

# Waterfront History Study: Union Street from Prince to Duke

## Contents

- Introduction: Prince to Duke Streets ..... 7
- Colonial and Early National Period, 1749-1799 ..... 9
  - Lot 62 ..... 9
    - Gilpin & Hall’s Wharf, 1768-1786 ..... 10
    - Parcel 62.1: Gilpin’s Wharf, 1786-1810 ..... 12
    - Prince Street Dock..... 13
    - Parcel 62.2..... 13
    - Parcel 62.3..... 15
    - Parcel 62.4..... 15
  - Lot 69 ..... 25
    - Richard Arell’s Wharf, 1775-1796..... 25
    - Parcel 69.1..... 29
    - Parcel 69.2..... 29
    - Parcel 69.3..... 29
    - Parcel 69.4..... 29
    - Parcel 69.5..... 30
  - Point Lumley ..... 41
- Early 19<sup>th</sup> Century: The September 1810 Fire ..... 46
  - Before the Fire ..... 46
    - Parcel 62.1..... 46
    - Parcel 62.2..... 47
    - Parcel 62.3..... 48
    - Parcel 62.4..... 49
    - Parcel 69.1..... 49
    - Parcel 69.2..... 49
    - Parcel 69.3..... 49
    - Parcel 69.4..... 50
    - Parcels 69.5 ..... 50

Point Lumley (PL) .....	50
Distressing Fire! .....	53
The Antebellum Period, 1811-1859 .....	55
Parcel 62.1.....	55
Lot E: Central Wharf, 1817-1860 .....	57
Parcel 62.2.....	62
Parcel 62.3.....	66
Parcels 62.4 and 69.1 .....	68
Parcel 69.2: Mordecai Miller & Son, 1810-1846.....	69
Union Wharf, 1834-1885 .....	70
Parcel 69.3.....	71
The Union fronting parcel .....	71
The Strand fronting parcel .....	71
The Wharf and Pier .....	72
Parcel 69.4.....	79
Parcel 69.5.....	81
Point Lumley – Corporation Property .....	83
Civil War Era, 1861-1865.....	85
Late 19 <sup>th</sup> Century, 1865-1897 .....	90
Parcel 62.1.....	90
Lot A .....	90
Lot B .....	90
Lot C .....	90
Lot D .....	91
Lot E.....	91
Parcel 62.2.....	97
Parcel 62.3.....	97
Parcel 62.4.....	97
Parcel 69.1.....	98
Parcel 69.2.....	99
Parcel 69.3.....	99
Old Dominion Boat Club Clubhouse, 1881-1923 .....	100
Parcels 69.4 and 69.5 .....	102

Point Lumley (PL) – Corporation Property .....	102
J. C. Herbert Bryant and Bryant Fertilizer Company, 1868-c. 1922 .....	102
June 1897 Fire .....	105
20 <sup>th</sup> Century, 1898-2000 .....	106
Parcel 62.1.....	106
Parcel 62.2.....	117
Parcel 62.3.....	118
Parcels 62.4, 69.1 and 69.2 .....	119
D.W. Aitcheson Coal Yard .....	119
Parcels 69.3, 69.4, 69.5 and Point Lumley .....	120
Old Dominion Boat Club Clubhouse, 1881-1923 .....	121
21 <sup>st</sup> Century, 2001-Present .....	124
Parcel 62.1.....	124
Parcel 62.2.....	124
Parcel 62.3.....	125
Parcels 62.4, 69.1 and 69.2 .....	125
Parcels 69.3, 69.4, 69.5 and Point Lumley .....	125

## Table of Images

Image 1. Modern street map showing the Prince, Union, Duke Street block overlaid with study parcels. .	8
Image 2. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. <a href="https://www.loc.gov/resource/g3884a.ct000223/">https://www.loc.gov/resource/g3884a.ct000223/</a> . Detail.....	17
Image 3. Aerial Photography. 2021. On file at Alexandria Archaeology.....	18
Image 4. Rendering showing the locations and names of leased parcels on the south side of Prince Street in 1783. ....	19
Image 5. William Worth, "Just Imported," Virginia Journal and Alexandria Advertiser, April 26, 1787, GenealogyBank. ....	20
Image 6. Mutual Assurance Society Policy (MAP) No. 58, June 8, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology. ....	21
Image 7. Mutual Assurance Society Policy (MAP) No. 59, June 8, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology. ....	22
Image 8. Evaluation of Estate of Jonathan Hall, Alexandria Deed Book I:162, May 30, 1786.....	23
Image 9. Mutual Assurance Society Policy (MAP) No. 101, June 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.....	24
Image 10. Philadelphia Gazette, Philadelphia, Pennsylvania, December 6, 1759.....	31
Image 11. Richard Arell, attributed to John Hessalius, c. 1770. Private Collection, catalogued at MESDA. ....	32
Image 12. Mrs. Richard Arell, attributed to John Hessalius, c. 1770. Private Collection, catalogued at MESDA. It is unknown if the sitter is Christiana Arell or Eleanor Arell. ....	33
Image 13. Feature 53, View to West. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, <a href="https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf">https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf</a> . ....	34
Image 14. Feature 54, view to Southwest. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, <a href="https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf">https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf</a> . ....	35
Image 15. Feature 55, Southern Face. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, <a href="https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf">https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf</a> . ....	36
Image 16. The red lines indicate the location of the remaining bulkhead and ship hull. Record of Surveys, 1742-1856. 1749. Fairfax Circuit Court Historic Records Center, Fairfax, Virginia. Detail.....	37
Image 17. The historic shoreline is marked by the shift from sand (right) and clay fill (left). Taken from NW. IMAG1541, Hotel Indigo, 44AX229, Courtesy, Alexandria Archaeology Museum. ....	38
Image 18. Detail of Survey showing the disputed land between Lot 69 and Point Lumley, 1788, Fairfax Record of Surveys, 1742-1856. 1749. Fairfax Circuit Court Historic Records Center, Fairfax, Virginia. Detail.....	39
Image 19. Elizabeth Arell, Sampler, silk on linen, 1767. Private Collection, catalogued at MESDA. ....	40
Image 20. Copy of 1774 Plat of land rented by Thomas Fleming. Constance K. Ring and Wesley E. Pippenger, Alexandria, Virginia Town Lots, 1749-1801. Together with Proceedings of the Board of Trustees, 1749-1780 (Westminster, Md.: Family Line Publications, 1995), 170. ....	45

Image 21. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail. ....	52
Image 22. Jane H. Slacum, "To Rent," Alexandria Gazette, October 15, 1815, GenealogyBank. ....	58
Image 23. Mutual Assurance Society Policy (MAP) No. 1614, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology. ....	59
Image 24. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. <a href="https://www.loc.gov/resource/g3792p.ct006462/">https://www.loc.gov/resource/g3792p.ct006462/</a> . Detail. ....	60
Image 25. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. George O. Dixon and John A. Dixon vs. William H. Irwin, 1850-003. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia. Detail. ....	61
Image 26. Detail of a plat attached to James Lawrason's Last Will and Testament, ADB 3:133, May 26, 1824. ....	64
Image 27. Mutual Assurance Society Policy (MAP) No. 11065, June 24, 1839, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology. ....	65
Image 28. Samuel Lindsay and Lawrence Hill, "REMOVAL," Alexandria Gazette, Commercial and Political, August 4, 1815, GenealogyBank. ....	67
Image 29. Lambert & McKenzie, "Bran Afloat," Alexandria Gazette, January 30, 1835, GenealogyBank. ....	74
Image 30. Lambert & McKenzie, "For Kingston, Ja.," Alexandria Gazette, April 27, 1840, GenealogyBank. ....	74
Image 31. Lambert & McKenzie, "For Kingston, Jamaica," Alexandria Gazette, February 19, 1840, GenealogyBank. ....	75
Image 32. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. <a href="https://www.loc.gov/item/89692516/">https://www.loc.gov/item/89692516/</a> . Detail. ....	76
Image 33. Andrew J. Russell, Alexandria from Pioneer Mill, Looking North-West, March 1865, Photographic print, March 1865, Library of Congress, <a href="https://www.loc.gov/resource/ppmsca.08242/">https://www.loc.gov/resource/ppmsca.08242/</a> . ....	77
Image 34. Andrew J. Russell, View from Pioneer Mill, Looking up the Wharf, May 1865, Photographic negative, May 1865, U.S. National Archives and Records Administration, <a href="https://catalog.archives.gov/id/525168">https://catalog.archives.gov/id/525168</a> . ....	78
Image 35. Detail of "View from Pioneer Mill" showing the wharf and pier ruins. ....	78
Image 36. Smith, Moses, "Five Dollars Reward," Alexandria Gazette, December 18, 1816. ....	80
Image 37. Detail from Andrew J. Russell, Alexandria Virginia, 1865, Albumen Print, Medford Historical Society Civil War Photograph Collection, Medford Historical Society, <a href="https://www.digitalcommonwealth.org/search/commonwealth:st74dx35g">https://www.digitalcommonwealth.org/search/commonwealth:st74dx35g</a> . ....	82
Image 38. Magnus, Charles. Birds Eye View of Alexandria, Va. 1863. Lithographic print. Library of Congress. <a href="https://www.loc.gov/item/81694373/">https://www.loc.gov/item/81694373/</a> . Detail. Showing the waterfront from Prince Street (right) to Duke Street (left). ....	87
Image 39. Detail, Magnus, Bird's Eye View of Alexandria (1863). The highlighted area shows the warehouse on the town-owned wharf. ....	87
Image 40. "Quartermaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail. ....	88
Image 41. Detail of Andrew J. Russell, Alexandria from Pioneer Mill, Looking North-West, March 1865, Photographic print, March 1865, Library of Congress, <a href="https://www.loc.gov/resource/ppmsca.08242/">https://www.loc.gov/resource/ppmsca.08242/</a> . ....	89

Image 42. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <a href="https://lccn.loc.gov/90680847">https://lccn.loc.gov/90680847</a> . Detail. ....	93
Image 43. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. <a href="https://www.loc.gov/item/sanborn08968_001/">https://www.loc.gov/item/sanborn08968_001/</a> . Detail. ....	94
Image 44. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. <a href="https://www.loc.gov/item/sanborn08968_002/">https://www.loc.gov/item/sanborn08968_002/</a> . Detail. ....	95
Image 45. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. <a href="https://www.loc.gov/item/sanborn08968_003/">https://www.loc.gov/item/sanborn08968_003/</a> . Detail. ....	96
Image 46. 1881 Old Dominion Boat Clubhouse. Sampson Collection, Alexandria Library Local History/Special Collections. ....	101
Image 47. Herbert Bryant, "Herbert Bryant," Alexandria Gazette, September 16, 1893, GenealogyBank. .....	104
Image 48. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. <a href="https://www.loc.gov/item/sanborn08968_004/">https://www.loc.gov/item/sanborn08968_004/</a> . Detail. ....	109
Image 49. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. <a href="https://www.loc.gov/item/sanborn08968_006/">https://www.loc.gov/item/sanborn08968_006/</a> . Detail. ....	110
Image 50. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. <a href="https://www.loc.gov/item/sanborn08968_007/">https://www.loc.gov/item/sanborn08968_007/</a> . Detail. ....	111
Image 51. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology. ....	112
Image 52. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services ( <a href="https://www.fairfaxcounty.gov/maps/aerial-photography">https://www.fairfaxcounty.gov/maps/aerial- photography</a> ). ....	113
Image 53. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. <a href="https://www.loc.gov/item/sanborn08968_008/">https://www.loc.gov/item/sanborn08968_008/</a> . Detail. ....	114
Image 54. Aerial Photography. 1957. On file at Alexandria Archaeology.....	115
Image 55. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. <a href="https://www.loc.gov/item/sanborn08968_009/">https://www.loc.gov/item/sanborn08968_009/</a> . Detail. ....	116
Image 56. Old Dominion Boat Club Clubhouse after the 1922 Fire. Sampson Collection, Alexandria Library Local History/Special Collections. ....	123
Image 57. Aerial Photography. 1995. On file at Alexandria Archaeology.....	126

## Introduction: Prince to Duke Streets

This chapter focuses on the waterfront area between Prince Street on the north, Duke Street on the south, and Union Street on the west (Image 1). To establish the original ownership of the made land, early town lots situated west of Union Street are discussed. The eastern boundary of the parcels changed over time.

On this waterfront block, between Prince and Duke Streets, lot owners constructed walls, wharves, piers and docks to better access the Potomac River and engage in the wider world of trade. Once built, this infrastructure supported a growing merchant and retail community composed of a wide range of professions, skills and interests. This block displays the tension between private and public interests in this boomtown atmosphere, where private investment was situated in a “greater good” mentality. The modern 200 block of South Union Street, bounded by Prince Street on the north and Duke Street on the south, was constructed through Point Lumley, the original town Lot 69 and the banked-out portion of Lot 62.

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

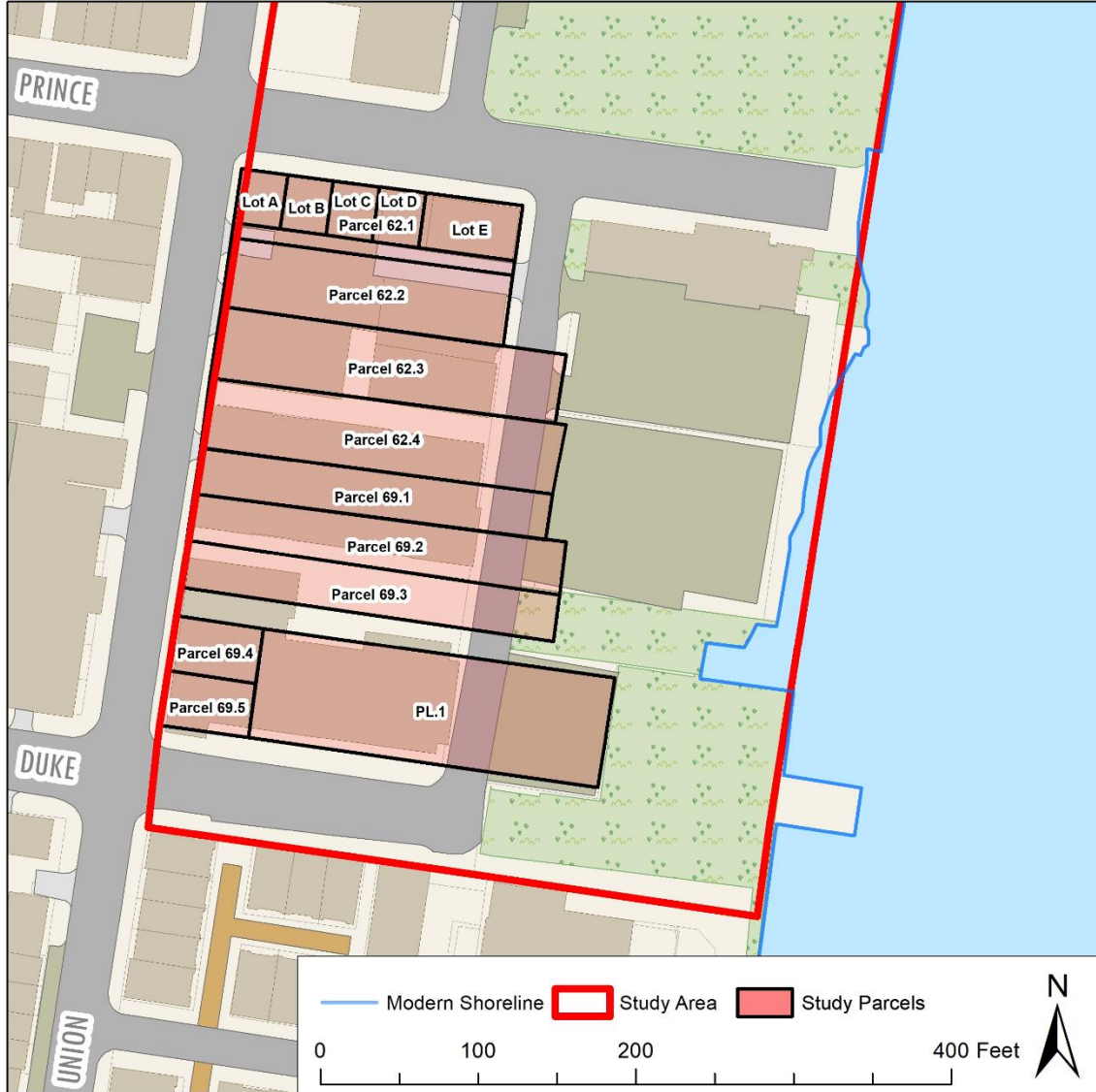


Image 1. Modern street map showing the Prince, Union, Duke Street block overlaid with study parcels.



## Colonial and Early National Period, 1749-1799

### Lot 62

Lot 62 was wedge-shaped due to its boundary on the Potomac River and had no street frontage on the original town plan (Image 2). It was bounded on the west by Lot 63 and on the south by Lot 70.

Willoughby Newton of Westmoreland County purchased the three lots from the Trustees.<sup>1</sup> Newton retained ownership for three years, during which he should have built a house on each lot; original deeds required construction of a 20-foot square house of brick, stone or framed wood with a brick or stone chimney on each lot. Newton owned extensive land in Westmoreland County, including a mill, Loudoun, and Fairfax Counties. In his 1766 will, he devised more than sixty enslaved people to his beneficiaries, which included blacksmiths, house servants, and a weaver.<sup>2</sup> Possibly, he invested in Alexandria as part of an interest in milling and trading flour. George Johnston, a lawyer and town trustee, purchased both lots from Newton in 1752.<sup>3</sup> Johnston acquired Lot 71 in 1757, adjacent to the south side of Lot 63, and lived on Water Street in a 36' house with two fireplaces, a stable, milk house, meat house, office, other houses and a garden. He made improvements to Lots 62 and 63, including "a good Dwelling House, upwards of 100 feet long, with six Fire Places below stairs, another house thirty-six feet long, with two fire places, stable, milk house, meat house, office, other houses and a good garden: the whole enclosed with pails [sic] and brick; there is also a well of good water" and a 70-yard stone wall across the bank, which was reachable by boat at moderate tide.<sup>4</sup> Upon Johnston's death in 1772, business partners George Gilpin and Jonathan Hall purchased Lots 62 and 63.<sup>5</sup>

In 1760 the Town Trustees formally codified the right of owners to extend their lots into the river, though lot owners likely understood this when purchasing waterfront lots.<sup>6</sup> Much of the modern waterfront sits on "made land" that was built in accordance with that right. Lot 69 contained some of the bluff or bank, which rose above the water level 10-25 feet.<sup>7</sup> Lot 62 also included the bank, and George Gilpin and Jonathan Hall likely used the bank dirt to fill in the eastern side of their lot, creating a wharf. The bank was both an obstacle and a resource to those who sought to engage in water-based trade out of the fledgling 18<sup>th</sup> century port.

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<sup>1</sup> "Proceedings from the Board of Trustees," July 13, 1749, quoted in Constance K. Ring and Wesley E. Pippenger, *Alexandria, Virginia Town Lots, 1749-1801. Together with Proceedings of the Board of Trustees, 1749-1780* (Westminster, Md.: Family Line Publications, 1995), 120; Fairfax County Deed Books (FDB) C1:27, November 20, 1749. It seems likely that William Fairfax bid on Lots 62 and 63 as an agent for Willoughby Newton.

<sup>2</sup> Newton, Willoughby, Land Grant 25 March 1749, Northern Neck Land Office; Library of Virginia, [https://lva.primo.exlibrisgroup.com/permalink/01LVA\\_INST/altrmk/alma990008587680205756](https://lva.primo.exlibrisgroup.com/permalink/01LVA_INST/altrmk/alma990008587680205756); Last Will and Testament of Willoughby Newton, May 26, 1767, Westmoreland County Deeds and Will Book 14:461, transcription available at <https://www.colonial-settlers-md-va.us/getperson.php?personID=I24819&tree=Tree1>

<sup>3</sup> FDB C1:382, November 10, 1752.

<sup>4</sup> Advertisement, *Maryland Gazette*, August 7, 1766, quoted in T. Michael Miller, "Wandering Along the Waterfront: The Prince to Duke Street Corridor," *The Fireside Sentinel*, 1993, 179-180.

<sup>5</sup> FDB H1:40 (missing), May 19, 1768 and K1:5, February 10, 1772. The reference to the missing deed book is from FDB K1:5.

<sup>6</sup> "Proceedings," September 1, 1760, quoted in Ring and Pippenger, *Town Lots*, 139. For background on the English law that set the expectation, see Claire Priest, *Credit Nation: Property Laws and Institutions in Early America* (Princeton: Princeton UP, 2021), 27-28.

<sup>7</sup> Steven J. Shephard, "Reaching for the Channel: Some Documentary and Archaeological Evidence of Extending Alexandria's Waterfront," *The Alexandria Chronicle*, 2006, 6.

The new owner of Lot 62, George Gilpin (1740-1813), was born into a Quaker family in Cecil County, Maryland. He married Jane Peters in 1759 in Anne Arundel County, Maryland and then moved to Alexandria before 1769. His work as a wheat merchant led to his appointment as inspector of flour for Alexandria in 1775. During the Revolutionary War, he became a colonel in the Fairfax County militia and served as an aide to George Washington at Dorchester Heights in 1776. He accompanied Washington through New Jersey and fought in the Battle of Germantown on October 4, 1777.<sup>8</sup>

In Alexandria after the war, Gilpin enjoyed esteem in the community and held numerous prominent positions in public and private office. He served Alexandria as a commissioner for paving and grading streets (1795-1800), a judge of the Orphan's Court (1800), and as Postmaster (1809). Gilpin was a director of the Potomac Company, an effort to improve and complete a canal on the Potomac River, and a member of the Alexandria-Washington Masonic Lodge. He was a vestryman of Christ Church.<sup>9</sup>

In addition to all this, he partnered with Marylander Jonathan Hall (1735-1785) to build out a wharf on Lot 62. Gilpin and Hall purchased Lots 62 and 63 from George Johnston's estate in 1768.<sup>10</sup> Gilpin's brothers Thomas Gilpin (1728-1778) and Joseph Gilpin (1727-1790) became partners in the endeavor, though their role seems to have been as investors only.<sup>11</sup> It is not clear precisely when Gilpin and Hall began to bank out their lot. They partnered as import merchants as early as 1770, selling "Boston shoes" to John Parke Custis, Martha Washington's son, in February of that year.<sup>12</sup> George Johnston's son and heir, George Johnston Jr., completed a deed to release his claim on the parcels in 1772, which may indicate that Hall and Gilpin did not have a clear title until that time.<sup>13</sup>

#### Gilpin & Hall's Wharf, 1768-1786

The documentary evidence for the banking out of Lot 62 and the construction of Gilpin and Hall's Wharf supports the supposition that they filled in seventy thousand square feet of land in two or more

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<sup>8</sup> James P. Ambuske, ed., "Pallbearers," in *The Digital Encyclopedia of George Washington* (Mount Vernon Ladies' Association, 2012), <https://www.mountvernon.org/library/digitalhistory/digital-encyclopedia/article/pallbearers/>.

<sup>9</sup> Ibid. Gilpin's participation in the Revolutionary War resulted in his being formally disowned from the Quaker Meeting; "Disownment Certificate" (Concordville, Pennsylvania, October 4, 1775), Ancestry.com.

<sup>10</sup> FDB K1:5, February 10, 1772. This deed references an earlier land transfer from FDB H1:40, May 19, 1768 that is no longer extant. Though it is not known how Hall and Gilpin knew each other, Gilpin's nephew described the social scene of the eastern shore as tight knit: "The adjoining counties however of Cecil Kent & Queen Anns [sic] were thickly studded with some of the best gentry in America, and Annapolis formed during the winter a little court..." Thomas Jr. Gilpin, "Memoir of Thomas Gilpin," *Pennsylvania Magazine of History and Biography*, October 1, 1925, 295.

<sup>11</sup> Thomas Gilpin was a merchant in Philadelphia and was involved in agricultural technology and infrastructure development. A close friend of Benjamin Franklin, he was a member of the American Philosophical Society. Thomas died in Winchester, Virginia while being held under the authority of Congress after he refused to swear an oath of allegiance due to his Quaker faith. Joseph Gilpin, a merchant, lived in Elkton, Maryland and was a member of the provincial Congress of Maryland. "To George Washington from Mary Pemberton, 31 March 1778," *Founders Online*, National Archives, <https://founders.archives.gov/documents/Washington/03-14-02-0347>; Thomas Gilpin Jr., "Memoir of Thomas Gilpin," *Pennsylvania Magazine of History and Biography*, October 1, 1925, <https://journals.psu.edu/pmhb/article/view/28042/27798>.

<sup>12</sup> "Guardian Accounts, 1 May 1771," *Founders Online*, National Archives, <https://founders.archives.gov/documents/Washington/02-08-02-0314>. [Original source: *The Papers of George Washington*, Colonial Series, vol. 8, 24 June 1767–25 December 1771, ed. W. W. Abbot and Dorothy Twohig. Charlottesville: University Press of Virginia, 1993, pp. 455–463.]

<sup>13</sup> FDB K1:5, February 10, 1772.

construction campaigns, one between 1772-1775, another in 1783, and the extension east of Union in 1785-1786. This significant undertaking would have demanded large amounts of material and many skilled and casual laborers. Unfortunately, we have no known documentation related directly to the construction project. However, land records and newspaper advertisements show a pattern of occupation that may reveal the process by which the area was filled.

The first banking out effort likely took place between 1772-1775. George Gilpin leased his wharf for a 10-year term to Michael Thorn in April 1775. Thorn mortgaged the property for £200 in October 1775.<sup>14</sup> The dimensions and exact location of the wharf are not described in the existing deed however it is likely that a bulkhead and/or pier for landing vessels existed west of modern-day Union Street. Gilpin's role in the Revolutionary War likely stalled any planned or ongoing construction beyond that which he leased to Thorn.

At some point, a partition was made dividing Lot 62 into four equal shares for: George Gilpin, Jonathan Hall, Thomas Gilpin, and Joseph Gilpin. Thomas Gilpin lived in Philadelphia and was arrested for his faith-based abstention from the Revolutionary War. He died in prison in Winchester, Virginia in 1778.<sup>15</sup> Given Thomas Gilpin's death in 1778, the four-way partition likely took place before that date. There is no evidence that Thomas or Joseph Gilpin attempted to lease or sell their parcels east of Union Street. Based on this pattern of use that begins at the north edge of Lot 62 and to the west of Union Street, Gilpin and Hall likely filled in the land and wharf from Prince Street to the middle of block where their property joined Richard Arell's (Image 3). The 1787 tax records show that Joseph Gilpin and Thomas Gilpin's estate leased property to George Gilpin on Water & Union Streets for £50 annual rent. This may indicate that their parcels did not extend east of Union Street at that time.

A second effort at expansion or improvement of Lot 62 may have taken place in 1783. The Virginia Assembly passed an Act to extend Union and Water Streets "through the said town from north to south as far as the limits of the said town extend."<sup>16</sup> The Act further empowered land owners to take possession of any earth which may be removed in the leveling of Union Street. In November of 1783, George Gilpin began to sell and lease parcels on the south side of Prince Street atop made land situated to the east of Water Street and west of Union Street (Image 4).<sup>17</sup> The leases used Union Street as a reference point, showing that the street was laid out and likely in use by that time. The first evidence of its occupation was Michael Madden's fall 1784 advertisement for Antigua and Barbados rum, sold from his store near Col. Gilpin's wharf.<sup>18</sup> Madden's store was located on the south side of Prince Street, approximately 51' west of Union Street. Madden's annual rent was 80 silver dollars. West of Madden,

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<sup>14</sup> FDB M1:224, October 17, 1775. The original lease from Gilpin to Thorn is missing from official records. Thorn paid £17 per annum.

<sup>15</sup> Entry for Thomas Gilpin, Find a Grave, [https://www.findagrave.com/memorial/189727976/thomas-gilpin?\\_gl=1\\*15lg95z\\*\\_gcl\\_au\\*MjEwMTAzMTI0Ny4xNjg2MTUwNjM1\\*\\_ga\\*NDkyMzI1NjM5LjE2NjUxNTQ0NDQ.\\*\\_g\\_a\\_4QT8FMEX30\\*M2NhZmExNzUtZDZkNi00YzE2LTlmODMtZjg4NzYwY2M5ZmM1LjMuMS4xNjkwMjE1ODU1LjU5LjAuMA](https://www.findagrave.com/memorial/189727976/thomas-gilpin?_gl=1*15lg95z*_gcl_au*MjEwMTAzMTI0Ny4xNjg2MTUwNjM1*_ga*NDkyMzI1NjM5LjE2NjUxNTQ0NDQ.*_g_a_4QT8FMEX30*M2NhZmExNzUtZDZkNi00YzE2LTlmODMtZjg4NzYwY2M5ZmM1LjMuMS4xNjkwMjE1ODU1LjU5LjAuMA).

<sup>16</sup> William Waller Hening, *The Statutes at Large; Being a Collection of All the Laws of Virginia, from the First Session of the Legislature, in the Year 1619. : Published Pursuant to an Act of the General Assembly of Virginia, Passed on the Fifth Day of February One Thousand Eight Hundred and Eight.*, vol. 11, (New York, NY: Bartow, 1823), <http://hdl.handle.net/2027/hvd.hxh5uc>, 44-45.

<sup>17</sup> See FDB O1:101, November 18, 1783; O1:104, O1:107, and O1:110.

<sup>18</sup> M. Madden, "To Be Sold, for Cash or Country Produce.," *Virginia Journal and Alexandria Advertiser*, November 18, 1784, GenealogyBank.

Washer Blunt leased the next parcel under the same terms. Blunt was a block and pump maker who sought two apprentices for the trade in May 1784.<sup>19</sup> Andrew Wales, a brewer, rented the next parcel to the west for the yearly sum of 80 silver dollars. There is no extant deed for the next parcel, but Samuel Montgomery Brown leased the parcel that was 45' east of Water Street. This parcel was on the bank and may have been a source of the fill material that Gilpin used to bank out the wharf. Brown's lease terms were the same, but his rate was slightly higher at 88 silver dollars per year.

A third expansion effort may have taken place in 1785-86. Documentary evidence indicates occupation and use of land east of Union Street for the first time in 1785. For purposes of this study, the parcels are identified from north to south, Parcels 62.1, 62.2, 62.3, and 62.4 (Image 3).

#### Parcel 62.1: Gilpin's Wharf, 1786-1810

In 1786, notice of a store on Gilpin's Wharf appeared in the newspaper: John McClenachan offered rum, spirits, china and Queensware for sale at the southeast corner of Union and Prince Streets.<sup>20</sup> Tax records from 1787 show that Josiah Watson & Co. leased land on Union Street from George Gilpin for £88 annual rent. Jonah Thompson leased land "on the wharf" from George Gilpin in 1788 and 1789, paying £25 per year; this was likely storage or warehouse space since Thompson's store was on Fairfax Street. George Gilpin paid himself £15 and £20 annual rents on Union Street in 1789 and 1790, respectively.<sup>21</sup> In 1787, the sloop *Sally & Polly* lay at the wharf with a cargo of New York rum, hollow iron ware, casks of oil, codfish and cheese. The sloop herself was also offered for sale (Image 5). Robert Henderson began a 7-year lease on the frame warehouse at the southeast corner (Lot A) in 1795 (Image 3).<sup>22</sup> Henderson was a partner in Henderson & Co. which operated as merchants and shipping agents. They offered freight or passage to New York in August 1795 from this location.<sup>23</sup> Gilpin's 1796 insurance policy described a two-story wood warehouse occupied by McCloud and Yateman (Image 6).<sup>24</sup>

The next lot east, Lot B in this study, had no known structures or occupants in the 18<sup>th</sup> century (Image 3). Potentially it had an impermanent structure or shed that was not valuable enough to cover with an insurance policy.

In 1798 Gilpin sold Lot C to George Slacum (Image 3).<sup>25</sup> Slacum was a mariner and merchant who owned other waterfront parcels north of Prince Street. He built a 30' x 34' brick warehouse here.

The next lot east, Lot D in this study, had no known structures or occupants in the 18<sup>th</sup> century (Image 3).

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<sup>19</sup> Washer Blunt, "Washer Blunt," *Virginia Journal and Alexandria Advertiser*, May 27, 1784, GenealogyBank.

<sup>20</sup> John McClenachan, *Virginia Journal and Alexandria Advertiser*, June 1, 1786; T. Michael Miller, *Artisans and Merchants of Alexandria, Virginia, 1780-1820*, s.v. "McClenachan, John," (Bowie, Md: Heritage Books, 1991). A two-story frame warehouse was at this location in 1795. Hustings Deed Books (Alex.) G:219 and Mutual Assurance Society Policy (MAP) No. 58, June 8, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

<sup>21</sup> 1789 and 1790 Land Tax Book, on file at Alexandria Archaeology.

<sup>22</sup> Alex. G:219, September 1, 1795.

<sup>23</sup> Abel Willis, "For New York," *Columbian Mirror and Alexandria Gazette*, August 6, 1795, GenealogyBank.

<sup>24</sup> MAP No. 58, June 8, 1796.

<sup>25</sup> Alex. K:546, August 12, 1798.

Lot E, 118' east of the corner of Union and Prince Streets, was the site of a two-story wood warehouse by 1796 (Image 3, Image 7).<sup>26</sup> The warehouse extended 56' along Prince Street, fronting on the Prince Street Dock to the north and the river to the east. The river was within 70' of the structure, so there was a wide wharf and landing space in between. A merchant, James Cavan, occupied the warehouse in 1796.

### Prince Street Dock

The northern edge of the wharf fronted on Prince Street and the Prince Street Dock. This 34' wide strip of the wharf contained three warehouses by 1800, and all except one were built of wood. The wood warehouse at the southeast corner of Union and Prince was within 16 feet of the dock, which demonstrates that the dock reached back to Union Street with an alley or landing space between it and the warehouses.<sup>27</sup> Proximity to the Prince Street Dock should have been a boon, however consistent maintenance of public infrastructure was an ongoing issue even in 1797. The dock "is a receptacle of filth alone sufficient to breed a pestilential contagion. At low tide it is entirely bare, and the vegetable and animal substances swept down by the gutters, and the melon rinds, etc. thrown from the boats, lay exposed to the rays of the sun. The stench produced from it is intolerable and the pernicious consequences which may result are inculpable."<sup>28</sup> Many residents of Alexandria, however, were not around to experience this unappealing circumstance. It was common practice for people with country homes or travel opportunities to take advantage of them during the summer season, approximately June through September. In October 1803, 25 Alexandria businesses notified the public that they were reopened after the summer outbreak of yellow fever.<sup>29</sup> Port cities were known as dangerous places during that time, when yellow fever, the "pestilential contagion" referred to above, could be transported via mosquitos on shipping vessels and spread through the population, killing up to one third of the sick.<sup>30</sup>

### Parcel 62.2

Jonathan Hall built a three-story frame warehouse that fronted 34' on Union Street on this parcel. It was occupied by Hartshorne & Co. before December 1785, when it was offered for immediate occupancy by a new tenant.<sup>31</sup> Hall died in 1785 and his estate leased property on Union Street to William Hartshorne in 1787 for £30 annual rent, according to tax records.<sup>32</sup>

In 1786, Jonathan Hall's estate was evaluated for division between his two daughters, Elizabeth Hall and Sarah Falconer. His portion of the block was a 44' wide strip from Water Street to the end of the wharf

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<sup>26</sup> MAP No. 59, June 8, 1796.

<sup>27</sup> MAP No. 58, June 8, 1796.

<sup>28</sup> *Alexandria Times*, August 22, 1797, quoted in Miller, "Wandering Along the Waterfront: The Prince to Duke Street Waterfront, Part II," 1993, 190.

<sup>29</sup> John Janney, et al, "We the Subscribers Inform Our Customers..." *Alexandria Daily Advertiser*, October 27, 1803, GenealogyBank.

<sup>30</sup> Seth Rockman, *Scraping by: Wage Labor, Slavery, and Survival in Early Baltimore* (Baltimore: Johns Hopkins University Press, 2009), 78-79.

<sup>31</sup> William Hartshorne, "Lots and Houses to Rent in Alexandria," *Virginia Journal and Alexandria Advertiser*, December 22, 1785, GenealogyBank.

<sup>32</sup> Bond, estate of John Hall, "Maryland Register of Wills Records, 1629-1999" (Queen Anne's County, Maryland, 1790 1774), <https://www.familysearch.org/ark:/61903/3:1:33SQ-GYM6-WDT?i=217&wc=SNYZ-YWP%3A146534301%2C146712901&cc=1803986>.

fronting on the Potomac River. The measured plat shows the wharf ended 70' east of Union Street and included a three-story warehouse (Image 8).<sup>33</sup>

Sailmaker Adam Bence offered twine, ships colors, and related tools and accessories from this location in 1786.<sup>34</sup> He advertised for two apprentices in 1791.<sup>35</sup>

#### *Shreve & Lawrason, 1788-1800*

Shreve & Lawrason paid George Gilpin £25 annual rent "on the wharf" in 1788.<sup>36</sup> The parcel had a "framed Warehouse, sheded on one side" when it was offered for public auction in September 1789.<sup>37</sup> Partners Benjamin Shreve (1747-1801) and James Lawrason (1753-1823) won the auction.<sup>38</sup> Benjamin Shreve was born into a New Jersey Quaker family and came to Alexandria some time before 1776 after he married Hannah Marll (1747-1784). He fathered 9 children with Hannah and, after her death, a tenth child with his second wife, Susannah Wood. Four of his children lived to adulthood: Isaac, Benjamin, Samuel, and John. He hired a substitute to fight in his place in the American Revolution, for which he was temporarily read out of the local Meeting.<sup>39</sup> Shreve owned numerous parcels in Alexandria and donated the land for the Society of Friends Meeting House on St. Asaph Street.<sup>40</sup>

James Lawrason was also born in New Jersey and fought in the Revolution as a soldier in the 15<sup>th</sup> Battalion out of Cecil County, Maryland.<sup>41</sup> He married Alice Levering (1756-1821) and they had four children. Though it is unclear when he first arrived in Alexandria, he made his first of many land transactions in 1781 on a parcel in Lot 59.<sup>42</sup> Perhaps Shreve and Lawrason bonded over their shared New Jersey roots and decided to go into business together.

Shreve & Lawrason had been operating as merchants in Alexandria since at least 1784 when they rented a warehouse at the southwest corner of Union and Prince Streets from George Gilpin.<sup>43</sup> After they purchased Hall's portion of the wharf, their enterprise expanded significantly. Gilpin, Shreve, and Lawrason may have cooperated to extend the wharf out to about 220' east of Union Street, matching the Arell parcels to the south. The 1790 property taxes show Shreve & Lawrason owned and occupied two parcels on Union Street, one at £32 and the other at £15. Insurance policies on the eastern warehouses describe them as being within 70 and 100 feet of the Potomac River.<sup>44</sup> Shreve & Lawrason's

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<sup>33</sup> "The Store on the Wharf is 34 feet, part of it has 3 floors & part only 2, the rest of the front say 10 feet is left for an alley." ADB I:163, May 30, 1786.

<sup>34</sup> Adam Bence, *Virginia Gazette and Alexandria Advertiser*, June 8, 1786, Miller, *Artisans and Merchants*, s.v. "Bence, Adam."

<sup>35</sup> Adam Bence, "Wanted to the Sailmaking Business," *Virginia Gazette and Alexandria Advertiser*, August 4, 1791, GenealogyBank.

<sup>36</sup> 1788 Tax Records, on file at Alexandria Archaeology.

<sup>37</sup> Abraham Falconer and Joseph Massy, "To Be SOLD, at PUBLIC VENDUE," *Maryland Journal*, September 22, 1789, GenealogyBank.

<sup>38</sup> FDB S1:18 and S1:24, November 18, 1789.

<sup>39</sup> Application of George Rodman Shreve, Sons of the American Revolution, California Chapter, 1889-1970, Ancestry.com.

<sup>40</sup> Miller, *Artisans and Merchants*, s.v. "Shreve, Benjamin"; Benjamin Shreve, Ancestry Family Tree, ancestry.com.

<sup>41</sup> Application of Clinton Levering Conklin, Sons of the American Revolution, Illinois Chapter, 1889-1970, Ancestry.com.

<sup>42</sup> FDB N1:558 missing, see O1:27.

<sup>43</sup> FDB P1:336, August 11, 1784.

<sup>44</sup> MAP No. 59, June 8, 1796 and No. 101, June 11, 1796.

insurance policy from 1796 reveals a crowded and built-up section of the wharf that included three warehouses, a shed, and a dwelling house.<sup>45</sup> Most of the structures were wood, except for the two-story brick warehouse on the eastern side of the parcel. The warehouse and shed complex covered most of the parcel, leaving a 10' alley on the north edge and a space on the east end to preserve access to the wharf (Image 9). The insurance policy suggests that Hall's three-story warehouse was pulled down or otherwise removed and replaced with a smaller, 22' wide two-story warehouse and a 12' wide dwelling house.

The buildings were occupied by Harper & Davis and others unnamed, according to the insurance policy. Harper & Davis were lumber merchants William Harper and Davis.<sup>46</sup> Their partnership ended in 1800 when Davis died, however their lumberyard continued to operate through the first decade of the 19<sup>th</sup> century.

Elisha Janney rented a "large and convenient" warehouse for flour storage commissions in 1792.<sup>47</sup> Janney & Irish occupied a brick warehouse here in August 1793.<sup>48</sup> Isaac McPherson occupied the brick warehouse at the end of the century.<sup>49</sup>

James Lawrason bought William Goddard, Sr., an enslaved "mulatto" carpenter from Benjamin Dulany for £120 in 1796.<sup>50</sup> Goddard bought his own freedom in 1799. He emancipated numerous other family and community members, including his own son, William Goddard, Jr.<sup>51</sup>

### Parcel 62.3

The heirs of Thomas Gilpin collected £10 annual rent from Shreve & Lawrason on Union Street in 1789 and 1790. The 1796 insurance policy for Shreve & Lawrason, adjacent to the north, described the east side of this parcel as a vacant lot. Reports from a 1810 fire listed a destroyed "old stone house" owned by J. & T. Gilpin.<sup>52</sup>

### Parcel 62.4

Joseph Gilpin, who lived in Cecil County, Maryland, collected £30 annual rent from George Hunter & others on Union Street in 1788.<sup>53</sup> George Hunter was a merchant in Alexandria who partnered with William McMechen. He had a store on Fairfax Street until his death in 1798.<sup>54</sup> In 1789 and 1790 Hugh

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<sup>45</sup> MAP No. 101, June 11, 1796.

<sup>46</sup> Miller, *Artisans and Merchants*, s.v. "Harper & Davis." Davis may have been Nehemiah Davis who died in Fairfax County in 1800 (FDB H1:78).

<sup>47</sup> Elisha Janney, *Virginia Gazette and Alexandria Advertiser*, November 22, 1792, GenealogyBank.

<sup>48</sup> Francis Peyton, "To Be Let," *Virginia Gazette and Alexandria Advertiser*, August 1, 1793, GenealogyBank.

<sup>49</sup> Benjamin Shreve and James Lawrason, "To Be Let," *Columbian Mirror and Alexandria Gazette*, June 21, 1800, GenealogyBank.

<sup>50</sup> ADB A:164, December 9, 1796.

<sup>51</sup> Miller, *Artisans and Merchants*, s.v. "Goddard, Wm;" ADB O:424, January 6, 1808.

<sup>52</sup> "Distressing Fire!," *Alexandria Daily Gazette, Commercial & Political*, September 26, 1810, GenealogyBank.

<sup>53</sup> 1788 Alexandria Land Tax, on file at Alexandria Archaeology.

<sup>54</sup> George Hunter, "Eight Dollars Reward," *Virginia Gazette and Alexandria Advertiser*, March 10, 1791, GenealogyBank; George Hunter, "George Hunter," *Virginia Gazette and Alexandria Advertiser*, September 13, 1792, GenealogyBank; George Hunter and William McMechen, "The Partnership of George Hunter & Co.," *Columbian Mirror and Alexandria Gazette*, May 18, 1797, GenealogyBank; George Beard, "Notice," *Alexandria Advertiser*, March 27, 1798, GenealogyBank.

Dempster paid £16 annual rent on Union Street. These rents suggest some sort of structure was on this parcel, however no documentation of it survives.



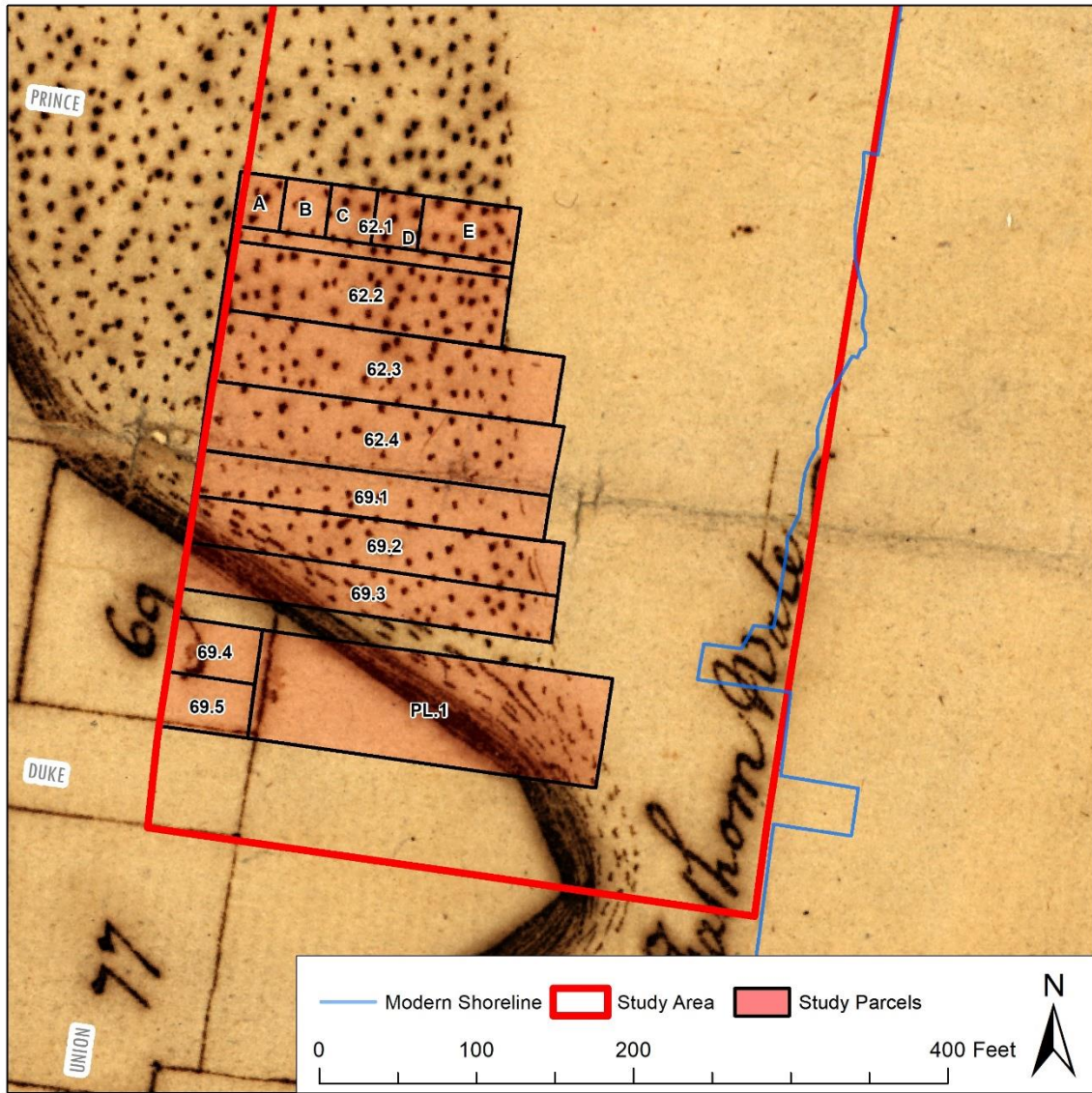


Image 2. Washington, George. "A Plan of Alexandria, Now Belhaven." 1749. Image. Library of Congress. <https://www.loc.gov/resource/g3884a.ct000223/>. Detail.

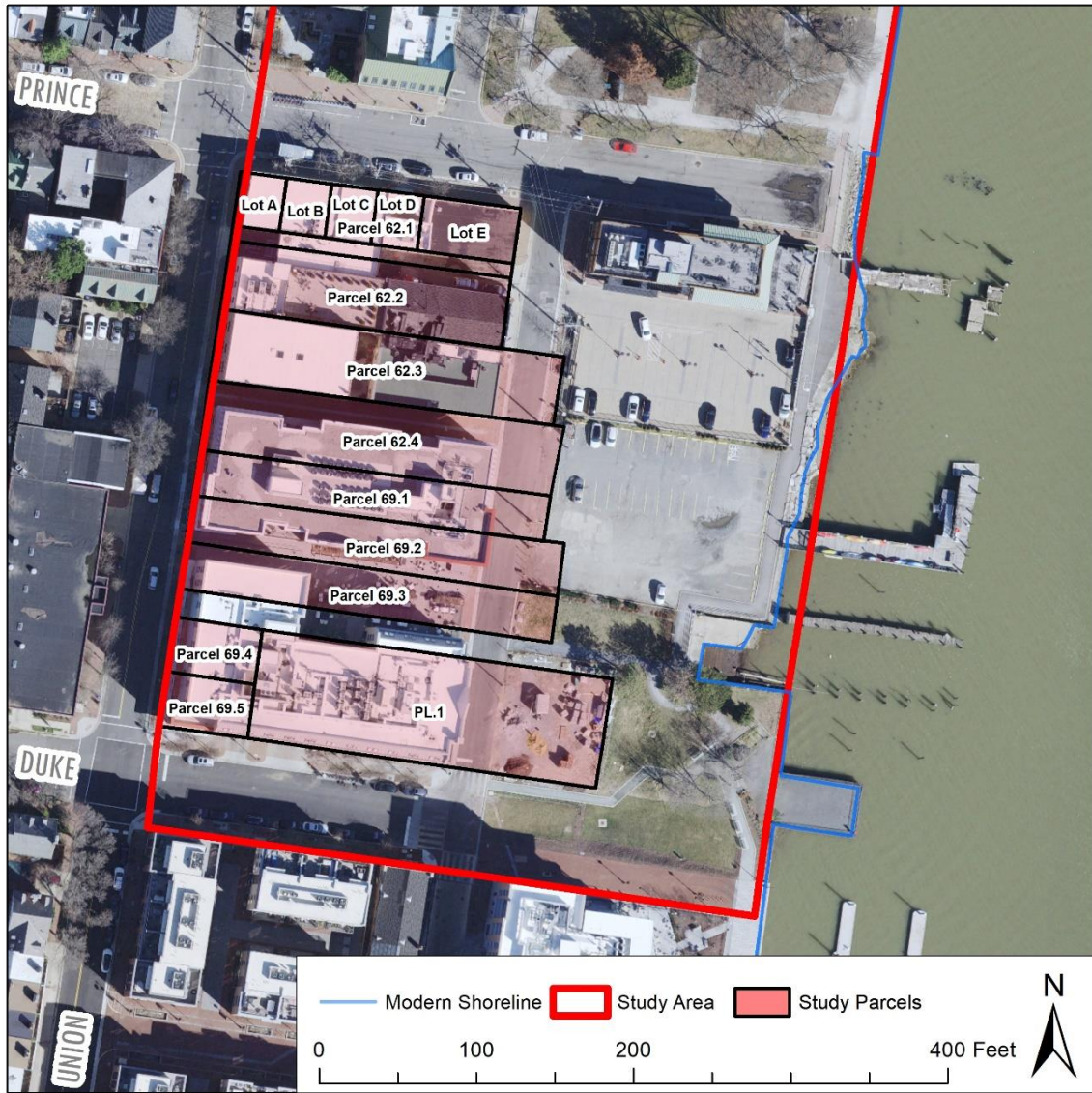


Image 3. Aerial Photography. 2021. On file at Alexandria Archaeology.



Image 4. Rendering showing the locations and names of leased parcels on the south side of Prince Street in 1783.

J U S T I M P O R T E D,  
And now selling at a low rate,  
**By** *William Worth,*  
On board the sloop Polly and Sally, now lying at  
Col. Gilpin's wharf, the following articles, viz.  
**A** Few hogheads and barrels of New-York rum,  
hollow iron ware, a few casks of oil, and a  
quantity of codfish and cheese.  
The above S L O O P is also for S A L E.  
Alexandria, April 12, 1787.

Image 5. William Worth, "Just Imported," Virginia Journal and Alexandria Advertiser, April 26, 1787, GenealogyBank.

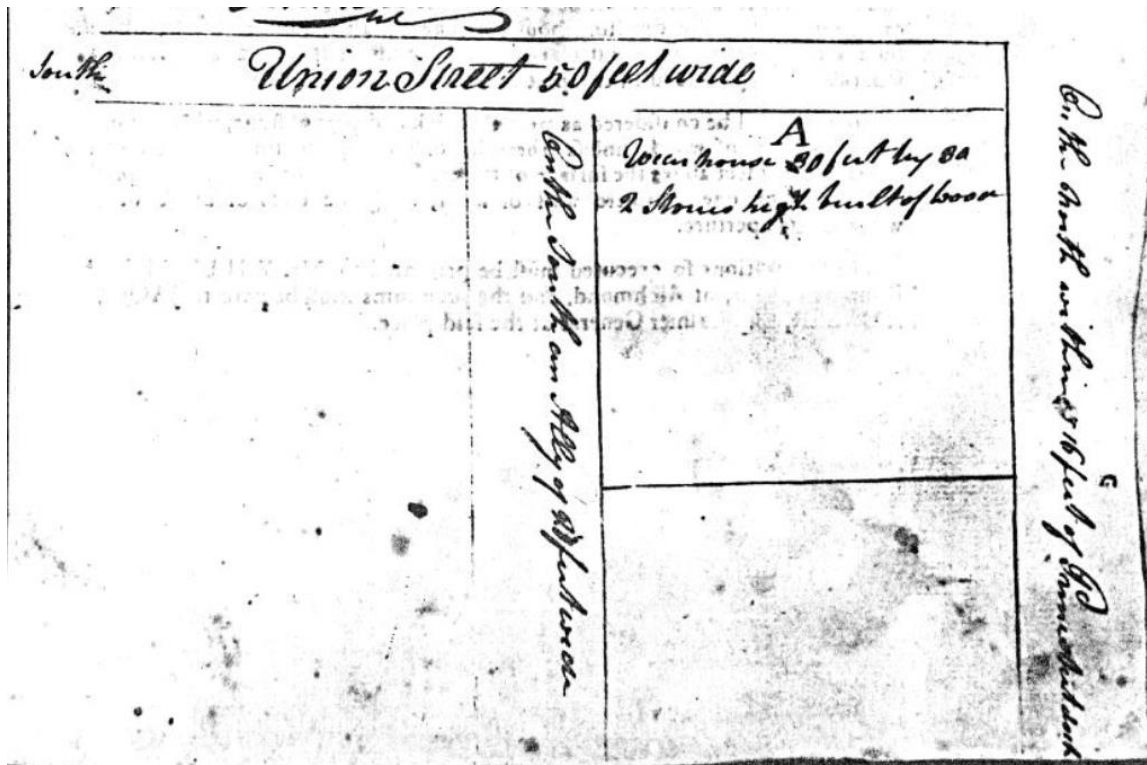


Image 6. Mutual Assurance Society Policy (MAP) No. 58, June 8, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

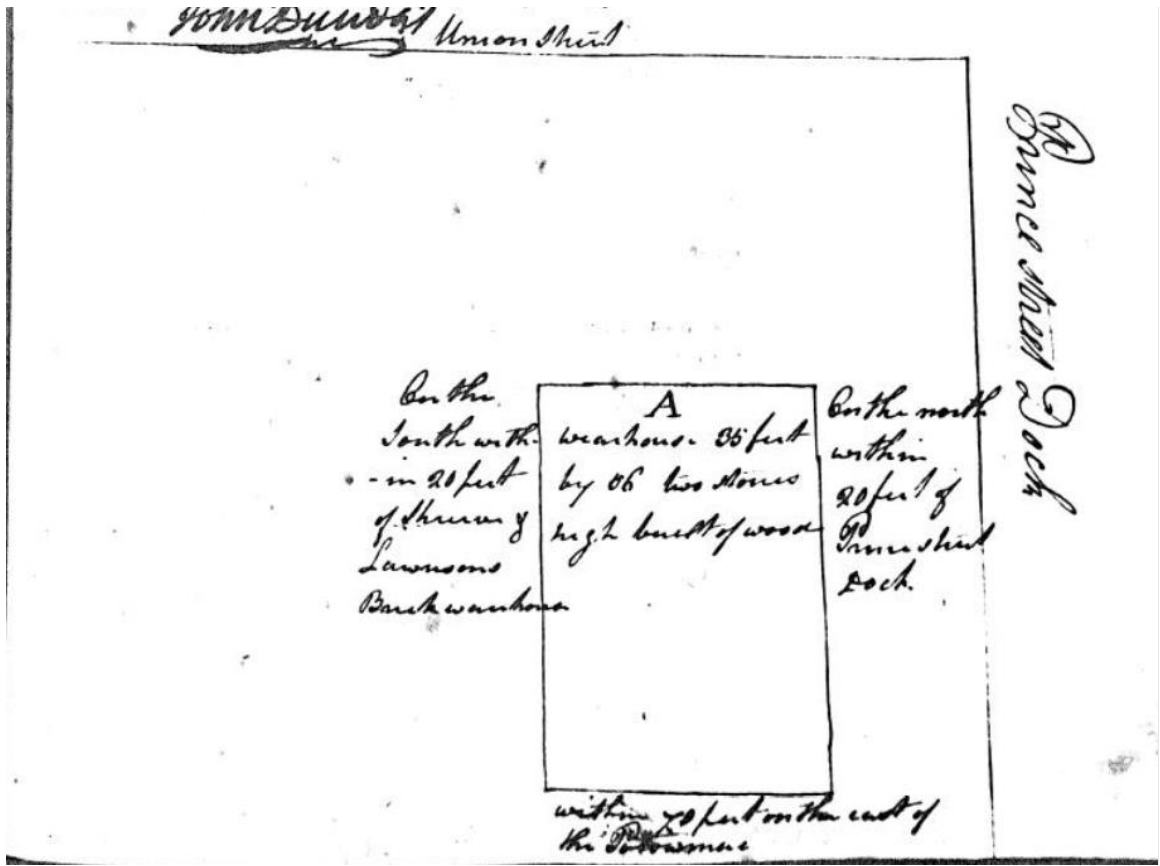


Image 7. Mutual Assurance Society Policy (MAP) No. 59, June 8, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

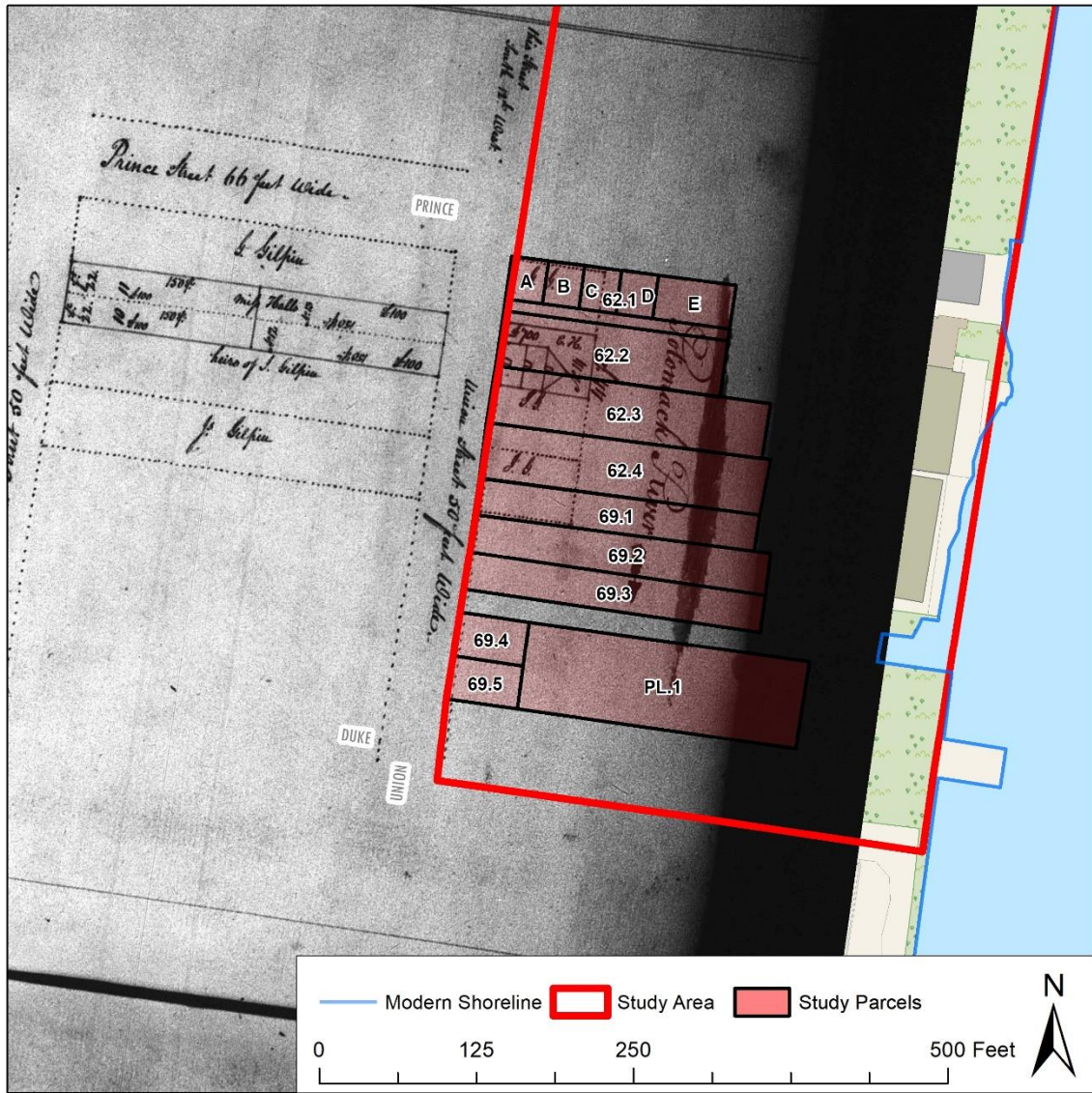


Image 8. Evaluation of Estate of Jonathan Hall, Alexandria Deed Book I:162, May 30, 1786.

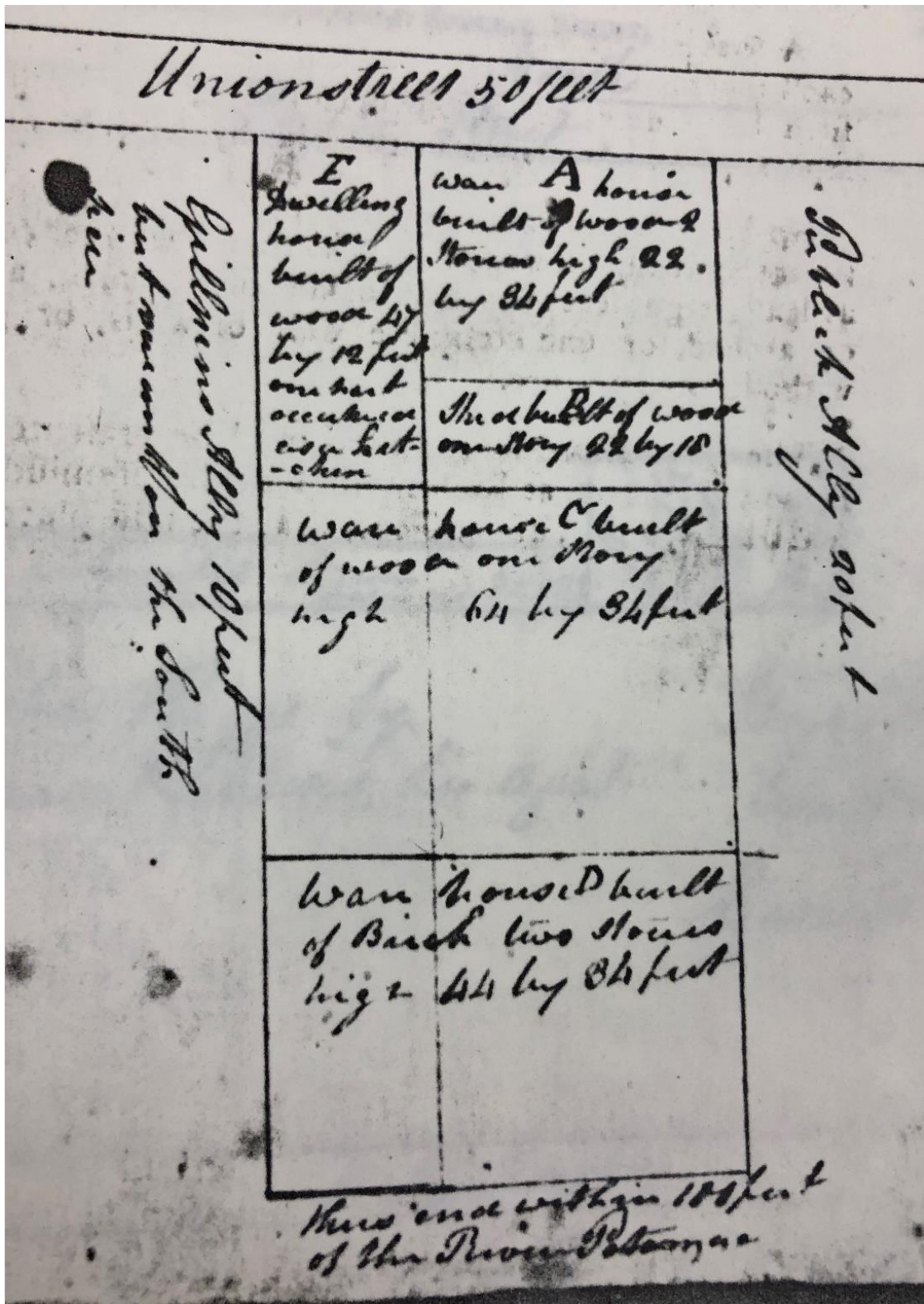


Image 9. Mutual Assurance Society Policy (MAP) No. 101, June 11, 1796, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.



## Lot 69

Lot 69 was a wedge-shaped lot marked out in a measured grid on its west and south sides (Image 2). Otherwise, it followed the contours of the natural riverbank and included a segment of the bluff that marked the Potomac River's erosion point. This water lot was adjacent to the corporation-owned Point Lumley that would prove to be a central focus of economic development in the decades to come. Lot 70, west of Lot 69, was landlocked and bounded by Duke, Water (now Lee) and Lot 62. Nathaniel Harrison II (1703-1791) then of Stafford County purchased Lots 69 and 70 in the first offering of parcels in July 1749 and was required by deed to erect a 20-foot square house of brick, stone or framed wood with a brick or stone chimney on each lot.<sup>55</sup> He likely met this requirement as those who failed to do so forfeited their investment.<sup>56</sup> A July 1752 ordinance required that any house built thereafter be "on the front and be in a line with the street" with the gable end not facing the street unless it was a corner lot.<sup>57</sup> Lot 69 only fronted on Duke Street and was otherwise bordered by Lot 70 and the Potomac River, thus any structure built by Harrison may have been on Duke. Robert Adam, a former town trustee testifying on a land cause two decades later recalled that one house stood on Lot 70 and Lot 69 was empty.<sup>58</sup>

Harrison inherited a large plantation in Prince George County known as Brandon where he built a still extant manor house circa 1765. He owned enslaved people and indentured servants there, as evidenced by several advertisements for runaways from 1738-1772.<sup>59</sup> Nathaniel Harrison II (1703-1791) of Brandon sold the lots in 1775 to Richard Arell.

## Richard Arell's Wharf, 1775-1796

Between 1760-62, Richard (1719-1795) and Christiana Arell (ca. 1720-1762) relocated from Philadelphia to Alexandria. Arell owned a valuable portion of real estate in Pennsylvania including a plantation, sawmill, and 8 tenements on Front Street, the central location of economic activity in that port and steps away from the wharves and docks stretching into the Delaware River (Image 10). Though their motivation for moving their family of five young children to Alexandria is unknown, they were among a wave of opportunity seekers who felt squeezed out of the established, northern ports and saw a chance at economic success as southern tobacco landings grew into regulated ports. Arell purchased several city lots when he arrived in Alexandria but did not buy Lots 69 and 70 until 1775.<sup>60</sup> By that time, Arell's Tavern near the Market Square was a fixture of town life, Richard married his second wife, Eleanor, and the children were grown (Image 11, Image 12).<sup>61</sup> Arell's plan to capitalize on his waterfront Lot 69, however, was delayed by years of legal disputes with the town.

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<sup>55</sup> FDB C:312, March 28, 1752; "Proceedings," July 13, 1749, quoted in Ring and Pippenger, *Town Lots*, 120.

<sup>56</sup> "Proceedings," June 18, 1754, quoted in Ring and Pippenger, *Town Lots*, 132-133.

<sup>57</sup> "Proceedings," July 18, 1752, quoted in Ring and Pippenger, *Town Lots*, 130.

<sup>58</sup> Ruth Sparacio and Sam Sparacio, eds., *Abstracts of Land Causes: Prince William County, Virginia, 1789-1790*, Virginia County Court Records (McLean, Virginia: Antient Press, 1992).

<sup>59</sup> "Prince George County: Brandon," National Park Service, <https://www.nps.gov/articles/brandon.htm>; Newspaper advertisements from the *Virginia Gazette*, Williamsburg, July 21, 1738, February 28, 1755, March 5, 1772 and May 7, 1772.

<sup>60</sup> FDB M:33, March 6, 1775.

<sup>61</sup> Richard Arell purchased Lot 53 in 1762, 60 and 122 in 1763, 48 in 1765, 81 in 1767, 90 by 1773, 69, 70 and 72 in 1775, 73 before 1780, and 109 in 1784. Lot 69 is the only water lot Arell purchased. Ring and Pippenger, *Town Lots*, s.vv. "Lot 48," "Lot 53," "Lot 60," "Lot 69," "Lot 70," "Lot 72," "Lot 73," "Lot 81," "Lot 90," "Lot 109," and "Lot 122."

A boundary dispute with the town of Alexandria stymied Richard Arell's development of the southern portion of his water lot. Arell may have built a bulkhead retaining wall in the spring of 1775 north of the town warehouse. Archaeologists exposed a portion of this wall (Feature 54) during a 2015-16 excavation (Image 14). Piles angled toward the shore were driven into the riverbed and backed by courses of horizontal planks attached with wrought nails, with possible tieback timbers anchoring the piles. Adjacent to the wall, a scuttled hull of a ship (Feature 53) and a buried barrel (Feature 55) appear to have served the same purpose: holding in place the man-made shoreline (Image 13, Image 15). The location of the bulkhead and ship hull are 30-35 feet from the mapped shoreline of 1749 (Image 16). Archaeologists excavated the historic shoreline in 2015-16 (Image 17). The timber for the piles was felled in the winter of 1773-1774, showing that this work was likely undertaken the following spring.<sup>62</sup>

Arell appears to have taken immediate legal action to define the border between his lot and the city-owned Point Lumley. There are two entries in the Trustees Minutes related to calling three juries for Richard Arell's suit in 1775 and 1780.<sup>63</sup> Thomas Graffort, a chain carrier for John West's surveying team in 1749, was deposed and he recalled the setting of a stake in the bank head that marked the corner of Lot 69.

In the October 1780 session of the Fairfax Circuit Court, a jury found in the city's favor of Arell's ejectment suit. The surviving records do not describe the details of the suit, but continuing litigation reveals that the boundary question was still unresolved. Arell leased Lot 69 on March 1, 1784 to a tenant known as "Aminidab Seekright," a pseudonym, for a 20-year term. Seekright was ejected shortly thereafter, resulting in a new wrongful ejectment lawsuit in the April 1785 General Court in Richmond. Seekright testified that Ferdinando Holdfast, presumably a pseudonym for the sheriff, "with force and arms to wit with swords and staves" ejected him and caused £50 of damages.<sup>64</sup> This tells us there was some type of structure on the parcel by 1784.

Thomas Graffort was deposed again in December 1785, but this case was continued by the court for several years. In July 1788, the court ordered depositions for the surviving men who had knowledge of the town lots or Point Lumley: Robert Adam, John Muir, and Thomas Graffort. Adam moved to Alexandria in 1752 and became a Trustee in 1758. He recalled the position of the public warehouse on Point Lumley and that the absentee owner of Lot 69 had not built a dwelling there. He further testified that this land was of little value at the time. Muir became a Trustee in 1758 but moved to Alexandria in 1755. His testimony generally matched Adam's except that Muir recalled walking between the bank and the west end of the public warehouse whereas Adam said it was not possible to do so. Their testimonies reveal that the suit brought into question the boundary between Lot 69 and Point Lumley on the north side of Duke Street. Both former Trustees agreed that Point Lumley had always been understood to be on both sides of Duke Street and reserved for public use.<sup>65</sup>

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<sup>62</sup> Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, September 2020), Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf>.

<sup>63</sup> "Proceedings," July 18, 1752, quoted in Ring and Pippenger, *Town Lots*, 176-177.

<sup>64</sup> Sparacio and Sparacio, eds., *Abstracts of Land Causes: Prince William County*, 5-13.

<sup>65</sup> Sparacio and Sparacio, eds., *Abstracts of Land Causes: Prince William County*, 6-7; "Proceedings," October 13, 1758, quoted in Ring and Pippenger, *Town Lots*, 137-138. The Plaintiff, Richard Arell, took exception to the testimonies of the former Trustees because they received profits from the premises in controversy.

Graffort testified to the process of laying out the lots and recalled that the lot on the south side of Duke, Lot 77, was extended further east than Lot 69. He did not agree that Point Lumley extended across Duke Street. The land below the bank was “a miry pocoson,” a wetland bog with woody shrubs, with ash trees growing where they built the warehouse. He recalled that the space where the warehouse was built was “fill’d up and made firm.”<sup>66</sup> A survey made in 1788 laid out the location of the warehouse, the lot boundaries, and showed the small slip of land in dispute on the west side of the warehouse (Image 18). The 1787, 1788, 1789 and 1790 tax records show that Richard Arell leased property on many other lots in town, however he had no listed tenants on Union Street and only himself as a tenant on Duke Street. It is not clear what, if any, fill or improvement Arell made on the shore of his lot. Duke Street was the only accessible road, so any structure was likely placed there. He may have built a pier or wharf into the river.

The boundary dispute extended for years while Richard Arell and his maturing children continued their lives. The Arell children made strategic marriage decisions that upheld their family’s social status and reinforced their landholdings. The most dramatic example of this was the marriage of Elizabeth, whose extant sampler displayed her skill and education at age 10 (Image 19). Fancy sewing such as this was a common practice for elite girls and young women and was for most an important signifier of their discipline, talent and wealth.<sup>67</sup> Approximately three years later, at the age of 13, she was married to Cyrus Copper, a man ten years her senior who hailed from Kent County, Maryland.<sup>68</sup> They had two daughters, Christiana and Elizabeth.

Arell’s sons David (1752-1792) and Samuel (1755-1795) joined the revolutionary cause, with David rising to the rank of Captain before his resignation in 1778.<sup>69</sup> David and Samuel owned extensive real estate separate from their fathers and joined business partnerships outside their immediate family. For example, William Hunter and David Arell purchased a lot in Alexandria together.<sup>70</sup> Hunter then married into the Arell family, wedding Catherine “Kitty” Arell (1760-1809) in August 1782. David married divorcee Phoebe Caverly in 1785 and their two children, Christiana Hunter and Richard Hunter, inherited their father’s share of Richard Arell’s estate.<sup>71</sup>

Arell’s other daughters Elizabeth (1757- c. 1815) and Mary (1759-1796) married and started families: Elizabeth to Cyrus Copper and Mary to George Jenkins. Importantly, their spouses stood to benefit from the elevated economic position these young women enjoyed due to their father’s investments. Cyrus Copper and William Hunter contributed financially and logistically to Richard Arell’s construction

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<sup>66</sup> The backfill of the warehouse was ordered by the Trustees in September 1755. “Proceedings,” September 30, 1755, quoted in Ring and Pippenger, *Town Lots*, 136.

<sup>67</sup> Gloria Seaman Allen, *Columbia’s Daughters: Girlhood Embroidery from the District of Columbia*, (Chesapeake Book Company, 2013).

<sup>68</sup> Copper Family Tree, Ancestry.com.

<sup>69</sup> John Hastings Gwathmey, *Historical Register of Virginians in the Revolution, Soldiers, Sailors, Marines, 1775-1783* (Richmond, Va: Dietz, 1938).

<sup>70</sup> William Hunter and David Arell owned land in Alexandria together before Hunter married Arell’s sister, Kitty. Ref. FDB O1:22. William Hunter was a merchant and ferryman; he paid wharfage fees at the public wharf in 1779, see “Proceedings,” March 1, 1779, quoted in Ring and Pippenger, *Town Lots*, 180.

<sup>71</sup> Samuel Arell married Dorothea Caverly before 1790 but did not have surviving children. Widowed Dorothea later married Joel Ellis (1805) and did not retain rights to Samuel’s share of Richard Arell’s estate.

campaign related to building out his wharf into the Potomac River. In return for their work, their father-in-law promised to transfer ownership of certain lots along the west side of Union Street to them.<sup>72</sup>

The Arell family lost several members within a short time, and most died intestate (without wills).<sup>73</sup> This created uncertainty among their heirs because the common law practice was to divide the estate equally among the heirs while reserving a widow's third for the widow's maintenance as long as she lived. Adding to the complexity in this case, Richard Arell's promised transfers to his sons-in-law were not officially recorded. Richard Arell was predeceased by his son David in 1792, and two of his sons-in-law, Cyrus Copper in 1785 and William Hunter in 1792. When Richard Arell died in November of 1795, it appeared that his estate divided into five equal shares, three to his surviving daughters Elizabeth Copper, Kitty Hunter and Mary Jenkins, one to his grandchildren Christiana and Richard Arell (children of David Arell), and one to his son Samuel. Samuel died shortly thereafter, in December 1795. Richard Arell's personal property, including three enslaved adults and one child, was sold at a public auction to cover his debts.<sup>74</sup> Months later, Richard's daughter, Mary Jenkins, and Eleanor Arell, his widow, died in the summer of 1796.<sup>75</sup> These circumstances resulted in uncertainty over which lots were in fact part of Richard Arell's estate since he had sold and promised several before his death. With no will and no existing documentation of the final division of his real estate, few clues point to the ownership of these parcels.<sup>76</sup>

The instability in the inheritance process for Richard Arell's estate proved to have long term effects on the development of the waterfront. Arell owned land that should have been at the leading edge of occupation and use due to its proximity to the public wharf and warehouse at Point Lumley and, to the north, Gilpin's Wharf and warehouse at the foot of Prince Street (Image 3). However, it remained in limbo and underutilized during Richard Arell's lifetime and in the decades following his death.

There are few early references to Arell's Wharf and few indications of development east of Union Street before 1790. Richard Arell faced ejection for occupying public property at Point Lumley in 1780, but the means of that occupation, whether storing goods, clearing land, or building a structure, were not documented. Arell leased space west of Point Lumley to an unknown person in 1784, though it is not recorded if any structure was built there at that time. The first published reference to the wharf was in 1791 by Patrick McMahan, who informed *"the gentlemen owners of wharves and water-lots, that he has for many years past followed the art of Building, Repairing, and Filling of Wharves, which he has done with approbation and success. Any gentlemen inclined to favour him with their custom, will find him living in Water-street, close to Mr. Arell's Wharf, where he will produce a sufficient certificate of his*

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<sup>72</sup> Alex. L:329, October 11, 1798.

<sup>73</sup> David Arell, Last Will and Testament, April 17, 1792, Fairfax County Will Books (FWB) F1:79; Samuel Arell, Last Will and Testament, December 20, 1795, FWB G1:130.

<sup>74</sup> George Jenkins and P. G. Marsteller, "Will Be Sold.," *Columbian Mirror and Alexandria Gazette*, March 12, 1796, GenealogyBank.

<sup>75</sup> Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. James R. M. Lowe and Wife vs. Administrators of Richard Arell, 1810-014. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia. Phillip G. Marsteller and George Jenkins were found negligent in their administration of Richard Arell's personal estate.

<sup>76</sup> Richard Arell filed a division of his estate before his death, which was strictly to clarify that he transferred two Alexandria lots in 1780, one to each son. Those lots were not to be included as part of his estate that would be divided at his death. FDB Y1:51, March 11, 1795. The 1780 deeds are no longer extant. Chancery Court records show disputes over Richard Arell's estate continued through at least 1811.

*workmanship and conduct.*<sup>77</sup> The first evidence of construction on the wharf was in 1793, when sail maker Daniel McDougall commenced business in the loft of the warehouse occupied by Mclver & McKenzie on Mr. Richard Arell's Wharf, Union Street. Unfortunately, the exact location of that warehouse is unknown.<sup>78</sup> In 1796, *Paragon* was damaged when it was unmoored and driven "in a cove between Hooe's and Arell's wharf" during a severe rainstorm.<sup>79</sup>

#### Parcel 69.1

George Jenkins retained ownership of the parcel that his late wife, Mary Arell Jenkins, inherited from her father, Richard Arell.

#### Parcel 69.2

In 1792, William & Christiana Arell Hunter leased the ground including the landing on the east side of the Strand to Abraham Hewes for a 10-year term.<sup>80</sup> Hewes built a pier of unknown dimensions on the front of the wharf and partnered with his brother-in-law, Mordecai Miller. Miller and Hewes ran an auction room from this location.<sup>81</sup> Lawrence Hill operated a cooper shop on the western side of the parcel along Union Street.

#### Parcel 69.3

In 1798, Elizabeth Copper leased the parcel to John Thomas Ricketts, including a landing on the east side of the Strand.<sup>82</sup> Ricketts

will erect upon the said premises immediately fronting upon Union Street a Brick or Stone House not less than Thirty feet square two stories high and finish the same in a strong and tenantable manner AND also that he will extend into the River immediately in front of the premises hereby demised of such dimensions as he shall find convenient an abutment or Pier that he will construct the same with good substantial logs and fill it solidly with Brushwood and Earth or such of them as will suit him best and that at the end of the said Term he will deliver up the stone or brick house and other buildings which he may erect upon the said premises in good order and in Tenantable repair.

John Thomas Ricketts and William Newton were merchants in Alexandria with a store at Prince and Fairfax Streets. They likely built a brick building on Union Street and a pier extending from the front of the wharf.

#### Parcel 69.4

There is no known documentation related to this parcel in this period.

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<sup>77</sup> Patrick McMahan, "The Subscriber Takes This Method," *Virginia Gazette and Alexandria Advertiser*, September 15, 1791, GenealogyBank.

<sup>78</sup> Daniel M'Dougall, "Daniel M'Dougall, Sail-Maker," *Columbian Mirror and Alexandria Gazette*, April 10, 1793, GenealogyBank.

<sup>79</sup> "Alexandria, January 9," *Finley's American Naval and Commercial Register*, January 19, 1796, GenealogyBank.

<sup>80</sup> Alex. K:241, August 12, 1792.

<sup>81</sup> Abram Hewes and Mordecai Miller, "Auction Room," *Times; and District of Columbia Daily Advertiser*, April 30, 1799, GenealogyBank.

<sup>82</sup> FDB A2:503, May 8, 1798. The Strand is described as "a space of ground...left open as a passage." The lease was a 20-year term.

Parcel 69.5

George Coryell leased the corner lot in 1794 and built a two-story frame dwelling house.<sup>83</sup>

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<sup>83</sup> Alex. O:117, September 11, 1800; Coryell, George, *Alexandria Advertiser Times & D.C. Daily Advertiser*, April 3, 1802; 1810 Tax Assessment.

To be sold, by

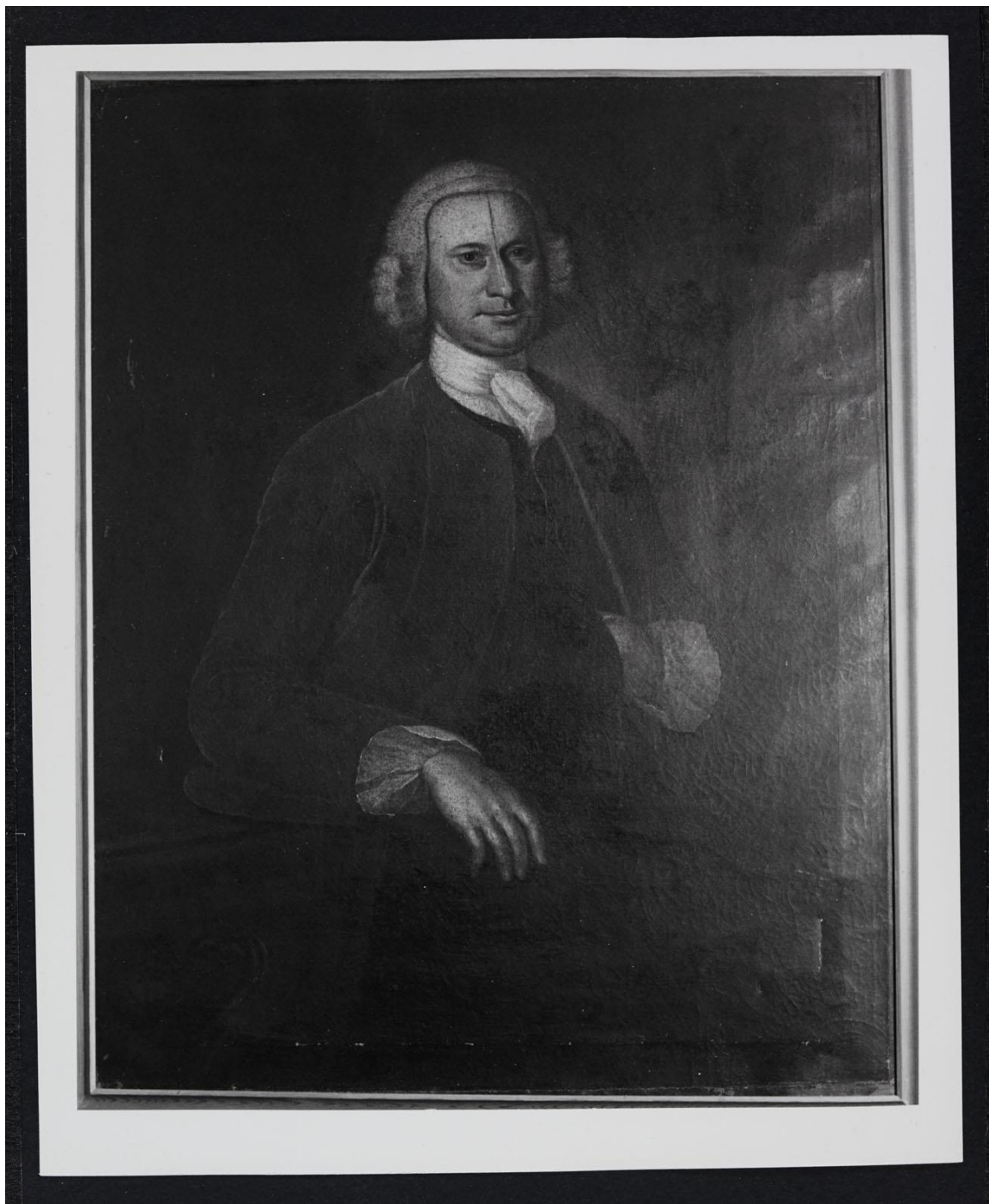
**RICHARD ARELL,**

**A** Plantation, lying in Gloucester Township, in Gloucester County, and about three Miles from Gloucester Town, and seven Miles from Cooper's Ferry; containing 238 Acres of Land, 15 Acres thereof is good Marsh Meadow, well benked in, and a considerable Orchard, a good Stone Quarry, and about 60 Acres of Up-land cleared. Also a good S-w-mill, and 1500 Acres of Land thereto belonging, lying in Deptford Township, five Miles from a good Landing, on Timber Creek. Also seven new Brick Tenements, and a Frame Ditto, and two Bake-Ovens; all situate on Front Street, Philadelphia, about 30 Perches above Pool's Bridge. Any Person inclining to purchase any Part or Parcel, may apply to the aforesaid Richard Arell, living in one of the said Tenements, who purposes to move to Maryland, with his Family, as soon as he conveniently can.

Notice is hereby given to a certain John Matson, that was born in West Jersey, in Gloucester County and four or five Years since enlisted for a Soldier, that if he be living, and will let me, the aforesaid Richard Arell, know where he is, I will acquaint him of a certain Affair that shall be greatly to his Advantage; or if any Person knows any thing of the said Matson, and will acquaint me therewith, it will be kindly accepted by me the Subscriber,

**D RICHARD ARELL.**

Image 10. Philadelphia Gazette, Philadelphia, Pennsylvania, December 6, 1759.



*Image 11. Richard Arell, attributed to John Hessalius, c. 1770. Private Collection, catalogued at MESDA.*





*Image 12. Mrs. Richard Arell, attributed to John Hessalius, c. 1770. Private Collection, catalogued at MESDA. It is unknown if the sitter is Christiana Arell or Eleanor Arell.*



Image 13. Feature 53, View to West. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf>.



Image 14. Feature 54, view to Southwest. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf>.



Image 15. Feature 55, Southern Face. Daniel Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," Site 44AX0229, Hotel Indigo (Alexandria Archaeology, 2020), Projects-> Union St South 220, Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportbaicyhotelindigoax229vol1.pdf>.

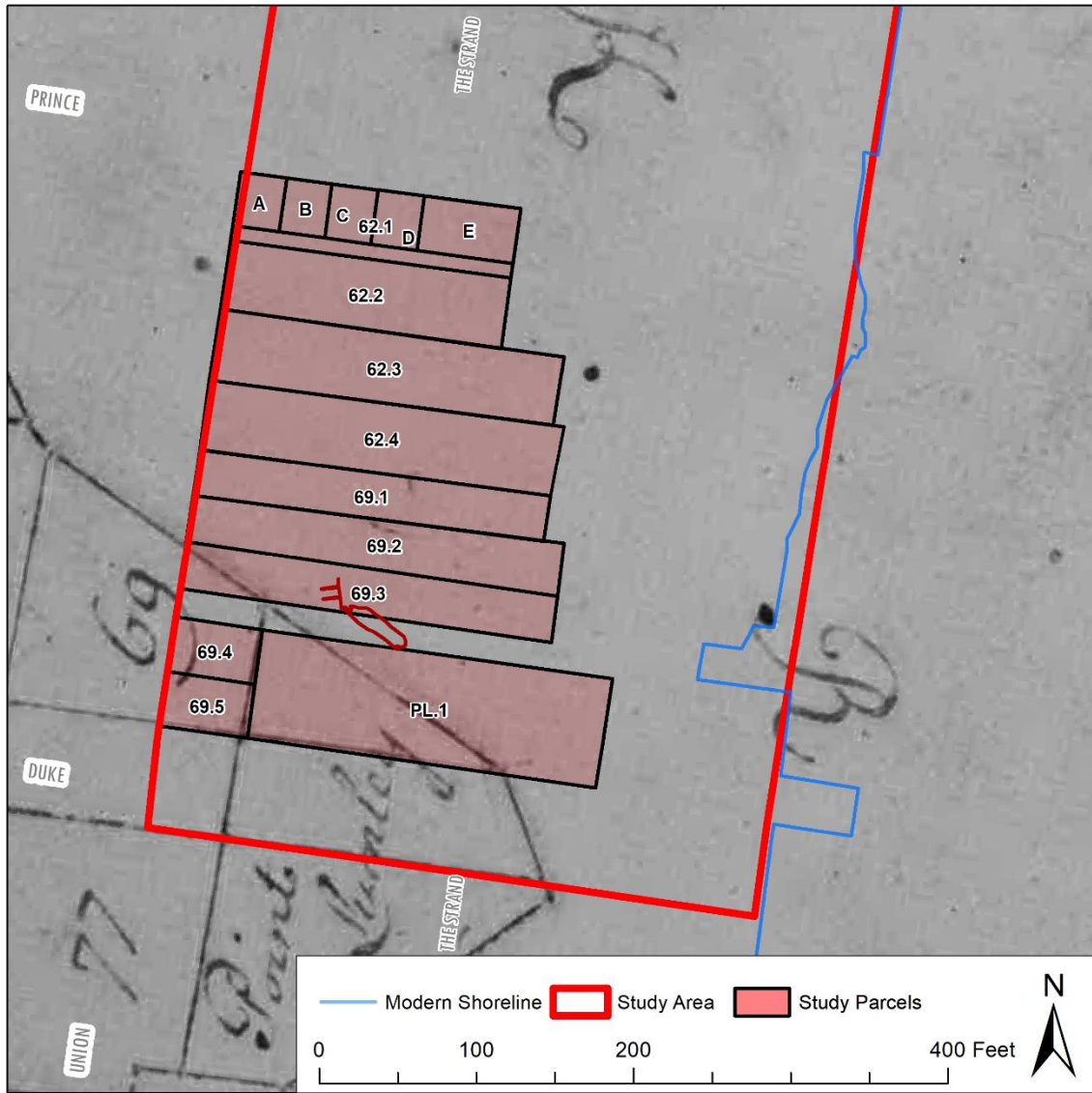


Image 16. The red lines indicate the location of the remaining bulkhead and ship hull. Record of Surveys, 1742-1856. 1749. Fairfax Circuit Court Historic Records Center, Fairfax, Virginia. Detail.



*Image 17. The historic shoreline is marked by the shift from sand (right) and clay fill (left). Taken from NW. IMAG1541, Hotel Indigo, 44AX229, Courtesy, Alexandria Archaeology Museum.*

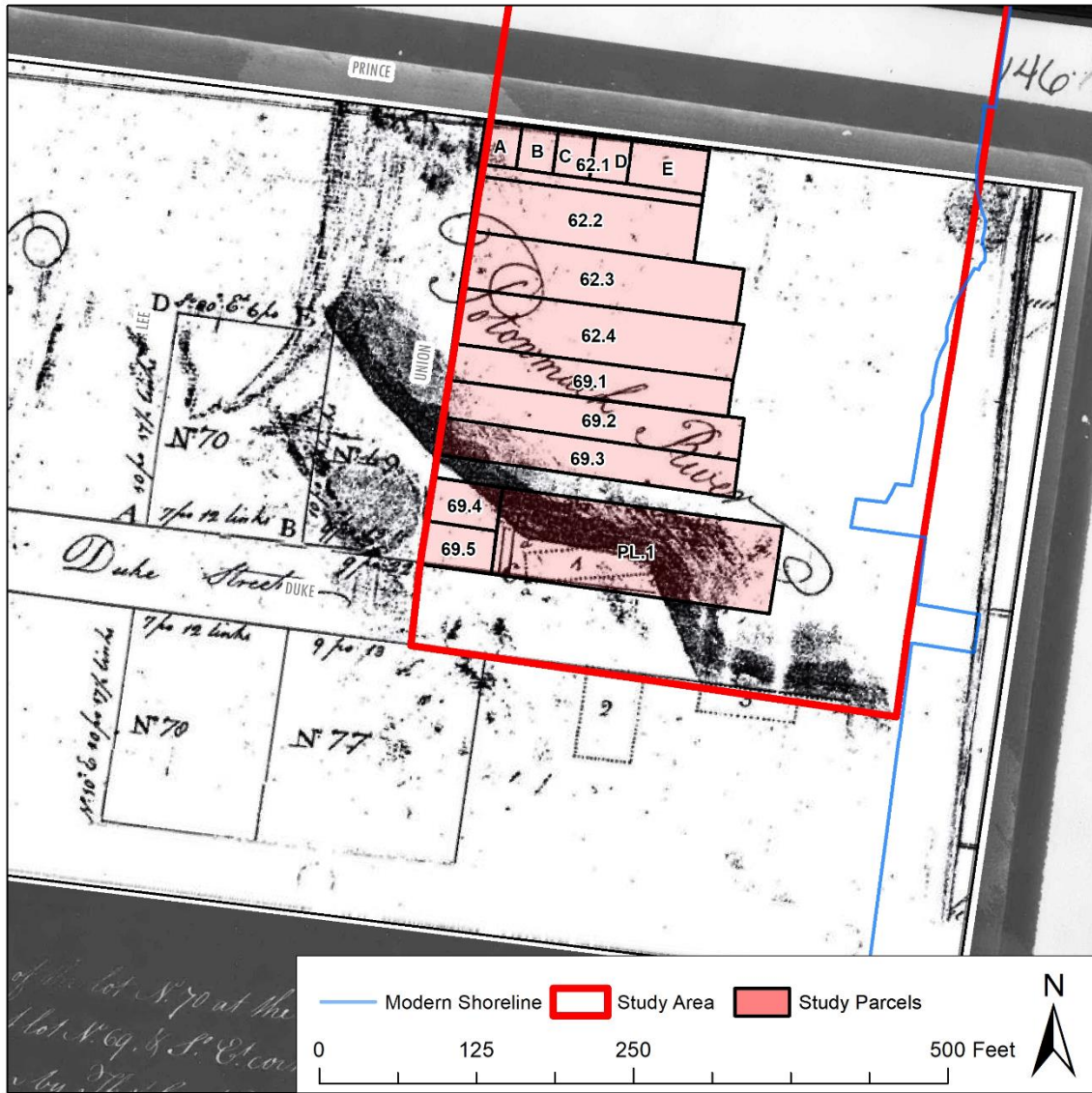


Image 18. Detail of Survey showing the disputed land between Lot 69 and Point Lumley, 1788, Fairfax Record of Surveys, 1742-1856. 1749. Fairfax Circuit Court Historic Records Center, Fairfax, Virginia. Detail.

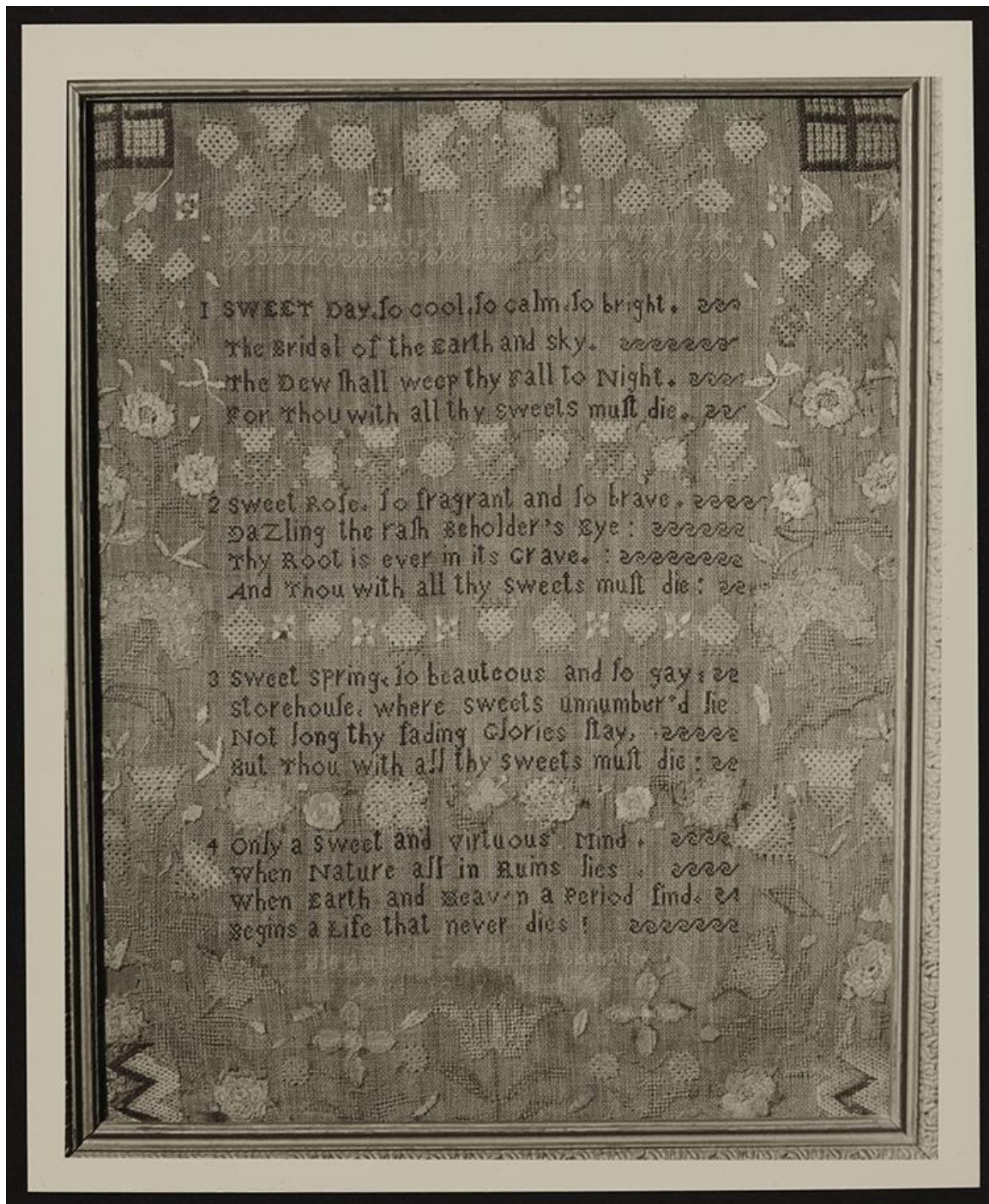


Image 19. Elizabeth Arell, Sampler, silk on linen, 1767. Private Collection, catalogued at MESDA.



## Point Lumley

Due to its existing transportation advantages, which included proximity to three roads, and its location as the last deep-water port on the Virginia side of the Potomac, the Virginia Assembly decided the area of Point West and Great Hunting Creek would serve as a convenient town. In 1748, an act of the Assembly made the official start of the project to survey, lay out, and sell the parcels that would become Alexandria (Appendix B, Image 5).<sup>84</sup> Two points of land that marked the tips of a crescent bay, Point West and Point Lumley, were reserved for public use. Though the public warehouses and wharf at Point West were already in use, it took several years before the expense of another public warehouse and wharf were justified. In 1751, town trustee John Carlyle was appointed to “have a good road cleared down to Point Lumley,” which secured the gradual development of Duke Street.<sup>85</sup> Carlyle was later charged with construction of a warehouse to be 100 feet long and 24 feet wide, with the construction expenses to be paid by the Trustees.<sup>86</sup> Months later, “sand and rubbish” from the Point were to be used to fill in the warehouse.<sup>87</sup> Trustee Robert Adam later recalled that the warehouse was built in 1755 for the reception of Braddock’s casks.<sup>88</sup> General Edward Braddock’s army and supplies arrived in Alexandria in March 1755 and departed in April; the warehouse was ordered to be built in June. In 1761, Carlyle submitted his account for construction expenses of £260.<sup>89</sup> A 1778 petition confirmed that the Trustees paid £150 for the 1755 warehouse; they raised money by selling “laps’d lots & some funds they form’d for the use of the s’d Town.”<sup>90</sup> Archaeological excavations at this site in 2015-16 confirm the orientation of the warehouse recorded in a 1774 plat survey, which shows it non-orthogonal to Duke Street (Image 20).<sup>91</sup>

Depositions of Thomas Graffort, a member of the surveying team from 1749, Robert Adam and John Muir, former Trustees, describe the extent and conditions of Point Lumley in 1755. It was “a very miry pocoson or swamp” and “the land there was little thought of in point of value.” Ash trees grew there before the warehouse was built. They agreed that there was land north of the warehouse, however they did not agree whether a man could walk between the west end of the warehouse and the bank and whether the warehouse site was subject to tidal waters. One remembered the eastern end of the warehouse as the high tide mark, whereas another remembered the waters touching the bank at high tide. The men also disagreed about whether it was generally believed that Point Lumley was public

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<sup>84</sup> Donald G. Shomette, “Maritime Alexandria: An Evaluation of Submerged Cultural Resource Potentials at Alexandria, Virginia” (Alexandria, Virginia: City of Alexandria, January 1985), 23-24, <https://media.alexandriava.gov/docs-archives/historic/info/archaeology/sitereportshomettewaterfrontsubmergedresources.pdf>

<sup>85</sup> “Proceedings,” August 3, 1751, quoted in Ring and Pippenger, *Town Lots*, 129.

<sup>86</sup> “Proceedings,” June 18, 1755, *Ibid.*, 135.

<sup>87</sup> “Proceedings,” September 30, 1755, *Ibid.*, 136.

<sup>88</sup> Deposition of Robert Adam in *Aminidab Seekright vs. Mayor of Alexandria*, July 19, 1788, Sparacio and Sparacio, eds., *Abstracts of Land Causes: Prince William County*.

<sup>89</sup> “Proceedings,” February 10, 1761, quoted in Ring and Pippenger, *Town Lots*, 141.

<sup>90</sup> Trustees of Alexandria, “Legislative Petition,” November 20, 1778, Legislative Petitions of the General Assembly, 1776-1865, Accession Number 36121, Box 261, Folder 3, [http://rosetta.virginiamemory.com:1801/delivery/DeliveryManagerServlet?dps\\_pid=IE2577254](http://rosetta.virginiamemory.com:1801/delivery/DeliveryManagerServlet?dps_pid=IE2577254).

<sup>91</sup> In July 1752, the Trustees passed a regulation that “all dwelling houses from this day...shall be built on the front and be in a line with the Street...” Since the warehouse was not a dwelling house, this regulation did not apply. “Proceedings,” July 18, 1752, quoted in Ring and Pippenger, *Town Lots*, 130.

property north of Duke Street. Thomas Graffort testified that the surveyor did not make an actual survey of Point Lumley or Point West.<sup>92</sup>

Carlyle's accounts included collection of warehouse rents toward his expenses, but the early tenants are not named. Other sources provide a sampling. A notation in June 1757 says "Capt. John Copithorn pay for the use of the Warehouse in his possession twenty shillings per Month & Ten shillings per Month more if he use the remainder of the upper room."<sup>93</sup> John Copithorn was an English mariner who was active in the Atlantic trade from at least 1750 through his death in 1785. He engaged in intercoastal trade in Boston, Philadelphia, Alexandria, Hampton Roads, Charleston and Savannah carrying European goods including textiles, iron and ship chandlery. Copithorn traded in enslaved people from Antigua and Barbados, landing them in Charleston.<sup>94</sup> His activity in Alexandria spanned from 1757 through 1767. Upon securing a warehouse space, Copithorn advertised a range of goods for sale in Alexandria including textiles, hats, shoes, nails, and other goods.<sup>95</sup> Just over two months later, he notified the public of his intent to sail a cargo of tobacco to Bristol on the ship *Nugent Only*.<sup>96</sup> This ship was built in Alexandria, as were two other vessels purchased by Copithorn: ship *Lovers Adventure* (1763) and ship *Fairfax* (1764). The *Nugent* returned from Bristol to the Hampton Road area in 1758 and sailed again for Bristol.<sup>97</sup> Copithorn was in Alexandria again in fall 1763 attempting to sell European goods and collect on debts owed him.<sup>98</sup> The fate of *Lovers Adventure* is unknown, but *Fairfax* was lost off Bermuda in late 1765 or early 1766.<sup>99</sup> Months later, George Mason sued Copithorn, possibly over some of the lost cargo from *Fairfax*, naming James Carlyle and John Dalton as co-defendants who held some of his property.<sup>100</sup> After that, Copithorn did not appear in Alexandria advertisements again.

In 1767, Robert Loxham and John Kirkpatrick, a town trustee, paid rents for the public warehouse.<sup>101</sup> John and Thomas Kirkpatrick imported "a parcel of very healthy Gambia slaves" to Alexandria in

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<sup>92</sup> Depositions of Robert Adam, John Muir and Thomas Graffort in *Aminidab Seekright vs. Mayor of Alexandria*, July 19, 1788, Sparacio and Sparacio, eds., *Abstracts of Land Causes: Prince William County*.

<sup>93</sup> "Proceedings," June 23, 1757, quoted in Ring and Pippenger, *Town Lots*, 137.

<sup>94</sup> Copithorn made at least three voyages from the West Indies to Charleston with enslaved people as cargo from 1753-1755. During this time, he sailed the ship *Nancy* from Charleston to Bristol, then to Antigua or Barbados, then back to Charleston. Some of the enslaved people are described as "Prime Gold Coast" laborers, but the existing advertisements do not indicate that Copithorn visited African ports. More likely, he purchased enslaved people in the West Indies who were recently trafficked for the purpose of resale. John Copithorn, "For Bristol Directly," *South Carolina Gazette*, February 5, 1753, Newspapers.com.; John Copithorn, *South Carolina Gazette*, February 6, 1755, Newspapers.com; "Entered Inwards," *South Carolina Gazette*, December 25, 1755, Newspapers.com; for details on his slaving activity, see the Intra-American Slave Trade Database, Slave Voyages Database, [www.slavevoyages.org](http://www.slavevoyages.org).

<sup>95</sup> John Copithorn, "TO BE SOLD," *Maryland Gazette*, June 30, 1757, GenealogyBank.

<sup>96</sup> John Copithorn, *Virginia Gazette*, September 2, 1757, GenealogyBank.

<sup>97</sup> Shomette, "Maritime Alexandria," 34.; *Pennsylvania Gazette*, November 23, 1758, GenealogyBank; *Public Advertiser*, February 14, 1761, Newspapers.com.

<sup>98</sup> John Copithorn, "To Be Sold," *Maryland Gazette*, September 29, 1763, Newspapers.com.

<sup>99</sup> *Pennsylvania Gazette*, April 10, 1766, GenealogyBank. A similar notice appeared in the *Public Advertiser* in London, England on January 30, 1766

<sup>100</sup> Benjamin Waller, *Virginia Gazette*, December 24, 1767, GenealogyBank. The General Court proceedings from Williamsburg from this era were destroyed in a fire, so the exact nature of the lawsuit is currently unknown.

<sup>101</sup> "Proceedings," April 4, 1767, quoted in Ring and Pippenger, *Town Lots*, 156-7.

September 1762.<sup>102</sup> Tenants in 1768 included Thomas Kirkpatrick and Harry Piper, and in the last trustee meeting of 1768 Andrew Wales secured a five-year lease through his agent, Robert Adams.<sup>103</sup> Wales became a prominent brewer in Alexandria, owning extensive real property along the waterfront. He was permitted to add a shed to the public warehouse at his own expense in 1769; he received compensation for work completed there in 1772.<sup>104</sup> In November 1772, the trustees seized Wales' property within the warehouse to cover his unpaid rent.<sup>105</sup> Andrew Wales paid rent for the "Long Warehouse" in 1773 totaling £7.3.6.<sup>106</sup> In December 1773, Wales' lease expired, and the Trustees sought a new tenant for a three-year term.<sup>107</sup> William Hartshorne and Josias Watson took on a ten-year lease beginning in January 1774 which included numerous specifications for repair and maintenance, hinting that the structure showed much wear. General repairs to weatherboards, locks, and shingles were included along with adding stairs to the west door, props for the attic floor, and reinforcement of the foundation.<sup>108</sup> John Carlyle repaired the warehouse in May 1774. He submitted accounts including "my two servants 8 days each," nails, scantling, plank, shingles, smith work on locks and hinges, and "wagon hire for the steps."<sup>109</sup>

Sometime in the following year, possibly the spring of 1774, a bulkhead retaining wall was built north of the town warehouse. Remains of the wall (Feature 54) were discovered by archaeologists during a 2015-16 excavation related to construction at 220 S. Union Street (44AX229) (Image 14). Piles angled toward the shore were driven into the riverbed and backed by courses of horizontal planks attached with wrought nails, with possible tieback timbers anchoring the piles. Adjacent to the wall, a scuttled hull of a ship (Feature 53) and a buried barrel (Feature 55) appear to have served the same purpose: retaining the man-made shoreline (Image 13, Image 15). The location of the bulkhead and ship hull are 30-35 feet from the mapped shoreline of 1749 (Image 16). The timber for the piles was felled in the winter of 1773-1774, showing that this work was likely undertaken in the spring of 1774.<sup>110</sup> This area may have been improved further by Richard Arell, who purchased Lot 69 in March 1775. The boundary between his private land and public Point Lumley was a point of legal contention (see above). If it was on public property, either the Trustees or a tenant contracted the work. William Hartshorne & Josiah Watson began a 10-year lease for the warehouse in January 1774, so this improvement may have been related to their new occupation of the site.

Richard Harrison & Co. built a wharf measuring 55 ½' by 110' from the Duke Street terminus at Point Lumley in 1774. The width of the wharf extended south of Duke Street, so it is outside the study area, however its construction coincides with the construction of the bulkhead north of the warehouse (see above).<sup>111</sup>

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<sup>102</sup> Donald M. Sweig, "The Importation of African Slaves to the Potomac River, 1732-1772," *The William and Mary Quarterly* 42, no. 4 (1985): 522.

<sup>103</sup> "Proceedings," December 4, 1768 and December 24, 1768, quoted in Ring and Pippenger, *Town Lots*, 160-161.

<sup>104</sup> "Proceedings," January 7, 1769 and January 5, 1772, *Ibid.*, 161, 165.

<sup>105</sup> "Proceedings," November 27, 1772, *Ibid.*, 165.

<sup>106</sup> "Proceedings," March 8, 1780, *Ibid.*, 178.

<sup>107</sup> "Proceedings," December 2, 1773, *Ibid.*, 167.

<sup>108</sup> "Proceedings," March 29, 1775, *Ibid.*, 171.

<sup>109</sup> "Proceedings," March 8, 1780, *Ibid.*, 178.

<sup>110</sup> Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," 147-148.

<sup>111</sup> Shomette, "Maritime Alexandria," 44-46.

City Council ordered that Duke Street be paved from Fairfax Street to the river in March 1798. A committee of James Keith, Dennis Ramsay, William Harper and Alexander Smith were appointed to determine “what depth of water to extend the said street to” and they sought a contractor to supply logs to “secure the dirt, at the end of said street.”<sup>112</sup>

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<sup>112</sup> “In Council, Saturday March 10,” *Times; and District of Columbia Daily Advertiser*, March 12, 1798, GenealogyBank.

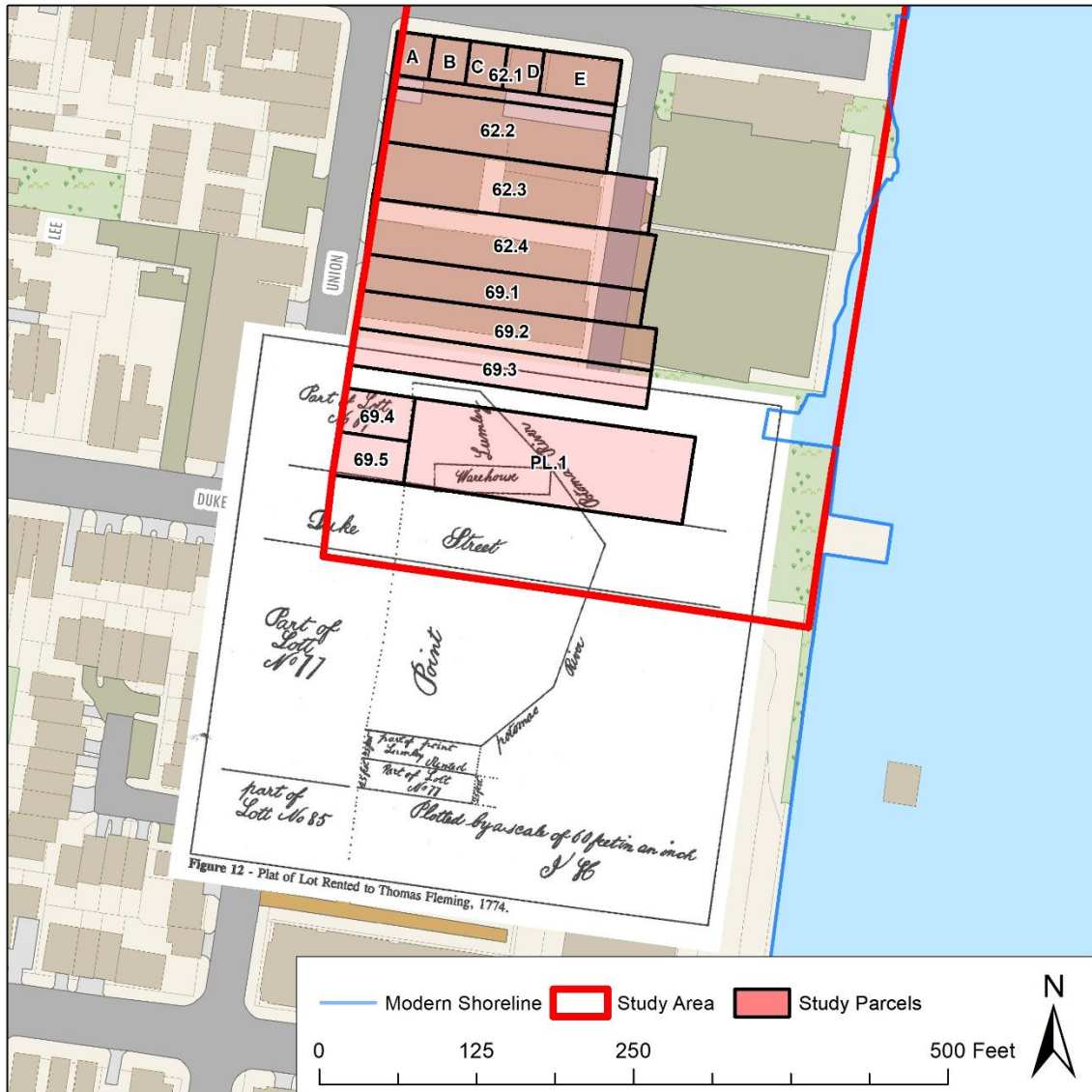


Image 20. Copy of 1774 Plat of land rented by Thomas Fleming. Constance K. Ring and Wesley E. Pippenger, Alexandria, Virginia Town Lots, 1749-1801. Together with Proceedings of the Board of Trustees, 1749-1780 (Westminster, Md.: Family Line Publications, 1995), 170.

## Early 19<sup>th</sup> Century: The September 1810 Fire

Though larger historical trends, such as the Embargo Act of 1807 and financial uncertainties related to banking and credit, shaped the opportunities and obstacles faced by people in Alexandria, those with interests on this block faced a particular calamity: a destructive fire that destroyed every structure on the block. This event caused a regeneration of the block, which provided an opportunity to build to suit the contemporary needs and goals of the interested parties. This section will describe the block before and after the fire and show how the built landscape dramatically changed as a result.

### Before the Fire

At the turn of the century, the block contained several warehouses, dwelling houses, sheds, shops, two lumberyards and a bake house. The wharf extended from the Prince Street Dock and Pier south to Point Lumley, with the Strand preserved as access for public benefit. Some parcels had piers on the east side of the Strand, but others had a landing space only.

#### Parcel 62.1

In 1800, owners and occupants of the buildings on this parcel and 62.2 to the south entered into a mutual agreement to preserve an alley for access from Union Street to the wharf. The alley was 20' wide, and the parties of the agreement were George Gilpin, Elisha Janney, George Irish, and Shreve & Lawrason.<sup>113</sup>

At the turn of the century, Gilpin owned lots A, B, D and E; he occupied Lot A, at the corner of Prince and Union Streets (Image 21). The 1810 tax records shows he occupied a warehouse valued at \$1,500. He rented out some of the warehouses to McCloud & Yateman and John G. Ladd. John G. Ladd exported grains and imported a wide range of consumer goods on consignment from Gilpin's Wharf. He occupied Lot D, a two-story frame warehouse, until August 1801, when he moved one building west to a brick warehouse owned by George Slacum (Lot C).<sup>114</sup>

John G. Ladd purchased the second warehouse (Lot B) from George and Jane Gilpin in July 1801.<sup>115</sup> The 1810 tax records shows the warehouse valued at \$3,250. Ladd used the wharf on Parcel 62.2, known then as Lawrason & Smoot's Wharf, to sell 25 puncheons of "strong fine flavored RUM" in March 1803.<sup>116</sup>

George Slacum's brick warehouse, Lot C, was valued at \$2,500 in the 1810 tax assessment.

James Kenner occupied Lot D in 1810, when the frame warehouse was valued at \$1,000. Kenner also paid tax on a tavern license that year. Kenner and/or a tavern are not mentioned in loss reports after the fire, however.

Elisha Janney & George Irish bought the easternmost warehouse on Lot E in March 1800, which came with rights to the dock and wharf to the northeast of the warehouse.<sup>117</sup> Soon, they transferred five

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<sup>113</sup> Ref. Alex. M:466, March 19, 1800.

<sup>114</sup> Miller, *Artisans and Merchants*, s.v. "Ladd, John G."; Alex. K:546, August 12, 1798.

<sup>115</sup> ADB A:410, July 24, 1801.

<sup>116</sup> John G. Ladd, "Will Be Landed To-Morrow," *Alexandria Advertiser and Commercial Intelligencer*, March 15, 1803, GenealogyBank.

<sup>117</sup> Alex. M:443, March 1, 1800. Janney & Irish had previously occupied the two-story brick warehouse directly south and across the alley from this warehouse. Miller, *Artisans and Merchants*, s.v. "Janney & Irish."

parcels, including this one, into Elisha Janney's sole ownership because Janney owed Irish \$25,000. They made a legal agreement for Janney to repay Irish, and if he failed then the real estate would be sold for Irish's benefit.<sup>118</sup> In 1809, Janney's real estate was conveyed to a trustee to raise money to repay his debts.<sup>119</sup> The public sale occurred in July 1809, however just days later a committee of City officials offered the dock and wharf for rent.<sup>120</sup> They offered a five-year term, suggesting that the property did not sell at the auction and the council felt it was appropriate for the city to step in on the basis that the dock was in the public right-of-way at the foot of Prince Street. Scott, trustee for Janney's creditors, disagreed and reaffirmed Janney's ownership of the parcel. An order of the Common Council asserted the city's right to offer the dock for rent and their intention to defend any potential lessee against claims of Janney.<sup>121</sup> Anthony P. Gover sold clocks here in 1809.<sup>122</sup> 1810 tax records valued this property at \$4,000 and listed the occupant as John G. Francis. Francis was a cobbler and tavernkeeper, though he was not taxed for a tavern license in 1810.<sup>123</sup>

The alley between Gilpin's warehouses and Shreve & Lawrason's parcel was ordered to be paved by the City in June 1804.<sup>124</sup>

## Parcel 62.2

Shreve & Lawrason, after dissolving their partnership, offered the brick warehouse here, formerly occupied by Isaac McPherson, for immediate possession in June 1800.<sup>125</sup> Benjamin Shreve died in 1801, leaving his real estate, including his share of the jointly-held properties of Shreve & Lawrason, to his sons when then reached the age of majority (21 years old).<sup>126</sup> An 1804 court order partitioned this property into a Union-fronting parcel and a waterfront parcel. The heirs of Benjamin Shreve received the Union parcel, while Lawrason received the eastern parcel on the water. Lawrason had to pay over \$400 to the heirs to compensate for the difference in their value.<sup>127</sup> Lawrason partnered with Hezekiah Smoot from 1801-1804, offering freight and charter aboard outgoing vessels and selling textiles and iron.<sup>128</sup> Smoot was one of three brothers, Charles Calvert Smoot and George Henley Smoot, who moved to

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<sup>118</sup> This series of transactions involved Janney and Irish transferring the real estate to a third party, the third party transferring it back to Elisha Janney, then Janney transferring the real estate to a trust with a different third party as security. Alex. O:41, November 24, 1800; Alex. O:53, November 25, 1800; Alex. N:88, November 26, 1800.

<sup>119</sup> Richard Marshall Scott, "Notice," *Alexandria Daily Gazette, Commercial & Political*, June 7, 1809, GenealogyBank.

<sup>120</sup> Richard Marshall Scott, "Valuable Property for Sale," *Alexandria Daily Gazette, Commercial & Political*, June 20, 1809; Robert Anderson et al., "Notice," *Alexandria Daily Gazette, Commercial & Political*, July 18, 1809, GenealogyBank.

<sup>121</sup> Adam Lynn, "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, July 22, 1809, GenealogyBank.

<sup>122</sup> Anthony P. Gover, "For Sale," *Alexandria Daily Gazette, Commercial & Political*, September 29, 1809, GenealogyBank.

<sup>123</sup> Miller, *Artisans and Merchants*, s.v. "Francis, John G."

<sup>124</sup> James McCrea, "In Common Council," *Alexandria Daily Advertiser*, June 22, 1804, GenealogyBank.

<sup>125</sup> Benjamin Shreve and James Lawrason, "NOTICE," *Columbian Mirror and Alexandria Gazette*, January 11, 1800; Benjamin Shreve and James Lawrason, "To Be Let," *Columbian Mirror and Alexandria Gazette*, June 21, 1800, GenealogyBank.

<sup>126</sup> Benjamin Shreve, Last Will and Testament, 1801, Alexandria Will Books (AWB) A:48, accessed via FamilySearch.org.

<sup>127</sup> ADB I:288, June 1804.

<sup>128</sup> Miller, *Artisans and Merchants*, s.v. "Lawrason & Smoot."

Alexandria from Maryland.<sup>129</sup> P. G. Marsteller auctioned off a cargo of sugar at Lawrason & Smoot's Wharf in October 1803.<sup>130</sup> Hezekiah Smoot died in late 1804.<sup>131</sup> James Lawrason used this property to secure a mortgage in 1805.<sup>132</sup>

Lawrason & Fowle carried out their retail business here beginning in 1804, selling a wide range of goods and offering freight on outgoing ships as well.<sup>133</sup> William H. Fowle, Sr. moved from Marblehead, Massachusetts in 1800 and established himself in Alexandria as a merchant and shipping agent.<sup>134</sup>

In 1808, Benjamin Shreve Jr. conveyed his inheritance, including his interest in this parcel, to Elisha Janney. Janney then conveyed the share to John Roberts.<sup>135</sup> The Shreve heirs appointed John Janney as trustee to collect rents from their father's estate and pay money owed his widow, Susannah, now married to William Hartshorne.<sup>136</sup>

Harper & Davis occupied the store along Union Street at the turn of the century. Their partnership ended in 1800, at the death of Josiah Davis. William Harper carried on his usual grocery, ship chandlery, and lumber trade here, next door to Col. George Gilpin.<sup>137</sup> The Shreve heirs offered the house and lot on Union Street, extending east along the alley for 97 feet 4 inches, for sale in January 1810. It was occupied by Jacob Leap, and he purchased it in March 1810 for \$3,000.<sup>138</sup> Leap was a grocer and tavernkeeper.<sup>139</sup>

### Parcel 62.3

George Gilpin's nephews Thomas Gilpin (2) and Joshua Gilpin inherited the parcels once owned by their father, Thomas Gilpin (1). Their representative offered this warehouse, lumberyard, and wharf for rent in August 1802.<sup>140</sup>

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<sup>129</sup> Harold W. Hurst, "The Merchants of Pre-Civil War Alexandria: A Dynamic Elite in a Progressive City," *Records of the Columbia Historical Society, Washington, D.C.* 52 (1989), 332. The other two Smoot brothers became prominent tanners in Alexandria and were involved with the Orange and Alexandria Railroad and the Chesapeake and Ohio Canal.

<sup>130</sup> P. G. Marsteller, "Public Sale.," *Alexandria Daily Advertiser*, October 27, 1803, GenealogyBank.

<sup>131</sup> P. G. Marsteller, "Public Sale.," *Alexandria Daily Advertiser*, November 14, 1804, GenealogyBank. Hezekiah Smoot died intestate; however his estate was probated and an inventory of his estate was made. He owned enslaved people. Hezekiah Smoot, Estate Inventory, AWB B:127, November 1804.

<sup>132</sup> ADB L:59, February 7, 1805.

<sup>133</sup> Lawrason & Fowle, "For Boston," *Alexandria Daily Advertiser*, June 29, 1804, GenealogyBank; Miller, *Artisans and Merchants*, s.v. "Lawrason & Fowle."

<sup>134</sup> Hurst, "The Merchants of Pre-Civil War Alexandria," 334.

<sup>135</sup> ADB Q:360, June 9, 1808.

<sup>136</sup> ADB Q:156, August 2, 1808.

<sup>137</sup> William Harper, "The Copartnership of Harper & Davis," *Times; and District of Columbia Daily Advertiser*, August 22, 1800, GenealogyBank.

<sup>138</sup> John Janney, "Valuable Property for Sale," *Alexandria Daily Gazette, Commercial & Political*, January 20, 1810, GenealogyBank; ADB U:36, March 27, 1810.

<sup>139</sup> Miller, *Artisans and Merchants*, s.v. "Leap, Jacob."

<sup>140</sup> Philip Wanton, "To Be Rented," *Alexandria Daily Advertiser*, August 4, 1802, GenealogyBank.



In 1809, the Gilpins advertised the sale of their property including the wharf. The parcel included a 2-story 20' x 40' stone storehouse.<sup>141</sup> The property had 4 tenants in 1810: Robert Evans, John Evans, Samuel Warner, and William Newton. These men may have been laborers who boarded in the stone building or in an impermanent frame dwelling on the parcel.<sup>142</sup>

#### Parcel 62.4

Elizabeth Alexander and Mary Partridge, daughters of Joseph Gilpin and nieces of George Gilpin, inherited their father's parcel and permitted their agent, Philip Wanton, to rent out the lumberyard along with their cousins' adjacent warehouse and the shared wharf.<sup>143</sup>

William Harper purchased the parcel in 1802 and established a lumberyard and ship chandlery with Mr. Davis.<sup>144</sup> John Dixon, a baker and ordinary keeper, was a tenant in 1810.<sup>145</sup>

#### Parcel 69.1

South of the center line of the block, George Jenkins retained ownership of the parcel that his late wife, Mary Arell Jenkins, inherited from her father, Richard Arell. Jenkins rented the parcel with a frame warehouse to merchant Joseph Dean.<sup>146</sup> Dean was a flour merchant and shipping agent who partnered with Zachariah Gardner; their warehouse may have been located here in April 1801.<sup>147</sup> Their partnership ended in March 1803 and Joseph Dean continued a sole operation at the same location.<sup>148</sup>

#### Parcel 69.2

Mordecai Miller took over the lease from his brother-in-law Abraham Hewes in 1806 and then purchased the parcel from Christiana Hunter in 1808.<sup>149</sup> Miller and Hewes ran an auction room from this location while Mark Alexander occupied the wooden warehouse, described as a shed on the 1810 tax assessment.<sup>150</sup> Lawrence Hill operated a cooper shop on the western side of the parcel along Union Street.

#### Parcel 69.3

Benjamin Ricketts operated a bakehouse here, likely in a brick building along Union Street.<sup>151</sup> Ricketts entered into a business arrangement with James Lawrason in May 1809 wherein Lawrason supplied

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<sup>141</sup> Joshua Gilpin, Thomas Gilpin, and George Gilpin, "Valuable Property For Sale," *Alexandria Daily Gazette, Commercial & Political*, May 24, 1809, GenealogyBank. The "old stone house," listed in the newspaper's article describing the fire losses, probably fronted on Union Street. An 1805 insurance policy described the eastern end of the parcel as Joshua Gilpin's "vacant ground."

<sup>142</sup> Miller, *Artisans and Merchants*, s.v. "Evans, John," "Evans, Robert," "Newton, William," and "Warner, Samuel."

<sup>143</sup> Philip Wanton, "To Be Rented," *Alexandria Daily Advertiser*, August 4, 1802, GenealogyBank.

<sup>144</sup> ADB E:56, December 22, 1802.

<sup>145</sup> Miller, *Artisans and Merchants*, s.v. "Dixon, John"; 1810 Alexandria Land Book.

<sup>146</sup> 1810 Tax List.

<sup>147</sup> D. Douglas, "Flour for Sale," *Times; and District of Columbia Daily Advertiser*, April 1, 1801, GenealogyBank.

<sup>148</sup> Joseph Dean and Zachariah Gardner, *Alexandria Expositor, and the Columbian Advertiser*, March 7, 1803, GenealogyBank.

<sup>149</sup> ADB Q:16, March 25, 1808.

<sup>150</sup> Alexandria Deed Book (ADB) P:337, January 28, 1806; ADB Q:16, 1810 Tax List. Abram Hewes and Mordecai Miller, "Auction Room," *Times; and District of Columbia Daily Advertiser*, April 30, 1799, GenealogyBank.

<sup>151</sup> "Distressing Fire!," *Alexandria Daily Gazette, Commercial & Political*, September 26, 1810, GenealogyBank. John Muncaster was assessed for taxes on a bakehouse here in 1810. A Chancery case related to a different bake house

capital to purchase flour, pay wages and other labor costs, and half the bake house rent and Ricketts was to bake and sell biscuits. Ricketts sought two apprentices for this endeavor.<sup>152</sup> This erupted into a legal dispute centered on the question of whether they were business partners or simply financially obligated for a limited baking endeavor. Ricketts purchased flour from Joseph Dean and Dean obtained a judgment against James Lawrason when they missed their payment.<sup>153</sup> This legal dispute illustrates how proximity, all three involved parties occupied space on this waterfront block, promoted associations even when they were not successful. Lawrason and Dean testified that they knew Ricketts was “worth nothing” and “insolvent” and yet they engaged in business with him. Ricketts would join the army and die at age 31 in Elkton, MD in 1814.<sup>154</sup> A 20’ alley abutted the southern edge of this parcel.

#### Parcel 69.4

South of the alley, Christiana Arell Lowe, daughter of David Arell and granddaughter of Richard Arell, inherited 35’ front on Union and her brother, Richard Arell, inherited the corner lot fronting 35’ on Union and 58’ on Duke.<sup>155</sup> Thomas White leased the north half of Lowe’s parcel and built a blacksmith shop there.<sup>156</sup> In 1806, White offered for sale 2 elegant riding chairs with tops and harnesses, luxury goods that would appeal to the wealthiest Alexandria residents.<sup>157</sup> He ran a blacksmith shop and grocery retail store here in 1810.

#### Parcels 69.5

George Coryell leased the corner lot from Richard Arell. In June 1801, James Keith Jr., a creditor of George Coryell, offered the lease of a two-story frame house here, with eight years and eight months remaining on the lease, at public auction.<sup>158</sup> Coryell must have met his obligations to Keith, because he offered the house and store for rent in March 1802.<sup>159</sup> Alice Coleman occupied the house in 1810.<sup>160</sup>

#### Point Lumley (PL)

George Coryell leased the northwest corner of the public land, adjacent to the east of Parcel 69.4, to Thomas White for a 22-year term in 1802.<sup>161</sup>

Thomas Preston leased a large parcel from the town in November 1801 on which he built 2 brick houses, 3 frame houses and a lumberyard.<sup>162</sup> Preston was a merchant and carpenter who built several structures

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included a list of wooden bakehouses in the town; this property was not on that list. See Arlington Chancery, Dennis Ramsay vs. Joseph Riddle ETC, 1807-002.

<sup>152</sup> Benjamin Ricketts, “Two Boys, of Good Character,” *Alexandria Daily Gazette, Commercial & Political*, May 10, 1809, GenealogyBank.

<sup>153</sup> Arlington Chancery, James Lawrason vs. Joseph Dean ETC, 1812-035.

<sup>154</sup> “Died,” *Alexandria Herald*, February 16, 1814, GenealogyBank.

<sup>155</sup> Arlington Chancery, James R. Lowe and Wife vs. Richard Arell, 1805-001.

<sup>156</sup> ADB H:497, July 23, 1804.

<sup>157</sup> Miller, *Artisans and Merchants*, s.v. “White, Thomas.”

<sup>158</sup> James Keith Jr., “By Virtue of a Deed of Trust,” *Alexandria Daily Advertiser*, June 16, 1801, GenealogyBank.

<sup>159</sup> George Coryell, “To Rent,” *Times; and District of Columbia Daily Advertiser*, March 25, 1802, GenealogyBank.

<sup>160</sup> Alex. O:117, September 11, 1800; Coryell, George, *Alexandria Advertiser Times & D.C. Daily Advertiser*, April 3, 1802; 1810 Tax Assessment.

<sup>161</sup> ADB D:391, August 4, 1802.

<sup>162</sup> ADB N:310, July 11, 1806. The mortgage describes one brick dwelling split into 2 tenements and 3 frame houses. The description of the fire in 1810 says Preston lost 2 brick and 3 wooden houses and lumberyard.

in Alexandria. Ricketts, Newton & Co leased and occupied part of the corporation wharf before 1804.<sup>163</sup> Leonard Cook and Thomas Cook leased a town-owned parcel east of the Strand on the north side of the Duke Street terminus in 1808 for a fifty-year term.<sup>164</sup> The Cooks were hostlers and lumber merchants who ended their partnership in April 1810.<sup>165</sup> Hostlers cared for and stabled horses for travelers, particularly in association with an inn or ordinary.

In May 1809, the Common Council voted to rent out the Duke Street Dock for a two year term, or until Thomas Preston's time expired in the adjoining warehouse. The tenant was responsible for maintaining the dock during their occupancy.<sup>166</sup> Thomas Preston took on the lease later that month.<sup>167</sup>

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<sup>163</sup> Alexander Smith and Thomas Irwin, "Notice.," *Alexandria Expositor for the Country*, December 1, 1803, GenealogyBank.

<sup>164</sup> ADB Q:133, February 20, 1808.

<sup>165</sup> Leonard Cook and Thomas Cook, "Notice," *Alexandria Daily Gazette, Commercial & Political*, April 20, 1810, GenealogyBank.

<sup>166</sup> Adam Lynn, "In Common Council," *Alexandria Daily Gazette, Commercial & Political*, May 12, 1809, GenealogyBank.

<sup>167</sup> ADB R:215, May 24, 1809.

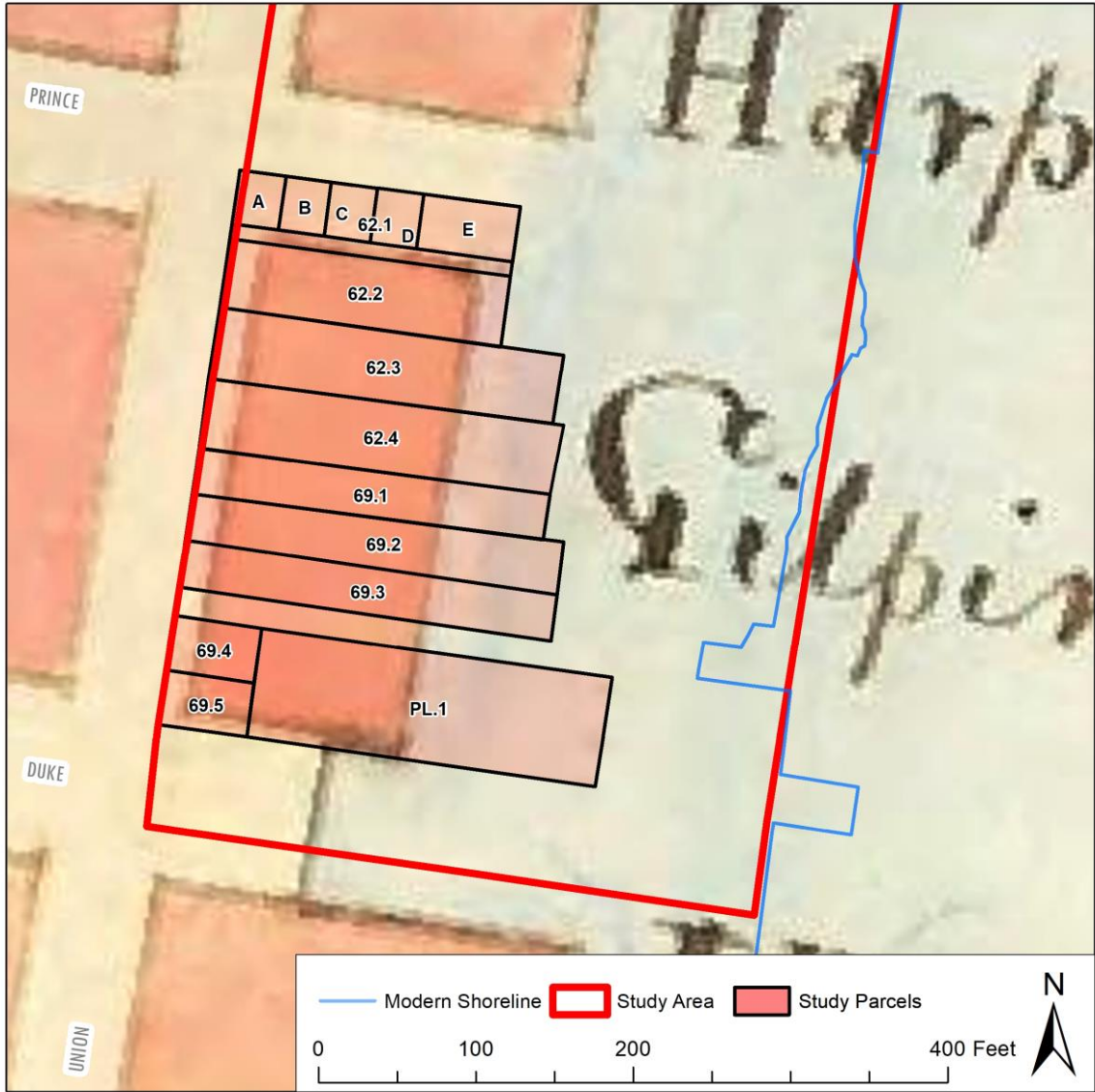


Image 21. Fairfax Deed Book (FDB) E2:269-269A, 1804. Detail.

## Distressing Fire!

In the evening of September 24, 1810, a worker in Lawrence Hill's cooper shop (Parcel 69.2) left a candle unattended and ignited a pile of wood shavings.<sup>168</sup> The fire spread quickly and was only controlled through the constant efforts of the townspeople. Individuals were required to keep fire buckets and bags in their homes and fighting fires was considered a civic duty for all. Alexandria had at least three fire companies at this time, and the Sun Fire Company owned a fire engine that could pump water.<sup>169</sup> These efforts kept the fire from spreading west across Union, where several buildings caught flame but were extinguished.

Mary Louisa Slacum, daughter of George Slacum, recalled her father's experience during the fire. He had landed two cargoes of sugar and liquors in recent days.

*The sugars and the liquors and their merchantable values were not that night his care. He well knew their power to feed the approaching flames. It was his books, his papers, his desk he endeavored to save as he struggled into a warehouse seemingly for the moment, safe. It was filled with hot air and smoke. He did not reach his desk, but struggling to return, gasping, almost exhausted, he fell against a faithful slave, a sailor recently arrived on the brig 'Louisa.' Hensen was seeking his master. They both would in a few minutes more have been lost, save that the Negro, by a glowing flash of flame, saw a white sail that was spread as a protection over the wheat in bulk. It proved the protection of master and of man- it was near the stairway. It guided them to light and life.<sup>170</sup>*

The newspaper tallied the losses two days later, painting a scene of despair and disaster.

Col. George Gilpin, 2 wooden Houses [Parcel 62.1 Lots A and D]:	\$2,000
John G. Ladd, 1 large warehouse full of goods [Parcel 62.1 Lot B]:	<del>100,000</del> 15,000
George Slacum, 1 warehouse [Parcel 62.1 Lot C]:	15,000
Anthony P. Gover, 1 warehouse [Parcel 62.1 Lot E]:	2,000
Jacob Leap, 1 store and dwelling house [Parcel 62.2]:	3,000
James Lawrason and Lawrason & Fowle, 1 brick and frame warehouses [Parcel 62.2]:	<del>20,000</del> 7,000
Harper & Davis, lumber-yard and ship-chandlery [Parcel 62.4]:	12,000
Joseph Dean, wooden warehouse [Parcel 69.1]:	<del>3,000</del> 1,000
Mordecai Miller, wooden warehouse [Parcel 69.2]:	1,500
Thomas Preston, 2 brick, 3 wooden warehouse and lumber-yard [Point Lumley]:	<del>6,000</del> 2,500
George Coryell, 1 dwelling house [Parcel 69.5]:	500
Thomas White, blacksmith's shop and grocery [Parcel 69.4]:	500
[Ricketts] & Newton, wooden warehouse [Parcel 69.3]:	1,500

<sup>168</sup> "Distressing Fire!," *Alexandria Daily Gazette, Commercial & Political*, September 26, 1810, GenealogyBank.

<sup>169</sup> Helen Wirka, "Alexandria's Sun Fire Company and John Carlyle: 1775-1780," 2011, 8.

<sup>170</sup> Mary Louisa Slacum Benham and Elizabeth Jane Betsy Stark, *Recollections of Old Alexandria and Other Memories of Mary Louisa Slacum Benham (1802-1884)* (Stark, 1977). Mary Louisa Slacum recalled that two of her father's warehouses were destroyed that night, but the newspaper account lists one warehouse as his loss. Slacum owned another warehouse on the waterfront north of Prince Street, however by all accounts that block did not burn in this fire. Benham describes a "faithful slave" Hensen, who called himself Hanson Pierson, however he ran away from Slacum in July 1808. George Slacum, "40 Dollars Reward," *Alexandria Daily Gazette, Commercial & Political*, July 29, 1808, GenealogyBank.

Benj. [Ricketts], bake house [Parcel 69.3]:	3,000
J. & T. Gilpin, old stone house [Parcel 62.4]:	1,000
Lawrence Hill, cooper's shop [Parcel 69.2]:	300 <sup>171</sup>

For some, the blow was softened by insurance policies on buildings and goods. The rebuilding process began directly: on October 13, John G. Ladd “wanted immediately a master mason, carpenter & materials for rebuilding my warehouse, lately destroyed by fire on Prince St.”<sup>172</sup>

Lawrason & Fowle relocated temporarily within a matter of days, moving to Merchant's Wharf until their store could be rebuilt.<sup>173</sup> The Mutual Assurance Company published a letter to encourage policy holders to file claims against their loss in the weeks following the fire.<sup>174</sup>

The fire was ill timed for a commercial port. Having just emerged from the doldrums of the Embargo Act of 1807, the political situation with England and France made ocean trade risky and unprofitable. The recovery of this block demonstrates how challenging this time was. Though some began to rebuild immediately, and others erected fireproof buildings where before there was wood, many did not financially recover.

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<sup>171</sup> Corrections to the reporter's estimates were published the following day: “Corrected Account of the Fire,” *Alexandria Daily Gazette, Commercial & Political*, September 27, 1810, GenealogyBank.

<sup>172</sup> Ladd, John G., *Alexandria Gazette*, October 13, 1810, quoted in Miller, *Artisans and Merchants*, s.v. “Ladd, John G.”

<sup>173</sup> Lawrason & Fowle, “Lawrason & Fowle,” *Alexandria Daily Gazette, Commercial & Political*, October 2, 1810, GenealogyBank.

<sup>174</sup> Mutual Assurance against Fire, *Alexandria Daily Gazette, Commercial & Political*, October 17, 1810, GenealogyBank.

## The Antebellum Period, 1811-1859

In the period between the 1810 fire and the Civil War, when this block and others were seized as a depot for the Union Army, business carried on in many respects. The parcels with alley access were subdivided into Union and Strand facing lots, while some other parcels were reconsolidated. Some firms retained ownership of property on this block while they moved their own store fronts and shipping operations to other areas of the waterfront.

George Gilpin died in early 1814 and directed in his will that his estate be divided as directed by law.<sup>175</sup>

### Parcel 62.1

On the Prince Street Dock, five warehouses were rebuilt in brick and made fireproof. At the corner of Union and Prince Streets (Lot A), Gilpin sold the property to John Gardner Ladd and Christopher Neale in 1812, apparently as an investment property. Ladd's moiety passed to his son, Joseph B. Ladd in 1819.<sup>176</sup> Margaret B. Manley was a tenant in 1820.<sup>177</sup> Neale sold his half share to George Sukeley in 1824 and Joseph B. Ladd sold his to Edward Lloyd in 1826.<sup>178</sup> Johannah Lloyd Lackey, daughter of Edward Lloyd, inherited her father's share of the parcel.<sup>179</sup>

William N. McVeigh and James H. McVeigh, brothers, operated their grocery business here in the early 1840s. In 1843, they changed their name from Wm. N. & J. H. McVeigh to McVeigh Brothers.<sup>180</sup> Their firm concurrently operated from Vowell's Wharf, between Prince and King Streets.

Nehemiah Hicks, a sumac mill operator, was a tenant on Lot A in 1850.<sup>181</sup> Hicks likely used space here to store goods before transporting them to his mill.

Fishback & Brother, a general grocery and commission business, established themselves here in March 1851 after relocating from Culpepper County, Virginia. They described this property as a three-story brick building at the corner of Union and Prince Streets. Lackey sold her share to Edward and William Fishback, who defaulted on a debt to William Fowle. The partnership was dissolved, and all the firm's goods, wares, merchandise and effects and the brick warehouse were sold at public auction 1852; Benjamin Waters won bidding on the warehouse.<sup>182</sup> Waters was a lumber merchant with an extensive lumberyard on the wharf at Cameron Street.

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<sup>175</sup> Last Will and Testament of George Gilpin, AWB 1:280, February 15, 1814, [www.familysearch.org](http://www.familysearch.org).

<sup>176</sup> Last Will and Testament of John Gardner Ladd, AWB 2:278, February 23, 1819.

<sup>177</sup> ADB, V:366, February 3, 1812; ADB W:21, February 4, 1812; ADB AA:356, February 13, 1815; 1820 Tax Assessment.

<sup>178</sup> ADB O2:75, July 26, 1824; ADB P2:283, April 8, 1826; 1840 Tax Assessment.

<sup>179</sup> Last Will and Testament of Edward Lloyd, AWB 3:302, March 8, 1828; Tax Assessments from 1840 and 1850.

<sup>180</sup> William N. McVeigh and James H. McVeigh, "NOTICE," *Alexandria Gazette*, January 23, 1843, GenealogyBank; 1840 Tax Assessment.

<sup>181</sup> 1850 United States Census and 1850 Alexandria Land Book.

<sup>182</sup> ADB M3:561, October 20, 1851; M3:527, October 20, 1851; M3:671, March 3, 1852; O3:106, November 18, 1852; J. Edward Fishback and William G. Fishback, "Copartnership," *Alexandria Gazette*, March 5, 1851, GenealogyBank; Fishback & Bro., "Wanted," *Alexandria Gazette*, October 18, 1851, GenealogyBank; J. Edward Fishback and William G. Fishback, "Notice," *Alexandria Gazette*, February 12, 1852, GenealogyBank.

John G. Ladd built a brick warehouse that shared a wall with Gilpin's corner building (Lot B).<sup>183</sup> This was the location of Ladd's company room and office until his death in 1819.<sup>184</sup> The building was vacant in 1820 and was part of the above mentioned 1826 sale to Edward Lloyd. Francis L. B. Lloyd inherited this building and defaulted on a loan from Francis Smith and George McLish.<sup>185</sup> William Fowle bought it at public auction in 1848.<sup>186</sup> Fowle was a merchant who owned Lot E since 1817 and Lot D since 1845. The 1850 tax assessment lists this house and lot as vacant.

George Slacum, owner of the warehouse on Lot C, died because of his exposure to smoke in the 1810 fire. According to his daughter, "My father's books and papers, deeds and securities all fed the flames of the fire that destroyed his valuable warehouses and their contents, and insidiously entered with a death breath in to his system."<sup>187</sup> Jane Slacum, his widow, rebuilt the brick warehouse by 1815 and leased it to Jonathan Shellabar, a merchant with his store on Water Street (Image 22).<sup>188</sup> He offered for sale barrels, sole leather, chocolate, bags, castania nuts, barrels of shoes, and waterproof hats.<sup>189</sup>

George Slacum's estate was placed into a trust during legal proceedings in 1826 due to Emeline Thompson wanting control of her 1/8 share.<sup>190</sup> Jane Slacum died in 1842.<sup>191</sup> Emeline Thompson and Mary Louisa Benham, daughters of George and Jane Slacum, occupied the building in 1850. Mary Louisa Benham sold her half share of the warehouse to William Fowle in 1854.<sup>192</sup> A court-ordered partition granted ½ interest in this parcel to Samuel Popham Thompson in 1858.<sup>193</sup> Fowle owned Lot E since 1817, Lot D since 1845, and Lot B since 1848. This warehouse consolidated his ownership of all the warehouses along Prince Street, except the corner, Lot A.

George Gilpin sold Lot D to Reuben Dye and Joseph Harris in 1812.<sup>194</sup> Harris & Dye operated jointly and individually as merchants and tavernkeepers. On Prince Street, they stored cheese, cider, beef and pork, twine, salt, whiskey, corn, oats and meal.<sup>195</sup> Joseph Harris, partner of Harris & Chamberlain, occupied the warehouse in 1830. Harris purchased the other moiety of the warehouse and lot in 1832 from the heirs of Reuben Dye.<sup>196</sup> Joseph Harris and William Yeaton occupied the warehouse in 1840 according to tax records. Yeaton was a merchant, wharf builder, and former town surveyor who operated primarily from Ramsay's Wharf. William Fowle purchased the warehouse in 1845 in a court-ordered sale.<sup>197</sup> Fowle owned Lot E since 1817, and his acquisition of this parcel was his next step in buying up all the parcels along Prince Street, except Lot A.

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<sup>183</sup> ADB V:264, May 1, 1811.

<sup>184</sup> Last Will and Testament of John Gardner Ladd, AWB 2:278, February 23, 1819.

<sup>185</sup> Last Will and Testament of Edward Lloyd, AWB 3:302, March 8, 1828.

<sup>186</sup> ADB I3:163, I3:412, K3:149.

<sup>187</sup> Benham and Stark, *Recollections of Old Alexandria*. Jane Slacum advertised for any creditors to settle with his estate on November 2, 1810, so he must have died within days of the fire. *Alexandria Daily Gazette*.

<sup>188</sup> Tax Assessments from 1820 and 1850.

<sup>189</sup> Miller, *Artisans and Merchants*, s.v. "Shillabar, Jonathan."

<sup>190</sup> ADB P2:464, July 24, 1826.

<sup>191</sup> *Alexandria Gazette*, February 1, 1842, GenealogyBank.

<sup>192</sup> ADB Q3:565, November 6, 1854.

<sup>193</sup> ADB T3:298, August 4, 1958.

<sup>194</sup> ADB V:413, January 23, 1812.

<sup>195</sup> Miller, *Artisans and Merchants*, s.vv. "Dye, Reuben," "Dye & Harrison," and "Harris, Joseph."

<sup>196</sup> ADB T2:339, October 1, 1832.

<sup>197</sup> ADB Z2:381, November 16, 1839; ADB G3:128, December 6, 1845.



### Lot E: Central Wharf, 1817-1860

After the 1810 fire, Elisha Janney was in no position to rebuild the warehouse: the parcel was under the control of a court-appointed trustee and the City claimed the dock for the public benefit. The trustee advertised the sale of “the WHARF at the end of Prince Street” in September 1813.<sup>198</sup> Abijah Janney of Fairfax County, David Lupton Jr. and Peter Saunders, both of Alexandria, made a group of investors who purchased the property in 1813 and likely built a new warehouse of brick with a slate roof and fronting 62’ on Prince Street (Image 23).<sup>199</sup> Saunders and Lupton Jr. bought out their third partner, Abijah Janney, in 1814.<sup>200</sup> Adams, Herbert & Co. moved to this brick warehouse in March 1815. They offered a range of bulk goods for sale, including coffee, tea, sugar, and tanner oil. They also managed the packet, *George Washington*, to Norfolk. They moved from the warehouse and dissolved their partnership in 1817.<sup>201</sup> Peter Saunders used his moiety of the wharf to secure a debt in April 1816; he advertised his share of the wharf and warehouse for sale in January 1817.<sup>202</sup>

Lawrason & Fowle purchased one moiety of the parcel with the wharf and dock access from David Lupton Jr.’s estate in 1817. They occupied this warehouse and wharf according to the 1820 tax assessment. Fowle worked on consolidating his ownership of this parcel for several years. Lawrason’s heirs sold him their five shares from 1831 through 1839.<sup>203</sup> Fowle purchased Saunders’ moiety at public auction in 1835.<sup>204</sup>

The 1840 tax assessment lists William Fowle & Son as the occupant of the warehouse and wharf. The pier is illustrated in the 1842 Coastal Survey (Image 24). The 1845 Plan of Alexandria (Image 25) shows the pier extending from the south side of Prince Street labeled “Fowle’s.” In the following 15 years, Fowle bought Lots D, C, and B, consolidating his ownership of most of the warehouses on the south side of Prince Street. In 1850, the occupants of this and Lot D were R. J. T. Wilson, Fowle & Co., and William A. Hyde.

Fowle & Co. offered boxes of lemons for sale at an auction at their warehouse on Central Wharf in 1850.<sup>205</sup> An auction for damaged guano took place on Central Wharf in 1856.<sup>206</sup> R. J. T. Wilson’s store at was at the Prince Street Dock in 1860.<sup>207</sup> William Fowle, owner of Lots B, C, D and E died in 1860, directing his real estate to be divided evenly among his children. Their partitions were not legally defined until 1867.<sup>208</sup>

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<sup>198</sup> Richard Marshall Scott, “For Sale,” *Alexandria Gazette, Commercial and Political*, September 1813, GenealogyBank.

<sup>199</sup> ADB Y:30, September 15, 1813; MAP No. 1614, 1815.

<sup>200</sup> ADB AA:159, June 1, 1814.

<sup>201</sup> Adams, Herbert & Co., “REMOVAL,” *Alexandria Gazette, Commercial and Political*, March 11, 1815, GenealogyBank; Adams, Herbert & Co., “The Packet,” *Alexandria Gazette*, January 1, 1816, GenealogyBank; Peter Saunders, “To Rent,” *Alexandria Gazette*, October 28, 1816, GenealogyBank.

<sup>202</sup> ADB BB:412, April 20, 1816; Peter Saunders, *Alexandria Gazette*, January 1, 1817, GenealogyBank.

<sup>203</sup> ADB E2:330, February 14, 1817; S2:593, January 28, 1831; U2:349, August 30, 1833; X2:141, January 2, 1836; X2:166, April 3, 1837; Y2:316, May 20, 1839.

<sup>204</sup> ADB V2:394, March 31, 1835.

<sup>205</sup> Fowle & Co., “At Auction,” *Alexandria Gazette*, March 15, 1850, GenealogyBank.

<sup>206</sup> S. J. McCormick, “Auction Sales,” *Alexandria Gazette*, September 26, 1856, GenealogyBank.

<sup>207</sup> H. L. Monroe, “Sale This Day,” *Alexandria Gazette*, November 17, 1860, GenealogyBank.

<sup>208</sup> William Fowle, Last Will and Testament, AWB 7:505, February 6, 1860.

**To Rent,**  
A three story Brick Store, [*fire proof*]  
next door to Mr. John G. Ladd's, on the  
dock. Apply to  
**Jane H. Slacum.**  
October 7 tf

Image 22. Jane H. Slacum, "To Rent," Alexandria Gazette, October 15, 1815, GenealogyBank.

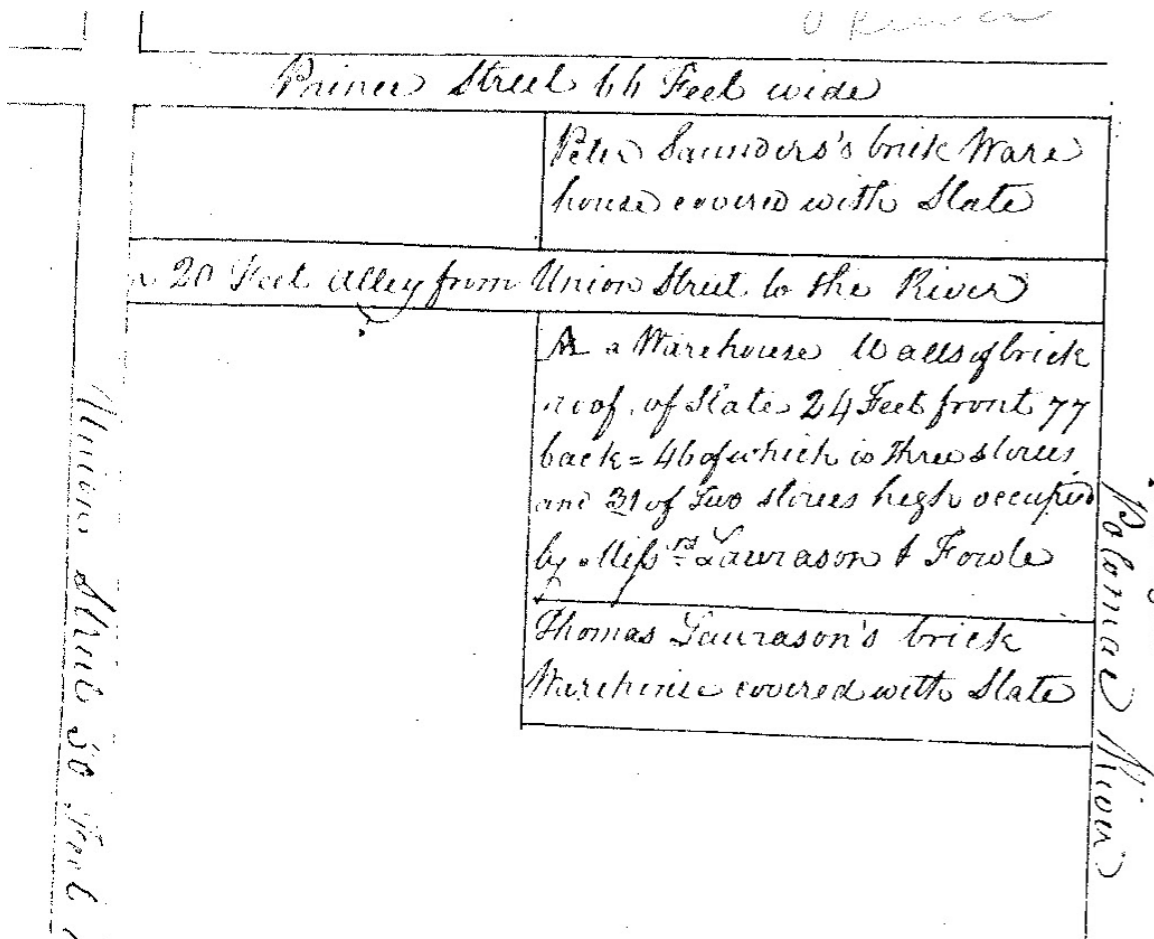


Image 23. Mutual Assurance Society Policy (MAP) No. 1614, 1815, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

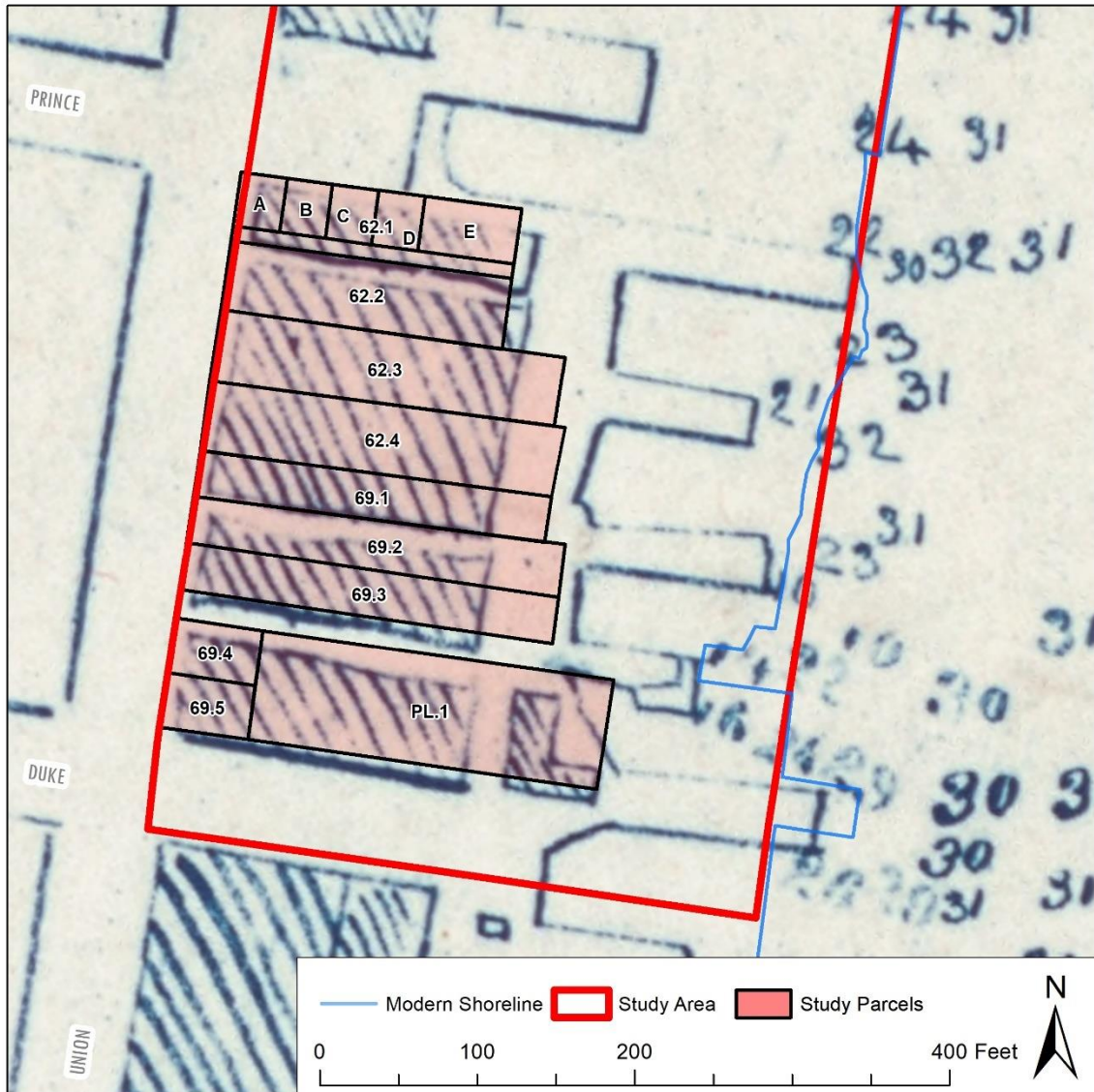


Image 24. Young, William S. "Map of the Potomac & Anacostia Rivers between Washington D.C. & Alexandria Va." Image. United States Coast Survey, 1842. <https://www.loc.gov/resource/q3792p.ct006462/>. Detail.

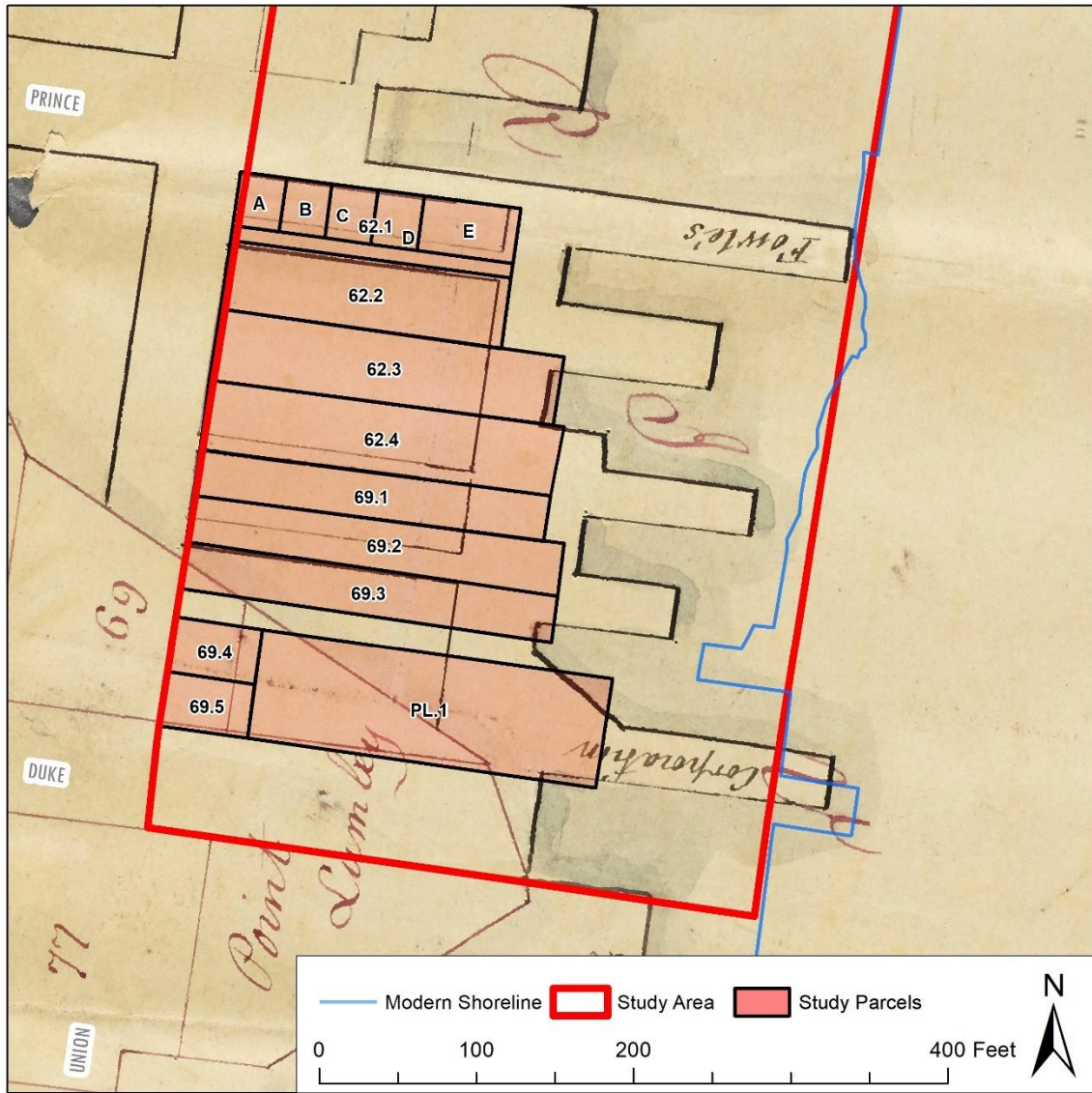


Image 25. Arlington County (Va.) Chancery Causes (Arlington Chancery), 1790-1927. George O. Dixon and John A. Dixon vs. William H. Irwin, 1850-003. Local Government Records Collection, Arlington County Court Records. The Library of Virginia, Richmond, Virginia. Detail.

## Parcel 62.2

South of Gilpin's Alley, Lawrason & Fowle rebuilt their 3-story brick warehouse on the Strand to be fireproof: a slate roof, shutters sheeted with iron, and stone window and door sills on the exterior (Image 23).<sup>209</sup> This new warehouse had a 34' front along the Strand.<sup>210</sup> A plat attached to James Lawrason's 1820 will illustrates this parcel, 34' 6" by 78' with a brick warehouse. The plat described a "Wharf 50' to the River, pier run out from the east end of the warehouse to the River 167 feet (Image 26)."

James Lawrason used the Strand warehouse and lot to secure a large debt in 1817 and died before he repaid it, resulting in the sale of the wharf and warehouse in February 1823.<sup>211</sup> Elisha Riggs of Baltimore, Maryland purchased it; however, James Lawrason renewed his insurance policy in March 1823 listing William Fowle & Co. as the occupants of the 34' wide 3-story brick warehouse.<sup>212</sup> William Fowle & Co. was a merchant firm that operated from the warehouse on Parcel 62.1, Lot E. The 1830 tax assessment showed William Fowle & Co. continued to occupy the warehouse followed by William Fowle & Son in the 1839 insurance policy (Image 27).<sup>213</sup> William Fowle purchased the wharf and warehouse in 1843.<sup>214</sup> Fowle continued to occupy the parcel and in 1850 John B. Daingerfield occupied some part of it according to tax records. Fowle offered the Strand-fronting warehouse for rent in January 1859.<sup>215</sup>

On the Union fronting side of the lot, Jacob Leap built a new brick warehouse after the 1810 fire. Leap left the brick building and lot on Union Street to his wife, and then upon her death to his grandchildren.<sup>216</sup> Jacob Leap's estate continued to own the warehouse with Francis Boler and Mary Grey as tenants in 1830 and Lucretia Allen and Samuel Swann in 1840. In 1850, John Masten and Ann Hudgins occupied the Union side of the parcel. William Fowle purchased all the interest of the Leap heirs in 1852.<sup>217</sup> As of 1852, William Fowle consolidated his ownership of this entire parcel.

The upper floor of this warehouse was destroyed in an April 1854 fire that started on Parcel 62.4 and 69.1. It was occupied by John B. Daingerfield, and Francis A. Marbury, but the tobacco stored in the lower story was only lightly damaged.<sup>218</sup> Fowle built a four-story brick warehouse here after the fire, which he offered for rent in January 1859.<sup>219</sup> This building stands today at 204 South Union Street.<sup>220</sup>

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<sup>209</sup> MAP No. 254, September 6, 1811. The building was 3 stories with a 2 ½-story back addition.

<sup>210</sup> Later policies describe the building as 34' wide and the lot was also 34' wide. The 24' description on this document may be an error.

<sup>211</sup> ADB F2:13, June 10, 1817; ADB N2:34, February 22, 1823.

<sup>212</sup> MAP No. 4987, March 10, 1823.

<sup>213</sup> MAP No. 11065, June 24, 1839.

<sup>214</sup> ADB C3:289, January 21, 1843.

<sup>215</sup> Miller, "Wandering Along the Waterfront, The Prince to Duke Street Waterfront Part II," 196.

<sup>216</sup> Jacob Leap, Last Will and Testament, AWB 2:405, January 9, 1821.

<sup>217</sup> ADB K3:360, April 10, 1849; ADB O3:342, October 22, 1852.

<sup>218</sup> "Destructive Fire," *Alexandria Gazette*, April 15, 1854, GenealogyBank.

<sup>219</sup> Miller, "Wandering Along the Waterfront, The Prince to Duke Street Waterfront Part II," 196.

<sup>220</sup> Alexandria Archaeology, "Alexandria Waterfront History Plan: Alexandria, a Living History" (Alexandria, Virginia: Office of Historic Alexandria, 2010), Alexandria Archaeology, <https://media.alexandriava.gov/docs-archives/planning/info/waterfront/aacwaterfronthistoryplan.pdf>, 79.

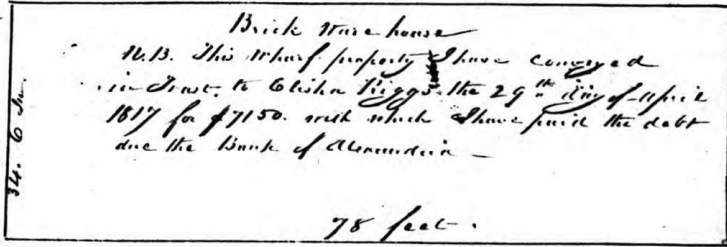
William Fowle died in 1860, directing his real estate to be divided evenly among his children. Their partitions were not legally defined until 1867.<sup>221</sup>

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<sup>221</sup> William Fowle, Last Will and Testament, AWB 7:505, February 6, 1860.

Plat No. 7

Wharf 50 feet to the river  
piers run out from the Coast  
and of the Ware houses to the  
river 167 feet.



Alley in Common

Image 26. Detail of a plat attached to James Lawrason's Last Will and Testament, ADB 3:133, May 26, 1824.



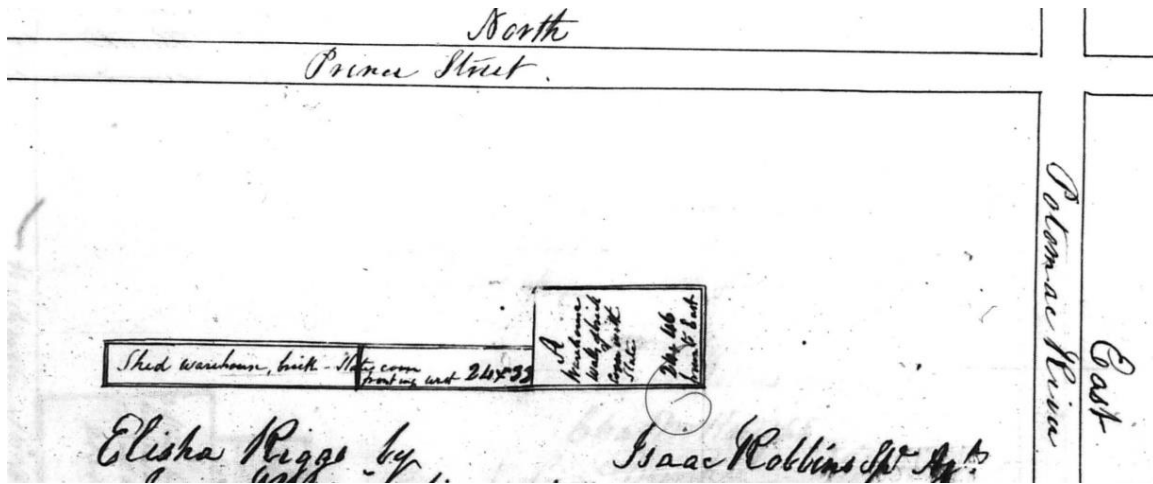


Image 27. Mutual Assurance Society Policy (MAP) No. 11065, June 24, 1839, Mutual Assurance Society Papers, Library of Virginia, on file at Alexandria Archaeology.

### Parcel 62.3

Thomas Gilpin's sons Joshua and Thomas Gilpin sold this parcel to James Lawrason after the fire, likely with no structures on the parcel.<sup>222</sup> Lawrason then sold the parcel to his son, Thomas Lawrason (1780-1819), in 1812.<sup>223</sup> He built a brick warehouse with a slate roof by 1815 (Image 23).<sup>224</sup> This warehouse fronted on the Strand. Lindsay & Hill removed to this warehouse in 1815, seeking to buy rye, wheat and corn while offering to sell shad and sugar (Image 28). Samuel Lindsay and Lawrence Hill engaged in trade together as Samuel Lindsay & Co. from November 1813 when they occupied a store on the west side of Union south of Prince Street.<sup>225</sup> They moved to this parcel in 1815 and remained here until sometime before 1820.<sup>226</sup> The 1820 tax assessment lists the occupant as Abijah Adams. Abijah Adams operated a merchant business from Central Wharf from 1817-1820.<sup>227</sup>

William Fowle bought out Thomas Lawrason's heirs' interest in the wharf and 3-story brick tenement in 1837.<sup>228</sup> The 1840 tax assessment lists Lawrason's estate as the owner and William Fowle the tenant. In 1850, Fowle was the listed owner and Fowle & Co. was the tenant.

The 3-story Strand warehouse was damaged by a fire in April 1854, where much of the guano and corn stored inside it were ruined by fire or water.<sup>229</sup>

Fowle built a warehouse fronting on Union Street some time between the 1854 fire and his death in 1860. It still stands at 206 South Union Street.

William Fowle died in 1860, directing his real estate to be divided evenly among his children. Their partitions were not legally defined until 1867.<sup>230</sup>

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<sup>222</sup> ADB U:459, May 11, 1811.

<sup>223</sup> ADB W:287, September 9, 1812.

<sup>224</sup> MAP No. 1614, 1815 and 1823. The 1823 policy says it is a brick two-story warehouse.

<sup>225</sup> Samuel Lindsay and Lawrence Hill, "NOTICE," *Alexandria Gazette*, November 11, 1813, GenealogyBank.

<sup>226</sup> Cohagen & Whittle, "Removal," *Phenix Gazette*, February 20, 1827, GenealogyBank.

<sup>227</sup> Miller, *Artisans and Merchants*, s.v. "Adams, Abijah;" 1820 Tax Assessment.

<sup>228</sup> ADB W2:415, January 2, 1837.

<sup>229</sup> "Destructive Fire," *Alexandria Gazette*, April 15, 1854, GenealogyBank.

<sup>230</sup> William Fowle, Last Will and Testament, AWB 7:505, February 6, 1860.

## REMOVAL.

**T**HE Subscribers have removed to the new brick Store, on the Wharf, next door south of Messrs. Lawrason and Fowle's, where they offer for Sale—

New-Orleans and Muscovado Sugar, in hogsheads tierces and bbls.

Shad, nett and gross Herrings,

Liverpool fine and Lisbon salt,

And a few bales of nice retailing Cotton—Also, flour selected for family use

**Saml. Lindsay & Co**

The business in future will be conducted under the firm of *Lindsay and Hill*, who wish to purchase Wheat, Rye and Corn and would receive a few hundred bbls. flour, or any other property on storage. The house is spacious, airy and remote from fire.

**SAMUEL LINDSAY.**

**LAWRENCE HILL.**

Image 28. Samuel Lindsay and Lawrence Hill, "REMOVAL," Alexandria Gazette, Commercial and Political, August 4, 1815, GenealogyBank.

## Parcels 62.4 and 69.1

Straddling the traditional boundary of the Gilpin (62) and Arell (69) lots, Josiah H. Davis leased and then purchased two adjacent parcels in the center of the block.<sup>231</sup> William Harper sold his interest in their lumberyard and Davis carried on the business into the 1830s. Davis leased a wharf space about 35' south of these parcels, see Parcel 69.3.<sup>232</sup> Davis and Mordecai Miller agreed to preserve a 10' alley along the south edge of Parcel 69.1 in May 1821.<sup>233</sup> A few months later, in November 1821, they came to an agreement to ensure Miller's access to the southern edge of Davis' wharf and to mutually share the maintenance expenses for the wharf.<sup>234</sup>

Davis partnered with George H. Smoot under the name George H. Smoot & Co. to operate a lumber yard at the foot of Wilkes Street from 1823-1826.<sup>235</sup> Benjamin T. Fendall operated a grocery commission business from Davis' wharf from 1829-1835. He also managed the sale of one sailing vessel from the wharf after it was repossessed to satisfy the creditors of John Cooke. Fendall moved to Vowell's Wharf in March 1835.<sup>236</sup> J. & G. I. Thomas operated a lumberyard here beginning in May 1834. After the death of James Thomas in 1838, G. I. Thomas partnered with John L. Pascoe as G. I. Thomas & Co. They remained in business there through 1844.<sup>237</sup>

Davis, Robert H. Miller, and Lambert & McKenzie jointly funded a repair effort on the wharf pier and abutment in June 1843. They entered into a trust to use the wharfage and dockage fees as security for the repair costs.<sup>238</sup> In October 1844, Davis offered the counting room and upper floor of the fireproof warehouse for rent.<sup>239</sup> Tax records show Ebenezer Bacon was a tenant in 1850; he sold potatoes at Central Wharf in 1850.<sup>240</sup> Bacon occupied the lower floor of the fireproof warehouse until 1859.<sup>241</sup>

In late 1853, Davis offered a lot for rent, 70' wide and 95' deep, with the 10' alley on the south. He suggested the tenant could build a rail spur from Union Street to the wharf and erect temporary sheds on either side of the rail for storage.<sup>242</sup> He offered the lot for rent again in July 1856, describing it as "well located for a depot for Plaister of Paris" and bounded on the north and the south by alleys.<sup>243</sup>

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<sup>231</sup> ADB Z:393, July 1, 1815, N2:392, January 6, 1824, Y:98, October 29, 1813, Z:400, June 29, 1815.

<sup>232</sup> ADB E2:463, June 9, 1818.

<sup>233</sup> ADB L2:79, May 1, 1821.

<sup>234</sup> ADB L2:378, November 15, 1821.

<sup>235</sup> Josiah H. Davis and George H. Smoot, "Dissolution," *Alexandria Gazette*, June 13, 1826, GenealogyBank.

<sup>236</sup> Benjamin T. Fendall, "Benjamin T. Fendall's Grocery & Commission Store," *Phenix Gazette*, August 28, 1829, GenealogyBank; Benjamin T. Fendall, "Schooner Volant For Sale," *Alexandria Gazette*, November 20, 1829, GenealogyBank; Benjamin T. Fendall, "Benjamin T. Fendall," *Alexandria Gazette*, March 24, 1835, GenealogyBank.

<sup>237</sup> J. & G. I. Thomas, "Lime, Lumber, Tar &c," *Alexandria Gazette*, May 30, 1834, GenealogyBank; G. J. Thomas, "Dissolution," *Alexandria Gazette*, March 5, 1838, GenealogyBank; Josiah H. Davis, "To Rent," *Alexandria Gazette*, October 5, 1844, GenealogyBank.

<sup>238</sup> ADB C3:490, June 9, 1843.

<sup>239</sup> Josiah H. Davis, "To Rent," *Alexandria Gazette*, October 5, 1844, GenealogyBank.

<sup>240</sup> E. Bacon, "Potatoes," *Alexandria Gazette*, April 3, 1850, GenealogyBank.

<sup>241</sup> Josiah H. Davis, "To Rent," *Alexandria Gazette*, March 16, 1859, GenealogyBank.

<sup>242</sup> Josiah H. Davis, "For Rent," *Alexandria Gazette*, November 19, 1853, GenealogyBank.

<sup>243</sup> Josiah H. Davis, "To Let for One Year," *Alexandria Gazette*, July 29, 1856, GenealogyBank.

Davis himself went into the plaster business in June 1859, offering plaster at his store at No. 16 Union Street, next door to B. H. Lambert's.<sup>244</sup>

A large stock of rosin in barrels fueled a raging fire in April 1854 that originated on this parcel. The rosin, owned by Thomas & Dyer and stored in a shed at the rear of Davis' warehouse, was alleged to have been purposely set ablaze. The fire spread, partially destroying the roof of Davis' warehouse, some of the corn and guano in the adjacent Fowle & Co. warehouse and burning the upper floor of Fowle's other warehouse. The fire companies used sand to stifle the flames and the newly installed water plugs, i.e. fire hydrants, to knock down the fire.<sup>245</sup> Davis repaired the warehouse and soon rented the upper floor to J. & J. T. Janney.<sup>246</sup> He offered it for rent again in 1857, 1859, and in July 1860 after being "put in good order."<sup>247</sup> He offered the lower level with its counting room for rent in March 1859.<sup>248</sup>

### Parcel 69.2: Mordecai Miller & Son, 1810-1846

Mordecai Miller (1764-1832) moved to Alexandria from Pennsylvania by 1791 and established himself as a silversmith and clockmaker. Rebecca Hartshorne (1770-1810), daughter of local merchant and Quaker William Hartshorne, married Miller in 1792 and they had five sons Robert Hartshorne (1798-1874), John S. (1800-1878), William Hartshorne (1802-1870), Samuel (1802-1876), and Joseph H. (1805-1876). They owned numerous parcels of land in Alexandria and were well-connected in the local Quaker community. Mordecai Miller purchased and emancipated enslaved people and supported the free Black community by helping to establish a neighborhood that later was called Hayti. This waterfront parcel was a small part of their overall land holdings, but it allowed Miller and his sons to engage in a profitable commercial venture for many years.<sup>249</sup> After the 1810 fire, most of Mordecai Miller & Son's shipping took place on other wharves: Harper's, Hartshorne's, and Dundas' Wharf.<sup>250</sup>

Mordecai Miller built a new warehouse on the waterfront, which he leased to merchant Thomas H. Howland by 1813.<sup>251</sup> Howland sold beef, candles, Liverpool salt, Swedish bar iron, Russia hemp, New Orleans yarns, Spanish hides, and numerous other international and domestic goods.<sup>252</sup>

Lawrence Hill rebuilt his cooper shop on the Union Street side of the parcel and stayed in business there until 1819, after a brief partnership with Valentine.<sup>253</sup> According to tax records, Daniel Monrow leased the Union-fronting parcel from 1820 until his death c. 1840. Daniel Monroe was a cooper, who lived on

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<sup>244</sup> Josiah H. Davis, "Plaster Grinding," *Alexandria Gazette*, June 22, 1859, GenealogyBank. ...I have taken the plaster mill lately occupied by Whiting & Wright.

<sup>245</sup> "Destructive Fire," *Alexandria Gazette*, April 15, 1854, GenealogyBank.

<sup>246</sup> Joseph Janney and Joseph Tyson Janney, "Notice," *Alexandria Gazette*, June 19, 1855, GenealogyBank; Josiah H. Davis, "To Rent the Large Fireproof Warehouse," *Alexandria Gazette*, July 17, 1857, GenealogyBank.

<sup>247</sup> Josiah H. Davis, "To Rent," *Alexandria Gazette*, September 5, 1859, GenealogyBank; Josiah H. Davis, "To Rent," *Alexandria Gazette*, July 20, 1860.

<sup>248</sup> Josiah H. Davis, "To Rent," *Alexandria Gazette*, March 16, 1859, GenealogyBank.

<sup>249</sup> Alexandria Archaeology, "The Miller Family: Quakers and Merchants" undated; Anna Maas and John P. Mullen, "The Strand Properties: 203/205/211 Strand Street: Documentary Study" (City of Alexandria, June 2017), 27.; Saunders Family History, saundersfamilyhistory.com, (2019), Chapter 2, 24-25.

<sup>250</sup> Miller, *Artisans and Merchants*, s.v. "Miller, Mordecai."

<sup>251</sup> *Alexandria Gazette*, February 25, 1813, quoted in Miller, *Artisans and Merchants*, s.v. "Howland, Thomas H."

<sup>252</sup> Miller, *Artisans and Merchants*, s.v. "Howland, Thomas H."

<sup>253</sup> ADB AA:425, June 14, 1811; Miller, *Artisans and Merchants*, s.vv. "Hill, Lawrence" and "Hill & Valentine."

Union near Gibbon Street in 1834.<sup>254</sup> At the division of Mordecai Miller's estate in 1833, his son Robert H. Miller inherited the parcel from Union Street to the pier.<sup>255</sup> The unlabeled wharf appears in the 1845 *Plan of Alexandria* (Image 25).

In 1852, William S. Moore established his machine and pattern shop on the Union fronting side of the parcel. Moore was born in Alexandria in 1821 and was elected to City Council. Here, a four-story building, 35' by 170,' contained the works that employed 25 men. He secured government contracts and the iron and brass castings they made were shipped all over the United States.<sup>256</sup>

#### Union Wharf, 1834-1885

Benjamin H. Lambert and Lewis McKenzie operated their shipping and commission business from Union Wharf beginning in 1834.<sup>257</sup> Lewis McKenzie was born in Alexandria and served as the President and Purchasing Agent of the Alexandria, Loudoun and Hampshire (AL &H) Railroad, which connected Old Town to Vienna, Virginia in 1859. McKenzie supported the Union and became acting Mayor of Alexandria in 1861 during the Union occupation of the town.<sup>258</sup> Lambert & McKenzie first advertised a large quantity of bran "afloat" at Union Wharf in 1835 (Image 29). Over the following two decades, they offered a wide variety of grocery and domestic goods for sale, usually at wholesale. They leased warehouse space on this parcel and a parcel to the south, occupying a relatively large area of the waterfront by 1840.<sup>259</sup>

Vessels involved in the slave trade docked here regularly during this period. Copper-bottomed brig *Uncas*, Captain Boush, offered black moss from New Orleans in 1836 and sought freight or passengers to Kingston, Jamaica in April 1840 (Image 30).<sup>260</sup> The "Superior fast sailing Coppered Brig" *Isaac Franklin*, captain Wm. Smith, sought "small stowage" and passengers for Kingston, Jamaica in February 1840 (Image 31).<sup>261</sup>

In December 1846, Lambert & McKenzie sought freight and passengers for the Barbados packet, a schooner to New York and a brig to "the British provinces or Europe." They offered potatoes, onions, salt and plaster for sale.<sup>262</sup> Tax records show Lambert & McKenzie leased the Strand-fronting parcel in 1840 and remained there through 1850. B.H. Lambert carried on business here on his own account after the firm dissolved in June 1853.<sup>263</sup> B. H. Lambert sold Turks Island salt from Union Wharf in 1860.<sup>264</sup>

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<sup>254</sup> E. A. Cohen & Company., *A Full Directory for Washington City, Georgetown, and Alexandria* (Washington, D.C.: Wm. Greer, 1834), [https://link.gale.com/apps/doc/CY0102763318/SABN?u=viva\\_wm&sid=zotero&xid=2f5bf0e8](https://link.gale.com/apps/doc/CY0102763318/SABN?u=viva_wm&sid=zotero&xid=2f5bf0e8).

<sup>255</sup> ADB U2:450, August 12, 1833.

<sup>256</sup> Maas and Mullen, "The Strand Properties," 40.

<sup>257</sup> Benjamin H. Lambert and Lewis McKenzie, "NOTICE," *Alexandria Gazette*, August 1, 1834, GenealogyBank.

<sup>258</sup> Maas and Mullen, "The Strand Properties," 39-40.

<sup>259</sup> 1840 Tax Assessment, on file at Alexandria Archaeology. There are numerous advertisements in the *Alexandria Gazette* for this business from 1835 to 1853, a sampling includes: March 14, 1838, April 11, 1840, March 14, 1843,

<sup>260</sup> Lambert & McKenzie, "Black Moss," *Alexandria Gazette*, July 18, 1836, GenealogyBank.

<sup>261</sup> For more on these ships and how they are related to the domestic slave trade, see History of 1315 Duke Street, City of Alexandria, 2023, <https://www.alexandriava.gov/museums/history-of-1315-duke-street>.

<sup>262</sup> *Alexandria Gazette*, December 3, 1846, GenealogyBank.

<sup>263</sup> Benjamin H. Lambert and Lewis McKenzie, "Notice," *Alexandria Gazette*, June 8, 1853, GenealogyBank.

<sup>264</sup> Benjamin H. Lambert, "Turks Island Salt Afloat," *Alexandria Gazette*, January 23, 1860, GenealogyBank.

### Parcel 69.3

After the 1810 fire, John Ricketts had the lease for this parcel in January 1811, when John & Elizabeth Muncaster used it to secure a debt.<sup>265</sup> In 1814, William Newton leased the whole parcel, built a brick two-story 95' by 30' warehouse on the Strand side of the parcel and then subleased to Anthony P. Gover and Andrew Sholfield (also spelled Scholfield).<sup>266</sup> The Chancery Court decided the ownership of the parcel in 1815, using a wall 120' to the east of Union Street as the division: Elizabeth Muncaster received the Union facing portion and her sister, Christiana Marsteller, got the Strand lot with the wharf.<sup>267</sup>

#### The Union fronting parcel

Jonathan Janney leveraged his lease on the Union-fronting parcel to borrow money in 1816.<sup>268</sup> The Muncasters used the parcel to secure a debt in 1818.<sup>269</sup> Janney paid off his debt in 1819, but the Muncasters did not and thus were forced to sell in 1827.<sup>270</sup> Andrew Sholfield leased the warehouse from 1814 until his death some time before 1840.<sup>271</sup> The 1820 Tax Assessment described this warehouse as vacant; in 1830 Scholfield was the occupant. Scholfield operated a lumberyard on the waterfront south of Cameron Street during this period.<sup>272</sup> In 1845, the Bank of Alexandria and Bank of the Potomac offered the parcel in three shares and Robert H. Miller, son of Mordecai Miller who owned the parcel north of this (Parcel 69.2), purchased all shares to become the sole owner.<sup>273</sup> Lambert & McKenzie occupied the warehouse from at least 1840-1850.<sup>274</sup> Robert Miller sold the warehouse to Robert G. Violett in August 1853.<sup>275</sup> Reports from a nearby fire in 1854 describe new brick warehouses owned by R. H. Miller and R. G. Violett escaping with little damage.<sup>276</sup>

Philip H. Hooff moved his flour, grain and grocery business here in 1859. Previously, he operated from Green's Wharf at the foot of Wolf Street.<sup>277</sup> A Civil War-era photograph shows a three-story brick warehouse on this parcel with the P.H. Hooff name on a sign (Image 33).

#### The Strand fronting parcel

The parcel to the west of the Strand was legally attached to the wharf/pier parcel to the east of the Strand, however they were typically leased separately which means they had different occupants and uses. William Newton subleased the parcel to Anthony P. Gover in 1814, Gover immediately used the

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<sup>265</sup> ADB U:205, January 14, 1811.

<sup>266</sup> ADB Y:322, January 11, 1814; AA:36, January 12, 1814; X:512, August 8, 1814.

<sup>267</sup> Arlington Chancery, Philip Marsteller ETC vs. John Muncaster and Wife, 1815-002

<sup>268</sup> ADB C2:445, December 19, 1816.

<sup>269</sup> ADB H2:140, August 10, 1818.

<sup>270</sup> ADB G2:348, May 12, 1819 and Q2:170, May 5, 1827. The Bank of Alexandria and Bank of the Potomac, represented by Phineas Janney, retained ownership of the parcel until 1845.

<sup>271</sup> ADB AA:36, January 12, 1814; Tax Assessments for 1820, 1830, 1840.

<sup>272</sup> See the chapter covering Cameron to King Streets for more on Scholfield's Lumberyard.

<sup>273</sup> ADB F3:584, June 2, 1845.

<sup>274</sup> Tax Assessments for 1840 and 1850.

<sup>275</sup> ADB P3:140, August 2, 1853. Violett immediately used the warehouse to secure a debt. ADB P3:143, August 2, 1853.

<sup>276</sup> *Alexandria Gazette*, June 16, 1854, quoted in Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," 9.

<sup>277</sup> P. H. Hooff, "P. H. Hooff," *Alexandria Gazette*, January 2, 1855, GenealogyBank; P. H. Hooff, "Philip H. Hooff," *Alexandria Gazette*, February 3, 1859, GenealogyBank; P. H. Hooff, "P. H. Hooff, Alexandria, Va.," *Alexandria Gazette*, May 18, 1861, GenealogyBank.

parcel to secure a debt to Solomon Parsons.<sup>278</sup> Gover paid his debt and Parsons released the two-story brick warehouse and pier in February 1815.<sup>279</sup> Gover then subleased the pier to Jonathan Rumney and the warehouse to Jonathan Janney.<sup>280</sup> Janney used the two warehouses, one fronting on Union and one on the Strand, to secure a debt.<sup>281</sup> Jonathan Janney occupied the Strand warehouse from 1820-1830, according to tax records. William Fowle occupied the Strand warehouse in 1840.<sup>282</sup> At some point before 1850, Benjamin H. Lambert and Lewis McKenzie leased the property from the Marstellers.<sup>283</sup>

### The Wharf and Pier

Samuel Harper started a 30-year lease on the wharf and lot east of the Strand, with exclusive use of the landing at the end of the alley in 1812.<sup>284</sup> Jonathan Rumney, a lumber merchant, started a 30-year lease of the pier in 1815.<sup>285</sup> Rumney subleased the city-owned wharf and lot south of this parcel. The irregular, L-shaped pier off the wharf extended to the south several feet (Image 24). Samuel Harper leased the wharf and landing to Thomas Swann (sometimes spelled Swayne) in 1818.<sup>286</sup> Swann then subleased the wharf to Josiah H. Davis for a 24-year term, i.e. the remainder of Harper's 30-year lease.<sup>287</sup> Davis used the wharf as security for debt in 1818.<sup>288</sup> Davis agreed with Mordecai Miller to preserve dock and wharf spaces on the north side of this waterfront property.<sup>289</sup> In 1831, William Fowle sued Philip G. Marsteller for unpaid debts to his old firm, Lawrason & Fowle. Several of Marsteller's tenants testified that they owed rents dating back as far as five years. Josiah H. Davis owed two years' rent for the wharf, \$200, to Marsteller. The court ordered Davis and the other tenants to pay their rents directly to Fowle.<sup>290</sup> Davis occupied the wharf through the 1840s, until Lambert & McKenzie took it over.<sup>291</sup>

The 1845 Ewing map of Alexandria shows the pier and wharf with no indication that they were in ruins (Image 32). In 1850, the Chancery Court decreed that the parcel and wharf be sold to settle the estate of Philip G. Marsteller. Cyrus C. Marsteller, his son, brought the suit because the real estate was decaying and "in its ruinous condition" it could not be equally divided in kind to all the heirs. The suit acknowledged that the real estate and ground rent were from their mother, Christiana Copper

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<sup>278</sup> ADB X:512, August 8, 1814 and AA:9, August 9, 1814.

<sup>279</sup> ADB Z:314, February 27, 1815.

<sup>280</sup> ADB Z:456, June 6, 1815 and D2:190, December 18, 1816.

<sup>281</sup> ADB C2:445, December 19, 1816.

<sup>282</sup> Tax Assessment for 1840.

<sup>283</sup> Tax Assessment for 1850; ADB N3:386, July 29, 1852.

<sup>284</sup> ADB Ref. E2:463, May 6, 1812.

<sup>285</sup> ADB Z:456, June 6, 1815.

<sup>286</sup> ADB G2:11, April 6, 1818.

<sup>287</sup> ADB E2:463, June 9, 1818.

<sup>288</sup> ADB, H2:67, November 21, 1818.

<sup>289</sup> ADB L2:378, November 15, 1821. Miller and Davis also came to an agreement to preserve a 10' alley through their adjoining parcels from Union to the Strand. ADB L2:79, May 1, 1821.

<sup>290</sup> Arlington Chancery, William Fowle (surviving partner of Lawrason & Fowle) vs. Philip G. Marsteller ETC, 1832-013. The judgment credited Davis for \$5 paid in taxes for 1830. Fowle brought at least three more suits against Marsteller (1832-012, 1833-039, 1841-013) with the court finding that Marsteller owed Fowle \$2,206. Philip G. Marsteller died on July 6, 1842 and it is unknown if he settled this debt before his passing.

<sup>291</sup> Tax Assessments for 1830, 1840, and 1850.



Marsteller, who was the granddaughter of Richard Arell. A brick warehouse on the Strand with the “ruins of an old wharf” was sold at auction to Lambert & McKenzie on July 16, 1853, for \$2,750.<sup>292</sup>

Shortly after the joint wharf purchase, Lambert & McKenzie dissolved their partnership. B. H. Lambert continued business “at the old stand, on Union Wharf.”<sup>293</sup> Lewis McKenzie took up business on Long Wharf and subsequently purchased Vowell’s Wharf north of Prince Street (see Prince to King section).<sup>294</sup> A Civil War-era photograph shows the wharf ruins along the bottom edge of the image (Image 34). The wharf segment closest to the main portion of the wharf face is intact but has boards, possibly the removed decking, stacked haphazardly on what appears to be a partially filled crib (Image 35). The pier decking and supports were gone, leaving only the piles lined up into the Potomac River.

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<sup>292</sup> Arlington Chancery, Cyrus C. Marsteller vs. Richard H. Marsteller ETC, 1854-044; ADB P3:101, July 16, 1853. The Chancery records show that the property was subject to forfeit due to unpaid taxes from 1847-1848. Charles Neale, the court-appointed commissioner of sale, paid the taxes on account of the estate in 1850. By this date, many of the Marsteller heirs lived outside of Virginia and none lived in Alexandria.

<sup>293</sup> B. H. Lambert and Lewis McKenzie, “Notice,” *Alexandria Gazette*, June 14, 1853.


<sup>294</sup> Lewis McKenzie, *Alexandria Gazette*, June 9, 1853, GenealogyBank.

**BRAN AFLOAT.**

**2800** BUSHELS Bran, on board schr. Three Sisters, Harrington, from Richmond, for sale, in lots to suit purchasers, by **LAMBERT & MCKENZIE,** Union Wharf.  
 jan 29—3t

Image 29. Lambert & McKenzie, "Bran Afloat," Alexandria Gazette, January 30, 1835, GenealogyBank.

**FOR KINGSTON, JA.**

 The fast sailing coppered brig **UN-CAS,** Boush, will sail on Wednesday next the 22d inst. For freight or good accommodations, apply to the master, or to **LAMBERT & MCKENZIE,** Union wharf.

**FOR BARBADOES.**

Image 30. Lambert & McKenzie, "For Kingston, Ja.," Alexandria Gazette, April 27, 1840, GenealogyBank.

**FOR KINGSTON, JAMAICA.**



The Superior fast sailing Coppered  
Brig ISAAC FRANKLIN, Wm. Smith,  
master, will have despatch, and can  
take any small stowage, that may offer, and  
handsomely accommodate Passengers, for  
which, apply to the master, or to

**LAMBERT & MCKENZIE,**

feb 19—3t

Union wharf.

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**FOR BARBADOES.**

Image 31. Lambert & McKenzie, "For Kingston, Jamaica," Alexandria Gazette, February 19, 1840, GenealogyBank.

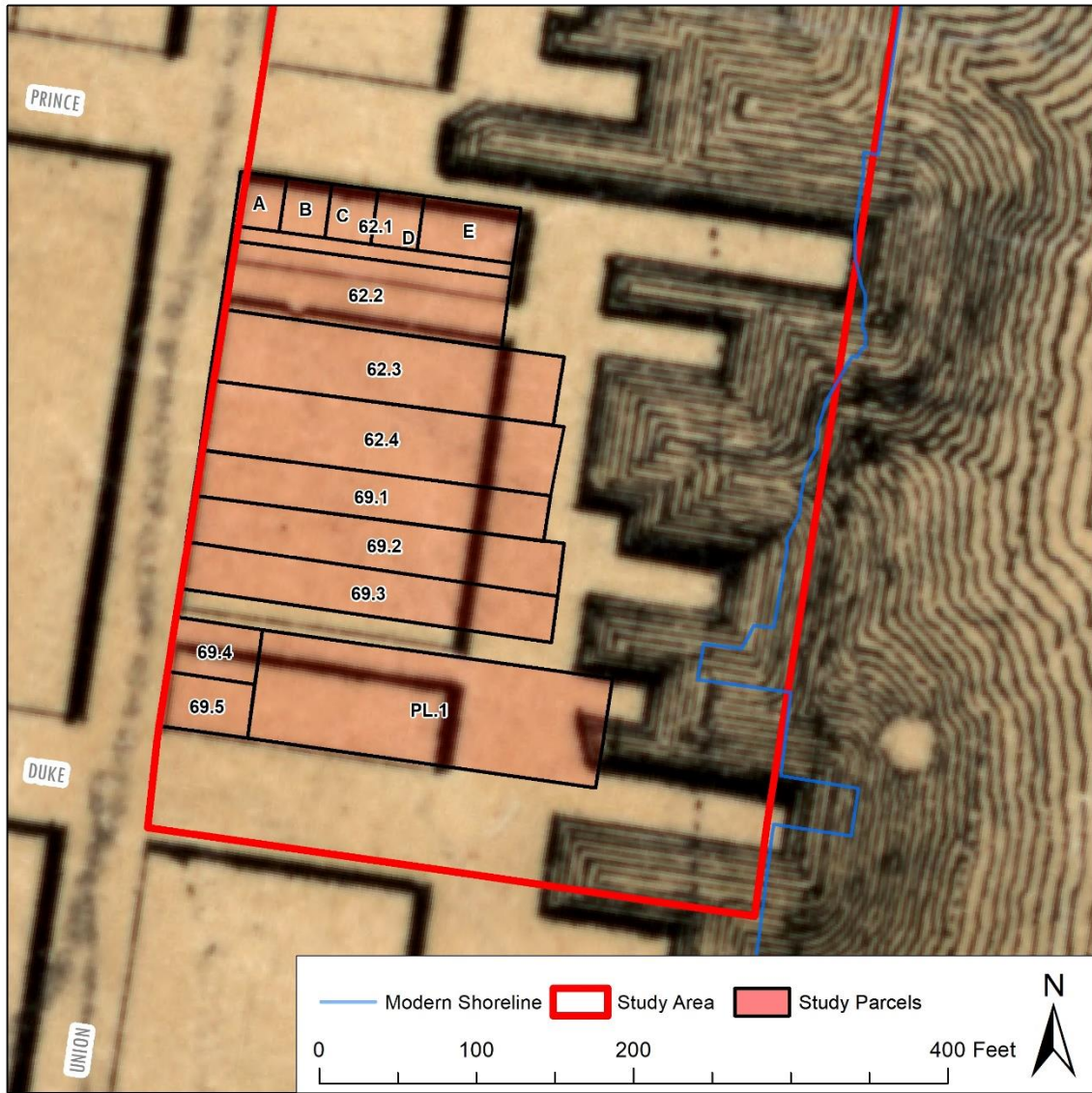


Image 32. Ewing, Maskell C., and Thomas Sinclair. "Plan of the Town of Alexandria, D.C. with the Environs: Exhibiting the Outlet of the Alexandria Canal, the Shipping Channel, Wharves, Hunting Cr. &c." 1845. Image. <https://www.loc.gov/item/89692516/>. Detail.



*Image 33. Andrew J. Russell, Alexandria from Pioneer Mill, Looking North-West, March 1865, Photographic print, March 1865, Library of Congress, <https://www.loc.gov/resource/ppmsca.08242/>.*

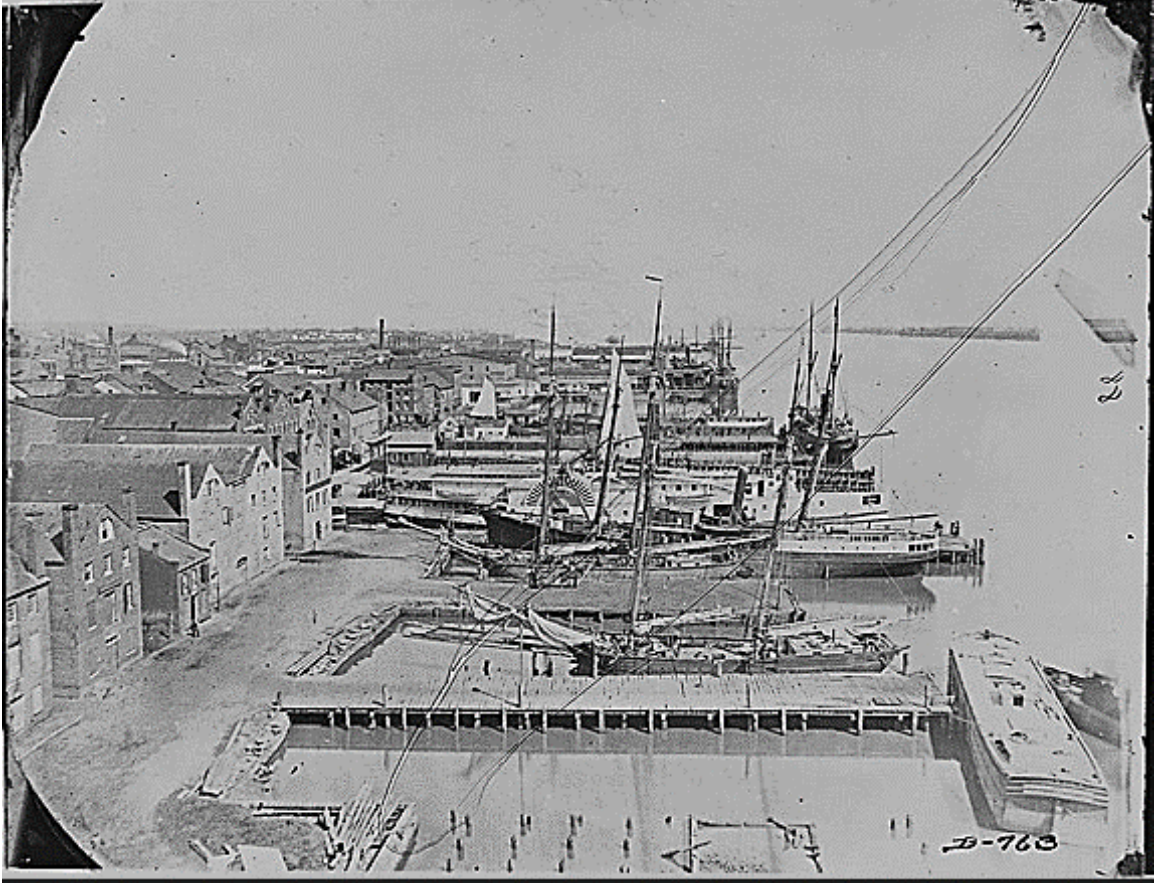


Image 34. Andrew J. Russell, *View from Pioneer Mill, Looking up the Wharf*, May 1865, Photographic negative, May 1865, U.S. National Archives and Records Administration, <https://catalog.archives.gov/id/525168>.

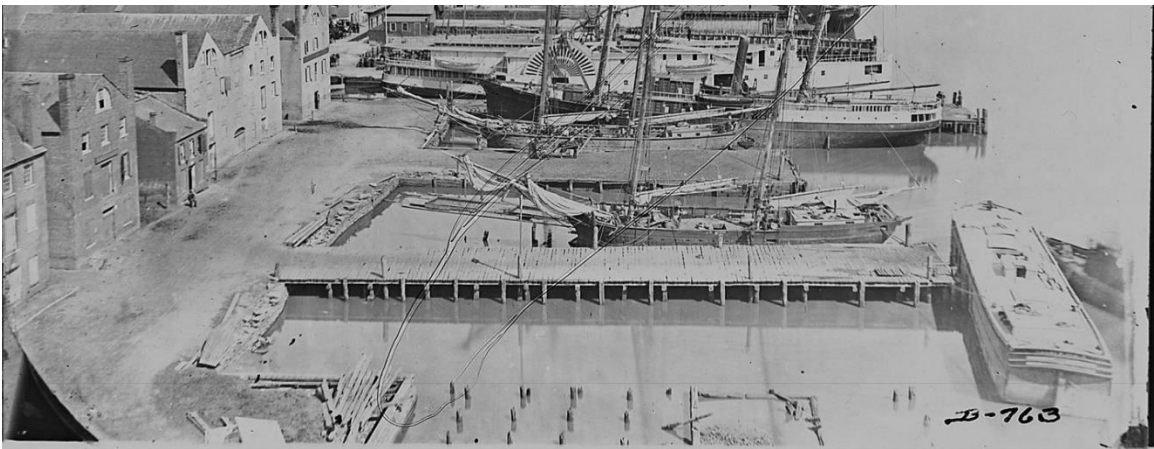


Image 35. Detail of "View from Pioneer Mill" showing the wharf and pier ruins.

## Parcel 69.4

Thomas White failed to pay rent on his blacksmith shop, or, more likely, the empty lot where his blacksmith shop used to be, and the property was repossessed in 1811.<sup>295</sup> William Morgan and Moses Smith leased a cooper shop on the southern half of the parcel in 1811 and in 1813 Moses Smith signed an 18-year lease for the north half of the parcel.<sup>296</sup> Apprentice John Carter, able to keep account books and play the violin, ran away from his shop in 1816 (Image 36). Carter was mixed-race and likely entered into this apprenticeship as a free person. Godard, Samuel and James Hill occupied the whole parcel by 1830.<sup>297</sup> William McKnight, a carpenter, occupied the shop in 1850.<sup>298</sup> His shop was the origin of another fire in 1854 and was first spotted by the watchman at Pioneer Mill, which at six stories high, towered over the neighboring structures. The fire destroyed the carpenter's shop and all its contents.<sup>299</sup> Christiana Lowe, granddaughter of Richard Arell, retained ownership of this parcel until 1873.<sup>300</sup>

In 1860, James Rector Smoot and John Perry began a co-partnership of Smoot & Perry, selling lumber, plaster, cement, nails and lime from No. 51 South Union Street (modern 220 South Union Street).<sup>301</sup> Their one-story wood frame office is shown in an 1865 photograph of the waterfront (Image 33, Image 37). They operated a lumber and coal yard on Union between Queen and Cameron Streets.<sup>302</sup>

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<sup>295</sup> ADB W:392, August 8, 1811.

<sup>296</sup> ADB V:124, August 26, 1811; ADB Y:186, July 12, 1813.

<sup>297</sup> 1830 Tax Assessment

<sup>298</sup> 1850 Tax Assessment

<sup>299</sup> Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)," 9.

<sup>300</sup> Christiana's uncle, Peter Caverly, was empowered as a guardian of her real property inherited from her father, David Arell. This legal arrangement made Caverly the custodian of the property to the benefit of Christiana and her children outside the legal reach of her husband, James R. M. Lowe. ADB K:374, October 15, 1805; Arlington Chancery, James R. M. Lowe and Wife vs. Peter Caverly, 1816-020.

<sup>301</sup> J. Rector Smoot and John Perry, "Co-Partnership Notice," *Alexandria Gazette*, April 27, 1860, GenealogyBank; James Rector Smoot and John Perry, *Alexandria Gazette*, May 1, 1860, GenealogyBank.

<sup>302</sup> Thunderbird Archaeology, "Union Street Hotel," 26.

## Five Dollars Reward.

Ran away on the 7th December a Mulatto boy named John Carter, about 18 years and three or four months old—the said John Carter is an apprentice to Moses Smith, a cooper; had on a pair of dark cloth pantaloons, a white vest, and a blue round jacket, a black fur hat, bright complexion, about five feet high has a tolerable good education sufficient to keep small accounts; he plays tolerably well on a violin. I expect he is about his father's or his uncle Thomas Braddock's as he has some notion of learning the carpenter's business. I will give the above reward if taken out of the corporation, and two dollars if in the corporation. Masters of vessels, and all others, are cautioned against harboring or carrying off the said John Carter at their peril—as the law will be put in force against any such person.

MOSES SMITH.

Dec 18

stt

Image 36. Smith, Moses, "Five Dollars Reward," Alexandria Gazette, December 18, 1816.



## Parcel 69.5

When Richard Arell, the grandson of the late Richard Arell and owner of Lot 69, was jailed for unpaid debts in 1812 he used this corner parcel as collateral for bail.<sup>303</sup> James and Thomas Lawrason paid Arell \$1000 to secure the future purchase of the lot, however Henry Bayne purchased the house and lot in 1819.<sup>304</sup> Bayne later paid off Lawrason's investment in the parcel.<sup>305</sup> Bayne previously partnered with Seth Cartwright in a ship chandlery on Prince Street, but he continued on after Cartwright's death as a tavernkeeper and merchant at Duke and Water Street.<sup>306</sup> Tenants of this property included David Mankins, Mrs. Imoher, John Gibson, Enoch Lyles, and Ebenezer Bacon.<sup>307</sup> David Mankins, a merchant, occupied a store on the lot from 1818-1822.<sup>308</sup>

Bayne's daughter Betsy Hicks inherited the parcel and sold it to Bacon, who was married to Bayne's other daughter, Susan.<sup>309</sup> Ebenezer Bacon was a seaman, master of the brig *Numa* in 1830 and ran a consignment house in Alexandria, possibly from this parcel. The 1854 fire destroyed the outbuildings, owned by Capt. Bacon and occupied by Mr. Lyles, but left the brick building "much injured."<sup>310</sup> Lyles was a cooper in the 1850 census.<sup>311</sup> The two-story brick building is visible in a c. 1865 photograph of Duke Street from the top of Pioneer Mill (Image 37). An adjacent 1 ½-story saltbox with frame outbuildings were likely built to replace the structures lost in the 1854 fire.

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<sup>303</sup> ADB W:25, July 1, 1812. Richard Arell was jailed for insolvency again in 1821; Edm. I. Lee, "District of Columbia," *Alexandria Gazette & Daily Advertiser*, January 2, 1821, GenealogyBank.

<sup>304</sup> ADB G2:112, K2:56

<sup>305</sup> ADB N2:116, October 9, 1823.

<sup>306</sup> Miller, *Artisans and Merchants*, s.vv. "Bayne, Henry" and "Bayne & Cartwright."

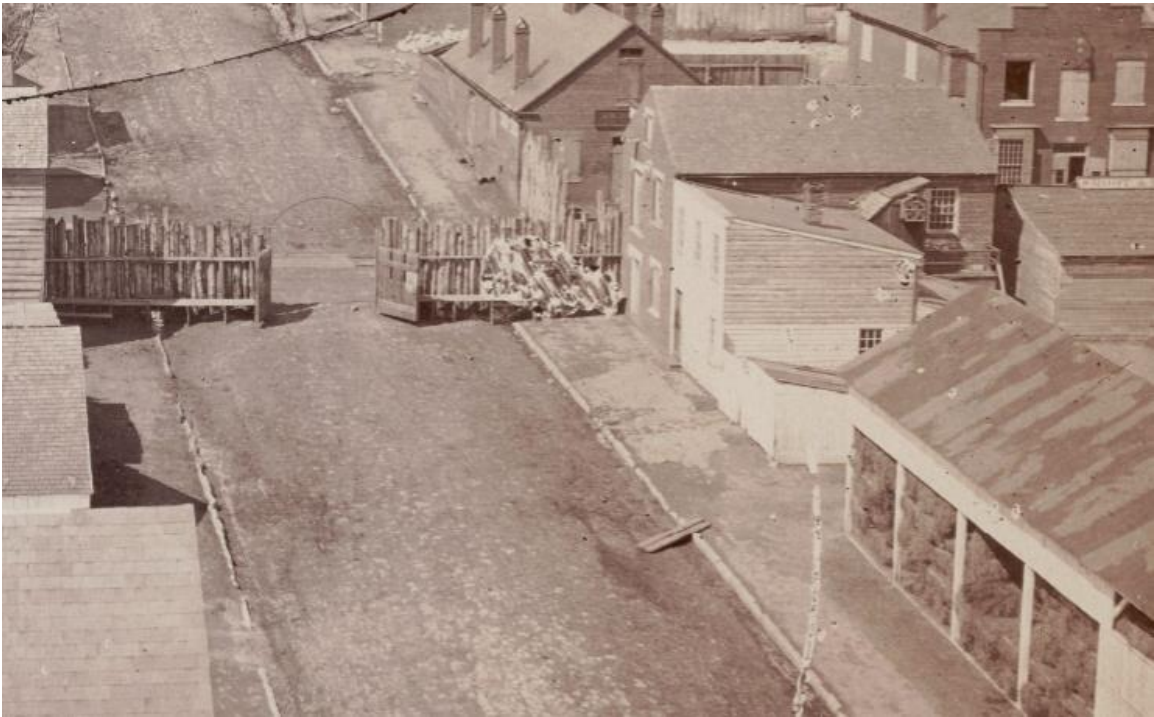
<sup>307</sup> Tax Assessments for 1820, 1830, 1840 and 1850.

<sup>308</sup> Thunderbird Archaeology, "Union Street Hotel, 214-220 South Union Street," July 2014, 15; N. Herbert, "Public Sale," *Alexandria Gazette & Daily Advertiser*, May 12, 1818, GenealogyBank.

<sup>309</sup> ADB O3:110, June 20, 1851.

<sup>310</sup> *Alexandria Gazette*, June 16, 1854, quoted in Thunderbird Archaeology, "Union Street Hotel, 214-220 South Union Street," July 2014, 16.

<sup>311</sup> Thunderbird Archaeology, "Union Street Hotel, 214-220 South Union Street," July 2014, 16.



*Image 37. Detail from Andrew J. Russell, Alexandria Virginia, 1865, Albumen Print, Medford Historical Society Civil War Photograph Collection, Medford Historical Society, <https://www.digitalcommonwealth.org/search/commonwealth:st74dx35g>.*

## Point Lumley – Corporation Property

The 1810 fire destroyed most, if not all, of the buildings on the city-owned land at Point Lumley. In October 1811, the Common Council sought to lease “for a term of seven years, a piece of ground on Duke Street, running 117 feet thereon and 73 feet on Potomac Strand, and also the public wharf on Duke Street.”<sup>312</sup>

Jonathan Rumney took over the fifty-year lease of the wharf parcel from Leonard and Thomas Cook in 1815.<sup>313</sup> This included the land east of the Strand and north of Duke Street, as well as wharf and dock access. Jackson & Rumney, John Jackson and John Rumney, was an Alexandria merchant firm that formerly operated from Gover’s Wharf.<sup>314</sup> Rumney bought out John Jackson’s interest in the lease in January 1816.<sup>315</sup>

Jackson then leased a 40’ by 25’ partition of the larger lot from Rumney. The partition was at the northeast corner of Duke Street and the Strand and did not include access to the dock or wharf.<sup>316</sup> Jackson built a brick warehouse on his partition shortly after this transfer.<sup>317</sup> John Jackson secured a 10’ addition to his corner parcel from Edward Rumney in July 1816.<sup>318</sup> Jackson sold the two lots with the brick warehouse to Thomas Wilson in July 1816 for \$5,000. Wilson was required to pay the annual rent to the city for the remainder of the 50-year lease.<sup>319</sup> The 1820 tax assessment listed Wilson’s warehouse as vacant.

Edward Rumney, a ship captain, bought the remaining areas of the parcel from Jonathan Rumney for a flat sum of \$1,200.<sup>320</sup> Edward Rumney built a wharf on the property shortly after this. Edward Rumney offered the wharf for sale in June 1817.<sup>321</sup> In December 1817, Edward sold a moiety of the lot and improvements, including the new wharf, back to John Rumney for \$4,000.<sup>322</sup> John Rumney built a brick warehouse on the parcel in 1818; he offered the second story for rent in December.<sup>323</sup> John Rumney then bought the other moiety of the parcel from Edward Rumney for \$4,000 in November 1819.<sup>324</sup>

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<sup>312</sup> J. D. Simms, “In Common Council,” *Alexandria Daily Gazette, Commercial & Political*, October 7, 1811, GenealogyBank.

<sup>313</sup> ADB Z:76, January 1, 1815.

<sup>314</sup> Jackson & Rumney, “Jackson & Rumney,” *Alexandria Daily Gazette, Commercial & Political*, April 16, 1812, GenealogyBank.

<sup>315</sup> ADB BB:229, January 1, 1816.

<sup>316</sup> ADB C2:138, January 2, 1816.

<sup>317</sup> ADB D2:218, July 15, 1816.

<sup>318</sup> ADB D2:220, July 9, 1816.

<sup>319</sup> ADB D2:218, July 15, 1816.

<sup>320</sup> ADB BB:419, January 13, 1816. Jonathan Rumney, “For New-York,” *Alexandria Gazette & Daily Advertiser*, January 13, 1818, GenealogyBank.

<sup>321</sup> “Duke-street Wharf,” Edward Rumney, *Alexandria Gazette*, June 30, 1817.

<sup>322</sup> ADB F2:287, December 29, 1817.

<sup>323</sup> John Rumney, “Nova-Scotia Potatoes &c,” *Alexandria Gazette & Daily Advertiser*, December 24, 1818, GenealogyBank.

<sup>324</sup> ADB I2:96, November 27, 1819.

Hayman & Cartwright, sail makers, likely occupied the top floor of this warehouse from 1820-1830.<sup>325</sup> John Rumney used the lot, wharf and warehouse as security for debts in 1820 and 1823.<sup>326</sup>

The public land at Point Lumley was occupied by numerous businesses and individuals over the years. William B. Stewart opened a “stable of horses” at the wharf in January 1819. He also operated a tavern and ordinary in town; his workforce in 1820 included his immediate family, five enslaved men, one enslaved woman and one enslaved girl. Dick Douglas, a “coarse shoemaker,” left for freedom in November 1819. He offered hacks, gigs and horses for hire at the foot of Duke Street in 1820 and promoted his “careful drivers,” who were likely the enslaved men enumerated in his census record. Stewart added a large stable to his tavern in 1825, at which time he may have ceased to do business at the foot of Duke Street.<sup>327</sup>

Levi and Sarah Pickering kept an ordinary here from 1820 through 1850. Levi Pickering was fined in 1819 for selling spiritous liquors on the fish wharf, at Point West. He notified the public in 1822 that an abandoned horse at his stable would be sold soon if not claimed. Levi Pickering died in 1835, and his widow Sarah Pickering petitioned to be released from the lease on this parcel. That apparently did not happen, as she continued to petition the Council for rent adjustment (1841) finally for compensation for building construction at the end of her lease in 1850.<sup>328</sup> The 1850 tax assessment listed William Leman and Mary Lawson as tenants here.

Rebecca Metts may have operated a boarding house on Duke Street in 1820 with William Masten as a tenant. William Jackson was another tavernkeeper on Duke Street in 1820. Thomas Preston, a carpenter, owned a house on the Strand occupied by Mary Boatz in 1820. Other occupants in 1823 included James Campbell’s estate, L & W Campbell, and Jonathan Janney.<sup>329</sup>

In the 1830 tax list, Thomas Preston’s houses on the Strand were occupied by George Parsons, Charles Poor and Elizabeth Foster. Cartwright & Nash leased some of the Corporation Property.

In the 1850 tax list, James Green occupied a parcel on Duke and Virginia Turner occupied a parcel on the Strand.

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<sup>325</sup> “FIRE.,” *Alexandria Herald*, January 27, 1819, GenealogyBank; 1820 and 1830 Tax Assessments.

<sup>326</sup> ADB K2:293, July 17, 1820; ADB M2:398, April 3, 1823.

<sup>327</sup> William B. Stewart, “New Livery Stable,” *Alexandria Gazette & Daily Advertiser*, January 1, 1819, GenealogyBank; William B. Stewart, “Fifty Dollars Reward,” *Alexandria Gazette & Daily Advertiser*, November 16, 1819, GenealogyBank; “Federal Census 1820” (Census, 1820), Ancestry.com; William B. Stewart, “Livery Stable,” *Alexandria Gazette & Daily Advertiser*, July 14, 1820, GenealogyBank; William B. Stewart, “Team-Boat Hotel,” *Alexandria Gazette*, August 6, 1825, GenealogyBank, “A Statement of Warrants - Rent Roll,” *Alexandria Herald*, March 3, 1823, GenealogyBank.

<sup>328</sup> I. P. Thompson, “Alexandria Common Council,” *Alexandria Gazette & Daily Advertiser*, May 29, 1819, GenealogyBank; Levi Pickering, “NOTICE,” *Alexandria Herald*, December 6, 1822, GenealogyBank; “A Statement of Warrants - Rent Roll,” *Alexandria Herald*, March 3, 1823, GenealogyBank; “In Council - June 1, 1835,” *Alexandria Gazette*, June 6, 1835, GenealogyBank; “In Council - Dec. 29, 1835,” *Alexandria Gazette*, January 2, 1836, GenealogyBank; “In Council - October 18, 1841,” *Alexandria Gazette*, October 20, 1841, GenealogyBank; “In Council - July 22, 1850,” *Alexandria Gazette*, July 24, 1850, GenealogyBank.

<sup>329</sup> “A Statement of Warrants - Rent Roll,” *Alexandria Herald*, March 3, 1823, GenealogyBank.

## Civil War Era, 1861-1865

The Civil War brought many changes to Alexandria during the period from 1861-1865 when it was occupied by Union forces. Consequently, however, the era is rich with visual sources that provide a wealth of information about the built environment.

An 1863 lithograph of the waterfront shows that on this block most of the Strand-facing warehouses were two- or three-story brick structures (Image 38). From right to left in the image, the Prince Street dock is adjacent to the row of warehouses fronting on Prince Street. They are all 3 stories, and one has a shed or roof extending over the wharf. Across the alley, the warehouses on Parcels 62.2 and 62.3 were owned by William Fowle & Co. The roof lines show that separate structures fronted on Union Street, and one was 4 stories tall. Josiah Davis' two-story building on Parcel 62.4 had a relatively small footprint and the parcel was mostly empty with a small shed fronting on Union Street. Parcel 69.1 has two three-story warehouses that extend from the Strand to Union. Separated by a small alley, Parcel 69.2 has two three-story warehouses with distinct roof lines. Parcel 69.3 has a shed-style roof over a two-story warehouse. Finally, the parcel at the northwest corner of Duke and the Strand was a town-owned lot that by this time was used as open-air storage for goods. The two-story house on the east of the Strand (Image 39) was a town-owned structure that sat on the north edge of Duke Street.<sup>330</sup>

Historians characterize Alexandria as a Union-supporting town during the election of 1860 and in the subsequent early state-level secession debates. Public opinion changed after the events at Fort Sumter on April 12, 1861 which caused President Lincoln to raise up an army. Alexandrians voted for secession on May 23, 1861 and the next day Union forces occupied the town.<sup>331</sup> Unpopular with the local population, many Alexandrians who could afford to do so left town. The waterfront became a depot for military supplies with a palisade wall erected to control access to the area (Image 37). On this block, the warehouses seized by the military were all used as storehouses and barracks (Image 40). The drawing does not show distinct warehouses, it only designates between a structure and the street or alley.

At the Prince Street Dock and wharf, the warehouses that fronted on Prince Street were not occupied by the military, but the wharf was seized. Commissary stores took up warehouses on all of Parcel 62.2 and 76' of Parcel 62.3. An alley appeared in the southern half of Parcel 62.4. Commissary storehouses appeared on the Strand front of Parcel 69.1, 69.2 and 69.3. The warehouse on Parcel 69.2 had a 25' 9" façade on a parcel that was 30' wide, leaving a 4' 3" alley between it and the warehouse on Parcel 69.1. The warehouse on Parcel 69.3, fronting 23' 6," bordered on a 6' 4" alley that separated it from the grain storehouse at the corner of Duke and the Strand.<sup>332</sup> An 1865 photograph of the waterfront shows this building in a degraded state with bricks falling out of the façade and corner (Image 33). The wharf and pier are shown in their ruined condition, with a dotted rectangle representing the piles that remained but no decking or platform. The city-owned warehouse and wharf on Point Lumley were used as a barracks, storehouse, and hay wharf (Image 33, Image 37).

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<sup>330</sup> The perspective of the image distorts the location of this structure, it appears to sit in the middle of Duke Street when it was on the northeast corner of Duke and the Strand.

<sup>331</sup> William Francis Smith and T. Michael Miller, *A Seaport Saga: Portrait of Old Alexandria, Virginia* (Norfolk, Va: Donning Co, 1989), 83-84.

<sup>332</sup> An 18' alley always existed between Parcel 69.3 and Parcel 69.4/the city owned Point Lumley, so its absence in this drawing is a drafting error. The given dimensions of the storehouses on the drawing allow for an alley space that is not drawn in.

Besides these military seizures, the United States acted against Alexandrians who did not pay a federal tax or who openly supported the Confederacy.<sup>333</sup> On this block, members of the Fowle family were affected by these policies. William Fowle died in 1860 and the disposition of his estate was interrupted by government seizures. The property of Robert Rollins Fowle, son of William Fowle, was seized and sold at public auction to George D. Fowle, brother of Robert and resident of New York.<sup>334</sup> Central Wharf was named as the property in question, however Robert Rollins Fowle owned most of the lots along the south side of Prince Street.

Ebenezer & Susan Bacon sold the corner lot, Parcel 69.5, and building to William R. Howard in February 1864.<sup>335</sup> Thomas A. Waters inherited his father's half share of Parcel 62.1 Lot A, the warehouse at the corner of Union and Prince, in 1864.<sup>336</sup>

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<sup>333</sup> Ruth Lincoln Kaye, "Property of Citizens of Alexandria City and Fairfax County Confiscated by the Federal Government during the Civil War.," *Yearbook*. 30 (2005): 7–63.

<sup>334</sup> ADB W3:50, October 22, 1864.

<sup>335</sup> Ref. ADB Y3:415, February 20, 1864.

<sup>336</sup> Last Will and Testament of Benjamin Waters, AWB 8:185, February 1, 1864.

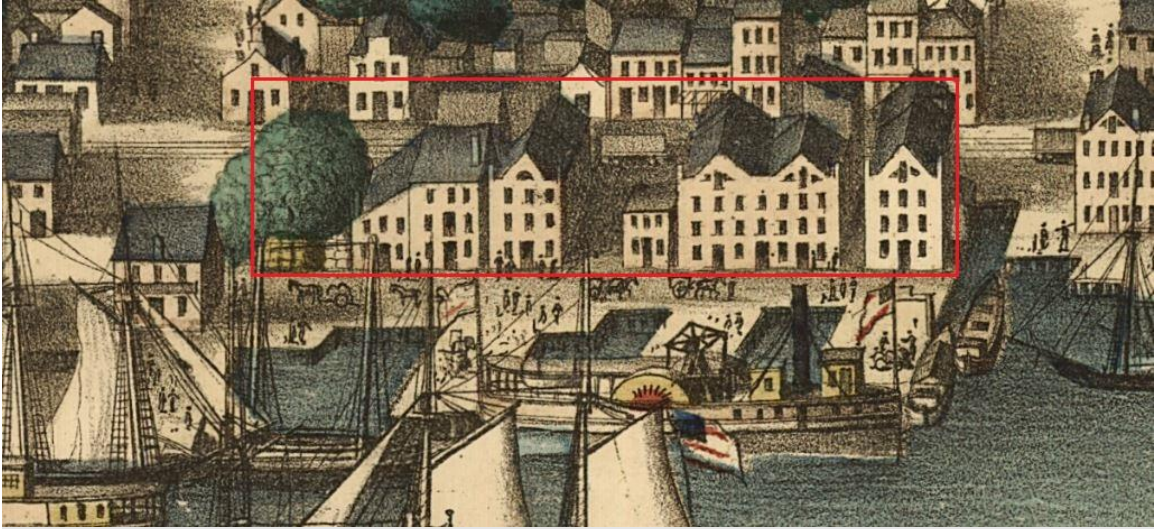


Image 38. Magnus, Charles. *Bird's Eye View of Alexandria, Va. 1863*. Lithographic print. Library of Congress. <https://www.loc.gov/item/81694373/>. Detail. Showing the waterfront from Prince Street (right) to Duke Street (left).

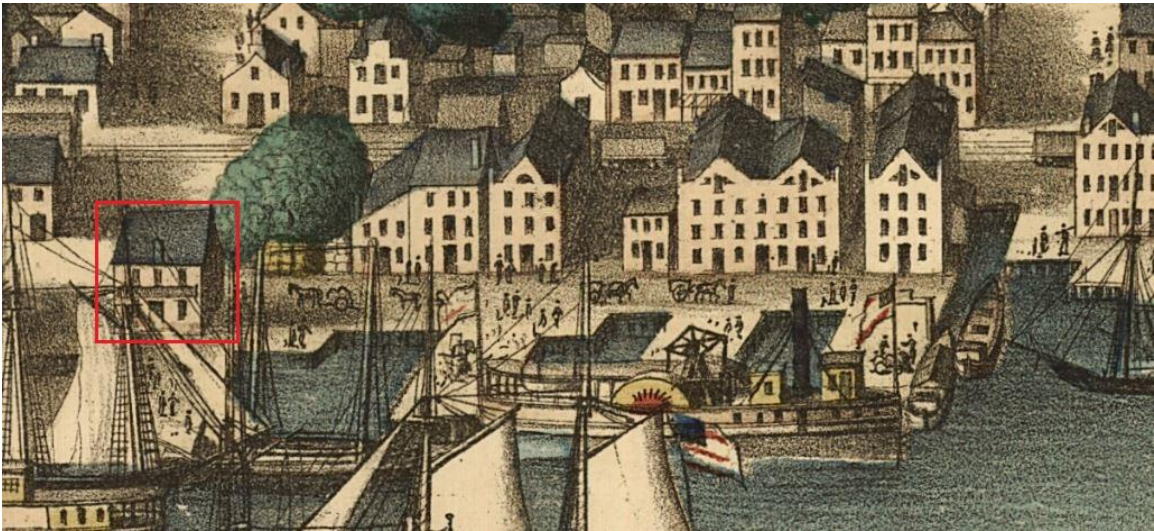


Image 39. Detail, Magnus, *Bird's Eye View of Alexandria (1863)*. The highlighted area shows the warehouse on the town-owned wharf.

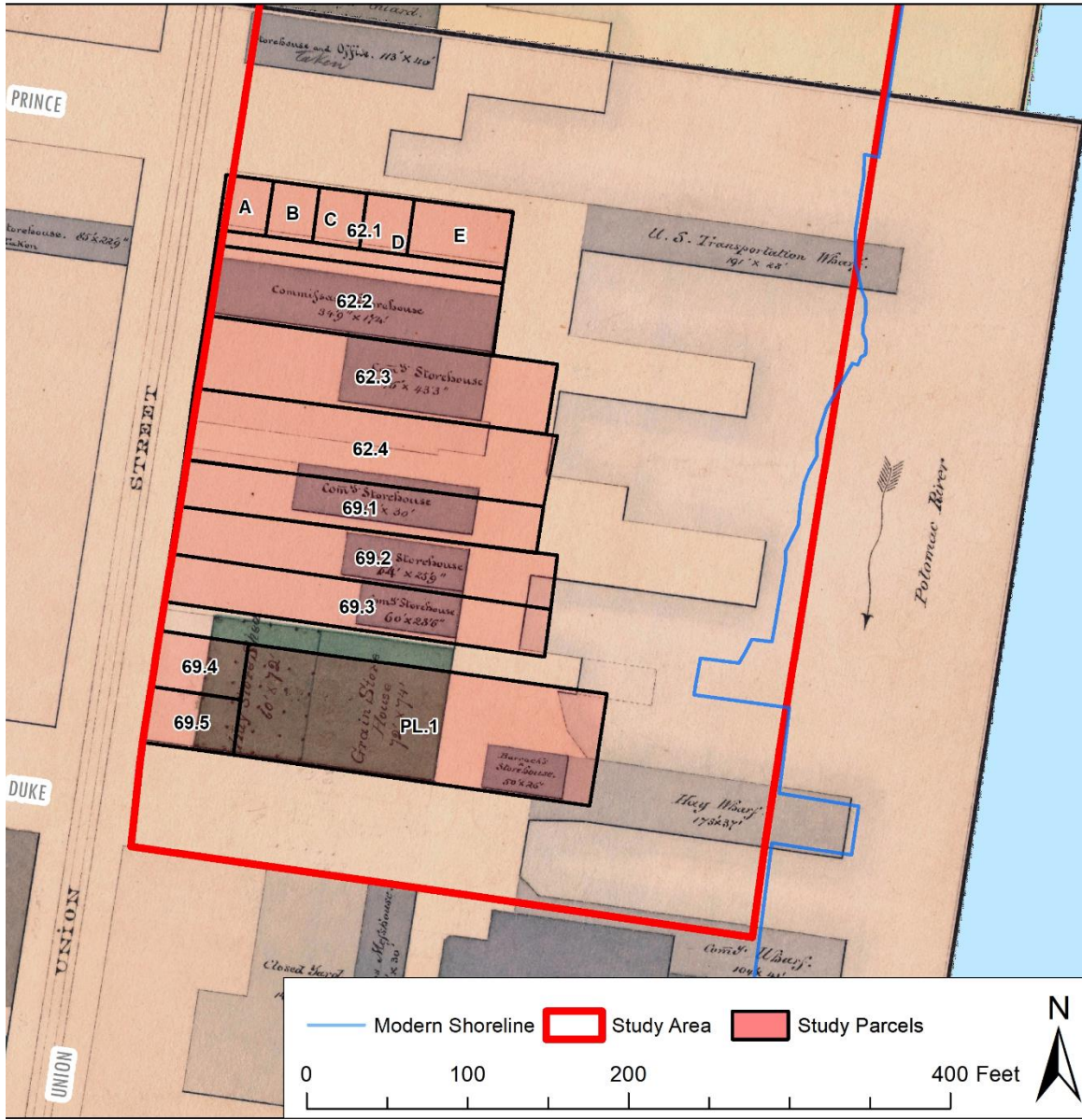


Image 40. "Quartersmaster Installations, Virginia, 1865-1866." Records of the Office of the Quartermaster General, RG 92. National Archives and Records Administration, Washington, D.C. Detail.





*Image 41. Detail of Andrew J. Russell, Alexandria from Pioneer Mill, Looking North-West, March 1865, Photographic print, March 1865, Library of Congress, <https://www.loc.gov/resource/ppmsca.08242/>.*

## Late 19<sup>th</sup> Century, 1865-1897

### Parcel 62.1

A steam-powered dredging machine, called a Mud Machine, was towed from Baltimore to clean the docks of Alexandria, including the Prince Street dock, in April 1868.<sup>337</sup> The merchants of the port hoped this would help to accommodate larger ships, and thus attract more coal and guano to the port. This was not the first time a mud machine worked in the town's docks; one operated at the Alexandria Canal locks in 1845 and another came from Philadelphia in 1857, but the 1868 visit created a sense of awe and hopefulness in the reporting which tracked its location as it moved from dock to dock.<sup>338</sup>

In 1882, the Prince Street dock was filled and the street repaved.<sup>339</sup> The 1891 Sanborn map shows the dock filled in (Image 44).

### Lot A

The 1877 Hopkins map shows a structure labeled No. 10 Prince Street on this parcel (Image 42). The 1885 Sanborn Insurance map shows six three-story attached buildings with a common roof on the south side of Prince Street from Union to the Strand (Image 43). In 1891, this warehouse was marked "Old and Vacant (Image 44)."

Eugenia Alverda Easter, granddaughter of Benjamin Waters, sued George Sukeley or his unknown heirs in Chancery court regarding the disposition of this parcel. The court found in her favor in 1894, ordering it sold. In 1896, Louis C. Berley, the court-appointed commissioner, sold this warehouse to Albert D. Brockett.<sup>340</sup> No occupant was listed in the fire insurance map for that year (Image 45).

### Lot B

Robert Rollins Fowle inherited this parcel as part of the partition of William Fowle's estate in 1867. Ultimately, he sold it to George H. Harlow in 1870.<sup>341</sup> The 1877 Hopkins map shows a structure labeled No. 8 Prince Street on this parcel (Image 42). The 1885 Sanborn Insurance map shows six three-story attached buildings with a common roof on the south side of Prince Street from Union to the Strand (Image 43). In 1891, the second warehouse from the end (Lot B) was gone, with the rest marked "Old and Vacant (Image 44)." Five years later, the Virginia Beef Extract & Beef Meal Co. occupied the eastern warehouses (Image 45).

### Lot C

Robert Rollins Fowle inherited half of this warehouse in the 1867 partition of William Fowle's estate. The other half was owned by the heirs of Eveline Thompson nee Slacum.<sup>342</sup> Fowle sold his moiety in 1870 to Samuel Popham Thompson.<sup>343</sup> The 1877 Hopkins map shows a structure labeled No. 6 Prince Street on this parcel (Image 42). The 1885 Sanborn Insurance map shows six three-story attached buildings with a common roof on the south side of Prince Street from Union to the Strand (Image 43). In 1891, this

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<sup>337</sup> "The Mud Machine," *Alexandria Gazette*, April 17, 1868, GenealogyBank.

<sup>338</sup> Wm. Easby, "For Sale - The Mud Machine," *Alexandria Gazette*, June 25, 1845; "Marine List," *Alexandria Gazette*, April 14, 1857.

<sup>339</sup> "Local Brevities," *Alexandria Gazette*, June 16, 1882, GenealogyBank.

<sup>340</sup> ADB 38:124, November 30, 1896.

<sup>341</sup> ADB Y3:136, October 16, 1867; ADB Z3:191, February 20, 1869; ADB A4:94, February 12, 1870.

<sup>342</sup> ADB Y3:136, October 16, 1867.

<sup>343</sup> ADB A4:93, January 22, 1870.

warehouse was marked “Old and Vacant (Image 44).” Five years later, the Virginia Beef Extract & Beef Meal Co. occupied the eastern warehouses (Image 45). The city ordered a tax sale on this warehouse in 1879, which Samuel Popham Thompson paid and the lien was released in 1881.<sup>344</sup>

#### Lot D

Robert Rollins Fowle inherited this warehouse in the 1867 partition of William Fowle’s estate. It was occupied by David R. Wilson at that time.<sup>345</sup> Fowle sold the warehouse to Jeremiah Yellot in 1868.<sup>346</sup> In 1869, the Constable sold the property inside the store of D. R. Wilson, leased from Jeremiah Yellot.<sup>347</sup> Yellot offered the Store formerly occupied by D. R. Wilson for rent in 1870.<sup>348</sup> The 1877 Hopkins map shows a structure labeled No. 4 Prince Street on this parcel (Image 42). The 1885 Sanborn Insurance map shows six three-story attached buildings with a common roof on the south side of Prince Street from Union to the Strand (Image 43). In 1888, Jeremiah Yellot gifted this parcel to his daughter, Margaret Hardcastle.<sup>349</sup>

In 1891, the warehouse was marked “Old and Vacant (Image 44).” Peter Aitcheson and Robert P. Aitcheson purchased the parcel from Margaret Hardcastle in 1896.<sup>350</sup> The Virginia Beef Extract & Beef Meal Co. occupied the eastern warehouses in 1896 (Image 45).

#### Lot E

William Fowle Dennis inherited these warehouses with the pier on the east with dock privileges on Prince Street in the 1867 partition of William Fowle’s estate.<sup>351</sup> A Supreme Court decision in 1870 nullified the public sale of this parcel in 1864.<sup>352</sup> Dennis sold the warehouses, lot and wharf to DeWitt C. Lawrence in 1869.<sup>353</sup> Lawrence sold a half share of the lot to Robert Fenwick in July 1869; he sold the second half share to Fenwick in 1871.<sup>354</sup>

At that time, the western warehouse was occupied by Hooe & Wedderburn. Philip B. Hooe and George C. Wedderburn formed this company after the Civil War to take over the operations of Fowle & Co. They added a partner, Bernard H. Johnston, in 1868, and then Wedderburn left in 1872. The firm dissolved completely in 1875, leaving P. H. Hooe in business under his own name.<sup>355</sup> The 1877 Hopkins map shows 2 Prince Street was P. H. Hooe’s store and the building closest to the pier is the Frederick & Richmond Steamboat Office (Image 42). The various Hooe partnerships served as agents for at least two steamship companies, an insurance company, and they bought and sold a wide range of goods.

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<sup>344</sup> ADB 10:201, June 19, 1879; ADB 11:171, December 13, 1881.

<sup>345</sup> ADB Y3:136, October 16, 1867.

<sup>346</sup> ADB Y3:552, September 30, 1868.

<sup>347</sup> Lewis I. O’Neale, “Constable’s Sale,” *Alexandria Gazette*, December 24, 1869, GenealogyBank.

<sup>348</sup> George Y. Worthington, “Store for Rent,” *Alexandria Gazette*, January 15, 1870, GenealogyBank.

<sup>349</sup> ADB 20:358, June 11, 1888.

<sup>350</sup> ADB 35:599, April 7, 1896.

<sup>351</sup> ADB Y3:136, October 16, 1867.

<sup>352</sup> Kaye, “Property of Citizens of Alexandria City and Fairfax County Confiscated by the Federal Government during the Civil War,” s.v. “William Fowle.”

<sup>353</sup> ADB Z3:252, April 5, 1869.

<sup>354</sup> ADB Z3:434, July 12, 1869; ADB 1:503, September 18, 1871; ADB 1:504, September 18, 1871; ADB 3:355, July 23, 1873; ADB 28:342, September 21, 1892.

<sup>355</sup> Maas and Mullen, “The Strand Properties,” 32.

The 1885 Sanborn Insurance map shows six three-story attached buildings with a common roof on the south side of Prince Street from Union to the Strand. The easternmost warehouse is labeled No. 628 Prince Street. The pier is marked as the “Mount Vernon Boat Wharf” and has a freight shed on its northern side (Image 43).

In 1891, the second warehouse from the end (Lot B) was gone, with the rest marked “Old and Vacant (Image 44).” Five years later, the Virginia Beef Extract & Beef Meal Co. occupied the eastern warehouses (Image 45). They rented space for offices and warehouses here and Parcel 62.2. They intended to remodel and install the latest equipment.<sup>356</sup>

In March 1897, a public auction was held to sell the lot and wharf due to unpaid debts. The Baltimore Building and Loan Association purchased the property.<sup>357</sup>

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<sup>356</sup> Maas and Mullen, “The Strand Properties,” 35.

<sup>357</sup> ADB 38:387, March 31, 1897.

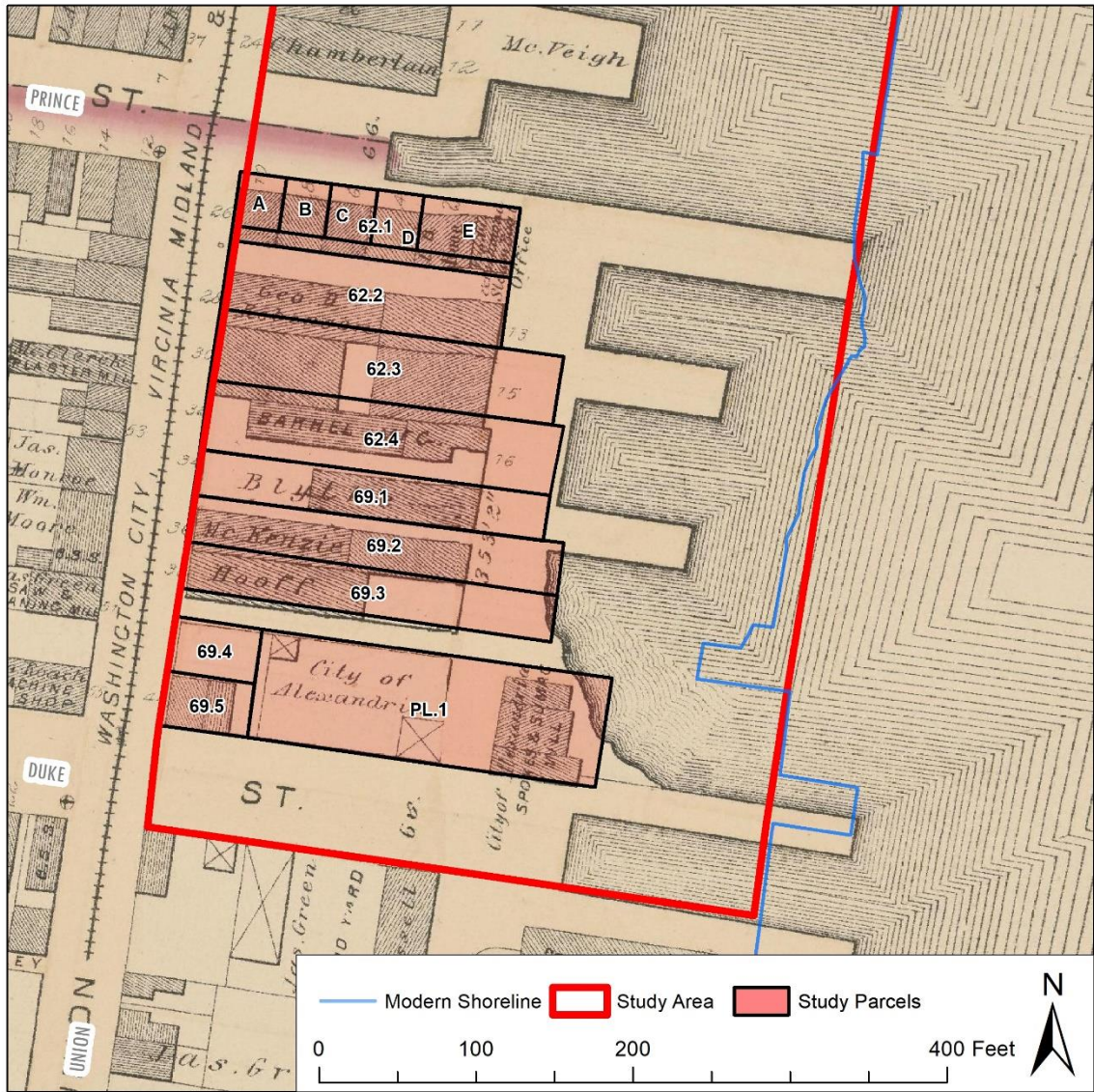


Image 42. Hopkins, Griffith Morgan. "Alexandria, Va." 1877. Image. <https://ccn.loc.gov/90680847>. Detail.

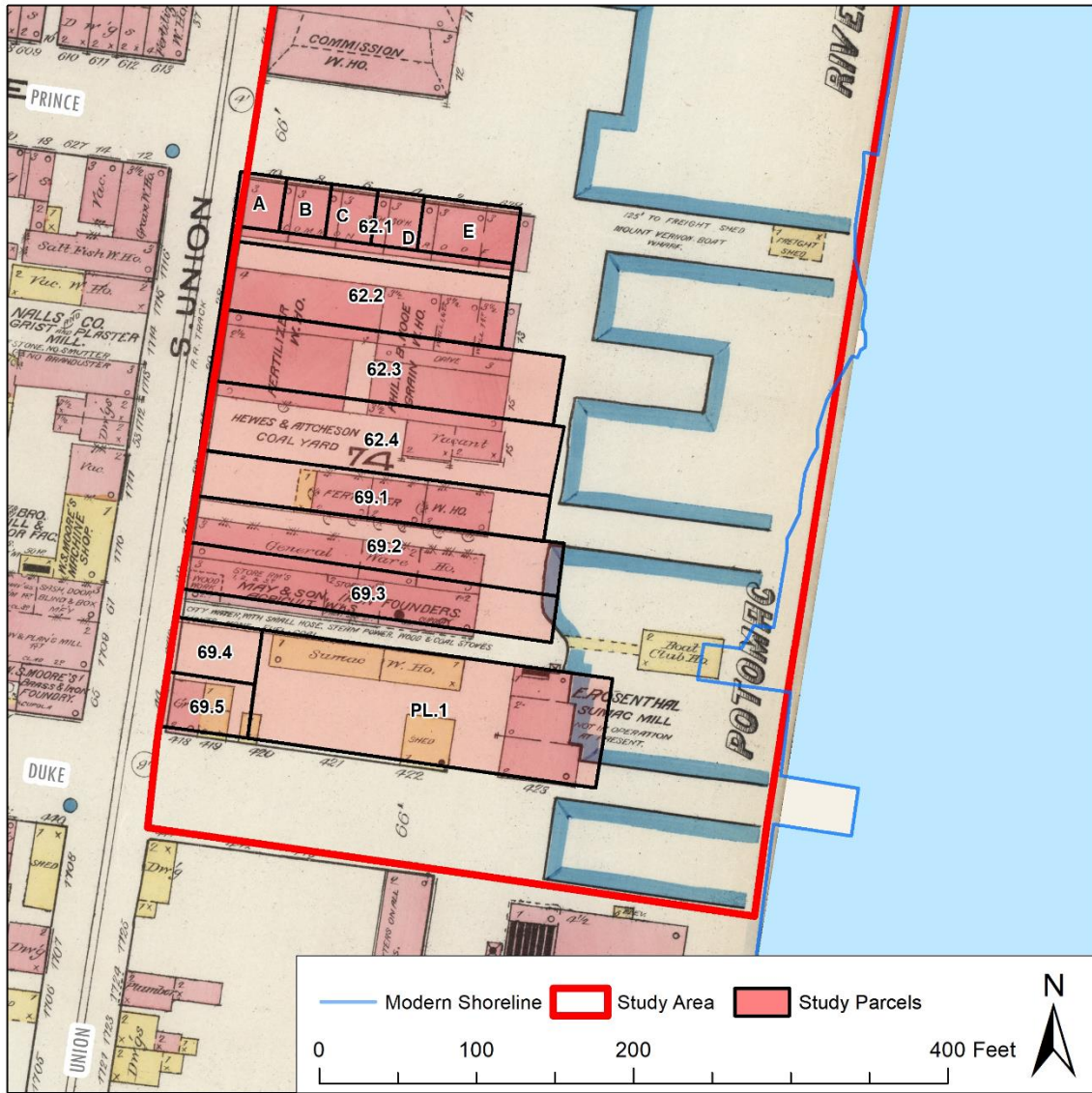


Image 43. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1885. Map. [https://www.loc.gov/item/sanborn08968\\_001/](https://www.loc.gov/item/sanborn08968_001/). Detail.

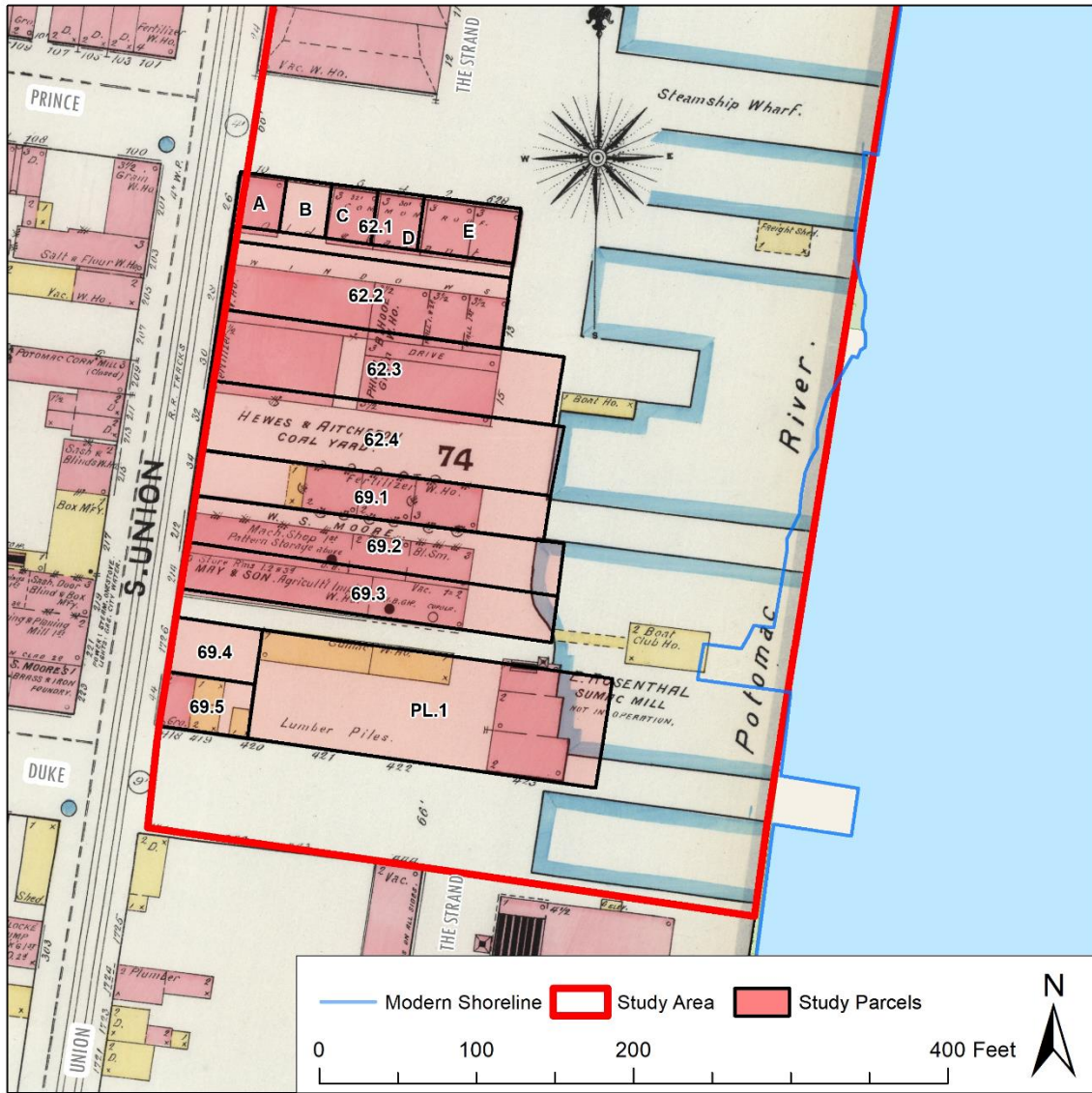


Image 44. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1891. Map. [https://www.loc.gov/item/sanborn08968\\_002/](https://www.loc.gov/item/sanborn08968_002/). Detail.

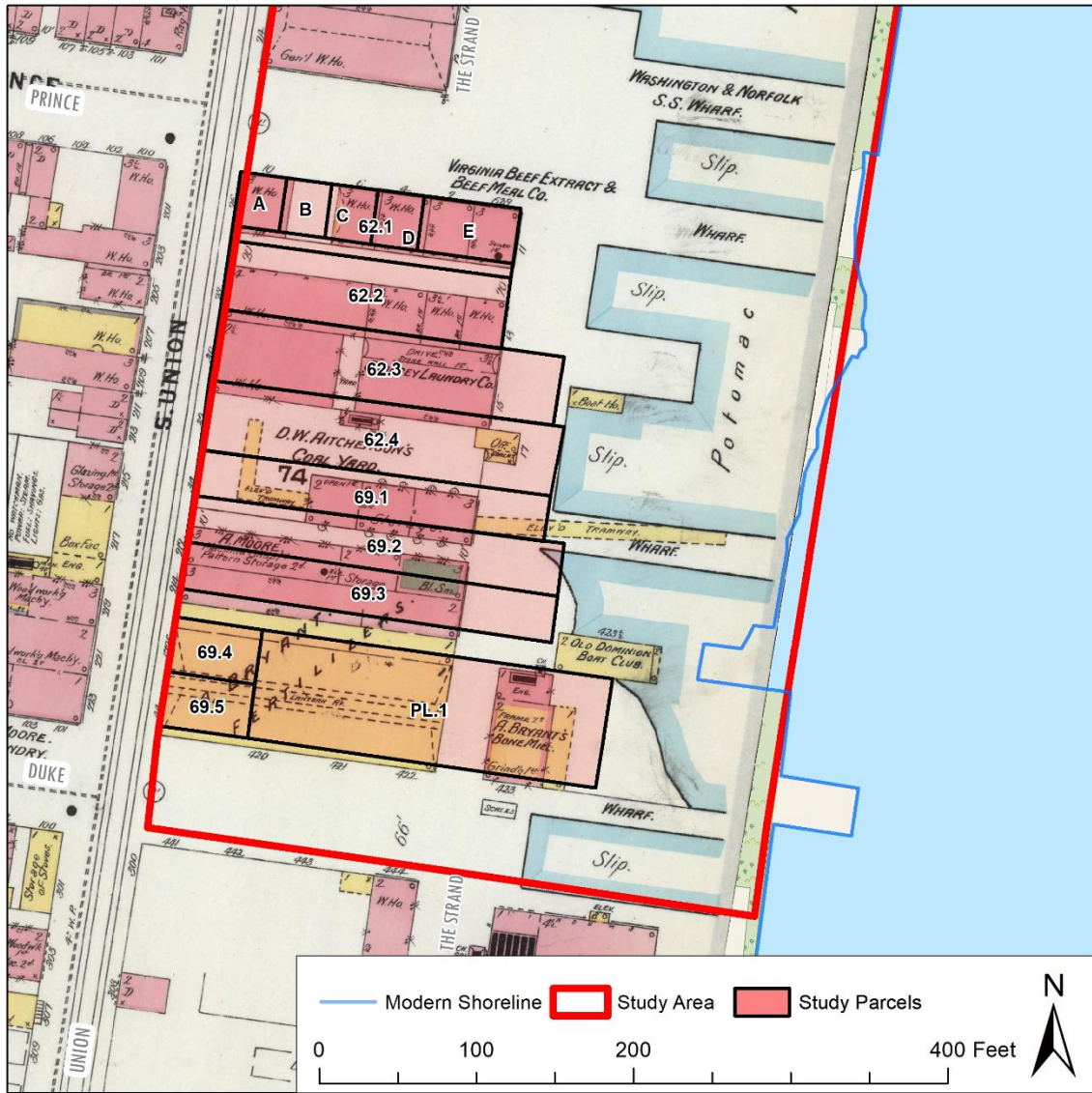


Image 45. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1896. Map. [https://www.loc.gov/item/sanborn08968\\_003/](https://www.loc.gov/item/sanborn08968_003/). Detail.



## Parcel 62.2

Esther J. Brooks inherited the Union-fronting warehouse from the estate of William Fowle in 1867. Susan Ladd inherited the Strand-fronting warehouse with the south pier.<sup>358</sup> Ladd used the Strand parcel and pier to secure debt in 1869.<sup>359</sup>

The 1877 Hopkins map shows George B. Robenson at 28 S. Union Street. A distinct, yet unlabeled structure is in place at 13 The Strand (Image 42).

A four-story fertilizer warehouse fronted on Union Street in 1885, adjacent to three 3 ½-story buildings that were part of the Philip B. Hooe Grain warehouse complex (Image 43). The 1896 Sanborn map shows the same structures (Image 45). The occupant in 1896 was the Virginia Beef Extract and Beef Meal Company.<sup>360</sup>

## Parcel 62.3

Esther J. Brooks inherited the Union-fronting warehouse with use of the court's alley running to the Strand in 1867 from William Fowle's estate. Rebecca Daingerfield inherited the Strand-fronting warehouse with use of the court in the rear and the arched alley leading from the court to the Strand.<sup>361</sup> The arched entrance to the alley is visible in a circa 1865 photo of the waterfront, locating it on the north side of this parcel (Image 34). The 1877 Hopkins map shows a structure at 30 S. Union Street (modern 206 South Union Street) with a vacant area on its east end. A separate structure is marked at 15 The Strand (Image 42). A pier extends into the Potomac from the east side of The Strand. The pier was part of Parcel 62.2, it was not attached legally to this parcel.

Rebecca Daingerfield died in 1885 and her daughter's estate, Mary Helen Hooe, wife of Philip H. Hooe, inherited a third of the eastern warehouse. Her two brothers, William and Edward Daingerfield, sold their shares to Philip H. Hooe and his son, John D. Hooe in 1886.<sup>362</sup> It was described as a warehouse with a court and arched alley.

In 1885, a 2 ½-story fertilizer warehouse fronted on 30 S. Union Street with a vacant area on its east end that connected to an east-west alley (labeled "Drive") to the Strand. A 3 ½-story warehouse fronting on the Strand made up the southern half of Hooe's grain warehouse (Image 43). In 1891, a small boat house appeared on the south side of the pier (Image 44). Philip and John Hooe continued operations until 1895, when Philip Hooe died from falling from a window at his home while opening blinds.<sup>363</sup> In 1896, the Godfrey Laundry Co. occupied the Strand building (Image 45). A pier extended into the Potomac from the east side of the Strand. Ira Godfrey had formerly operated steam laundry facilities in Washington, D.C. with his sister, Millie.<sup>364</sup>

## Parcel 62.4

Court commissioners offered this parcel and Parcel 69.1 for sale in 1870 to settle a case against the heirs of Josiah H. Davis; Charles F. Suttle and Henry L. Stuart purchased this and Parcel 69.1 to the south with

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<sup>358</sup> ADB Y3:136, October 16, 1867.

<sup>359</sup> ADB Z3:583, November 5, 1869.

<sup>360</sup> Maas and Mullen, "The Strand Properties," 35.

<sup>361</sup> ADB Y3:136, October 16, 1867.

<sup>362</sup> AWB 7:505; ADB 17:40.

<sup>363</sup> Maas and Mullen, "The Strand Properties," 35.

<sup>364</sup> Ibid.

their waterfront rights and access.<sup>365</sup> Suttle and Stuart sold both parcels in 1876 to Russell Coe of Connecticut.<sup>366</sup>

Washington Blythe leased this parcel and 69.1 in 1875, opening a barrel factory capable of turning out 800 barrels a day. The machinery arrived on May 27 and the factory was operational by July 8, 1875. On October 16, 1876, a small fire ignited in the barrel factory, but it was quickly extinguished without causing major damage. Blythe was a city resident who worked as a civil engineer and surveyor. During and after the Civil War he was the general superintendent of the railroad and a road surveyor. He was involved with major infrastructure efforts related to the Alexandria, Loudoun and Hampshire Railroad and was a partner in Blythe and Havener, a freight and ticket agent. Blythe died in 1882 and the machinery from these buildings was sold at auction by his estate administrator.<sup>367</sup>

The 1877 Hopkins map shows two long buildings stretching from The Strand across the north edge of the parcel, but not extending all the way to Union. The building at 16 The Strand projects into the roadway slightly more than the building adjacent to the north (Image 42). The site is marked as “Barrel Mfg.”

In 1885 this parcel was primarily occupied by Hewes & Aitcheson’s coal yard on the Union Street side. George C. Hewes and DeWilton Aitcheson partnered in a wood and coal company in March 1883. Their office was located at Duke and Fairfax Streets, and they occupied this parcel and Parcel 69.1 with their yard.<sup>368</sup> Hewes lived on Lee Street. Aitcheson’s Scottish immigrant parents lived in Prince Georges County, Maryland. By 1880, DeWilton, three brothers and one sister moved to Alexandria where they remained unmarried and lived together until their deaths. On the Strand in 1885, two two-story vacant buildings abutted the south edge of Hooe’s warehouse (Image 43). By 1891, those vacant buildings were removed; Hewes and Aitcheson purchased this parcel from Russel Coe in June 1891.<sup>369</sup> Hewes & Aitcheson dissolved in 1892 after the death of George Hewes and continued as D. W. Aitcheson Coal Yard.<sup>370</sup> Aitcheson purchased Hewes’ half interest in 1894 from Hewes’ estate.<sup>371</sup> In 1896 D. W. Aitcheson’s office jutted out into the Strand. Closer to Union Street, part of the elevated tramway stood in this parcel.

### Parcel 69.1

Court commissioners offered this parcel and Parcel 62.4 for sale in 1870 to settle a case against the heirs of Josiah H. Davis; Charles F. Suttle and Henry L. Stuart purchased this and Parcel 62.4 to the north with their waterfront rights and access.<sup>372</sup> Suttle and Stuart sold both parcels in 1876 to Russell Coe of Connecticut.<sup>373</sup>

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<sup>365</sup> ADB 3:412, September 17, 1870.

<sup>366</sup> ADB 5:409, March 8, 1876.

<sup>367</sup> Maas and Mullen, “The Strand Properties,” 37-39.

<sup>368</sup> *Ibid.*, 39.

<sup>369</sup> ADB 26:10, June 1, 1891.

<sup>370</sup> Maas and Mullen, “The Strand Properties,” 39.

<sup>371</sup> ADB 32:401, September 15, 1894.

<sup>372</sup> ADB 3:412, September 17, 1870.

<sup>373</sup> ADB 5:409, March 8, 1876.

The 1877 Hopkins map shows a long building fronting on The Strand but not extending to Union. It is labeled Blythe (Image 42). An alley extends along the south edge of this parcel from Union to The Strand and a pier extends into the Potomac from the east side of The Strand.

In 1885, a three-story building fronted on the Strand with two two-story buildings adjacent to the west but not reaching Union Street. They are marked as fertilizer warehouses. A pier extends from the east side of the Strand (Image 43). Hewes and Aitcheson purchased this parcel from Russel Coe in June 1891.<sup>374</sup> Though no apparent changes in 1891, by 1896 the warehouses were marked “Storage” and elevated tramways extended from the east and west ends of the structures. The eastern tramway extended onto the pier (Image 45). After the death of George Hewes, Aitcheson purchased Hewes’ half interest in 1894 from Hewes’ estate.<sup>375</sup>

### Parcel 69.2

The estate of Josiah H. Davis sold the dock to Robert H. Miller at public auction for \$200 in 1872.<sup>376</sup> The 1877 Hopkins map shows McKenzie’s building at 36 S. Union Street and a distinct, unlabeled structure fronting on The Strand (Image 42). Warwick P. Miller purchased the entire parcel and 38’ dock at public auction in 1878.<sup>377</sup> He purchased the rest of the interest in the parcel from another public auction resulting from a lawsuit of John H. Irwin in 1884.<sup>378</sup> Then, in 1885 Miller sold the warehouses and dock to William S. Moore.<sup>379</sup> Moore operated a machine shop here since 1852.

In 1885, the north edge of this parcel was an alley from Union to the Strand. Three warehouses stretched across the entire lot, the central building a two-story structure and the flanking buildings both 3-stories (Image 43).

A minor fire broke out at William S. Moore’s foundry in October 1888.<sup>380</sup> In 1891, W. S. Moore’s machine shop included pattern storage on the Union end and a blacksmith shop on the Strand side (Image 44). A. Moore took over the location by 1896 (Image 45). The front of the wharf appears to be more filled in, though from apparent siltation, from 1885 to 1896.

### Parcel 69.3

The three-story brick warehouse depicted in the Russell photograph (Image 33) has a sign for “P.H. Hooff’s [illegible] Store” on the Union Street end. The 1877 Hopkins Map identifies the warehouse as Hooff’s and leaves the Strand front of the parcel either vacant or unused (Image 42).

In the 1885 Sanborn Insurance map, on Union Street a small two-story structure is marked “Wood Work” and is adjacent on its east and north sides to a three-story warehouse of May & Son Agriculture. An iron founders workshop fills the rest of the parcel to the Strand (Image 43).

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<sup>374</sup> ADB 26:10, June 1, 1891.

<sup>375</sup> ADB 32:401, September 15, 1894.

<sup>376</sup> ADB 2:411, August 21, 1872.

<sup>377</sup> ADB 7:215, May 3, 1878.

<sup>378</sup> ADB 14:85, April 26, 1884

<sup>379</sup> ADB 16:89, August 1, 1885.

<sup>380</sup> Maas and Mullen, “The Strand Properties,” 40.

The heirs of Benjamin H. Lambert sold his half interest in this parcel to the Old Dominion Boat Club in 1883 (see below).<sup>381</sup> Lewis McKenzie sold his half interest in the Strand parcel's brick warehouse and wharf in 1891 to William T. Moore.<sup>382</sup> The Old Dominion Boat Club partitioned their moiety of the parcel and sold their share of the warehouse to William S. Moore in exchange for his half interest in the wharf in 1892.<sup>383</sup>

In 1891, May & Son Agricultural Implements occupied the warehouse on the Union side. The Strand-fronting warehouse was vacant (Image 44). In 1896, A. Bryant Fertilizers occupied the entire parcel (Image 45).

#### Old Dominion Boat Club Clubhouse, 1881-1923

Amateur rowing and race betting rose in popularity during the late 19<sup>th</sup> century. An interested group of Alexandrians visited boat clubs in Washington, D.C. in 1880 to study the feasibility of establishing a local club. They formed the Old Dominion Boat Club (ODBC) in September 1880. They leased the wharf side of this parcel in May 1881 and by July built a pier and two-story, front gabled clubhouse on pilings surrounded by a floating wharf (Image 46).<sup>384</sup>

The ODBC purchased half the interest in the wharf in 1883 from the heirs of Benjamin H. Lambert, then acquired the other half in 1892 from William S. Moore.<sup>385</sup> They agreed with J. C. Herbert Bryant to close up their half of the alley on the north side of the parcel on the wharf in 1892.<sup>386</sup> After defaulting on a loan, the club purchased this property from public auction in 1896.<sup>387</sup>

They hosted their first amateur regatta against Washington, D.C.'s Columbia and Potomac Boat Clubs in 1886. The 1896 Sanborn map indicates they extended the west end of the club house to the wharf, replacing the pier (Image 45). The boathouse and all its contents were destroyed in the June 1897 fire that destroyed the entire block.<sup>388</sup> It was rebuilt at this location.<sup>389</sup>

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<sup>381</sup> ADB 13:203, August 28, 1883.

<sup>382</sup> ADB 25:109, January 21, 1891.

<sup>383</sup> ADB 28:30, April 2, 1892.

<sup>384</sup> May 1, 1881, ADB 9:496.

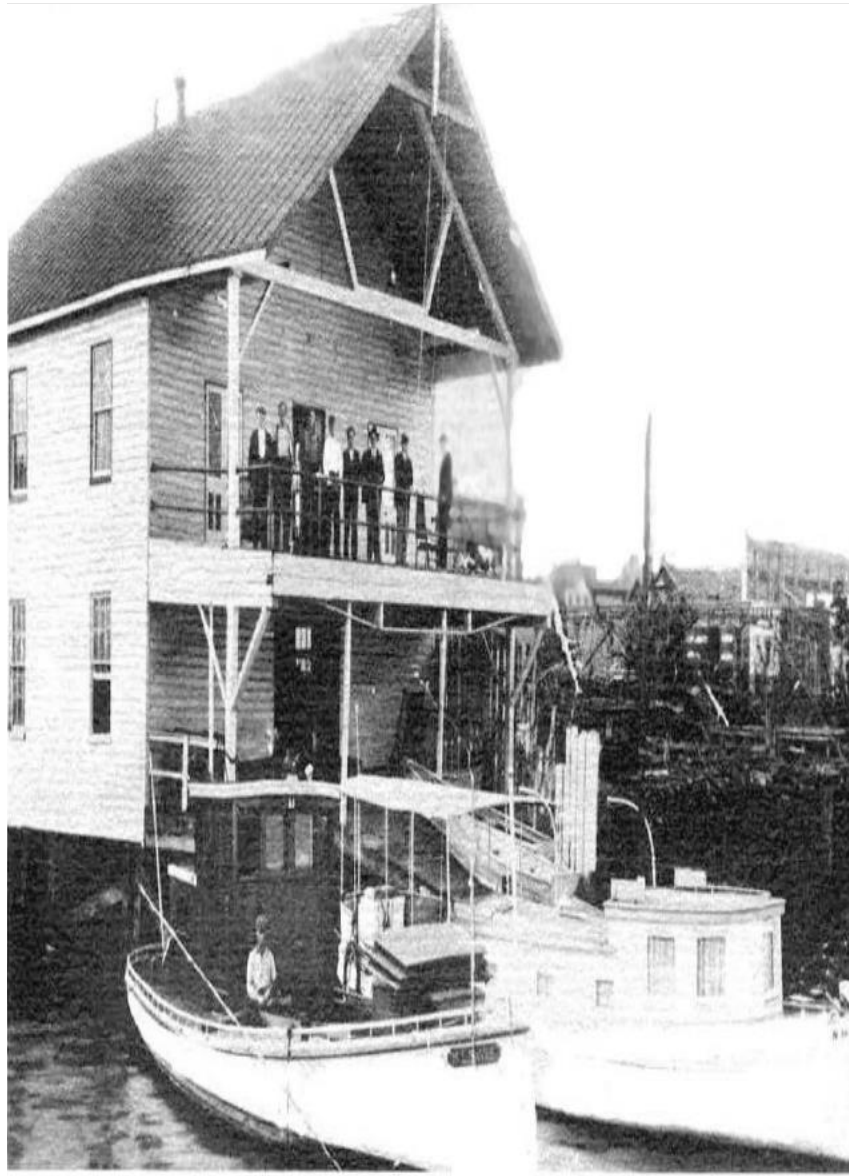
<sup>385</sup> ADB 13:203, August 28, 1883; ADB 28:30, April 2, 1892.

<sup>386</sup> ADB 28:28, April 2, 1892.

<sup>387</sup> ADB 27:533, June 9, 1892; ADB 36:4, January 16, 1896.

<sup>388</sup> Diane Riker, "Fiery Night," *Studies of the Old Waterfront*, 2009.

<sup>389</sup> Anna Maas and Jean Stoll, "Old Dominion Boat Club, 1 and 2 King Street, Alexandria, Virginia: Property History" (City of Alexandria, February 2017), 21-23, [https://media.alexandriava.gov/content/oha/reports/HistoryODBC1King2017Maas.pdf?\\_gl=1\\*e9dmd7\\*\\_ga\\*NTc0Njk5NDE2LjE3MDAxNTIwNDc.\\*\\_ga\\_249CRKJTTH\\*MTcwMTQ1Nzc0MS4xMS4xLjE3MDE0NTk5NjluMC4wLjA](https://media.alexandriava.gov/content/oha/reports/HistoryODBC1King2017Maas.pdf?_gl=1*e9dmd7*_ga*NTc0Njk5NDE2LjE3MDAxNTIwNDc.*_ga_249CRKJTTH*MTcwMTQ1Nzc0MS4xMS4xLjE3MDE0NTk5NjluMC4wLjA).



*Image 46. 1881 Old Dominion Boat Clubhouse. Sampson Collection, Alexandria Library Local History/Special Collections.*

## Parcels 69.4 and 69.5

At the corner of Duke and Union, Ebenezer Bacon's son, William H. Bacon, sold the parcel in May 1868 to Enoch H. Lyles.<sup>390</sup> No longer a cooper, his profession shifted to a retail liquor dealer in 1866 and then an ordinary and restaurant keeper in 1868.<sup>391</sup> He purchased the adjacent vacant parcel to the north (Parcel 69.4) in 1873.<sup>392</sup> Lyles died in 1877, leaving his widow Joanna to inherit all his property.<sup>393</sup> The Hopkins map of Alexandria from that year shows the property at 44 S. Union St. with the corner building and adjacent structure on Duke St. with the saltbox roof (Image 42). The parcel is joined with the vacant northern parcel that Lyles purchased in 1873. In 1879, a city Tax Sale included Enoch Lyles' three parcels for failure to pay taxes: this house and lot, the adjacent lot on Union Street, and a house and lot at 28 Prince Street.<sup>394</sup> The 1885 Sanborn Insurance map shows the corner building as a grocery, a 1 ½-story building adjacent to the east, and the small outbuilding at the eastern edge of the parcel (Image 43). Joanna Lyles sold the two parcels to J. C. Herbert Bryant, founder of the Bryant Fertilizer Company, in 1891.<sup>395</sup>

## Point Lumley (PL) – Corporation Property

Rosenthal's Sumac Mill and Spoke Factory opened on the wharf lot by 1866. Emil Rosenthal leased the land and opened a steam-operated factory for wagon and cart wheel hubs, spokes and felloes. The engine was made by W. S. Moore, who operated from Parcel 69.2. Rosenthal ran a sumac mill here. A fire caused some damage in 1868, however the mill continued to operate into the 1880s.<sup>396</sup>

In 1869, the city of Alexandria leveraged the public lands to secure bonds and other debts.<sup>397</sup> In the 1877 Hopkins Map, the parcel at the northwest corner of Duke and Strand appears to be vacant except for two small outbuildings at the northwest and southeast corners of the lot. On the east side of the Strand, three small warehouses oriented with their fronts to the Strand are marked "Spokes & Sumac Mill (Image 42)."

In 1885, a one-story warehouse marked "Sumac Warehouse" extended along the alley to the Strand. At the northwest corner of Duke and the Strand stood a one-story shed. On the east side of the Strand at 423 Duke Street (modern 226 Strand), two two-story buildings and one one-story building were part of E. Rosenthal's defunct Sumac Mill (Image 43). A pier extended into the Potomac.

## J. C. Herbert Bryant and Bryant Fertilizer Company, 1868-c. 1922

J. C. Herbert Bryant of Lexington, Virginia was a Confederate Army officer and graduate of the Virginia Military Institute. After the Civil War, he purchased J.P. Barthallow's local branch office and began operating under his own name in 1868, selling agricultural implements, such as portable cider mills,

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<sup>390</sup> ADB Y3:415, May 18, 1868.

<sup>391</sup> *Alexandria Gazette*, June 1, 1868; Thunderbird Archaeology, "Union Street Hotel," 23.

<sup>392</sup> ADB 3:92, June 2, 1873; "Public Sale," *Alexandria Gazette*, May 3, 1873.

<sup>393</sup> *Alexandria Gazette*, December 4, 1877.

<sup>394</sup> "Tax Sale," *Alexandria Gazette*, June 16, 1879. The corner lot's taxes were \$62.10 and the lot north of it were \$8.10, showing that it was still vacant. Taxes due on 28 Prince Street were \$13.00.

<sup>395</sup> ADB 26:404

<sup>396</sup> Miller, "Wandering Along the Waterfront: The Prince to Duke Street Waterfront Part II," 197-198.

<sup>397</sup> ADB Z3:129, January 27, 1869.

grain fans, grain drills, and scales, seeds, and fertilizers including guano, phosphate of lime, and bone dust. His store was located at No. 25 King Street, between Union and Water Streets.

Bryant began the process of consolidating several parcels on this block when he purchased Parcels 69.4 and 69.5 in October 1890, then Parcel 69.3 in 1891.<sup>398</sup> He purchased the City-owned land north of Duke Street, from 56' east of Union Street into the Potomac River, in 1892. By 1896, he or his successor A. Bryant, built a large, lantern roof warehouse that stretched from Union to the Strand along Duke Street and a corresponding one-story structure that connected to the warehouses on Parcel 69.3. His bone mill occupied a two-story frame structure at the northeast corner of Duke and the Strand (Image 45). Bryant was obligated to begin production by the terms of sale with the city, so by May of 1892 he was "dry-mixing" material by hand while awaiting the delivery of his machinery.<sup>399</sup> The complex was illustrated in an 1893 newspaper advertisement, which shows the warehouse accessible to rail and wharf and highlights the advanced machinery at work in the mixing room (Image 47).

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<sup>398</sup> ADB 26:404, October 14, 1890; ADB 26:422, October 29, 1891; ADB 28:27, April 2, 1892.

<sup>399</sup> Thunderbird Archaeology, "Union Street Hotel, 214-220 South Union Street," July 2014, 32-33.

# HERBERT BRYANT, MANUFACTURER OF FERTILIZERS.

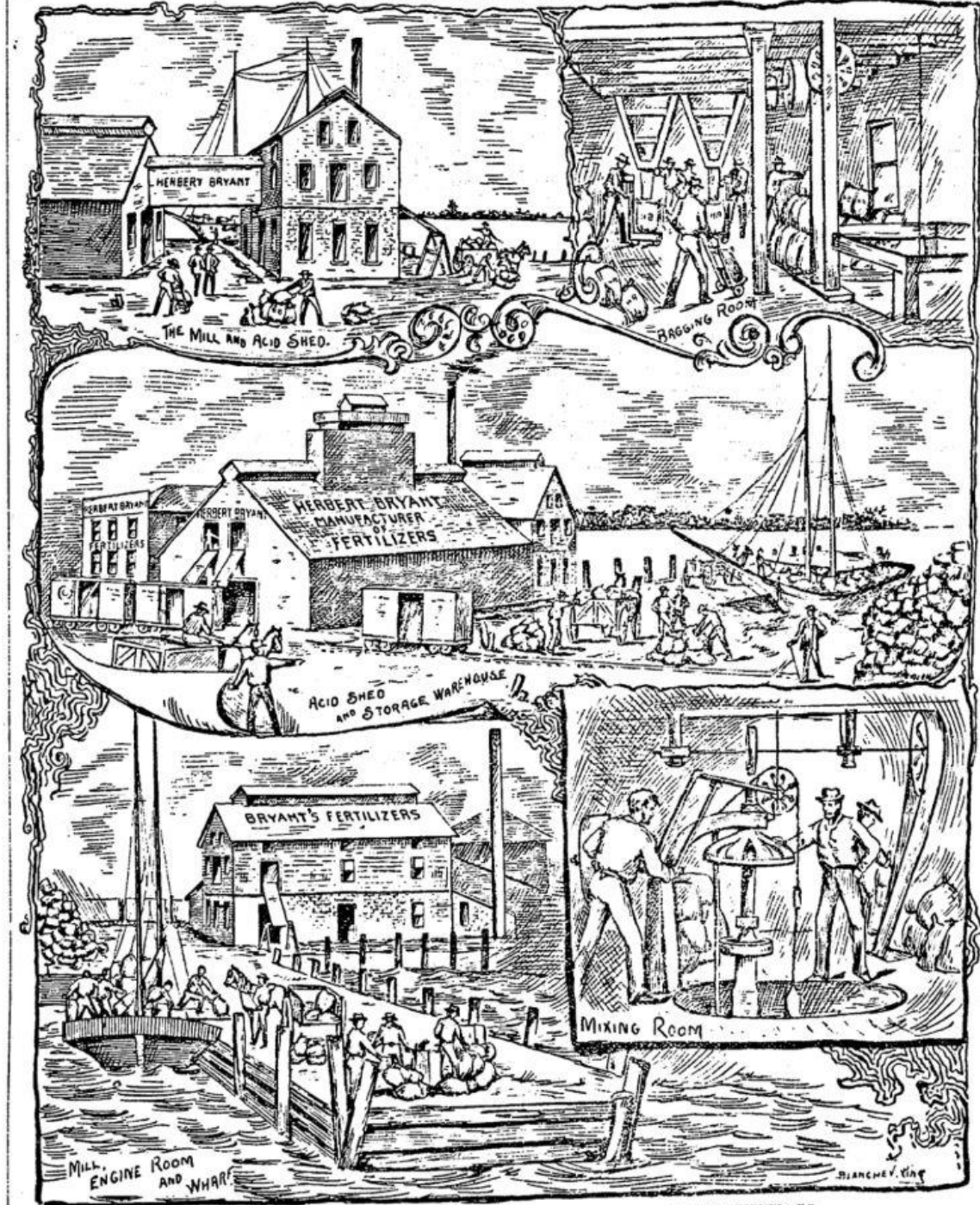


Image 47. Herbert Bryant, "Herbert Bryant," Alexandria Gazette, September 16, 1893, GenealogyBank.



## June 1897 Fire

Bryant's Bone Mill was the origin of a significant fire on June 3, 1897 that burned the entire block from Prince to Duke Streets, leaving one building standing east of Union Street.<sup>400</sup> Flames crossed The Strand on the tramway and burned the new lantern roof warehouse. Over the course of eight hours, all the structures were consumed, save one warehouse occupied by Wattles & Co. and owned by W. H. F. Brooks. It was filled with fertilizer, but the fireproof roof and lack of south-facing windows saved it from being exposed to flames.<sup>401</sup> In the aftermath, the City Engineer used an engine of the Southern Railroad to tear down the ruined walls of other warehouses with a chain.<sup>402</sup>

The surviving warehouses fronted on Union Street and were on Parcels 62.2 and 62.3, known as Warehouses #4 and #6 and later as 204-206 South Union Street. Several of the lots where building were torn down were sold soon after the fire:

Parcel 62.1 B was sold to Albert D. Brockett.<sup>403</sup>

Parcel 62.1 E with the dock, wharf and water rights was sold to Frank T. Chamberlain.<sup>404</sup>

The Strand side of Parcel 62.3 with remains of a burned warehouse was sold to DeWilton Aitcheson.<sup>405</sup>

Parcel 69.2 was sold to DeWilton Aitcheson.<sup>406</sup>

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<sup>400</sup> Maas and Mullen, "The Strand Properties," 40.

<sup>401</sup> Special Dispatch to the Baltimore Sun, "THE ALEXANDRIA FIRE: Mills, Warehouses and Other Buildings Swept Away--Loss Estimated at From \$60,000 to \$120,000," *The Sun (1837-)*, June 4, 1897. The article states that a wharf owned by William Reardon was saved in the fire, however Reardon's wharf was north of Prince Street on Parcels 56.1 and 56.2. It is not clear if the fire extended north that far or if the author mistakenly named the wrong owner of the Prince Street wharf, which was the Baltimore Building and Loan Association at the time of the fire.

<sup>402</sup> 621 King street WASHINGTON POST BUREAU, "CROWDS VISIT THE RUINS: Loss by Alexandria's Fire, \$75,000; Insurance, \$43,000. Only a Few of the Buildings Will Be Restored--Marriage of Mr. John S. Baker and Miss Carlin--Accused Fishermen Free.," *The Washington Post (1877-1922)*, June 4, 1897; Riker, "Fiery Night."

<sup>403</sup> ADB 39:373, July 9, 1897.

<sup>404</sup> ADB 40:37, June 19, 1897.

<sup>405</sup> ADB 39:190, June 18, 1897.

<sup>406</sup> ADB 40:109, July 31, 1897.

## 20<sup>th</sup> Century, 1898-2000

### Parcel 62.1

Local contractors Rodgers & Rodgers successfully bid to repair and extend the Prince Street wharf to the Port Warden's line in August 1899.<sup>407</sup>

The 1902 Sanborn map shows a two-story wholesale grocery store at the corner of Prince and Union Streets (Lots A and B). This building still stands at 8 and 10 Prince Street.<sup>408</sup> Lots C and D were empty parcels. On Lot E, a three-story storage building was part of the Emerson Pump Co. property. A pier extended into the river (Image 48).

The empty parcel known as Lot C was sold by Julia A. Thompson to Louis Dreifus in 1905; Dreifus sold it to Albert T. Brockett in 1906.<sup>409</sup>

Lot D was sold by Peter and Christine Aitcheson to Albert D. Brockett in 1903; Brockett sold it to Louis Dreifus in 1906.<sup>410</sup>

The 1912 Sanborn map shows a full block of two- and three-story structures. The Swift & Co. warehouse was at the corner of Union and Prince Streets (Lots A, B and C); the Virginia Kid Works was on Lot E. Lot D was an empty parcel. A structure on the wharf was marked "not used" and a pier extended into the River from the south side of Prince Street (Image 49).

The 1921 Sanborn map shows a full block of two- and three-story structures. The Swift & Co. Wholesale Meat building was at the corner of Union and Prince Streets (Lots A, B and C); the U.S. Department of Agriculture's Bureau of Markets Hay Standardization Office was on Lot E. Lot D was an empty parcel. A pier extended into the River from the south side of Prince Street (Image 50).

The Swift & Co. warehouse (Lots A, B and C) was passed in Albert Brockett's 1922 will to his brother, Edgar Brockett or Albert's widow, Hattie Brockett.<sup>411</sup>

Frank and Edith Chamberlain, who purchased the wharf and Lot E after the 1897 fire, sold that property to the Wagar Land Company in 1924.<sup>412</sup>

The 1941 Sanborn map shows the two-story structures at the corner of Prince and Union Streets, marked building materials, storage and warehouse (Lots A, B and C). A 3' brick wall extended to the east of the warehouse (Lots D and E). The pier did not extend from the south edge of Prince Street (Image 53).

Louis Dreifus left Lot D to his wife, Stella Dreifus in his 1946 will.<sup>413</sup> Stella Dreifus divided the parcel in her own will, leaving half to niece Marjorie S. Warren and half to niece Vicki Lee Warren in a trust.<sup>414</sup> Marjorie and Clyde Warren sold their half share of 6 Prince Street (Lot D) to Vicki Lee Warren's trust in

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<sup>407</sup> *Alexandria Gazette*, August 23, 1899.

<sup>408</sup> Alexandria Archaeology, "Waterfront History Plan," 84.

<sup>409</sup> ADB 54:7, April 5, 1905; ADB 54:502, October 1, 1906.

<sup>410</sup> ADB 52:590, March 11, 1903; ADB 73:111, October 1, 1906.

<sup>411</sup> Last Will and Testament of Albert D. Brockett, May 29, 1922, AWB 4:11.

<sup>412</sup> ADB 80:315, September 3, 1924.

<sup>413</sup> Last Will and Testament of Louis Dreifus, February 1, 1946, AWB 16:45.

<sup>414</sup> Last Will and Testament of Stella Dreifus, November 13, 1965, AWB 67:84.

1966.<sup>415</sup> The Trustees transferred the whole parcel to Vicki Lee Warren in 1976.<sup>416</sup> Cummings Investment Associates, Inc. secured the title for the alley between this parcel and 62.2 in 1976.<sup>417</sup> Vicki Lee Warren sold Lot D to Marvin P. Young and Joan C. Young in 1984.<sup>418</sup>

Albert T. Brockett's heirs sold Lots A, B, and C to George H. Robinson's Sons, Inc. in 1943.<sup>419</sup> Clarence J. Robinson acquired Lot E from the Wagar Land Company and the wharf from J. Randall Caton, Jr. in 1945.<sup>420</sup> They consolidated all the lots, A, B, C, E, and the wharf, under the business ownership in 1946.<sup>421</sup> Robinson Realty Corp sold Lots A, B and C to Samuel Cummings, owner of International Armaments Corp., in 1957.<sup>422</sup>

George H. Robinson's Sons Inc. sold the part of Lot E that sat west of the Strand to Thomas G. and Agnes B. Sykes in 1949.<sup>423</sup> Sykes, Inc. sold to Sykes Auto Machine, Inc. in 1956, which in turn sold to Samuel Cummings in 1957.<sup>424</sup>

Business partners Edward C. Wayne, John G. Bethea, and Thomas A. Hulfish, Jr. undertook a 20-year lease of the area east of the Strand.<sup>425</sup> They built and operated Beachcombers Restaurant, which opened for business in 1946. It was a two-story structure on fluted concrete pilings with a walkway/pier connecting it to the shoreline.<sup>426</sup> In 1954, a fire damaged the structure and Beachcombers closed their business, assigning the building back to George H. Robinson's Sons, Inc.<sup>427</sup>

International Amaments Corp. (aka Interarmco, Interarms), founded by Samuel Cummings in 1953, occupied all the buildings along the south side of Prince Street. Cummings, an ex-CIA agent traded in foreign army surplus, and the 1958 Sanborn map shows the two-story structures at the corner of Prince and Union Streets, marked Ammunition warehouse. Two one-story structures on the east were marked "Furne Rep" and gun packaging. A new structure to the east of the Strand stood on concrete piles and was marked Guns and Ammunition warehouse (Image 55). Cummings Investment Associates, Inc. secured a clear title to the alley south of these parcels in 1976.<sup>428</sup>

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<sup>415</sup> ADB 656:303, July 1, 1966.

<sup>416</sup> ADB 837:159, September 23, 1976.

<sup>417</sup> ADB 851:345, November 30, 1976.

<sup>418</sup> ADB 1145:1007, September 11, 1984.

<sup>419</sup> ADB 201:108, June 9, 1943.

<sup>420</sup> ADB 215:197, May 7, 1945; ADB 218:388, July 24, 1945.

<sup>421</sup> ADB 237:83, December 10, 1946.

<sup>422</sup> ADB 453:211, March 22, 1957; ADB 501:187, September 1, 1959.

<sup>423</sup> ADB 292:75, October 22, 1949. The Sykes' converted to a corporate entity, Sykes, Inc., in 1953. ADB 355:625, April 22, 1953.

<sup>424</sup> ADB 427:66, March 5, 1956; ADB 450:600, April 16, 1957. Cummings converted to a corporate entity in 1959. ADB 501:187, September 1, 1959.

<sup>425</sup> ADB 224:465

<sup>426</sup> Diane Riker, "0 Prince Street: A Timeline," Studies of the Old Waterfront, 2008, 2-3. Do we want this uploaded to the AA Bibliography?

<sup>427</sup> ADB 395:566, December 9, 1954.

<sup>428</sup> ADB 851:345, November 30, 1976.

In 1963, Robinson Realty Corp. sold the wharf parcel to Potomac Arms Corp.<sup>429</sup> Potomac Arms agreed to an easement for a pedestrian walkway across the wharf in 1973.<sup>430</sup> Potomac Arms sold the wharf in 1999 to Stephen D. Richards, Mark G. Richards and Patrice A. Richards.<sup>431</sup>

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<sup>429</sup> ADB 587:33, October 14, 1963.

<sup>430</sup> ADB 756:6, April 25, 1973.

<sup>431</sup> ADB 1694:1637, March 30, 1999.

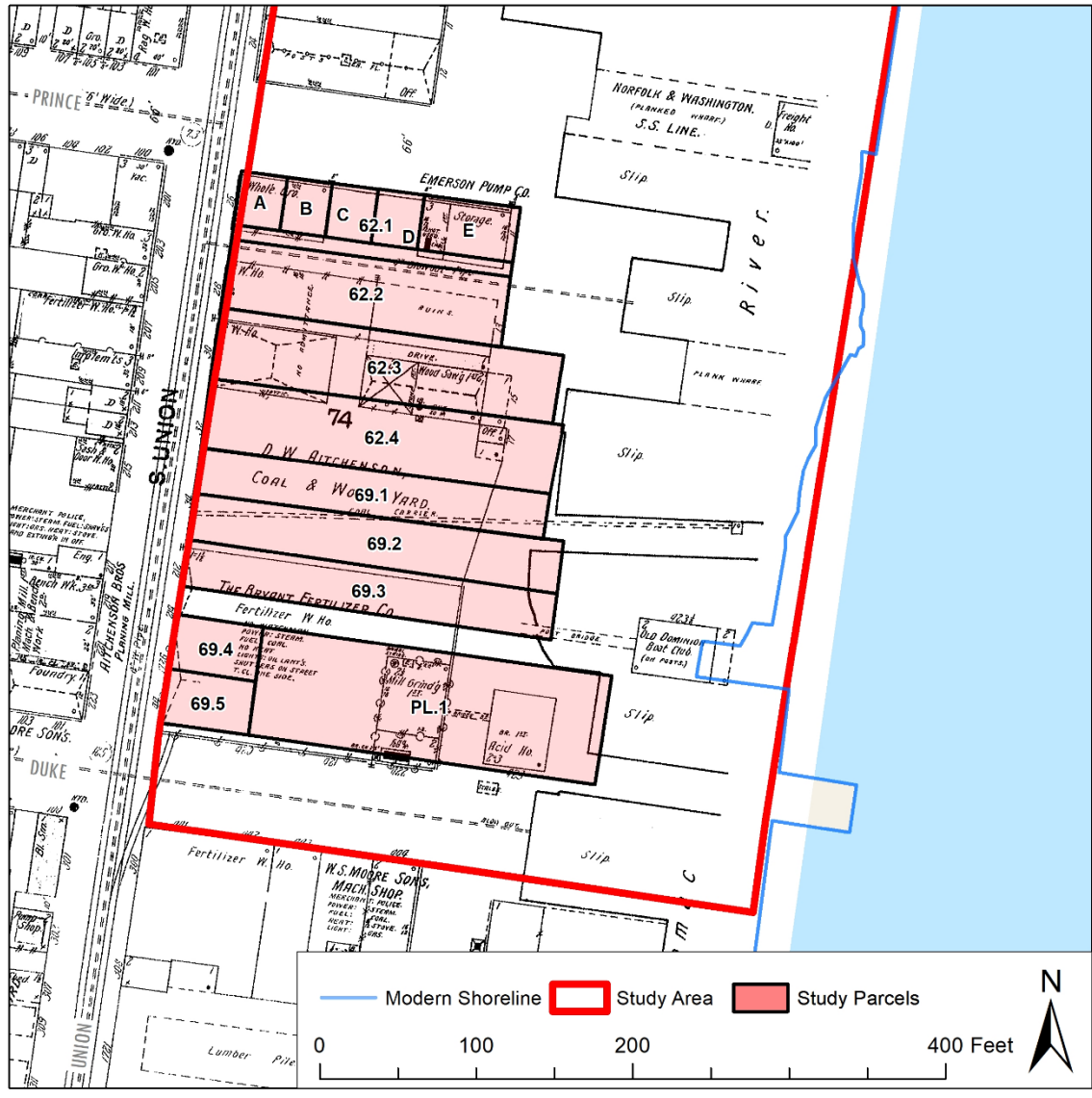


Image 48. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1902. Map. [https://www.loc.gov/item/sanborn08968\\_004/](https://www.loc.gov/item/sanborn08968_004/). Detail.

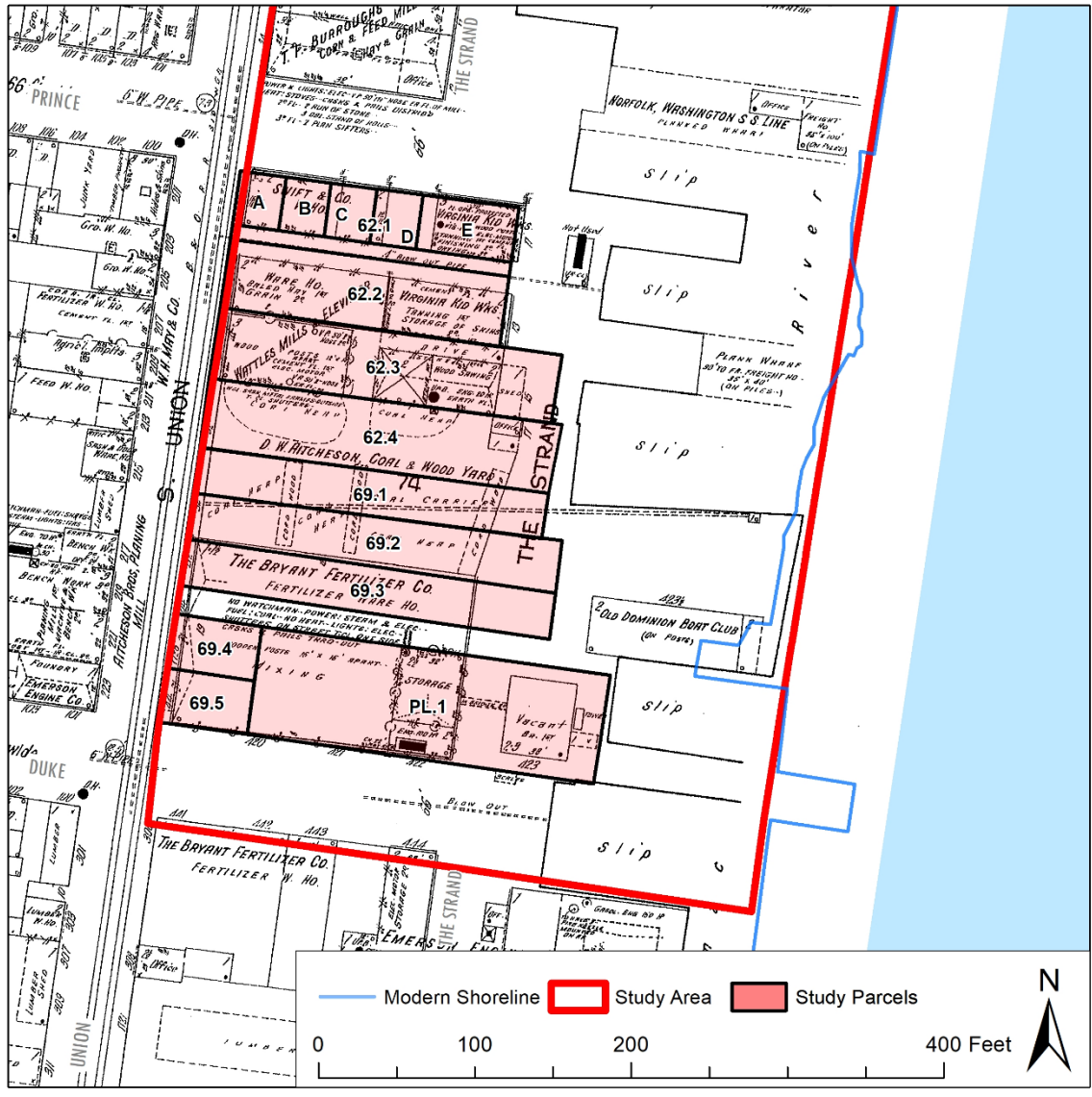


Image 49. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1912. Map. [https://www.loc.gov/item/sanborn08968\\_006/](https://www.loc.gov/item/sanborn08968_006/). Detail.

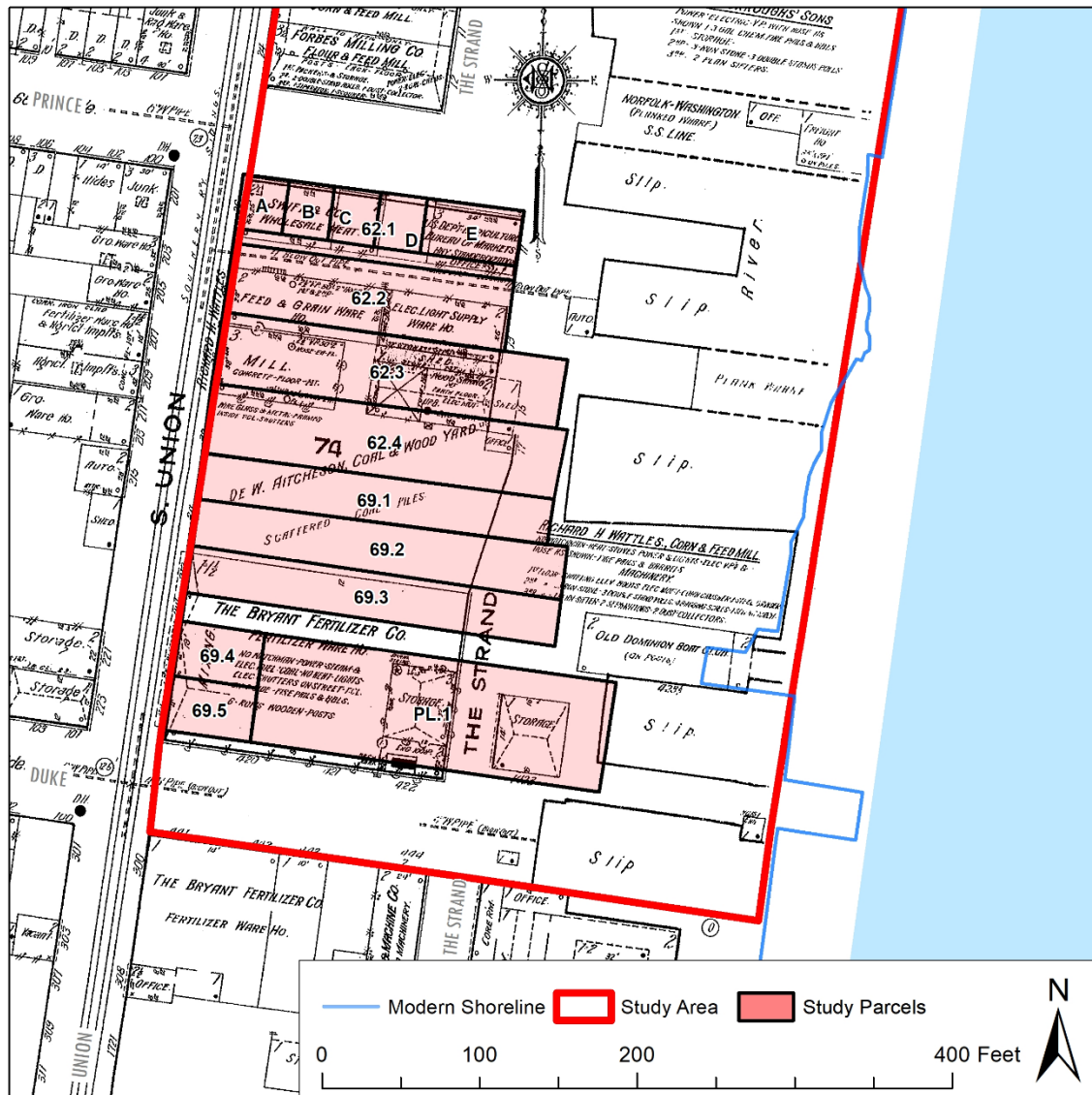


Image 50. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, Aug, 1921. Map. [https://www.loc.gov/item/sanborn08968\\_007/](https://www.loc.gov/item/sanborn08968_007/). Detail.



Image 51. Army Air Corps. Aerial Photography. National Capital Park and Planning Commission. Record Group 328.3. 1927. Image. On file at Alexandria Archaeology.



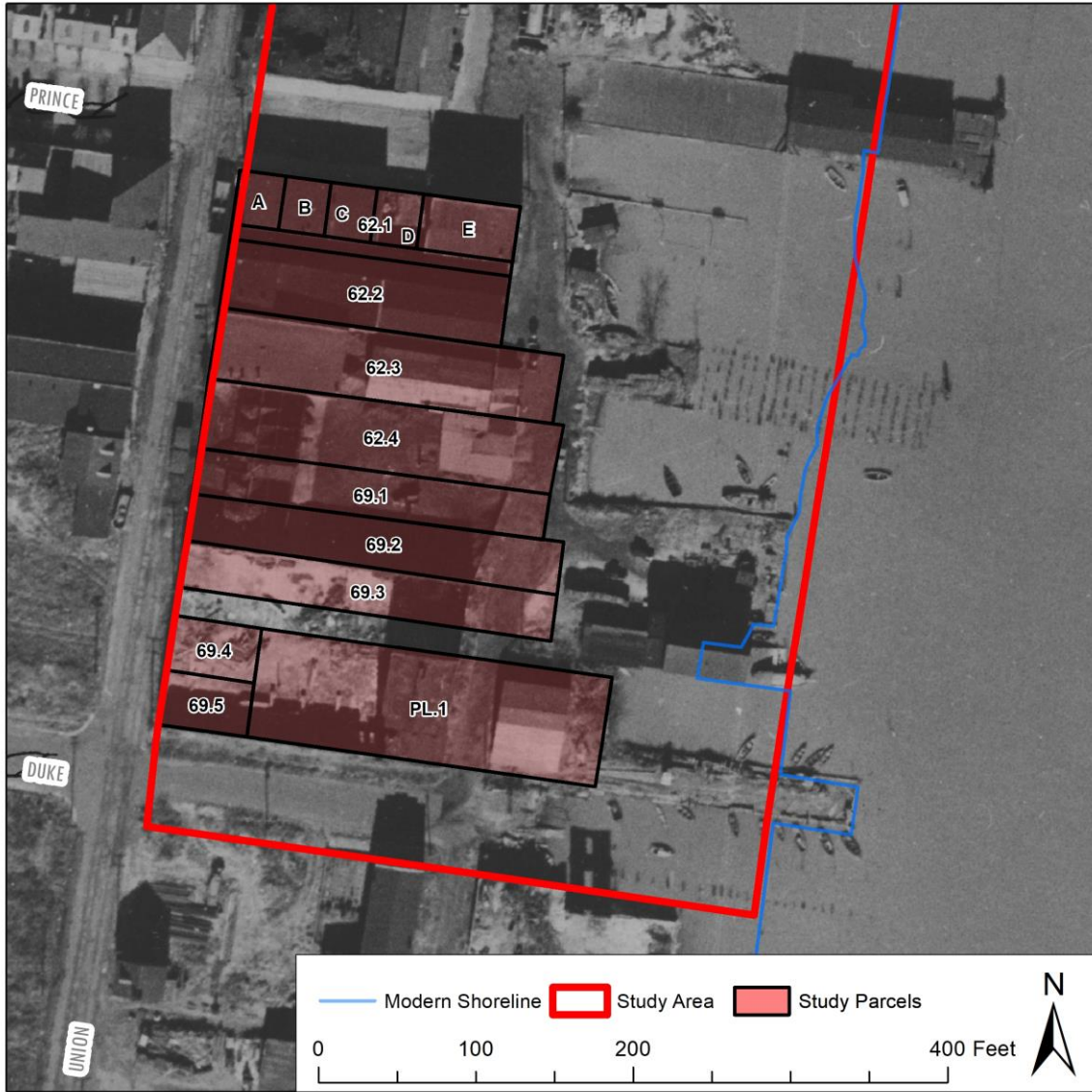


Image 52. Farm Service Agency. Aerial Photography. FG series, Record Group 145.8. National Archives. 1937. Fairfax County GIS and Mapping Services (<https://www.fairfaxcounty.gov/maps/aerial-photography>).

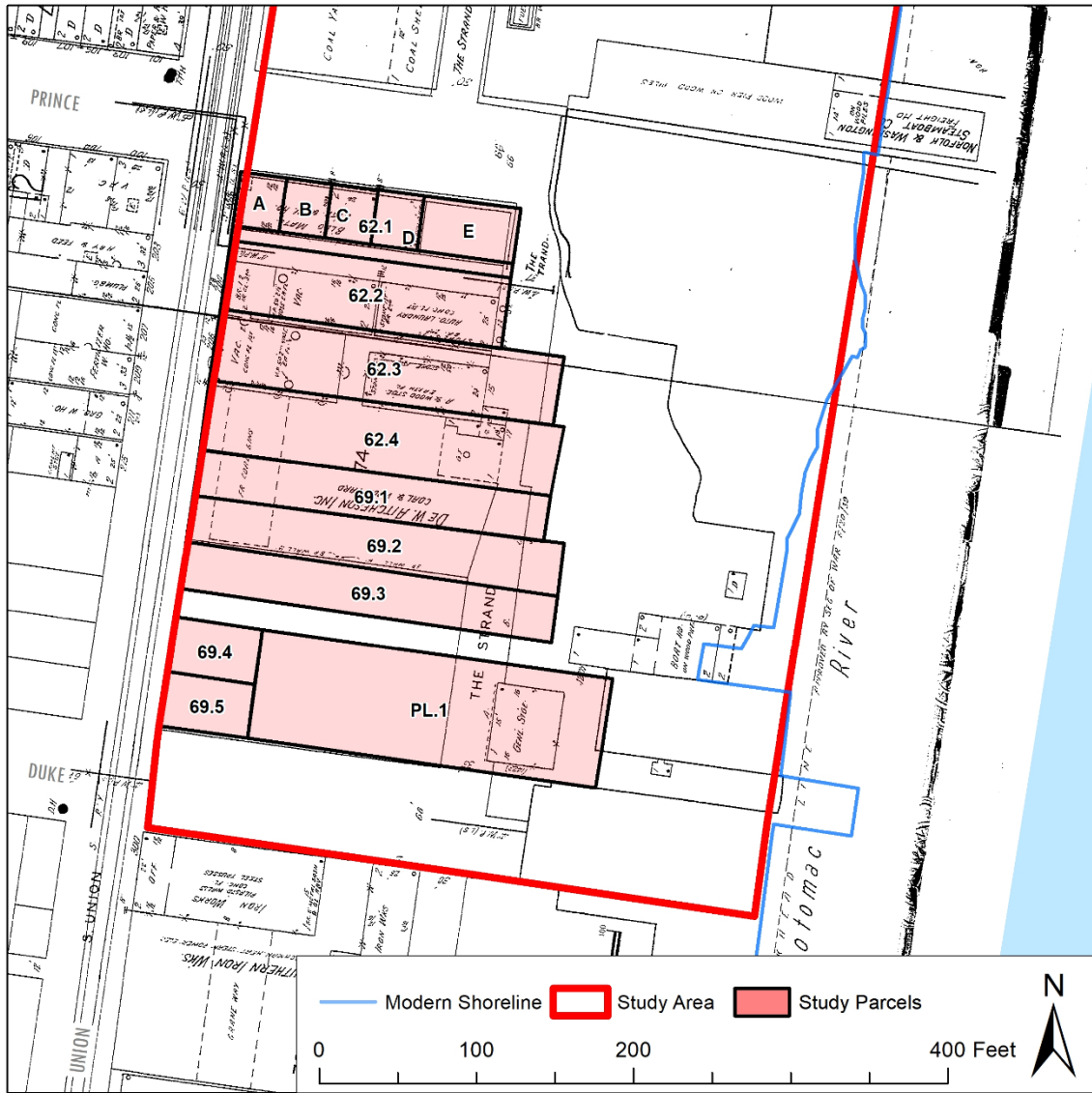


Image 53. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1941. Map. [https://www.loc.gov/item/sanborn08968\\_008/](https://www.loc.gov/item/sanborn08968_008/). Detail.



Image 54. Aerial Photography. 1957. On file at Alexandria Archaeology.

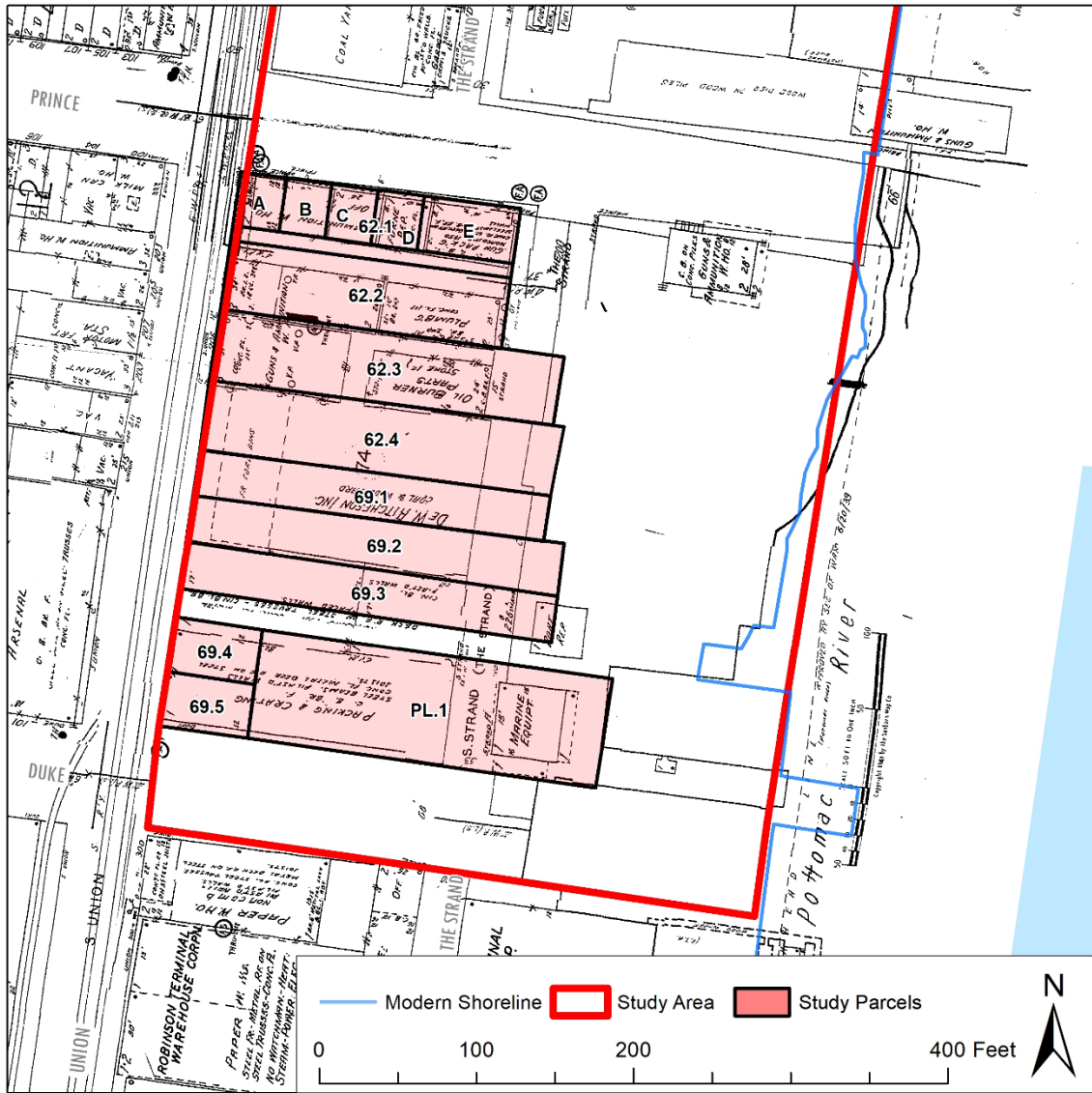


Image 55. Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia. Sanborn Map Company, 1958. Map. [https://www.loc.gov/item/sanborn08968\\_009/](https://www.loc.gov/item/sanborn08968_009/). Detail.

## Parcel 62.2

On the Union side of this parcel, the warehouse survived the 1897 fire. In 1900, the heirs of Esther Brooks sold it to Richard Henry Wattles of Wattles Mills & Elevator.<sup>432</sup> The 1902 Sanborn map shows a two-story warehouse marked “No Admittance” at 28 S. Union Street (Image 48). R. H. Wattles applied for a building permit in February 1912 to erect a new three-story building south of this one, but apparently left this warehouse intact.<sup>433</sup>

The 1912 Sanborn map shows a two-story warehouse at 28 S. Union Street as part of Wattles Mills & Elevator, with baled hay on the first floor and grain on the second (Image 49). The 1921 Sanborn map shows a two-story warehouse at 28 S. Union Street marked Feed & Grain Warehouse (Image 50). Richard Henry Wattles died in 1928, intestate. The 1941 Sanborn map shows a three-story building at 204 S. Union Street (Image 53). A two-story structure to the east was marked vacant. In 1945, Aircraft Components, Inc. occupied the Wattles buildings and remained until 1950.<sup>434</sup>

In 1949, Lilian Turner, presumably a trustee of the Wattles estate, sold Warehouse #4 to Harry Dreisen, a trustee, who in turn sold it to Harris & Chamberlain, a furniture company that operated out of Oregon.<sup>435</sup> Clyde H. Harris donated his business in 1953 to the Seventh Day Adventists of Oregon who took over operations for several years.<sup>436</sup> In 1958, the Seventh Day Adventists sold 204 South Union Street to Samuel Cummings.<sup>437</sup> The 1958 Sanborn map shows a three-story building at 204 S. Union Street and the two-story building to the east was not labeled. These buildings were part of the Guns & Ammunition Warehouse (Image 55). Cummings conveyed this property to a corporate entity, Cummings Investment Associates, Inc., in 1959.<sup>438</sup>

DeWilton Aitcheson purchased the Strand parcel with the pier in 1898.<sup>439</sup> The 1902 Sanborn map shows ruins at 13 The Strand (modern 203 Strand). A plank wharf extended from the front of the wharf east of this parcel (Image 48). A new warehouse was built here on the retained foundation of the pre-1897 building.<sup>440</sup> The 1912 Sanborn map shows 13 The Strand was a two-story warehouse of Virginia Kid Works, with tanning on the first floor and storage of skins on the second. A plank wharf extended into the river on the east side of the parcel (Image 49). The 1921 Sanborn map shows 13 The Strand was labeled Electric Light Supply Warehouse. A small structure on the wharf was labeled Auto. A plank wharf extended into the river on the east side of the parcel (Image 50). The 1941 Sanborn map shows 13 The Strand was marked “Auto laundry.” No pier or wharf extended from the east of the parcel (Image 53).

The 1958 Sanborn map shows 13 The Strand was marked Plumbing (Image 55). The Aitcheson heirs sold the Strand parcel, along with the land on the east side of the Strand with rights to the bulkhead line to

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<sup>432</sup> ADB 46:248, November 24, 1900.

<sup>433</sup> Diane Riker, “Fowle Warehouses 204-206 South Union Street,” 2009, 19-20.

<sup>434</sup> Riker, “Fowle Warehouses,” 23.

<sup>435</sup> ADB 285:19, July 21, 1949; ADB 289:138, October 24, 1949.

<sup>436</sup> “Big Furniture Firm Is Given To Adventists: Ten Million Dollar Contribution to Church Explained as a Tithe,” *The Washington Post* (1923-1954), January 29, 1953.

<sup>437</sup> ADB 470:83, May 28, 1958. Cummings converted his real estate holdings to a corporate entity in 1959, Cummings Investment Associates, Inc. ADB 501:187, September 1, 1959.

<sup>438</sup> ADB 501:187, September 1, 1959.

<sup>439</sup> ADB 41:170, April 1, 1898.

<sup>440</sup> Alexandria Archaeology, “Waterfront History Plan,” 85.

Beverly D. Turner in 1962.<sup>441</sup> Turner sold the area east of The Strand to Star Enterprises LTD in 1969, who sold it to John C. Richards in 1970.<sup>442</sup> Richards and his business partners subdivided the property in 199, with this parcel going to Stephen D. Richards, Mark G. Richards and Patrice A. Richards.<sup>443</sup>

Beverly Turner's children acquired the parcel on the west of The Strand in 1972.<sup>444</sup>

### Parcel 62.3

On the Union Street side of this parcel, the heirs of Esther Brookes sold this Warehouse #6 to Richard Henry Wattles in 1900.<sup>445</sup> The 1902 Sanborn map shows a two-story warehouse at 30 S. Union Street marked "No Admittance (Image 48)." An open area separated it from the two buildings at 15 The Strand. R. H. Wattles applied for a building permit in February 1912 to erect a new three-story "mill and warehouse" on a concrete foundation, leaving part of the "old foundation of stone" in place. The side walls of the existing building were also to remain, supporting a new flat, tin roof.<sup>446</sup> The 1912 Sanborn map shows a three-story building at 30 S. Union Street, part of Wattles Mills & Elevator (Image 49). An open area connected to the Strand via a drive. The 1921 Sanborn map shows a three-story Mill at 30 S. Union Street (Image 50). An open area to the east of the mill was preserved, the drive was labeled "Shed." Richard Henry Wattles died in 1928, intestate. The 1941 Sanborn map shows a vacant three-story building at 206 S. Union Street (Image 53). In 1945, Aircraft Components, Inc. occupied the Wattles buildings and remained until 1950.<sup>447</sup>

In 1949, Lilian Turner, presumably a trustee of the Wattles estate, sold Warehouse #6 to Harry Dreisen, a trustee, who in turn sold it to Harris & Chamberlain, a furniture company that operated out of Oregon.<sup>448</sup> Clyde H. Harris donated his business in 1953 to the Seventh Day Adventists of Oregon who took over operations for several years.<sup>449</sup> In 1958, the Seventh Day Adventists sold 206 South Union Street to Samuel Cummings.<sup>450</sup>

The 1958 Sanborn map shows a three-story Guns & Ammunition warehouse at 206 S. Union Street. The open space and alley were preserved (Image 55). In 1964, Cummings filed a quitclaim asserting his right to the 5' strip of land on the south side of 206 South Union Street against Mary Williamson, owner of Aitcheson Coal Yard to the south.<sup>451</sup> In 1976, Cummings filed another quitclaim to assert their right to the court behind this warehouse.<sup>452</sup>

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<sup>441</sup> ADB 569:439, December 13, 1962.

<sup>442</sup> ADB 693:467, January 6, 1969; ADB 717:41, November 23, 1970.

<sup>443</sup> Inst 000003006, September 21, 1999.

<sup>444</sup> ADB 748:784, November 6, 1972.

<sup>445</sup> ADB 46:248, November 24, 1900.

<sup>446</sup> Riker, "Fowle Warehouses," 19-20.

<sup>447</sup> Riker, "Fowle Warehouses," 23.

<sup>448</sup> ADB 285:19, July 21, 1949; ADB 289:138, October 24, 1949.

<sup>449</sup> "Big Furniture Firm Is Given To Adventists: Ten Million Dollar Contribution to Church Explained as a Tithe," *The Washington Post (1923-1954)*, January 29, 1953.

<sup>450</sup> ADB 470:83, May 28, 1958. Cummings converted his real estate holdings to a corporate entity in 1959, Cummings Investment Associates, Inc. ADB 501:187, September 1, 1959.

<sup>451</sup> ADB 608:30, July 27, 1964.

<sup>452</sup> ADB 851:343, November 30, 1976.

On The Strand side, John D. Hooe and his wife Maria Hooe sold “all that lot of ground with the remains of the burnt warehouse” in June 1897.<sup>453</sup> This was the ruins of the Strand-fronting warehouse. DeWilton Aitcheson purchased this parcel and applied for a permit to build a new structure here in February 1898. It was built on the old stone foundation and used the surviving brick wall on the northern elevation to support the two-story 34’ by 78’ sawing and wood storage facility.<sup>454</sup>

The 1902 Sanborn map shows two buildings at 15 The Strand. A drive connected the open area to the Strand along the north side of the warehouse marked Wood Sawing. A slip was labeled east of the bulkhead (Image 48). The 1912 Sanborn map shows at 15 The Strand, two two-story buildings were marked Wood Sawing. A slip was labeled to the east of the bulkhead (Image 49). The 1921 Sanborn map shows the two two-story structures at 15 The Strand were part of DeW. Aitcheson, Coal & Wood Yard. A slip was labeled on the east of the bulkhead (Image 50). The 1941 Sanborn map shows 15 The Strand was labeled Wood Storage; the open space and alley were unlabeled (Image 53).

Along the Strand, the 1958 Sanborn map shows 15 Strand was labeled Oil Burner Parts (Image 55). The Aitcheson heirs sold the Strand and wharf parcels to Beverly D. Turner in 1962.<sup>455</sup> Turner sold the wharf parcel, from The Strand to the bulkhead line, to Star Enterprises, LTD in 1969.<sup>456</sup> Star Enterprises sold it to John C. Richards in 1970.<sup>457</sup> Richards and his business partners subdivided the wharf parcel into north and south halves, giving the north division to Stephen D. Richards and Mark G. Richards and the south division to Frank E. Mann.<sup>458</sup>

The parcel on the west side of the Strand, 15 Strand, transferred from Helen L. Turner, widow of Beverly D. Turner, to their sons, Beverly D. Turner, Jr. and James A. Turner in 1972.<sup>459</sup>

#### [Parcels 62.4, 69.1 and 69.2](#)

##### [D.W. Aitcheson Coal Yard](#)

After the June 1897 fire, DeWilton Aitcheson consolidated several of the parcels on the block to expand his coal yard and construct purpose-built office and storage facilities. He purchased Parcel 69.2 and made this entire area an active coal yard. He applied for a permit to build a one-story brick office, 10’ by 18’. Aitcheson also gained approval from City Council for a railroad switch into the yard on these parcels. The company name changed in 1901 to D.W. Aitcheson Coal Yard. The company and later variations of it, remained in business here until 1978.<sup>460</sup>

The 1902 Sanborn map shows these three parcels largely cleared and united as D. W. Aitcheson, Coal & Wood Yard. At the northeast corner of Parcel 62.4, a one-story office stood at 17 The Strand. A coal carrier stretched diagonally across Parcels 69.1 and 69.2 and extended on the pier into the river (Image 48). In 1908, T. Allen Moore and Charles W. Moore sold their interest in Parcel 69.2 to DeWilton Aitcheson reserving 5’ along the north side for a shared alley and including dock rights, a brick

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<sup>453</sup> ADB 39:190, June 18, 1897.

<sup>454</sup> Maas and Mullen, “The Strand Properties,” 41.

<sup>455</sup> ADB 569:439, December 13, 1962.

<sup>456</sup> ADB 693:467, January 6, 1969.

<sup>457</sup> ADB 717:41, November 23, 1970.

<sup>458</sup> Inst 000003006, September 21, 1999.

<sup>459</sup> ADB 748:784, November 6, 1972.

<sup>460</sup> Maas and Mullen, “The Strand Properties,” 41.

warehouse fronting on the Strand, and a 38' dock formerly belonging to Josiah H. Davis.<sup>461</sup>The 1912 Sanborn map shows large coal heaps along the north edge of the yard and large piles of cord wood on the south side along the Coal Carrier. A small office stood at 17 The Strand. The coal carrier extended onto a wide wharf that connected to the Old Dominion Boat Club on Parcel 69.3 (Image 49).

The 1921 Sanborn map shows scattered coal piles on the yard of DeW. Aitcheson, Coal & Wood Yard. A small office stood at 17 The Strand. The wharf was labeled Richard H. Wattles, Corn & Feed Mill; referring to the building at 30 S. Union Street on Parcel 62.3 (Image 50).

DeWilton Aitcheson died on November 27, 1925 and left his business and real estate to Mary E. Williamson. She managed the business for nearly 40 years until her death in 1962.<sup>462</sup>

The 1941 Sanborn map shows a large area for coal bins close to Union Street and an expanded office area at 17 The Strand. The yard is labeled DeW. Aitcheson Inc. Coal & Wood Yard. The bulkhead and wharf were expanded and a small structure stood on the eastern end (Image 53).

The 1958 Sanborn map shows DeW. Aitcheson Inc. Coal & Wood Yard with coal bins along Union Street. The bulkhead was expanded again (Image 55).

Mary E. Williamson died on December 13, 1962 and left the business and real estate to Beverly D. Turner.<sup>463</sup> Turner sold the waterfront, all the land east of the Strand to the bulkhead line, to Star Enterprises in 1969.<sup>464</sup> Star Enterprises then sold to John C. Richards in 1970.<sup>465</sup> The City passed an ordinance to vacate the public alleys in this parcel in 1977.<sup>466</sup> John C. Richards and his business partners subdivided their real estate in 1999: Trustees Frank E. Mann and Anita L. Mann received the waterfront of Parcel 62.4 and Robert J. Sweeney received the waterfronts of Parcels 69.1 and 69.2.<sup>467</sup>

#### Parcels 69.3, 69.4, 69.5 and Point Lumley

In 1899, J. C. Herbert Bryant sold this real estate to the corporate entity, Bryant Fertilizer Company.<sup>468</sup> The 1902 Sanborn map shows a large one-story fertilizer warehouse covering all these parcels for the Bryant Fertilizer Company. Engine and Grinding equipment was placed at 422 Duke Street, the northwest corner of Duke and The Strand. A foot bridge connected to 423 Duke Street, an Acid House on the former Point Lumley wharf. East of Parcel 69.3, a foot bridge connected to the two-story Old Dominion Boat Club house on posts. A pier extended along the northern edge of Duke Street (Image 48).

The 1912 Sanborn map shows the Bryant Fertilizer Co. fertilizer warehouse, mixing and storage. The two-story building at 423 Duke Street is labeled vacant. The Old Dominion Boat Club building was attached to the wharf on the north, east, west, and part of the south sides. A pier extended along the northern edge of Duke Street (Image 49).

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<sup>461</sup> ADB 57:108, April 27, 1908.

<sup>462</sup> Maas and Mullen, "The Strand Properties," 43. Last Will and Testament of DeWilton Aitcheson, AWB 55:560.

<sup>463</sup> Last Will and Testament of Mary E. Williamson, AWB 569:439.

<sup>464</sup> ADB 693:467, January 6, 1969.

<sup>465</sup> ADB 717:41, November 23, 1970.

<sup>466</sup> ADB 875:749, November 12, 1977.

<sup>467</sup> Inst 000003006, September 21, 1999.

<sup>468</sup> ADB 42:512, May 17, 1899.



The 1921 Sanborn map shows the Bryant Fertilizer Co. fertilizer warehouse, mixing and storage. The building at 423 Duke Street was labeled Storage. The Old Dominion Boat Club remained in the same location. A pier extended along the north edge of Duke Street (Image 50). The west end of the clubhouse was heavily damaged in a March 1922 fire, resulting in the construction of a new clubhouse located at present-day 1 King Street (Image 56).<sup>469</sup>

The Bryant Fertilizer Company sold this property to Sales Corporation in 1923.<sup>470</sup>

The 1941 Sanborn map shows an empty area with no structures or labels. The building at 423 Duke Street was labeled general storage. A pier extended along the north edge of Duke Street (Image 53).

In the court-appointed sale of the real estate of Sales Corporation, Carlyle R. Bogue and T. P. Bogue purchased these parcels in 1945.<sup>471</sup> They sold the waterfront east of the Strand to the RTW Corporation (Robinson Terminal Warehouse) in 1955.<sup>472</sup>

The 1958 Sanborn map shows two large one-story structures extending from Union Street to the Strand marked Packing & Crating. The building on the east side of the Strand is marked Marine Equipment. A small one-story structure just north of the Duke Street building is labeled Boat Repair. A pier extended along the north edge of Duke Street (Image 55).

Carlyle Bogue and T. P. Bogue sold Parcels 69.4, 69.5 and the historic Point Lumley parcel to Cummings Investment Associates, Inc. in 1963.<sup>473</sup>

#### Old Dominion Boat Club Clubhouse, 1881-1923

The boathouse and all its contents were destroyed in the June 1897 fire that destroyed the entire block.<sup>474</sup> It was rebuilt at this location, a two-story frame structure on wood piles.<sup>475</sup> Another fire in November 1919 destroyed 18 boats and shells.<sup>476</sup> Club members adopted power boating in the early part of the 20<sup>th</sup> century and sought a larger and more extensive docking area. They purchased a waterfront parcel north of King Street, formerly Ramsay's Wharf, and determined to build a new clubhouse there. However, high costs of materials rendered that plan unfeasible. On March 20, 1922, fires destroyed both this clubhouse and the vacant ferry building on the King Street parcel. The ODBC used the insurance payout to build a fireproof clubhouse on the new parcel.<sup>477</sup>

Trustees of the ODBC transferred the property to the ODBC entity in July 1922.<sup>478</sup> The ODBC sold this property with dock, wharf and water privileges to William L. Davis in 1928.<sup>479</sup> The 1941 Sanborn map shows the boat house on wood piles remained, with a one-story addition on the west side (Image 53).

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<sup>469</sup> Maas and Stoll, "Old Dominion Boat Club," 21-23.

<sup>470</sup> ADB 78:373, July 23, 1923; ADB 99:450, August 19, 1929.

<sup>471</sup> ADB 214:204, January 30, 1945.

<sup>472</sup> ADB 408:102, April 29, 1955. RTW Corporation reformed into Robinson Terminal Warehouse Corp. in 1966. ADB 657:75, September 21, 1966.

<sup>473</sup> ADB 581:231, July 30, 1963.

<sup>474</sup> Riker, "Fiery Night."

<sup>475</sup> Maas and Stoll, "Old Dominion Boat Club," 21-23.

<sup>476</sup> Miller, "Wandering Along the Waterfront: The Prince to Duke Street Waterfront Part II," 198-200.

<sup>477</sup> Maas and Stoll, "Old Dominion Boat Club."

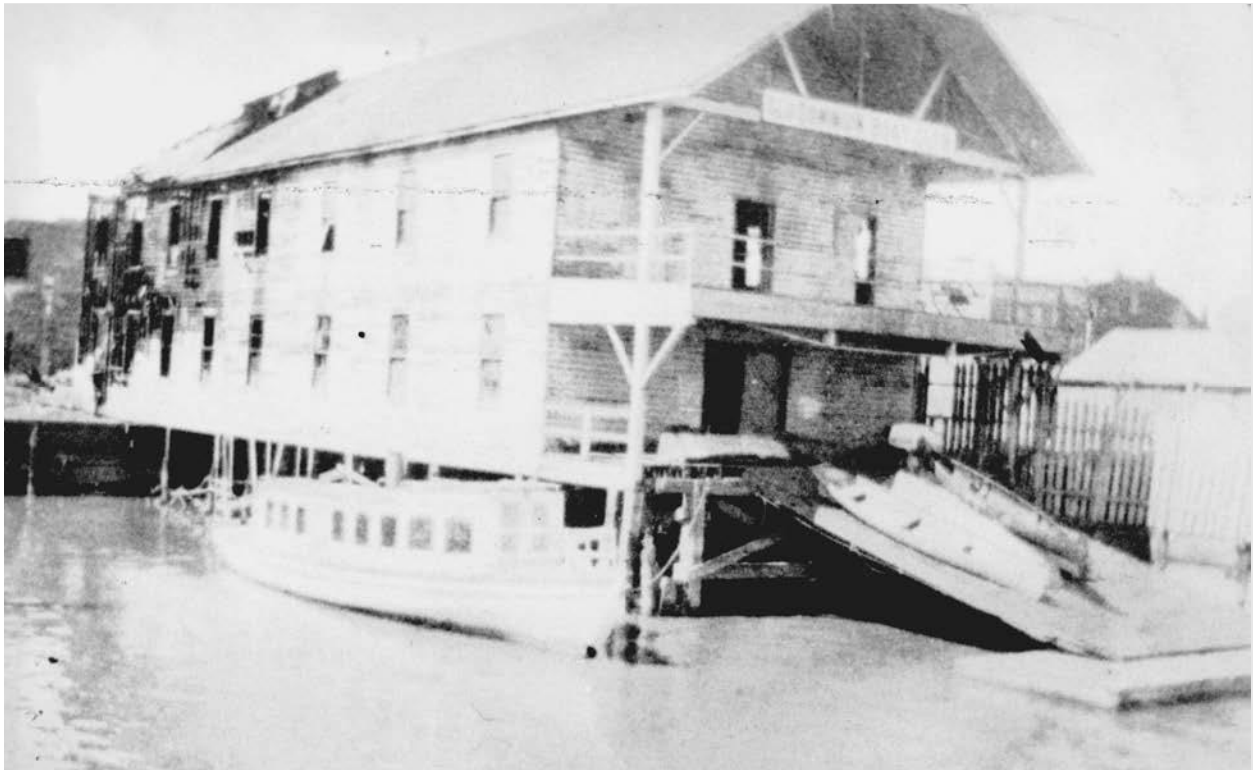
<sup>478</sup> ADB 74:219, July 28, 1922.

<sup>479</sup> ADB 93:100, January 10, 1928.

The 1958 Sanborn does not illustrate a boat house on this location (Image 55). The heirs of William Davis sold the wharf to Russell and Flavienne Crenshaw in 1974.<sup>480</sup>

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<sup>480</sup> ADB 772:859, February 28, 1974.



*Image 56. Old Dominion Boat Club Clubhouse after the 1922 Fire. Sampson Collection, Alexandria Library Local History/Special Collections.*

## 21<sup>st</sup> Century, 2001-Present

### Parcel 62.1

Cummings Investment Associates, Inc. sold Lots A, B, C, and E to 2 Prince LLC in 2012.<sup>481</sup> 2 Prince LLC filed a quitclaim for the alley in 2015.<sup>482</sup> Aerial photography shows buildings on all these parcels in 2021 (Image 3).

6 Prince Street (Lot D) was transferred to a Marvin P. Young trust and then again to a trust for Michael P. Young.<sup>483</sup> The trust reached an agreement with the City of Alexandria to release their claim on the shared alley in 2015.<sup>484</sup> The Michael P. Young Trust sold the parcel to Six Prince Street Partners LLC in 2018.<sup>485</sup> Aerial photography shows a building on the parcel in 2021 (Image 3).

Stephen D. Richards and Mark G. Richards sold the wharf parcel to the City of Alexandria in 2006. In 2014 the city included the parcel in a subdivision of the waterfront of Parcels 62.1, 62.2 and 62.3.<sup>486</sup> In 2021, aerial photography shows several buildings filled the wharf with a pier extended from the bulkhead (Image 3).

### Parcel 62.2

The Union-fronting parcel was sold to 204-06 Union LLC by Cummings Investment Associates in 2012.<sup>487</sup> In 2013, 204 and 206 S. Union Street were consolidated into one parcel.<sup>488</sup> The City of Alexandria secured title to the alley on the north of the lot in 2015.<sup>489</sup>

The Strand-fronting parcel was owned by Beverly Turner and James Turner when the city secured title to the alley in 2015.<sup>490</sup> The Turners sold all their waterfront real estate on this block to IDI Strand, LC in 2018.<sup>491</sup> IDI Strand sold this parcel to 205 Strand LLC in 2020.<sup>492</sup>

East of the Strand, Stephen D. Richards, Mark G. Richards and Patrice A. Richards sold this parcel (which now included part of the parcel to the south) to the City of Alexandria in 2006.<sup>493</sup> The City subdivided the waterfront lots in 2014.<sup>494</sup>

Aerial photography from 2021 shows two or three structures filled this parcel from Union to the Strand. East of the Strand, a surface parking lot extended to the bulkhead (Image 3).

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<sup>481</sup> Inst 120015524, February 1, 2012.

<sup>482</sup> Inst 150008007, May 13, 2015.

<sup>483</sup> Inst 010024262, May 7, 2001; Inst 170016533, October 6, 2017.

<sup>484</sup> Inst 150008006, May 13, 2015.

<sup>485</sup> Inst 180009556, July 11, 2018.

<sup>486</sup> Inst 060005240, February 27, 2006; Inst 140016494, November 12, 2014.

<sup>487</sup> Inst 120002349, February 1, 2012; Inst 120015189, July 3, 2012.

<sup>488</sup> Inst 130016843, July 12, 2013.

<sup>489</sup> Inst 150008008, May 13, 2015.

<sup>490</sup> Inst 150008008, May 13, 2015.

<sup>491</sup> Inst 180005481, April 25, 2018.

<sup>492</sup> Inst 200012659, July 15, 2020.

<sup>493</sup> Inst 060005239, February 27, 2006.

<sup>494</sup> Inst 140016494, November 12, 2014.

### Parcel 62.3

Cummings Investment Associates sold 206 South Union Street to 204-06 Union LLC in 2012.<sup>495</sup> 204-06 Union LLC consolidated this with the parcel to the north, 204 South Union Street, in 2013.<sup>496</sup>

The Strand-fronting lot was sold by Beverly D. Turner Jr. and James A. Turner to IDI Strand, LC in 2018.<sup>497</sup> It was part of a consolidated parcel that included segments of Parcels 62.2, 62.3, 62.4, 69.1 and 69.2.

East of the Strand, Stephen D. Richards, Mark G. Richards and Patrice A. Richards sold the northern half of the parcel to the City of Alexandria in 2006.<sup>498</sup> The City subdivided the waterfront in 2014.<sup>499</sup>

In 2021, two large warehouses stood here with a small courtyard separating them. East of the Strand, a surface parking lot extended to the bulkhead (Image 3).

### Parcels 62.4, 69.1 and 69.2

Beverly D. Turner Jr. and James A. Turner sold these parcels from Union to the Strand to IDI Strand, LC in 2018.<sup>500</sup> The City of Alexandria subdivided the waterfront area east of the Strand in 2014.<sup>501</sup>

A development project to build condominiums on these parcels (225 Strand St.) began in 2018 and finished in 2020. East of the Strand, a surface parking lot extended to the bulkhead. A pier extended from the bulkhead adjacent to Parcel 69.1 (Image 3).

### Parcels 69.3, 69.4, 69.5 and Point Lumley

Russell S. and Flavienne G. Crenshaw sold the waterfront of this parcel, from the Strand to the bulkhead line, to the City of Alexandria in 2006.<sup>502</sup>

Cummings Investment Associates, Inc. sold these parcels from Union Street to the Strand to Carr 220 South Union Street LLC in 2014.<sup>503</sup> In 2015, archaeological studies began to evaluate the cultural resources in these parcels in advance of a development project. In 2018, developers built Hotel Indigo on this site.<sup>504</sup> All structures east of the Strand were demolished, including 226 Strand.

A large structure took up most of the area in 2021. The eastern edge of PL.1 was surface parking with a park area to the east. A short pier extended along the north edge of Duke Street (Image 3).

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<sup>495</sup> Inst 120002349, February 1, 2012.

<sup>496</sup> Inst 120015189, July 3, 2012; Inst 130016843, July 12, 2013.

<sup>497</sup> Inst 180005481, April 25, 2018.

<sup>498</sup> Inst 060005239, February 27, 2006.

<sup>499</sup> Inst 140016494, November 12, 2014.

<sup>500</sup> Inst 180005481, April 25, 2018.

<sup>501</sup> Inst 140016494, November 12, 2014.

<sup>502</sup> Inst 060013597, May 17, 2006.

<sup>503</sup> Inst 140005393, April 28, 2014.

<sup>504</sup> Baicy et al., "Archaeological Evaluation and Mitigation of Hotel Indigo (220 South Union Street)."



Image 57. Aerial Photography, 1995. On file at Alexandria Archaeology.