

A PHASE I ARCHEOLOGICAL SURVEY  
FOR THE  
PROPOSED WIDENING  
OF ROUTE 236, DUKE STREET,  
CITY OF ALEXANDRIA, VIRGINIA

JOHN MILNER ASSOCIATES, INC.  
ARCHITECTS • ARCHEOLOGISTS • PLANNERS

A PHASE I ARCHEOLOGICAL SURVEY  
FOR THE PROPOSED WIDENING OF ROUTE 236, DUKE STREET,  
CITY OF ALEXANDRIA, VIRGINIA

submitted to

Tippetts-Abbett-McCarthy-Stratton  
8316 Arlington Boulevard  
Suite 234  
Fairfax, Virginia 22031

Virginia Department of Highways and Transportation  
Richmond, Virginia

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by

Charles D. Cheek  
Karyn L. Zatz

John Milner Associates, Inc.  
5250 Cherokee Avenue, Suite 420  
Alexandria, Virginia 22312

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REPORT ABSTRACT  
PHASE I ARCHAEOLOGICAL SURVEY, ROUTE 236, DUKE STREET,  
ALEXANDRIA, VIRGINIA

A Phase I Archaeological Survey for the Proposed Widening of Route 236, Duke Street, City of Alexandria, Virginia, by John Milner Associates, Inc., has recommended that further documentary and archaeological work be conducted on the 1100 through 1900 blocks of Duke Street to be affected by the proposed widening (figure 1). This research concludes that there is the potential to recover data about the prehistoric inhabitants of the area, the Civil War, early Alexandria industrial development, railroading, and residential areas.

Land in the project area was developed in the late 18th and early 19th centuries. Light industrial development of the project area coincided with the establishment of transportation networks that exist to this day: Little River Turnpike (Rt. 236, Duke Street) and the Norfolk and Southern and Orange Line railroads. During the Civil War, the railroad yard in the 1100, 1200, and 1300 blocks of Duke Street was stockaded, and served as a hospital (Camp Convalescent), passenger depot, and staging area for Union troops (figure 2).

Because of the presence of the railroad and Little River Turnpike, this area of Duke Street became a small scale industrial zone containing industries such as tanning and brewing. The nature of these businesses and the presence of the transportation networks encouraged residential development of the area, including a free black community. Therefore, additional archaeological research has the potential to provide information on archaeological resources important to Alexandria Archaeology's ongoing study of social and urban stratification in the City.

DKC  
Attachments

## ABSTRACT

The Phase I archeological survey reported herein was conducted at the site of the proposed widening of Route 236, Duke Street, Alexandria, Virginia. The project was undertaken by John Milner Associates, Inc. as part of an environmental assessment study conducted by Tippetts-Abbett-McCarthy-Stratton (TAMS) on behalf of the Virginia Department of Highways and Transportation (VDH&T). Implementation of the proposed plans would disturb an area that ranges from five to approximately 75 feet on the south side of Duke Street, between South Henry and Elizabeth Street. Documentary research indicated that prehistoric and historic archeological resources may exist in the project area. An evaluation of the degree of previous disturbance on Duke Street in combination with the background research revealed that four blocks have the potential to contain prehistoric archeological resources. Five blocks, and one area located adjacent to Hooff run, may contain historic archeological resources relating to early residential occupations, as well as the Civil War. It is recommended that additional documentary and archeological work be undertaken in order to determine whether properties eligible for the National Register of Historic Places exist within the project area.

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## 1.0 INTRODUCTION

### 1.1 Purpose and Goals of the Investigation

The project reported herein consisted of a Phase I archeological survey of the proposed widening of Route 236, Duke Street, Alexandria, Virginia. The proposed construction will occur between South Henry Street and Elizabeth Street (Figure 1) and will provide easier automobile and bicycle access east bound into the Old Town District of Alexandria.

Tippetts-Abbett-McCarthy-Stratton (TAMS) was selected by the Virginia Department of Highways and Transportation (VDH&T) to conduct an environmental assessment study of the proposed project area. The Phase I archeological investigation was undertaken by John Milner Associates, Inc. in order to assist in compliance with the National Historic Preservation Act of 1966, as amended; the National Environmental Policy Act of 1969; the Archeological and Historic Preservation Act of 1974; and other federal and state mandates. The purpose of the survey was to locate and identify potentially significant archeological resources that might be affected by the proposed construction. Following a brief description of the project area and of the proposed undertaking, subsequent report sections provide the prehistoric and historic cultural context, describe the methods and results of the survey and offer preliminary evaluations of significance and National Register eligibility of identified and potential archeological resources. Sections 6 and 7 present a summary and recommendations and list of

references cited, respectively. Figures and an appendix complete the report.

## 1.2 Description of the Project Area

The project area is a 3,150 foot section of Duke Street that extends from the intersection of Duke and South Henry Streets to Elizabeth Street. Alexandria and the project area are located in the Coastal Plain Physiographic Province. The City of Alexandria extends from the Potomac River west almost to the Piedmont Physiographic Province. The original town (discussed in more detail below) was built on a low terrace that varies from five to thirty feet in elevation and extends approximately 1.5 miles inland from the banks of the river to an area of higher elevation. The former area has been called the "lowlands" (Henry 1983:22) and extends along the Potomac and along Cameron Run on the south side of Alexandria. The higher zone ranges from 30 to 280 feet above sea level and consists of older marine and riverine deposits overlying eroded Piedmont material (and extends westward to the Piedmont). These two divisions correspond roughly to the high and low Coastal Plain divisions defined for neighboring Fairfax County (Porter et al. 1963:2).

The Coastal Plain can also be divided into an inner and an outer zone. The outer zone is marked by the penetration of salt water from the Chesapeake Bay up the Potomac while the inner zone is upstream and characterized by fresh water that is brackish at times. Although the

transition between these two zones has fluctuated over time, Alexandria is well upstream and located in the Inner Coastal Plain.

Alexandria is bordered to the north by Four Mile Run and to the south by Cameron Run, which becomes Great Hunting Creek as it flows into the Potomac. The upland zone is drained by several streams that flow south into Cameron Run or north into Four Mile Run. Holmes Run and Taylor Run are the primary streams draining the uplands into Cameron Run which in turn becomes Great Hunting Creek. Hooff Run appears to have drained both the uplands through a tributary named Timber Run, as well as some of the lowland area. Exactly which areas were drained by Hooff Run is somewhat obscure today since it courses through the developed section of Alexandria. Hooff Run crosses the project area and drains into Great Hunting Creek. Another small, unnamed, stream today flows completely underground; however, in early historic times, it flowed southwest from the corner of South Henry and Duke Streets to the Potomac River. This small stream is just outside the eastern end of the project area.

### 1.3 Description of the Proposed Undertaking

As noted above, VDH&T proposes to widen a section of Duke Street. Construction on the north side of the street will consist of the replacement of the present concrete sidewalk with brick. On the south side, the street will be widened an average of 20 feet throughout the length of the project area (Figure 2). The exceptions to this occur in the 1600 block where the street has already been widened, at the corner of South Henry and Duke Streets where the corner will be cut back to

facilitate turning, and on the west edge where the impact will be slightly less. Additionally, the edge of the roadway will be provided with a bike path four feet wide.

According to sources at the VDH&T, the depth of the disturbance for the new sections of the road will be two feet. Both the bike path and the sidewalks will be essentially at grade and will not disturb the ground for more than four to six inches below the surface.

## 2.0 BACKGROUND RESEARCH

### 2.1 Prehistoric Cultural Context

A summary of the archeology of the Potomac Valley around Washington, D.C. and Alexandria has been issued by Humphrey and Chambers (1975). They review the results of the early pioneers in the archeology of the area, such as William Henry Holmes, who worked at the turn of the century, and of more recent research which began in the 1930s and continues to the present. The discussion that follows is based upon this source and on the work of Carbone (1976); Cheek, Friedlander and Warnock (1983); Johnson (1981); and Gardner (1982). The cultural periods defined for the Potomac River parallel those in other areas on the East Coast, and include: Paleo-Indian (11,000 to 8,000 B.C.), Early Archaic (8,000 to 6,500 B.C.), Middle Archaic (6,500 to 3,000 B.C.), Late Archaic/Transitional (3,000 to 1,000 B.C.), Early Woodland (1,000 to 500 B.C.), Middle Woodland (500 B.C. to A.D. 900) and Late Woodland (A.D. 900 to 1,500).

A hunting and gathering or foraging economy was characteristic of all prehistoric cultural periods except the Late Woodland. During the latter period subsistence was based, at least in part, on the cultivation of domesticated plants. Although the earlier societies utilized a hunting and gathering economy, there were considerable differences in the kinds of protein sources exploited and in the intensity with which particular resources were collected. During the Paleo-Indian and Early Archaic periods the adaptive pattern seems to

have concentrated on larger game animals, and the relatively small human populations lived in bands that exploited relatively extensive territories. Vegetative sources of food were not ignored and probably contributed a considerable portion of the calorie intake. It is probable, however, that game movements were more important in determining scheduling of group behavior than was the seasonal availability of plants. It is also likely that the seasonal round was at least partially determined by a need to reside near deposits of particular types of fine-grained stone which were necessary for the manufacture of tools and weapons (Gardner 1980).

Although the basic adaptive strategy seems to have been the same during the first two stages, the game sources might have been different. During the Paleo-Indian stage, Pleistocene fauna such as mammoth, mastodon, and caribou may have been the focus of the hunt. At the end of the Pleistocene the vegetation in the eastern United States changed as the weather grew warmer and the glaciers retreated. As a result of these environmental changes, perhaps exacerbated by over-hunting, much of the large Pleistocene fauna became extinct. More solitary animals, such as deer and other smaller game became the only available meat sources. However, some scholars (Gardner 1980) believe that even the Paleo-Indian groups hunted primarily deer and moose rather than caribou or mammoth.

During the Middle Archaic, subsistence seems to have been attuned more to seasonal plant resources and to their more intensive exploitation.

This is reflected in the larger number of environments in which sites are found and the appearance of tools specifically made for plant preparation. The increase in the number of sites attributed to this period implies a substantial increase in population.

The next three cultural periods (the Late Archaic/Transitional, the Early and Middle Woodland) can be considered together (Cheek, Friedlander and Holt 1983:71) as has been done for other areas of the Mid-Atlantic (Custer 1984).

The deciduous Eastern Woodland environment had become established by the beginning of this period, and a wide-ranging adaptation to it was developed by the indigenous societies of the region. The subsistence economy was based on an intensive exploitation of the flora and fauna of the woodlands as well as riverine and estuarine resources. Sea level continued to rise and gradually leveled off, creating salt- and brackish-estuarine marshes attractive to migrating birds and suitable for the development of extensive shellfish beds. Anadromous fish such as shad and herring traveled upstream seasonally to find fresh water in which they could spawn, creating large-scale fish runs. Seasonal camps along the Potomac were located to exploit this resource.

Seasonality was a primary determinant of economic organization throughout this period, and there was a great deal of variation in settlement pattern and seasonal group movement which depended on local patterns of resource distribution and density, and on local responses to population

increase (Gardner 1982). In the Middle Atlantic region, it is likely that major aggregations of population would have occurred seasonally on the major streams during the annual migrations of fish.

The Late Archaic/Transitional and Early Woodland periods witnessed the introduction of pottery. It is, however, unlikely that the pattern of adaptation changed significantly with the adoption of ceramic technology. Most archeologists agree that, during both the Early and Middle Woodland in the Coastal Plain and the Piedmont, subsistence was based primarily on intensive hunting and gathering strategies. There may have been some manipulation of wild plants to increase their yields, but there is no firm evidence for this, nor for the establishment of true horticulture with actual plant domesticates in the Coastal Plain until approximately A.D. 900.

Late Woodland (after A.D. 900) societies supported themselves with horticulture based on the cultivation of corn, beans, and squash. Hunting, gathering, and fishing still played a major role in the subsistence economy but were now scheduled around the requirements of the horticultural cycle. People tended to live for most of the year in semi-permanent villages (i.e., villages that were moved only every generation or so), and that were often stockaded, at least in the area at and above the Fall Line (Potter 1980). Villages of this type were witnessed by Captain John Smith when he explored the Potomac in the early part of the seventeenth century. Contact between Europeans and the local Indians in northern Virginia started with the exploration of

the Potomac by John Smith in 1608 (Feest 1978) and became more intense by the mid-1600s. By 1700, most of the tribes in northern Virginia and southern Maryland had been dispersed. Some had been placed on reservations, while others had left the region altogether (Feest 1978).

Information on the location of prehistoric sites in and about Alexandria comes from several sources. The map made by John Smith (Feest 1978; Figure 2) recorded sites on both sides of the Potomac. Four were noted on the west side of the river in the vicinity of Alexandria. From south to north these were called Tauxenent, Nanassingalent, Assoameck and Namaoraoughquend. Because of the inherent problems in superimposing Smith's map on modern maps, there have been disagreements about the exact locations of the settlements. Many scholars follow Mooney (1889) and place Tauxenent at Mt. Vernon; however, Feest (1978; Figure 2) has recently placed it on the Occoquan south of Mt. Vernon. Mooney and Feest both place Namaoraoughquend near the modern 14th Street Bridge (formerly known as Long Bridge), while Humphery and Chambers (1975) place it further upstream. The only village that might have been close to Alexandria is Assoameck (Mooney 1889), but Feest places it south of Hunting Creek. In summary, the precise locations of these contact period sites are unknown, but it is unlikely that any of them were located in Alexandria and therefore are not within the project area.

A survey of the earlier archeological literature revealed that only two sites were recorded for the area around Alexandria and none from within Alexandria itself. Proudfit's map (1889; Figure 5) of the location of

known sites included one just north of Alexandria on the site of the modern National Airport. The site was apparently located just above the mouth of Four Mile Run which enters a small bay on the south side of the airport. The map does not note any sites close to Alexandria although it does include some sites opposite the city on the east bank of the river. A shoreline archeological survey undertaken at about the same time Proudfit was preparing his map located traces of a small settlement one half mile below the mouth of Hunting Creek (Holmes, Dinwiddle and Fowke 1891-93:7).

Modern archeological survey of the City of Alexandria was not initiated until the Alexandria Urban Archeology Program was founded in the late 1970s. This survey, partially reported by Henry (1983) and on file at the Alexandria Archeological Research Center (AARC), recorded 22 locations of prehistoric materials that were recorded as archeological sites in the Virginia State Site Inventory. One additional site, 44AX53, was identified by a collector at Jones Point and further defined by testing (LeeDecker and Friedlander 1984). Additionally, evidence of prehistoric materials has been recorded along Duke Street, west of Hooff Run, during previous construction episodes. However, the records of these locations are not currently available (Cressey, personal communication 1986).

Most of the prehistoric sites in the site files are located on the less developed upper reaches of streams that drained into Cameron Run/Hunting Creek. Nineteen sites were located on Holmes Run and only one on Taylor

Run, a stream that is closer to Alexandria. The remaining two sites were found in the drainage of a tributary of Lucky Run which drains north into Four Mile Run. The fact that more sites were not found and that none have been identified in the developed areas of Alexandria may attest to the modern development which has destroyed, or perhaps buried, the evidence of prehistoric habitation sites.

## 2.2 Historic Cultural Context

### 2.2.1 Civil Boundaries

The lands known today as Arlington and Fairfax Counties, Virginia, are only a small section of the original Fairfax County set aside in 1742. The City of Alexandria was planned as a coordinating port for the colony's tobacco economy in the upper Potomac area. The sixty acres set aside on the shore of the Potomac River were bounded on the south midway between present day Duke and Wolfe Streets, on the west midway between Royal and Pitt Streets, and on the north by a line from the jail (located at the northwest corner) to the river, which was the eastern border. The first sale of lots in one-half acre parcels was held in 1749. By 1763 the town had expanded, with the addition of fifty-eight one-half acre lots that were sold to the highest bidder. Notices of public auctions were published in both the Pennsylvania and Maryland Gazettes in the winter of that same year (Preisser 1977:193).

In 1789 Virginia proposed to cede ten square miles of land to the United States Government, to be used as a permanent seat of the general government (Mitchell 1979:1). Boundaries were drawn up for the new district,

under the January 24, 1791 proclamation set forth by President Washington (Rose 1967:10-12). Alexandria became a part of the District of Columbia in 1801, with the boundary crossing Duke Street at Hooff Run (Figure 3). In 1846, Alexandria was returned to Virginia as Alexandria County, no longer being contained within Fairfax County as it was prior to its cession to the District.

The City of Alexandria was chartered in 1852, and its corporate bounds were extended on the north and west as follows:

Beginning in the Potomac River at a point distant northerly in the direction of Fairfax Street four hundred nineteen feet and two inches from the north line of the present corporate limits of the town of Alexandria in said river, and running thence westerly, parallel with said north line, to a point at which it would intersect the present western line but the said city council shall have authority to make such police and sanitary regulations of the territory reaching ten feet west of the western bank of Hooffs [sic] or Mushpot Run; then parallel to and at that distance from said run to the line dividing Alexandria from Fairfax county; then southeasterly with said dividing line to the present southwest corner of the said town of Alexandria. (Chapter 358, Acts of Assembly 1852, p. 241).

By 1853 the above charter was amended and the boundaries were once again changed. The year 1858 brought another addition to the town; however, the boundary running ten feet west of and parallel with Hooff Run remained the same.

In 1870, Alexandria City separated from Alexandria County, and on April 1, 1915, 866 acres from Alexandria County and 450 acres from Fairfax County were annexed to Alexandria. By 1920, the County was renamed Arlington and nine years later, Alexandria annexed additional portions of Arlington County. The court ruled that:

...it is necessary and expedient that the corporate limits of the City of Alexandria should be extended and that the territory to be annexed from Arlington County is a reasonably compact body of land and contains no land which is not adapted to city improvement, and the Court being also of the opinion that no land is included which the City will not need in the reasonably near future for development...(Rose 1967:31)

Although the eastern portion of the study area from South Henry Street to South West Street was incorporated into the City of Alexandria in 1763, the remainder of the western portion did not become a part of Alexandria until the early twentieth century (Figure 3). Since then, the city has expanded to the north, west, and south through annexations which occurred in 1930, 1952, and 1973 respectively (Cressey 1983).

### 2.2.2 History of the Project Area

The land contained within the study area was originally part of a 6,000 acre tract granted to Robert Howsing (Howson) on October 21, 1669 (Mitchell 1979:59). Howson, a shipmaster, was granted the land under the Headright Law, and was given 50 acres of land for every 150 people he transported (Mitchell 1979:60). Howson, however, did not settle upon this tract and sold it immediately to John Alexander. The unsigned will

of Alexander, bearing the date of October 5, 1677, stated that 200 acres "where John Coggins lives" goes to Elizabeth Holmes (Mitchell 1979:60). This tract included the western portion of the study area. The remaining tracts were divided as follows: 500 acres to John Dry, including the northernmost section of the total 6,750 acre tract, and the remaining acreage divided between Alexander's two living sons, Robert and Philip. Robert's inheritance included the eastern portion of the study area.

The western portion of the study area, or the tract inherited by Elizabeth Holmes, was sold to Burr Harrison soon after Holmes married Richard Nixon. Harrison bequeathed the land to his son Thomas, who then passed it on to his son, also named Burr. Burr Harrison, son of Thomas, and his wife Ann sold the property to John West, Jr. deputy surveyor of Fairfax County. West purchased the land for 300 pounds on November 19, 1762. These 250 acres situated on Hunting Creek were described as being the same lands that John Alexander willed to Elizabeth Holmes (Fairfax County Deed Book E:186).

John West, Jr. held onto the majority of his lands on the south side of the project area. The first tract sold within the project area was located on the north side of the road. This property was conveyed to Lawrence Hooff in 1792 (Fairfax County Deed Book X:548). Hooff paid John West, Jr. and his wife 250 pounds for the land that was "devised unto John West, Jr. by his father John." This parcel was described as:

...beginning at a locust...in the east side of a ditch on the east side of a gutt or creek [Hooff Run] which empties into Great Hunting Creek about 5 poles above the bridge...Thence up the ditch...to the south side of the Alexandria Road leading into King Street by the Episcopal Church...along side of the said road west...to the run, thence down the meander of the run...to the beginning" (Fairfax County Deed Book X:548).

In September of 1794, John West, Jr. leased William Simpson five acres and seven perches situated on the north side of Duke Street (Fairfax County Deed Book X-485). On the 19th day of March 1796, Simpson and his wife Sarah purchased the same tract for 40 pounds. This included a half acre of land upon which their house was situated, which he had previously purchased for 20.50 pounds (Fairfax County Deed Book Y:443).

On October 21, 1796, about the time that the District of Columbia was being planned, John West, Jr. began to develop his holdings along the south side of the present Duke Street. Each conveyance was one-half acre to two acres in size, and each was leased for twenty dollars to fifty dollars, depending on the size of the lots. Rents were due each year on 19 September. Each tract of land was also leased with the provision that

on or before 19 September 1797 [he will] raise a house of Brick, Stone, or Frame on each 1/2 acre lot hereby leased...each 16 feet square at least, with a brick chimney, two windows with twelve lights each and to complete same by plastering and whitewashing it in a workman like manner together with everything necessary to make it a comfortable and convenient dwelling house on or before 19 September 1798" (Fairfax County Deed Book Z: 189, 197, 201, 222, 243)

No records were located to indicate whether these homes were actually constructed at this time. The Gilpin map of 1798 does not refer to structures, with the exception of the Fairfax House, Cameron Mills and houses of worship, none of which are located within the project area (Figure 3). Thus, by 1796 John West, Jr. had begun to develop his property on both the north and south sides of the Little River Turnpike.

The tracts of land in the eastern portion of the study area were inherited by Robert Alexander who, in 1690, conveyed a one-half interest in the Howson patent to Philip Alexander, his brother. In 1693, Philip reconveyed his half-interest to his brother Robert, but reserved 500 acres in the southeast corner of the patent for himself. Philip Alexander's son, also named Philip, inherited this property and had quarters on the tract by 1741. It is part of this 500 acre tract that became a portion of the present site of old town Alexandria (Mitchell 1979:61).

Following the death of the latter Philip Alexander in 1753, John Alexander, his son, became the owner of the original Howson tract as well as town lots in Alexandria. William Thornton Alexander, son of John, inherited the property through John's will dated May 1, 1775, and the executors of the will surveyed and sold tracts adjoining the city between Hooff Run and the west boundary of Alexandria (between Royal and Pitt Streets). On December 13, 1794 William Thornton Alexander and Lucy, his wife, conveyed a large tract of land to John Wise for 1222 pounds. This tract was described as follows:

Beginning in a point in Duke Street and Henry Street[,] directly produced[,] will intersect at right angles on the west side of Henry Street and the south side of Duke Street...Parallel with Duke Street to Gibbon Street...west to Gillbrand Street...south to Hunting Creek to Mr. West's land then north to the intersection, of the south edge of Duke Street to the beginning (Fairfax County Deed Book A2:216).

Wise then leased this portion of what was referred to as "Spring Garden Farms," including the east project area (Figure 4), to Matthew Franklin Broune and Theodorus James Hamilton, who then purchased the same land from John and Elizabeth Wise on February 27, 1795. Broune and Hamilton procured Colonel George Gilpin, a noted land surveyor, to lay out "squares with lanes or allies of the breath [sic] of 16 feet each dividing and separating the square from each other and conform to the grid of streets already there" (Fairfax County Deed Book A2:123). Each square contained a total of two and one-quarter acres.

On May 6, 1796, Jesse Sims purchased the same tract, subject to a yearly rent of 300 pounds due the first of May every year (Fairfax County Deed Book Y:407). The rent agreement was then extinguished three days later by a deed dated May 9, 1796. The tract was described as:

Beginning at the intersection of Henry Street, (lately laid out by William Thornton Alexander, contiguous to the town of Alexandria and conformable to the plan prescribed by an act of the assembly) and Duke Street, upon the west side of Henry Street and the south side of Duke Street and running thence Southwardly with Henry Street and binding therewith 873 feet 7 inches to the north of Gibbon Street (extended) along the north side of a piece of ground granted and conveyed by William

Thornton Alexander unto John Gill thence northwardly with Gill line 50 feet then southwardly with the division line between the said John Gill and him the said John Wise and parallel to Henry Street (extended) until it reaches Hunting Creek thence westwardly with meander of Creek and binding therewith to the north of the Gutt, northward on the meander binding therewith to that part of the said Gutt where the Branch of the spring at the place called Spring Gardens enters the Gutt, thence a straight line to the west corner of a fence erected by Wise on Duke Street, thence eastward to the Beginning... (Fairfax County Deed Book Y:403).

Upon purchasing the land, Jesse Sims, on May 24, 1796, began to divide the property by selling or leasing the Spring Garden lots that conformed to those previously laid out within the city (Figure 4; Fairfax County Deed Book Z: 11, 25, 31, 132, 268, 361, 479).

Apparently, there was a controversy over the limits and bounds of John West, Jr.'s property. An Article of Agreement was drawn up on November 22, 1798 between John West and Peter Wise, Francis Peyton, James Patton, and Amos Alexander, who owned the lands contiguous to John West's property. The boundary agreed upon began on the north line of Duke Street (in the town of Alexandria extended), westward of West Street (786 feet five inches) and "a little to the westward of the arch of the New Stone Bridge across a run [Hooff Run] in the said Duke Street extended" (Fairfax County Deed Book A2:527). The boundary then extended in a straight line in a southwest direction to the root of a white oak tree on the west side of the "gutt" at the place "formerly known as Oysterkill landing," and from the root of the tree south seven degrees

west to a channel of Hunting Creek. John West's property was never to extend farther east than the above described bounds.

Beginning in the late nineteenth and early twentieth centuries, the area located to the west of the stone bridge became known as "The West End." Several local historians believe that there are two reasons for this name, one being its association with John West, Jr. and the other that the area is in reality the west end of the City of Alexandria. Following the death of John West, Jr. in the early 1800s, Bartholomew Rotchford purchased a majority of West's holdings from his heirs; however, the area retained the name "West End" (Fairfax County Deed Books U2:68; W2:1; W2:116; X2:417; X2:419; Y2:223; A3:481; B3:162). About this time, a large 2-1/2 story five bay brick house was constructed at 1707 Duke Street. It is thought that the house was built and owned by John Longden, who died "at his residence in West End" on April 1, 1830 (Cox 1976:33). This area began to develop at a more rapid rate as the city of Alexandria expanded. Transportation routes were established during the early nineteenth century, thus enabling easier access both in and out of West End.

### 2.2.3 Little River Turnpike

In 1801, the same year in which Alexandria became part of the District of Columbia, a commission was organized by an act of the Virginia Assembly to construct a turnpike from the beginning of Duke Street at Hooff Run to the Little River at the town of Aldie. Through documentary research it is known that a road existed in this area prior to 1801

(Fairfax County Deed Books X:485; Z:189, 197, 201, 222, 243). It is uncertain, however, whether the planned turnpike was to follow this existing road. Mitchell (personal communication 1986) believes that the proposed turnpike road was designed to remove the curves and hazards of the pre-existing road, thus creating easier and quicker access to the tobacco warehouses located near the wharfs. It is unknown whether the pre-existing road was utilized as a "rolling road" to these same locations. Several roads located in Alexandria as well as Fairfax have been referred to as "the Rolling Road," and "a Rolling Road," adding to the difficulty in pinpointing the exact modern road location (Mitchell personal communication 1986).

The turnpike road, modeled after the Lancaster Pike in Pennsylvania as seen and admired by Richard Bland Lee, required a series of rules and regulations prior to construction. The primary regulations were in regard to the overall road grade, and construction of the bridges and tollgates (Evans, personal communication 1986). Other concerns included the sale of turnpike stock and the use of the power of eminent domain (Shepherd 1970:383-386). One unique aspect of the construction of the Little River Turnpike was that the builders of the road were able to confiscate materials from any lands over which the turnpike would pass. Due to this, strict rules and regulations were required to eliminate problems.

In 1802, an amendment to the original regulations was passed. This required that the road, when completed, be fifty feet wide with a center

of crushed and pounded stone to enable passage during winter and wet months. The amendment also called for the establishment of scales along the turnpike to ensure the observance of the weight restrictions (Shepherd 1970:452-453). The subscription books for the Little River Turnpike were finally opened in Alexandria in the year 1803 by two merchants, William Hartshorne and John Thomas Ricketts (Alexandria Advertiser and Gazette, August 31, 1896).

Funding for the construction of the turnpike was anticipated to be primarily through public support as well as the sale of turnpike stock. This funding, however, was slow to accrue; therefore, one year after the opening of the subscription books, the Assembly authorized the State to purchase 100 shares with excess fines from militia musters (Williams 1977:50). This apparently spurred funding as by the year 1806 a section of the thirty-four mile turnpike was completed, and the first ten miles were opened that same year (Netherton *et al.* 1978:198; Terrie n.d.:14). The road was finally completed in 1815 (Figure 3) and collected tolls until 1896 (Shepherd 1970:II:378-388; III:198; Wood 1919:8).

As stated above, the primary function of the turnpike was to create easy access to the busy Alexandria waterfront. The farmers in the valleys to the west were able to sell their wheat, flour, tobacco and other cash crops for market rates, thus aiding in Alexandria's reputation as a viable port city. At the same time the farmers supported the turnpike through the payment of tolls. Today, known as Route 236, the Little

River Turnpike is still the major east/west access from Old Town Alexandria to the City of Fairfax.

#### 2.2.4 Commercial/Industrial Development

From its inception, Alexandria was an important port city along the Potomac River, and the town emerged from its colonial years as the commercial center of northern Virginia (Stoessel 1969:45). The town continued to grow commercially through the nineteenth century and was ranked as a principal trade center in slaves as early as 1802 (Green 1963:53). Alexandria also ranked high nationally in both tobacco and flour through trade with the West Indies (Stoessel 1969:15,19). By 1820, activity at the port virtually ceased, as the Potomac River was no longer a viable port with world trade shifting to Baltimore and New York. By 1828 Alexandria ranked only fourth in tobacco trade (Stoessel 1969:23). Some contemporaries blamed a large part of Alexandria's economic distress on its political position as a stepchild to Washington and Georgetown in the District of Columbia (Stoessel 1969:23). Historians, on the other hand, now stress several other factors, including the shift in farming from tobacco to wheat and the increase in mechanization over slave labor, as major reasons for the decline. Added to this was the fact that the town did not industrialize as quickly as neighbors who were nearer to the necessary raw materials and water power (Stoessel 1969: 24, 27). Its industrial growth came later, in the age of steam.

The Ewing map of 1845 shows a tannery situated to the east of Hooff Run (1456 Duke Street), as indicated by the number 16 (Figure 5). It appears that this tannery, located on lots 112, 113, and 115 of the Spring Garden Farm (Figure 4), and purchased by John Wise in 1796, was in existence long before the 1845 map. An indenture made the eleventh day of May, 1816 between Elisha Talbott and Sarah, his wife along with Daniel McPherson and Elizabeth, his wife and Phineas Janney refers to an existing tannery on the lots purchased by Janney (Fairfax County Deed Book: R2:23). The land, situated partially in Alexandria and partially in Fairfax or Spring Garden, was purchased for one dollar.

Although it is known that other commercial ventures were in operation during this time, no other industries were noted on the Ewing map. There was, however, a notation to "Drove Tav" situated to the west of the project area (Figure 5). The Drover Tavern is the oldest known tavern in the vicinity of the project area, and was situated on a tract of land that John West, Jr. originally sold to William Simpson. The property was later passed on to Samuel Catts, as were various other tracts inherited by heirs of the older Simpsons (Fairfax County Deed Books A3:48; 303; 374; 377; E3:238; F3:182). The Drovers or Catts Tavern was in business for a number of years, as it appears on the 1878 Hopkins map (Figure 6). Other businesses also noted on the Hopkins map include a blacksmith shop, a store and a brewery (Figure 6). All of these were located outside of the project area.

The brewery, located in the 2000 block of Duke Street, directly west and adjacent to the project area, was owned by Richard Rotchford, an heir of Bartholemew Rotchford. On November 1, 1838, Alexander Strausz and John Klein leased the property from Rotchford. The lot contained a total of 10,710 square feet of land, and was the same property that Strausz and Klein were "digging a large bier cellar and constructing a frame house" (Fairfax County Deed Book A4:347).

The brewery was operated by several owners throughout the nineteenth century. Henry Englehardt of the "West End" acquired the property in 1872 for \$5,000 to be paid in fifteen installments of \$333 (Fairfax County Deed Book P4:180). Englehardt operated the brewery for a number of years and apparently changed the name to Englehardt Brewery. He also acquired other tracts of land in the area, including the area called the "tan yard," the site of the tannery, on May 6, 1880 (Fairfax County Deed Book A5:52).

On July 20, 1892, Englehardt sold the Brewery to C. Dickson of Washington, D.C. The Englehardt obituary, published in the Alexandria Gazette, August 23, 1898, states that the brewery had been destroyed by fire; however, the date of this event was not stated (Barbash 1985:11).

Another business, located at 1315 Duke Street, was the Franklin and Armfield Slave brokerage, which opened for business in May of 1828. Armfield operated the wholesale end of the business out of Alexandria, while the retail portion of the business was supervised by Franklin in

New Orleans, Louisiana (Wise 1978:5). Their operation was one of the most successful slave sale services of its kind. The following advertisement was published in the August 1831 issue of the Alexandria Gazette:

We wish to purchase 150 likely Nigroes of both sexes 12-25, field hands, also mechanics of every description. Persons wishing to sell would do well to give us a call, as we are determined to give a higher price for slaves than are purchasers who are or may hereafter be in this market, and no certificates required. Any communications promptly attended to. We can at all times be found at our residence, West end of Duke Street, Alexandria, D.C.

It is reported that Franklin and Armfield shipped 100 or more slaves to New Orleans every two weeks (Rosenthal 1975:88). Slaves awaiting shipment were kept in cells, or slave pens, surrounding the Duke Street building (1301-1311 Duke).

The company, advertised as Armfield and Franklin in Boyd's 1834 directory, became the largest slave brokerage in the County by 1835. The brokerage was sold to George Kephart, one of their collection agents in 1837 (Rosenthal 1975:88; Wise 1978:6). Kephart later sold the business in 1858 to Charles M. Price and John C. Cook. The dealership then became known as Price, Birch and Co. who dealt in slaves until 1861 (Artemel and Parker 1985:3).

Franklin and Armfield was not the only slave business in the project area. Bruin and Hill, another slave trading business, was located west

of the stone bridge at the head of Duke Street (1707). This company also "boarded" servants for 25 cents a day (Rosenthal 1975:88).

Other businesses known to be in the project area included the Orange and Alexandria Railroad, which was chartered in 1848 to build railroad tracks from Gordonsville to Alexandria (Williams 1977:53). A roundhouse and shops were constructed on the southwest side of Duke Street, at South Henry Street, as part of the Orange and Alexandria complex.

The 1871 City Business Directory lists businesses, houses of worship, and persons living in the area, as well as their occupations. It does not state, however, the dwelling they resided in. Although the majority of the residences cannot be pinpointed exactly, the 1871 directory lists one freight clerk, a baker and a shoemaker as living on Duke Street near Henry, a widow on Duke near Fayette, as well as two laborers and a widow on Duke near Payne. Others listed include a laborer on Duke near West, a grocer at Duke and Commerce and a laborer, a butcher and a widow on Duke near Peyton. Those listed as living or working at West End Duke include two blacksmiths, two butchers, and one each of the following - laborer, carpenter, brakeman, engineer and a widow, and a restaurant owned by Englehardt. Two people are listed as residing at Drovers Hotel and include a machinist and a man named Catts, possibly the owner, with no occupation listed. Eleven others are listed as living at West End, but it cannot be determined whether they resided within the project area.

The earliest map showing structures in the eastern portion of the project area is Hopkins 1877 (Figure 7). Non-residential structures on this map are Lawyer Yateman and the Shiloh Baptist Church. The church was of frame construction until May 1, 1891, when W. F. Vincent was issued a building permit for a "bi-edifice building" to be located on the corner of Duke and South West Street (Morrell 1979:36-37).

The 1881 Chataigne City Directory lists the Shiloh Baptist Church under the subtitle "Colored Churches," and has L. Waring as the pastor. Occupations listed in this directory include a boot and shoemaker on Duke, "3 [houses?] West of West Street," Henry Englehardt's Brewery, a butcher at the corner of Duke and Commerce and a markethouse at 1871 West End (i.e., Duke Street). There was a confectioner at the northwest corner of Duke and Fayette, and an oyster dealer and a restaurant on the northwest corner of Henry and Duke Streets. None of these appear on the 1885 Sanborn Insurance Map.

The Chataigne Gazetteer and Business Directory of 1891 lists the Englehardt Brewery, a florist on the west end of Duke, and two saloons located at 1101 and 1201 Duke. The 1891 Sanborn Insurance Map also lists a confectioner at South Fayette and Duke Street (Figure 8). This confectioner still appears on the 1896 Sanborn Map and a grocer had become established at the corner of Henry and Duke Streets.

By 1900, two taverns were located in the project area at 1201 and 1450 Duke Street, and a meat market was situated at 1441 Duke (Richmond

1900). Other businesses and merchants in the project area included boarding houses at 1207 and 1313 Duke, a dressmaker at 1103 Duke, and grocers at 1123, 1807 and the corner of Duke and Commerce. The Shiloh Baptist Church is also once again listed as a Colored Church (Richmond 1900). A florist located west of the project area at 2012 Duke is noted in this directory as being owned by Constant Ponnet. An article in the September 16, 1893 Alexandria Gazette described the florist as claiming the largest violet grove in the United States, with the conservatory covering ten acres.

Although no other business directories were consulted, the 1902, 1907, 1912, and 1921 Sanborn Insurance Maps show the Shiloh Baptist Church (Figure 9c), as well as saloons, grocers, barbers, and boarding houses (Figures 9a, 9b, 9c, 10, 11, and 12).

#### 2.2.5 The Civil War Era

Numerous works have been compiled concerning Alexandria and the Civil War. Politically Alexandria was a southern town and, thus, a clear threat to the capitol once the War Between the States began. Federal authorities also recognized its geographical potential as a rail center, underscoring not only its established port facility, but also its control of the overall Potomac area. As residents fled to the more distant south, the city was occupied by Union forces; within a month after the Confederates fired on Fort Sumpter, Alexandria was undergoing all the regimentation of a military camp.

With the threat of the Civil War, all railroad facilities within the city became property of the U.S. military, with the operational headquarters being the shops, carbarns and roundhouse on Duke Street (Williams 1977:59). By 1865, the military railroad employed more than 2,000 civilians in Alexandria (Hurd 1975:99). As a precaution against Calvery raids, and protection of government property, General Haupt ordered the construction of a stockade across streets leading to the waterfront. A 12-block area occupied by the military railroad was barricaded (Hurd 1975:99).

Other Civil War facilities within the project area include Soldiers Rest, also called Camp Convalescent, located on the south side of Duke Street in the present 1300 and 1400 blocks (Hurd 1970:54-56). This facility, established by the United States Sanitary Commission, provided eating and sleeping areas (Hurd 1975:99). The Franklin and Armfield slave pen was also utilized during the Civil War as a prison for Confederate soldiers.

The City of Alexandria was occupied for a period of four years. In January of 1864 the Army established a hospital for freed slaves, located just south of the project area. A short time later, L'Ouverture Hospital and Contraband Barracks were constructed for freedmen (Hurd 1975:99). This hospital was contained on the entire block bounded by Duke Street, South Payne Street, Prince Street and South West Street (Hurd 1970:54).

On May 24, 1865, the occupation of Alexandria ceased, and the job of deactivating military installations began. Within six months the military railroad and other facilities were disbanded and on July 7, the Office of the Military Governor was also abolished. In September of the same year the military police were relieved of duty and on the second of October the Office of Provost Marshal was also abolished. At war's end, the Federal Government responded to claims of damage and loss, but most of the institutions which had suffered the greatest from occupation were never able to regain their stature. Alexandria was described in 1869 "as melancholy and miserable a town as the mind of man can conceive" (Trollope 1968:22), and the problem continued through the decade of the Reconstruction. The southern plantation culture had been devastated by the loss of slave labor and industrialization had not shown its potential.

There was little progress during the era of Reconstruction until the city could take advantage of the growth of railroading and the eventual pooling of freight systems. With its railroad yards and steam-powered manufactories, Alexandria developed as a small-scale industrial city, altering the small town image that the core of the town had maintained. A block-sized city hall was built, as were mills and foundries, and the residential area, which once could have been defined as "houses in rows," became row housing with similar facades and rooflines addressing the picturesque styles of the time.

### 2.2.6 Twentieth Century Development

During the twentieth century, Alexandria grew and developed into the suburban community that exists today. The railroad industry was primarily responsible for the growth in development throughout the city. In 1901 an agreement was made to form a Richmond to Washington rail line. The Potomac Yard, constructed in 1906 for the classification and interchanging of freight, quickly became the finest facility in the country (Williams 1977:64). These facilities greatly influenced the growth of the area and for a number of years the city operated as a small-scale industrial town.

During the early twentieth century, the majority of the rail lines owned by the Washington/South and Southern Railroads were moved westward to connect with the construction of new lines. These included the lines located within the project area.

By the mid-1900s the area began to deindustrialize and the Orange and Alexandria Railroad on Duke Street finally ceased operation in 1975. The area, however, continued to grow with the construction of a major highway system in the western portions of the city. This is the major influence of the influx of suburban residents to the Washington, D.C. area. Today the town is an equal cross section of the old and new with seventeenth and eighteenth century construction neatly interspersed with modern dwellings, shops, and commercial industries.

### 2.2.7 Historical Summary

According to the historical records and information on land transactions, development of the project area did not occur until after the Revolutionary War. Its development was possibly linked to the transfer of Alexandria to the District of Columbia. This event was being discussed in the late 1790s and eventually took place by 1801. The land was divided and sold in the late 1790s with requirements to build structures on the properties. One large brick house (Number 1707) was constructed in the area at this time as well. This evidence and the small size of the lots suggests that the area was initially perceived as a potential residential area. However, the establishment of the Little River Turnpike provided an easy access route for agricultural products to enter the city, influencing a number of unattractive industries to grow up along the road.

The early commercial development along the Little River Turnpike and Duke Street was characterized by small scale rural processing industries such as tanning, brewing and possibly cattle selling and slaughtering as witnessed by the "Drovers Tavern." Such processing industries were dependent on the rural hinterlands for their raw materials and transformed them into other items (beer, meat, hides and leather) which could be consumed by the local towns and cities or shipped to other markets.

The continued use of the area for commercial and industrial activities, including the establishment of the railroad, indicates that the

residential development did not occur as anticipated. The presence of both free black communities and slave pens emphasizes that the project area was not a desirable residential neighborhood in the antebellum period for people of wealth and status. After the Civil War, this use of the area continued. Today, residential areas exist on part of the north side of Duke Street, but none at all are found on the south side.

Similar processes occurred in other cities and towns. One such case was in Frederick, Maryland. There processing industries focused on a stream which flowed through the town. Initially, high status individuals and institutions resided along the stream, but as the processing industries expanded, the high status groups moved to other sections of town, being replaced by free blacks and other industrial activity (Cheek et al. 1984).

### 3.0 METHODS AND PROCEDURES

The goals of the project, which comprised identification of the probable occurrence of archeological resources and evaluations of their potential significance, were accomplished through a multi-staged research program. The first stage involved reviewing existing data and synthesizing it into the cultural and historical overviews presented in the previous sections of the report. The second stage involved a complete pedestrian survey of the proposed right-of-way. The final stage in the research program involved the description, presentation, and interpretation of the historical and archeological data generated during the investigation. The following is a discussion of the research methods employed.

#### 3.1 Existing Data Review

The initial stage of the archeological investigation consisted of a review of existing data in order to develop prehistoric, environmental and historical overviews of the area and to ascertain if any archeological sites had previously been determined significant. Repositories visited or consulted include the Alexandria Library Lloyd House; the Office of City Planning, Alexandria; the Virginia Historic Landmarks Commission, Richmond; the Library of Congress Geography and Map Room; the Historic Alexandria Resource Committee; the Heritage Resources Branch of the Office of Comprehensive Planning, Fairfax County; the Fairfax County Archives; the Virginia Room at the Fairfax County Library, and the Alexandria Archeological Research Center (AARC).

A variety of unpublished as well as published sources was examined, including archeological reports concerning Alexandria and the surrounding regions, local and specialized histories, newspaper articles, and historic maps and atlases. Local avocational historians were interviewed regarding their knowledge of historic archeological resources in the vicinity of the study area. The archeological site files for Alexandria, which are located at AARC, as well as at the Virginia Research Center for Archeology, were also examined.

### 3.2 Field Examination

Upon completion of the existing data review, a pedestrian field survey was undertaken. The purpose was twofold. The first was to confirm any previous assessments of significance and to identify sites of potential significance not previously noted. The second was to record areas of severe disturbance, including those areas containing underground utility lines.

#### 4.0 DESCRIPTION OF RESULTS

The following sections of this report present the results of the archeological and architectural historical investigations.

##### 4.1 Potential Prehistoric Archeological Resources

The review of existing data has shown that, with the exception of Jones Point, there are no known sites in the original town of Alexandria nor on the section of Duke Street that is the subject of this investigation. It is also unlikely that any of the Indians towns noted by John Smith fell within the city limits. However, settlement pattern studies in the area around Alexandria provide data to produce a model of prehistoric settlement pattern which, in a generalized fashion, predicts the probability of a prehistoric site being located within the project area.

One of the primary factors in the location of sites is the presence of water. Henry (1983:25) has suggested that for the sample of sites discovered during the survey of the western periphery of Alexandria, there does not seem to be a correlation between the presence of water and the location of prehistoric sites. However, in examining the maps associated with the site forms, it is clear that while the sites may not be directly adjacent to water, all sites, except a very few, are within easy walking distance of this resource.

Two sources of water are found in the project area that existed in early historic and therefore presumably in prehistoric times. The first is

Hooff Run, located between 1456 and 1600 Duke Street. The second is an unnamed stream smaller than Hooff Run whose origin, according to an 1845 map (Figure 5) was at the southeast corner of Duke and Henry Streets; from there, it flowed southeast. Hooff Run today is heavily channelized and in some areas is completely covered with streets or buildings. The unnamed stream is no longer visible at all.

Hooff Run is basically similar to Taylor Run, located to the west of the project area. They are both low order streams and both pass through the same resource zone--the uplands west of the lowlands on which the city of Alexandria was built. They also both drain into Cameron Run/Hunting Creek. The unnamed stream drains only the lowlands and flows into the Potomac.

Another factor that is considered important in evaluating the probability of the existence of prehistoric sites is the variability of food resources present within the study area. A qualitative study of food resources used to define a predictive model for prehistoric sites has been completed recently just south of Alexandria in the Fort Belvoir area (LeeDecker *et al.* 1984). The physiographic setting and environmental resource zones defined there are also found in the Alexandria area, and include the Riverine, Wooded Terraces and Uplands Zones. The Riverine zone was defined as that area adjacent to the river, streams and marshes at the juncture of the streams and the Potomac situated between 5 and 25 feet above sea level. Sites in this zone would have had direct access to aquatic resources (anadromous fish,

mussels), seasonally available plant and animal food associated with wetlands (such as migrating ducks), and the greater variety of food resources associated with valley bottomlands. The wooded terraces were defined as the landscape occurring approximately between 25 and 100 feet above sea level, with nearly level to undulating topography. This zone tends to have the soils best suited for primitive agriculture and could support a hardwood forest which would provide food for the woodland animals hunted by prehistoric peoples such as deer and turkey. The Upland Zone was considered to be higher than 100 feet above sea level and characterized by scrubbier vegetation, among which oak would be common. This zone would also support a woodland wildlife assemblage.

In the Alexandria area, the Riverine Zone is found primarily in a small band along the Potomac and in larger areas around the mouth of Hunting Creek and along Cameron Run. Most of the lowland area discussed above on which the City of Alexandria is built can be classified as the Wooded Terrace Zone. The landscape between 50 and 100 feet is generally the steep transition between the terraces and the upland areas. The Upland Zone is classified as the areas above 100 feet.

At Fort Belvoir there were proportionately more sites in the Riverine Zone than in the Wooded Terrace Zone and proportionately more sites in the Wooded Terrace Zone than in the Upland Zone. The three zones were ranked respectively as having a high, medium and low probability of sites (LeeDecker *et al.* 1984:74).

The project area under evaluation here is located in the Wooded Terrace Zone and is relatively close to the other two zones as well. Thus, the area as a whole would be classed as having a medium probability for prehistoric sites. The two sections of the project area where a site is most likely are adjacent to the two water sources.

The blocks on which potential prehistoric archeological resources might be found are 1100, 1400, 1600, 1700, 1800, and 1900. The 1100 block is on the east end of the project area and is adjacent to the unnamed stream that flows southeast from the corner of Duke and South Henry Streets. The 1400 block is on the east side of Hooff Run, while the 1600, 1700, 1800, and 1900 blocks are on its west side. There is no block numbered 1500 on the south side of Duke Street. Whether these blocks may contain undisturbed prehistoric archeological resources is discussed in Section 5.1.1.

#### 4.2 Potential Historic Archeological Resources

A number of potential historic archeological resources were identified in the Duke Street project area. The following is a block by block discussion of these resources, focusing on the south side of Duke Street, the area that will be disturbed.

##### 4.2.1 1100 Block (Figure 2a)

This block, bounded on the north by Duke Street, on the south by Wolfe Street, on the east by South Henry Street, and on the west by T. J. Fannon and Company (South Fayette Street), is presently the site of an

existing and operational railroad yard owned by the Southern Railroad Company. The 1100 block was the northeast corner of Spring Garden Farms that were subdivided into lots and sold in 1796 (Figure 4). This block contained lots 1, 2, 27 and 28 which were purchased by Jonathan Mendeville. Mendeville, however, owned other tracts within the city and it is uncertain whether he would have erected structures on lots 1 and 28, which are located in the impact area.

The Orange and Alexandria Railroad, chartered in 1848, and successor railroad companies have been present on this block for a number of years, as evidenced in Figures 7, 8, and 9. Numerous rail lines were also present on the block, and are evidenced in Figure 7 as lying directly within the project area. Although a number of railroad related structures were present on this block for several years, it appears as though the proposed construction will not disturb any of these areas (Figure 7).

During the Civil War, the area was contained within the 12 block military stockade erected in order to protect the military installation, as well as to close off direct access to the waterfront. A structure was located at the southwest corner of Duke and Henry Streets in 1845 (Figure 5). While the maps do not indicate residential structures after the establishment of the railroad, Cressey *et al.* (1984) noted residents of lower middle class status living on the Duke Street side of the block during the period between 1860 and 1910, as well as free blacks residing on Henry Street between 1870 and 1910. The proposed

development on the eastern half of the block will take 75 feet of Duke Street frontage, while the western half will take only 30 feet of frontage.

Potential archeological resources include those relating to the Orange and Alexandria Railroad Complex (i.e., set of tracks in northeast corner of block in 1877) and the Civil War stockaded area. Residential data could be gained from the structure present in 1845 (Figure 5), or from the community noted by Cressey *et al.* (1984).

#### 4.2.2 1200 Block (Figure 2a)

The 1200 block is bounded on the north by Duke Street, on the south by Wolfe Street, on the east by the existing Southern Railroad yard (South Fayette Street), and to the west by South Payne Street. Originally part of the Spring Garden Farm, this block was surveyed and sold in 1796 to William Hartshorne as lots 29, 30, 53 and 54 (Figure 4).

Once again the early history of the development of the block during this period is unknown. However, it later functioned as a residential area. During the early nineteenth century the block was inhabited by both free blacks and Euro-Americans, containing between 26 and 76 or more occupants in 1810 (Cressey 1983:13; Henry 1983:27). Later in the nineteenth century, the residential area became displaced by development of the railroad. By the Civil War this block was incorporated in the 12 block stockade as military property, since it contained a portion of the railroad line, as well as Camp Convalescent.

As evidenced in Figure 7, railroad facilities continued to be present throughout the late nineteenth century and into the early twentieth century. During the mid-twentieth century the property was purchased by T. J. Fannon, who constructed the building comprising T. J. Fannon and Sons. The proposed construction on this block will result in the loss of approximately 30 feet of Duke Street frontage. Potential archeological resources within this area consist of those related to the railroad, the military and an early nineteenth century occupation.

#### 4.2.3 1300 Block (Figure 2a)

The 1300 block is bounded on the north by Duke Street, on the south by Wolfe Street, on the east by South Payne Street, and on the west by South West Street. It was originally designated as Spring Garden Farm lots 55, 56, 73, and 74. Lots 55 and 56 were purchased in 1796 by Charles Scott, while lots 73 and 74 were purchased by a Mr. [?] Mill. This block was primarily residential in character until the mid-twentieth century. In 1810, 1 to 25 persons of the total free-black population resided on the 1300 block, and it appears that a black population remained there until 1850 (Cressey 1983:13; Cressey *et al.* 1984).

The 1300 block was contained within the military stockade during the war since Camp Convalescent was located on a portion of the block. Following the Civil War the block was occupied by lower middle class residents. One dwelling appears on the 1877 Hopkins map (Figure 7) and two dwellings are shown on the Sanborn Insurance Maps of 1902, 1907 and

1912 (Figure 9b). During the mid-twentieth century, the block became more commercial. The eastern portion contains a converted gasoline station and the western half today is used as a car dealership.

The proposed development will take 30 feet of Duke Street frontage. Potential archeological resources include structural remains of dwellings as well as possible in situ occupation deposits in the western one-half of the block. It appears unlikely that any residential resources remain intact in the eastern portion of the block if the major excavation and ground movement during the installation of underground gasoline tanks occurred within the area of direct construction impact. However, if these gasoline tanks are located elsewhere on the property, this half of the block might also contain in situ deposits.

#### 4.2.4 1400 Block (Figure 2b)

The bounds of the 1400 block consist of Duke Street to the north, Wolfe Street to the south, South West Street to the east and Hooff Run to the west. The block was sold as lots 75, 76, 93, 94, 95, 96, 112, 113, 114, and 115 of the Spring Garden Farm (Figure 4). Lots 75 and 76 were purchased by John Darby, lots 93, 94, 95, and 96 by Francis Peyton, and lots 112, 113, 114, and 115 by Jonathan Wise.

This block appears to have been primarily residential during the nineteenth and twentieth centuries and is known to have contained free black residents during the period of 1810 to 1850. In the year 1810, the area is noted as being a lower middle class neighborhood (Cressey et

a1. 1984). However, before (Figure 5) and after the Civil War (Figure 7), only one house, across from the juncture of Peyton and Duke Streets, appears in the project area. The 1902, 1907, 1912 and 1921 Sanborn insurance maps indicate a number of row houses along this block (Figures 9c and 12).

This block also contained commercial/industrial sites, the most recent of which is the present Santullo's Market, which fronts Duke Street and is bounded to the east by a present driveway and to the west by Hooff Run. A tannery was operated as early as 1819 on this property, which was the western boundary of the old District of Columbia corporate line. This tannery is evidenced on the Ewing map of 1845 (Figure 5). The present Santullo's Market appears on the 1912 Sanborn insurance map as a grocery, and may be the same structure that appears on the 1845 (Figure 5) and 1877 (Figure 7) map. However, the building was not constructed on the site of the tannery related buildings, which were set further south from the road.

The proposed development on the eastern half of the block will take 20 feet of Duke Street frontage. Potential archeological resources consist primarily of front yards and open space. It is unlikely that the 30 feet of frontage required for the western portion of the block will contain any in situ deposits relating to the tannery. Historic documents reveal that the tannery was situated well behind the present Santullo's Market. Any in situ deposits recovered will relate to the present market or the

earlier dwelling that appears on the 1845 map (Figure 5) and the 1877 (Figure 7) map.

#### 4.2.5 1500 and 1600 Blocks (Figure 2b)

There are no structures or open space on the south side of Duke Street with the street numbers in the 1500s.

The 1600 block, located outside of the District of Columbia boundary, is the first block located in the "West End." It is bounded by Duke Street to the north, Wolfe Street to the south, Hooff Run to the east and Holland Lane to the west. This property was subdivided in 1796 by John West, with the provision that houses be constructed before September 19, 1797, and it appears that the block functioned as a residential area (Figure 12) until very recently, when modern office complexes were constructed. Potential archeological resources within this area consist primarily of those relating to the residential community of the nineteenth century. No construction will occur on the 1600 block of Duke Street and, therefore, there will be no disturbance to these archeological resources.

#### 4.2.6 1700, 1800, and 1900 Blocks (Figures 2b and 2c)

These blocks, which comprise the West End, are bounded on the north by Duke Street, on the south by Wolfe Street, on the east by Hollands Lane and on the west by Elizabeth Street. The blocks are divided by Georges Lane, between the 1700 and 1800 block. Today they are open areas and

function as paved parking in front of a small shopping center. An office building is proposed for the 1900 block.

These areas part of John West, Jr.'s lands, were divided and sold by West in 1796. Each one-half-acre lot sold or leased was required to have a house erected upon it by 1797. It is possible that some of the structures that appear on the 1845 Ewing map (Figure 5) represent these structures.

It is known that this area of the "West End" was primarily residential, with industrial complexes adjacent (i.e., brewery and tannery) and with smaller commercial ventures interspersed (i.e., taverns). The Sanborn maps of 1902 (Figure 9d) and 1921 (Figure 12) reveal several structures on these three blocks which seem to continue from the 1878 Hopkins Map (Figure 6). The western end of the 1900 block may contain evidence from an occupation dating prior to 1845 (Figure 5). The ethnic group and status level of the residents, are not presently known, since this area has not been covered by AARC (Cressey *et al.* 1984).

Although the impact area measures five feet at the western extreme of the project area and twenty feet at the eastern portion of the blocks, potential archeological resources relating to the residential occupation of this block in four distinct time periods might possibly be present. The time periods are 1) late 1700s (location unknown); 2) pre 1845 (west corner of 1900 block); 3) post 1845 and post 1877 (numbers 1916-1920 in

Figure 9d) and the 1700 block (Figure 12); 4) post 1877 and pre 1902 (1800 block).

## 5.0 EVALUATIONS OF POTENTIAL SIGNIFICANCE

According to the criteria established for the evaluation of significance pursuant to a determination of eligibility for the National Register of Historic Places (U.S. Department of the Interior 1976:xv):

The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period of method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield, information important in prehistory or history.

Archeological sites in the urban environment are most frequently considered significant according to Criterion D of the National Register because their further study may address current research questions and provide information not readily obtainable elsewhere. Less frequently, urban sites may also be considered significant because of their historical or cultural associations as defined by Criteria A, B, or C of the National Register.

The determination of scientific significance (Criterion D) with regard to archeological resources involves both a theoretically-oriented evaluation of current research questions as they apply to the study area in question and a substantive evaluation of the degree to which predicted resources can provide viable analytical data from which the desired results can be obtained.

## 5.1 Prehistoric Archeological Resources

### 5.1.1 Important Research Questions

Several research questions relating to settlement and subsistence patterns of the prehistoric inhabitants of the region could be addressed with information from intact prehistoric sites. Gardner (1982) has proposed a model of settlement for the Late Archaic, Early Woodland and Middle Woodland settlement system for the Inner Coastal Plain that can be tested. However, information on Paleo-Indian, Early and Middle Archaic settlements is so scarce that no detailed model can be produced at this time.

To simplify Gardner's (1982) position, he suggests that, during the Late Archaic in the fresh water zone of the Inner Coastal Plain, the settlement pattern was one characterized by fission and fusion within the fresh water zone rather than seasonal movement between the oyster beds of the Outer Coastal Plain and the anadromous fishing resources of the Inner Coastal Plain. Large base camps of the macro-social units would form at sites along the Potomac during the spring fish runs. At the end of the fish runs the macro-social units would break up into

micro-social units and set up base camps in other areas. Thus, the largest sites in the zone, except at the fishing spots along the Potomac, should be micro-social unit base camps surrounded by small resource exploitation sites.

During the Early Woodland the seasonal fission and fusion model continued but with the major difference that the macro-social unit moved from the spring fishing sites to the oyster collecting sites, creating an interzonal settlement pattern. This new pattern resulted in macro-social unit base camps surrounded by small resource exploitation sites. Micro-social unit base camps would not have existed. This pattern continued with minor differences through the Middle Woodland.

In the Late Woodland, with the adoption of horticulture, the settlement pattern changed. Permanent settlements arose on lands suitable for primitive agriculture and were surrounded by resource exploitation sites. Micro-social unit base camps would no longer have existed, or would have been very rare, since the population could have remained in any spot throughout the year.

#### 5.1.2 Evaluation of Potential Integrity

While prehistoric sites could address the models noted above, it is necessary that the sites have the integrity to produce analytical data that are useful. In this regard, each of the blocks adjacent to water in the project area will be reviewed for potential disturbances. The blocks under consideration are 1100, 1400, 1600, 1700, 1800 and 1900.

The corner of the 1100 block that is closest to the unnamed stream at the corner of Duke and South Henry Streets has been the subject of probable disturbances during the historic period and is unlikely that undisturbed prehistoric remains are contained in this area.

The 1400 block is adjacent to the west side of Hooff Run and has been relatively undisturbed by historic activity. The tannery and associated activities on the property were located toward the back of the lot. Two structures appear on the lots adjacent to Hooff Run on the 1921 Sanborn map (Figure 12). Until the late 1800s or early 1900s, maps indicate that there was only one structure in the area (Figures 5 and 7). Except for the removal of one of the two structures and the transformation of the other into Santullo's Market, no modern activity has taken place on this space and it has been sealed by an asphalt parking lot. For these reasons it is considered that this section of the 1400 block is likely to have a relatively intact ground surface that could contain an undisturbed prehistoric archeological site.

The 1600 block is today covered either with a new office building or with the modern Duke Street. For this reason, although it is adjacent to the Run, the site is considered too disturbed to contain any archeological resources.

The three westernmost blocks, 1700, 1800, and 1900, are on a rise or terrace (referred to earlier as the Wooded Terrace Zone) that overlooks Hooff Run. Such locations are often ideal for prehistoric sites and the

AARC has reported finding artifacts along this terrace. Although there has been some historic construction on these properties, the historic maps indicate that there was considerable front and side yard space around the structures. On the 1700 block the lots with structures 1706, 1712, and 1724 on the 1921 Sanborn map (Figure 12) have such spaces. Larger amounts of open space can be noted on the 1900 block (Figure 9d) in the lots with structures 1916 and 1920. Similar amounts of open space were not found in the 1800 block (Figure 9d). Thus, sections of the 1700 and 1900 blocks also have the potential to contain prehistoric archeological resources.

### 5.1.3 Potentially Eligible Prehistoric Archeological Resources

In urban environments it is difficult or impossible to identify prehistoric sites during a Phase I investigation and therefore it is difficult to address the question of whether such are potentially eligible to the National Register. However, if sites were found in the project area and they possessed integrity, they could be used to address important research questions relating to the evaluation of settlement pattern models for the Inner Coastal Plain. Therefore, the following sections of the project area are considered to be potentially eligible to the National Register of Historic Places if they contain a prehistoric site: 1) the lot which today contains Santullo's Market (number 1458); 2) three lots in the 1700 block (which contained structures 1706, 1712, and 1726 shown on the 1921 Sanborn map); and 3) two lots in the 1900 block (which contained structures 1916 and 1920 on the 1902 Sanborn map).

## 5.2 Historic Archeological Resources

### 5.2.1 Important Research Questions

A series of important research questions have been established by the Alexandria Urban Archeology Program through a model for the archeological investigation of changes in urban stratification (Cressey 1983). The model focuses on the causes for the changes as expressed in the behavioral manifestation of settlement and consumer patterns.

Part of this model focuses on the sectoralization and differentiation processes. As industrialization and capitalism lead to increasing differences in wealth and power between groups, groups will be separated from each other physically (sectorialization) to prevent conflict and consumer behavior will begin to diverge (differentiation) as the gulf between groups becomes larger (Cressey 1983:10). Another factor in sectoralization is the increasing separation of industrial, residential, and commercial activities.

As documented earlier, the project area may have originally been subdivided for residential use. However, the development of the Little River Turnpike as an early and major transportation route from the agricultural hinterlands to the west led to the establishment of a series of small scale agricultural processing industries in the area. After this time the area developed into a mixed commercial, industrial and residential area. The project area represents a "sector" of the urban area of Alexandria that is distinctly different from that already sampled by the Alexandria Urban Archeology Program. Much of the

excavation research in Alexandria has been carried out at residential sites of contrasting socio-economic/ethnic affiliations.

There are two research domains that can be addressed by the potential historic archeological data in the blocks on the south side of Duke Street. The first is the relationship between the core of Alexandria and the development of its industrial and commercial western edge. The second is the affect of this relationship on residential (consumer and spatial) behavior.

In the first domain is the relationship of the processing sites, such as the tannery site, to Alexandria's economy. While tanning is dependent on rural products and is also found as a suite of industries (including brewing and slaughtering) in small rural towns, the complex in Alexandria was not in a rural setting but an urban one with access to more than local markets. As the nature of the markets for the tanning industry changed in the nineteenth century, the place of the tannery in the developing capitalist economy changed also (see Beauregard n.d. for an extensive discussion of tanneries and their relation to capitalism in rural America). While many tanners continued to participate totally or partially in local procurement or trade, others participated primarily in a contracting system that depended not on local sources of hides but on imported hides which were processed locally and then sold back to the merchants who had provided them. These merchants in turn sold the processed hides on the open market. Under this system there was an emphasis on the maximization of production of tanned hides for the

larger market which stimulated the invention and introduction of mechanical technology to increase the production of tanned hides. The tannery site could present information on the participation of the tannery in the development of the Alexandria economy from a commercial to a capitalist stage (Cressey 1983:10) and whether it reflected the changes in economy that took place throughout the nineteenth century (Cressey 1983:12).

The second research domain relates to various aspects of demographic and spatial patterning. Demographic patterning is generally addressed in terms of two principal variables: socio-economic status and ethnicity (e.g. Spencer-Wood and Riley 1981; Shephard 1983; Roberts, Cosans and Barrett 1982; Cressey *et al.* 1984). These studies rely heavily on the analysis of privy-related trash deposits on the assumption that variation among the contents of these deposits is directly related to differences in the status or cultural background of the site's occupants.

Spatial patterning is generally addressed in terms of the decisions an urban community makes about how land is used (e.g., Pendry 1977; Cressey 1978 *et al.* 1984; Cheek *et al.* 1984), and may be structured synchronically or diachronically. There is also growing interest among urban archeologists concerning spatial patterning within the individual urban site as exemplified by the development of owner-occupant models (Roberts, Cosans, and Barrett 1982), the study of multi-occupant residential patterns (Salwen 1973; Spencer-Wood and Riley 1981), and the

development of methods for predicting intra-site spatial patterns from archival resources (Roberts and Cosans 1980).

The effect of the sectoralization and differentiation process, already subjected to study in Alexandria (Shephard 1983), can be further examined through the study of residential deposits in the project area. Data from this area could provide a significant contrast to the material collected from primarily residential or mixed residential/commercial areas of Alexandria. The presence of the railroad and industries such as tanning and brewing in the West End would have made residence in the area increasingly unattractive as the nineteenth century progressed. This may have led to the concentration of lower status income and ethnic groups in the area. It has already been noted that black communities were found across Duke and South Henry Streets on the edges of the project area, as well as on the south side of Duke Street.

In summary, if archeological resources are present in the project area, they could be used to provide information on at least two research questions that relate to the ongoing city-sponsored research in Alexandria. The data generated could be used to investigate the response of a local and essentially rural industry to economic trends effecting Alexandria as a whole, and also to investigate the effect that the industrial character of the project area had on the residential and consumer behavior of the Alexandrians that lived there.

### 5.2.2 Evaluation of Potential Integrity

On the basis of the Phase I investigations reported herein, seven of the eight blocks to be disturbed through construction have been identified as containing potential significant archeological resources. These include:

- 1100 Block

South side of Duke Street at the site of the present railroad yard. Potential archeological resources in this block include railroad related resources, military resources (relating to the Civil War stockaded area) and possibly deposits related to the middle class and black residents that Cressey *et al.* (1984) note as residing on the block during the mid-nineteenth and early twentieth century.

- 1200 Block

South side of Duke Street at the present site of T. J. Fannon & Sons. Potential archeological resources on this block include those related to the railroad, the military occupation of the Civil War era, including Camp Convalescent, and the residents of the early nineteenth century.

- 1300 Block

South side of Duke Street between South Payne Street and South West Street. Potential archeological resources include those related to the Civil War military occupation, and to the residents of this block who resided there during the early nineteenth through twentieth centuries.

- 1400 Block

South side of Duke Street at the present site of Santullo's Market. Potential archeological resources include those relating to the early residents of 1456 Duke Street.

- 1700, 1800, and 1900 Blocks

South side of Duke Street from Holland Lane on the east to Elizabeth Street on the west. Potential archeological resources include those relating to the initial 1797 development of the "West End" as well as the industrial and residential lots from this time through the twentieth century.

The eastern one-half of the 1400 block has been subjected to a series of modern developments that have most likely disturbed any archeological resources that were present in the block. These developments include the construction of modern office complexes and excavation within the proposed project area for the installation of underground utility lines. It is believed that no archeological resources relating to the early occupation of the block remain intact. There is no 1500 block on the south side of Duke Street. This proposed block is the location of Hooff Run. The 1600 block will not be impacted by the proposed widening of Duke Street.

On all blocks, only narrow segments of the historic properties are within the right-of-way. Practical considerations require an examination of whether those portions of the sites that are anticipated to be disturbed contain the information necessary to address important

research questions. Two industrial locations were defined: 1) the tannery on the west end of the 1400 block and 2) the railroad on blocks 1100 and 1200. The tannery was sufficiently far back on the lot that it is out of the right-of-way. On the railroad site, none of the historic maps show structures in the right-of-way. Thus, no archeological evidence pertaining to either industry is within the construction zone.

As stated above, the majority of useful information acquired from urban residential sites has been recovered from privies and trash-related deposits located in the rear portion of the sites. Of the blocks that contain residential sites (blocks 1100, 1200, 1300, 1700, 1800, 1900 and Santullo's Market), the historic structures on the 1300 block are set far enough back from the street that only front and side yard deposits are within the construction zone. This spatial relationship can be determined with certainty because the relationship between the modern and historic Duke Street east of Hooff Run is clear.

On the 1100 block the structure represented on the 1845 map (Figure 5) will be disturbed. However, prior disturbance by activities associated with the railroad make it unlikely that the site retains its integrity. No historic structures are known from maps for the 1200 block, although AARC suggests there was a population there early in the 1800s. Since the site seems not to have been built upon in the mid-1900s, remains from these occupations could exist in a relatively undisturbed state. However, it is unlikely that the front and side yard deposits would provide the information necessary to address important research

questions. The structures that were on the Santullo Market lot (see Section 5.1.2) were closer to Duke Street. Accordingly, larger portions of the side yards will be within the construction zone.

West of Hooff Run, along with what was originally an unnamed road which then became the Little River Turnpike, it is not known which portions of the sites might be within the construction zone. There is currently no evidence of the relationship between the present right-of-way of the Little River Turnpike and the original right-of-way nor of the relationship between the road that preceded the Little River Turnpike and the the Turnpike itself. Except for the 1600 block which will not be disturbed, significant portions of the earlier historic sites could be located within the construction right-of-way.

Of the three blocks which contained information on the Civil War activities, block 1100 seems to have been disturbed by the extension of the railroad. However, the 1200 and 1300 blocks are probably at least partially intact. It is possible that Civil War features such as stockade lines and remnants of other military constructions could be present on these blocks. However, these data would most likely not be sufficient to contribute important information to the study of the Civil War.

### 5.2.3 Potentially Eligible Historic Archeological Resources

The problems which are currently being studied by the Alexandria Urban Archeology Program are specifically concerned with the processes of

sectoralization and differentiation as they affect the process of stratification in urban contexts. The data from the Duke Street context could make a substantial contribution to these questions because of the large data base that already exists in Alexandria for comparative purposes and because the project area is complementary to that explored by the Alexandria Archeological Research Center. The data could provide a test of whether the relationships that have been hypothesized between settlement location and socio-economic and ethnic consumer behavior can be extended to the peripheral areas of the city; and, if so, whether the similarities and differences hypothesized to exist are expressed more or less strongly.

Thus, it is suggested that all of the properties not mentioned in the preceding section as too disturbed or as outside of the right-of-way are potentially eligible to the National Register. The locations that could provide information to address the residential questions are the 1200, 1700, 1800, and 1900 blocks and the Santullo's Market lot. None of the lots with industrial activities have evidence of those activities within the right-of-way.

## 6.0 SUMMARY AND RECOMMENDATIONS

The tracts of land comprising the Duke Street project area were originally granted to Robert Howson who promptly sold the lands to John Alexander. As time progressed, the eastern portion of the project area, from South Henry Street westward to Hooff Run, was in the possession of numerous land owners, while the western extreme remained in the possession of John West, Jr. By 1796 the lands on both sides of Hooff Run were being subdivided and sold in tracts containing one-half to two and one-half acre lots. This development coincided with the plans to establish Alexandria as a part of the permanent seat of government.

By the early 1800s the commercial development of the project area was already characterized by small scale processing industries such as tanning, brewing and possibly the buying and selling of cattle, as indicated by the "Drover's Tavern." These processing industries were dependent upon the rural areas surrounding the main city of Alexandria as suppliers of raw materials used in the manufacturing. The raw materials were then transformed into other items including leather, beer and meat products that were consumed by the residents of Alexandria's higher income core area. The manufactured products were also, in some cases, shipped to other areas by way of the port. The establishment of a good road network, such as the Little River Turnpike, opened in 1806, provided an easy access of goods transported in and out of the city.

Tanning and brewing industries are both what have been referred to as "noxious" industries. The project area functioned as an industrial area through the nineteenth century. The construction of the railroad in this section of Alexandria indicates that the area did not function as an upper class neighborhood. It may be significant to note that the slave businesses were located within the project area area on the outskirts of the District, along with a free black community. The presence of this black community, on the north side of Duke Street, could well be expected, as low income, disadvantaged groups often are located in the less desirable areas. A similar process occurred in Frederick, Maryland (Cheek *et al.* 1984).

The project area was greatly affected during the Civil War. The town was occupied by Federal troops and industrial activity in Alexandria came to a virtual standstill. Railroadng became the life line of Alexandria during the Reconstruction era and, through this, the town became a small-scale industrial city. The project area during this time became primarily residential with small commercial ventures interspersed.

During the twentieth century, development of the railroad industry has slowed as the majority of goods began to travel overland on the newly constructed highways. The project area remained primarily residential as well as containing commercial activity and some light industry. This is evidenced by modern office buildings, car dealerships and shopping

centers situated adjacent to the row houses constructed during the nineteenth century.

This Phase I survey was undertaken to identify potentially eligible archeological resources in the immediate vicinity of the proposed widening project of Duke Street. The sections which follow summarize the results of this investigation, present recommendations, and discuss potential effects.

#### 6.1 Prehistoric Archeological Resources

No recorded prehistoric sites were located in the project area. Evidence does exist, however, that prehistoric sites were to be found on the area called the "Wooded Terraces" on which Duke Street (the former Little River Turnpike) was constructed. Three locations were identified that may contain prehistoric remains: on either side of Hooff Run and at the east end of the project area adjacent to a former southeast flowing unnamed stream. An investigation of the impact of historic construction activity in these areas revealed that the lot which contains Santullo's Market and the lots with structures numbered (on early 1900s Sanborn maps ) 1706, 1712, 1726, 1919, and 1920 have the potential to produce archeological material from a site with integrity. Accordingly, these locations should be field tested to determine the presence or absence of prehistoric archeological resources and, if present, to evaluate their eligibility to the National Register by determining their nature, extent, and integrity.

## 6.2 Historic Archeological Resources

The documentary research conducted during this investigation has determined that historic properties were present in the project area and that the historic archeological resources which they may contain could contribute important information on significant research problems as defined by the research design establish for the City of Alexandria by the Alexandria Archeological Research Center. Because of these findings, it is suggested that the residential and industrial sites located on the south side of Duke Street are potentially eligible to the National Register of Historic Places.

However, on some blocks the only segments of the sites that will be disturbed (the front and side yards) most likely do not contain the data which can be used to address the important research questions discussed above. For this reason, no additional work relating to historic archeological resources is recommended for the blocks east of Hooff Run, with the exception of block 1200 and the property associated with Santullo's market. The 1200 block has also been noted as potentially containing archeological information on the Civil War occupation of Alexandria. Additional archival work in association with archeological testing is recommended for these two locations.

West of Hooff Run, on what was originally the Little River Turnpike, all blocks except the 1600 block are recommended for Phase II archeological evaluation guided by supplemental primary documentary research. The 1700, 1800, and 1900 blocks have the potential to contain undisturbed

historic archeological deposits. While most of the structures on the historic maps relate to the mid and late 1800s, there is a strong possibility that structures from the late 1700s mentioned in the deeds for John West, Jr.'s lots could occur in the project area. These structures, at 16 feet square, could fall completely within the construction zone.

### 6.3 Conclusions

It is recommended that additional documentary and archeological work be undertaken to determine whether historic archeological properties eligible for nomination to the National Register of Historic Places exist in the project area. The research reported herein has demonstrated that archeological information on prehistoric research questions, on the Civil War, and on questions relating to the evolution of urban stratification may exist in the project area. The 1700, 1800, and 1900 blocks and the Santullo Market property may contain information on both prehistoric settlement patterning and on urban stratification.

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- Liber X2 Page 417, Lewis Sewell and Sarah, his wife, to Bartholomew Rotchford, June 7, 1828.
- Liber X2 Page 419, William Minor and Catharine Ann, his wife, to Bartholomew Rotchford, June 7, 1828.
- Liber Y2 Page 223, Nicholas Hingston and Jane, his wife to Bartholomew Rotchford.
- Liber A3 Page 48, James C. Goods and Elizabeth, his wife, and Gilbert Simpson and Margaret, his wife, to Samuel Catts, January 18, 1832.
- Liber A3 Page 303, Sarah Simpson to Samuel Catts, December 19, 1832.
- Liber A3 Page 374, Ann Simpson, widow of French Simpson, deceased; Henry L. Simpson, Stephen Francis Simpson; Richard Y. Cross, and Elizabeth Ann Cress, his wife; late Elizabeth Ann Simpson; and Mary Frances Simpson to Samuel Catts, March 13, 1833.
- Liber A3 Page 377, Ann Zimmerman, widow of George Z, deceased, and Susan Simpson, widow of Gilbert Simpson, deceased to Samuel Catts.
- Liber A3 Page 481, Charles Scott to Bartholomew Rotchford, August 10, 1833.
- Liber B3 Page 162, William Minor and Catherine, his wife, Lewis Sewell and Sarah, his wife, and George West and his wife to Bartholomew Rotchford, November 17, 1833.
- Liber F3 Page 182, William Simpsons to Samuel Catts, July 9, 1840.
- Liber E3 Page 238, Adam Zimmerman and Dinah, his wife to Samuel Catts,
- Liber A4 Page 347, Alexander Strausz and John Klein, the Firm of Strausz and Klein, lease from Richard L. Rotchford, November 1, 1835.
- Liber P4 Page 180, Francis Denmead to Henry Englehardt and Corrie, his wife, October 1, 1872.
- Liber A5 Page 52, Warwick P. Miller and Mary, his wife, to Henry Englehardt, May 6, 1880.

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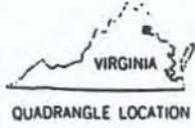
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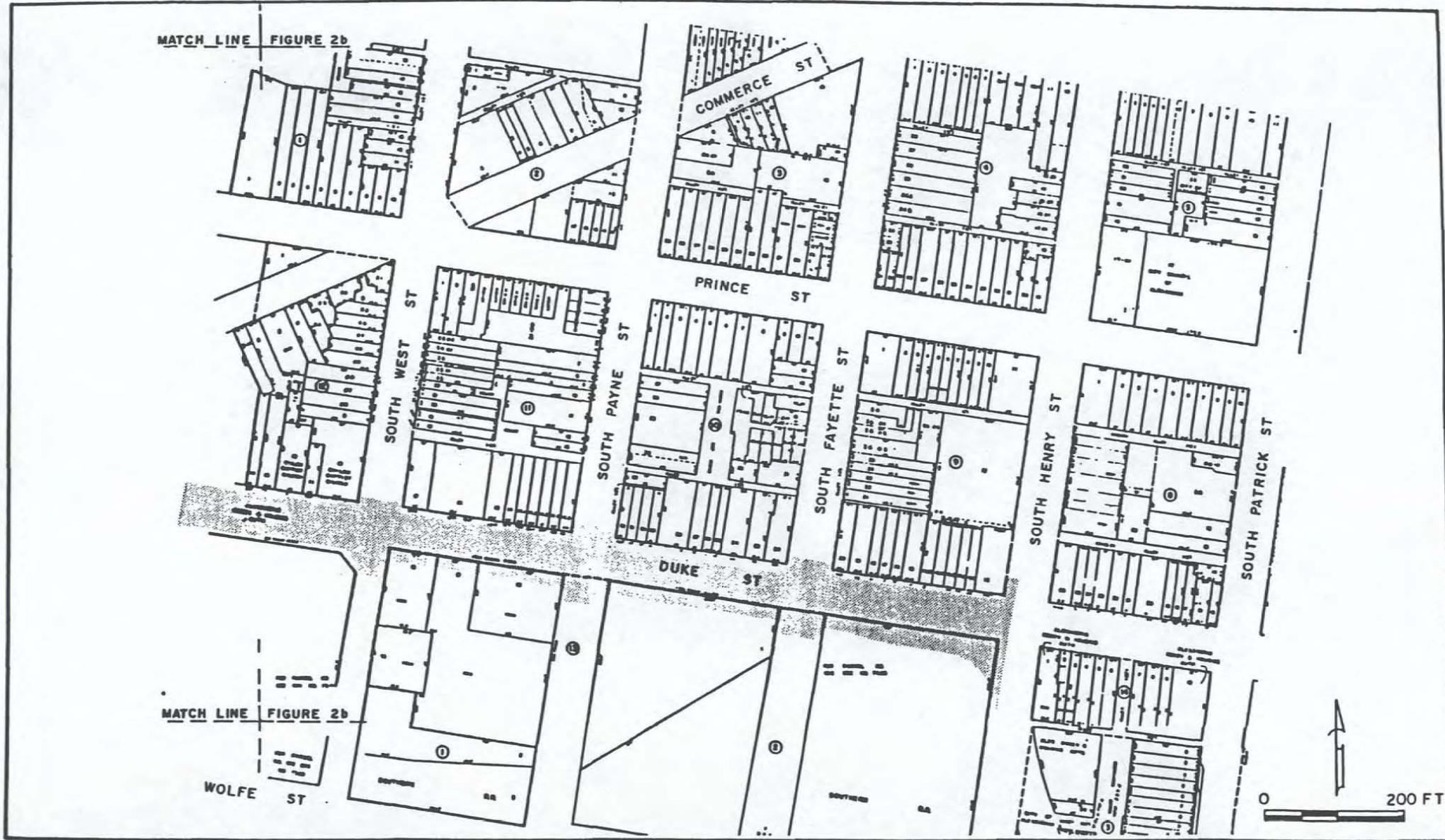
**FIGURES**



**PROJECT LOCATION**

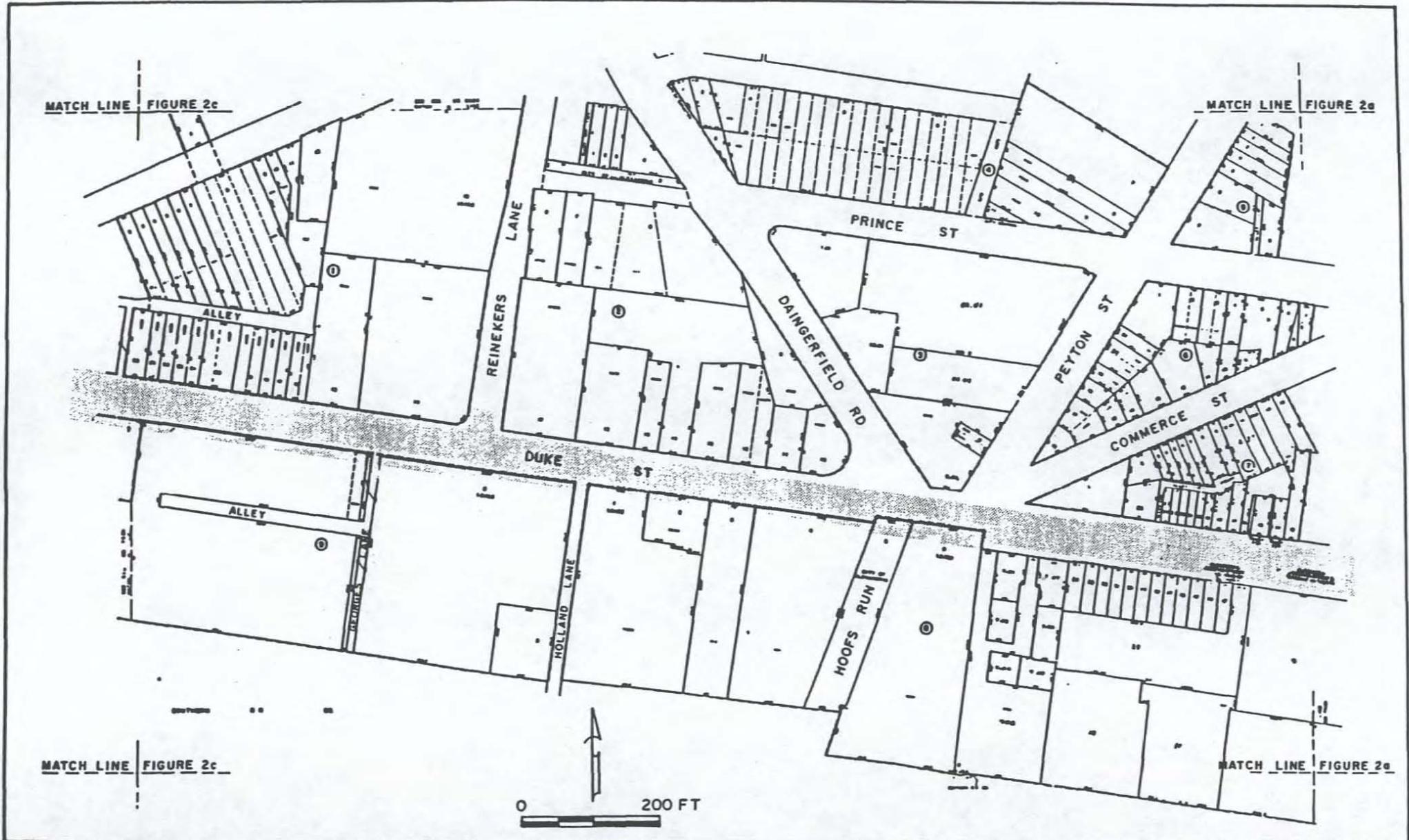
USGS 7.5 Minute Series  
Alexandria, VA-DC-MD  
1983 Photorevised Edition

Figure 1



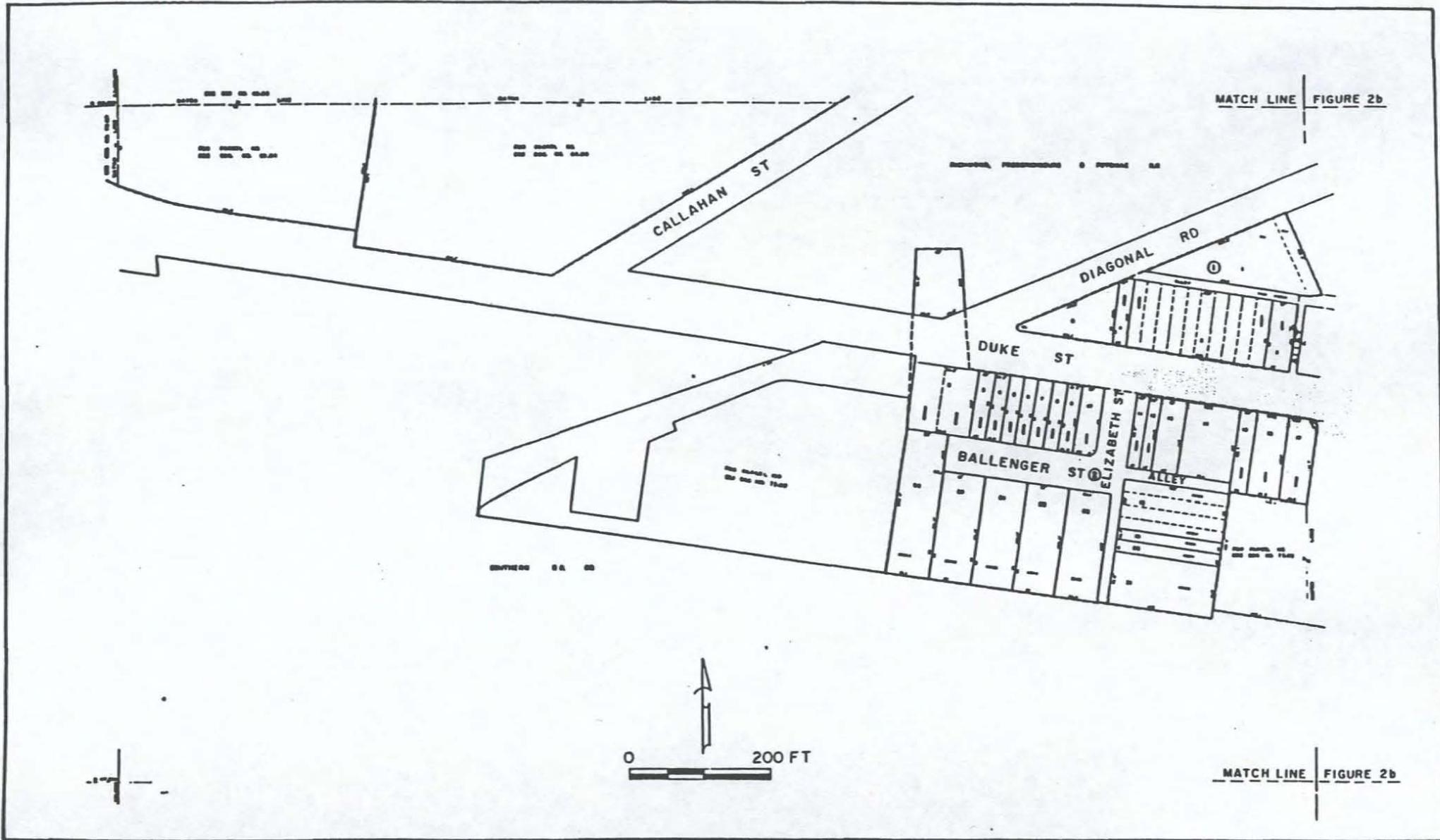
PROJECT LOCATION

Project Area  
(Figures 2a-2c)



PROJECT LOCATION

Project Area  
(Figures 2a-2c)



PROJECT LOCATION

Project Area  
(Figures 2a-2c)

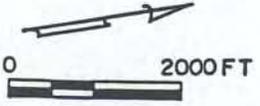
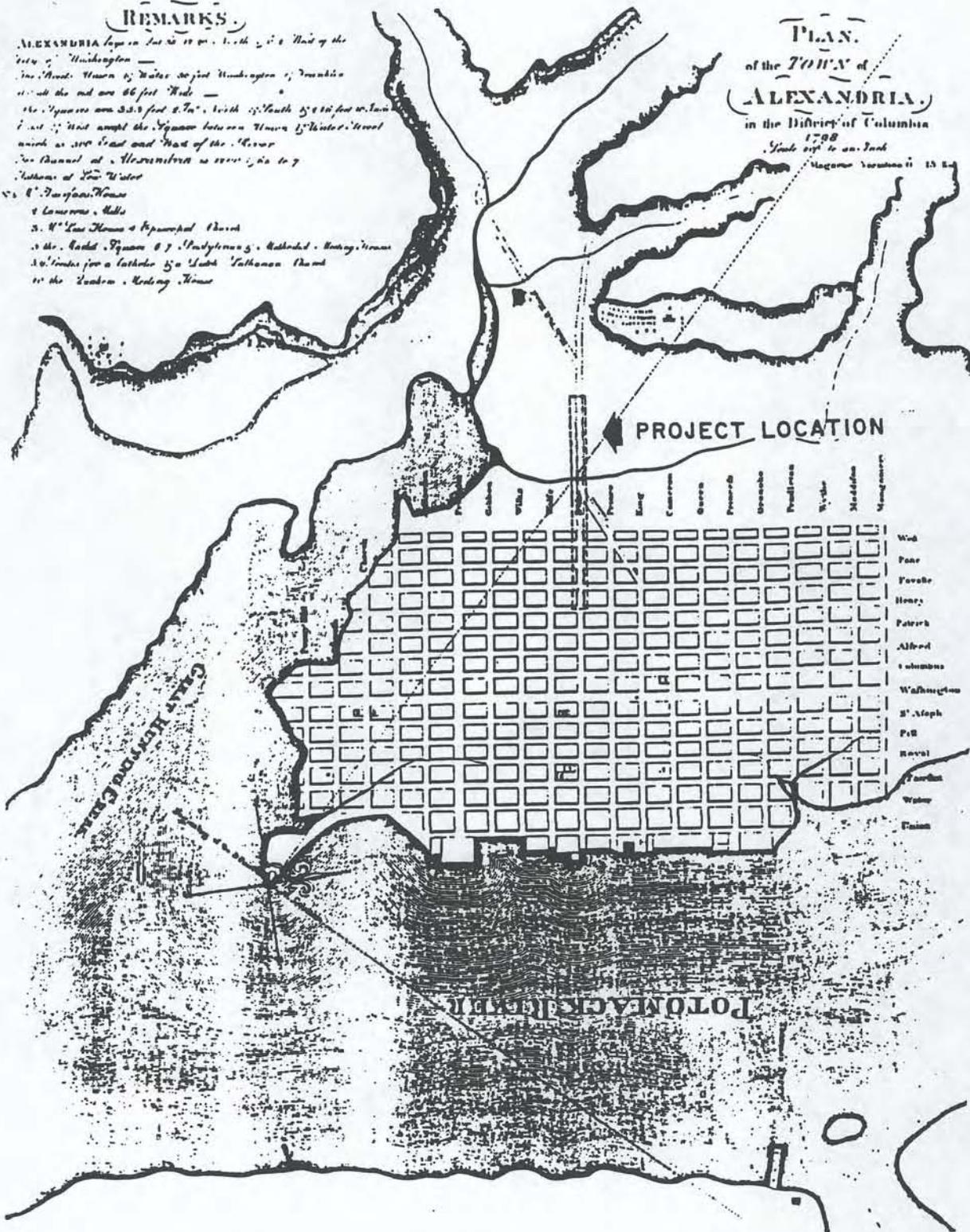
**REMARKS.**

ALEXANDRIA lies on the 36<sup>th</sup> 11<sup>th</sup> 00<sup>th</sup> North & 7<sup>th</sup> West of the  
 1<sup>st</sup> Meridian of Washington —  
 The River flows to the West so just Washington is founded  
 11<sup>th</sup> on the east side 66 feet wide —  
 The Squares are 333 feet 8<sup>th</sup> 7<sup>th</sup> with 15<sup>th</sup> South 5<sup>th</sup> 10<sup>th</sup> feet 10<sup>th</sup> inch  
 East 15<sup>th</sup> West except the Square between 11<sup>th</sup> & 12<sup>th</sup> West Street  
 which is 300 East and West of the River  
 The Channel at Alexandria is 2000<sup>th</sup> feet to 7  
 fathoms at Low Water  
 1. 8<sup>th</sup> St. George's House  
 2. 4<sup>th</sup> Lane House & Episcopal Church  
 3. 4<sup>th</sup> Lane House & Episcopal Church  
 4. the Royal Square & 7<sup>th</sup> St. Peter's, Catholic - Meeting House  
 5. 10<sup>th</sup> Street for a Catholic & 10<sup>th</sup> St. Luke's Lutheran Church  
 6. the London - Meeting House

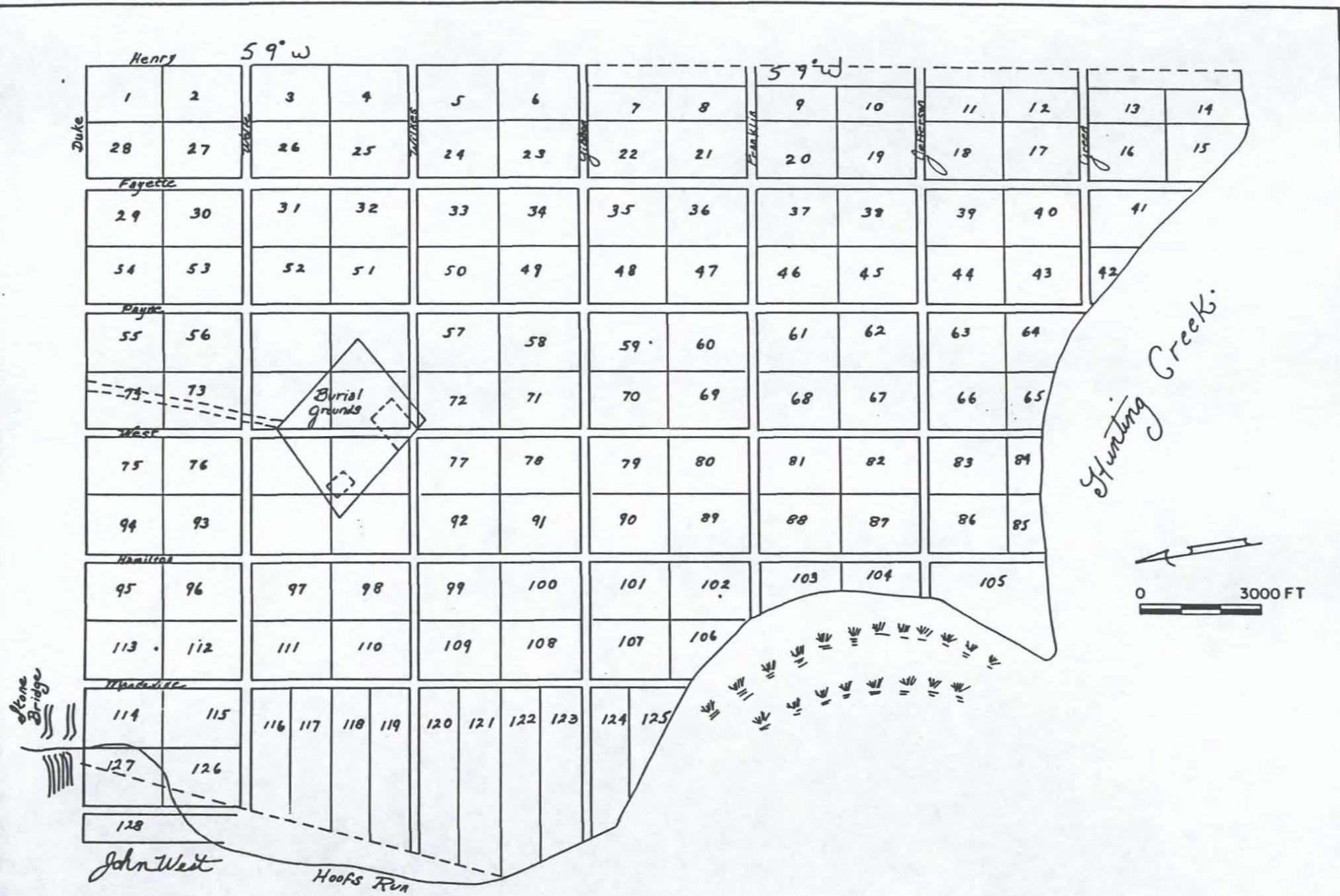
**PLAN.**  
 of the **TOWN** of  
**ALEXANDRIA.**  
 in the District of Columbia

1798  
 Scale 1/2" = an Inch

Magnane Variation 11 15 East



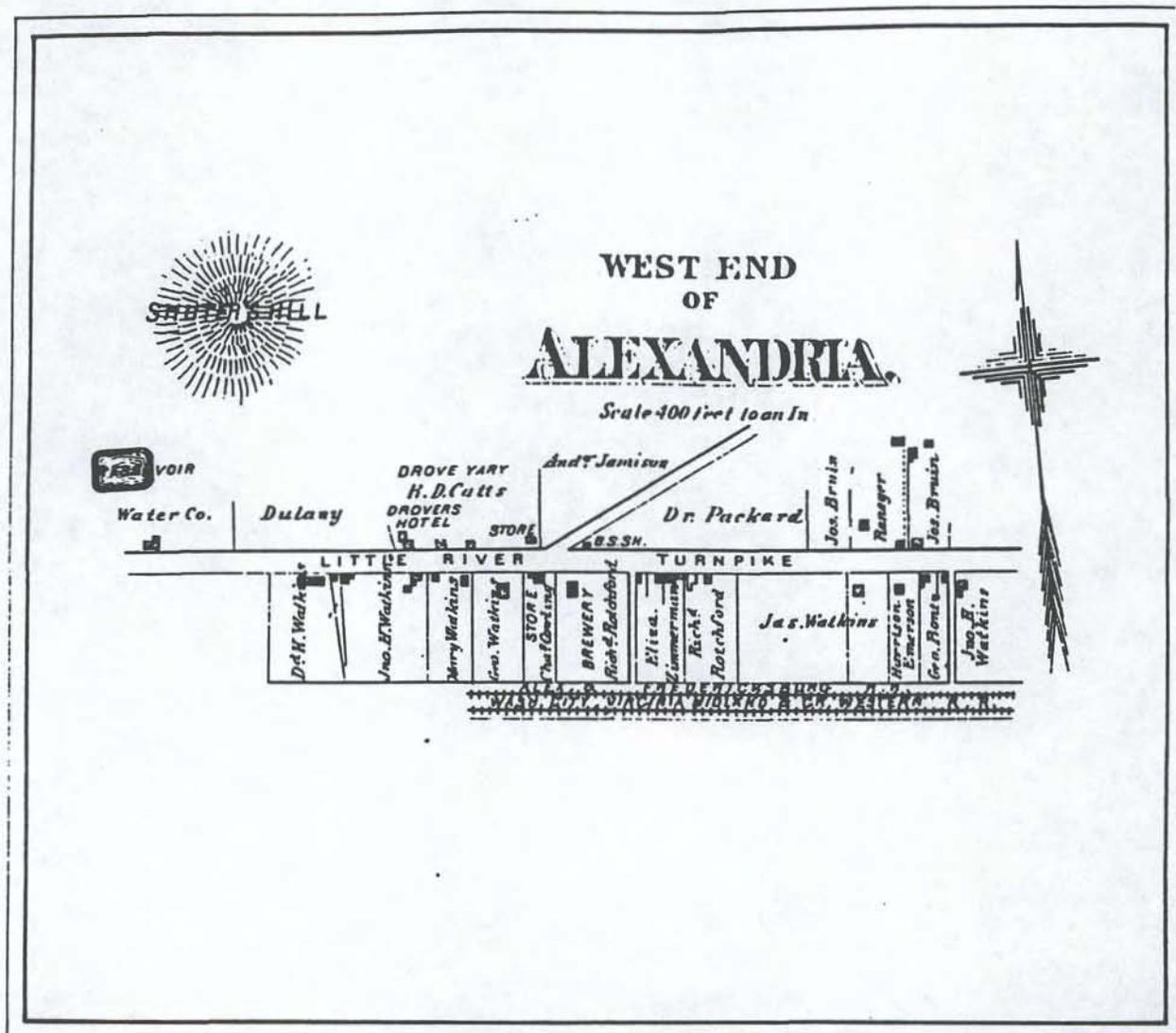
Gilpin's Plan of the Town of Alexandria  
 in the District of Columbia (1798).



Plan of Spring Garden Farm as Laid Off and Sold in 1796 (1806).

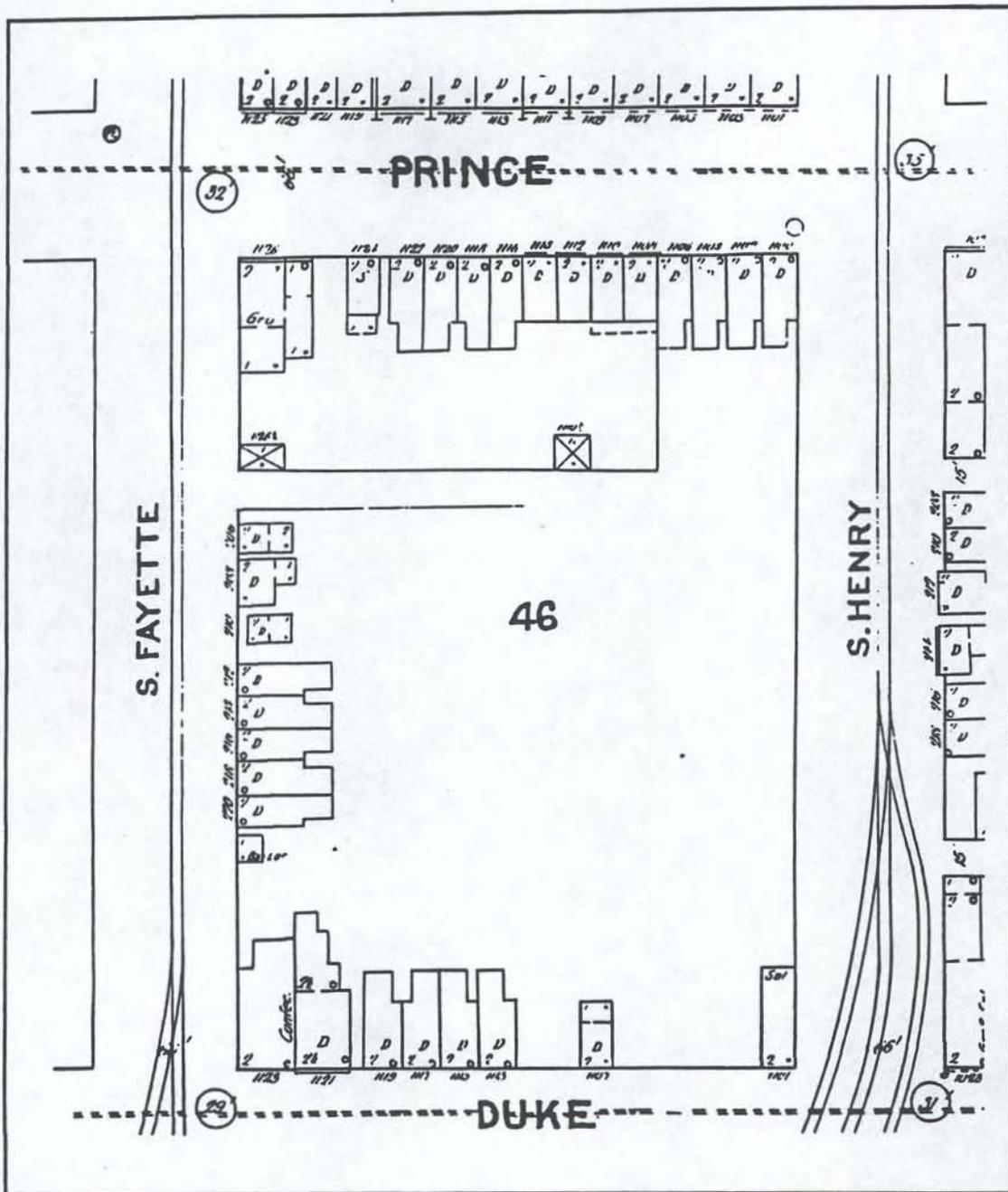
Figure 4



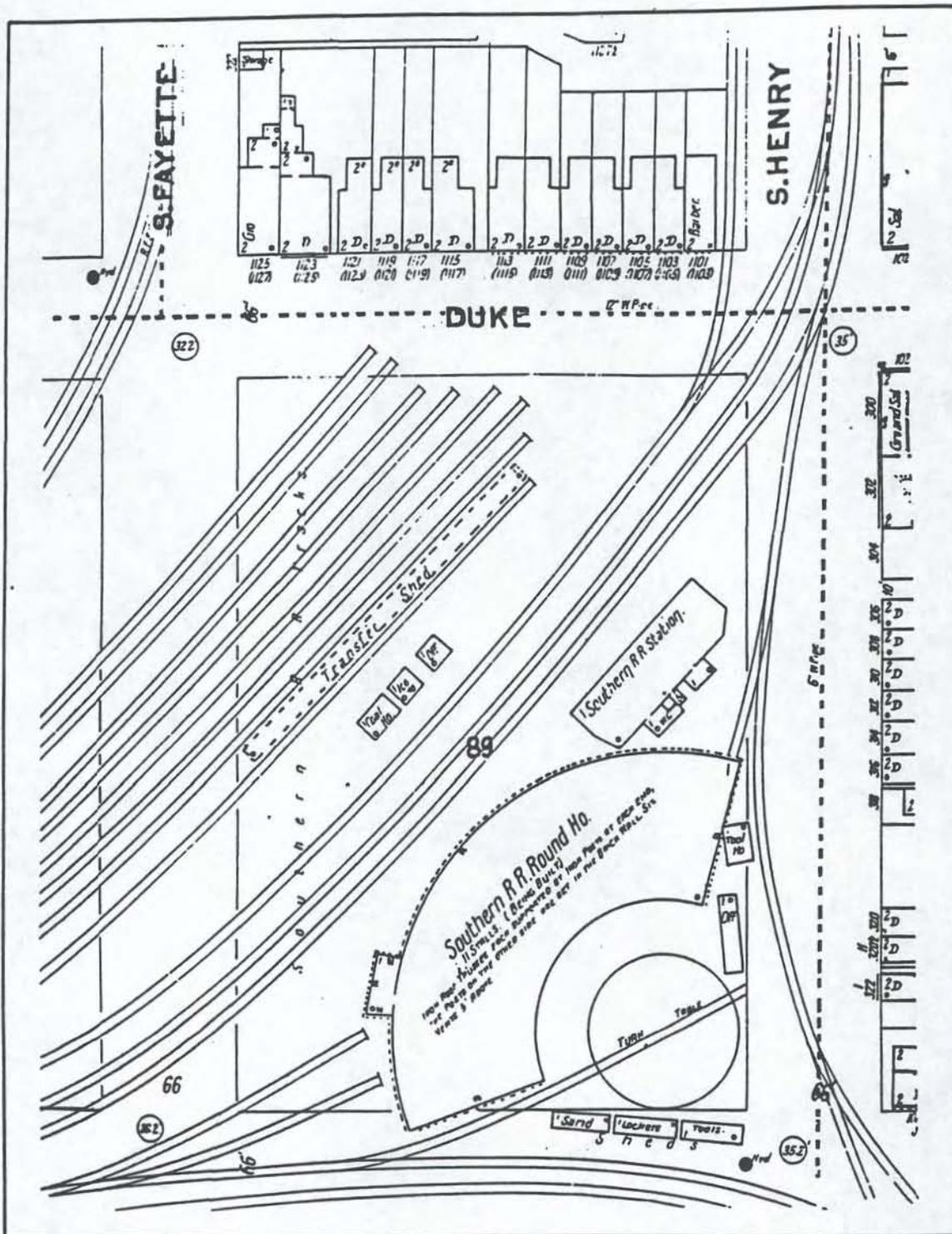


Hopkins Map of the West End of Alexandria (1878).

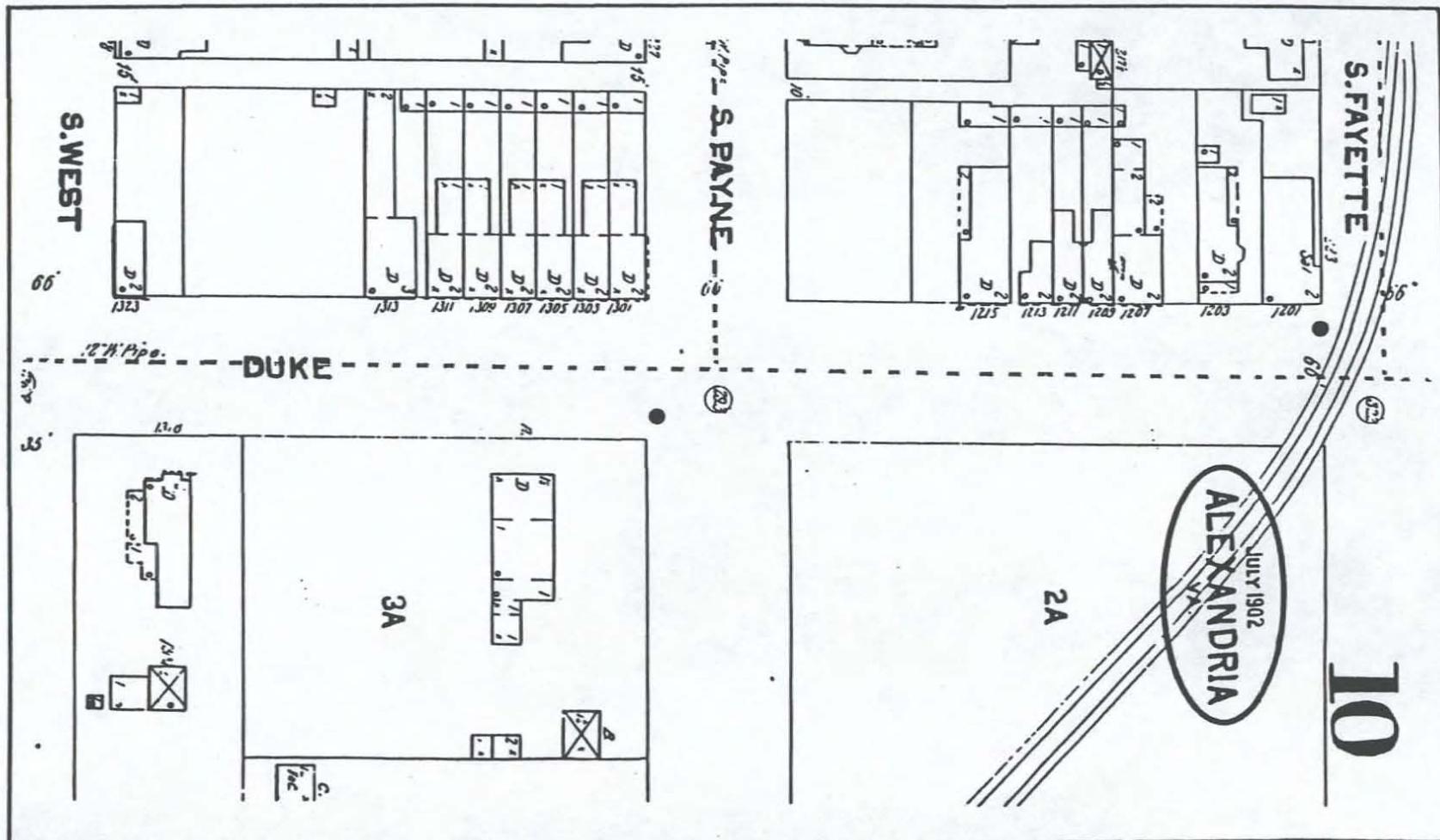




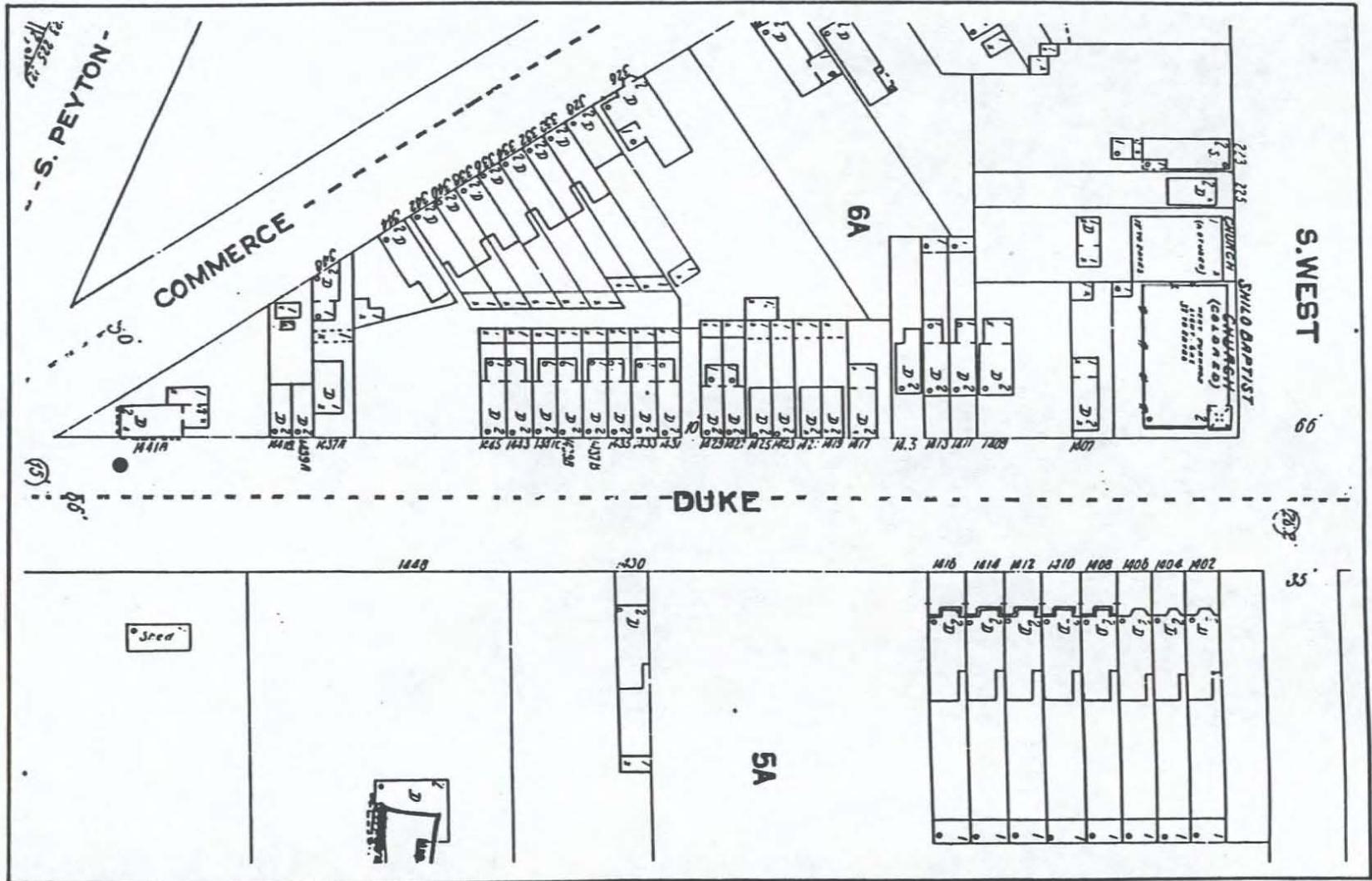
Sanborn Insurance Map of Alexandria  
 Showing the North Side of the 1100 Block of Duke Street (1891).



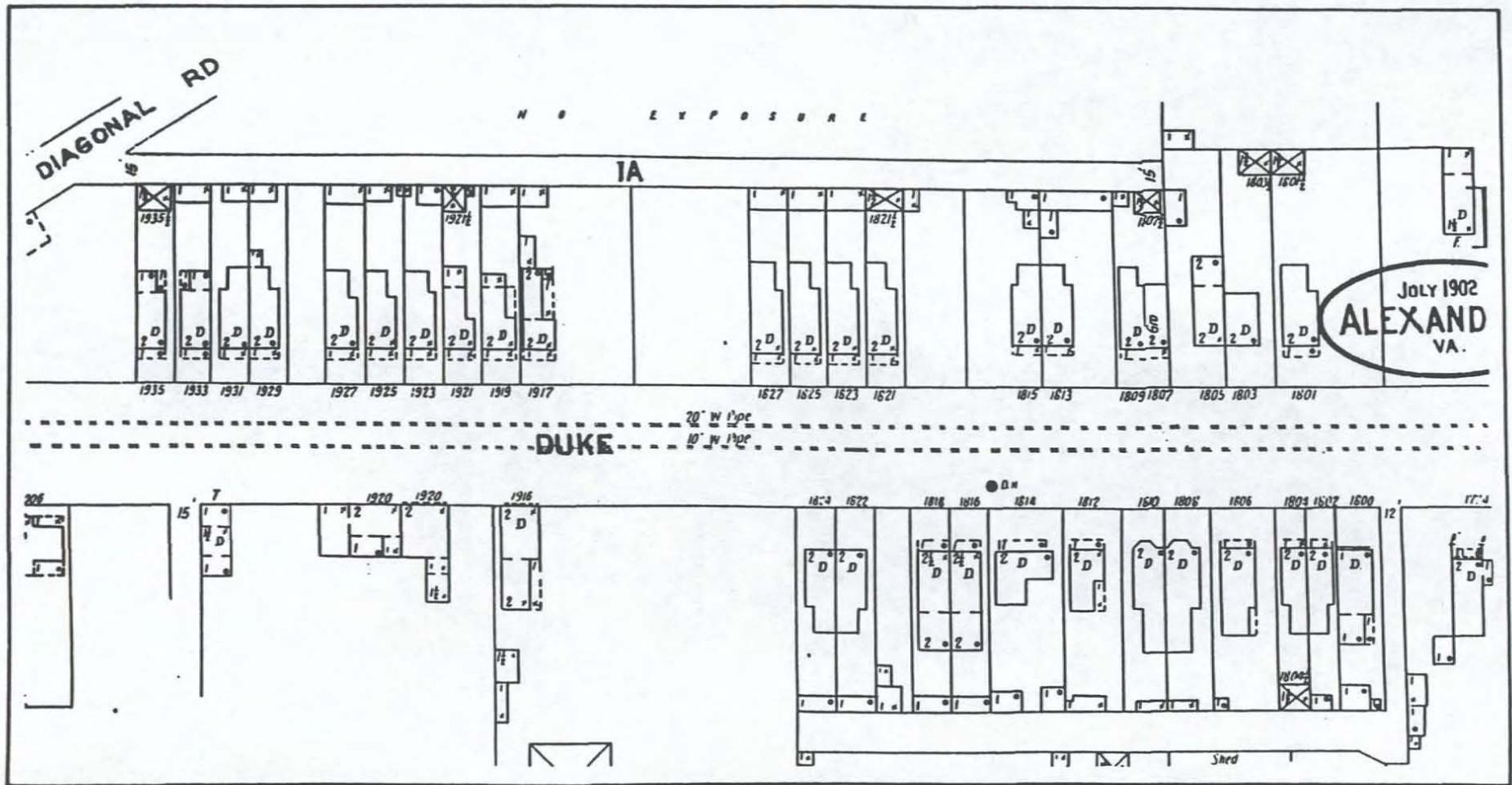
Sanborn Insurance Map of Alexandria Showing the Project Area (1902)  
 (Figures 9a-9d)



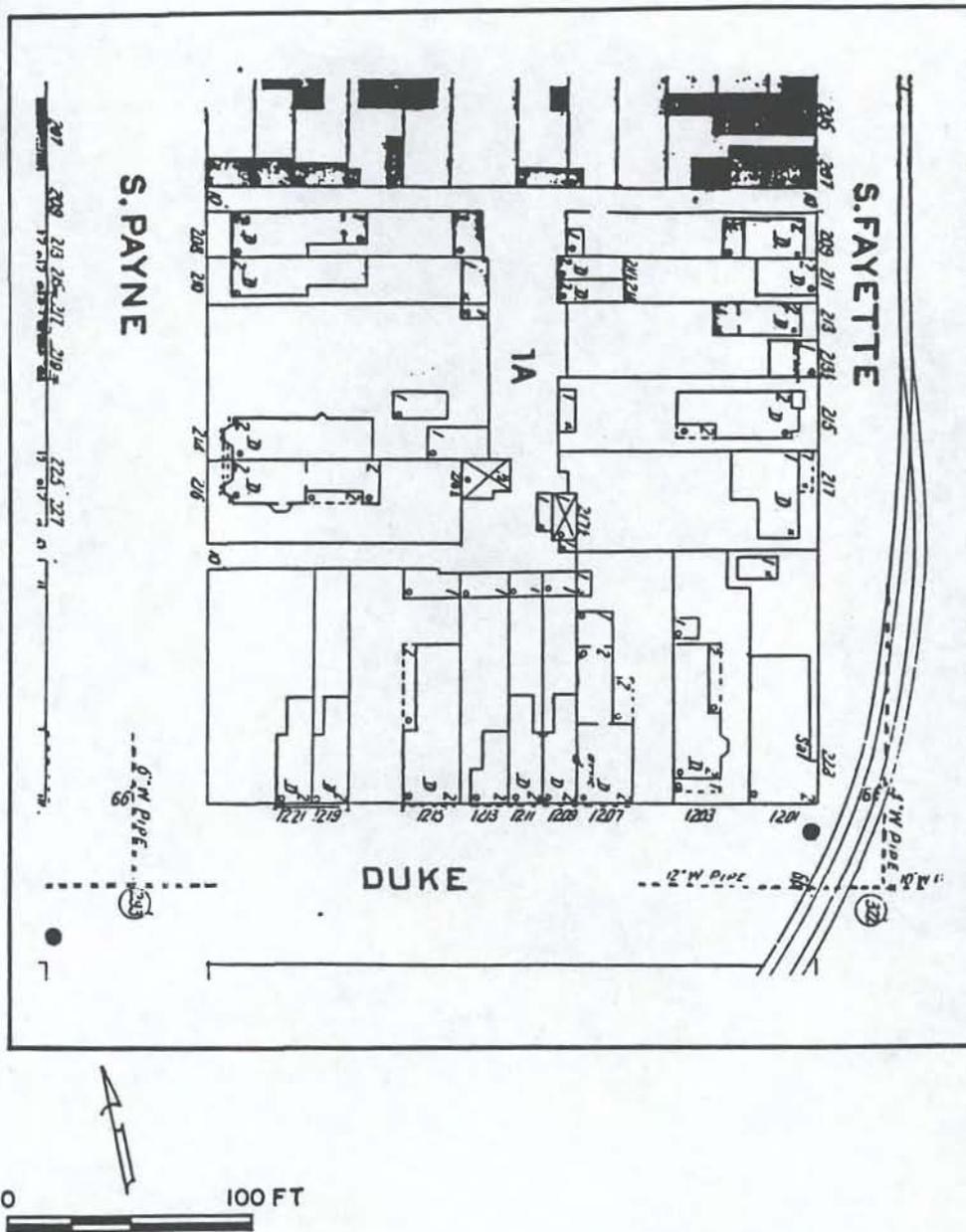
Sanborn Insurance Map of Alexandria Showing the Project Area (1902)  
(Figures 9a-9d)



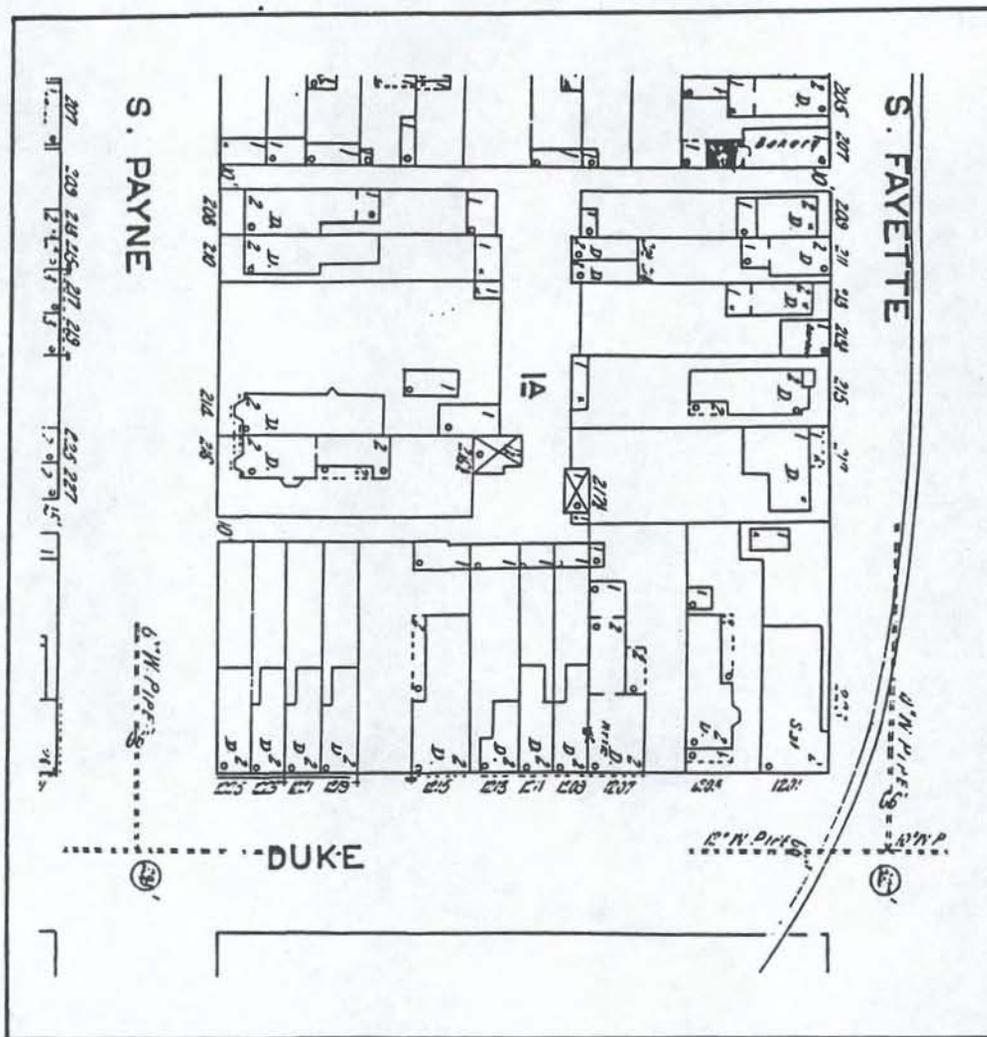
Sanborn Insurance Map of Alexandria Showing the Project Area (1902)  
(Figures 9a-9d)



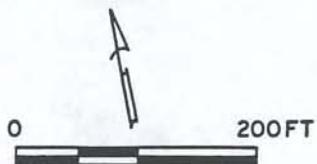
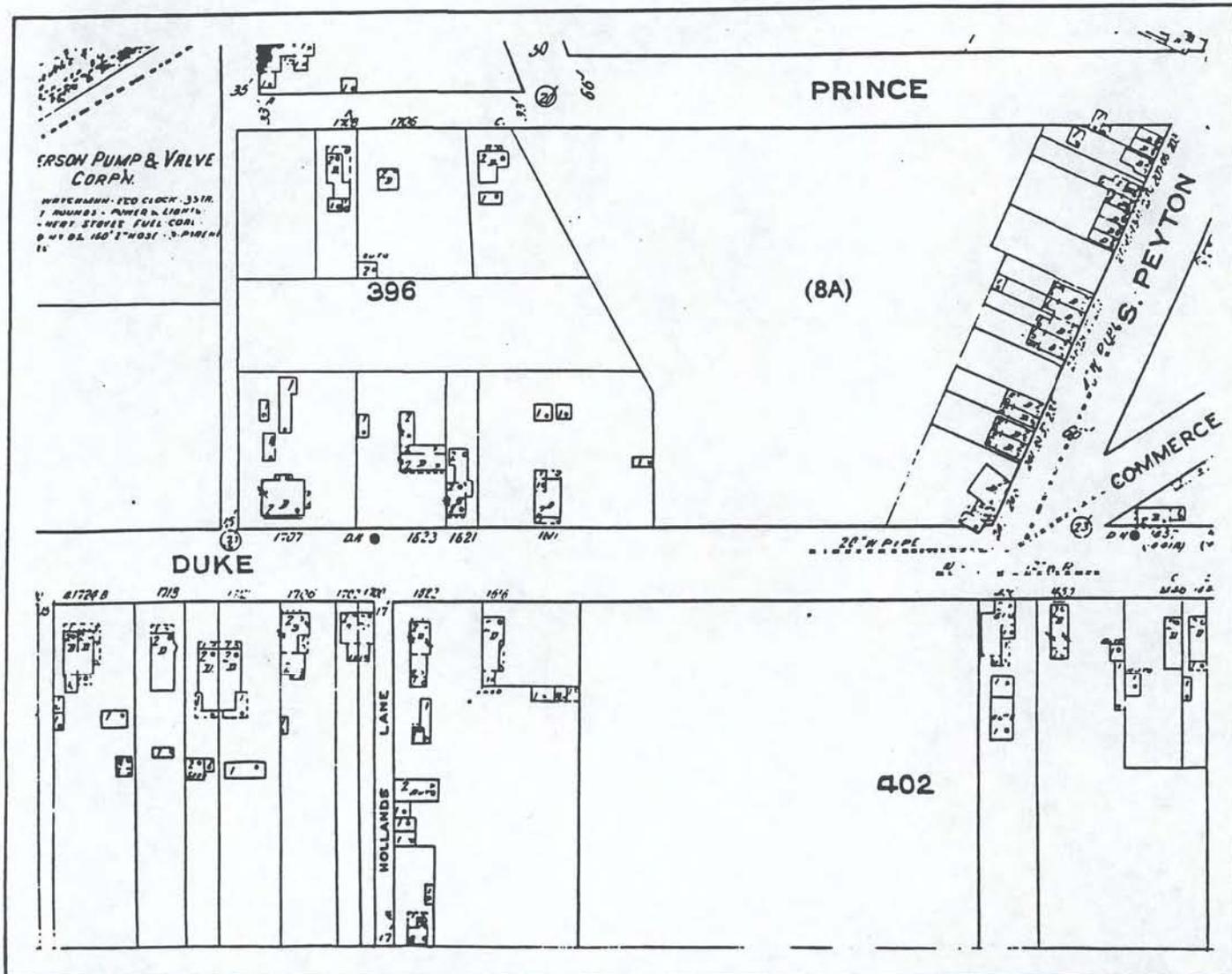
Sanborn Insurance Map of Alexandria Showing the Project Area (1902)  
(Figures 9a-9d)



Sanborn Insurance Map of Alexandria  
 Showing the North Side of the 1200 Block of Duke Street (1907).



Sanborn Insurance Map of Alexandria  
 Showing the North Side of the 1200 Block of Duke Street (1912).



Sanborn Insurance Map of Alexandria  
 Showing the North Side of the 1400-1700 Blocks of Duke Street (1921).

**INDIVIDUALS CONSULTED**

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Richard Cote, Virginia Historic Landmarks Commission, Richmond, Virginia

Pamela J. Cressey, City of Alexandria Archeologist

Donald Crevling, Alexandria Archeological Research Center

April Eberly, Senior Planner, Board of Architectural Review, Alexandria

David Edwards, Virginia Historic Landmarks Commission, Richmond, Virginia

D'Anne Evans, Local historian, Alexandria, Virginia

Susan L. Henry, Heritage Resources Branch: Office of Comprehensive  
Planning, Fairfax, Virginia

Charles Hooff III, Proprietor, Hooff Realty and Insurance Co.,  
Alexandria, Virginia

Michael Johnson, Heritage Resources Branch Office of Comprehensive  
Planning, Fairfax, Virginia

T. Michael Miller, Alexandria Public Library, Lloyd House

Beth Mitchell, Local historian, Fairfax County

Connie Ring, Fairfax County Archives, Fairfax, Virginia

Allan Robbins, Alexandria Public Library, Lloyd House

Stephen Shepard, Alexandria Archeological Research Center

Edith Sprouse, Local historian, Belle Haven, Virginia