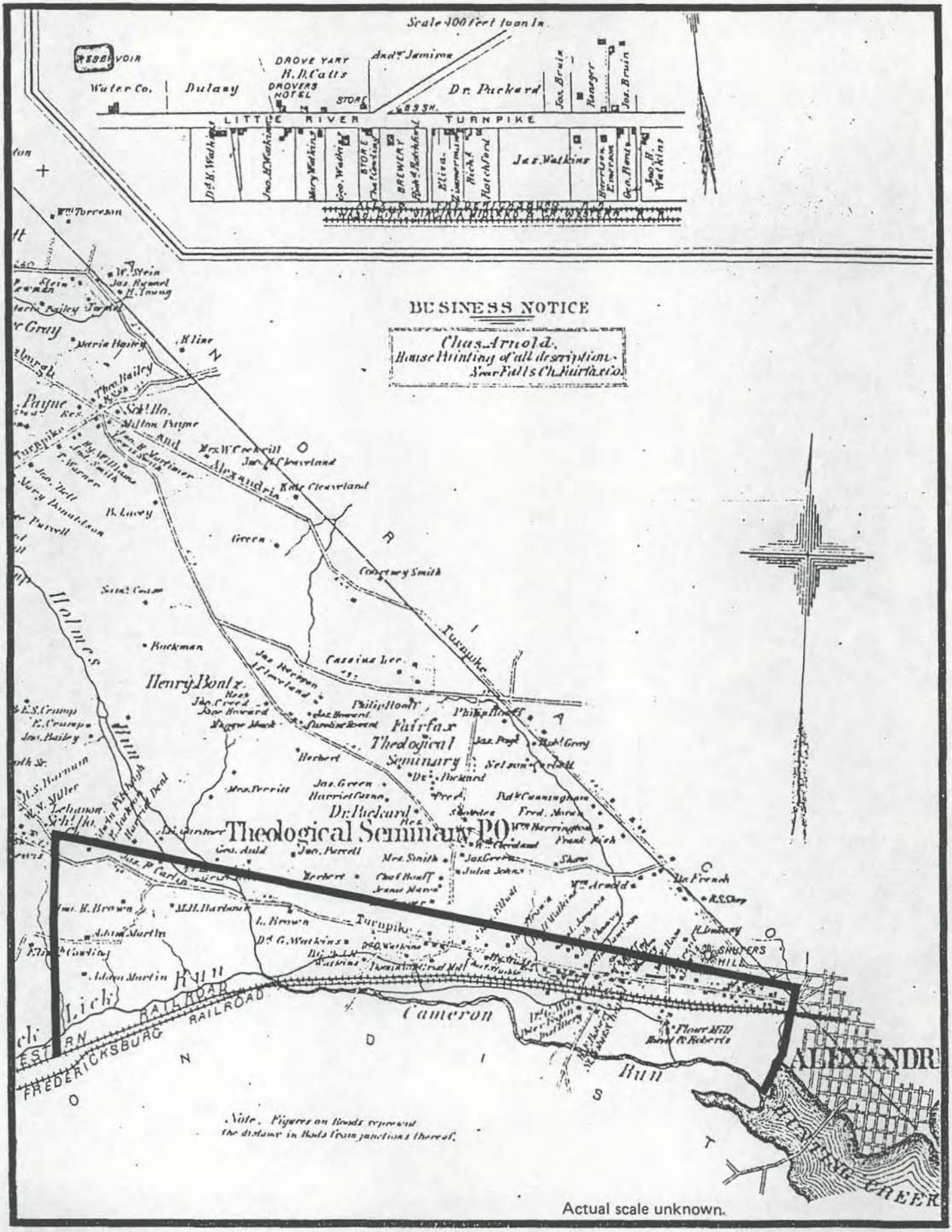
Agriculture 1917:12). On the periphery of Alexandria, where the railroad lines converged, were found a number of factories, the principal products being fertilizer, brick, glass, woodwork, and pharmaceuticals (U.S. Department of Agriculture 1917:8).

In the decades from the 1870s through the 1920s, the project area exhibited a range of land uses that characterized open space on the urban periphery. These included both labor-intensive, market-oriented farming, such as dairying where rapid access to market was essential, and expansive, noisome industrial uses. In the late 1870s (Figures 8 and 9), the western and southern portions of the study area retained the configuration of uses that had characterized this area prior to the war. The Alexandria and Fredericksburg Railroad had been extended alongside of the old Alexandria and Orange (now Washington City, Virginia, and Great Western), and development along the Little River Turnpike (Duke Street) had intensified.

In 1893, the road system had not changed remarkably (Figure 10). Greater detail is shown in the 1898 edition of the quad sheets, where a railroad spur is indicated leading southeast from the main line west of the intersection of Telegraph Road and Duke Street, which may have served the distillery complex situated at this location (Figures 11, 12, 13, and 14). By 1912, the distillery complex, located at the site of John Fairfax's and then Peter Regan's distillery, contained poultry sheds and hog pens. Like the mid-nineteenth-century hogs, the animals were presumably fed on the by-products of the distillery and then sold for slaughter. The rail lines, which completed the complex, provided ready access to sources of supply as well as to markets.

The West End in this period continued to function as a trans-shipment/processing center. The settlement included a tavern, hotel, and glass manufacturer in addition to the slaughterhouses (Cromwell, personal communication February 9, 1989). East of Holland Lane (formerly John Street) was a small cemetery bought in 1885 by the Baptist Cemetery Association, an organization of Black Alexandrians (Cressey 1985). A tombstone has since been identified in this area (Wassell 1986).

Up to the Great Depression, agriculture in Fairfax County represented a continuation of its nineteenth-century pattern. The principal innovation was an increase in raising poultry in the 1920s (Netherton et al. 1978:549, 553). In the 1930s, farmers continued to specialize in dairying and raising poultry with assistance from federal programs as well as the State Extension Service. However, by 1940 rising land values under the pressure of urban and suburban growth, itself a consequence of the expanding federal presence, together with increased costs due to mechanization, labor, and taxes, converged to begin to encourage farmers to sell their land and move elsewhere. Ultimately, the family farm disappeared, replaced by a combination of large, highly specialized and mechanized commercial farms and an increasing number of part-time farmers



Actual scale unknown.

FIGURE 8: Northern Portion of Study Window, 1879

SOURCE: G.M. Hopkins, Atlas Of Fifteen Miles Around Washington (1879), As presented in Stephenson, 1981:90.

NOTE: Original scale, 1 1/2": 1 Mile reduced in reproduction by unspecified factor, Increased 141% in this figure

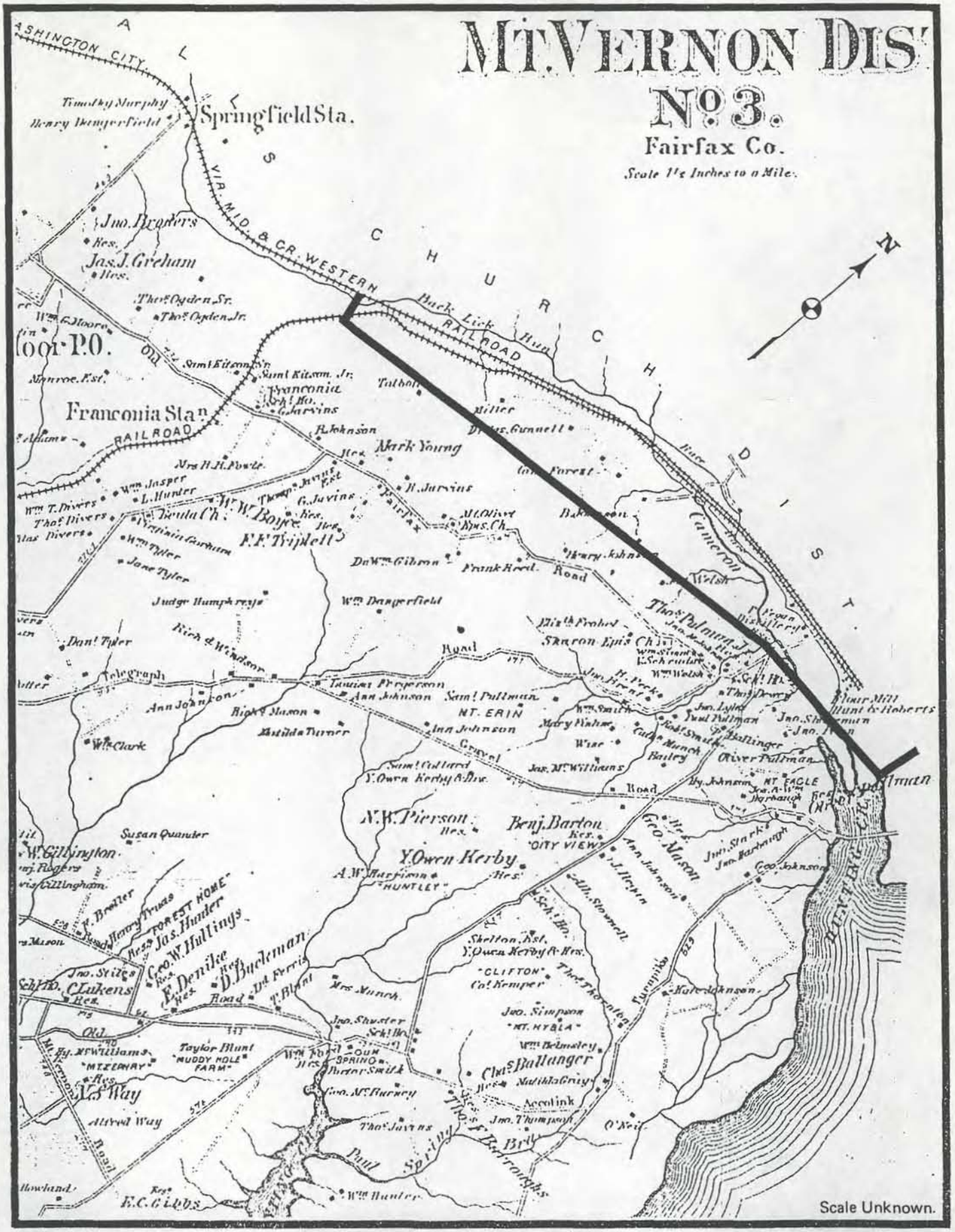


FIGURE 9: Southern Portion of Study Window, 1879

SOURCE: G.M. Hopkins, Atlas of Fifteen Miles Around Washington (1879), As Presented in Stephenson 1981:93

NOTE: Original Scale, 2". 1 Mile, reduced in reproduction by unspecified factor increased 141% in this figure

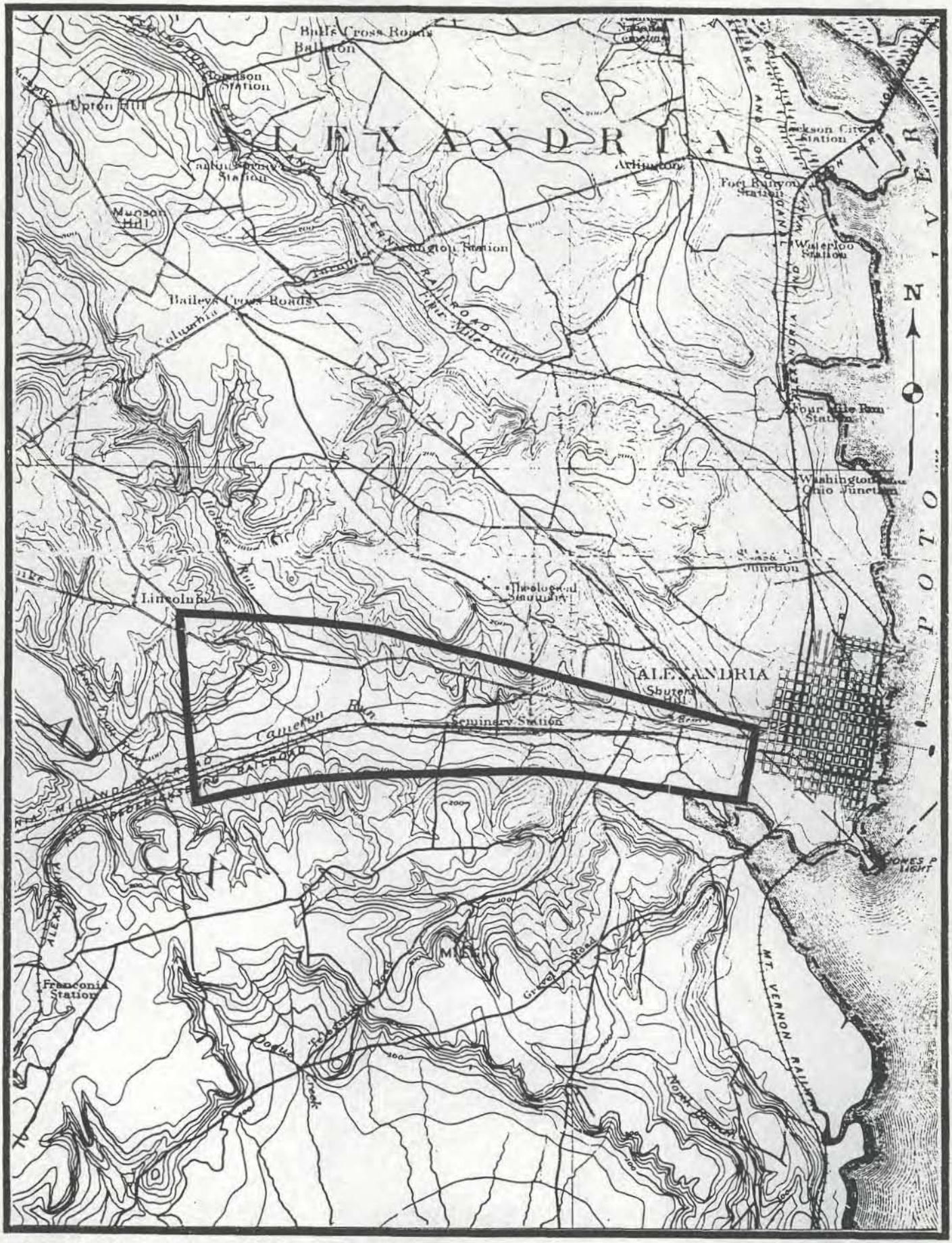


FIGURE 10: Study Window and Vicinity, 1885-1886

SOURCE: U.S.G.S. 1893
SCALE: 1:62,500

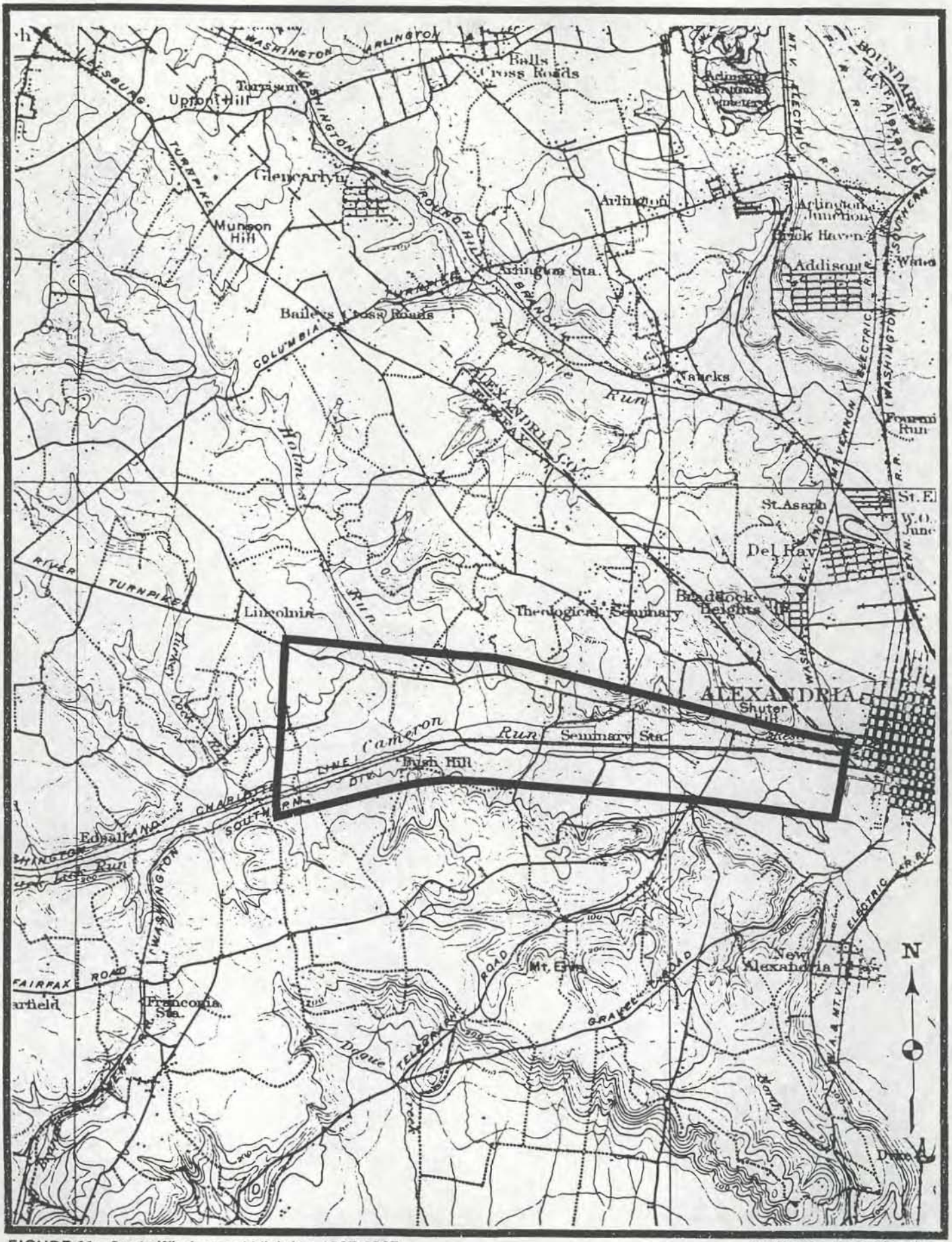


FIGURE 11: Study Window and Vicinity, 1895-1897

SOURCE: U.S.G.S. 1898
SCALE: 1:62,500

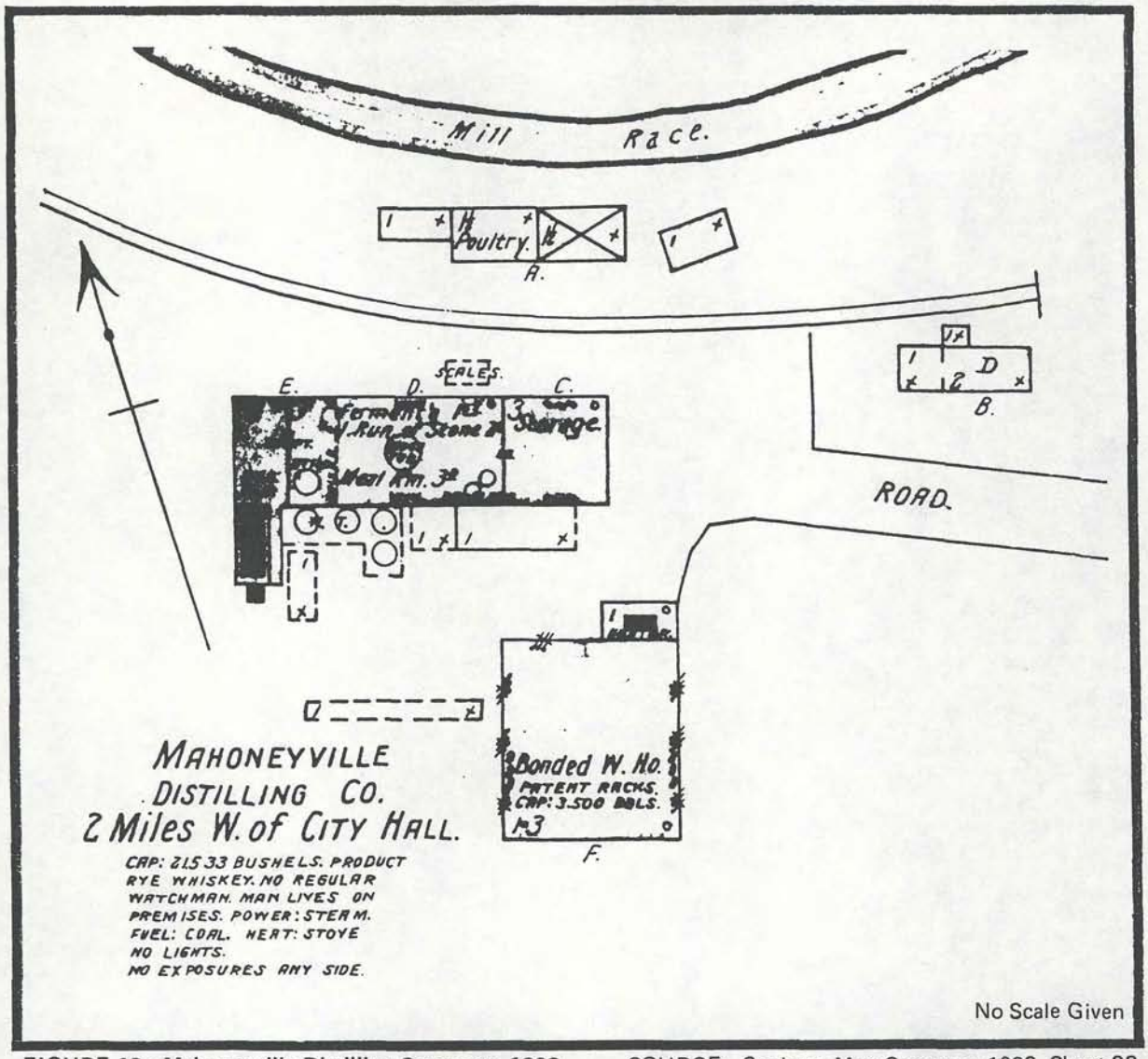


FIGURE 12: Mahoneyville Distilling Company, 1902 SOURCE: Sanborn Map Company 1902, Sheet 23

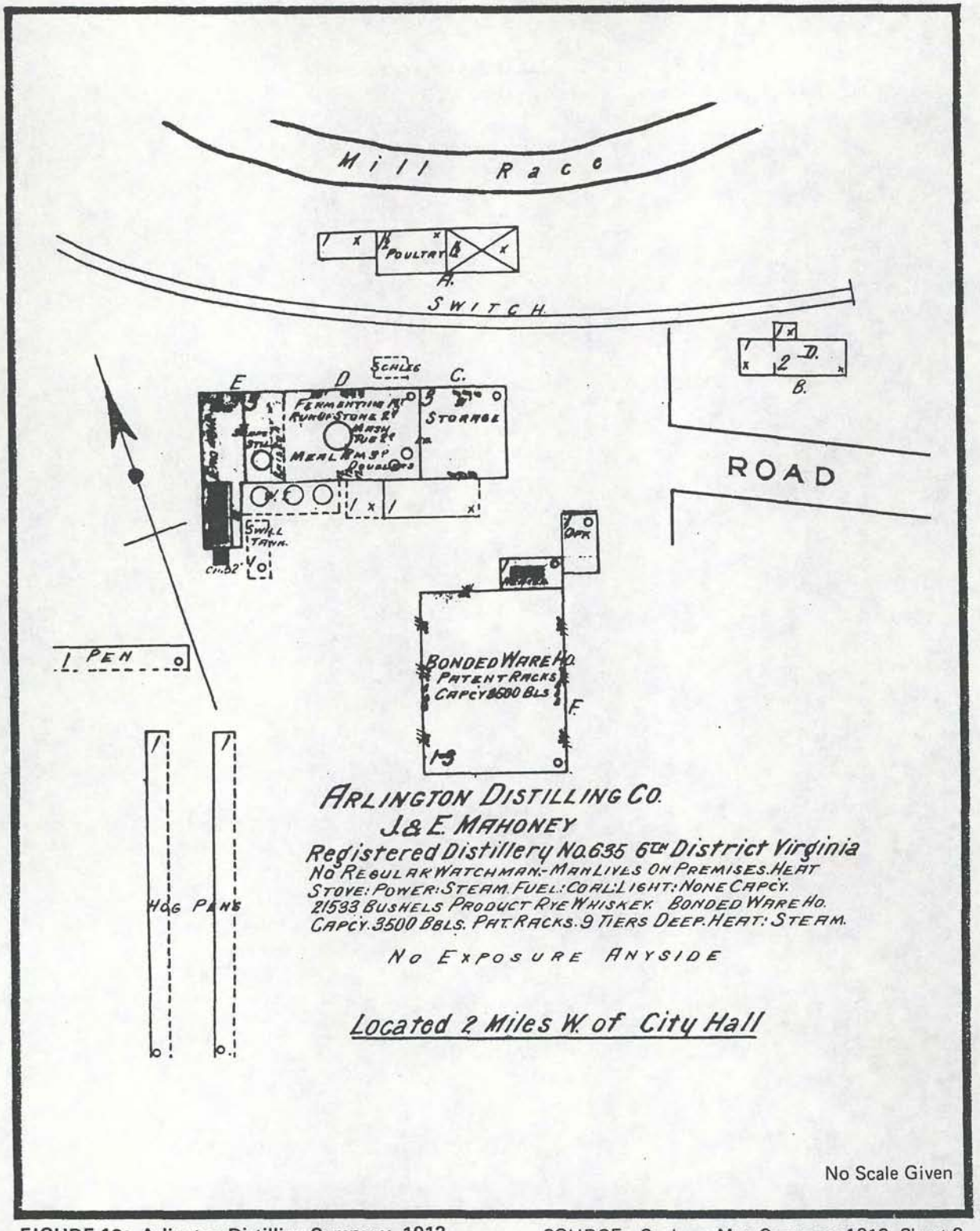


FIGURE 13: Arlington Distilling Company, 1912 SOURCE: Sanborn Map Company 1912, Sheet 2

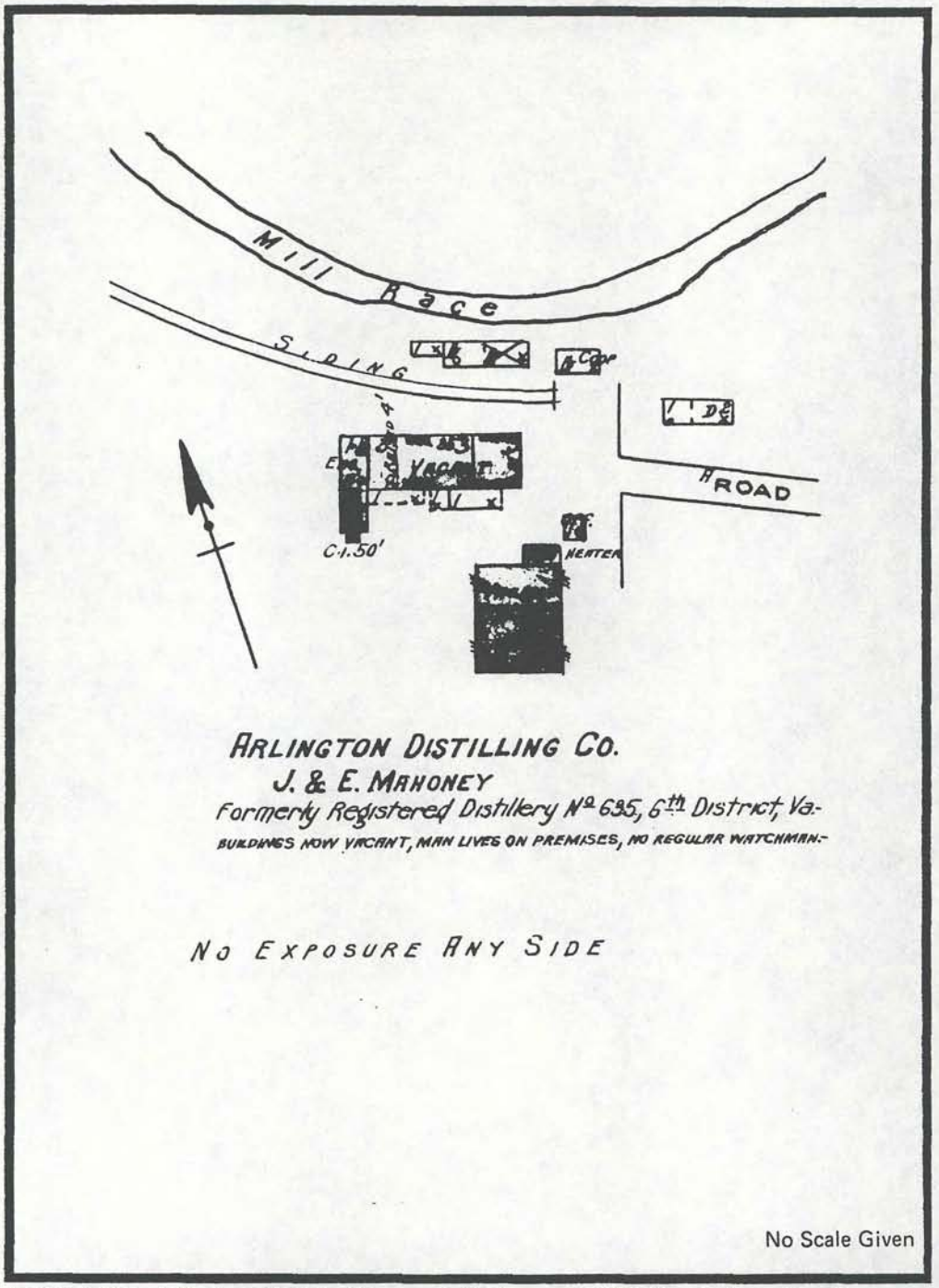


FIGURE 14: Arlington Distilling Company, 1921

SOURCE: Sanborn Map Company 1921, Sheet 26

(Netherton et al. 1978:561). Soil Conservation Survey aerial photographs of the project area in 1937 show a predominantly rural landscape, comprising plowed fields, woodland, orchards, and isolated farm complexes in the western portion of the study area. Near Telegraph Road and south of Duke Street were extensive railroad sidings and small houses were strung out along Duke Street (U.S. Department of Agriculture, Soil Conservation Service, June 10, 1937) (Plates 1 and 2).

Greater detail on the use of Duke Street is provided in the 1941 Sanborn maps of this area (Figure 15). The area west of Telegraph and south of Duke was dominated by the railroad spur serving the Fruit Growers Express Company, which maintained a yard south of Colvin. Other industrial functions include the Temple Foundry, located west of Telegraph Road adjacent to the old millrace, probably at the location of the older distillery. A small residential neighborhood was located in the area bounded by Roth, Colvin, Sweely, and Duke. Other dwellings were dispersed along Duke Street, and the residential uses were anchored by the Lee Jackson High School.

6. World War II to Present

The most obvious manifestation of World War II in the study area was the construction of Cameron Station in 1941-1942 as a military transfer and distribution depot under the authority of the Quartermaster General. In the belief that the facility, then known as the Washington Quartermaster Depot, would be only temporary, the relatively low-lying, open land was acquired, filled, and eight brick warehouses rapidly constructed on shallow concrete pads. A railroad spur provided access to the rail network, and lines ran up the streets so that shipments could be loaded directly onto or off of the freight cars (K. Donaldson, personal communication September 13, 1988; J. Webb, personal communication September 14, 1988). Housing associated with the post was built at Cameron Valley, northeast of the intersection of Duke and Quaker Lane. This complex was later turned over to the Alexandria Housing Authority. It has recently been demolished (Whitehead, personal communication September 20, 1988).

After the war, the post was converted primarily to administrative services. On January 1, 1950, the installation was expanded and redesignated Cameron Station under the U.S. Army Military District of Washington (Fact Sheet: History and Mission of Cameron Station, Alexandria, Virginia, n.d.), and in 1954, it was designated a permanent Department of the Army installation. The interiors of most of the warehouses were partitioned and re-finished for use as offices. Part of the Military District of Washington to which it supplies administrative and logistical support, the post houses the Defense Logistics Agency, Joint Personal Property Shipping Office, Soldiers Magazine Publications Office, Institute of Heraldry, and the Navy Petroleum Office. Located on base is the largest commissary under one roof and the

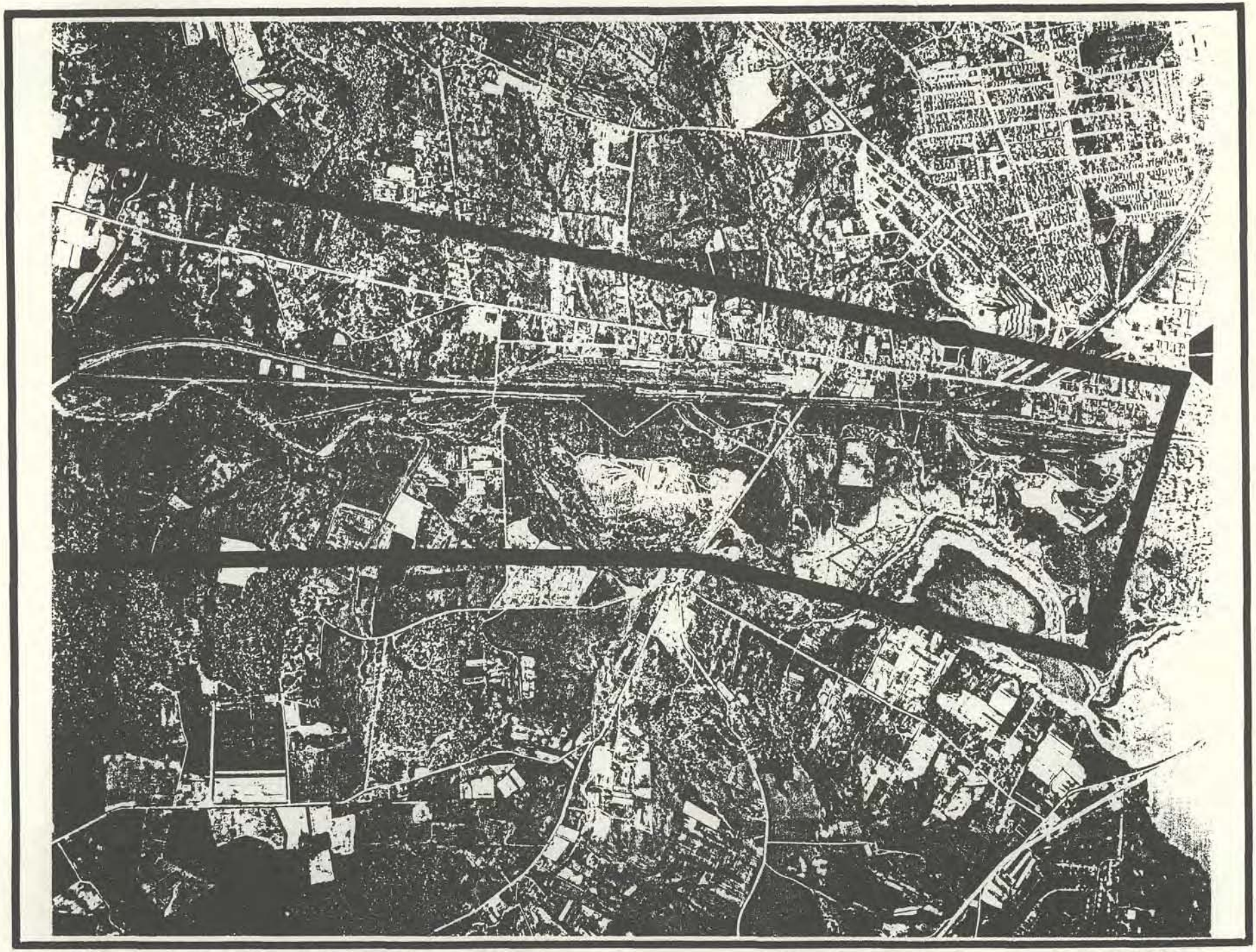


PLATE 1: Eastern Portion of the Study Window and Vicinity, 1937.

SOURCE: USDA, Soil Conservation Service, 1937, FG 118 142

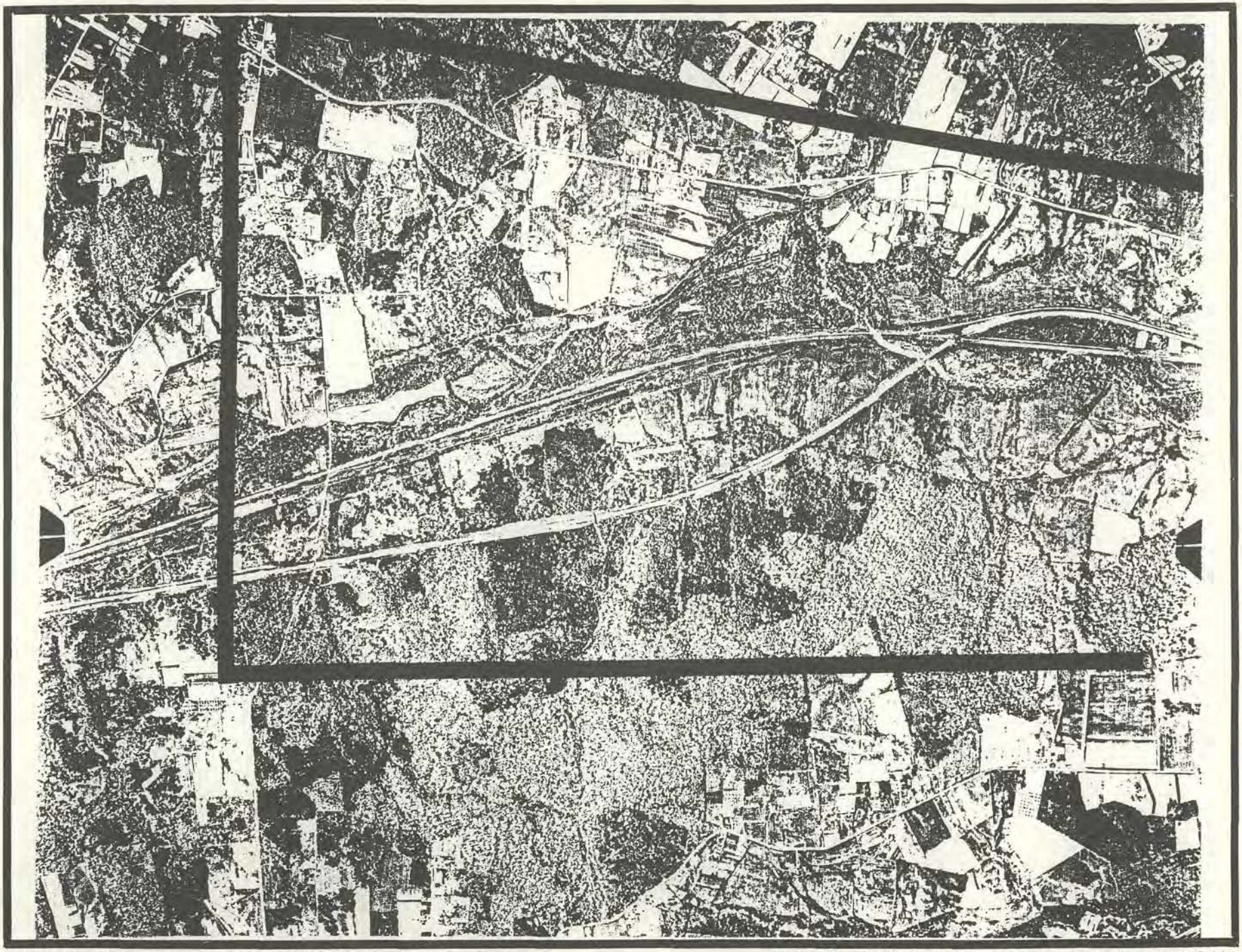


PLATE 2: Western Portion of the Study Window and Vicinity, 1937.

SOURCE: USDA, Soil Conservation Service, 1937, FG 118 111

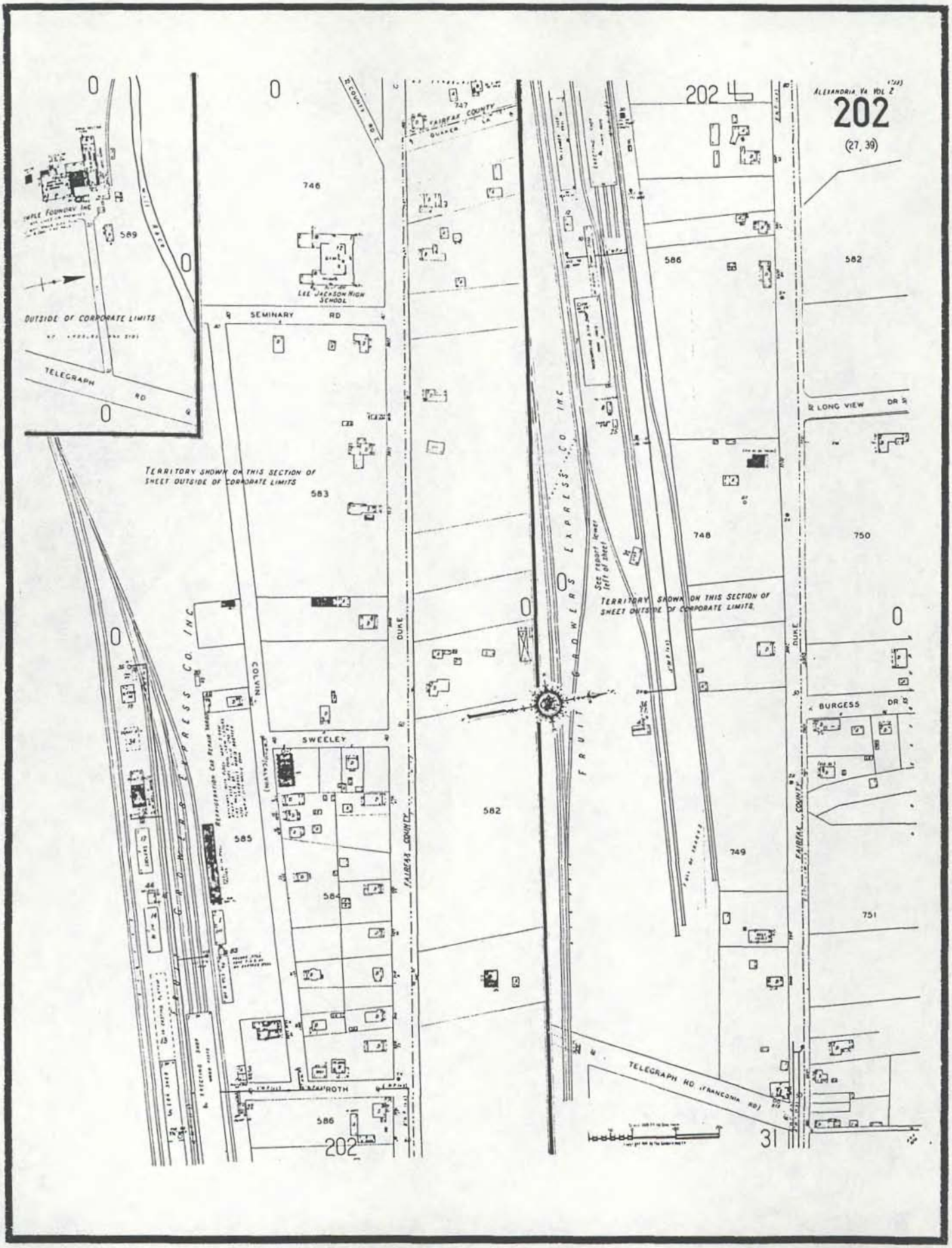


FIGURE 15: Duke Street From Telegraph Road to Quaker Lane, 1941 SOURCE: Sanborn Map Company, 1941, Sheet 202

second largest single-volume main store in the Post Exchange system. The seven-acre, man-made lake in the eastern corner of the post was dredged in 1981 (U.S. Army Military District of Washington 1983:IV-1, IV-3, IV-11).

Prior to the war, the railroad system had expanded to include a second major alignment that diverged from and crossed over the older alignment (Figure 16). The 1945 quads, which were revised in 1941-1942, show a mix of land uses. The ever-expanding rail network suggests the older transportation-related function of this area as well as the relationship between transportation and industrial uses. Agricultural uses are suggested by the still relatively open space in the southern and western portions of the study area. Van Dorn had been constructed as had portions of Edsall and Pickett. Vine Street was also in place. Some suburban residential development was suggested along Early and Wheeler as well as in the neighborhoods south and east of Franconia and Telegraph.

After the war, the pace of suburban development accelerated. In the project area, expansive warehouse/industrial and military uses competed with low-density residential uses, typically single-family detached dwellings although duplexes were also built. The 1951 quad, updated to 1949 (Figure 17), indicates that most of this residential development was still south and east of the project area, although the road system for Clermont Woods had been started as had the system that would eventually serve Burgundy Village. The intersection between Duke Street, now a four-lane road, and the Shirley Highway was in place, and development along Van Dorn, Pickett, and Edsall had increased. The intersection of Lincolnia Road and Duke Street, which eventually became the interchange providing access from Duke Street to the Shirley Highway (now I-395), was named Lincolnia at this point. Historically, however, Lincolnia Post Office was located further west on Duke Street, where Duke Street crossed Turkey Cock Run. Lincolnia Heights, located in the vicinity of the intersection of Braddock Road, Lincolnia Road, and Columbia Pike is nearer to the Black settlement that formed at the head of Turkey Cock Run (Hopkins 1879:Plate 9). Further anchoring the apparent transfer and distribution functions in this area was the stop, Cameron, on the Southern Railroad at its junction with Van Dorn. The modern residential developments along Duke Street (e.g., Wakefield Duke Gardens, Society Hill) date primarily to the 1950s and 1960s.

The Federal Highway Act of 1956 committed the U.S. government to subsidizing a national interstate system of highways linking major American cities. This led to the construction of I-95, finished in 1965, which forms the southern boundary of the study area. The City of Alexandria and Fairfax County initially established Cameron Run as the boundary between the two jurisdictions, when this area was annexed. The course of Cameron Run and the original confluence of Cameron Run, Holmes Run, and Backlick Creek had already been significantly altered as a result

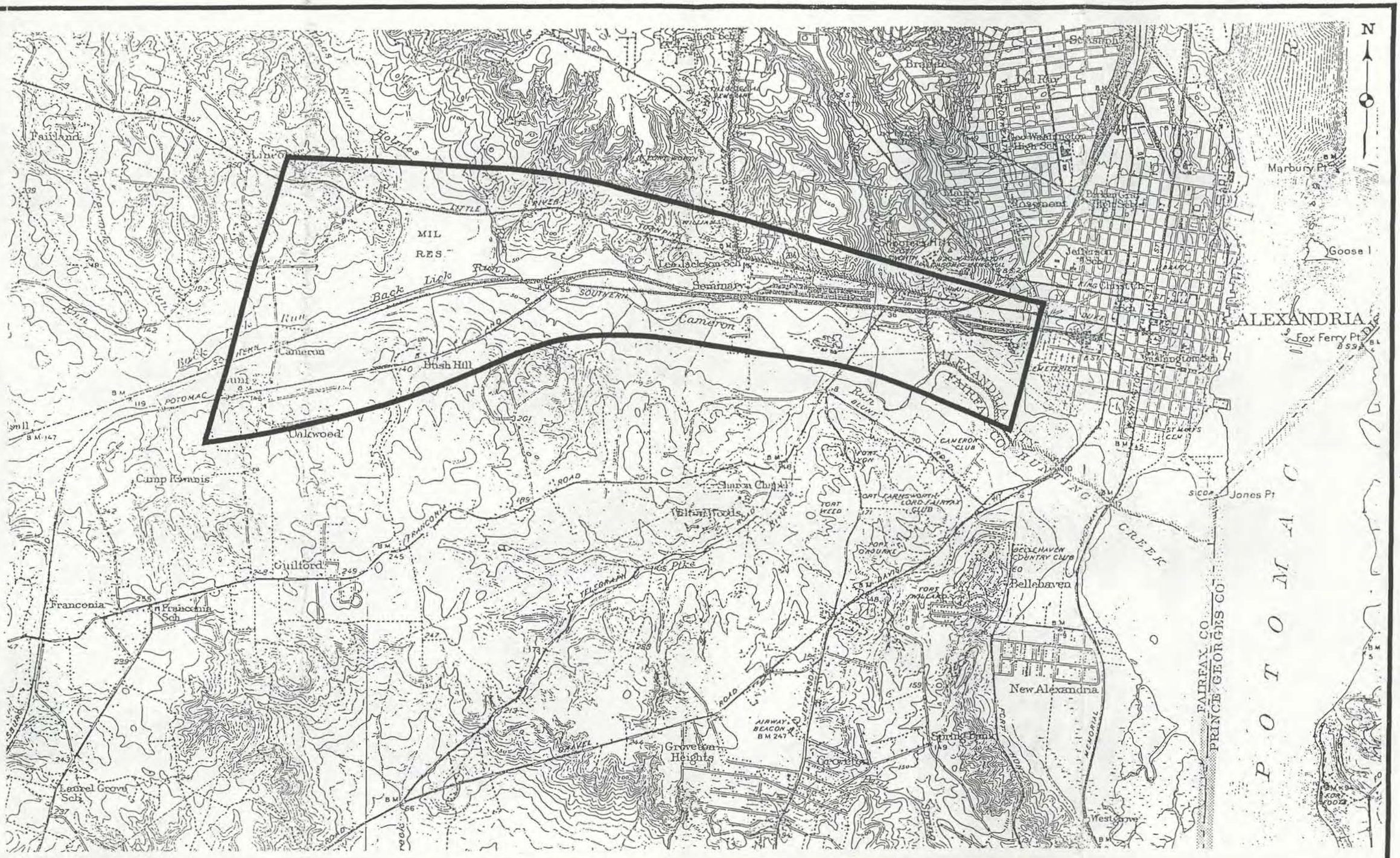


FIGURE 16: Study Window and Vicinity, 1941-1942

SOURCE: U.S.G.S. 1945a and 1945b SCALE: 1:31,680

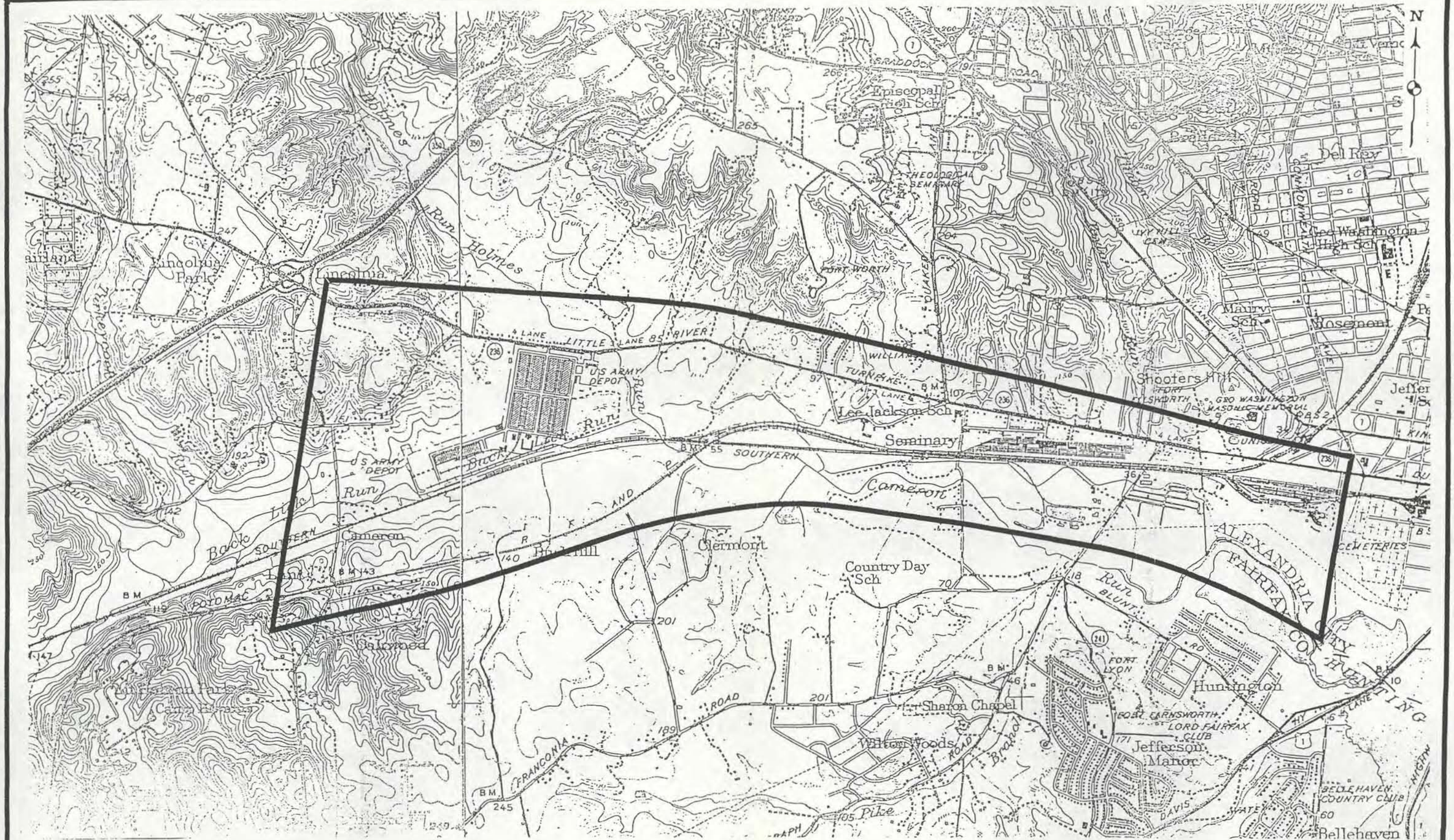


FIGURE 17: Study Window and Vicinity, 1949

SOURCE: U.S.G.S. 1951a and 1951b SCALE: 1:24,000

of the construction of Cameron Station. In 1973, Fairfax County and the City of Alexandria agreed to establish the boundary between the two entities at I-95, and Alexandria inaugurated a six-year flood control project channelizing Cameron Run (Jenkins and Hilzenrath 1988).

D. FIELD RECONNAISSANCE

Archaeological fieldwork was limited to a windshield reconnaissance of the study window together with limited foot reconnaissance of areas identified as having archaeological potential. Given the extremely large study window (more than three square miles) and the lack of specific information regarding the possible location of potential connectors, none but the most cursory fieldwork was carried out. Fieldwork was limited to windshield survey and walkover examination, as subsurface survey techniques were specifically excluded from the scope of work. During the field reconnaissance, attention was specifically directed to the locations of previously recorded sites, in order to determine their current condition. Also, a brief walkover was conducted in the area immediately adjacent to the existing Clermont Avenue grade, since this was thought to be among the most likely areas where construction might occur.

One of the two formally recorded archaeological sites within the study window, 44FX54 or the Eisenhower Avenue Earthwork, was determined to be nearly completely destroyed. Located within a proposed parking lot adjacent to Van Dorn Street METRO Rail Station, destruction of this site was anticipated after completion of the site testing program (Louis Berger & Associates 1984).

During the ARPO survey of Cameron Run Valley in 1979, 11 sites were identified within the present study window. Of these, six were determined to be essentially undisturbed (CR-1, CR-7, CR-9, CR-12, CR-13, and CR-14), four were determined to have been destroyed (CR-4, CR-5, CR-6 and CR-8), and one could not be relocated (CR-10).

Among the undisturbed sites identified by ARPO, CR-7, tentatively identified as the "Bush Estate," is potentially the most important. This site occupies a wooded knoll or hill within one of the few remaining undeveloped tracts along Eisenhower Avenue. Although the general site area appeared to have remained relatively undisturbed, it was not possible to locate all of the features identified during the previous ARPO survey. During the ARPO survey, the site was described as having a building foundation with steps, an extant metal shed, and a collapsed wooden gazebo; also, the field notes indicate the presence of scattered, isolated ceramic sherds at the foot of the hill (Klein 1979). Neither the shed nor the main foundation and steps could be observed despite an intensive walkover, but the collapsed gazebo was tentatively identified. None of the isolated sherds

observed near the foundation could be relocated, but a large pit filled with modern debris was observed in the general site area.

Encroaching development in the CR-7 site vicinity was demonstrated by the recent destruction of four nearby sites. Sites CR-4, CR-5, and CR-6 appear to have been destroyed by recent METRO Rail construction, and Site CR-8 appears to have been destroyed by construction of a parking lot. Site CR-10, represented by a single stoneware sherd, was also located in the vicinity of CR-7; this site location could not be relocated, and it may have been destroyed by recent construction.

Another site of potential interest was the site identified as CR-13 during the ARPO survey. This site was described as a masonry mill foundation that had been incorporated into the present Alexandria-American Water Company Building. The site is of potential historical interest, as it may have been the location of the eighteenth-century Cameron Mills. The 1921 Sanborn atlas (Sanborn Insurance Company 1921) indicates that the Alexandria Water Company Pumping Station was built at the site of Cameron Mills. During the brief field visit carried out for this study, it was possible only to verify that the masonry wall observed during the ARPO survey was apparently intact. The Water Company Building is extant but abandoned, and the property is presently being filled (Plate 3). The surrounding area has been extensively developed, and it is uncertain whether any subsurface features associated with the old mill have survived.

Site CR-1 was represented by scatters of brick adjacent to two depressions. This site area had apparently remained undisturbed since the 1979 ARPO survey, but in all likelihood it will soon be destroyed because of its proximity to the Van Dorn Street METRO Rail station. During the field reconnaissance, bricks were observed in the CR-1 area, but the two depressions were not visible. The site area apparently has been used extensively for dumping, as a number of large appliances had been discarded nearby. The site area had also been used as a hobo camp or a children's fort.

Site CR-9, described in the ARPO survey (Klein 1979) as an abandoned railroad grade, was also determined to have remained essentially intact, but barely perceptible. This site extends for some distance along the Cameron Run Valley, and undoubtedly has been partially destroyed by recent development along Eisenhower Avenue. Site CR-12, described as a large area of twentieth-century building demolition rubble, was observed to be at least partially extant; this site may have been partially disturbed by recent construction of the access road to the City Public Safety Building, but it appears to have no archaeological or historical significance. Site CR-14, described as a possible children's fort, appears to have remained in use.

A brief reconnaissance of the Cameron Run bottomland area near Clermont Avenue was made to gain familiarity with an area that is

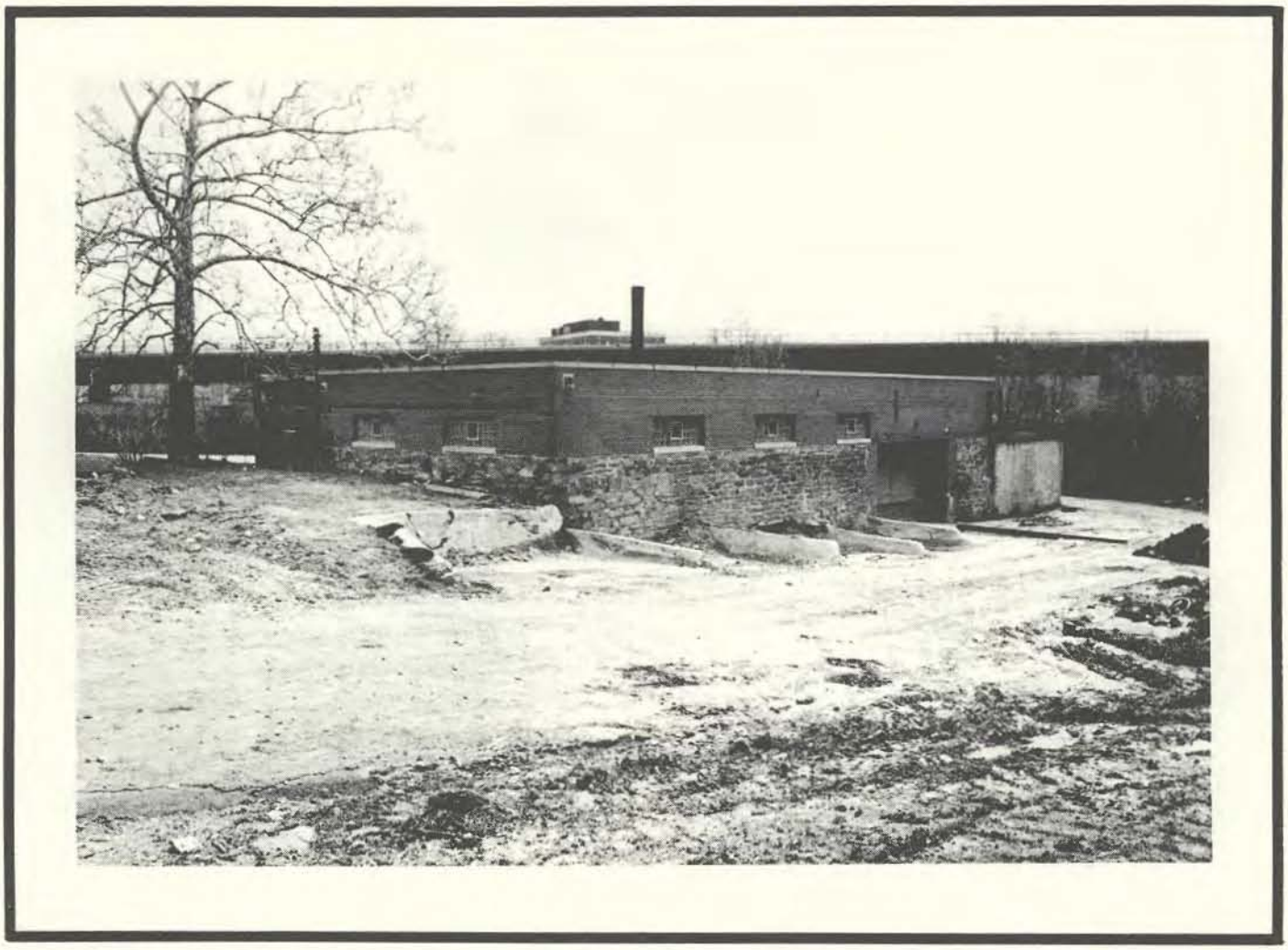


PLATE 3: Alexandria Water Company Building, View to Southeast

among the most likely for construction of the road improvements. The Cameron Run floodplain has been extensively altered and the present channel was relocated in 1973 to facilitate drainage and flood control (Plate 4). The intersection of Clermont Avenue and the Capital Beltway (Interstate-95/495) is characterized by extensive grading and development, and the adjacent vicinity has been extensively developed. One fairly large undeveloped tract is present at the southwest of the intersection, however. North of the Capital Beltway, Clermont Avenue has been extended nearly the entire distance across the Cameron Run floodplain to the Cameron Station installation (Plate 5). Although the Cameron Run floodplain has been extensively developed, a large strip of undeveloped land is present between Eisenhower Avenue and the Southern Railroad. Near Clermont Avenue, this floodplain area presently supports a hardwood forest and does not appear to have been extensively disturbed, although it was described in the previous ARPO survey (Klein 1979) as having been extensively filled. The depth of fill could not be determined during the walkover survey undertaken for this study.

E. AREAS OF ARCHAEOLOGICAL POTENTIAL

1. Prehistoric Archaeological Potential

Evaluation of the likelihood of occurrence of prehistoric sites within the study window may be approached by application of predictive modeling techniques, together with a consideration of how historic and current land-use patterns may have destroyed potential site locations. Archaeologists have used a variety of predictive modeling techniques, and these may be described as descriptive, behavioral, and statistical (Hay et al. 1982). In the context of the present study window, these various approaches can at best provide only a general indication of where aboriginal activities would most likely have occurred. Although there is very little archaeological information gathered from within the study window, studies in the surrounding vicinity may provide a basis to develop predictive statements that apply to the present study area.

Prehistoric site locations may be predicted on the basis of archaeological models and information for the surrounding region, but it is not possible to determine whether prehistoric remains have been preserved without accurate, highly detailed information pertaining to historic land use and development. The study window is highly developed and exhibits a complex mosaic of land uses that is characteristic of metropolitan urban areas. While it is certain that historic development has profoundly altered the natural landscape and destroyed both prehistoric and historic archaeological resources, it must be pointed out that some urbanization processes are not incompatible with the preservation of archaeological resources.

In an urban setting, the archaeological potential of a specific tract may be defined by application of predictive modeling

PLATE 4: Cameron Run, View to Southeast

PLATE 5: Eisenhower Valley from Clermont Avenue, View to North

approaches and intensive documentary research to identify historic land-use patterns, and archaeological survey. Because of the extremely large size of the present study window (three square miles), and the preliminary nature of this study, such an approach is impractical. Given the preliminary nature of this study, it is most appropriate to apply the various predictive modeling approaches (descriptive, behavioral, and statistical) together with a general consideration of historic land-use patterns.

The descriptive modeling approach is simply a summary of the locational characteristics of known sites. This is perhaps the simplest and most widely used technique, not only for predictive models, but also for description of prehistoric settlement patterns. This type of study most often describes site locations in terms of features of the natural environment such as water sources, stream hydrology, local topography, available lithic resources, etc. There are a number of weaknesses with this approach. First, many of these studies are based on extant site information gathered from a variety of sources with different degrees of reliability. Data derived from secondary sources (published literature, site maps, site files, etc.) are generally less reliable than data obtained through scientific sampling techniques. Another weakness that typifies this approach is the description of site locational characteristics without regard to the characteristics of landscape as a whole. For example, the statement that "the average distance to water for all sites is 100 meters" may become virtually meaningless if it can be demonstrated that "the average distance to water for a sample of randomly selected points in the study area is 100 meters."

McCrory (1981) has provided a descriptive predictive model for Fairfax County, using samples of 30 sites drawn from each of the county's three principal physiographic zones. For the Coastal Plain, the site sample also included sites within the City of Alexandria. The location of sites was tabulated according to a number of environmental features including elevation, landform, soil erosion, soil productivity, slope, aspect or natural shelter, water source, etc. In the Coastal Plain, sites were identified in virtually all environmental settings; the site distributional patterns were most clear with regard to landform, slope, and water sources. McCrory's results clearly indicate a preference for terrace landforms, slopes of 7 percent or less, and locations within 100 meters of water. The distribution of McCrory's Coastal Plain site sample is provided in Table 3.

The distribution of known sites in the area surrounding the study window shows a clear pattern of concentration along the floodplains and terraces of major streams, and along the margins of the uplands overlooking stream valleys. Within the study window, areas within 100 meters of the principal streams (Cameron Run, Holmes Run, and Backlick Run) should be considered to have the highest prehistoric potential. Because the channels of these streams may have shifted laterally during the period of potential

TABLE 3

SPATIAL DISTRIBUTION OF 30 FAIRFAX COUNTY COASTAL PLAIN PREHISTORIC SITES

ENVIRONMENTAL FEATURE	NUMBER OF SITES	PERCENT OF TOTAL (%)
Landform		
Terrace	22	73
Hilltop	3	10
Slope	3	10
Rolling Topography	0	0
Other	2	7
TOTAL	30	100
Slope		
0-1%	8	27
2-7%	12	40
7-14%	7	23
14-25%	3	10
TOTAL	30	100
Distance to Water		
<25 meters	12	40
26-50 meters	7	23
51-100 meters	10	33
101-150 meters	1	3
>150 meters	0	0
TOTAL	30	99

Source: McCrory (1981).

prehistoric occupation, the entire valley bottoms of these streams, not merely a 200-meter band along their present channel, should be considered as having prehistoric site potential. The upland margins overlooking Cameron Run also should be considered as having high sensitivity for archaeological sites, particularly given the pattern of recorded aboriginal sites. The cluster of prehistoric sites in the Loftridge Development represents one of the highest concentrations in Fairfax County (Johnson 1982, 1986).

Behavioral approaches to predictive modeling require a reconstruction of past lifeways and environmental conditions, at a level sufficient to describe the range of natural resources used by a given group as well as the distribution of these resources throughout the landscape. The behavioral model approach is generally more sophisticated than the descriptive approach, but its principal drawback is the requirement for a high level of archaeological, ethnographic, and ecological information (Hay et al. 1982). In the Middle Atlantic region, the work of William M. Gardner (e.g., Gardner 1982, 1987) and his associates is most representative of this approach. Because behavioral models are expressed in behavioral terms, they provide a high level of explanatory power. These models, nonetheless, suffer from a lack of quantitative precision.

The best developed Paleo-Indian settlement model for the Middle Atlantic region is Gardner's (1981) Flint Run-Shenandoah Valley Model, which recognizes six site types: (1) quarries, (2) quarry reduction stations, (3) quarry related base camps, (4) base camp maintenance stations, (5) outlying hunting camps, and (6) isolated points. This model reflects the importance of cryptocrystalline lithic resources in structuring the overall Paleo-Indian settlement pattern. Lacking comparable lithic source areas in the Coastal Plain, a somewhat different settlement pattern should be expected, but the lack of well-documented sites has prevented development of a Paleo-Indian settlement model for the Coastal Plain. Gardner (1981) has presented preliminary information for a Potomac River Model, noting an apparent concentration of Paleo-Indian point finds along the Potomac River. Quarrying activities were centered on cobble jaspers and cherts, presumably since the best sources of cobble were found at the mouths of larger order streams. Based on the limited data available, a general "stream junction pattern" (Gardner 1981) may be defined for the quarry related sites and base camps of the Paleo-Indian period.

As noted by Gardner (1987), aboriginal settlement in the Coastal Plain was extremely sparse prior to the LeCroy phase of the Middle Archaic. As in the preceding Paleo-Indian period, cobble lithic sources seem to represent a principal focus of settlement, so that sites are concentrated along the principal streams where larger cobble sources occur. Two general types of sites have been defined--base camps and specialized transient camps. Archaic base camps are generally located along the major streams

and in proximity to cobble sources, while transient camps are more widely scattered throughout the upland areas, especially in association with lower order streams. Quarries and tool manufacturing sites represent distinct types of specialized transient camps, and these are oriented to cobble deposits which may occur in association with low terraces or upland stream valleys (Gardner 1987).

The Woodland period is generally characterized by a greater degree of sedentism than the Archaic, and this is reflected in larger, more permanent settlements. As observed earlier, horticulture did not play a major role in prehistoric subsistence until the Late Woodland, so that there is a great deal of continuity from the Late Archaic through the Middle Woodland. Gardner (1982) has noted the importance of anadromous fish exploitation in the Late Archaic through Middle Woodland economies, and the larger base camps were situated to harvest seasonal fish runs. The Jones Point Site (44AX53), located at the mouth of Hunting Creek, appears to represent this type of site (LeeDecker and Friedlander 1984). Other types of sites associated with the Early and Middle Woodland base camps include exploitative foray camps, quarries, point manufacturing locations, etc. (Gardner 1982). By the Late Woodland period, a shift to large villages had occurred, and these sites were located near easily worked floodplain soils that are generally found along major waterways. Outlying hamlets and special use sites such as hunting camps and foraging stations would have been more widely distributed throughout interior upland zones of the Coastal Plain.

Statistical models express in mathematical terms the relationship between features of the natural environment (independent variables) and the occurrence of sites (dependent variable). Statistical models are well suited to planning studies, in that they are able to provide specific estimates regarding the number of sites likely to be found in a particular area. Statistical models require a large, high quality archaeological database. As these models become more sophisticated, by consideration of a larger number of environmental features and a greater variety of site types, there is a corresponding increase in the variances of the estimates (i.e., the range within which the estimated probability for site occurrence is expected).

Perhaps the most relevant formal predictive model developed in the surrounding region is that developed for Fort Belvoir, located in southeastern Fairfax County (LeeDecker et al. 1984). Predictive models are themselves extrapolations from a sample to a larger but geographically distinct area, therefore they cannot be freely applied to other areas. Because Fort Belvoir is near the present study area and within a roughly comparable physiographic setting, the results of that study may be used to develop predictive statements for this study. It is expected that the results of the Fort Belvoir study would be most applicable with regard to prehistoric sites as opposed to

historic sites, since the historic development of the two areas is quite distinct.

The Fort Belvoir predictive model was based on systematic survey of a total of 1,393 acres, of which 825 acres were selected according to a stratified random sampling design, and the remainder were within 29 areas of planned development. A total of 21 prehistoric sites were identified in the surveyed areas, and they were classified according to their size, artifact density, and the composition of their assemblages. Type 1 sites, interpreted as base camps or hamlets, were larger in size, had higher density of artifacts, and had a greater variety of artifacts in their assemblages. Type 2 sites, interpreted as special use sites or hunting stations, were characterized by their smaller size, lower artifact density, and the limited variety of artifact types in their assemblages (LeeDecker et al. 1984).

Three major environmental zones were defined for analysis of the spatial distribution of sites in the Fort Belvoir area: (1) riverine, (2) terrace, and (3) upland. The riverine zone extended from the shoreline up to 25 feet msl and included lands within the major estuarine and riverine environments. The terrace zone extended from 25 to 100 feet msl and included the valley bottoms of tributary streams. The upland zone included all lands above 100 feet msl and was characterized by broad, dissected tableland. As a whole, prehistoric sites of both types were found most frequently in the riverine zone, and next most frequently in the terrace zone. Type 2 sites were most abundant in the upland and terrace zones but also occurred in the riverine zone. Type 1 sites were concentrated in the riverine and terrace zone but also occurred infrequently in the upland zone. All Type 1 sites in the upland zone were located at the upland edge where they overlooked a major stream valley or at the head of a tributary stream. No Type 1 sites were located within the broad upland expanses away from major streams or tributaries (LeeDecker et al. 1984).

The overall prehistoric site occurrence rate observed at Fort Belvoir was approximately 5.4 sites per square mile. Controlling for major resource zones, site occurrence rates of 14.3 sites per square mile, 7.5 sites per square mile, and 1.5 sites per square mile were obtained for the riverine, terrace, and upland zones. The Fort Belvoir project utilized a 9 percent stratified random sample of the base, resulting in a systematic survey of 824 acres, which is considered a quite sizable project in the Middle Atlantic region. However, only 7 prehistoric sites were identified during the survey of the stratified random sample, and this is quite a small number of sites from which to make predictions regarding the distribution of sites in unsurveyed areas. As a result of the small sample size, the standard errors of the estimates are quite large.

Although the results of the Fort Belvoir project provide some basis for quantitative prediction, it should be understood that significantly different site occurrence rates might occur within the present study window. Applying the site densities observed at Fort Belvoir, one might expect as many as 7.5 sites per square mile in the terrace zone (i.e., land between 25 and 100 feet above msl) and 1.5 sites per square mile in the upland zone (i.e., land higher than 100 feet above msl). Using Fort Belvoir's overall site occurrence rate of 5.4 sites per square mile, one may estimate a total prehistoric site population of perhaps 16 or 17 sites.

To conclude, an overall assessment of the study window may be derived from a consideration of extant surveys and predictive models. First, it should be noted that, simply because of its large size, the study window potentially contains numerous prehistoric sites. However, given the complex, urban character of the study window, it is not practical to evaluate the archaeological potential of specific areas without focused historical research and systematic field survey. Therefore, while the study window can be described in general terms as having high potential for prehistoric sites, the actual preservation of prehistoric resources would be highly influenced by historic land-use patterns.

Within the study window, the margins of the principal watercourses (Cameron Run, Holmes Run, Backlick Run, Pike Branch, Taylor Run, and Hooff Run) and especially stream junctions should be considered most sensitive for prehistoric sites. The Cameron Run Valley has been extensively developed, and it is likely that historic development would have altered the natural landscape to such a degree that many prehistoric sites would have been destroyed. However, during the ARPO survey of Cameron Run Valley, Klein (1979) noted the presence of an extensive fill deposit over much of the bottomland area. Historic fills, as well as burial beneath recent alluvial deposits, may have sealed prehistoric or early historic sites in this area, protecting them from subsequent land modification processes.

In the upland and valley wall areas, prehistoric sites would be expected to occur only in surface or near surface contexts where they would have been most vulnerable to disturbance from historic land modification activities such as cultivation, downcutting, and grading. While studies in the surrounding region indicate that upland areas would have a lower probability for prehistoric resources than the floodplains and terraces, Johnson's (1982) survey of the Loftridge Development identified a major cluster of prehistoric sites overlooking the Cameron Run Valley. This suggests that the undeveloped upland areas within the study window, particularly the upland margins, should also be considered to have at least a moderate sensitivity for prehistoric resources. Areas characterized by slopes and valley walls may be considered the least sensitive for prehistoric sites, in terms of overall site frequency. Gravel and cobble

exposures in these areas may have been quarried for lithic raw material.

Given the overall scarcity of Paleo-Indian sites in the surrounding region, it is highly unlikely that sites of this age would be found within the study window. It is most likely that the study window would contain sites dating from the Late Archaic and Woodland periods. Base camps or occupation sites would be expected to occur along the stream terraces, while the upland areas should be expected to contain special use sites, hunting stations, or transient camps.

2. Historic Archaeological Potential

Despite the cycles of construction and demolition and competing land uses that have characterized the history of the Cameron Run/ Eisenhower Avenue Valley, several areas are believed to have the potential to contain significant historic archaeological resources. These are shown in Figure 18.

Preliminary identification of the first of these, Bush Hill (CR-7, 44AX111), occurred during a survey undertaken by ARPO in 1979. This identification has been confirmed as a result of the current study. The survey located the foundations of the main house. However, the historical research indicates that the antebellum complex was quite extensive, including several large buildings, slave quarters, and landscaped features. The family cemetery was moved to Ivy Hill Cemetery when the railroad alignment was enlarged, but the location of the slave cemetery is unknown. Further contributing to the potential significance of this site is the association with Richard Marshall Scott and his son Richard Marshall Scott, Jr. The former was instrumental in the construction of the Little River Turnpike as well as in local affairs, and the son, while not as prominent as his father, nonetheless was an influential figure in his day.

Clermont, the adjacent plantation, which has important associations with John Mason and French Forrest, was probably wholly disturbed by construction of the interstate highway. Tenant houses associated with the post-bellum period are believed to have been located south of I-95 in Fairfax County and early burials, alleged to have been Native American, were also reported south of the Capital Beltway and west of Clermont Drive (Sprouse, personal communication April 5, 1989). The Civil War fortification appears to have been removed during the construction of the railroad yards west of Telegraph Road and south of Duke Street. Portions of the entrenched line extending southwest of Fort Williams, built on the site of the General Cooper's Cameron estate, may still be visible, however, at the northwest corner of Quaker Lane and Duke Street. On Shuters Hill, immediately north of the study window, the northeastern battlement of Fort Ellsworth is still visible.

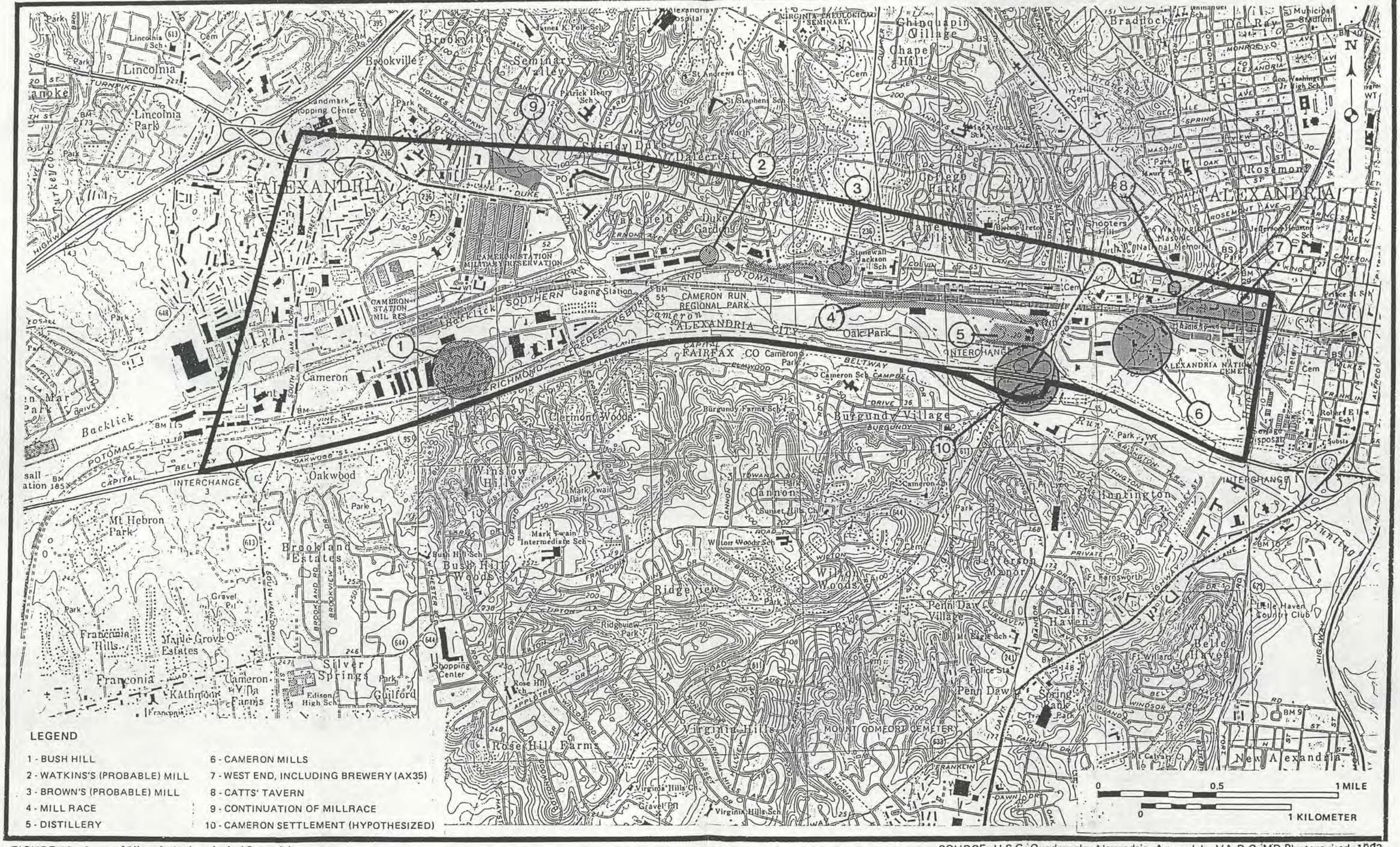


FIGURE 18: Areas of Historic Archaeological Potential

SOURCE: U.S.G. Quadrangle, Alexandria, Annandale, VA-D.C.-MD Photorevised, 1983
NOTE: Boundaries Approximate

The distillery complex, however, appears to have been located in the vicinity of still vacant space south of railroad and west of Telegraph Road. Comparison of the historic maps and quad sheets with a 1985 aerial provided by the City of Alexandria indicates that this location corresponds to the site of the proposed Cameron Center (Williams, August 27, 1988). The distillery dates to the mid-nineteenth century, and given its proximity to the millrace, it is not implausible that the distillery may have replaced an earlier mill.

The third area of potential significance is the millrace, which extended through the floodplain north of Cameron Run and essentially parallel to the railroad line. Portions of the millrace north of Duke Street, in the vicinity of Clouds/ Triadelphia Mill have been identified by Alexandria Archaeology. However, the area east of North Pickett Street, north of Duke Street, and west of the access road to Cameron Station appears to be relatively undisturbed and may contain another segment of this important water course.

Associated with the millrace were Watkins's and Brown's mills. In 1865, neither of these was specifically noted as a mill on Barnard's survey, but both complexes were located immediately north of the millrace and appear quite distinctly on definitive "Environs of Washington" map prepared by the Engineer Department during the Civil War. Brown's mill was noted as the Dominion Grist Mill on the 1878 Hopkins atlas, and a possible late nineteenth-century structure at this location (see Plate 26 in Chapter IV) suggests ongoing industrial use of this site.

Mitchell has located two eighteenth-century mills along Cameron Run within or near the project area: Colville's and Carlyle's mills. Colville's mill was located at the confluence of Cameron Run and South Run. Wigglesworth (1976-77:51-52) associates this location with a mill built by 1752. This complex was later enlarged to include two mills. This complex became known as the Cameron Mills and informally marked the western boundary of the settlement in the mid-nineteenth century. Military maps compiled by the U.S. Engineers indicate that these mills were the nucleus for a substantial complex by the time of the Civil War. The Cameron Mills, while continuing to function, became incorporated into the city's water system. Portions of the ditches feeding water from Cameron Run to the reservoir, which still exists, may also survive.

Carlyle's mill, on the other hand, appears to have been located in the vicinity of Cameron Run Park. The extent to which land has been modified in this area together with the inherent difficulties of interpreting colonial plats and survey documents make determining a more precise location quite problematic at this point (Mitchell, personal communication April 5, 1989). It is possible that these were later incorporated into the distillery complex but this hypothesized linkage awaits further research.

The village of West End contains a known archaeological site, the Englehardt/Shuters Hill Brewery, located at 2016 Duke Street (44AX35). James Madison University is conducting substantial work on the village in the Duke Street alignment east of Holland Lane, under the auspices of VDOT. The village obviously extended along Duke Street west of Holland Lane. Thus, the rear yard areas of lots fronting Duke Street should also be considered potentially sensitive for historic period archaeological resources. Particularly noteworthy in this area is the Catts' Tavern (1815-1898), located at the intersection of Duke Street and Diagonal Road.

Finally, the Cameron settlement remains elusive although the current consensus is that it was located north of Great Hunting Creek at or near the ford, probably in the vicinity of the current intersection of Telegraph Road and the Capital Beltway (I-95/495).

IV. ARCHITECTURAL RESOURCES

A. OVERVIEW OF ARCHITECTURAL DEVELOPMENT

The periphery of the study window is clearly defined by segments of four major thoroughfares: Capital Beltway (I-95/495) on the south, South Van Dorn Street on the west, Duke Street (Route 236) on the north, and Holland Lane on the east. In general, the built environment within and immediately adjacent to the study window reflects, and is almost entirely the product of, commercial, residential, and industrial expansion since World War II, and particularly since about 1960. This visual observation is also supported by USGS maps, which indicate that very few streets existed within the boundaries of the study window until after World War II, and that construction of Cameron Station in 1942 marked the first major construction or development effort to occur within the area (see Figures 16 and 17).

The following discussion of the project area begins with Holland Lane, moving in a clockwise direction around the area within the study window.

Holland Lane functions as a small connector between Duke Street and the east end of Eisenhower Avenue. It is relatively undeveloped, except toward the north end, where it crosses the AMTRAK switching yards and passes by the former Southern Railroad roundhouse, the latter now used as a warehouse for a lumber firm (Plate 6). From Holland Lane west to Telegraph Road, Eisenhower Avenue extends as a broad thoroughfare with landscaped median, edged with modern warehousing, office and parking facilities and spanned by the elevated METRO line (Plate 7). This stretch of Eisenhower Avenue is intersected at midpoint by Mill Road, which to the south leads to the new city correctional facilities. North of Eisenhower, Mill Road bends to the west, crossing beneath Telegraph Road and curving south to meet Eisenhower Avenue once again.

The 1943/1947 USGS map of the study area shows a portion of Mill Road as a lane between Telegraph Road and what was then Roberts Lane. By 1951, according to the USGS map of that date, the area between Telegraph Road and Roberts Lane had been laid out in a small grid of streets, and a row of brick warehousing, corresponding to the location of existing brick structures housing CM Productions, was present on the north side of Mill Road (Plate 8). Subsequently, Mill Road was extended east past Roberts Lane (a road now vacated and largely built-over) to Eisenhower Avenue. Mill Road has only recently begun to be redeveloped, the first evidence being the City's newly constructed Substance Abuse Center on the north side of the road near Roberts Lane.

Other buildings on Mill Road appear to represent marginal enterprises contained in one-story, flat-roofed brick buildings,

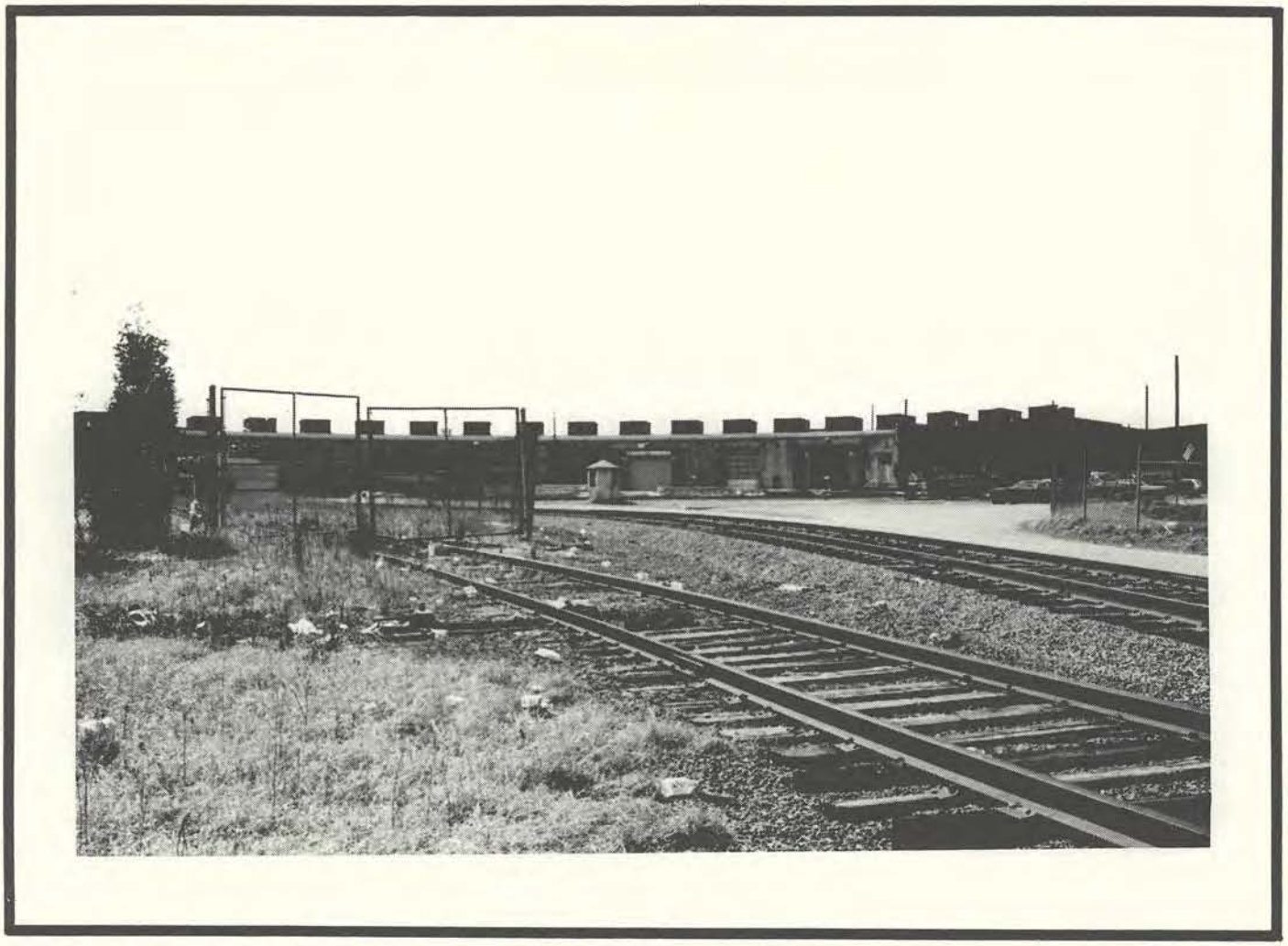


PLATE 6: Former Southern Railroad Roundhouse, View to Southwest

PLATE 7: View West along Eisenhower Avenue toward METRO Viaduct

PLATE 8: Brick Warehousing, Mill Road, View to Northwest

such as the CM Productions buildings mentioned above, or in cinder-block structures with brick facades which contain offices of an auto repair and salvage concern and a construction company. These are located on the south side of Mill Road, to either side of the METRO viaduct. Behind the auto salvage concern, west of the viaduct, is an L-shaped, flat-roofed brick and masonry structure. This building, which contains remains of pumping machinery, appears to be the former Alexandria Water Company Pumping Station. As has previously been discussed (see Chapter III, Section D), this structure may contain a remnant of an earlier mill (Plate 9).

That portion of Telegraph Road bounding the east edge of the study window essentially consists of roadway elevated to cross the rail lines which roughly bisect the study window from east to west. Beyond the Telegraph Road-Beltway interchange, to the south on Telegraph Road, is an area of small businesses, light industrial enterprises, parking lots, and fast food emporia. Eisenhower Avenue, which extends east-west through the study window south of the rail lines, was constructed after 1950, and the built environment along the road reflects this. Three "zones" are discernible along Eisenhower Avenue between Telegraph Road and Van Dorn Street. On the south side of Eisenhower, at the east end, immediately west of Telegraph Road, is a new multi-story hotel as well as a spacious office complex. Extensive rail yards and the inspection facilities for the METRO system are present on the north side (Plate 10). A portion of the channelized Cameron Run parallels Eisenhower Avenue on the south (Plate 11), to approximately midway through the study window, at which point a portion of open land between the rail lines and Eisenhower Avenue has been developed as the Cameron Run Regional Park. This active-recreation facility includes a water slide and wave pool, as well as a field for baseball and other sports (Plate 12). West of the park is the third "zone," a stretch intensively developed with modern offices, commercial enterprises, trucking and storage facilities, and the municipal incinerator (Plate 13). Buildings in this area are for the most part of one or two stories, ranging from utilitarian brick-faced warehousing and industrial space to overtly "architectural" new office and retail structures. The two largest structures, occurring toward the west end of Eisenhower Avenue, are the incinerator facility and a multi-story slab office building.

The only developed area between Eisenhower Avenue and the Beltway is located along Vine Street, a dead-end road located off South Van Dorn in the extreme southwest corner of the study window. About two blocks long, Vine Street appears to have experienced small-scale working-class residential construction around World War II. The entire length of Vine Street is now occupied by an assortment of construction, commercial, and storage concerns (Plate 14). Remaining along the street, however, are six diminutive 1- or 1 1/2-story, side-gable, frame and stucco dwellings, now appearing to serve office or other non-residential functions (Plate 15).

PLATE 9: Alexandria Water Company Building, View to Southeast

PLATE 10: View North from Eisenhower Avenue toward METRO Inspection Facility.

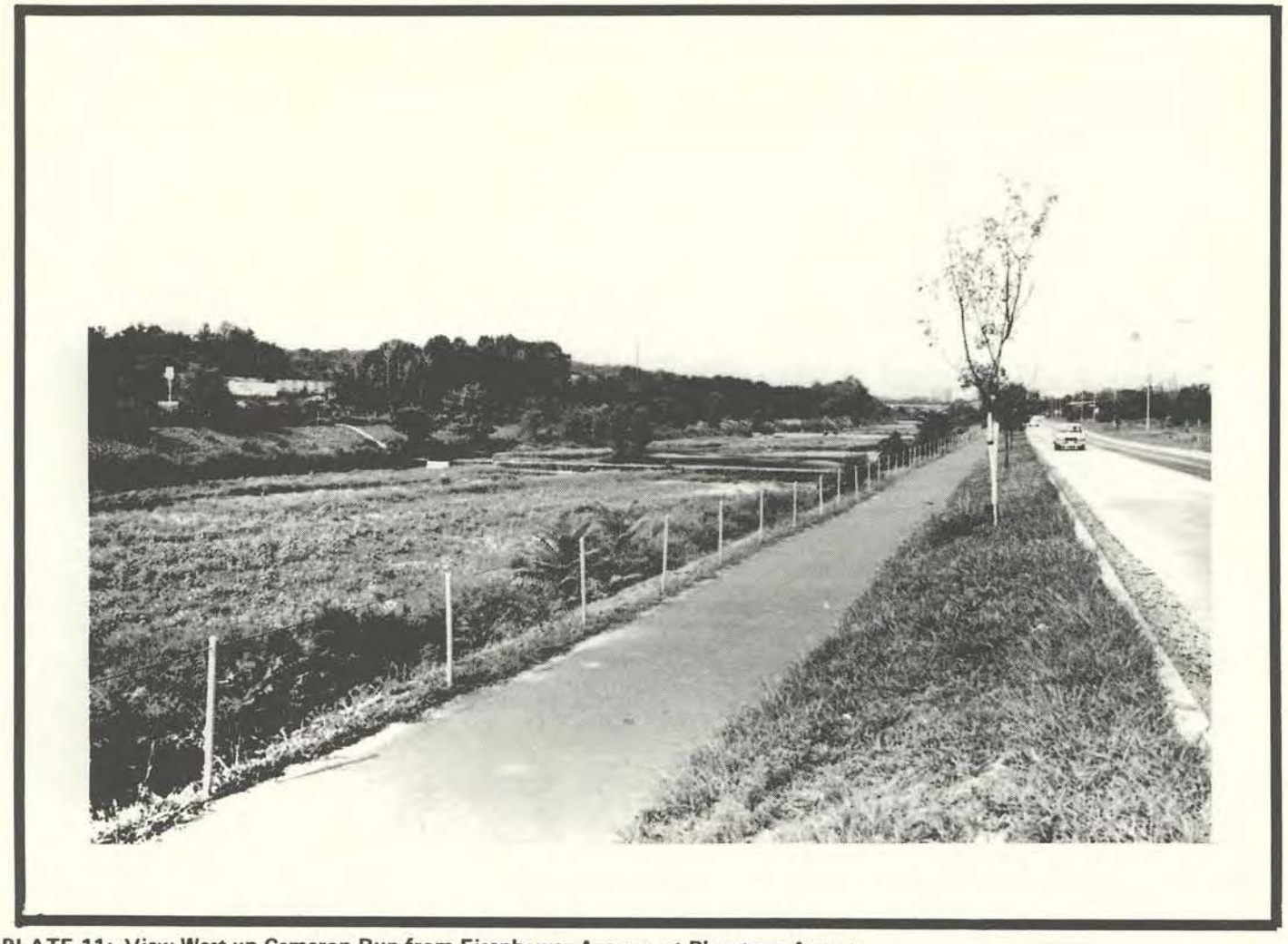


PLATE 11: View West up Cameron Run from Eisenhower Avenue, at Bluestone Avenue.

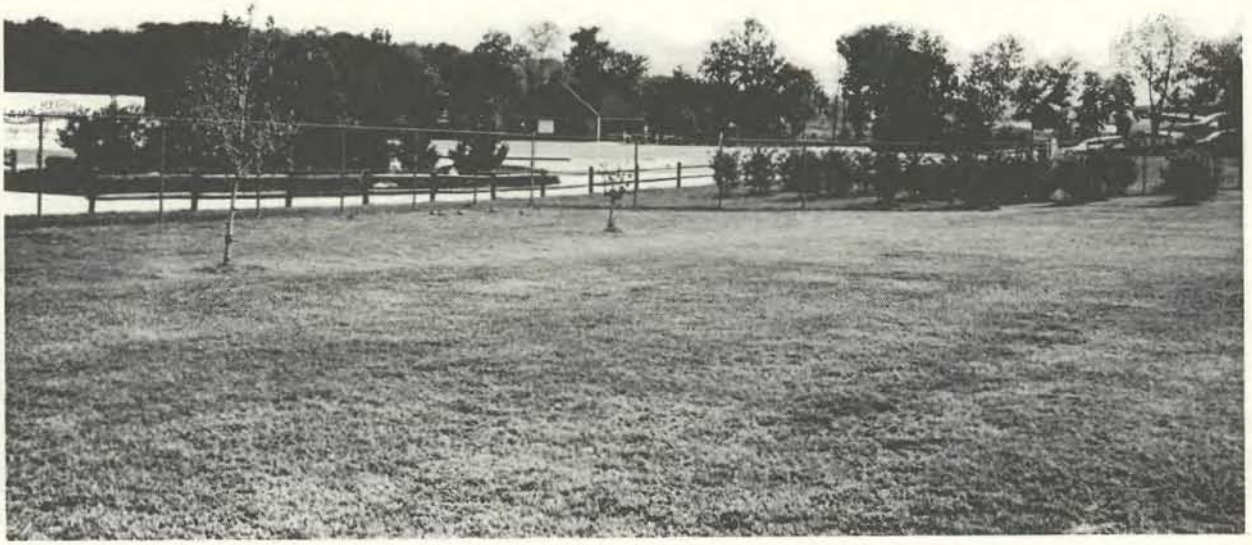


PLATE 12: View Northeast, toward Water Recreation Facilities at Cameron Run Recreation Park.

PLATE 13: View West along Eisenhower Avenue from Bush Hill Drive

PLATE 14: View East along Vine Street

PLATE 15: 5604 Vine Street, Representative Dwelling, View to North.

South Van Dorn is a typical late twentieth-century commercial strip from Eisenhower Avenue to past Edsall, characterized by one-story restaurants, gas stations, and small shopping areas (Plate 16). Toward Duke Street, Van Dorn becomes more residential, characterized by townhouse and high-rise condominium and office structures. Those portions of Edsall Avenue and Pickett Street in and directly west of the study window, display a heterogeneous mixture of warehousing, shopping centers, automobile sales lots, and townhouse developments. Edsall Avenue, as well as Reynolds Street, which cuts across the northwest corner of the study window to Duke Street, roughly correspond to roads present in the nineteenth century. However, the only structure over 50 years of age is a 1 1/2-story side-gable frame bungalow sited on elevated ground near the intersection of Edsall and Reynolds (Plate 17). Reynolds itself, all the way to Duke Street, is intensively built-up with very recent multi-story condominium structures and townhousing.

Cameron Station, originally built as an Army Quartermaster Depot, occupies approximately 166 acres between Pickett Street and Holmes Run, with a long frontage along Duke Street. Set back behind a chain-link fence, parking lots, and scattered shade trees are the broad, rectilinear facades of Cameron Station's headquarters building and four of the facility's nine warehouses. Eight of the warehouses (each of which is over 700 feet long) are arranged in four rows, spaced so that track could be laid between each row and goods loaded directly to and from rail cars (Plate 18). All eight are built on high concrete slab with shallow foundations, brick exterior walls, and wood post-and-beam interior structural systems, most of which have been reinforced with steel members. Within each are also four brick firewalls set approximately 200 feet apart. The warehouses fronting on Duke Street have low, rectilinear monitors running the length of their shallow roofs (Plate 19). Most interior spaces have been remodeled for administrative or Commissary/Post Exchange facilities.

The headquarters building (Plate 20) is a two-story structure with brick exterior walls and long Duke Street facade articulated by symmetrical fenestration, recessed beltcoursing for a rusticated effect, and a deep entrance portal set within a slightly projecting central frontispiece. Other buildings present on the post include a brick heating plant and two World War II "temporary" frame warehouses with aluminum siding (now in administrative or Commissary use) (Plate 21).

East of Cameron Station there begins a series of residential developments (Wakefield, Duke Gardens, Cameron Homes, and Society Hill) which extend east to Quaker Lane and are bounded on the south by Wheeler Avenue. With the exception of portions of Wakefield and Duke Gardens, which front Duke Street from service lanes, and the most recent, townhouse-style apartment complexes, such as Cameron Knoll at Duke and Early Streets, these

PLATE 16: View North along Van Dorn from Pickett Street.

PLATE 17: Bungalow at Northwest Corner of Edsall Road and Reynolds Street, View to South.

PLATE 18: Cameron Station, Representative View to Northeast between Warehouse Rows.

PLATE 19. Cameron Station, Warehouse No. 3, View to Southwest.

PLATE 20: Cameron Station, Headquarters, View to Southwest.

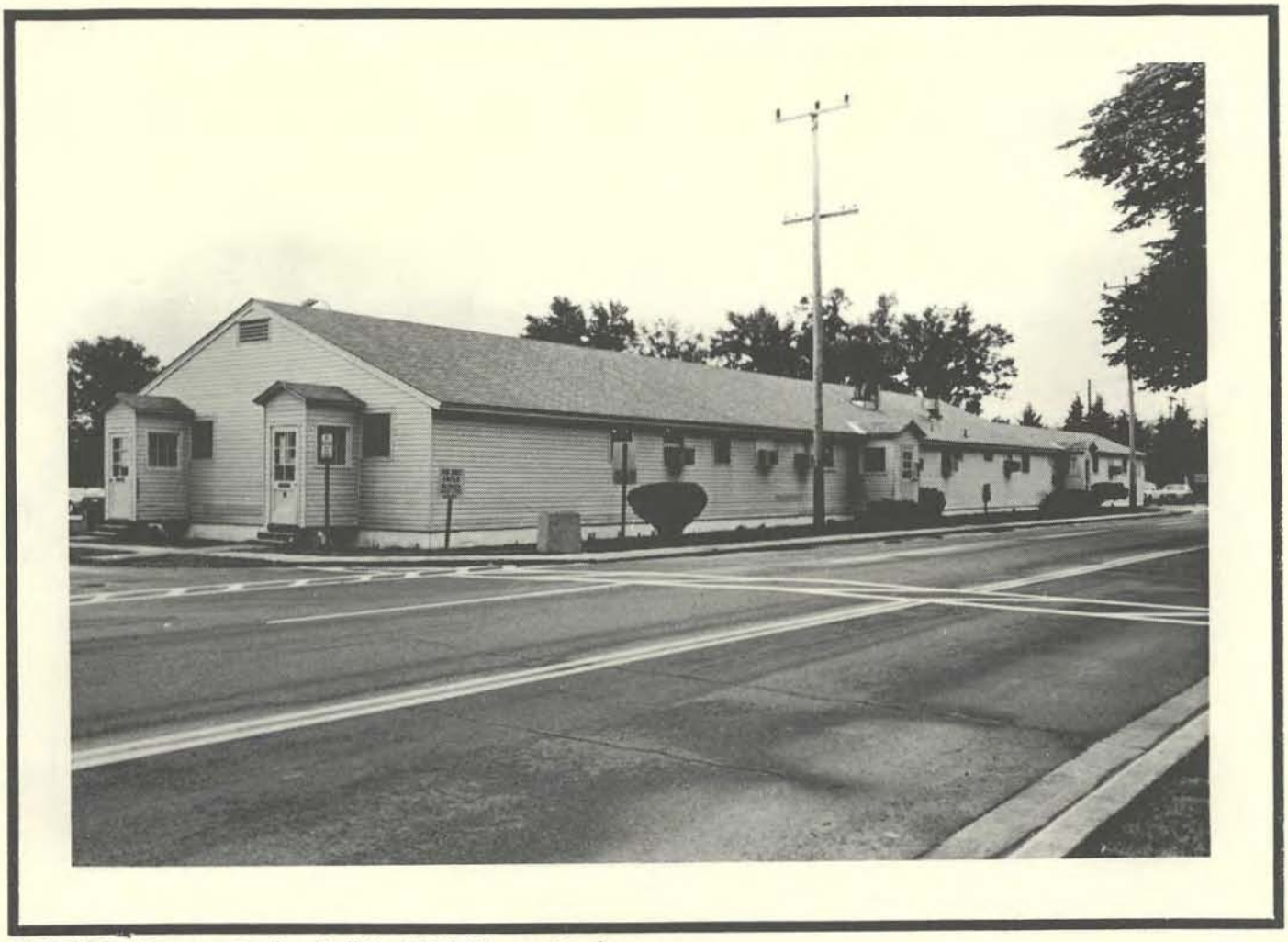


PLATE 21: Cameron Station, Building T-25, View to Southeast.

residential areas are designed as enclaves off Duke Street, with curvilinear streets and culs-de-sac lined with single-family or duplex units, appearing to date from the 1950s and 1960s and set back in uniform fashion behind small front lawns (Plates 22 and 23). One or two stories at most, the dwellings are of frame construction, many with facebrick cladding, and shallow side-gable or flat roofs. An occasional pedimented front entrance constitutes the principal evidence of architectural ornament. The Wakefield, Duke Gardens, and Cameron Homes areas blend almost imperceptibly into one another, and although interrupted by portions of the more recent townhouse development along the west side of Early Street, extend across that street to include Usher and Vermont courts in the area known as Society Hill. The rest of the Society Hill area, consisting of two short streets off Duke Street (Cockrell and Normandy Hill Drive) contains somewhat larger and architecturally more varied single-family residences in Cape Cod and post-War Georgian Revival styles, as well as recent townhouse developments (Plate 24).

Early Street, and that portion of Wheeler Street east of Early Street, correspond to a road which according to nineteenth-century maps provided access from Duke Street to industrial enterprises along a millrace drawn off from Backlick Run. Although the west side of Early, as noted above, has been in recent years rebuilt with apartment complexes, there remain on the east side three dwellings of likely pre-World War II construction, including a 1 1/2-story side-gable Craftsman-type bungalow with gabled roof dormer and full-length porch created by extension of the front roof slope (Plate 25); and two smaller frame dwellings, to the south.

Wheeler Avenue forms the south boundary of the Society Hill area. The north side of Wheeler is undeveloped, purposely, it appears, as it functions as the "backyard" for the properties of that residential enclave. Along the south side of Wheeler, however, are structures associated with the Bell Construction firm and the maintenance facilities of the City of Alexandria. The principal structure within the Bell property is a two-story brick building which, despite a modern roof and addition to one side, may represent the remains of an earlier industrial enterprise at this location (Plate 26).

Quaker Lane functions as a primary access route into the residential and institutional areas north of Duke Street, beyond the study window. A short segment of Quaker Lane, however, extends south off Duke Street to dead-end at the rail line. Colvin Street is a two-block-long street between Quaker Lane and Roth Street (the latter also dead-ending at the rail lines). On Colvin, along with recent buildings, are six frame houses and a brick commercial block. These appear to represent remains of a small working-class residential and commercial neighborhood, centered on Colvin, dating to the early decades of the twentieth century. Three of the houses are 1 1/2-story side-gable bungalow types, with large shed dormers on the front and noticeably raised

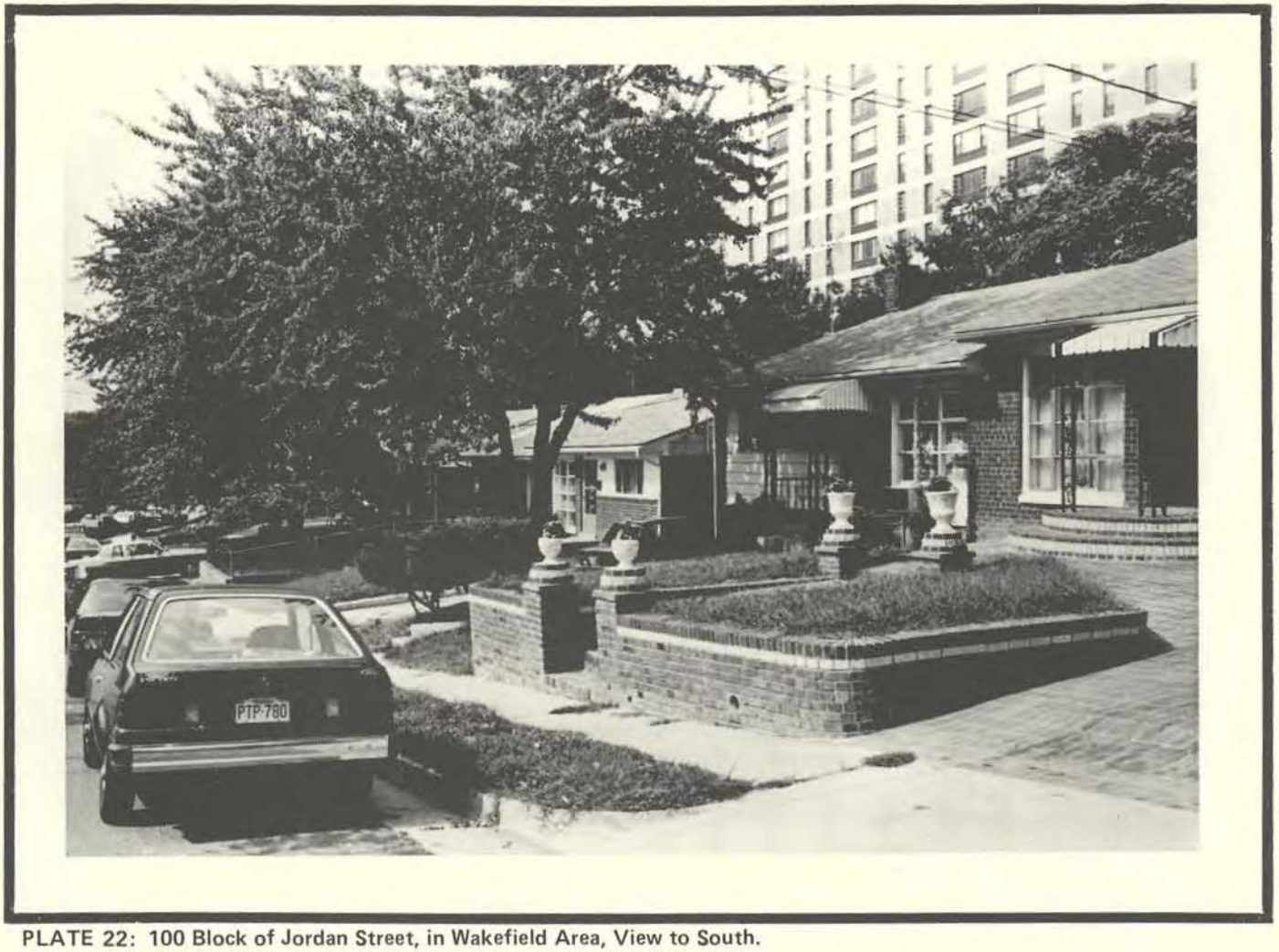


PLATE 22: 100 Block of Jordan Street, in Wakefield Area, View to South.

PLATE 23: Duke Gardens Area, Representative View from Vermont and Gordon Streets, View to Southeast

PLATE 24: Cockerell Street, General View North toward Cul-de-Sac.

PLATE 25: Bungalow at 48 Early Street, View to Northeast.

PLATE 26: Bell Construction Co. Building, Wheeler Avenue, View to South.

basements (Plate 27). Two are smaller one-story buildings with front gable orientation and hipped-roofed porches (Plate 28). The third is an even smaller building, essentially a shack, with shallow side-gable roof and roll siding. The commercial building is a two-story structure with segmental-arched upper-story windows (Plate 29). The original first-floor openings appear to have been reconfigured at least twice, and, with the exception of one door, are now completely filled in.

Behind Colvin Street (to the south) is an abandoned property containing the refrigeration car repair yards of the now-defunct Fruit Growers' Express Company, which may have provided the impetus for the development along Colvin Street. The dominant structure in the yard is a very long Quonset-type structure elevated on concrete piers, beneath which several lines of track pass, which is identified on the 1941 Sanborn Insurance Map of the area as an erecting shop (Plate 30). Remains of a variety of associated structures, inaccessible due to the presence of high chain-link fencing, are present behind the erecting shop.

Duke Street is a four- and six-lane thoroughfare with signalized intersections. Over its entire length between Van Dorn and Holland Lane, Duke Street evidences extensive and ongoing commercial and residential redevelopment, particularly along the north side, and from Quaker Lane east to Holland Lane on the south side. Between Van Dorn and Quaker Lane, high-rise condominium and apartment structures of the London Park and Canterbury Square developments dominate the north side of Duke Street (Plate 31). A segment of Holmes Run Park (Plate 32) sets these areas off from the expansive parking lot of the low-scale, brick-fronted Foxchase shopping plaza. East of Jordan Street are modern four-story apartment complexes served by service roads.

As is the case with the older residential communities of Wakefield, Duke Gardens, and Cameron Homes on the south side of Duke Street, the residential developments of Strawberry Hill, Quaker Park, and Fort Williams Park (from Gordon Street east to Quaker Lane) are set back from Duke Street and are arranged around winding streets that follow the general rise of the land to the north. These intersecting enclaves primarily consist of single-family dwellings, 1 to 1 1/2 stories, of frame construction clad variously with wide horizontal siding, facebrick or imitation stone (Plate 33). The oldest of these enclaves is arranged around a loop formed by Early and Donelson Streets, and dates to the late 1940s or very early 1950s (Plate 34). Among the few postwar residences fronting on Duke Street are five flat-roofed, one-story dwellings, clad in vertical seamed metal siding of various pastel shades (Plate 35). These residences are situated immediately west of Fort Williams Park, which at Duke Street is a narrow wooded tract through which a small stream flows (Plate 36). East of the park is Fort Williams Parkway, which as its name suggests is a broad dual carriageway with landscaped median (Plate 37).

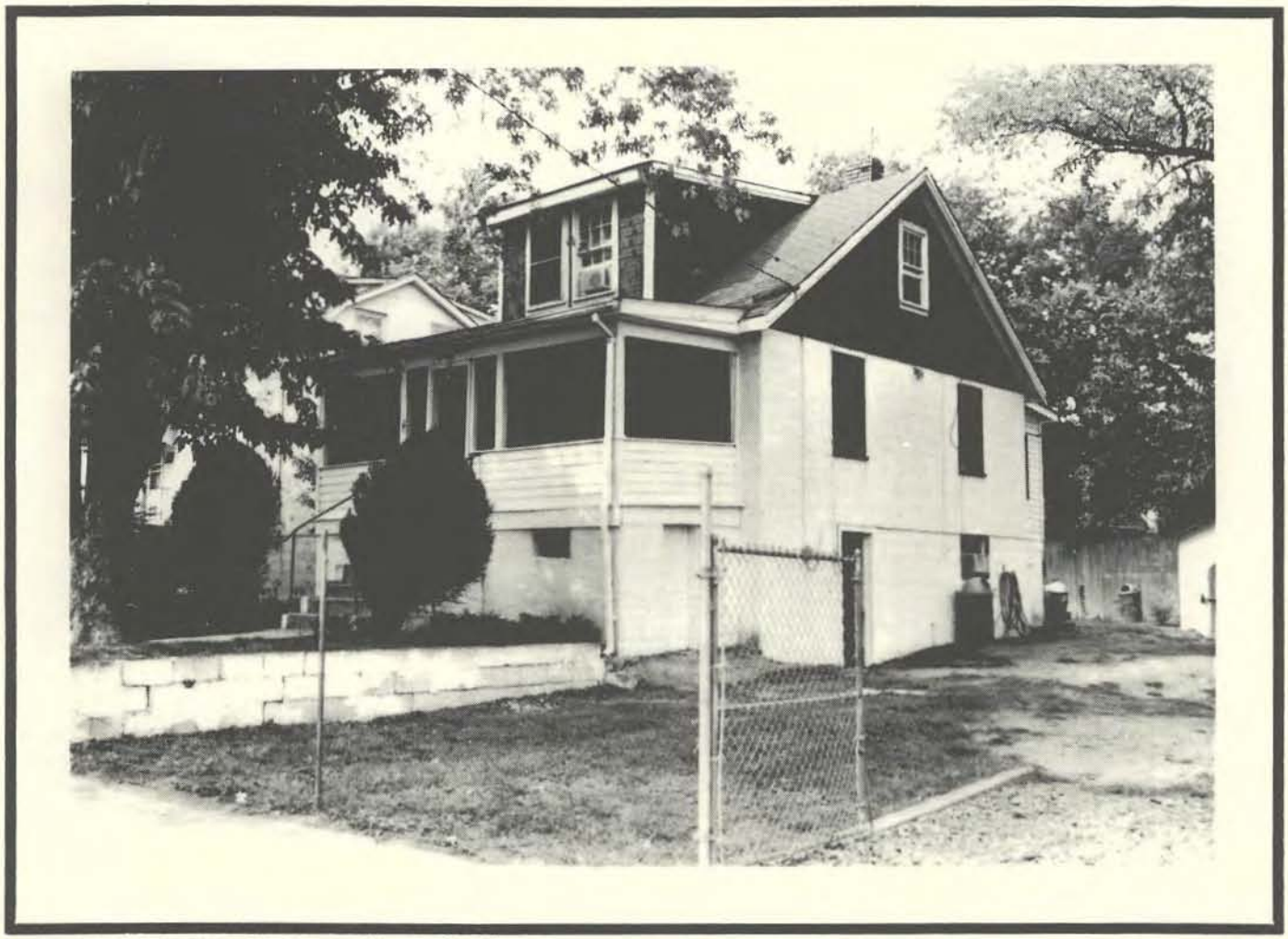


PLATE 27. 3041 Colvin Street, View to Northwest.

PLATE 28: 3107 Colvin, View to Northwest.

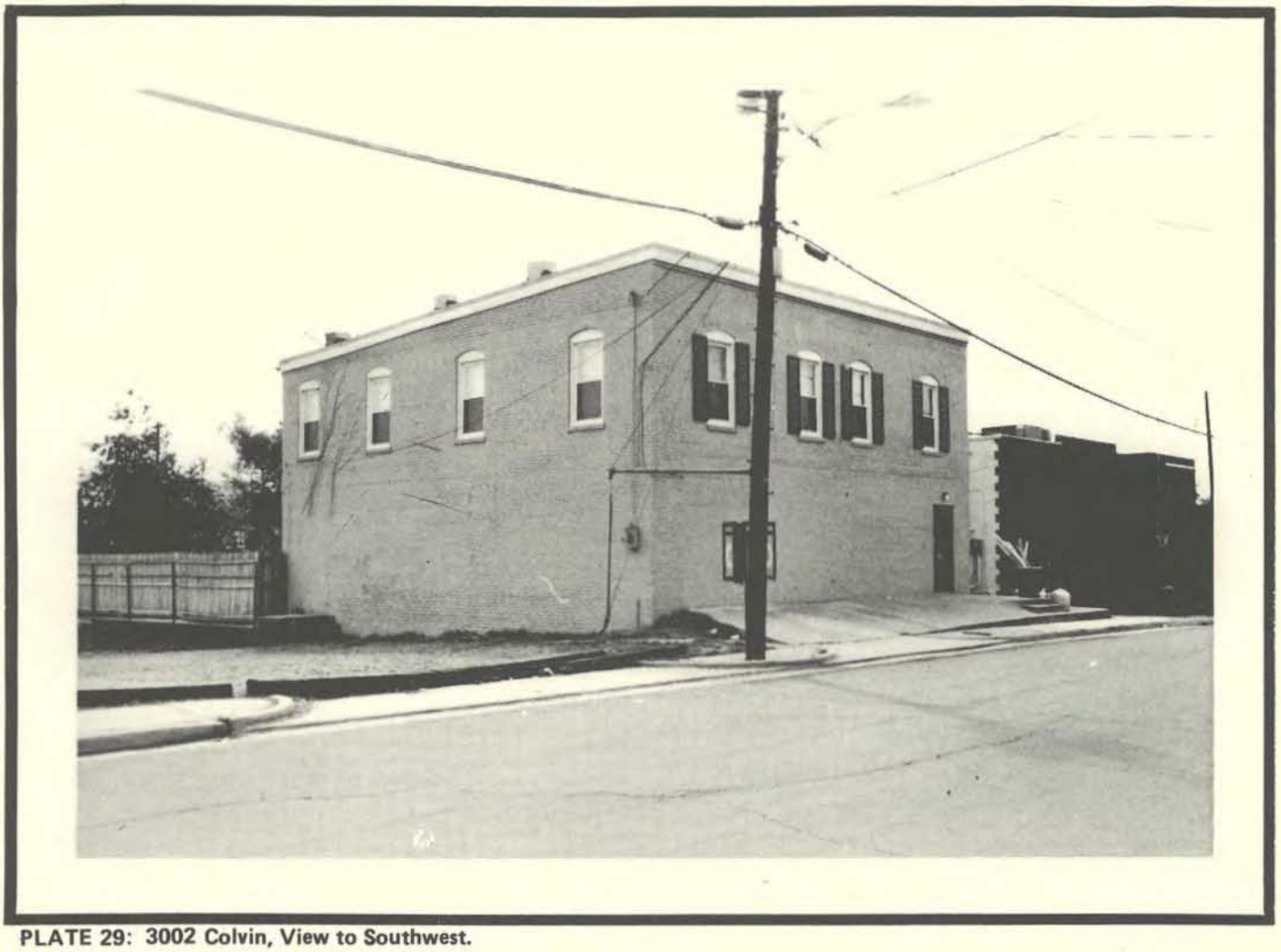


PLATE 29: 3002 Colvin, View to Southwest.

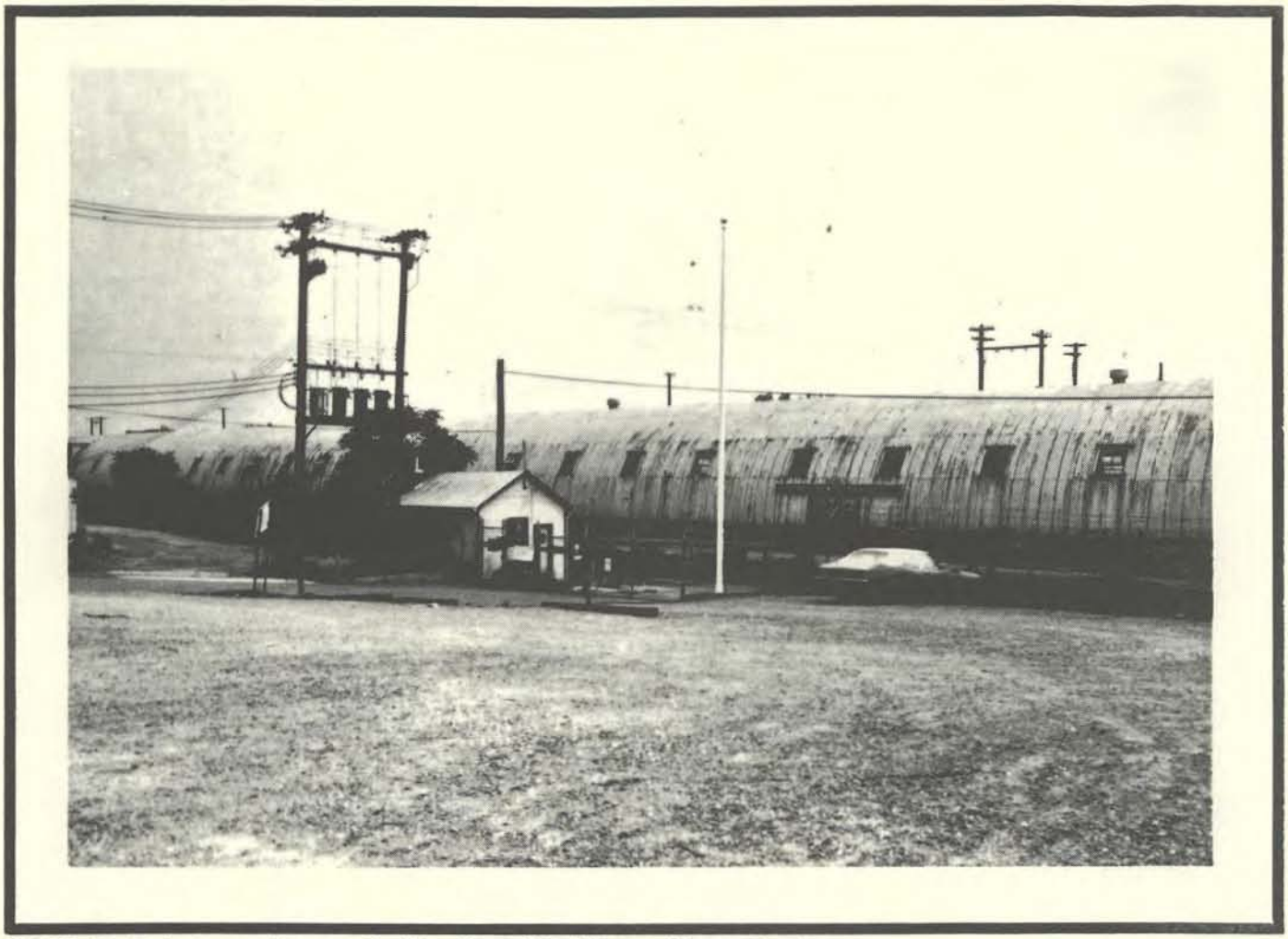


PLATE 30: Fruit Growers' Express Facility, Foot of Roth Street, View to Southeast.

PLATE 31: View West along Duke Street toward London Park Apartments

PLATE 32: Holmes Run Park, View to Northwest from Duke Street

PLATE 33: North Early Street, View to Southwest

PLATE 34: North Donelson Street, View to Northwest from Service Road

PLATE 35: 3739, 3745 and 3751 Duke Street

PLATE 36: Fort Williams Park, View North from Service Road

PLATE 37: Fort Williams Parkway, View Northeast from Service Road

As noted above, Quaker Lane is the main route extending north from Duke Street. Near the intersection of these roads are two buildings of note. One is the New Apostolic Church, with pilastered brick walls, lancet windows and a pedimented, columned porch (Plate 38). This postwar building is set on the east side of Quaker Lane well above Duke Street. The second building is a frame dwelling, near the northwest corner of the intersection on Duke Street, 2 1/2 stories with hipped roof, drop siding, and cubic massing of the early twentieth-century "foursquare" type, interestingly embellished with several Victorian-era brackets (Plate 39).

The east end of Duke Street within the study window is dominated by the George Washington Masonic Memorial, prominently sited on landscaped, elevated ground adjacent to the site of former Fort Ellsworth (Plate 40). Below the memorial, fronting on Duke Street, is a cubic brick pumping station with tall round-arched south window illuminating the engine room (Plate 41). East of the memorial, on Callahan, is Union Station, an attractively scaled brick and concrete Georgian Revival structure with elaborately detailed fanlights over the entrances (Plate 42). East of the rail and METRO lines, large-scale office development dominates the small Federal-style brick house at 1707 Duke Street (Plate 43), a plaque on which indicates that the structure is included in the Historic Alexandria Foundation's Early Buildings Survey.

On the south side of Duke Street, four structures were identified as potentially over 50 years of age. These structures are located between Early and Roth streets, a two-block stretch that runs parallel to Colvin Street. Three of the structures are frame residences now used for commercial purposes. One is a side-gable Craftsman-type bungalow, one a two-story side-gable structure, and the third a two-story front-gable structure with shed-roofed front porch (Plate 44). The latter structures, although altered in a variety of ways, suggest through their massing and proportions that they may date to the late nineteenth century. The fourth structure is a two-story commercial building with facebrick facade (Plate 45). The flat roof is edged with narrow, stepped parapets in a manner reminiscent of late nineteenth- and early twentieth-century small commercial blocks, although alterations, particularly to window openings, make the previous character of the structure difficult to determine.

B. CONCLUSIONS

Results of the architectural reconnaissance demonstrated that the built environment within the study window is almost entirely the product of construction since World War II. Industrial, commercial, and residential land uses are all architecturally expressed within the study window, utilizing forms, materials, and aesthetic idioms representative of mid- to late twentieth-century construction practices. As a result of the nature and extent of this post-war construction, however, the study window

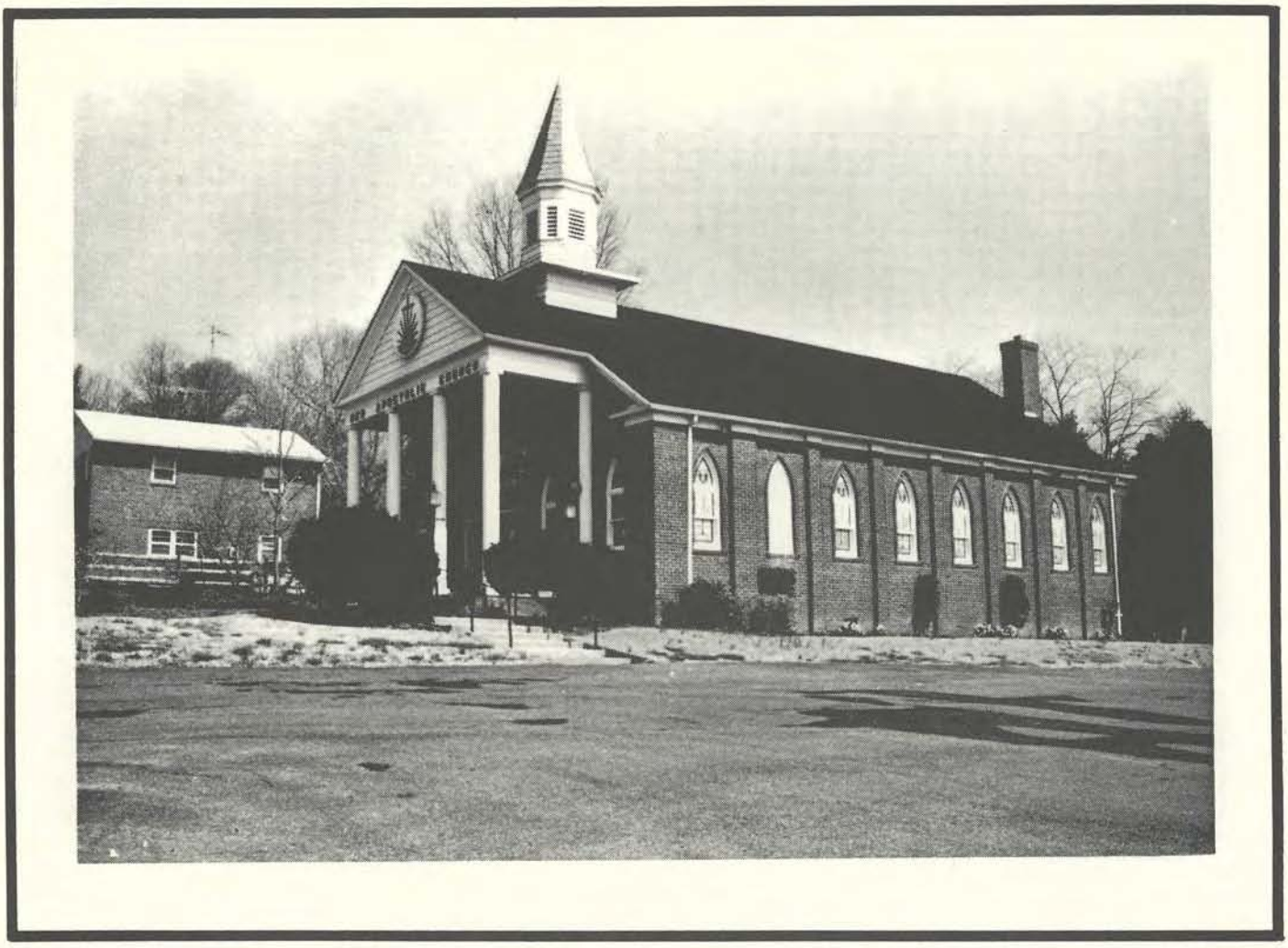


PLATE 38: New Apostolic Church, Northeast Corner of Quaker Lane and Duke Street

PLATE 39. Frame House on Duke Street, West of Quaker Lane, View to North

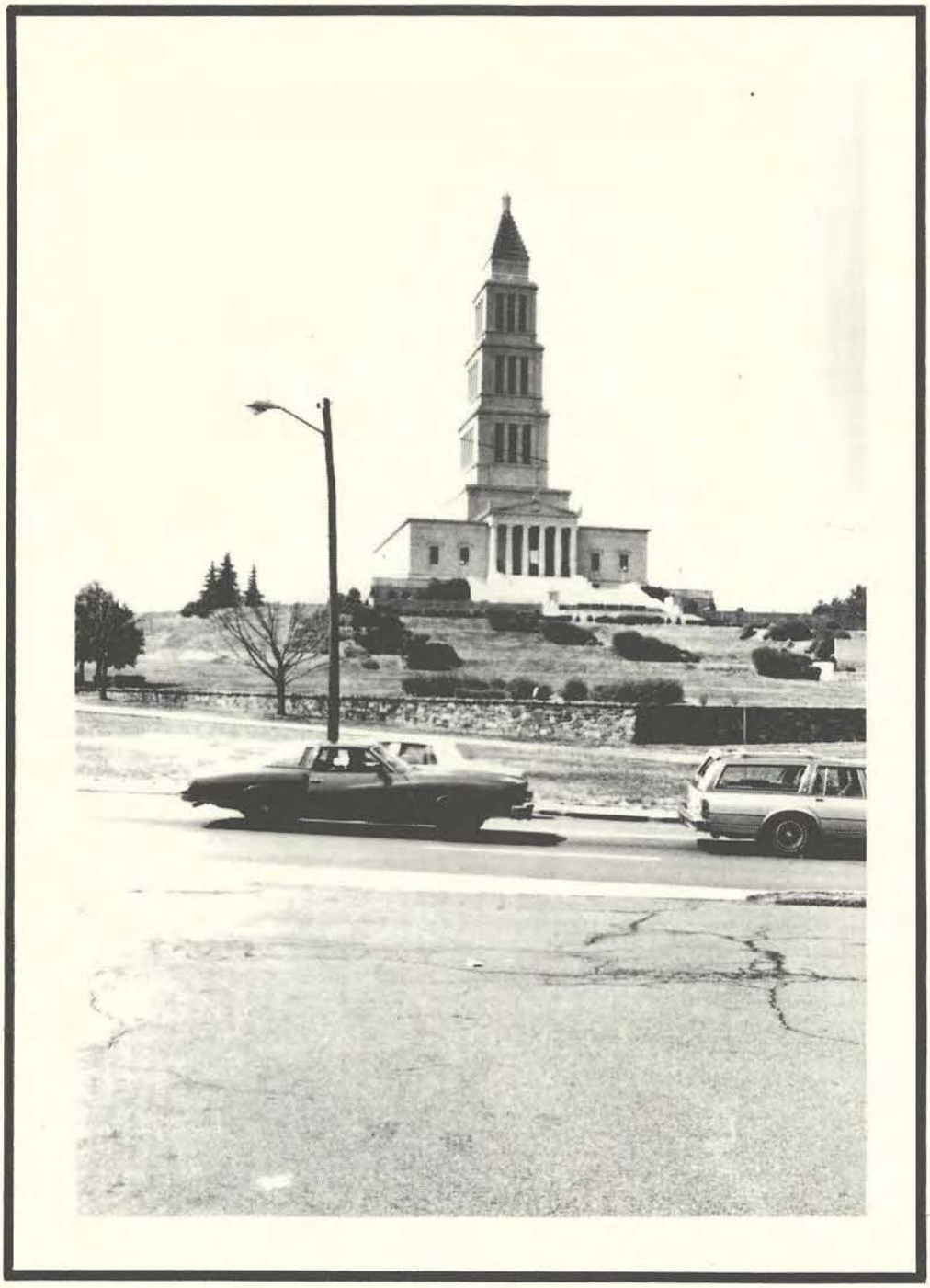


PLATE 40 George Washington Masonic Memorial, View to West

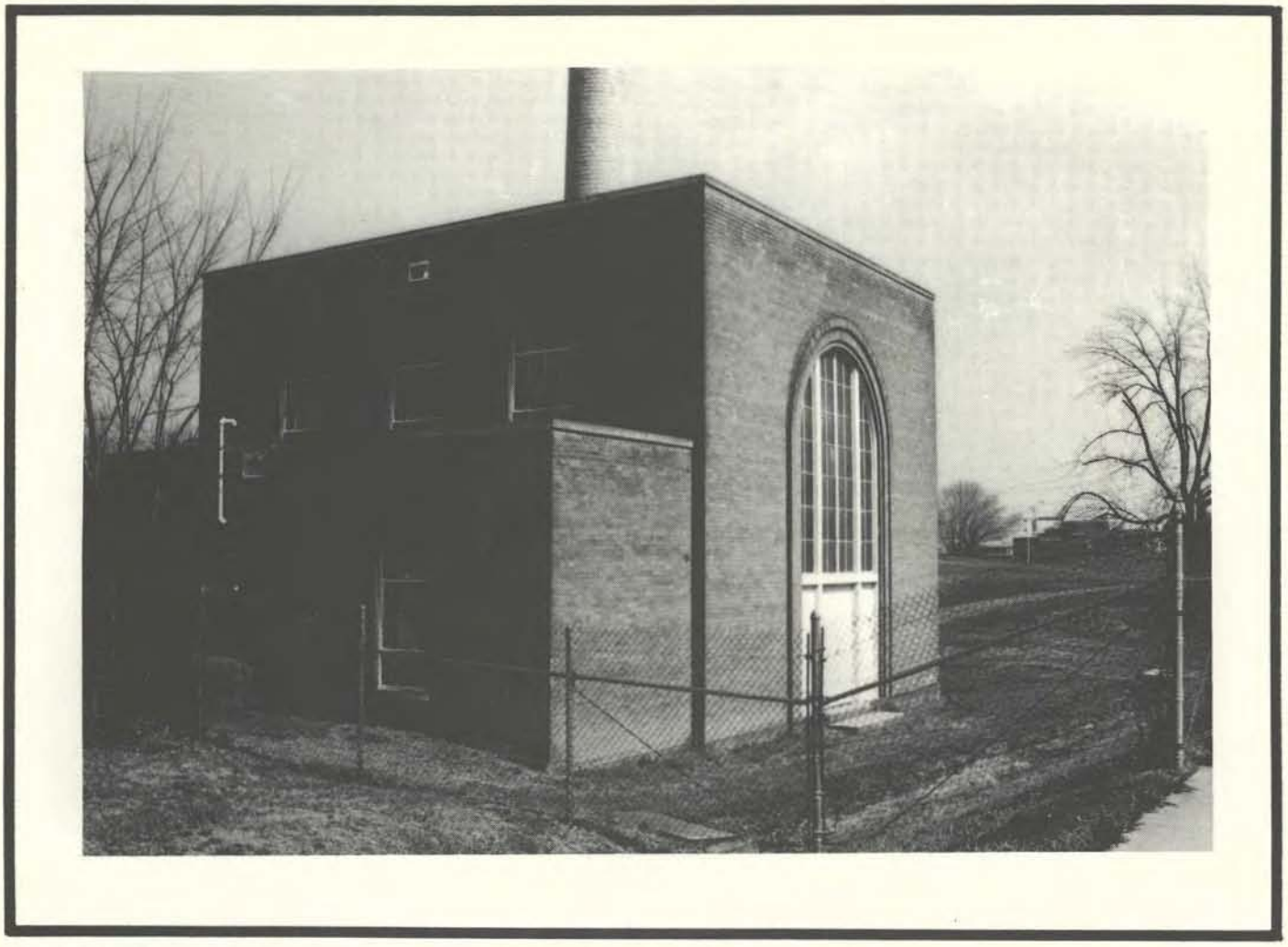


PLATE 41: Pumping Station on Duke Street West of Callahan Road, View to Northeast

PLATE 42: Union Station, Callahan Road, View to Northeast

PLATE 43: House at 1707 Duke Street, at Reinekers Lane, View to North

PLATE 44: 3030 Duke Street, View to East-Southeast.

PLATE 45: 2840 Duke Street, View to Southwest.

no longer contains built environments reflective of the area's predominantly rural, agricultural past.

A total of 29 individual buildings and structures, plus the complexes represented by Cameron Station and the Fruit Growers' Express yards, were, based on vehicular reconnaissance and maps, identified as clearly or potentially over 50 years of age. Apart from notable exceptions such as the George Washington Masonic Monument, the house at 1707 Duke Street, Union Station, and the pumping station on Duke Street, many of these properties lack integrity of design and materials as a result of alterations, and setting has in all cases been substantially altered as a result of later developments. Those few structures which appear to retain at least a measure of exterior integrity do not possess qualities of design or construction sufficient to demonstrate potential to meet National Register criteria for architectural significance. Furthermore, although the buildings on Vine, Colvin, Duke, and Early streets exist in visual, if not always physical, proximity along their respective streets, none of these areas can reasonably be said to possess a "significant concentration, linkage or continuity" of structures meriting further investigation as potential historic districts.

Several properties, however, are either of recognized importance or appear to merit further consideration, specifically to investigate more intensively their physical integrity and the nature and potential importance of their historical associations. In the first group are the George Washington Masonic Memorial, the house at 1707 Duke Street, and Union Station. Recommended for further work are the pumping station on Duke Street, the former pumping station on Mill Road (i.e., CR-13), the Bell Construction building on Wheeler Avenue, the former Fruit Growers' Express yard at the foot of Roth Street, and Cameron Station.

Although the pumping station on Duke Street (see Plate 41) substantially postdates the mid-nineteenth century reservoir behind it, developed as part of Alexandria's first water supply system, the station appears to be a representative example of early twentieth-century construction associated with public works engineering. It is utilitarian in its simple form and typically provided with extensive natural illumination. Further work is necessary to confirm date of construction and the station's role in the history of the city's water supply system.

The former Alexandria Water Company pumping station on Mill Road may be associated with the early history of Alexandria's water supply system. LBA is aware that substantial research on the system has been compiled under the sponsorship of Alexandria Archaeology (Arnold 1983). Further work on the structure is necessary to ascertain its physical integrity and define more precisely the role of this structure in the development of the city's water system.

The Bell Construction building (see Plate 26) is situated in an area known, from historical maps, to have experienced industrial activity in the nineteenth century, and the exterior form of the building suggests attributes of industrial construction predating the modern period. Further work is necessary to ascertain the nature and extent of historical associations, if any; to confirm original construction date; and to assess the physical ability of the building to appropriately represent or convey important historical associations.

The albeit circumscribed investigation of the former Fruit Growers' Express facility (see Plate 30) indicates the presence of a variety of utilitarian structures whose forms and arrangement appear to directly reflect prior use. Further work is necessary to ascertain the nature and importance of this complex's association with the Fruit Growers' Express Company and whether, if a significant association is identified, the complex is of sufficient age and physical integrity to properly demonstrate that association.

Cameron Station (see Plates 18-21) was built between 1941 and 1945, and thus does not technically meet the 50-year age requirement for National Register properties. However, movements in many areas of the country at all levels of government have been in recent years initiated to investigate World War II-era properties in anticipation of the time when, chronologically, such properties may potentially qualify for the Register without the need to meet the Criteria Consideration for properties less than 50 years of age. Cameron Station was originally built as a major Quartermaster Depot, and as a whole retains a definable concentration of buildings united by plan, original function, materials, design, and age. Further work is necessary, however, to determine the position of Cameron Station within the context of wartime Army construction in the Washington, D.C., area and thus the facility's importance as an architectural manifestation of those developments and the nature and extent of its functional associations with those developments.

V. SUMMARY AND RECOMMENDATIONS FOR FURTHER WORK

Phase IA cultural resource investigations have been conducted on the Cameron Run/Eisenhower Valley study window. Based on known resources in the study window and vicinity as well as on current understanding of local and regional models of prehistoric settlement, the ca. 2,000-acre study window is believed to have the potential to contain numerous prehistoric sites. Because of the highly developed, urban character of the study window and the preliminary scope of this study, it is not practical to evaluate the archaeological potential of specific areas where new construction may occur.

Currently available prehistoric settlement models suggest that the floodplains and terraces adjacent to the study window's principal streams (Cameron Run, Backlick Run, and Holmes Run) should be considered sensitive for aboriginal resources. Although the Cameron Run Valley has been extensively developed, there is some possibility that prehistoric resources may have been preserved in subsurface contexts. In the event that construction will disturb bottomland areas within the study window, it is recommended that these areas be subjected to a systematic archaeological field survey, including deep testing. Also, the upland areas overlooking Cameron Run Valley should be considered sensitive for prehistoric resources, and any undeveloped uplands should be subjected to an archaeological field survey prior to construction.

Eleven areas or locations containing potential historic archaeological resources have been identified (see Figures 2 and 18). These include (1) Bush Hill; (2) possible Civil War entrenchments northwest of Quaker Lane and Duke Street; (3) the Arlington/Mahoneyville distillery complex west of Telegraph Road, which, given its location near the historic millrace, may contain the nucleus of an eighteenth-century mill; (4) the mill-race itself, which may be partially extant south of the railroad line as well as north of Duke Street; (5) Brown's and (6) Watkins's mills; (7) the supposed Cameron Mills (CR-13), which may contain an eighteenth-century component and also obtain significance for their association with the early water system; (8) the Englehardt/Shuters Hill Brewery; (9) the Catts' Tavern, (10) in general, the village of West End; and (11) the settlement of Cameron.

Twenty-nine architectural properties and two complexes were identified, based on vehicular reconnaissance, as clearly or potentially over 50 years of age. Properties of recognized local significance in or near the study window are the George Washington Masonic Memorial, the house at 1707 Duke Street, and Union Station. Further work is recommended for the pumping station on Duke Street, the Bell Construction building on Wheeler Avenue, the pumping station on Mill Lane, the Fruit Growers' Association complex, and Cameron Station.

Although the pumping station on Duke Street (see Plate 41) substantially postdates the mid-nineteenth century reservoir behind it, developed as part of Alexandria's first water supply system, the station appears to be a representative example of early twentieth-century construction associated with public works engineering. It is utilitarian in its simple form and typically provided with extensive natural illumination. Further work is necessary to confirm date of construction and the station's role in the history of the city's water supply system.

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The Bell Construction building (see Plate 26) is situated in an area known, from historical maps, to have experienced industrial activity in the nineteenth century, and the exterior form of the building suggests attributes of industrial construction predating the modern period. Further work is necessary to ascertain the nature and extent of historical associations, if any; to confirm the original construction date; and to assess the physical ability of the building to appropriately represent or convey important historical associations. The historical research associated with this investigation should comprise a title search and data collection in associated tax and census records to establish the depth of antiquity of the site as well as of the structure, since this baseline historical research could be used to refine the current assessment of archaeological potential of this site.

The albeit circumscribed investigation of the former Fruit Growers' Express facility (see Plate 30) indicates the presence of a variety of utilitarian structures whose forms and arrangement appear to directly reflect prior use. Further work is necessary to ascertain the nature and importance of this complex's association with the Fruit Growers' Express Company and whether, if a significant association is identified, the complex is of sufficient age and physical integrity to properly demonstrate that association.

Cameron Station (see Plates 18-21) was built between 1941 and 1945. While it does not technically meet the 50-year age requirement for National Register properties, many similar properties have been investigated in anticipation of the time when such properties may potentially qualify for the Register without the need to meet the Criteria Consideration for properties less than 50 years of age. Cameron Station was originally built as a major Quartermaster Depot, and as a whole

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There remains the vexing problem of the location of the early settlement of Cameron. This has been sited by various authorities both north and south of Cameron Run, and the area may, in fact, have encompassed a fairly broad area rather than a nucleated settlement. Further research, focusing on the intersection of Telegraph Road and the Capital Beltway (I-95/495) is recommended if changes in this interchange are proposed.

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General Road and Railroad Map ((Drawing No. 18-02-35; File No. CS 1-1.4)
General Water Map (Drawing No. 18-02-35; File No. CS 1-1.5)
General Sanitary Sewer Map (Drawing No. 18-02-35; File No. CS 1-1.6)
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General Electrical Map (Drawing No. 18-02-35; File No. CS 1-1.8)

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C. INDIVIDUALS CONSULTED

Mr. Theodore Cromwell, James Madison University, Winchester, Virginia.

Dr. Pamela J. Cressey, Director, Alexandria Urban Archaeology Program, Alexandria, Virginia.

Mr. Kenny Donaldson, Buildings and Grounds General Foreman, Cameron Station, Alexandria, Virginia.

Ms. Wanda Dowell, Director, Fort Ward Museum, Alexandria, Virginia.

Ms. Emily Eig, Traceries, Washington, D.C.

Ms. Karen Friedman, The Oliver Carr Company, Washington, D.C.

Ms. Susan Henry, Archaeologist, Fairfax County Archaeological Survey, Fairfax, Virginia.

Dr. Stephen Israel, Archaeologist, U.S. Army Corps of Engineers, Baltimore District, Baltimore, Maryland.

Mr. Michael Johnson, Archaeologist, Fairfax County Archaeological Survey, Fairfax, Virginia.

Captain Kenneth W. McLain, Cameron Station, Alexandria, Virginia.

T. Michael Miller, Historian, Lloyd House, Alexandria Public Library, Alexandria, Virginia.

Mrs. Beth Mitchell, McLean, Virginia.

Dr. Stephen Potter, Archaeologist, National Park Service, National Capital Region, Washington, D.C.

Mr. Richard Sacchi, Archaeologist, Fairfax County Park Authority, Fairfax, Virginia.

Dr. Stephen Shephard, Archaeologist, Alexandria Urban Archaeology Program, Alexandria, Virginia.

Mrs. Edith M. Sprouse, Historian, St. Michaels, Maryland.

Colonel Roger J. Tancreti, Jr., Post Commander, Cameron Station, Alexandria, Virginia.

Dr. Randolph Turner, Virginia Division of Historic Landmarks/ Virginia Research Center for Archaeology, Richmond, Virginia.

Mr. John Webb, A.I.A., Architect, Master Planning Military District of Washington, Fort Lesley J. McNair, Washington, D.C.

Mr. Dennis Whitehead, Arlington, Virginia.