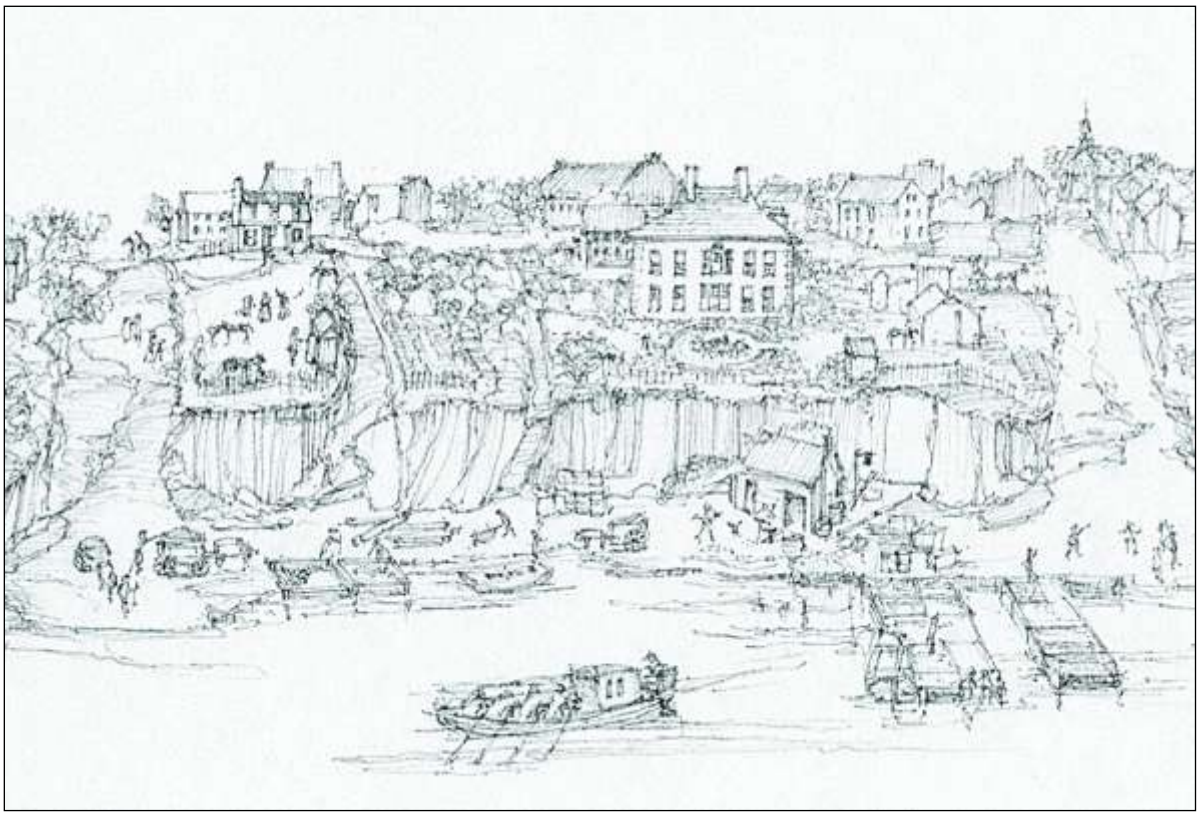
Alexandria Waterfront History Plan

Alexandria, a Living History



Alexandria Waterfront with Carlyle House circa 1764
Drawing by Elizabeth Luallen based on research conducted by City of Alexandria/Office of Historic Alexandria, Archaeology staff and volunteers

> *At Alexandria…the Potomac rolls its majestic stream with sublimity and grandeur, sixty-gun ships may lie before the town, which stands upon its lofty banks, commanding, to a great extent, the flatter shore of Maryland. This town is rapidly on the increase, and … cannot fail of becoming one of the first cities of the new world.* **The Marquis de Chastellux. Travels in North America, Vol. III, 1780–1782.**

A Publication of Alexandria Archaeology
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1. Alexandria History Timeline
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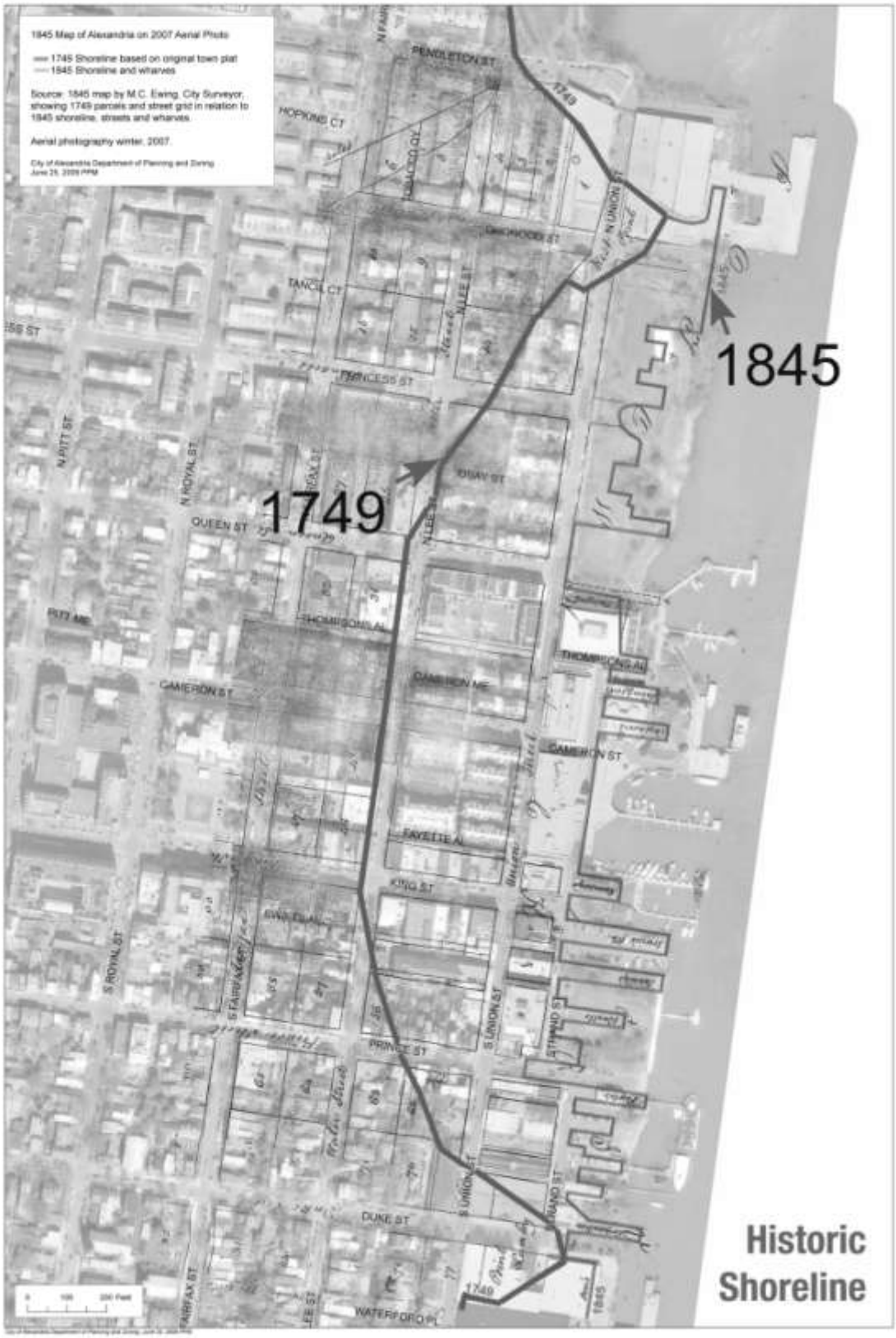
2. First person accounts of the Alexandria waterfront through time
   http://oha.alexandriava.gov/oha-main/waterfront/oha-waterfront-travelers.html


1845 Map of Alexandria on 2007 Aerial Photo
1749 Shoreline based on original town plat
1845 Shoreline and wharves
Source: 1845 map by M.C. Ewing, City Surveyor, showing 1749 parcels and street grid in relation to 1845 shoreline, streets and wharves.
Aerial photography winter, 2007.
City of Alexandria Department of Planning and Zoning
June 25, 2009 PPM
PENDLETON ST
HOPKINS CT
TANCIL CT
PRINCESS ST
N PITT ST
N ROYAL ST
QUEEN ST
PITT ALL
CAMERON ST
FAYETTE AL
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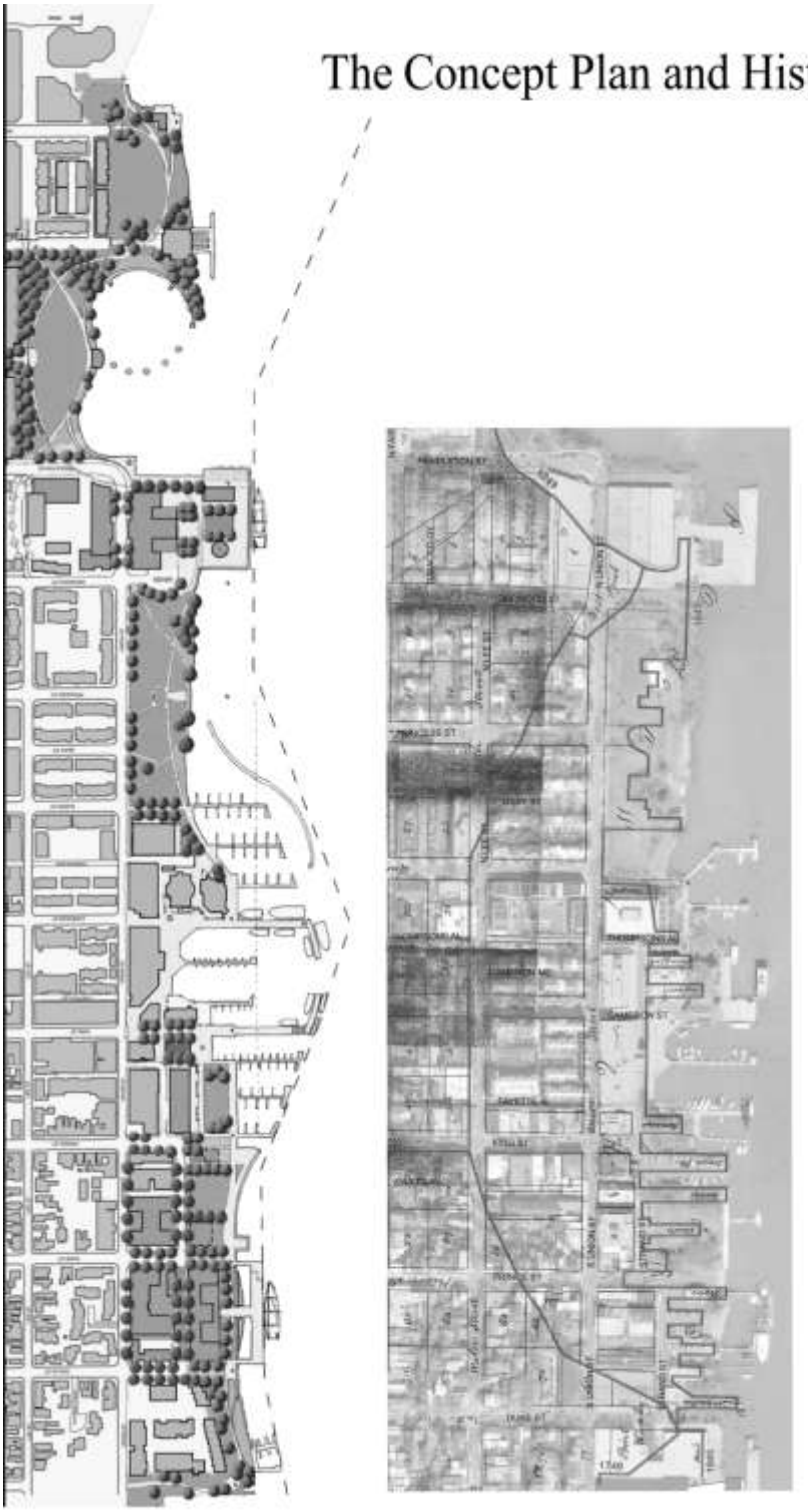
DUKE ST
WATERFORD PL
1749
1845
Historic Shoreline

The Concept Plan and Historic Waterfront



Left, Summer 2010 Concept Plan, City of Alexandria, Department of Planning and Zoning. Right, 2007 aerial image with 1749 shoreline based upon 1845 Map, by Maskell Ewing.

Alexandria Waterfront History Plan

Alexandria, a Living History

Preface by the Chair

This plan is the work of many hands in a span of a few weeks. It was sparked by a request by the City's Planning and Zoning Department asking the Historic Alexandria Resources Commission (HARC) to create a committee to advise the City about the historic and cultural content of the proposed Waterfront Plan. In turn, HARC asked the Alexandria Archaeological Commission (AAC) to create a committee and write a History Waterfront Plan on its behalf. The following day, the ACC formed an Alexandria Waterfront History Plan Committee. The AAC Members were: James McCall, chair, Vince LaPointe, Katy Cannady, Ted Pulliam, Ann Davin, Tom Fulton, Seth Tinkham, and Ellen Hamilton. A former commission member, Diane Riker, was asked to join the discussions and provided innumerable and essential contributions. Matthew Harwood, who helped create the Arts Plan for the Waterfront, was also invited to participate and provided not only insights into the approach of the arts community, but also specific recommendations for interpretive collaboration. Director of the Office of Historic Alexandria Lance Mallamo and City Archaeologist Pamela Cressey supported the committee, providing important suggestions and advice. Various members of the public and representatives of other commissions such as HARC and community organizations also participated in meetings and provided important suggestions.

Seven to ten members of the committee were present at each meeting, which were announced in advance, and there were six meetings over a seven week period, averaging 3.5 hours per meeting. Several members of the public attended most meetings. Outside of the meetings, the chair and other members of the committee conducted research, analysis, interpretation and wrote the report, which represents hundreds of hours of work from the end of July to mid-September. The committee used historical information, images, maps and artifact collections available through the Alexandria Archaeology Museum, as well as from researchers who served on the committee, most notably Ted Pulliam and Diane Riker. This information also drew heavily from research conducted over decades by the past City Research Historian, T. Michael Miller, Alexandria Archaeology staff, volunteers and students. It should also be noted that this plan relied greatly upon images collected by William F. Smith over most of the 20th century and now housed in the History Collection room of the Barrett Library. If not for Alexandrians' efforts to create and maintain archives and history in these facilities, our results would not have been possible.

The AAC committee produced a significant plan in a short time based upon historical research that is a landmark in Alexandria's community archaeology and preservation following in the path blazed by Alexandrians more than a half-century ago. Their goal—both in the mid-20th century and today—has been to preserve Alexandria's history and its historic fabric while making it meaningful today. While the methods and meaning of

history are different now than they were circa World War II, their intent is the same: to save Alexandria's past so it will live into the future.

One important idea unified the committee's vision: *The waterfront must be a place Alexandria residents inhabit, not only visitors.* The Alexandrian waterfront belongs first to Alexandrians. While it must connect not only architecturally, visually and through pedestrian circulations with the rest of Old Town and the city, it must also provide meaning and personal association for the residents across Alexandria who cherish it. While activities, festivals, and other events are important public aspects of the waterfront, its open space should have attractive and intimate places where anyone, any resident, can sit outside and enjoy the water with furniture and landscaping that allows people to sit in groups or individuals at tables with a cup of coffee or a chess board. These amenities will do much to bring the waterfront to life and make it meaningful to local people, as compared to hotels and their inside amenities. This is a personal waterfront. Yet the urban-style seating in small spaces can also become small venues for first-person narratives of characters relating to different periods, poetry readings, etc., all of which root the contemporary Alexandrian and visitor in a larger experience.

The Waterfront History Plan is a general framework and direction for the eventual Waterfront Plan as well as guidelines for interpretation developed in collaboration with art and history specialists. The plan limits the number of interpretive panels and other plaques or visual cues to avoid creating the feel of an outdoor museum, but the information and concepts here should form the core of cultural planning. The plan speaks very little to uses that should be considered for private property—leaving that to a wider public discussion—but does embrace historical names, themes, design, interpretation and art for such businesses. Finally, and importantly, the plan offers the City a strategy to immediately begin to improve and interpret the Alexandrian waterfront through art and history, in a series of stages and at reasonable cost. It is a plan which can be implemented right away.

Panoramic View of Alexandria taken from Pioneer Mills looking north, 1865.
Alexandria Library, Special Collections, William F. Smith Collection

Introduction

Alexandria embodies the sweep of American history and experience in ways unmatched by cities of similar or even larger size. As the only port city on the Potomac with a vibrant and accessible waterfront, Alexandria captures and showcases the nation's

maritime past, its history, and its commercial ambitions. The city also echoes and reflects the tragedies of the nation's wars, its complex struggle with slavery, the promise of civil rights, and the daily lives of people from all walks of life in all eras of the nation's history. Both as witness to this history and for its impressive, precious inventory of surviving structures, streetscapes, and fabric, Alexandria offers perhaps one of the most compelling history destinations in the United States. The opportunity to experience history sets apart the city from its neighbors in the Washington area.

Alexandria's waterfront is key to understanding the city's significance for much of its existence. The Potomac River shaped the development of the city even before its founding in 1749. This maritime theme anchors Alexandria's character as symbolized in the recently selected emblem for the wayside sign program. Already a tobacco shipping point by the early 18th century, and a warehousing and inspection post by the 1730s, by the late 1740s a small group of entrepreneurs grasped its strategic commercial location and potential as a city of major importance. The site of the best and easiest year round seagoing anchorage close to the river's fall line, these men saw Alexandria as the intermediary between the fertile and growing hinterlands of Virginia and the Ohio valley, the tobacco plantations of the area, and the world. It was an ambitious vision, if unevenly matched by an ability to fulfill it. From a few warehouses along the river's edge, the waterfront grew a city immersed in a global trade in everything from tobacco, grains, and flour to slaves. Yet it was also a city buffeted by boom and bust, hampered by the inability to adapt to commercial innovations and industrialization, and crushed by the despoliations of war.

The Alexandria Waterfront Plan, as it is being crafted in fall 2010, presents an exceptional opportunity to showcase the city's past and place Alexandria as a "must visit" destination regionally and nationally. This Waterfront History Plan supports that effort, and provides substance and historical content for the City's current Waterfront Concept. It offers a series of narratives about the city, as well as examples of specific elements and interpretive options. The Plan follows the City's draft Planning Outline (which is based upon the July 2010 Concept Plan) and adds depth and substantive detail, as well as suggestions for further study. To assist planners, the structure of the plan parallels the outline as much as possible. The committee defines the waterfront as both the original 18th-century river shore and the in-filled, present day waterfront. While most of the emphasis will be on the existing waterfront west to Union Street, we also note important sites and events connected to the waterfront which are located away from it up to Lee Street (formerly Water Street), and in some cases, beyond.

James H. McCall
Chair AAC Waterfront History Plan Committee
November, 2010

I. The Historic Context as Foundation

John Smith's map of 1608, the first survey of the colony of Virginia.
Library of Congress

> *This place without all question is the most pleasant and healthful place in all this country and most convenient for habitation, the air temperate in summer and not violent in winter … it aboundeth in all manner of fish. The Indians in one night commonly will catch thirty sturgeons in a place where the river is not above twelve fathoms broad. And as for deer, buffaloes, bears, turkeys, the woods do swarm with them and the soil is exceedingly fertile.* **Captain Henry Fleet journal entry, while anchored six miles from the falls, June 26, 1632.**

The historic context of Alexandria's waterfront is based upon the city's diverse cultural periods and rich experiences spanning centuries. For planning purposes, this historic context reflects significant places, structures, sites, and events, which taken together describe significant, broad patterns and themes of the city's development. Ultimately, the context forms the foundation for decisions regarding *how and where* the city should approach and interpret its past.

Identifying important, physical features, and the events that took place on the waterfront, can be daunting. Many important buildings and other features have been lost over the last three centuries. In many cases, however, one can still locate sites accurately through remaining physical evidence (often archaeological remains) and archival materials, and in turn place them on maps to establish their relationship to the existing profile of the Waterfront. Often one can even recreate how they might have appeared. These important tools can help ensure that the true, *authentic*, character of the waterfront can and should be preserved in any interpretations, recreations, or additions to the waterfront.

As to the events which took place on the waterfront over the centuries, while the broad sweep of Alexandria is generally understood, if often in an almost mythical sense, the depth and diversity of the city's experience, and as a microcosm of the American story, remains to be fully explored. Even if there is a wealth of material to build upon, our knowledge and understanding of our own City is incomplete. History is never "settled." One of the exciting challenges for the future will be the ongoing rediscovery of Alexandria, and our continual reevaluation of our interpretations and conclusions. For this reason, we should acknowledge that what we *now* interpret along the waterfront, and how, will require reconsideration and change in the future. The presentation and interpretation of the history of Alexandria and its waterfront will be a work in progress. What this plan contains is a first version. *As such, any history plan should allow for continual adaptation and revision without disrupting the quality and authenticity of the waterfront—a flexible and truthful presentation.*

A Brief History of the Alexandria Waterfront

Alexandria, Virginia, sits on the west bank of the Potomac River, six miles below Washington, D.C. and nine miles north of Mount Vernon. The Potomac River has defined Alexandria for more than the three centuries of European presence. For thousands of years previously, even as it shifted course or carved its steep banks, the river was the central trunk of a network of navigable waterways, which formed the trading web of native peoples in the area. By the time of the first documented European adventurers to the Chesapeake in 1588, the shores of the Potomac were home to thousands of inhabitants in scattered villages who fished the river, gathered fresh water mussels, and used it as a highway. When John Smith ventured upriver from Jamestown in his exploration in June of 1608, the area around what is now Alexandria probably included an established Indian settlement at Indian Creek—Great Hunting Creek—as well as seasonal camps for hunting and fishing. Evidence of far earlier Native American activity, a Clovis point archaeologically recovered from the bluff overlooking Hunting Creek at what is now Freedman's Cemetery and scores of stone tools excavated at Jones Point, document that Alexandria has been a crossroads in some form for millennia.

The first evidence of the value of the Alexandria area to Europeans came in 1654, when Mistress Margaret Brent claimed 700 acres, which included much of the current waterfront, as part of a much larger grant given to her and her brothers and sisters along the Potomac. After a conflicting grant in 1669, the land eventually passed to John

Alexander, who in 1674 cleared the title after paying 10,500 pounds of tobacco. Yet the first passing European establishment on the site would not come until 1682, when Calwallder Jones, a frontier trader, set up a post at the point of land where Hunting Creek and the Potomac meet, and which now bears his name. A more permanent settlement developed at Pearson's Island, now Daingerfield Island, in the 1690s, and with it the spread of tobacco.

The town developed as a result Virginia's Tobacco Inspection Act of 1730, which called for the establishment of a public inspection facility on the Potomac near Great Hunting Creek. A site was ultimately selected on what came to be known as West's Point, about a mile north of the creek at the east end of a 220-acre wedge of land conveyed by Robert Alexander to his son John, and to Hugh West. John West, Fairfax County surveyor, laid off 60 acres, and lots were auctioned off July 13 and 14, 1749.

No evidence has been unearthed which points directly to the rationale for naming the city "Alexandria." It is surely more than coincidence, however, that much of the land upon which the town was founded was then still in the hands of several members of the Alexander family. Yet, to the classically educated elites of the day the reference to Alexandria, Egypt, would certainly not be unintentional. Given that city's illustrious history as a capital, a major port, and a center of learning, the naming of the new town was hopeful and ambitious.

Within just a few decades of its founding, the small town emerged into a bustling seaport and agricultural community. In fact, by 1779 it was a port of entry for foreign vessels and a major export center for flour and hemp. Its waterfront was soon filled with brigs, schooners and other vessels which engaged in coast-wide and international trade and related businesses such as sugar refineries; feed, corn, and grain mills; foundries; tobacco warehouses; fish markets; distilleries; ship building and repair; and more. As the port grew, so did the town. Its boundaries were expanded by filling in parts of the Potomac and by also acquiring more property. Alexandria's streets soon became lined with substantial brick houses and businesses and, with that, the town gained distinction as an attractive colonial city connected to a highly active port on the banks of the Potomac River.

In 1801, part of Alexandria was incorporated into the new Federal capital, the District of Columbia. Initially Alexandrians welcomed the town's inclusion into the ten-mile-square which comprised the nation's capital, but soon became disillusioned with their status. Provisions of the 1791 act creating the district precluded the construction of any public buildings south of the Potomac River. Furthermore, the 1801 District Act disenfranchised the local populace, who could not vote in presidential elections and had no representation in Congress. Therefore, a strong impetus developed to retrocede Alexandria to Virginia. On July 9, 1846, the U.S. Congress voted to permit Alexandria and Alexandria County to retrocede to Virginia upon referendum. On September 7, 1846, President James Polk issued the result of the vote and declared the retrocession "in full force and effect." Virginia formally accepted the territory on March 13, 1847.

Alexandria's port not only served as a critical resource for its economic and physical growth as a city, but it also was a critical resource during wartime. The riverfront location of Alexandria, and its connections to other cities to the north and south, proved highly significant during the Revolutionary War, the War of 1812, and the American Civil War. During the 19th century, Alexandria continued to operate as an international port with a movement towards industrialization in the late 19th and early 20th centuries. By the mid-20th century Alexandria and its waterfront became a center for national defense with a number of key industries located along the river. Later in the 20th century such commercial uses along the waterfront were becoming obsolete, as the City and waterfront became part of a growing metropolitan urban area. It is during this period that appreciation of the waterfront's potential for cultural and recreational activities became widely recognized.

Historical Periods and Themes

It is useful in preservation and interpretive planning to develop both time periods and themes for any historical place. While Alexandria's waterfront could be divided into many more time periods the following relate to broad spans of the town's past. Various segments of the waterfront had different land uses and more specific historic periods. These variations are developed further in Part IV of this plan as Character Areas.

General Historic Time Periods of Alexandria's Waterfront History

- American Indian Heritage – 13,000 B.P. (Before Present) –1608
- Exploration & Early Settlement – 1608–1731
- Tobacco Port – 1732–1749
- Development & Early Growth – 1749–1770
- American Revolution/Birth of the Nation – 1771–1814
- International Port – 1815–Civil War
- Secession & Civil War – 1861–1865
- Reconstruction & Expansion of African American Neighborhoods – 1865–1890
- Early 20th-Century Industrialization & Processing – 1891–1929
- Early Historic Preservation & Tourism – 1930–1940
- Center for National Defense – 1940–1950
- Bedroom Suburb/Urban Renewal/Modern Historic Preservation – 1950–1985

General Themes of Alexandria's Waterfront History

- Witness to War
- Trade-World Connections & Navigation
- Entertainment/Leisure/Culture/Arts/Preservation/Tourism
- Maritime Manufacture
- Transforming the Landscape/Urbanization
- Starting Over – Fire, Floods
- Creating Community from Many – Ethnicity, Race, Religion

AN EXTENSIVE CONFLAGRATION.

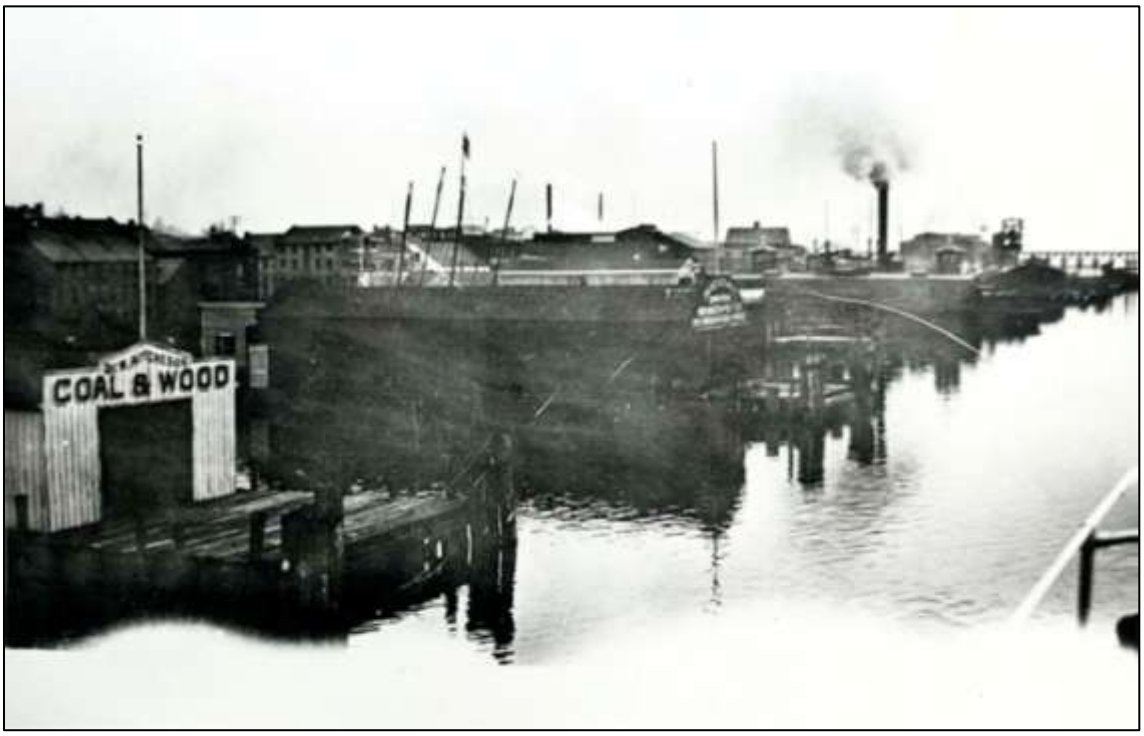
An Entire Block Destroyed---The Pioneer Mills a Mass of Ruins---The Most Destructive Fire Ever Known in Alexandria---A Desolate Spectacle

A sorry picture was presented to early risers this morning. Over a square of the river front was a mass of smoldering ruins—impending walls and stacks of tottering chimneys told the story—there had been a fire and it had burned over a section at one time the busiest in Alexandria's history—the

Left, the ruins of the Pioneer Mills at Point Lumley after the fire of 1897. Right, a newspaper account of the fire. *Special collections, Alexandria Library*

History Cultural System

Producing an authentic visitor experience is a major emphasis of Alexandria's Waterfront Plan, and the promotion and increased understanding of Alexandria's cultural, historic and natural resources into an organized Cultural System is a primary product of that focus. The intent is to enjoy Alexandria's unique resources of the waterfront corridors, gateways, destinations and anchors in their experiential totality, as defined by an analysis of Significant Places, Structures and Sites, rather than as a series of isolated components. The concept plan has developed a framework based on interrelated actions including preservation, revitalization, interpretation, programming, marketing and recreation to promote and interpret these features, and the people, activities and events that make them significant.



Undated view of wharves between Duke and Prince Streets.
Alexandria Library, Special Collections, William F. Smith Collection.

Authenticity is central to preserving the character of Alexandria, and to acting as good stewards of its historic fabric for future generations. The Waterfront Plan should include specific preservation goals, guidelines and standards. These should be embodied in new design standards and guidelines for waterfront adaptive reuse, public amenities, and new construction that would inform and assist the Board of Architectural Review, City planners, developers, and open space improvements.

The Cultural System will:

- Enrich the quality of life for City of Alexandria residents and visitors;
- Educate the public regarding the value of the arts, archaeology, history and their

association with the natural environment;
- Preserve and protect cultural, archaeological and historical resources;
- Promote and distinguish Alexandria's cultural, archaeological, historical and community identity from other Potomac River waterfronts;
- Tell the stories of Alexandrians as part of the national narrative;
- Establish connectivity between people and places through shared meaning.

These objectives are accomplished through the coordinated efforts, facilities and programs of City government and an extensive network of public and private cultural, arts and historical agencies in the City of Alexandria.

The Cultural System Components:

- Archaeological, cultural and historic, and natural resources
- Cultural Anchors, such as the proposed History Center/Art League/Seaport Foundation/historic ships at the South Strand Seaport area, Torpedo Factory Art Center at the King Street Gateway, and performing arts venue proposed for Oronoco Bay/West Point
- Public programming through activities and events
- Multi-sensory interpretation
- Lifelong learning opportunities
- Adaptive reuse of historic buildings
- Appropriate design guidelines and compatibility for new construction and public amenities and park improvements to reinforce historic themes, art and programming.
- Integration of art, culture and history in waterfront development
- Local arts, history and educational non-profit activities
- Integration of art, culture and history into unified marketing and promotion of the waterfront
- Historical information through web, markers, and written media
- Environmental and economic sustainability
- Artists, entertainers, re-enactors, and Living History characters that reinforce selected historic themes and places
- City Departments, Boards and Commissions, Alexandria Convention and Visitors Association, Alexandria Economic Development Partnership, National Park Service, State Cultural Affairs and Historic Resource agencies
- Private businesses, restaurants and retail stores
- Concierge and visitor services to inform and direct visitors through the waterfront and into the City

The strategy is a coordinated program to identify, define and reinforce the central themes and elements of the historic character and overall experience, while enhancing the quality of life for residents and visitors, enhancing economic expansion and recreational opportunities, and fostering the conservation of natural resources. Using strategies and policies that include adaptive reuse of historic buildings, compatibility in new construction, protection of natural features, integration of public art and cultural amenities, wayfinding and multi-sensory interpretive programming, the Cultural System

can help guide decisions on the impact of future waterfront projects or proposals, to determine their appropriateness with Sustainable Heritage Development objectives.

Sustainable Heritage Development is a revitalization strategy that enhances local quality of life through activities—preservation, conservation, recreation, interpretation and community capacity building—that demonstrate respect for the people, the place and the past.

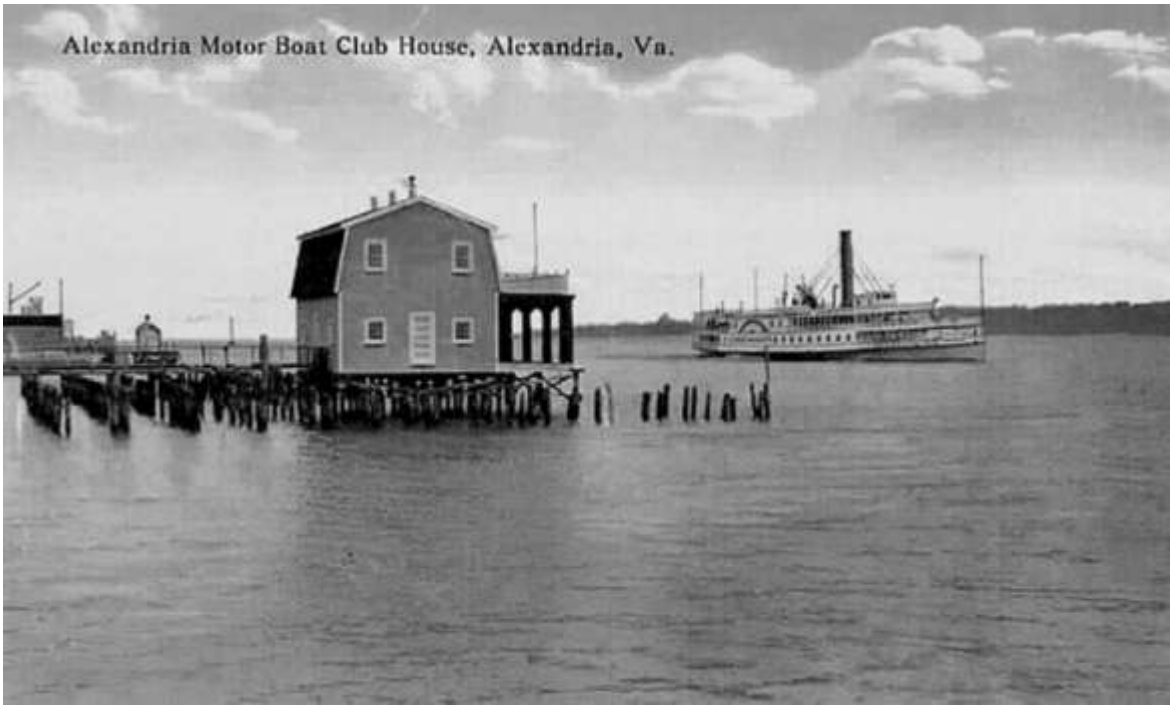
Such strategies and policies can help manage change so that current environmental, economic and social forces are maintained and enhanced for future generations. The Cultural System can supplement preservation and public amenity initiatives by recognizing that the environment, economy and society are inter-connected and mutually dependent on each other.

The foot of King Street, 1931.
Alexandria Library, Special Collections, Gallasher Collection

The City's approach to authenticity should build upon the preservation and enhancement of historic resources within a hierarchy of elements that create the Cultural System. The Historic Context, developed from an understanding of time periods and themes, is the overarching structure. Within this context, Significant Places, Structures and Sites are identified. Appropriate Adaptive Reuse is recommended for Significant Structures so that they may more fully contribute to the cultural landscape and experience of being within a historic waterfront recognized by inclusion on the National Register of Historic Places. Significant Places and Sites can be recognized through archaeological

investigation and preservation of resources and enhanced through design and treatments such as hardscape, landscape, lighting, and other amenities that bring the sense of the historic time, theme and place into new plans. In some cases, the design and treatment can be specific to one place, such as West's Point, but in other cases, a unifying treatment can be applied to portions of the waterfront, e.g. using wharf names to identify areas, defining the original shoreline, identifying The Strand, creating a link between open spaces with a Waterfront Walk of art and history using ideas from Art Night and the Art Walk presentation. All periods of Alexandria's past can be brought into the waterfront systematically and in appropriate locations.

Another level in the Cultural System is the incorporation of historic features in the design of Compatible New Buildings while maintaining their relationship to the scale and character of historic buildings. The Cultural System also includes elements that are appreciated by the public and make a Vibrant Waterfront: Historic Interpretation, Art and Cultural facilities/Amenities that may tell stories of African Americans or Civil War occupation known by few or offer contemporary and compelling art. Lastly, in the Cultural System are elements related to the operation of waterfront cultural facilities and services. Recommended Programming for Historical and Cultural Events related to specific places and themes in a seasonal structure will enhance the historic character and reinforce Alexandria's powerful image as a center for history, art and culture with an ambiance quite distinct from other destinations in the Metro area. Recommended Heritage Names and Images for businesses, interior design, and menus, open spaces, wharves, and alleys, such as the Orange Tree Tavern, Wales Brewery, Fitzgerald's Alley, can also provide another layer of the Cultural System to reinforce the historic character and distinction of the Alexandria Waterfront.



Old Dominion Boat Club at its original site on The Strand, between Duke and Prince Streets.
Image from an undated postcard published by Louis Kaufmann & Sons Baltimore, MD.

II. Principles

Waterfront at Foot of King Street with Ferry Boat, circa 1900.
Alexander J. Wedderburn's Souvenir Virginia Tercentennial 1607-1907 of Historic Alexandria, Virginia, Illustrated

> *Viewing the town which is laid off in squares of an acre each, streets 80 feet wide, several good brick buildings, and when it is completed according to the plan, will be a beautiful and regular town. Their chief trade is wheat, flour and tobacco. Mr. Kirk tells me they exported 100,000 bushels of Wheat and 14,000 barrels of flour from this port the last year.*
> **The Journal of Nicholas Cresswell, second edition. Port Washington: Kennikat Press, 1774-1777**

A short set of principles guide and inform this plan:

1) **The plan reflects the full complexity of Alexandria's rich history, its place within the American story, and reconciles it with contemporary America.** The plan provides an inclusive and relevant account of the city's evolution, and marks social, economic/commercial, political, cultural, and military history spanning the full sweep of the city. It underscores the appeal of the history of, and on, the waterfront as a draw for residents and visitors, beyond general charm and ambiance.

2) **The plan respects the diversity of uses and approaches to the waterfront.**

3) **The plan seeks to connect people and places through historical reality and meaning, and draws people to explore and experience the city beyond the waterfront.**

4) **The plan responds to the City's current outline for the waterfront plan** including recommendations and comment about specific locations, content, historic fabric and planned development on each area of the waterfront, as well as

vistas and alleys. The plan also offers constructive suggestions for the July 2010 Concept Plan, identifying what works, and what might be further amplified, refined, or altered.

5) **The plan identifies existing historic buildings and fabric on the waterfront which should be preserved and interpreted. At the same time, it recalls and places lost sites and historic events which should be marked or interpreted.** It will provide substantive reasons why these sites are important, and examples of interpretive options and text. (See also Appendix 1, *Preservation Perspective on Alexandria Waterfront Planning*.)

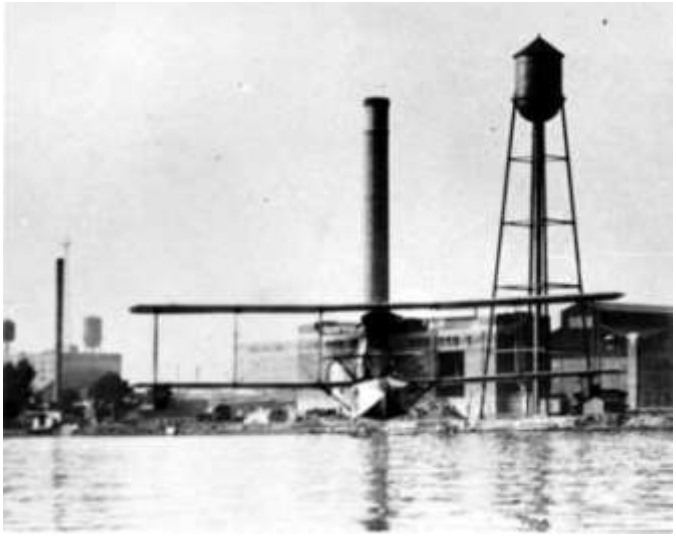
6) **The plan offers guidelines for a stewardship and preservation plan** for the Waterfront area, to include buildings, historic views, and specific sites. These guidelines can also apply to the city's entire historic fabric. (See also Appendix 2, *Historic Structures on the Waterfront.*)

7) **The plan offers suggestions for funding** to help implement this aspect of the overall Waterfront Plan.

8) **The plan envisions an ongoing collaborative planning effort with arts and history to showcase Alexandria within the American experience.**

9) **The plan includes suggestions for year-round arts and history programming to bring the waterfront alive as more than a passive destination.**

Note: The principles and recommendations set forth as a whole in this plan are based upon those contained in *Preservation Perspective on Alexandria Waterfront Planning, March, 2007,* written by several City preservation commissions and organizations (See Appendix 1).



An Alexandria Aircraft F-19 test flight near Jones Point, 1918. The company closed in 1919.
Alexandria Library Special Collections

III. Core Recommendations to the 2010 Concept Plan and Implementation Strategy

"Alexandria," with the ship *Fairfax* leaving for Rio de Janeiro in 1845. John Stobart. *Maritime Heritage Prints, Boston, Massachusetts*

> *Alexandria is very handsomely situated. The streets are laid out on the plan of Philadelphia, crossing each other at right angles, and are generally well paved. It is considered remarkably healthy, and the view from the City is very fine. The town is situated in the bottom of a valley which to the eye of an observer is terminated in every direction by lofty and verdant hills. ...[T]o the south, the broad translucent expanse of the Potomac opens upon him, with, lying like a white line on its distant margin, opposite to Mount Vernon.* ***Joseph Martin,*** **Alexandria, Virginia and the District of Columbia. Charlottesville: Mosley and Tompkins Printers, 1835.**

A Phased Strategy

The July 2010 Concept Plan calls for a phased approach to implement changes to the waterfront. Both the History and Arts plans should follow the same path based on opportunity, finances, and the sequence necessary in any development.

The History Plan proposes this outline for a phased strategy, with more details offered below. This strategy implements the plan almost from the time of approval:

1) Organizational (immediate):
    a. Establish Arts and History joint planning group to produce an art and history master plan.
    b. Establish History organization (possibly non-profit, see below) to begin fundraising strategy.
    c. These groups should establish an art and history mater plan and guidelines with priorities and opportunities. They would advise the management of the waterfront.
    d. Explore and, select, if beneficial, a structure such as a special district, authority or group to raise revenue, program, and integrate efforts and spearhead waterfront improvements.

2) Implement low or no cost aspects of the plan (immediate):
    a. The City begins a "Brand the Strand" effort.
    b. Restore the historic names of existing sites, alleys, and wharves.
    c. Adjust existing interpretive signs or artwork; give historic names to parks without such titles, e.g. Waterfront Park.
    d. Tie more events to the waterfront and waterfront programming, especially around the annual city celebrations, and integrate a calendar and promotion.
    e. Identify and launch Cultural Anchor and Theme Areas, even if all planned elements are not ready.
    f. Establish basic north-south and east-west circulation patterns (described below).
    g. Identify sites needed for acquisition for elements of the plan, begin staff work.
    h. Create archaeological plan for the phases of development on the waterfront.
    i. Bring the Potomac Riverboat Company skipjack to Alexandria from National Harbor as already planned, as soon as possible.

3) Implement aspects of the plan based on opportunity (near term):
    a. Civil War Sesquicentennial celebration can be tied to some aspects of the waterfront, and some grants specific to interpreting the Civil War will be available. There will be some donor opportunities as well.
    b. Implement elements as aspects of the waterfront are repaired and upgraded, such as signs, streetscape elements, parks, and alleys.
    c. Public Art donation opportunities. The city can redirect some public art tied to development to the waterfront.
    d. Grow programming schedules.

4) Implement elements that do not require major changes (near term):
    a. Interpretive artwork, flags, signage
    b. New programming and tours

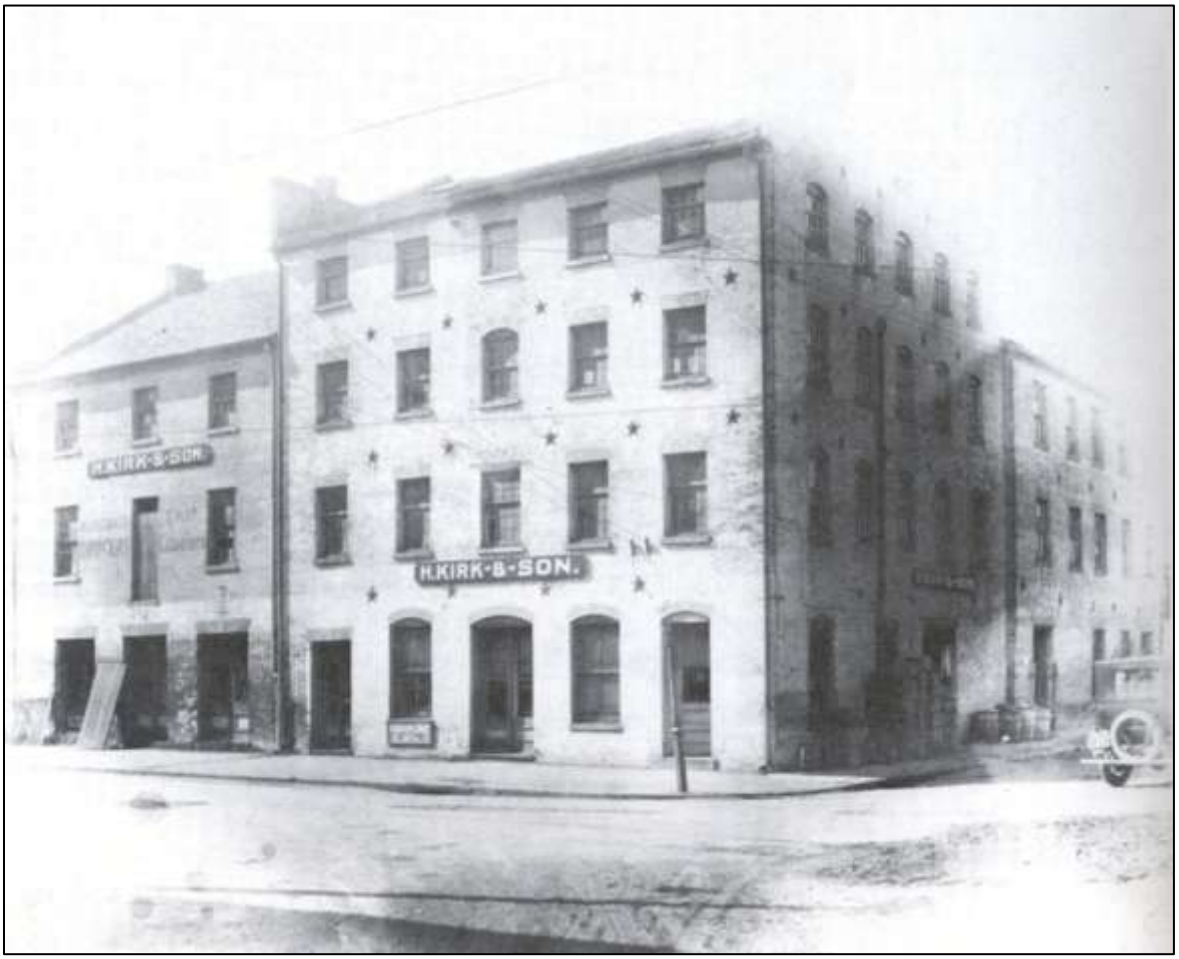
5) Implement non-development aspects of the plan which require moderate

investment (near term):

a. The Strand pedestrian area
b. Streetscape work (paving, lighting, signage, etc.)
c. Major interpretive signs and artwork
d. Establish Waterfront Concierge (see below).
e. Commission study of best location for Archaeology Museum/History Center.

6) Implement major aspects of the plan (intermediate to long term). Some portions will depend on fundraising efforts.

a. Opportunistic acquisition of historic buildings and their adaptive reuse for City use such as the History Center
b. Redevelopment of West's Point and Point Lumley
c. Full implementation of the Cultural Anchors
d. Berthing of ships
e. Self–supporting waterfront



Kirk & Son, 1 King Street and North Strand where the Torpedo Factory Annex now stands, 1920s.
Alexandria Library, Special Collections, William F. Smith Collection

Summary of Core Recommendations

These ideas are described in more detail, and in regards to specific locations, in subsequent sections of the History Plan. *Additional suggestions and recommendations will also be discussed elsewhere.*

1) In keeping with Goals 1 and 7 of Alexandria's 2010 Strategic Plan, the city should create a joint Arts and History Planning Group from the existing commissions to develop a coordinated Art and History Master Plan and Cultural Guidelines for the waterfront. This plan will inform waterfront design guidelines, as well as interpretive history, art and programming for the waterfront area. It will also lay the groundwork for future collaboration across the city.

2) The City should explore a special Art, Historic and Cultural area to help administer the waterfront and to develop financial opportunities for it. The city should study further how to take advantage of existing state and federal laws for funding opportunities for such an area.

3) The City should encourage existing History non-profits to contribute financially to aspects of the Waterfront related to their work. The City should also encourage the establishment of an umbrella, non-profit organization to assist in planning, programming and fundraising for Alexandria history, and particularly for the waterfront. Outlining the details of such an organization is beyond the scope of this plan: however, it should be independent of the City, be self-supporting, and be able to develop a professional fundraising presence with national reach. It should also develop events and revenue opportunities for the waterfront.

4) The waterfront should not appear to be an appendage to the city, rather it should reflect that the city grew from it. The waterfront should be an *authentic expression* of the city and its organic, fitful, and uneven past and development. To enhance this authenticity, the specific physical aspects of the plan should avoid creating an artificial or "planned" appearance in favor of an "organic" one. Stagger wharf lines, vary building style and period, materials and rooflines, and bring back historic opportunities to create new alleys and vistas. Avoid an overall "identity" mimicking a planned development, or trying to recreate another Williamsburg.

5) Alexandria should be understood as an expression of the American Story. Interpretation of Alexandria's history should bring to life people, places, and stories in the context of the American experience. Real people and their daily lives, as well as witnesses to history, should form the core of the physical representation of history and programming. Paradoxes and struggles should provoke curiosity, comment and thought.

6) The City should create a dynamic, north-south pedestrian circulation pattern, focusing on a series of Cultural Anchors and Theme Areas. The anchors will act much like the anchor stores in a commercial mall and provide draws for pedestrians to move along the waterfront and visit both businesses and cultural destinations. Pedestrians could circulate, for example, along The Strand south to Duke Street/Point Lumley, and return north along Union Street and its shops and restaurants continuing northwards to Founders Park and beyond to Oronoco Park and the north end of the waterfront.

- Anchors: There should be three principal Cultural Anchors in the central waterfront:

  The **Northern Cultural Anchor** should be at West's Point (now Robinson Terminal, North)/Oronoco Bay Park. With performance areas, and a historic backdrop, this area will also be an important local draw.

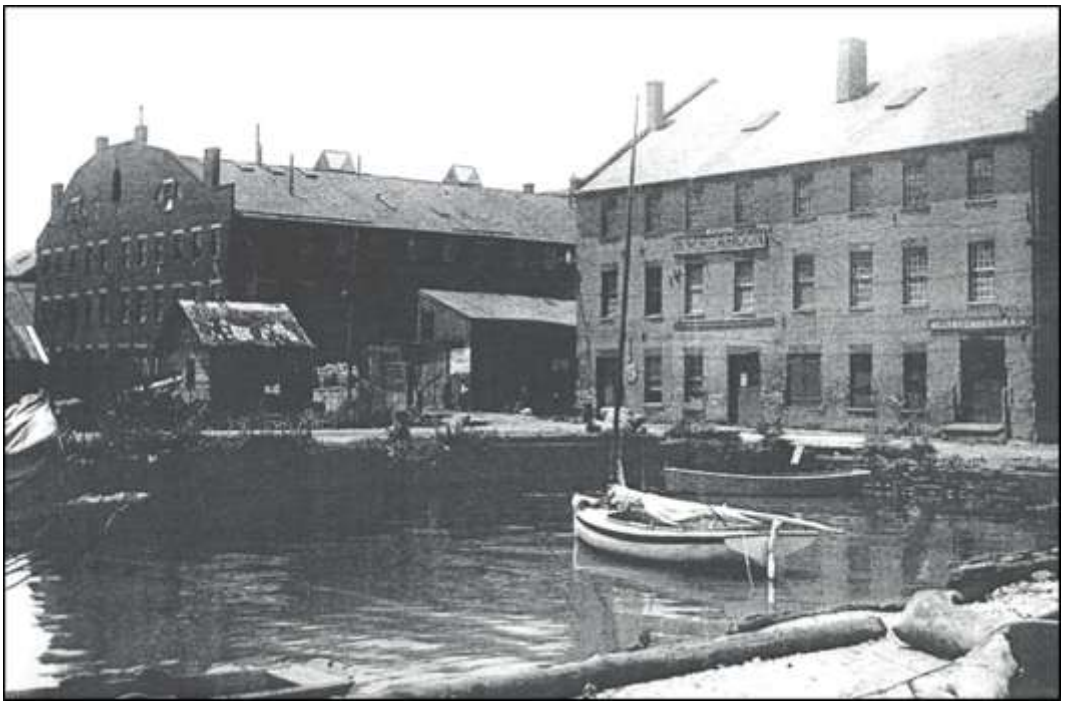
  The **Central Cultural Anchor** should be the Torpedo Factory Arts Center, which sits at the intersection of water arrivals and the King and Union Streets pedestrian core, as well as the north south axis of Union Street. It offers authentic artwork, and an opportunity to experience and watch artists at work and the Archaeology Museum.

  The **Southern Cultural Anchor** should be the 200 Block of The Strand, including a series of buildings containing both arts and history destinations, docks for historic ships, and the Seaport Foundation.

- Theme Areas: Theme Areas coincide with the existing planning "character areas" in the July 2010 Concept Plan (see Part IV in this plan) with a few additions.
  Each area would emphasize a special aspect and time period of the city's history and its experience, yet would link to sites elsewhere along the waterfront or in the city. The areas will combine history and art, and are described below.

  The themes are true to their locations and represent most major periods of Alexandria's history. They provide for distinct character, thus providing a diverse set of environments and experiences. The Themes and Character Areas are:

  Ambitions – Rivergate and Tidelock Parks
  Transformations – Oronoco Bay Park
  Origins – Robinson Terminal North / West's Point
  Foundations – Founders Park
  Witness to War – Marina to Queen Streets
  Gateway – King and Union Streets
  The Working Seaport – The Strand



100 Block South of the Strand ca. 1910, McVeigh's and Reardon's Warehouses.
Alexandria Library, Special Collections, William F. Smith Collection

7) <u>The City should "Brand the Strand" as the key waterfront destination of the central waterfront</u>. Treating the entire Strand as a whole and marketing it as an authentic Alexandria experience which sets the city apart regionally, and nationally. The Strand should be the Waterfront's King Street—the key north-south axis for pedestrians. The Strand should be returned to its historic use and character. It should link the waterfront areas, be continuous and have a physical identity from Wolfe Street to Queen Street.

Key features should be:

a. Create the feel of the historic, working waterfront in the 100–200 South blocks of The Strand, the area bounded by the river, Robinson Terminal South/Point Lumley, Union Street, and King Street. It contains all the surviving 18th- and 19th-century historic fabric of the working waterfront. This area should be highlighted to create what was once its character. The scale and positioning (perpendicular to the river) of any new construction and park improvements should also be consistent with and echo the wharves, warehouses, and businesses that were there in the past.

b. Make The Strand a pedestrian zone, from King Street to the proposed walk through at Point Lumley (Robinson Terminal South). Link the zone to the pedestrian area at the 0 block of King Street, and also to the Marina boardwalk and Queen St/Thompsons's Alley. With the exception of the trolley and appropriate overnight deliveries, and access to the proposed parking lot for the Old Dominion Boat Club, the area would be limited to

foot traffic and carriages. Make sure the 100 block of The Strand does not just become a garage entry and restaurant maintenance area, with dumpsters and crates.

c. Eliminate the proposed hard surface promenade in Waterfront Park and Point Lumley in favor of a gravel path as exists in Oronoco and Founders parks. The planned promenade is sterile, and creates a hard edged, artificial, and uninviting barrier. This path should be set back slightly from the water, and shaded. These parks should be informed by the wharves and linear designs perpendicular to the river, while providing intimate-feeling spaces for sitting.

d. Permit horse drawn carriages and carts along the waterfront, based in the Strand. These carriages should be allowed to move up and down the Strand and beyond, and to the interior of Old Town.

e. Union Street should be activated and associated again with the waterfront. It is the natural link to the rest of the urban grid and has interesting retail on the 100 and 200 South blocks. Establishment of a history center in the 200 South Union Street warehouses and mill. The Art League can help this effort.

f. Reuse all existing historic warehouses in the 200 block of South Union Street to create a showcase History Center for Alexandria. The City should take advantage of: Wattles Corn Mill, Fowle's Warehouse, and the building at the southeast corner of Union and Prince. All the City's various museums, archives, and history programs can use space here to promote themselves, along with rotating special exhibit space. In addition, private and non-profit history organizations in the city should be given access to exhibit space on a temporary basis. A portion of the first floor should also be used for the History Shop and perhaps additional, related retail, and a cafe.

   This area can also be grouped with the Art League and Seaport Foundation to create the Southern Cultural Anchor, to reinforce key and enduring themes a "working Seaport" and "Made in Alexandria."

g. Use the History Center as the starting point for an Alexandria's history experience. The Center should include an introduction to the city's history, deeper interpretation of major themes and events across the waterfront and city in context, and offer rotating exhibits. By introducing such material here, themes can be interconnected along the waterfront and lessen the need for signage and interpretive materials elsewhere. The center should act as the starting point for historical destinations across Old Town and the greater city.

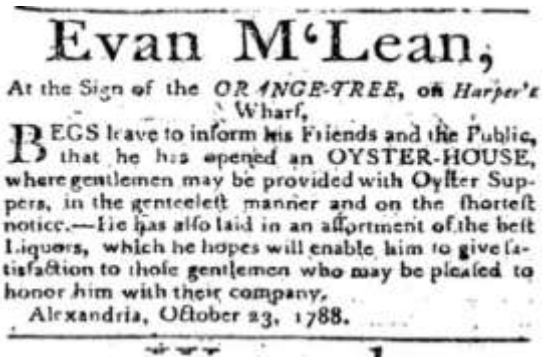
h. The History Center might also include permanent space for the Archaeology Museum, if it is found to be the best location for the museum. The AAC has not determined the needs of the Archaeology museum and office or where it ought to be housed. If, after careful study by AAC and the City, it is found that those needs would be better met if the offices and museum moved from the Torpedo Factory Art Center, their archaeological materials and reconstructions of finds such as wharves, ships, and factories could help form the core of the Southern Cultural Anchor.

i. The City should explore with the Seaport Foundation a permanent site in the redeveloped and repurposed Southern Cultural Anchor in The Strand/Point Lumley area. This area was associated with shipbuilding from the earliest time in the city.

j. The City should attract sailing ships and other historic vessels as permanently berthed attractions in The Strand/Point Lumley area. These could range from the skipjack currently at National Harbor to a recreation of Washington's brig, *Farmer*, to examples of the steam-driven ships that served the waterfront. These should be privately supported, but the City should make space to accommodate them.

k. The City should explore with the Art League what its needs and preferences are and consider finding them space in the Strand area/Southern Cultural Anchor.

l. If the proposed restaurant building on the 100 Block of the Strand in Waterfront Park, and above the possible ODBC parking is approved, it should appear as a pair of traditional Alexandrian taverns. Union Street was lined with taverns, and this is an ideal theme to follow, even if they are not replicas. They should be named after historic taverns, and use traditional signage and interior design.


Evan M'Lean,

At the Sign of the *ORANGE-TREE*, on *Harper's* Wharf,

BEGS leave to inform his Friends and the Public, that he has opened an OYSTER-HOUSE, where gentlemen may be provided with Oyster Suppers, in the genteelest manner and on the shortest notice.—He has also laid in an assortment of the best Liquors, which he hopes will enable him to give satisfaction to those gentlemen who may be pleased to honor him with their company.

Alexandria, October 23, 1788.

An advertisement for an oyster house on Harpers Wharf on The Strand.

m. If the Strand Restaurant use is approved, the outdoor seating should be

expanded to more of a plaza or town square, possibly terraced closer to the water. It should be bordered with trees for shade, and should be envisioned as the "go to" place for visitors and residents alike. It should have the feel of a broad boulevard seating area as in Paris but with a sense of the wharves.

n. Beachcombers at 0 Prince Street should be restored as an operating restaurant, retaining its original design and name, with dining on the rooftop. This building has been a treasured part of the Alexandria waterfront in the recent past and should be again.

8) Preserve and enhance period streetscapes and pedestrian circulation in the waterfront area (not just the waterside) in their variety. The principle "first do no harm" is important to the authenticity of the Alexandria waterfront. Much of the historic fabric directly adjacent to the river, and even a block away, has been lost. What remains does still echo the city's past in different periods and offers visitors a unique experience to "travel back." New development and planned recreation areas should be minimized. The 100 and 200 blocks of North Union Street should be an integral part of planning so they retain significant historic structures and businesses.

9) Use historic names. To reinforce the authentic historic waterfront, use historic names for places, parks, buildings, and alleys. Rename "generic" sites or places with historic names, and connect past names with new sites. (See Appendices 4, *Historical Place Names & Interpretive Ideas,* and 5, *Chart of Historic Wharf Owners and Selected Activities and Products*).

10) Use historic materials in pavement and wharves, and new construction. Choose unifying elements (historic gas lamps, street signage, paving, trash barrels, etc.) across the waterfront. Materials can also be modern adaptations closely resembling historic materials.

11) Mark the original shoreline in the pavement at key public points. Recommendations for exact locations by street are provided in an appendix map.

12) Save the existing, underused and threatened historic buildings in The Strand/Union/ Lumley area and preserve them intact for adaptive reuse. In particular, the City should ensure that the three warehouses in the 200 block of South Union Street be restored to 19th-century appearance and adaptively reused. The surviving historic structure at Robinson Terminal South (0 Duke Street) should also be protected in any redevelopment.

13) Restore and or create east-west corridors. Alleys allow a more porous pedestrian connection, and open waterfront vistas from Union Street and to the interior.

New development with alleys will feel "open" rather than restrictive. In addition, any future redevelopment at Robinson Terminal South or in the proposed redevelopment where the Art League and Strand shops are now should include alley passages reminiscent of historic ones.

14) The Waterfront Plan should encourage pedestrian movement in an east-west manner into the city and neighboring cultural sites not just north and south. Many waterfront sites have direct connections to museums, buildings, places, and events just a few blocks from the water. Good examples are the relationships between the homes of merchants and their wharves and warehouses, as well as the Civil War experience and fires.

15) Beautify alleys. Make alleys a draw as experiences in themselves, inviting, safe, and paved in a manner to evoke historic materials and their historic names.

16) New construction should be compatible with the historic district, but be genuine contemporary works. The plan should encourage visionary, and potentially iconic, additions to the waterfront, but conform to existing Old and Historic District requirements. These additions should be in harmony with the existing character and features of surrounding structures and the historic fabric of Old Town. They should not overwhelm the surrounding historic fabric or distract from the general authenticity of the waterfront and its neighborhoods. They should draw their inspiration from the variety of waterfront structures and activities for periods here by character areas.

17) New construction should avoid large, monolithic buildings in favor of facades which appear to be multiple structures. For example, the building which might replace the current Art League and Strand structures should be of a scale similar to surrounding buildings, with a facade broken up to appear as more than one building, and oriented much like old warehouses with varying roof lines and heights. This History Plan provides historic photographs of that area as well as examples of successful "varied" facades and appropriate mass and scale from elsewhere in the city.

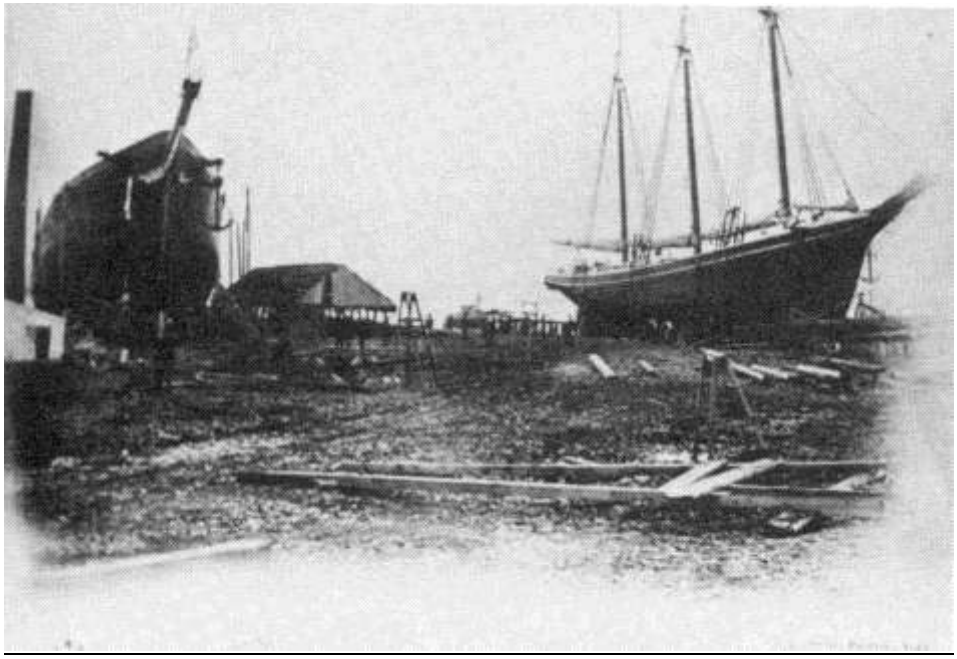
18) The City should create a set of preservation and design guidelines specific to the waterfront. These guidelines should be consistent with the Board of Architectural Review guidelines, but should also reflect the need to preserve street and waterscapes, as well as historic vistas. It should echo the historic reality of different time periods and styles.

19) The City should recreate a historic gateway area at the foot of King Street. This plan recommends that the historic ferry arch could become the iconic symbol of arrival. This gateway should include a permanent concierge site to assist visitors with planning their visit to Alexandria. It would be located near the intersection of King and Union, possibly in the space now occupied by the History Store in the arcade by the Torpedo Factory. The concierge would be staffed and would

help visitors not only plan destinations, but book entertainment, hotel rooms, and restaurants. It would also offer directions to destinations throughout the city. The Strand and King Streets vista of Fitzgerald's Warehouse and the Roberts Grain Warehouse should not be obstructed by any new construction such as a tall, roofed pavilion or Strand restaurant. The 100 block of The Strand should reinforce the historic character for all those arriving by water.

20) The history and arts elements of the Windmill Park plan should be more closely reconciled with and connected to the Waterfront Plan, both in continuation of the plan's themes and in treatment and materials for implementation. Such reconciliation need not reopen the Windmill plan, but may address additional elements or altering some treatments (or markers) to unify them with the final Waterfront Plan. This includes historic interpretations of Wilkes Street Tunnel.

21) The Waterfront Plan should not duplicate the history elements already present in the Jones Point Interpretative Plan (National Park Service), but instead complement them.



Alexandria Maritime Railway & Shipbuilding Co., late 19th Century,

between Gibbon and Franklin Streets.

William F. Smith and T. Michael Miller, A Seaport Saga, Portrait of Old Alexandria, Donning, Norfolk, 1989

IV. Theme/Character Areas

The drivers of the mules that towed the barges on the Alexandria Canal were often children of the Captain.
Thomas Hahn Collection

> *I was walkin' that towpath and did a six-hour trick nigh and day. I don't think there's an inch of it that I haven't tramped a couple of times. I were barefoot the whole summer.* **Joe Sandbower as quoted in The C. & O. Canal Boatmen 1892-1924. Thomas F. Hahn, The American Canal & Transportation Center, Shepherdstown, W. VA., 1980.**

Overview

The History Plan Theme Areas are essentially the locations of the Character Areas listed in Section 3 of the City's draft (July 2010) Waterfront Plan. These are geographic locations which are generally ordered north to south and are described in detail below. Each area combines history and art to varying degrees. To avoid repeating material, and reduce signage, each Theme Area emphasizes a special aspect or time period of the city's history and experience and links to related sites elsewhere along the waterfront or in the city. ***The proposed History Center in The Strand/Southern Cultural Anchor supports and unites the Theme Areas, providing opportunities for fuller interpretation, integrating the context across areas, and acting as the hub of programming which enriches understanding of each theme and location.***

The July 2010 Plan Outline lists several sub-categories to each area, not all of which apply to the History Plan, which in most cases addresses the *General description/inspiration/vision* and *Recommended Historic Elements*, and additional recommendations. The History Plan also provides specific sites, places, and events to be interpreted, examples of types of interpretation, and potential opportunities for art. Interpretation will center on people, places, and stories, and in the context of the American experience. Real people and their daily lives, as well as witnesses to history, form the core of the physical representation of history and programming.

This History Plan is not intended as a final guideline, but as a framework from which to write an Art and History Master Plan and Cultural Guidelines as the next step towards implementation.

Circulation of Pedestrians to Anchors and Theme Areas

An important and central concept of the History Plan is the pedestrian movement along the waterfront between the Cultural Anchors and Theme Areas (which are the Character Areas of the Proposed Plan Waterfront Outline). These Anchors and Theme Areas provide a series of different experiences and emphases on the waterfront, allowing people to explore and discover their environment. While the plan generally moves people north and south, it also offers opportunities to draw them to western sites outside the waterfront yet nearby, and connect them to the larger city.

Interpretation Options

The History Plan simplifies and minimizes signage. Displays should be enough to give the interested reader a familiarity with the city, its unique story, and its connection to the American Experience through a combination of wayside interpretive signs, markers, text, graphics, quotes, and artwork. Beyond this, the visitor should be provoked and inspired to learn more, either through multisensory interpretive materials in the History Center and other assets in the City, or with programming such as performers, guides, self-guided tours, and reference materials. Interactive options should be offered as part of a self-guided system such as cell phones, geo-caches, pods or wands. Future upgrades of interpretive technologies that minimize visual disturbance, but maximize opportunities for enhanced learning, should be considered as they become available. Furthermore, technologies must be included to assist diverse populations.[1]

The Arts and History Master Plan should guide interpretation. Here are examples of permanent visual options in ascending order of complexity:

1) Simple marking (individual sites, no interpretive text, e.g. “site of” marker, for self-guided tours. These could be in pavement or on a wall or an outline of a site such as a wharf or building). This includes marking the historic shoreline in parks, sidewalks, and intersections from Oronoco to Duke Streets.

[1] Examples of personal stories that can aid in interpretation can be found in Appendix 6, *People and Stories Connected to the Waterfront.*

2) Simple marking within a theme group (interrelated, perhaps unified by color or design no interpretation, e.g. Civil War, African American, A Working Waterfront, for self-guided tours)

3) Interpretive text (e.g. on a building or wall)

4) Key interpretive text with graphics on City wayside signage in central theme areas. This could include quotes, primary materials such waybills, advertisements, diary excerpts.
5) Representative artwork, coupled with simple identification signage or site marker (murals, mosaics, illumination, water, etc.), which is inspired by actual events—fires, artifacts made in Alexandria, etc.

6) Representative artwork, with a site requiring interpretive text (e.g. Ellsworth, Fishtown, Slavery)

7) Selective figurative artwork (e.g. The Working Waterfront, Slavery), such as people in realistic, active poses—Civil War soldier, African-Americans rolling hogsheads, etc.

8) Selective figurative artwork requiring interpretive signage or materials

9) Major interpretive text, such as wayside interpretive markers (e.g. evolution of Alexandria as a port, Slavery, Central Civil War signage, transportation, shipbuilding)

The History Plan relies primarily on simple markers to create a dynamic and flexible approach to future History programming. These passive, unobtrusive markers, which might be numbered, shaped, or color-coded—or all three—help a pedestrian explore the waterfront on a self-guided tour using materials from the museum or with a guide. A visitor could also create a tour based on his or her own interests using materials and computers at the History Center, perhaps following an individual, an event, or a theme. Instead of extensive text or direct interpretation, the markers would merely denote location, perhaps stating only a building's name and date of construction, or the place of an event. In most cases they can be set in pavement so as not to obstruct views. The markers should be extended beyond the waterfront as well in some cases. These markers could also be grouped by unifying programming and arts themes of their own, such as The Working Waterfront (wharves, shipyards, warehouses, chandleries, taverns, etc.); The African American Experience (free and slaves); The Civil War (buildings, events, etc.); The Evolution of a Seaport; or The Transportation Center.

Beyond these fixed, visual aids to interpretation should be events, programming, first person and character actors and performances, all evoking historic issues in a contemporary setting, creating a living history in Alexandria. The collaborative Arts and History Plan should offer greater detail about these possibilities. Private tour companies, carriage drivers, and trolley audio can draw from real historic information.

Archaeological Potential for Sites, Features and Materials

Many important historic sites along the waterfront remain unexplored and untouched by archaeologists. Much is yet to be discovered about Alexandria's past on the waterfront, and valuable materials still exist at places such as West's Point and Point Lumley as well as elsewhere. The City should develop a careful and thorough archaeological plan for each waterfront area and coordinate at the earliest opportunity for each development to ensure that the sites are properly evaluated, excavated, and preserved, and that materials are recovered, treated, archived, and interpreted.

Carlyle-Dalton Wharf investigation 100 block Cameron St,
Office of Historic Alexandria, Alexandria Archaeology

Excavations should be conducted in sufficient time to allow for the protection of important structural remains *in situ* and interpretation in planning new developments and park improvements. Budgets for this work should be part of project budgets at the outset. In addition, display of artifacts, murals depicting historic scenes based on research, etc., should be part of any new development approvals. History and artifacts from the City's collections can be used to inspire art, landscaping, and interior design features (buried shipwrecks, historic wharf construction, baskets found embedded in a wharf). Planners and designers should take full advantage to access the City Collection and work with archaeologists and historians to create contemporary work completely unique and authentic to Alexandria

Descriptions and Contents of the Theme/Character Areas
(In geographical order from July 2010 Waterfront Plan Outline)

- Rivergate and Tidelock Parks – Ambitions
- Oronoco Bay Park – Transformations
- Robinson Terminal North / West's Point – Origins
- Founders Park – Foundations
- Marina to Queen Streets – Witness to War
- King and Union Streets – Gateway
- The Strand – the Working Seaport

Alexandria shipyard workers, 1919
Library of Congress
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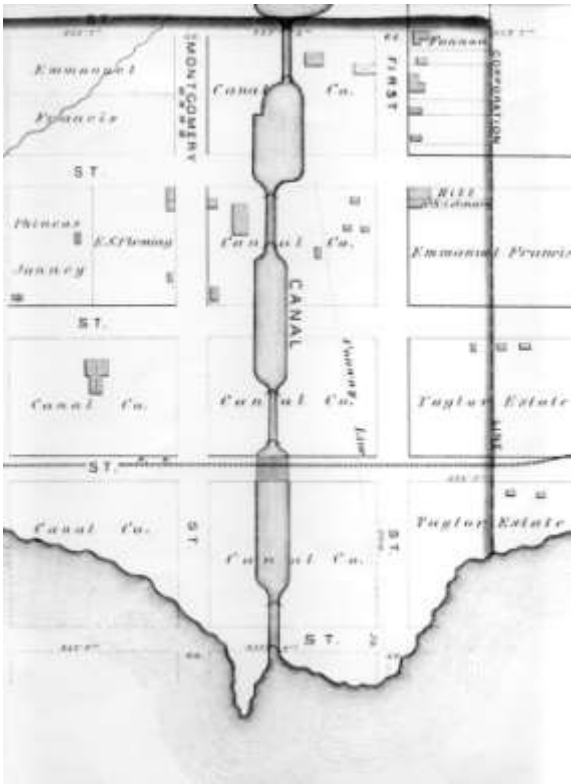
Rivergate & Tidelock Parks

Ambitions



The Alexandria Canal connected with the Chesapeake & Ohio Canal over the Potomac Aqueduct.
G.M Hopkins City Atlas of Alexandria of 1877.

> *Respecting the practicality of … and short communication between the Waters of the Ohio and Potomac … I am satisfied that not a moment ought to be lost in commencing this business.* **George Washington, a long-time proponent of a canal linking the Potomac and Ohio rivers, in a letter to Thomas Jefferson about the Potomack Company, March 1774.**

> *We repeat, now at the completion what we said at the commencement of the Canal. – May this important work succeed and prosper – may it more than realize our warmest hopes – and may it RESTORE AND PERPETUATE the TRADE and PROSPERITY OF ALEXANDRIA.*
> **Alexandria Gazette, December 4, 1843.**

Vision

Rivergate and Tidelock Parks will showcase Alexandria's early ambitions as the gateway from the Ohio Valley and the West to the world, and the town's inability to reach that goal. This area will celebrate the engineering accomplishments of the Alexandria Canal and the aqueduct bridge, and note the City's efforts to act as the transition port between

sea, canal, road, and rail, and will address Alexandria of the 1820s–1850s.

Historical Context

Alexandria Canal tide lock and basin during the Civil War
Mathew Brady photograph, Library of Congress

George Washington saw Alexandria, and eventually the new Federal District, as poised for rapid growth into a major city of international importance. He supported and helped develop plans to develop a canal system, connecting Alexandria to the Ohio Valley. Evidence of the city's hopes is visible in the last remnants of the canal that once linked Alexandria to the C & O Canal at Georgetown and eventually to the Ohio River. The canal itself eventually ran over the multilevel aqueduct bridge at Georgetown that was considered a major engineering feat in its day. The canal wharf area was one of those converted to a river railhead during the Civil War, where locomotives and rolling stock were moved onto specially adapted barges with track on them. This major innovation was devised in Alexandria and was a precursor to the roll-on/off shipping of today.

Recommendations

1) Add interpretive sign about Washington's shared vision for Alexandria as the port city for the Ohio, and how and why it did not come to pass.
2) Artwork representing Alexandria's aspirations

3) Revise and update existing interpretive signs for the canal and aqueduct. Add a figure of a canal boat captain with his hand on the tiller of a canal boat.

Archaeological excavation of the tide lock,
Office of Historic Alexandria, Alexandria Archaeology

4) Use recovered and preserved canal stones in artwork and identify.

Stones recovered from tide lock excavation now in Tide Lock Park
Office of Historic Alexandria, Alexandria Archaeology

5) Interpretive sign for the Civil War riverfront railhead and its innovation at the mouth of the canal

6) Artwork to represent the important glass factory that stood nearby, add small interpretive sign and link to cross-canal African American sign on Montgomery Street near North Fairfax Street.

"Carry-In Boy in a Glass Factory, Alexandria, Virginia" Lewis W. Hine, Child Labor Series, 1909, *George Eastman House, Rochester, New York.*

The glass was made in something like a furnace. It was runny, well, it was more soupy than dough. I'd say it would be more like the dough you make pancakes [from]. They had these long tools that they stick in there and wind around until they got a certain amount…on the stick when they take it out…it looked like a stone…they rolled it up and down, up and down, and there'd be two of us sitting at the molds…I was a mold girl once, and then I also [did] what they used to call "snapper" when it came out of the mold. [I'd] be right there with my…gadget and snap it off…When I first worked there I was making $3.00 [a week]…we got paid every two weeks…When the factory closed down I was making $15 a week. **As recounted by Mrs. Virginia Knapper, March 24 1982. Alexandria Legacies Oral History Program, Office of Historic Alexandria, Alexandria Archaeology Museum.**

Oronoco Bay Park

Transformations

The USS Pensacola off Alexandria, 1861
Library of Congress

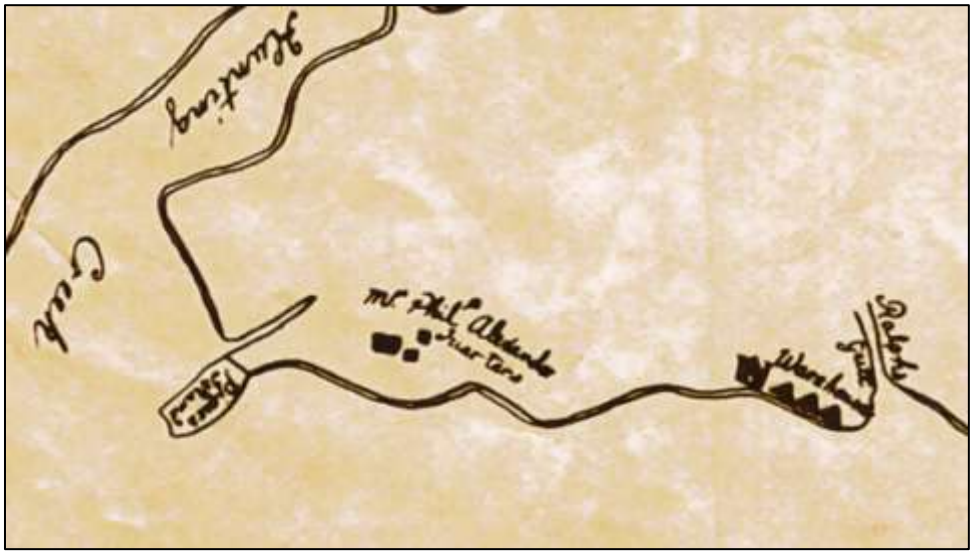
> *This deponent further states that he perfectly remembers that there was a great quantity of Ivy growing round the lower edge of the lot to the westward of the present warehouse lott which lies along the Gutt or Marsh on part of which last mentioned lott the kiln for burning tobacco stood….*
> From a deposition by Thomas Graffort, age 79, in 1753, who once picked tobacco in Hugh West's new warehouse. **"A Suit in Chancery in the County Court of Fairfax." Pen Portraits of Alexandria, Virginia, 1739-1900. Michael T. Miller, ed., Maryland: Heritage Books Inc., 1987, p.5.**

Vision

Oronoco Bay Park and West's Point should form the Northern Cultural Anchor of the waterfront, with park portion offering open space for community and performing arts events. This area will showcase the pre-European environment, with an open and natural feel. It should quietly evoke Ralph's Gutt, the original crescent bay, and the importance of Alexandria as a rail center starting in the 1850s.

Historical Context

In the first years of the town, this area lay beyond the northern boundary. A creek ran through Ralph's Gutt and emptied into the Potomac at the southern side of the park. Much of the marshland here and to the west and south was used as pasture. The park shoreline should recall its original appearance as much as possible, and offer an example of how much the shore has been altered. Some of this land was created by filling in flats with cultural materials such as a ship,



1746 map (Cropped) showing Ralph's Gutt
Jennings Survey, Book of Surveys, 1746 Platt, Fairfax County Courthouse, Fairfax, VA

which still lies beneath the park. By the mid-19th century, it was industrializing. From the 1850s on, a railroad served the wharves, warehouses, lumberyards, coal depots, and other bulk materials handlers at what is now Founders Park, West's Point, and the Oronoco-Pendleton area, and ran north through what is now the western edge of Oronoco Bay Park. It was an important logistical rail head during the Civil War. Evidence remains of that railroad heritage, with the last active track on the waterfront.

Recommendations

1) Naturalize the shoreline and emphasize native plantings as well as historic and imported ones.
2) Naturalize or open Ralph's Gut; add a Cleansing Sculpture; provide historic map and text.
3) Mark site of railroad roundhouse in the 500 block of North Lee.
4) The proposed boxcar theater should be either a vintage railcar, or a reproduction of one.
5) Interpretation should be linked to the numerous and important Civil War rail sites along the waterfront.
6) Sculpture of Margaret Brent, first owner of property on the waterfront in the 17th century.

7) Personalize the story of transformation with a figure, such as a 17th-century tobacco farmer planting or picking tobacco. This figure could represent Ralph Platt. Images of such a figure are on the Jamestown-Yorktown Educational Trust website, paintings by Sydney King.
8) Retain the remnant rail track from the waterfront back to the main line to allow future, special rail events or programming such as vintage steam locomotive visits.

The Quartermaster Wharves at the foot of Montgomery Street, circa 1863. In the foreground are tracks that ran along the river through what is now Oronoco Bay Park and beyond.
National Archives

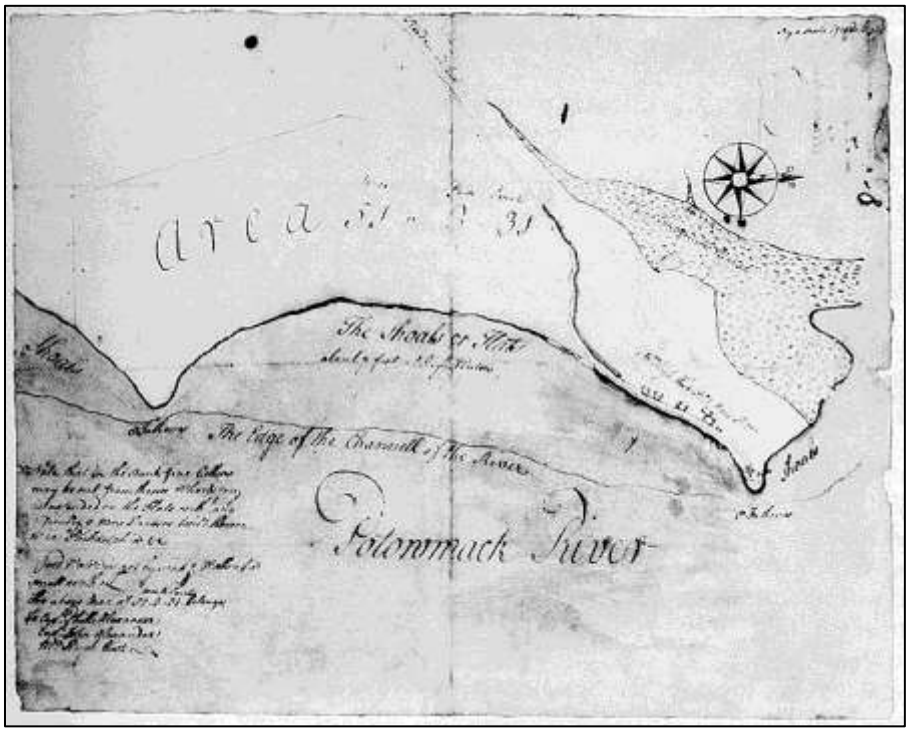
Robinson Terminal North / West's Point

Origins

Fry/Jefferson Cartouche showing hogsheads of tobacco on a wharf

Vision

West's Point and Oronoco Bay Park comprise the Northern Cultural Anchor of the waterfront. The West's Point portion, which runs from the water west up Oronoco to Union Street, represents the origins of Alexandria—and the idea of America—in the early to mid-18th century and the importance of tobacco to the development of the town. Time period: the colonial era, especially the 1730s and 1740s.



1748 Map of what would become Alexandria.

Historical Context

West's Point is the earliest continuously occupied site in the city, and probably had warehouses and a wharf for tobacco even before a public warehouse for inspection was built in the early 1730s. It was from this settlement, at the foot of a rolling road, with a clutch of buildings and a ferry that Alexandria emerged. West's Point sits at the northern end of the cove which once ran down to Middle Point (Point Lumley), and is part of the original waterfront shoreline. It has been the site of various commercial activities since the 18th century and remains an important deep water anchorage for ocean-going vessels. West's Point was also the site of the arrival of Major General Edward Braddock's forces in March 1755. Braddock's march west to confront the French and Indians changed the future of the colonies and contributed to the experience and respect of a young George Washington and others who became the leaders of the American Revolution. Over the years, West's Point was enlarged to the east and north

1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.
City of Alexandria, Office of Planning and Zoning

Recommendations

1) Emphasize the name West's Point in future development. Interpretive text about the West family and it's enterprises at the point. Call the pier a wharf, and name it either West's Wharf or Tobacco Wharf, and echo historic materials. Name a public house/restaurant in the development after West's Ordinary.
2) Design new development in a way that demarcates the original shoreline, possibly with break in buildings. The height of buildings should be in keeping with waterfront and zoning guidelines. Buildings should echo the scale and character of early warehouses and inspection station which stood there in the mid-18th century.
3) Landscaping should use native plants and examples of tobacco.

4) Interpret sites of early warehouses, when known (probably west of Union Street), and the original shoreline with simple, in-ground markers. Include a text and map depicting the evolution of the waterfront. Interpret site of first ferry and first private and public wharves on the waterfront.
5) Artwork and interpretive text about tobacco and Alexandria, the Potomac, and the tidewater, tobacco society. Interpret origins of the name Oronoco. Mark termination of the Rolling Road at Oronoco Street. Artwork to include a hogshead, possibly being rolled by African-Americans.
6) Interpretive text, artwork, about the landing of Braddock's army. For example, a figure of a member of the 48th or 44th Regiment of Foot of the Braddock's army marching up Oronoco Street with musket over his shoulder. Link to other sites in city about the importance to the American identity of the time (Carlyle House and encampment to the northwest.)
7) West of Union is the site of the Beverly estate, as well as possible sites of Fishtown. Interpret these.
8) Retain the vestige rail line at Pendleton, which is the last remnant of the working rails to water which were so important to the city.
9) Interpret the gasworks which stood nearby at the corner of Oronoco and Lee, and use original-style gas street lamps at that corner. Mark the use of the Gasworks for Civil War ballooning with artwork and an interpretive sign.
10) The concept plan carousel is not compatible with this vision.

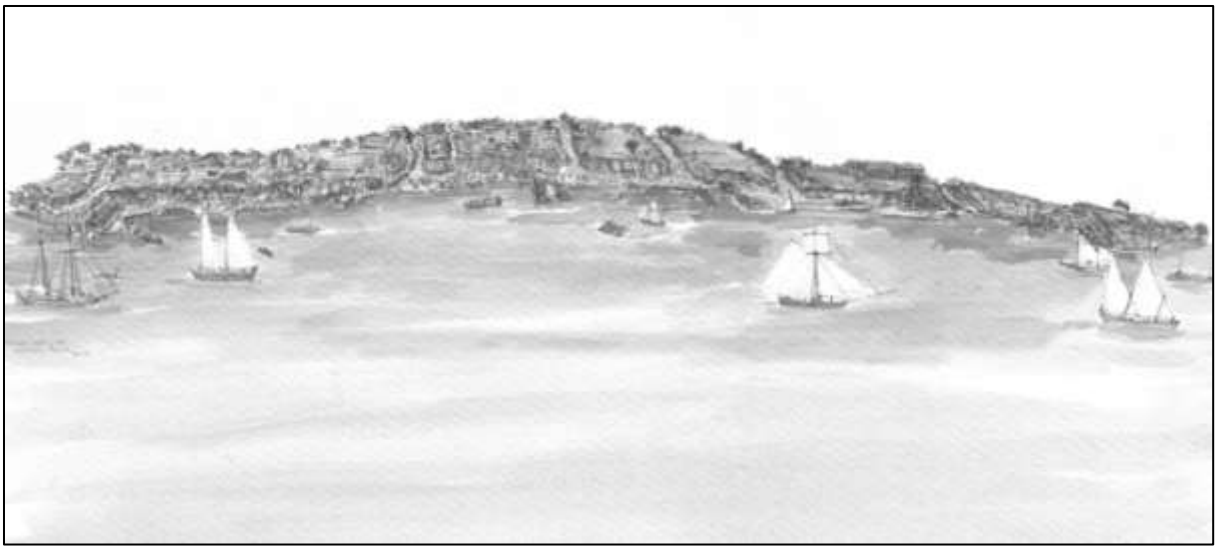
If the area is also developed in coordination with the Pipefitters building:

11) Interpret the site's strong connection to the railroad, which had its passenger and freight depots in the 200 blocks of Princess and Oronoco.

USMRR, Quartermaster Corps Depot (Alexandria, Loudon, and Hampshire RR), at Princess Street. To the right distance, the coal wharves. Behind the depot and rail yard is present day Oronoco Bay Park.
Library of Congress

Founders Park

Foundations



Alexandria Waterfront, circa 1764
Drawing by Elizabeth Luallen based on research conducted by
City of Alexandria/Office of Historic Alexandria, Archaeology staff and volunteers

> *In the evening we returned down the river about sixteen miles to Alexandria, or Bel-haven, a small trading place in one of the finest situations imaginable. The Potomac above and below the town, is not more than a mile broad, but it here opens into a large circular bay of at least twice that diameter. The town is built upon an arc of the bay; at one extremity of which is a wharf; at the other a dock for building ships; with water sufficiently deep to launch a vessel of any rate of magnitude."* **(1759, After visiting the Great Falls of Potomac), Travels Through the Middle Settlements in North America, Rev. Andrew Burnaby, London, 1775**

Vision

Founders Park, between Oronoco and Queen to the east of Union, should celebrate the creation of Alexandria as well as Alexandria, DC, and its development as a trading and commercial center. It should also explain the founding in the context of the independence of the United States, and link the larger story to local figures such as Washington, Mason, and less well known individuals and their experiences. The park is for passive use, and interpretation should center on the founding to incorporation period, 1749–1779, through the founding of the District of Columbia through retrocession to Virginia in 1847. It should also quietly reflect the evolution of the city, the challenges of its development, and the many uses of this part of the waterfront.

Historical Context

George Washington's "A Plan of Alexandria now Belhaven," 1749.
Library of Congress

Founders Park is part of the northern section of the original waterfront of the 60-acre 1749 town. Like the rest of the original cove, by the 1790s it was filled in from what is now Lee Street with usable property and wharves. The founding generation created Alexandria as a port town to take advantage of its relative proximity to the Virginia hinterland and the Ohio valley and the west, as well as its position as the best ocean going anchorage on the river close to the fall line. Founders Park and the areas around it handled goods and materials brought in from the west by road, canal and rail for shipment via the Potomac. It eventually became among the grittiest and most industrial sections of the waterfront. Lumber, fish, grains, flour were warehoused, processed and shipped from here. This was also the center of Alexandria's important coal trade, and the city gasworks were at Oronoco and Lee Streets. A rail line ran down Union Street to Wilkes (and an elevated rail line briefly ran above a portion of it serving the coal yards), moving bulk materials to and from ships and destinations across the region and the eastern seaboard. This was also one of the processing point for ice shipments from Maine and portions of the local ice trade.

The Mutual Ice Company, Cameron Street, 1904.

1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.
City of Alexandria, Office of Planning and Zoning

During the Civil War, the wharves handled grain hay and other supplies for the Union Army and the rail connection expanded. The seasonal fish wharves were also located here, and each spring, throughout most of the 19th century on, perennial shanty Fishtowns sprang up.

Salting fish on at the Fish Wharves, 1912, between Queen and Oronoco Streets.
Alexandria Library-Local History / William Smith Collection

Recommendations

1) Interpretive sign and artwork commemorating the founding of Alexandria in 1749, listing the names and stories of the 11 original trustees (detailed interpretation and materials in the City History Center on The Strand).
2) Use traveler's accounts and other primary materials to describe the early appearance and future promise of the city (see appendices for examples).
3) Interpret the role of Alexandrians in the founding of the country, especially in the lead up to the Revolution and the generation contributing alongside George Washington, in particular the Committee of Correspondence (which supported the actions of Boston) and the Fairfax Resolves (which took place at the old courthouse on Fairfax Street and can be seen as the ancestor of the Bill of Rights).
4) Map of the waterfront, the infill process and evolution of the city, with simple interpretive sign explaining Alexandria's historic street names. Interpret Alexandria as part of DC from 1801–1847, why it was retroceded, and noting the original cornerstone at Jones Point, the other surviving stones in the City, mentioning Benjamin Banneker's role in the boundary survey.
5) Note the locations of the various coal, lumber, and other warehouses and depots along the shore and Union Street, and using simple markers and names without interpretation (see appendix for names). This is an opportunity for figurative artwork celebrating the people who worked these difficult occupations.
6) Note Fishtown using artwork and a simple interpretation to explain it. Use a group of figures of African-American women heading herring.
7) Redesign path at south end of park as Kirkpatrick's Wharf using historically accurate materials and interpret with artifacts from the archaeological excavations west of the wharf.
8) Interpretive artwork on the office building wall at the south end of the park at Queen Street showing the Wharf over time.
9) Panel describing the founding of the preservation movement.

William Smoot & Co, Between Oronoco and Princess Streets.
Alexandria Library, Special Collections

Marina to Queen Streets

Witness to War

Guard Boat, at Alexandria wharves, ca. 1863
Library of Congress

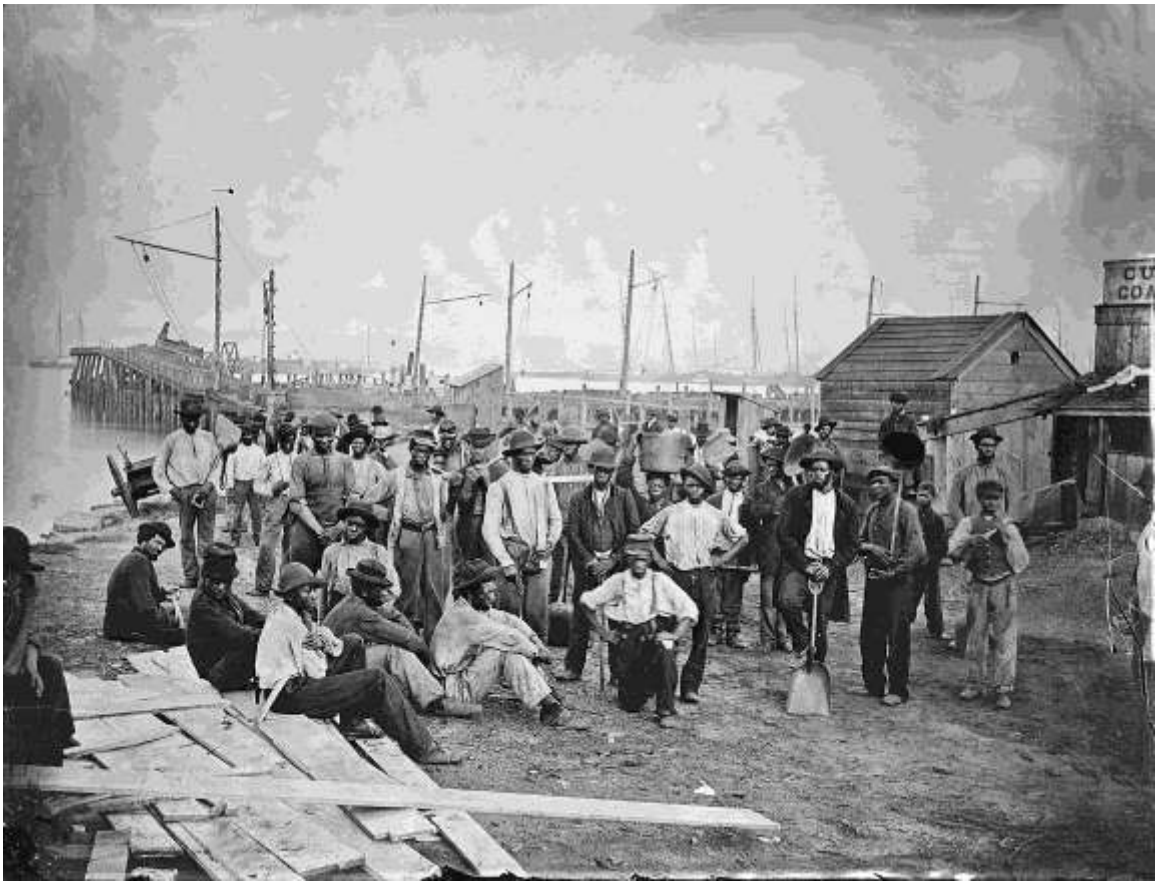
There has been, we expect, few places more affected by the present war than Alexandria. Not six months ago, a thrifty growing city – with an energetic, prosperous, and happy population … But … a sad change has come over the good old town. A large number of the oldest and most respected families are no longer 'of us,' having left their homes at the beginning of the war…The wharves, too, where once were all bustle and activity, are now, save when a transport or pungy arrives, almost bare, and on our broad majestic river no ships appear save those used in the service of the Federal Government. **Pen Portraits of Alexandria, Virginia, 1739-1900. T. Michael Miller, ed. Maryland: Heritage Books Inc., 1987.**

Vision

The Torpedo Factory Art Center is the Central Cultural Anchor of the waterfront, and the primary arts destination. Alexandria's history is also interwoven with the wars of the nation from the time of Braddock to the present. This section of the waterfront crosses Alexandria's major wartime experiences with its varied commercial past through the 20th century. It will also be one location to discuss its role in the slave trade and African American contributions. It will reflect aspects of the 1860s through the World Wars.

Historical Context

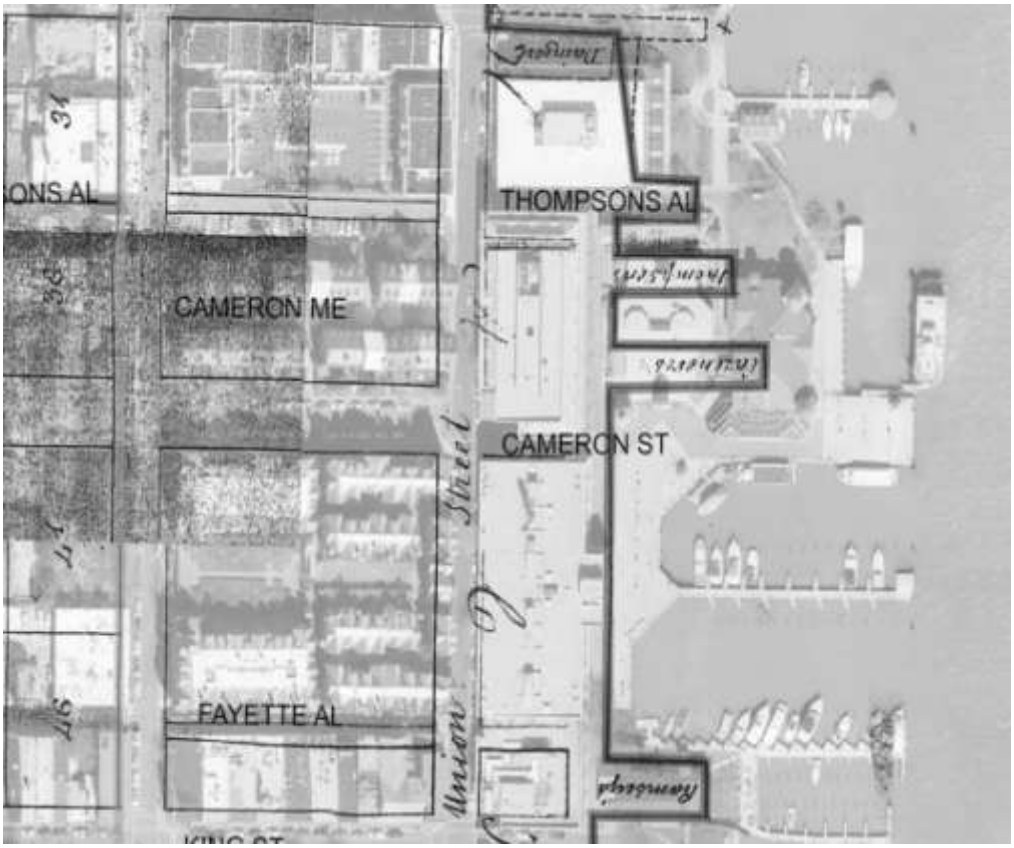
Alexandria's waterfront has played a role in the nation's major conflicts since colonial days in the mid-18th century, when Braddock's army landed during the French and Indian Wars. Close to the Kings Highway and the last important port on the Potomac close to the fall line, the town was an important southern supply point during the American Revolution, during which Governor Thomas Jefferson marked it as the depot for materials for the defense of Virginia. During the War of 1812, it surrendered to the British and was plundered in 1814. During the Civil War, Alexandria, protected by a string of forts and batteries, was the center of Federal operations in Virginia, and the logistical and railroad head, hospital center, the bivouac for many units of the Army of the Potomac, and the embarkation point for operations in the tidewater and Peninsula Campaigns. The Civil War was probably the most important event in the city's history, and transformed Alexandria forever. It dealt a major blow to its development, and the city fell further behind others of its size and importance. It also opened opportunity and civil rights to African Americans thousands of whom fled to Union-held Alexandria and contributed their labor to the war effort.



Freedmen laborers at the Quartermaster Coal Wharves at Montgomery Street in Civil War Alexandria
Library of Congress

Aerial View of King Street, 1935. The WWI portion of the Torpedo Factory is seen on the right and the Old Dominion Boat Club is next to it at the foot of King Street

In the 20th century, the waterfront was the scene of shipbuilding and the construction of a torpedo plant during WWI, and continued to play a role in national defense through WWII and beyond. This portion of the waterfront also reflects a special aspect of the city's growth—into the river. Much of the contemporary waterfront was created by a "banking out" process. Many features and surviving buildings point to that evolution. Original waterfront property owners were permitted and encouraged to extend their land from the river bank out into the Potomac. Their houses, once on the waterfront on a high bluff, ended up some two blocks away from the water with warehouses in between terminating in their private wharves. Here, and to the immediate west (north side of King Street in the 100 and 200 blocks), were the wharves and warehouses of such merchant founders as William Ramsey, John Dalton, John Carlyle, and Jonah Thompson, who cut down the bluff between Fairfax and Water and then banked out from Water to East of Union Street.



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.
City of Alexandria, Office of Planning and Zoning

The Torpedo Factory in the 1920s.
Library of Congress

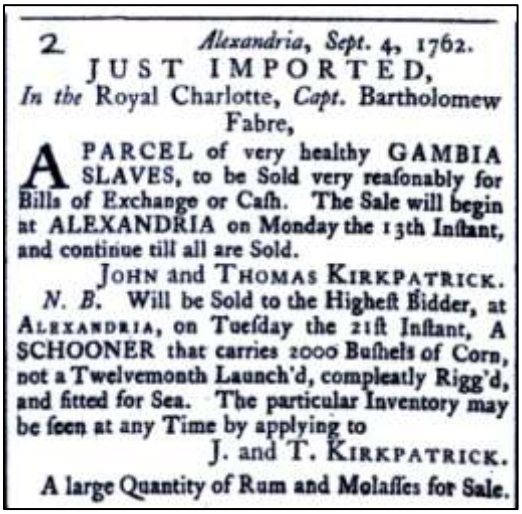
Recommendations:
0 Cameron Street:

- Interpret Colonel Elmer Ellsworth, the landing of Federal Troops at Cameron Street in May 1861, and the initial occupation of the City. This sign should be linked to the route to the 1861 telegraph offices and the rail depots targeted by Ellsworth, but also the course of the detour to the Marshall House. It should also reference the two other columns of Federal troops and where they entered the city from the north. A figure of a New York Fire Zouave Union soldier in full uniform in an action pose.
- Interpret the importance of Alexandria to Federal operations in the Civil War, the occupation and the waterfront, but the principal interpretation and materials would be available in the History Center. Also interpret the city's role as the capital of Federally-occupied Virginia.
- Interpret the site of the icehouse at the foot of Cameron, and add interpretive feature about the importance of ice to Alexandria's trade. Link to Gadsby's icewell on Cameron Street.
- Eventually convert food court to cultural asset.
- Rename city docks after historic wharves on those sites. For example, the area at the foot of Cameron should be renamed Cazenove Wharf, its Civil War name and that of an important merchant of the era.
- Interpret Alexandria and National Defense: WWI and WWII.
- Interpretive sign about the 20th-Century Waterfront.

Colonel Elmer Ellsworth and the Marshall House.
Library of Congress

0 Queen Street:

- At Queen Street and the waterfront, mark the location of Kirkpatrick's/Queen Street/Conway Wharf, which was one place known to have been an importation point for importation of African slaves from Senegal and Gambia. The city must study how best to interpret this site, which should have a significant panel and artwork about slavery and the African-American experience and contributions. See also the Strand site.



2 *Alexandria, Sept.* 4, 1762.

JUST IMPORTED,

In the Royal Charlotte, *Capt.* Bartholomew Fabre,

A PARCEL of very healthy GAMBIA SLAVES, to be Sold very reaſonably for Bills of Exchange or Caſh. The Sale will begin at ALEXANDRIA on Monday the 13th Inſtant, and continue till all are Sold.

JOHN and THOMAS KIRKPATRICK.

N. B. Will be Sold to the Higheſt Bidder, at ALEXANDRIA, on Tueſday the 21ſt Inſtant, A SCHOONER that carries 2000 Buſhels of Corn, not a Twelvemonth Launch'd, compleatly Rigg'd, and fitted for Sea. The particular Inventory may be ſeen at any Time by applying to

J. and T. KIRKPATRICK.

A large Quantity of Rum and Molaſſes for Sale.

Alexandria Gazette, 1762

Thompson's Alley:

- Soften 0 Block of Thompson's alley, possibly with new paving and artwork inspired by the artifacts found on the wharf in the 100 block at Jamieson Bakery and the Gemini Tavern: coins, musical instruments, sewing items, and tavern wares. Link to Thompson's wharf and to Jonah Thompson's house on North Fairfax Street.
- Mark sites of the workingmen's taverns on Union and Thompson's Alley, artwork and interpretation describing the workingman of the waterfront.

100 Block of South Lee Street/Cameron Street:

- Interpretive sign on the Lee Street garden wall of Carlyle House explaining the original shoreline, the original Carlyle-Dalton wharf, infilling and also the grading of the 200 blocks below Lee, leaving houses like Ramsay's "high and dry." Also interpret the Council of Governors and the planning of the Braddock Campaign in 1755.

King and Union Streets

Gateway

Foot of King Street showing arch of ferry building, 1900.
Alexandria Library-Local History/William F. Smith Collection

> *I purchased you two lots near the water upon the Main street, as everyone along the rode will be through that street.... The reason the lots sold so high was River side ones being sett up first,* **George Washington in a letter to his brother Lawrence, 1749.**

> *In 1749, Oronoco and Duke Streets extend into deep water, but between them lies an arc of swampy flatland backed by bluffs. When the town lays out its first building lots, George Washington's half-brother Lawrence is a trustee. Because he is away during the July land sale, his brother Augustine writes to him. The chafing at waterfront prices sounds familiar.*
> **"Fitzgerald's Warehouse, King and Union Streets," Diane Riker**

Vision

The intersection of Union and King Streets is the central gathering point for many residents, and for visitors arriving either by water or by land. This area should convey the historic sense of arrival and focus, celebrating the bustle of Alexandria as the point of entrance and departure in the past and present.

Historical Context

The central waterfront retains the oldest surviving waterfront warehouse (Fitzgerald's), and the Old Dominion Boat Club structure has the oldest continual organization and use. This area has some of the earliest private commercial wharves, and for many decades the foot of King Street, and immediately north and south along the waterfront, was the center of bustling passenger activity as well. Ferries to Maryland and DC, packet ships to Baltimore and destinations in Virginia, and ports up and down the east coast made the city a gateway for travelers and immigrants. While eclipsed by Baltimore, especially after the Civil War, Alexandria remained a passenger port into the 20th century. The sites of these passenger wharves remain, many of which became the troop wharves of the Civil War era. This central section of the waterfront also witnessed some of the city's worst fires and, barely above river level, still endures continual flooding.

Both Ramsey's Wharf and Fitzgerald's Wharf, as well as the 100 Blocks of King Street, were constructed in the 1780s and 1790s and became the central core of wholesale trade. The Old Dominion Boat Club stands on Ramsey's Wharf.

1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.
City of Alexandria, Office of Planning and Zoning

Recommendations

0 Block of King Street:

1) To fit the Gateway Arrival Theme, create a permanent concierge site to assist visitors with planning their visit to Alexandria near the intersection of King and Union, possibly in the space occupied by the History Shop in the arcade by the Torpedo Factory Art Center. The concierge would be created in alliance with other visitor centers and offer broad services. It would be staffed and would help visitors not only plan destinations, but book events, hotel rooms, and restaurants. It would also offer directions to destinations throughout the city.
2) Identify Ramsay's Wharf which extends under and beyond ODBC. Link to Ramsay House at Fairfax and King Streets.
3) If the City does construct a long pier at the foot of King Street, it should be offset

to the south—where the original Fitzgerald Wharf was constructed and is still extant. Name the proposed pier Fitzgerald's Wharf, and link to Fitzgerald's Warehouse, the site of his counting house at King and Fairfax, and his home at Duke and Fairfax. Restore Wales Alley to the name Fitzgerald's Alley (which it was). Continue Fitzgerald's Alley to the waterfront with distinctive paving. Interpret Alexandria's private alleys and also the importance of alleys across the old city as a gathering place for African Americans.

4) Figure of a colonial merchant (like Fitzgerald) in tri-cornered hat, britches tied at the knee, large shoe buckles, with a slate in one hand and marker in the other looking up as though checking off cargo being loaded aboard ship
5) On south side of King Street, interpretive artwork about the importance of immigration to Alexandria's growth in the eighteenth and nineteenth centuries. Recognize the Irish who created this wharf and traded here.

John Fitzgerald's Warehouse southeast corner of King and Union built ca. 1796, photo by Virgil Davis ca 1940.
Seaport Saga, Smith and Miller, 1989

100 Block of King Street:

1) Mark the various surviving warehouses and buildings of 100 King Street with simple pavement markers giving only a name and date (interpretation from materials at History Center).

100 Block of Union Street South:

1) Interpret the floods and fires, and the continual rebuilding of the waterfront. Mark the sites of the outbreaks of fire. Use lighting and performance programming to recreate the experience, possibly with visitors themselves participating.

The Strand

The Working Seaport

View from Pioneer Mill, May 1865. (First known photograph of the 200 Block South of The Strand)
Alexandria Library-Local History/Special Collections

> *He settled in Alexandria in 1755 and always understood Lumney [sic] and West point(s) were reserved for the use of the town. Lumney lay on both sides of Duke Street. The warehouse was built on [the] north side [of] Duke on point Lumney. There was dry ground on [the] north side of Duke Street under the bank were the warehouse was built …He remembered that a man could pass (and he himself had) between the west end of [the] warehouse and the bank about the time [the] warehouse was built.*
> ***Deposition of John Muir, Prince William County, Virginia, Land Causes, 1789–1793,*** **Pen Portraits of Alexandria, Virginia, 1739-1900, T. Michael Miller, ed. Maryland: Heritage Books Inc., 1987.**

Vision

The 100 and 200 Blocks of The Strand and South Union Streets contain the last observable vestiges of Alexandria's golden maritime era from the last half of the 18th century into the early 20th century. This area should evoke the character of the heyday of the waterfront in The Strand and use it as the Southern Cultural Anchor. All historic

buildings should be in use and their historic fabric preserved. The City should brand the entire area bounded by Point Lumley (Point Lumney) and Roberdeau Park to the south, Fitzgerald's Alley/King Street to the north, Union Street to the west, and the river as "The Strand," and treat it as an important, must see destination. Marketing this section as an "authentic Alexandria" experience will set the city apart regionally, and nationally. This area will reflect various aspects of the working seaport from the 1790s to the 1890s, with much interpretation centering on the theme "Made in Alexandria." [2] The Southern Cultural Anchor would contain the central historic interpretation hub/History Center as well as the Art League and Alexandria Seaport Foundation.

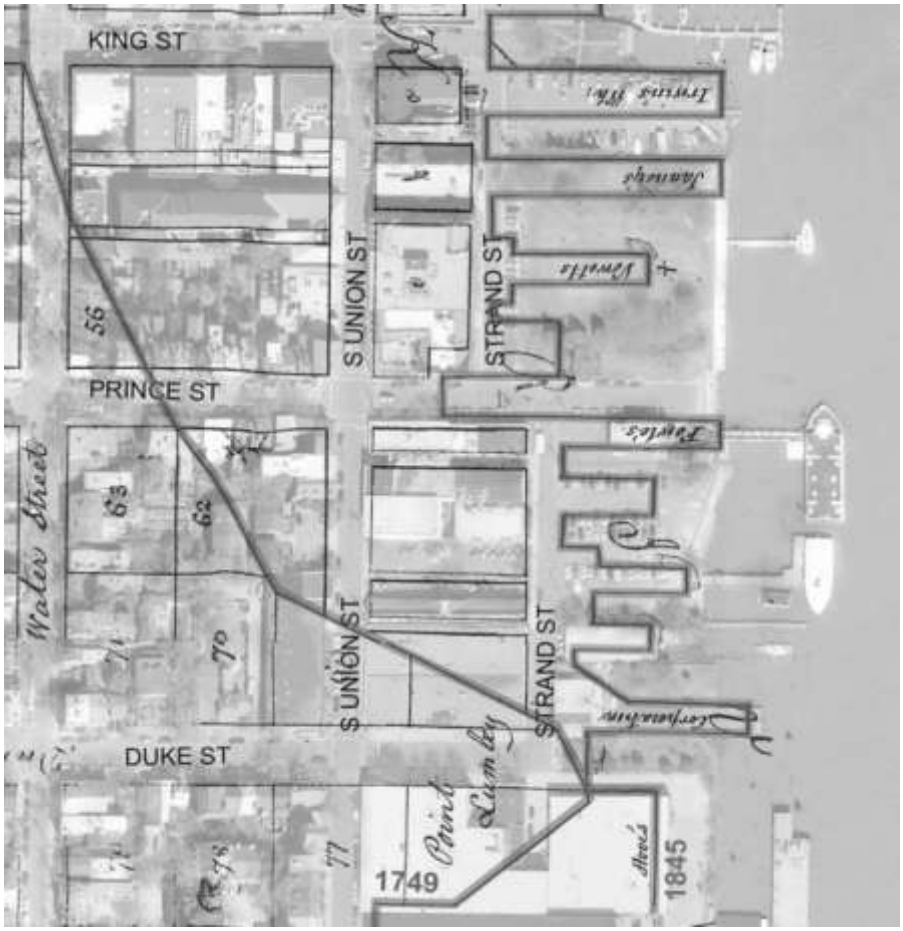
Point Lumley, ca. 1760
Drawing by Elizabeth Luallen based on research conducted by Alexandria Archaeology staff and volunteers.

Historical Context

This area once had many commercial wharves and warehouses, trading with destinations all over the world. The Strand contains all of the surviving 18th- and 19th-century fabric of the city's working seaport, with important vistas and open space. Here Washington conducted business, and the town responded to British threats in the Revolution and the War of 1812, when its warehouses were sacked. Point Lumley to the south was a shipbuilding center from the earliest days, and over time produced everything from small skipjacks to the largest schooners. Some of the ships which protected the city in the Revolution were produced here. Also at Point Lumley was the enormous Pioneer Mill (1852–1897), once the largest structure on the waterfront and one of the largest flour mills in the country. Emblematic of the city's importance as grain and flour exporter, it was destroyed in one of the great fires which swept The Strand. Prior to the Civil War,

[2] See Appendix 8 for examples of Made in Alexandria artifacts.

when the city was a major slave trading center, the wharves at the foot of Prince and/or Duke were also used to embark African Americans to places such as New Orleans. The Strand and Point Lumley remained active commercially through much of the 20th century.



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph.
City of Alexandria, Office of Planning and Zoning

Recommendations

Core Strand Recommendations:

The City should "Brand the Strand" as an important must-see destination. Treating the entire Strand as a whole and marketing it as an authentic Alexandria experience will set the city apart regionally, and nationally.

Key features for the whole area should be:

1) Create the feel of the historic, working waterfront in the 100–200 blocks of the Strand area. The area bounded by the river, Robinson Terminal South/Point Lumley, Union Street, and King Street contains all the surviving 18th- and 19th-century historic fabric of the city's working waterfront. This area should be

highlighted to create what was once its character. The scale and positioning (perpendicular to the river like the historic wharves) of any new construction should also be consistent with and echo the warehouses and businesses that were there in the past.

2) Make The Strand a pedestrian zone, from King Street to the proposed walk through at Point Lumley (Robinson Terminal South). Link the zone to the pedestrian area at the foot of King Street, and also to the Marina area and Queen Street/Thompsons's Alley so that the original Strand is re-established. With the exception of the trolley and appropriate overnight deliveries, and access to the proposed parking lot for the Old Dominion Boat Club, the area would be limited to foot traffic and carriages. Make sure the 100 block of The Strand does not just become a garage entry and restaurant maintenance area, with dumpsters and crates. Note: This proposed land use of restaurant and parking is not endorsed by this plan, but its recommendations are based upon the proposed concept plan.

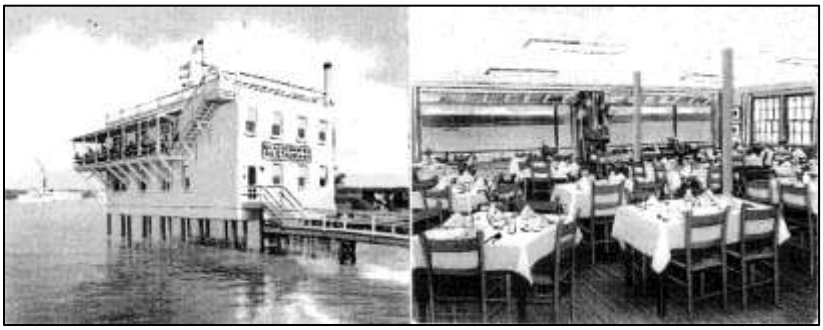
3) Eliminate the proposed concrete, hard surface promenade in the Waterfront Park and Point Lumley in favor of a gravel path as exists in Oronoco Bay and Founders parks. The proposed promenade illustration is sterile, and creates a hard edged, artificial, and uninviting barrier. This path should be set back slightly from the water, and shaded. These parks should be informed by the wharves' linear design perpendicular to the river.

4) Permit horse drawn carriages and carts along the waterfront, based in the Strand. These carriages should be allowed to move up and down the Strand and beyond, and to the interior of Old Town.

5) Union Street should be activated and associated again with the waterfront. It is the natural link to the rest of the urban grid, offer vistas and walkthroughs by improved street and alleyscapes.

0 Prince Street:

1) Beachcombers building at 0 Prince Street should be restored as an operating restaurant, retaining its original design and name, with dining on the rooftop.



Beachcombers Restaurant, ca 1940s.
Alexandria Library – Local History/ John C. Richards Collection

100 Block of The Strand:

1) The proposed restaurant building on the 100 Block of the Strand in Waterfront Park, and above the possible ODBC parking—if approved—should appear as two or three traditional Alexandrian taverns, rather than the illustration of the proposed veranda structure. Union Street was lined with taverns, and this is an ideal theme to follow, even if they are not replicas. They should be named after historic taverns, and use traditional signage and interior design.

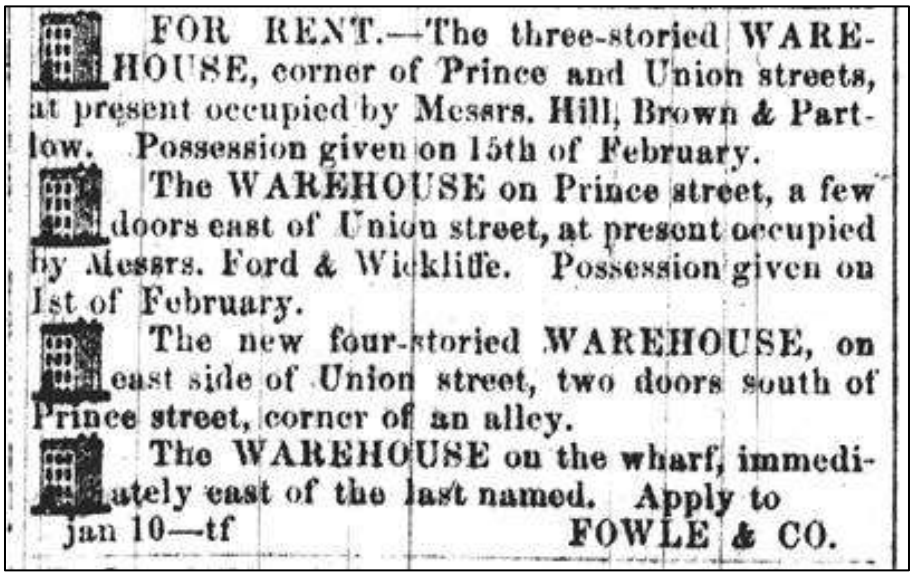
2) The outdoor seating planned for the proposed Strand restaurant should be expanded to more of a town square, possibly terraced closer to the water. It should be bordered with trees for shade, and should be envisioned as the "go to" place for visitors and residents alike. It should have the feel of an open seating area as in Paris.

McVeigh's Warehouse and Reed's Ice House, 100 Block of South Strand, 1880s
Alexandria Library, Special Collections, Wm F. Smith Collection

200 Block of The Strand and The Strand and Duke Streets:

1) Repurpose existing historic warehouses in the 200 block of South Union Street to create a showcase History Center for Alexandria. The City should take advantage of: Wattles Corn Mill, Fowle's Warehouse, and the building at the southeast corner of Union and Prince. All the City's various museums, archives, and history programs can use space here, along with rotating special exhibit space. In addition, private and non-profit history organizations in the city should be given access to exhibit space on a temporary basis. A portion of the first floor should also be used for the History Shop and perhaps additional, related retail, and a cafe. This History Center can also be grouped with the Art League and Seaport Foundation to create the Southern Cultural Anchor.

2) Use the History Center as the starting point for an Alexandria's history experience. The Center should include an introduction to the city's history, deeper interpretation of major themes and events across the waterfront and city in context, and offer rotating exhibits. By introducing such material here, themes can be interconnected along the waterfront and lessen the need for signage and interpretive materials elsewhere. The center should act as the starting point for historical destinations across Old Town and the greater city.


FOR RENT.—The three-storied WAREHOUSE, corner of Prince and Union streets, at present occupied by Messrs. Hill, Brown & Partlow. Possession given on 15th of February.

The WAREHOUSE on Prince street, a few doors east of Union street, at present occupied by Messrs. Ford & Wickliffe. Possession given on 1st of February.

The new four-storied WAREHOUSE, on east side of Union street, two doors south of Prince street, corner of an alley.

The WAREHOUSE on the wharf, immediately east of the last named. Apply to

jan 10—tf FOWLE & CO.

Advertisement for Fowle's Warehouses.
Alexandria Gazette, Jan. 10, 1858

3) The History Center might also include permanent space for the Archaeology Museum, if it is found to be the best location for the museum. The Archaeological Commission (AAC) has not determined the needs of the Archaeology Museum and office, or where it ought to be housed other than its current space in the Torpedo Factory Art Center. If, after careful study by AAC and the City, it is found that those needs would be better met the offices and museum moved from the Torpedo Factory Art Center, their archaeological materials and finds could help form the core of the Southern Cultural Anchor. No relocation should be considered without proper planning and funding.

4) The City should explore with the Seaport Foundation relocating it to a permanent site in the redeveloped and repurposed Southern Cultural Anchor in the Strand/Point Lumley area. This area was associated with shipbuilding from the earliest time in the city.

5) The City should attract sailing ships and other historic vessels as permanently berthed attractions in The Strand/Point Lumley area. These could range from the skipjack currently at National Harbor to a recreation of Washington's brig, *Farmer*, to examples of the steam-driven ships that served the waterfront. These should be privately supported, but the City should make space to

accommodate them. Flags from historic ships which traded with Alexandria from around the world should be flown and rigging used in design art.

6) The City should explore with the Art League what its needs and preferences are and consider finding them space in The Strand/Southern Cultural Anchor.

Additional specific interpretive recommendations:

Name new piers in the proposed expanded marina in this area after the wharves which stood nearby (Irwin, Janney, Vowell, Fowles). Vary size and length where possible and more than in the concept plan to give an irregular, organic-growth feel. Vary materials to resemble historic types. Mark original wharf lines in pavement, and add interpretive material as appropriate. (See Appendices 4 and 5)

100 Block of The Strand:

1) Rename Waterfront Park "Harper's Wharf," the first wharf in the land which was filled and became this open space.
2) Interpret Alexandria in the Revolutionary War.
3) Mark Civil War sites (specific sites, especially wharves and warehouses; see appendices).
4) At the foot of Prince Street, interpretive sign and figurative artwork about slavery to help personalize it. This was a slave export site. Study needed for interpretation.

1834. American Anti-Slavery Society

200 Block of The Strand:

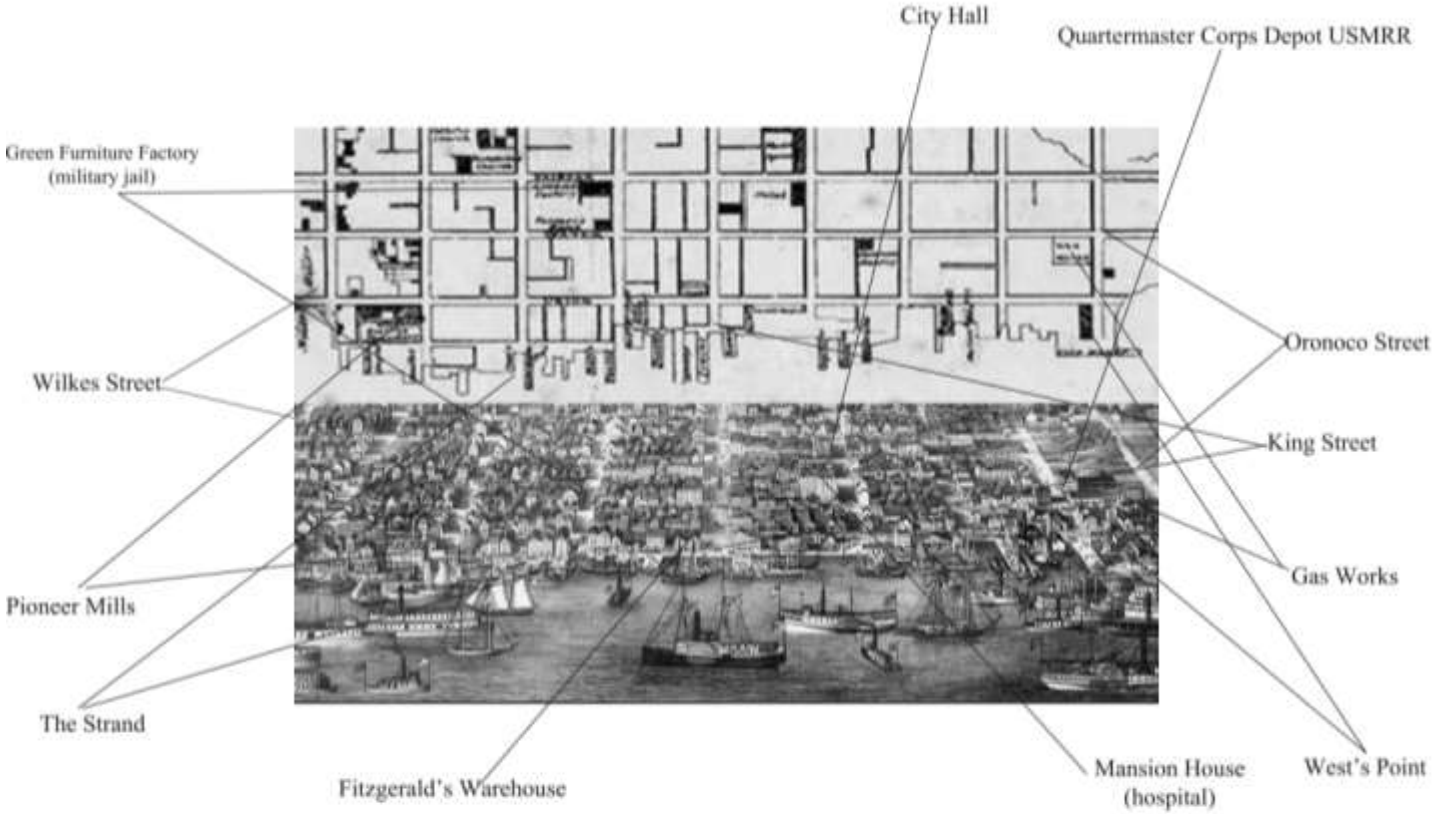
1) Name the proposed park in the 200 block of The Strand Gilpin's Wharf, which lies underneath. Connect to site of Gilpin's house in the 200 Block of King Street.
2) Interpret the War of 1812 (the British anchored off shore and eventually plundered the city), including possible figure of British naval officer pointing at warehouse to be plundered.

0 Block Duke Street (Point Lumley/Robinson South):

1) Interpretive sign for Pioneer Mill, once the largest structure on the waterfront. Consider historic images of this building when informing the design of the replacement buildings for Robinson Terminal.
2) Interpretive maritime artwork at Point Lumley, "learning the ropes," interpretive sign about Fleming's shipyard describing Alexandria shipbuilding through the centuries; national flags of Alexandria's historic trading partner. (See Appendix 7)
3) Figure of a stevedore bending over under the weight of a sack of grain or flour on his back
4) Site for tall ships at Point Lumley or foot of Duke, possibly Washington's brig, *Farmer*
5) Possibly design the proposed structure in the public space at the end of Duke to resemble the original 1880s Boat Club which once occupied the site for use of the Fire Boat and other municipal needs.
6) Use the walls of Sumac Mill within a new structure or as art and ruins.
7) Mark and interpret Hooe's Wharf and warehouse and connect to Hooe's surviving house at Lee and Prince Streets. He was a leading merchant and first mayor of Alexandria.

Roberdeau Park – Roberdeau Wharf:

1) Interpret the experience of Alexandria in the Revolutionary War.
2) Interpret Alexandrians involved in the Revolution and how they came back to build the seaport.
3) Connect Roberdeau with his house on South Fairfax Street.

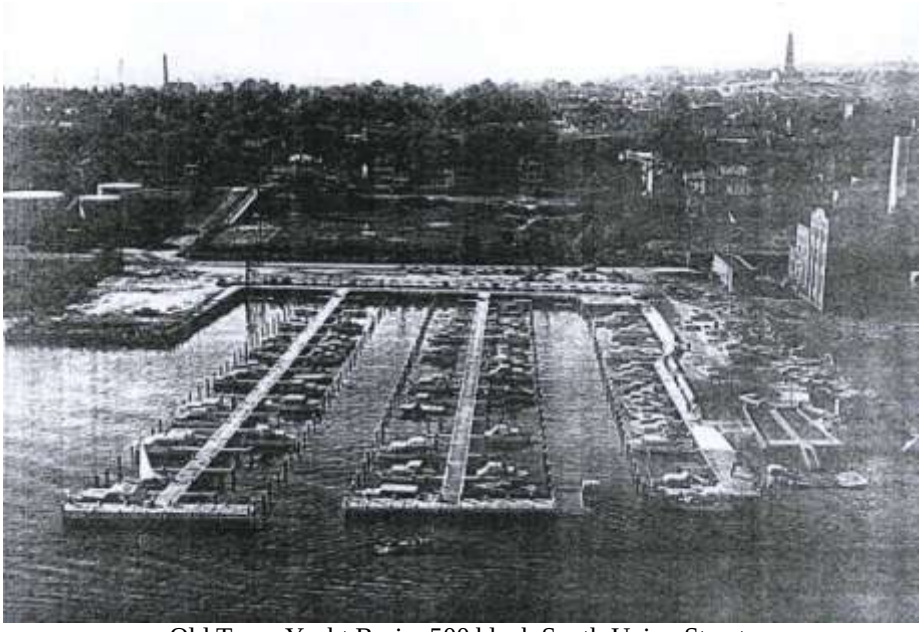


Charles Magnus' 1863 lithograph, *A Birdseye View of Alexandria*, which is displayed in Alexandria City Council Chambers, is a surprisingly accurate depiction of the mid-19th century waterfront and helpful to both historians and planners. Here it is set against the 1862 Coast Survey Office's *Plan of Alexandria*. Both mark the locations of the wharves and major buildings.

Both images Library of Congress

Areas Outside the Waterfront Plan

Harborside/Windmill Park/Fords Landing



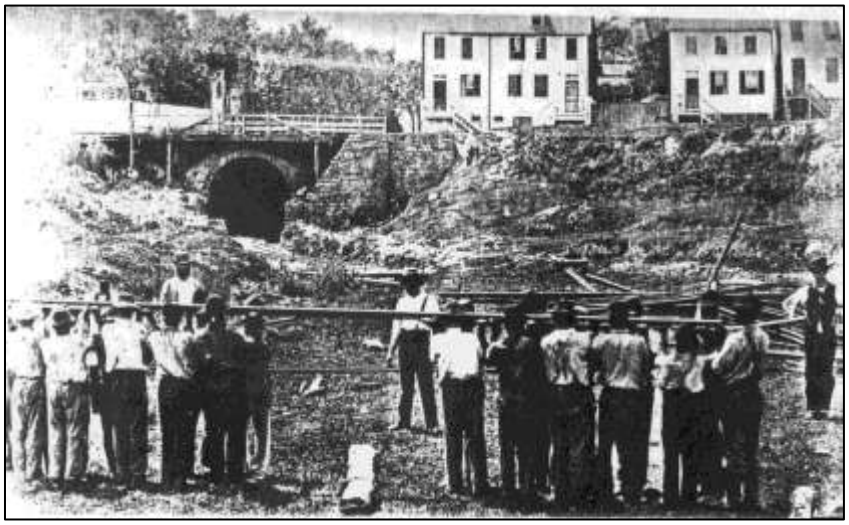
Old Town Yacht Basin, 500 block South Union Street,
Alexandria Library-Local History/Special Collections

Windmill Hill Park already has a plan associated with it, however the City should ensure that the plan is reconciled to the Waterfront Plan. The area was an important Civil War logistics and railroad center, and where the dog park and Fords Landing now sit continued as a shipbuilding site.

Workers of the USMRR probably assembling bridge trusses at the foot of Franklin Street, ca. 1863
Library of Congress

Some important sites to be interpreted:

- Civil War railhead at 0 Wilkes
- Locomotive Foundry between Wilkes and Wolfe
- Wilkes Street Tunnel and the rail loop through Alexandria until the 1970s
- Civil War railroad transfer wharves at Windmill Park, and pre-fab construction area.
- The Portner's Alexandria Marine Railway and Shipbuilding Company (Agnew's Shipyard), at the site of the Civil War railroad transfer wharves.

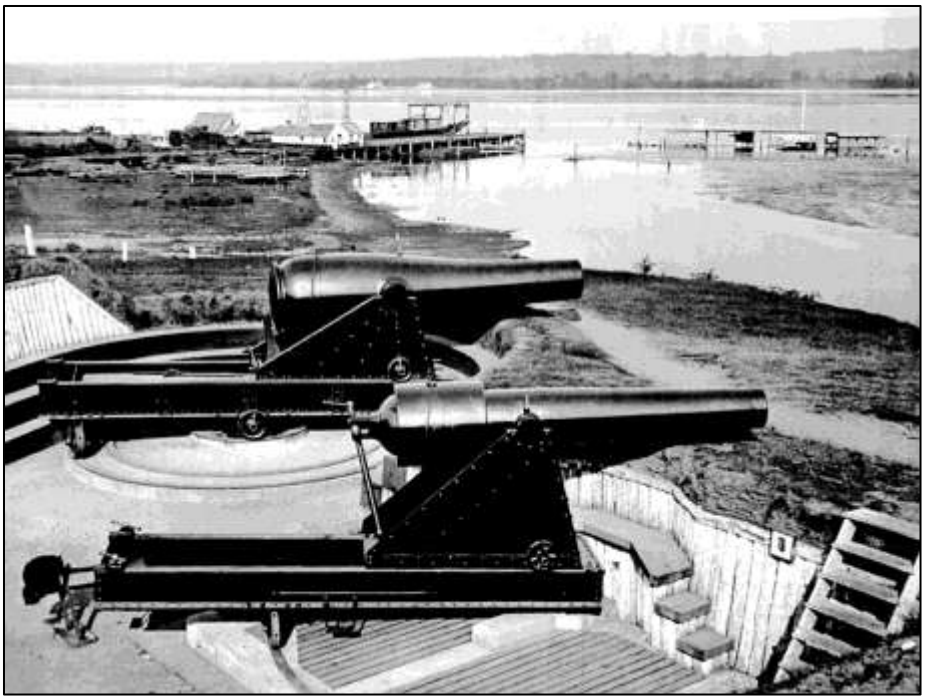


Workers moving rails near the Wilkes Street Tunnel, Alexandria, VA, 1863
National Archives

The innovative USMRR transfer bridges for loading barges with railcars, Franklin Street.
Library of Congress

Jones Point

Ensure that the Waterfront Plan complements the Jones Point Interpretive Plan.



Battery Rogers, with its 15-inch Rodman gun and one of its five Parrot guns, South Lee Street, overlooking Jones Point. Note the railroad transfer bridges at Franklin Street in the background.
Library of Congress

The Virginia Shipbuilding Corporation, at Jones Point.

V. Conclusion

Alexandria embodies the sweep of American history and experience. It can capture and showcase the nation's maritime past, its ambitions, the tragedies of its wars, its struggle with slavery, the promise of civil rights, and the daily lives of people from all walks of life in all eras. Both as witness to this history and for its impressive, precious inventory of surviving structures, streetscapes, and fabric, Alexandria offers a compelling story and destination. Interpretation of Alexandria's history should bring to life that story, and the people and places within it in the context of the American experience. Yet, the waterfront must be a place for residents, not just visitors. The Alexandrian waterfront belongs first to Alexandrians, and it should be an authentic expression of their city and personal to them, not a theme park or planned development.

This History Plan is not intended as a final guideline for the Waterfront Plan to interpret the city's past, but as a framework and reference from which to write an Art and History Master Plan as a next step. For this the City will need professional guidance in interpretation and for the arts, as well as professional fundraising. Nevertheless, the History Plan does offer the City a strategy to immediately begin to improve and interpret the Alexandrian waterfront through art and history, in a series of stages and at reasonable cost. It is a plan which can be implemented in part now, not decades away, and which both celebrates and protects the city for future generations.

Aerial view of Alexandria and the Waterfront in 1919

APPENDIX 1

PRESERVATION PERSPECTIVE ON ALEXANDRIA WATERFRONT PLANNING

March 27, 2007

Alexandria was a crescent bay enormously fruitful in fish when, centuries ago, Native Americans fished, camped and traded here. By 1749, European merchants had petitioned the crown for establishment of a town. They set about filling in the bay to reach the channel and provide footing for houses and warehouses. Ships from the West Indies and Europe unloaded their goods on our docks and took away Virginia tobacco and wheat. George Washington shopped here; the boy Robert E. Lee played here. Alexandria's waterfront had a role in the French and Indian War, the American Revolution, the War of 1812, the Civil War, and in both World Wars. Alexandria was home to free blacks who worked along the waterfront and also was a guilty partner in the slave trade. Today the waterfront the founders created from bluff and marshland is a precious asset of our National Historic Landmark District. Each block has a story to tell. It is our hope that the groups planning our waterfront's future will use the following principles as a basis for their discussions and decisions.

Preservation Planning

- Enhanced Heritage Tourism: The public benefit of a preservation perspective cannot be over-emphasized. Preservation planning together with planning for interpretive/visitors services will enhance heritage tourism.
- Economic Benefit to Waterfront Cultural District: The public will be served by the resulting economic benefit and by having a cultural district that complements the character of our City and provides a link to the surrounding historic districts. We envision planning that builds upon the success of the Torpedo Factory Art Center and works to make the waterfront a truly distinctive location that befits this authentic historic town.

Resource Inventory, Research, GIS

- Historic Structures and Sites Inventory: All good planning starts with knowledge and information. A complete inventory of all the historic buildings and sites currently along the waterfront is needed.
- Waterfront Properties and Structures Research: Research in photos, maps, deeds and other court documents must be completed and synthesized with past reports.
- GIS Project and Uses: The GIS project, which has been funded by private sources and has not been finished, is of great importance. Overlay maps would be helpful in understanding the evolution of the waterfront over the years.
- Need for Comparative Studies of other Historic Waterfront Cities: While recognizing that Alexandria is unique and will not replicate other cities,

comparative studies of what has been done in other historic waterfront cities -- what works and what does not -- is extremely helpful.

- Water-Related Organizations Inventory: Inventory all historic and current organizations that engaged in water-related activities.

Historic Interpretive Planning

- Thematic Planning based upon Waterfront History: Thematic planning should be the foundation of the following: designing historic signs, activities, education, and tours; and considering land uses, building restoration and new design. By laying out key themes and time periods that represent waterfront history and are central to the character of the Alexandria waterfront, the public will have an enhanced experience and tourism will be better promoted.
- Preservation as an Interpretive Whole must be Recognized: Preservation should not be seen on the basis of a single building or lot, but as part of a larger, interpretive whole that hangs together and is engaging. Key decisions should not be made prior to the collection of relevant material.

Protection Measures

- Adaptive Reuse of Historic Structures: Saving the existing historic buildings through adaptive reuse should be a priority. The greatest number of extant buildings are located south of King Street, between King and Duke Streets. This block comprised the central waterfront, with more wharves and commercial activity and with greater urban density and character. Other areas of the waterfront would be better utilized for parks and open space.
- Preserving Historic Interiors: In addition to saving the historic buildings, many interiors have been altered by renovations. Often these renovations irrevocably change the use and destroy the historic fabric of the building and should be discouraged. (An example is that of the open floor space in the second story of the warehouse buildings that were used for markets.)
- Preserving Historic Advertising: The building exteriors with early advertising painted on them are of importance to the character of the waterfront.
- Promotion of Easements: Easements should be strongly encouraged through promotion and seminars.
- City Acquisition of Historic Structures: Sometimes the purchase of historic buildings by the City for adaptive reuse is the only way to save the building.
- Supporting Water-Related Organizations: Provide a supportive environment for organizations engaged in water-related activities.

Historic Landscape

- Invest in Appropriate Landscaping: The waterfront would benefit from a "sprucing up" initiative through a public and private partnership endeavor.

- Streetscape and Hardscape within Historic Context must not be Omitted from Planning: Both the "streetscape" and the "hardscape" need to be planned within the historic context. Brick, stone, and historically correct materials should be used.
- Lighting and Signage: Lighting is important, as is consistent and attractive signage throughout the City.
- Intersections Importance to Historic Character: Other historic cities have found that intersections are critical in evoking the character of an area.
- Open Space Considerations: Open space is desirable and is defined not only as parks but also space surrounding buildings such as courtyards and gardens.

Corridors and Arteries

- Definition of Waterfront Area to be Incorporated into Planning: Because of the infill that occurred on the waterfront since Alexandria was founded, Lee and Fairfax Streets also can be considered as part of the waterfront and should be treated as such in any planning.
- Preservation and Use of Historic Alleys: The alleys are of interest and historic significance as well. We have lost many of the alleys that served as arteries to the river. Identifying, designing and using the existing alleys would make the waterfront more accessible and evoke the historic context. Re-connecting the Strand for north-south pedestrian movement is paramount.
- Recognize Importance of Rail Transportation to Waterfront: In addition, rail lines ran along the waterfront, providing transportation to and from the docks. Exploration of the history of (and future use) of rail in the City to improve transportation would be beneficial. Jones Point and the canal are the "bookends" of the waterfront.

Historic Commerce

- Commercial History of Waterfront Development: Commercial development should reflect Alexandria's location on the river and maintain the link to the commercial history of the waterfront. Until the late 19th and early 20th centuries, a large part of the commercial nature of the central waterfront was small-scale: homes and working places for traders, tavern keepers, artisans, as well as sailors and ship workers. Our seaport heritage is paramount even to our infrastructure. Wide wharves were used as streets.

Flood Levels

- Planning for Rising Sea Levels: The impact of rising sea levels in the future must be taken into consideration in any planning. This will impact the viability of parks and commercial development, the cost of insurance and the cost to the City of protecting the waterfront from damage.

Living History

- Living History Interpretation of the Waterfront: We endorse interesting and lively interpretation of the waterfront through a variety of means that are planned in a unified manner, such as living history, stories, film/photos, and signage. Imagine seeing military reenactments (major military intrusions during the War of 1812 and the Civil War occurred on the waterfront), shipbuilding, and sailors singing sea shanteys; and meeting individuals such as George Washington, John Carlyle, Edward Stabler, Robert E. Lee, and Peter Logan (a free black ship carpenter who became town crier) as you visit the waterfront.

In summary, our vision for the future must be rooted in the past. The Alexandria waterfront has evolved over the centuries. It is a mosaic, with each time period having interest and value. Our planning should enhance and celebrate the history of Alexandria so that its distinctive and unique qualities are understood and enjoyed.

APPENDIX 2

Historic Buildings and Places on the Waterfront

Compiled by Douglas Applar
2008

McVeigh Warehouse on Alexandria Waterfront

18th Century

100-104 South Union Street
Year Built: c. 1795-1797
Original Owner: John Fitzgerald

Building History: Fitzgerald's Warehouse at 100-104 S. Union St. (c. 1797) is one of the Alexandria Waterfront's true historic treasures. John Fitzgerald was George Washington's aide-de-camp during the Revolutionary War and later served as his secretary while Washington was in office. Like most of the Waterfront District east of Lee Street, Fitzgerald's Warehouse sits on land that was made by filling in the marshland that originally occupied the site. In this case, Fitzgerald and his business partner, Valentine Peers, bought the land in 1778, and by 1781 they had "banked out" the property and divided it between them. Along with its warehousing activities, Fitzgerald's Warehouse reflected its maritime connections in other ways. An advertisement in the February 8, 1798, issue of the *Columbia Mirror and Alexandria Gazette* announces that sail maker Daniel McDougall was moving his business to the loft in Col. Fitzgerald's warehouse. Although his death in 1799 prevented John Fitzgerald from making significant use of the building himself, the Fitzgerald Warehouse has been a fixture on the Alexandria Waterfront for more than two hundred years.

Early 19th Century

101 King Street
Year Built: c.1803
Building History: The warehouse at 101 King St. may have been built in 1803, potentially making it one of the waterfront's oldest buildings. It sits on land that was made by William Ramsay in the mid-18th-century, when Ramsay extended his wharf into the Potomac. Ramsay bought lot 46 in 1749 at the City's founding and proceeded to bank out his lot, taking soil from the high bluffs on his property and depositing it on the mudflats as fill, until his wharf reached deeper into the Potomac to navigable water. (Diane Riker, "The Warehouses of Lower King Street," unpublished manuscript) A Mutual Assurance Society policy from 1803 shows a three-story building being constructed on this site in that year, and the 1886 Sanborn map shows a three-and-a-half story brick building on the site, which is consistent with the building's current appearance. The building's use of brickwork laid in Flemish bond also indicates an early-19th-century construction date. 101 King St. has spent most of its life being used as a wholesale grocery store, and today it is occupied by a furniture store.

100 Prince Street
Year Built: 1810
Original Owners: Benjamin Shreve and James Lawrason
Building History: The Shreve and Lawrason Warehouse was built at the beginning of the 19th century, during the Alexandria Waterfront's most successful years as a commercial port. Like many buildings in the Waterfront District, the Shreve and Lawrason Warehouse sits on land that was "made" by merchants extending their wharves out into the Potomac. The land under this building was once likely part of James Lawrason's Wharf, or possibly James Gilpin's Wharf. In the early 19th century, Thomas Lawrason, who was James Lawrason's son, formed a partnership with William Fowle. The firm of Lawrason and Fowle was responsible for importing a wide variety of goods to the Alexandria market. A sample of these include: New England rum, molasses, candles, chocolate, fine combs, suspenders, Belona gunpowder, hyson tea, raisins, ravens, duck, salmon, green coffee, nutmeg, cloves, Madeira wine, blubber oil, boxes of capers, boxes of "segars," Havana brown sugar, New York prime pork, cheese, plaster of Paris, crockery ware, lumber, English mustard, indigo, soap, tanner's oil and rope and more. (Alexandria Advertiser, various years, cited in T. Michael Miller, Artisans and Merchants of Alexandria, Virginia, 1784-1820, Vol. 1. Bowie, MD: Heritage Books, Inc., 1991, pp. 264, 265) In the late 19th and 20th centuries it was used as a grain warehouse, and it was also a facility for storing animal hides and skins, possibly related to the meat and fertilizer industries that were a major part of the city's later industrial landscape. (Sanborn Fire Insurance Co. maps for Alexandria, VA, 1885, 1912) The facility was converted to a private residence in 1966. (Ethelyn Cox, Historic Alexandria, Virginia: Street by Street, Historic Alexandria Foundation: Alexandria, VA, 1976, p. 118)

125 South Union Street
Year Built: c. 1827/1828

Original Owner: Norman Fitzhugh
Building History: The Norman Fitzhugh Warehouse at 125 S. Union St. (1827/1828) may be the fourth-oldest building in the Waterfront District. Only the Shreve and Lawrason Warehouse at 100 Prince St. (1784/1796), Fitzgerald's Warehouse at 100-104 S. Union St. (c.1796/1797), and the warehouse at 101 King St. (1803) are known to be older. The Waterfront District has suffered several fires over the centuries, and 1827 saw one of the worst. That fire destroyed the Harper Warehouse building, which had been located on the site now occupied by the Norman Fitzhugh Warehouse. When built, the Norman Fitzhugh building was valued by the City at $4,500. Since its construction, this warehouse has been occupied by a wide variety of businesses, though one of its longest-lasting occupants was the Dreifus family's junk and rag business, which used the property from the 1870s through the end of World War II. It is now occupied by the Christmas Attic, reflecting the Alexandria Waterfront's shift away from its early industries of shipping and manufacturing toward its current economic base of tourism and retail sales. The attic of the Fitzhugh Warehouse contains an exciting clue about its past. Like a handful of other warehouses in Alexandria, it contains the remains of a wheeled lift system for bringing goods from ground level to the upper story.

Mid-19th Century

206 South Union Street
Year Built: Pre-1877 or perhaps 1843
Original Owner: William Fowle
Building History: As with many buildings on the Alexandria Waterfront, 206 S. Union sits on land that was once part of the Potomac River but was gradually built out by creating wharves that extended into the river and by later filling in between the wharves. The structure currently identified as 206 S. Union St. probably began its life by 1843, when it is listed on the tax rolls. A similar structure is shown on the 1877 Hopkins Insurance map. In the late 19th century, the building's use reflected the city's long association with agriculture and industry, as it is identified by Sanborn fire insurance maps as a fertilizer warehouse and it sits adjacent to P.B. Hooe's grain warehouse. This building survived the 1897 fire that destroyed much of this section of the waterfront. (*Alexandria Gazette*, June 3, 1897, p. 3) By 1912, Sanborn maps indicate that the building was occupied by the tenant with whom it would be most strongly associated, the Wattles Corn and Feed mill, and by the 1921 map, 206 S. Union and 204 S. Union were connected by a fire door. The 1958 Sanborn maps indicate that the building was being used for guns and ammunition storage, which is the use that continues to the present day. It is interesting to note that throughout the building's lifetime, the Sanborn maps have identified this building as having metal shutters; the building still has metal shutters, which encourages one to wonder if the shutters that face the street today might still be those that were identified by the fire insurance company so many years ago.

204 South Union Street
Year Built: c. 1858

Original Owner: William Fowle
Building History: In the mid-1850s, William Fowle was a major industrialist in the City of Alexandria, involved in both the fertilizer and the flour businesses. Fowle was general agent of the Pioneer Mill during its most successful years before the Civil War, and in 1843 and 1857, reflecting the era's relative prosperity; Fowle built two new warehouses on S. Union Street. An 1859 *Alexandria Gazette* mentions William Fowle's new four-story warehouse on the east side of Union St., two doors down from Prince, bordering an alley. This description fits the site of 204 S. Union St. exactly. In addition, the warehouse at 204 S. Union features door fenders, which are essentially cast iron shields to protect brickwork in high traffic areas, bearing the initials "W.F." A building at this address is depicted in the 1877 Hopkins fire insurance map, and a building with the same footprint has occupied the site at 204 S. Union since at least 1877. The Sanborn maps include more information than did the earlier Hopkins maps, and the Sanborn maps show the building as having four floors, making it highly probable that the building standing in 1896 was the same building that was mentioned in the 1859 *Gazette* announcement. The depiction of the building changes on the 1902 map, when the number of floors in the building is reduced from four to two, likely reflecting the damage wrought by the fire of 1897. The earliest Sanborn maps show the building being used as a fertilizer warehouse, and by the time the 1921 Sanborn maps were published, the building had been connected to the adjacent Wattles Mill building by a fire door. By the 1941 map, the 204 S. Union seemed to have regained one of its lost stories, now being identified as a three-story building. By 1959, the building was being used for gun and ammunition storage, a purpose that it still serves today.

Late 19th Century

205 South Union Street
Year Built: Likely before 1877
Building History: 205 S. Union Street is one of the many warehouses that once served Alexandria's thriving shipping industry. Throughout the 20th century, it saw use as a grocery warehouse and as a plumbing facility, but as with other buildings in the waterfront district, understanding this building's 19th-century history is a bit more of a challenge. As early as 1877, the Hopkins fire insurance map shows a long narrow building on this lot, with a wall inside the building that essentially cuts it into a front half and a back half. Sanborn maps for the late 19th century show the same footprint, but the 1902 map shows that the back half of the building had been removed. This may mean that the back half of the building was destroyed in the fire of 1897. Whatever the cause, Sanborn maps indicate that since 1902, the building's footprint has remained unaltered. The building does contain several additional clues about its history: the scorch marks and one half of a brickwork arch visible on the north side of the façade, where this building abuts 203 S. Union St. Simply put, this building has these features and the building to the north, 203, does not have them.

This indicates that 205 S. Union is older than 203 S. Union. Before the fire of 1897, Sanborn maps show an alley between 205 and 203, but the 1902 map shows that the alley is no longer in existence. It is likely, then, that following the fire of 1897, 203 was rebuilt, or at least that part of the building was rebuilt, to occupy its half of the alley, leaving the owners of 205, which must have survived the fire at least in part, to brick over the entrance to their half of the alley and possibly expand into it themselves. The history of 205 S. Union St. definitely leaves opportunities for future research.

215 S. Union Street
Year Built: Prior to 1877
Building History: The building at 215 S. Union dates at least as far back as 1877, when the present structure was identified on the Hopkins Fire Insurance maps, and city directories from just before the Civil War identify the site as being occupied by a carpenter. In 1877 it is identified with the name "Jas. Monroe." Sanborn maps indicate that at the end of the 19th century, the building was used either as a "sash and blind warehouse" or as a "door warehouse." There is little indication of the building's use in the late 1920s through the early 1940s but in the late 1940s it was a beverage distributing company, followed by a four-year run as a warehouse used by the Christian Heurich Brewing Company, one of Washington's historic breweries. Later occupants of the building would include Bowen Machine Company, International Armament Corp., and a moped store.

2 Duke Street
Year Built: Probably prior to 1877, with extensive repair work after 1897
Building History: There are few addresses that better tell the story of the Alexandria Waterfront than 2 Duke St. One of the original distinctive features of the Alexandria Waterfront was a small peninsula of land known as Point Lumley. Originally, the land at the end of Point Lumley was too marshy for building, but by 1774, most of the dirt from a bluff of land on the western part of the point had been moved toward the end of the point to make sound land. Between 1774 and 1783, Hooe's Wharf extended the shoreline on the south side of Duke St. and created the land that would first be occupied by Hooe's Warehouse, which was made of stone, and later by the Robinson Terminal warehouse. Hooe's Warehouse and Wharf was one of the City's major shipping terminals. A list of some of the goods to have passed through Hooe's Warehouse provides a window into the lives of everyday 18th-and 19th-century Alexandria residents. Hooe sold from his warehouse: frying pans, shovels, hinges, Lisbon wine, skins from Morocco, lemons and oranges, olive oil, almonds, coffee, carpets, Negro cottons, blankets, porter and stout, looking glasses, japanned ware, plated table furniture, coffee urns, goblets, Grenada rum, fine salt in sacks, Italian marble slabs for hearths and much more. (Miller, Michael T. "Wandering Along the Alexandria Waterfront: 1780 thru 1820") The Robinson Terminal warehouse building that now occupies much the same space as Hooe's Warehouse is historic in its own right, though like many historic buildings, it takes a good bit of detective work to figure out when it might have been built. A Civil War map of the city shows the site occupied by a long narrow building used as a "Soldiers Mess house" and the 1877 Hopkins Fire Insurance map shows a long narrow brick building on the site, but

doesn't say much more. (Pulliam, Ted. "Gunpowder, Flour, Fire and Heirs" in *The Alexandria Chronicle*, Fall 2007) An 1886 Sanborn map shows the same building with the notation "Poor IR Shutters On All Sides," which indicates that it had windows all around. The 1896 map shows windows with shutters all around the building. Today, the walls of the building clearly show differently colored brick where windows once were, running the length of the east side of the building, but the fire insurance maps starting in 1902 and going through the 1970s all show that the east side of the building on this site has no windows. So if the building was in fact destroyed by the 1897 fire, the new building would have had to have had windows built and bricked up within the 5 years between the 1897 fire and the 1902 Sanborn map. What may have happened instead is that the walls of the building survived the 1897 fire, and when it came time to rebuild, the owners may have simply decided to brick up their windows to reduce the likelihood of future fire damage. So there is fairly convincing evidence to suggest that the building pre-dates the 1897 fire and might even be the same structure identified by the 1877 Hopkins map and the Civil War map.

100 King Street
Date built: 1871
Building History: The building that presently sits at 100 King Street began its life as the Corn Exchange building in 1871. The first floor of the building was occupied by Noble Lindsey's grocery store, and the Corn Exchange occupied the second floor. (T. Michael Miller, "Wandering Along the Waterfront: King to Prince Street" in *The Fireside Sentinel*, August 1991, vol. V, No.8) The Corn Exchange itself did not last long, but Lindsey's grocery business fared much better. By 1922 the *Alexandria Gazette* had the following to say about what had become the Lindsey-Nicholson Corporation:

> "No firm has been more responsible for the development of Alexandria commercially, and with some 4000 square ft. of floor space in its large brick building at 100-110 King Street, it is the center of the wholesale district. It handles a complete line of staple and fancy groceries, notions, flour, feedstuff, etc. as well as the celebrated Diamond tires and tubes."

According to Sanborn maps, the building was occupied by the Virginia Public Service Company throughout the 1930s and into the 40s, and by 1959 it was occupied by the Federal Government. As with most of the Alexandria Waterfront district, 100 King St. sits on land that was created over time by filling in land and by the building of wharves to accommodate the city's once thriving shipping industry. Lot 51, at the corner of King and Water/Lee streets was originally purchased in 1749 by Lawrence Washington, George Washington's half brother, and the lot would eventually pass to John Fitzgerald and Valentine Peers, who banked out the land into the Potomac. (Fairfax County Deed Book B:497, cited in Diane Riker, "The Fitzgerald Warehouse and Wharf," unpublished manuscript, p. 2)

103, 105 and 107 South Union street
Dates Built: Possibly before 1877
Original Owners: Possibly the heirs of Thomas Irwin/Irvine
Building History: These three buildings appear to have stood adjacent to each other since at least 1877, so it makes some sense to discuss them as a group. As with most of the Alexandria Waterfront district, they sit on land that was created over time by filling in land and by the building of wharves to facilitate the city's thriving maritime shipping industry. This land was created when John Fitzgerald and Valentine Peers banked out their lot toward the river prior to 1789. Late-18th and early-19th-century insurance and property-tax records indicate that the buildings on this site stayed in the Irwin/Irvine family through at least the 1850s, and that small wood-frame buildings were replaced over time with larger and more valuable structures. Trying to provide an exact date for the construction of the buildings that are present today is very difficult, partly because the buildings contain so many conflicting clues. The brickwork on the buildings, Flemish bond on the front and a mix of four-and five-course American bond on side walls are more commonly found in early-19th-century buildings, but the windows on the front of the buildings are more typical of later-19th-century construction. The 1886 Sanborn maps indicate buildings that have changed only very slightly from what is present today, with the exception of the building at 103 S. Union St., which seems to have added a floor while maintaining the building footprint. So it is probably safest to say that these are late-19th-century buildings, but as with many buildings in the Waterfront District, further research would prove valuable. During their lives, these buildings have been used for a variety of purposes, including a woodworking shop and meat store (107) a machine shop and bolt works (105) and a wholesale grocery store (103).

203 South Union Street
Date Built: Prior to 1885, with modifications after 1897
Building History: The warehouse building at 203 S. Union St. shares much of its history with the building to its south, 205 S. Union. 203 S. Union has been used for many purposes over the years, including storage of salt fish, salt and flour, groceries, hay and feed, and in the late 1950s, ammunition. As with 203 S. Union, it is difficult to pinpoint exactly when this building was first constructed. The first relatively secure date that can be applied to the building now standing is 1885, when the Sanborn fire insurance map identifies a brick, three- story structure with a small angle in the north wall. The earlier 1877 Hopkins map does show a structure on the site, however, and although it is shorter in length, the angle represented in the later map may represent an addition made to that original pre-1877 structure. The first significant change to 203 S. Union appears to have happened following the fire in 1897, as the 1902 Sanborn map shows that 203 had been linked to 205 S. Union by a fire door. 203 and 205 also lost the alley that had separated the two buildings prior to the fire. It seems clear that at least the façade of 203 was destroyed in the fire, and probably more of the building was lost as well, but because other parts of the building still have essentially the same footprint, it is possible that the owner of the building made use of structurally sound ruins when reconstructing after the fire. This is speculation, however, and this remains a topic for further research. The 1902 map

also shows that at that time 203 had recently had an elevator installed. Following the post-fire reconstruction, the building remains largely unchanged throughout the 20th century. In keeping with the City's growing appreciation for its historic structures, 203 S. Union St. now houses an architectural ceramics store.

226 South Strand
Date Built: Pre-1920, with some parts possibly pre-1877
Building History: The site of 226 S. Strand shares the history of 205 and 206 S. Strand with respect to how the land was built up and to the past uses of neighboring properties, and like 205 and 206, 226 S. Strand has some interesting characteristics that make coming up with a precise date of construction a challenge. At the very least, 226 S. Strand was built before 1920, when the present one-story building shows up on the Sanborn maps as being vacant. In 1902, however, the site is occupied by a building with the same footprint, but one additional story, identified as an acid house connected to the Bryant Fertilizer Plant across the Strand. Before that, in 1902, things become murkier still. A building existed on the same location before the 1897 fire, and the building occupied the same position relative to many street and wharf features, but the old structure was wider, was identified as having 2 to 3 stories, and included interior walls or partitions. The old structure was once a sumac mill, constructed in the mid-19th century. So the building that stands on 226 S. Strand today may be a case where parts of an old building, such as a foundation or a wall, were incorporated into a new building built on the same site, or it may be entirely new construction from 1920.

200 South Union Street
Year Built: Between 1897 and 1902
Building History: Someday, when the yellow aluminum siding that covers 200 S. Union Street (or 10 Prince St.) comes down, the people of Alexandria will have an opportunity to answer some questions about a building that sits in one of the Waterfront District's most prominent locations. In 1877, the length of Prince Street from Union to the Strand was occupied by what was essentially one building, a series of five conjoined warehouses that shared a common roof. As time passed, fire insurance maps show the block-long series of three-story warehouses becoming old and/or vacant, 200 S. Union St. included. The first map after the 1897 Pioneer Mill Fire, published in 1902, shows that the building at the 200 S. Union address is only two stories in height, and it now occupies both its own address and that of 8 Prince St. Without being able to examine the brickwork of the building for telltale signs such as scorch marks on the brick, early patterns of brickwork, or other signs of age typical of 19th-century buildings in Alexandria, it remains anybody's guess as to whether this structure contains any remnants of the original block-long warehouse. For now, though, it is safest to assume that the building at this address was newly built following the 1897 fire, but before the 1902 Sanborn map. This building has served in the past as a grocer's warehouse, and today it is used by Interarms.

Early 20th Century

203/ 205 South Strand
Date Built: 1902-1905, with 19th-century ruins incorporated into existing structure
Original Owner of 205: DeWilton Aitcheson Coal and Wood Yard (20th century)
Original Owner of 203: William Fowle
Building History: By the late-19th century, coal, lumber and fertilizer had become the major sources of economic activity on the waterfront, and DeWilton Aitcheson owned and operated a major coal and wood yard adjacent to the site of 203 and 205 S. Strand, where two warehouses once used by P.B. Hooe for grain storage still stood. The Pioneer Mill Fire of 1897 largely destroyed the structures that occupied 203 and 205 S. Strand. A new two-story structure appeared at 205 before 1902, and while the 1902 map identifies the site of 203 S. Strand as being ruins, a new two-story structure was raised by the time of the 1905 map. A close examination of the stone and brickwork in the walls of both buildings appears to indicate that some of the ruins of the earlier buildings were incorporated into the new buildings at 203 and 205 S. Strand. If that is the case, both 203 and 205 S. Strand should be thought of as having two construction dates: one that is at least prior to the 1877 Hopkins map, and one in the early-20th century. The Strand is one of many legacies of Alexandria's maritime and industrial past. As with Union Street, the Strand was created by the gradual extension of the shoreline into the Potomac through wharf building and land filling. In this case, it appears that 203 S. Strand may sit on land created by George Gilpin sometime at the end of the 18th century; a 1798 map of the city shows land to the east of Union St., and an 1803 map identifies that land as belonging to Gilpin.

123 South Union Street
Year Built: between 1912 and 1921
Building History: Though it sits adjacent to a much older building (the Fitzhugh Warehouse), the building at 123 S. Union St. is one of the more recent historic buildings in the Waterfront district. The Sanborn maps prior to 1921 indicate a timber-frame dwelling on the property, but the 1921 Sanborn map identifies a brick structure being used for soft-drink storage, so it seems that the present building was constructed at some point shortly before 1921. In the late 1960s or 1970s, a new building was built at the long-vacant 121 S. Union St., and today 123 S. Union St. serves as part of the restaurant at 121 S. Union St.

106 South Union Street
Date Built: 1916
Original Owners: Hunt and Roberts
Building History: As Alexandria's involvement in shipping tobacco declined in the late 18th century, the selling and shipping of whole grains and flour became one of the city's biggest industries. Edmund Hunt and Robert Roberts operated one of the city's longest-lived grain businesses, starting operations here in 1847. Hunt and Roberts purchased 106 S. Union St. between 1901 and 1907 and demolished the structure that had been on the site in 1916. They built the structure that now occupies the site in that same year, and a Roberts family business stayed in the building until 1959.

Today the building reflects the waterfront's continuing transition toward retail shopping and tourism. (Manning, Derek. "106 South Union Street Alexandria, Virginia Historic Structures Report," 2005)

105 and 205 North Union Street
Year Built: Earliest portion completed in 1919 as a factory to build torpedoes
Original Owner: United States Navy
Building History: Two of the defining structures of today's Waterfront district are now part of the Torpedo Factory Art Center complex. Compared to many other buildings in the district, the Torpedo Factory is a relative newcomer, the oldest section at 105 N. Union St. having been completed in 1919. At the time of the City's founding in 1749, the land now known as the 100 block of N. Union Street did not exist. When land was auctioned off that same year, William Ramsay acquired lot numbers 46 and 47 on King St; lot 46 fronted on the Potomac River, and the adjacent lot 47 had frontage on Fairfax St. (Miller, T. Michael. "Wandering Along the Waterfront: Cameron to King St." in *The Fireside Sentinel*, published by the Alexandria Library, 1990, p. 101) Ramsay constructed a wharf complex into the Potomac, and continued to "bank out" or fill-in land next to his wharf, creating a road known as Fayette St. that ran to the waterfront. (Miller, ibid.) By the end of the 18th century, much of the waterfront had been filled in, and by 1791, Union Street was established. The process of wharf creation and landfilling continued, creating both the land that now sits under 105 N. Union St., and the Strand. Although the Ramsays continued to own large parts of this land, in 1794 the family sold a parcel of land north of King and east of Union, which would be at least some of the land now occupied by the Torpedo Factory. (Hammond Moore, John. "Historical Background of the Alexandria Waterfront Controversy," Unpublished Manuscript, p. 21)

By the mid-19th century, prior to the Civil War, the land was occupied by warehouses served by rail, including the Orange and Alexandria Railroad. During the war Alexandria's rail yard was used extensively by the Union Army. A fire swept through the block in 1872, and included among the losses were bushels of wheat, grain, fertilizer, horses with carts, and guano. (Miller, "Wandering…," p. 102,103) As the losses indicate, the sale and shipping of wheat and fertilizers were two of the city's major businesses. An 1885 Sanborn Fire Insurance map identifies several of the businesses on the block now occupied by the Torpedo Factory: grocers, ship chandlers, some of the Smoot lumberyard facilities, barrel makers, a sail loft, and other businesses. The Smoot and Perry Lumber Yards remained on the site until the Torpedo Factory was built in 1918/19. The factory was planned to build torpedoes for the First World War, but construction of the building wasn't finished until after the Armistice. So after roughly three years of producing torpedoes, the facility was essentially run by a skeleton crew until production resumed in 1937, in advance of World War II. Following the War, the factory was used for record storage. In 1974, the Torpedo Factory became a model example of adaptive reuse and became home to the Art League of Alexandria. The Torpedo factory now provides work and gallery space for approximately 160 artists, is an activity center for the community, and has become an attraction for Alexandria's tourist population.

1 King Street
Year Built: 1923
Original Owner: Old Dominion Boat Club
Building History: 1 King St. has been home to the Old Dominion Boat Club since its construction in 1923, following a fire that destroyed the Club's original home at the foot of Duke St. The ODBC sits on the site of what was once the terminal for the Alexandria-Washington Ferry. The structure has been heavily modified during its life, receiving a two-story addition in 1933, a remodeling in 1967, and a remodeling of the dining room/bar area in the mid-1990s. The most distinctive feature of the building is the wood-scissor truss system in the ballroom.

300 South Union Street
Year Built: 1937/1939
Original Owner: Robinson Terminal Warehouse Corp.
Building History: The corrugated metal building at 300 S. Union Street is relatively young when compared to some of the other buildings in the Waterfront District, but its use is well grounded in Alexandria's commercial traditions, and the ground on which it sits is steeped in Alexandria history. The 1877 Hopkins fire insurance map shows the 300 S. Union St. site west of the Strand as occupied by a lumberyard belonging to "Jas. Greene," the site to the east of the strand as being occupied by a coal yard of the same ownership, and also by the Pioneer Mill Grain Warehouse. When it was built in 1853/1854, the Pioneer Mill was six stories in height and was one of the largest steam flour mills in the United States. ("Pioneer Mills," *Alexandria Gazette*, March 11, 1854, p.3, in T. Michael Miller, "Pen Portraits of Alexandria, Virginia, 1739-1900" (Bowie, MD: Heritage Books Inc., 1987) 361) It received grain directly from the holds of ships docking on the waterfront by way of a grain elevator and also could receive grain by way of the rail line on Union St. The Pioneer Mill was a symbol of economic prosperity and of the city's strong connection to the region's agricultural economy, but the timing of its construction could not have been worse. The outbreak of the Civil War in 1861 left the mill sitting idle, and the postwar world could not find a use for the giant structure. By the 1890s it was a ruin, and it, along with many of the surrounding warehouses and buildings, burned to the ground in a major 1897 blaze. In subsequent years, the site west of the Strand was used for fertilizer storage, and the site east of the Strand was used by the Emerson Engine Co. to manufacture marine engines. The Robinson Terminal Warehouse Co. built the metal warehouse on Wolfe St. in 1937-1939, and the storage facility on the former site of the Pioneer Mill was built in the 1940s. The warehouse today deals primarily in paper products, such as newsprint and food-grade paper, in some ways continuing the waterfront's tradition of shipping products that have their roots in the countryside. The Robinson Terminal Warehouse facility also includes the address 2 Duke St., which has its own unique and interesting history.

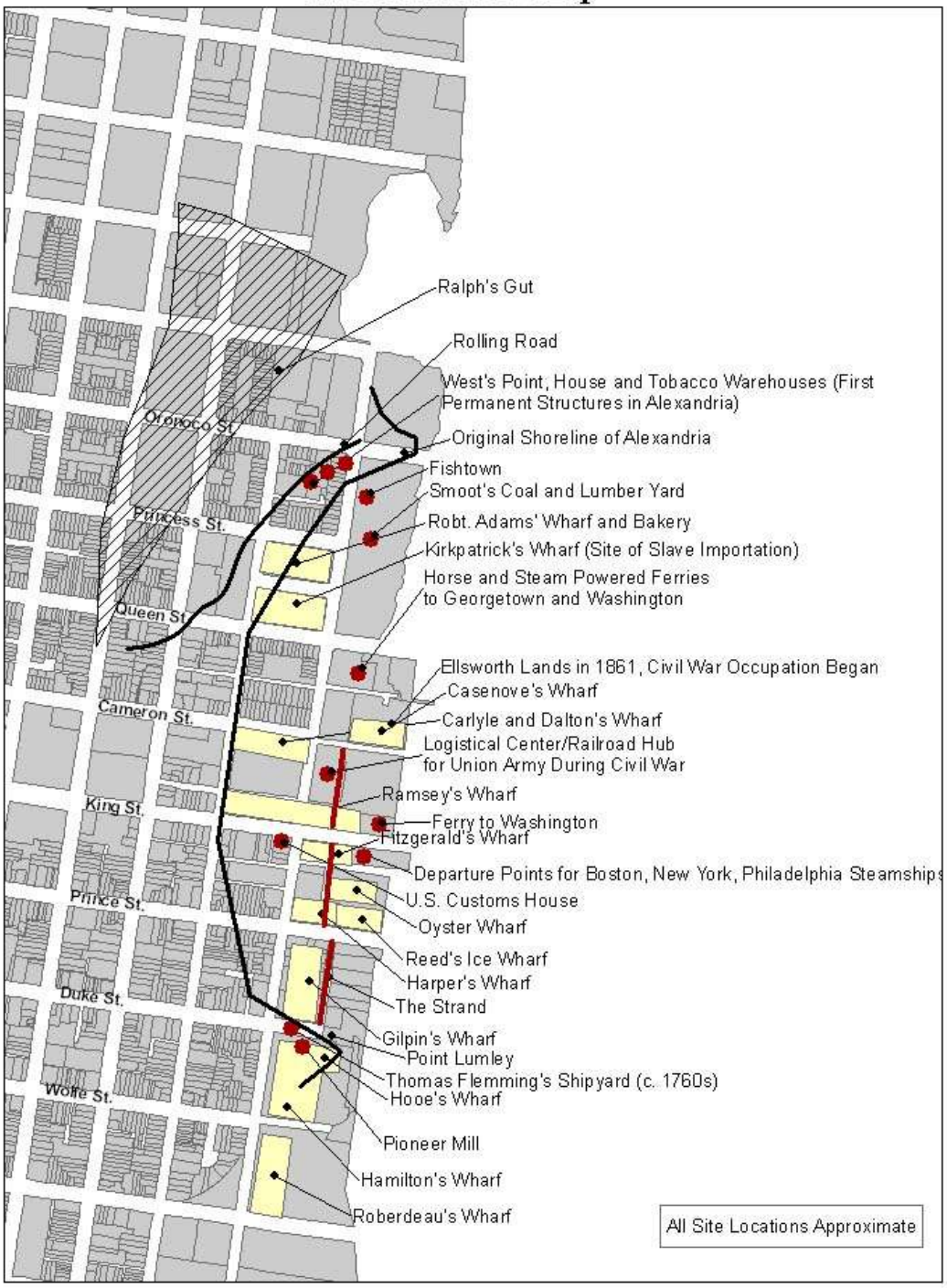
2 Prince Street
Date Built: Between 1931 and 1950
Building History: Hooe is a family name that occurs quite frequently in Alexandria history. In 1780, Robert Townsend Hooe became the first Mayor of Alexandria, and that same year he signed a lease for a wharf at the end of Duke St. along with Richard Harrison and Joseph W. Harrison. Hooe must have been quite a successful merchant, as the 1791 City Directory also identifies Robert T. Hooe as being the owner and occupier of a wharf on Prince St. The Hooe family continued to work on the Waterfront, and the 1871 City Directory bears an advertisement for Hooe & Johnson, General Commission Merchants, operating out of 2 Prince St. in Alexandria. Among the services they offer are the purchase and sale of flour, grain, salt, plaster, fertilizers, and fish, in addition to being insurance agents for the Petersburg Savings and Insurance Co. and the Liverpool & London & Globe Insurance Company. The 1877 Hopkins Fire Insurance map identifies a stone or brick structure on the site that runs the length of the Prince St. side of the block and is divided into 5 separate units. No. 2 shows the name "P.B. Hooe." In June of 1896, the Virginia Beef Extract Company leased the building formerly occupied by P.B. Hooe and began remodeling work, introducing windows to the rear of the building. There was a major fire in this section of town in 1897, however, and this section of Prince St. was largely destroyed. A new building was then constructed at some point between the fire and 1907, when it is identified by the Sanborn maps as being occupied by a machine shop. In 1921 the building was occupied by the U.S. Department of Agriculture Hay Standardization Office, and at some point between 1931 and 1950, it appears that the building was again demolished and this time was rebuilt as a single-story building, possibly at the same time as the adjacent building at 6 Prince St.

Mid 20th Century

0 Prince Street
Year Built: 1945/1946
Original Owner: Clarence J. Robinson and Abbie H. Robinson
Building History: 0 Prince St. was originally built for and occupied by Beachcombers Restaurant, which opened to the public in 1946. When originally constructed, 0 Prince St. was actually in the water, built on piers. Although Beachcombers had a successful eight-year run as a restaurant, a first-floor fire in 1954 closed the restaurant, bringing a new occupant to the building, International Armaments Corp. (Interarms). The building would be used by one owner or another for gun and ammunition storage and sales for the next fifty years, although in its later years the building's waterfront access would also allow dinner cruises to take place from its dock. It was sold to the City of Alexandria in 2006. (Riker, Diane, and Rita Holtz, Alexandria Archaeology. "Alexandria Waterfront Timelines: 0 Prince St." Unpublished Manuscript)

APPENDIX 3

Alexandria Waterfront
Historic Sites Map



Map by OHA/Alexandria Archaeology
City of Alexandria, Virginia

Appendix 4

Historical Place Names and Interpretive Ideas

Prepared by Pamela J. Cressey, City Archaeologist

The Alexandria Archaeological Commission Waterfront History Plan Committee proposed that an authentic and cost-effective manner of enhancing the historic character and experience of the Alexandria Waterfront would be the use of accurate, historical names for parks, street sections, alleys, buildings and new developments. While people and places have changed, the names below have been selected to reflect significant historical periods, uses and/or individuals that shaped the heritage of locations. The goal is not to make a theme-park atmosphere, but to recall forgotten places, people and stories that document Alexandria's maritime past. Many other names are possible for businesses, restaurants, and theaters. The recommendations for names provided here reflect the thinking of the committee members in 2010. Along with the names, addresses of buildings associated with these people that are included to document the links that can be made from the waterfront to the town's architectural heritage and museums for a fuller understanding of Alexandria's maritime past.

Note: this information is taken from the Alexandria Archaeology files, waterfront articles on the Office of Historic Alexandria website, the Alexandria Historical Society publication, *Alexandria Chronicles*, Robert Madison's book *Walking with Washington*, Ethelyn Cox's book *Historic Alexandria Virginia Street by Street*, and T. Michael Miller's two volumes of *Artisans and Merchants of Alexandria Virginia* and his book *Pen Portraits of Alexandria.*

Also, this information deals primarily with the men who owned and operated the wharves, not the enslaved African Americans or indentured Europeans who worked the wharves, nor the women involved in their lives. More research is needed to expand the information ultimately provided in interpretive and artistic venues.

In the process of recalling and appreciating reality, several objectives are possible:

1. Open space, park, alley, street, wharf planning with landscaping, lighting, seating, signage that highlights the authentic past with novel design to add interest, vitality and distinctiveness to Alexandria's waterfront compared to other Potomac riverfront developments—National Harbor, Georgetown, Anacostia, Washington Harbor.
2. New development that uses names, themes, designs which echo the past reality, to create distinctive projects that are not only compatible with the historic district, but inform people of Alexandria's unique past as the key Potomac River trade city.

3. Informed art that adds to the experience of being on the waterfront while enhancing historical awareness and curiosity about the full diversity of the past inspired by actual events, struggles, materials, products, crafts and objects.
4. Location names and addresses that can "brand" a place and assist people recognize that the long waterfront has specific places with different atmospheres and purposes and so they can choose to arrive in these distinctive places with parking and amenities.
5. Signage and other amenities that enhance historic alleys and streets as links between the waterfront and the historic fabric/ businesses of the urban grid thereby reinstating and reinforcing the east-west connections for movement that were part of the successful commercial operation of the historic waterfront.
6. Connection of contemporary people to the various historic immigrant groups, races, classes, artisans, products, struggles and innovations so the national scope of Alexandria's history can be perceived and personally meaningful to many.
7. A framework for planning, developing, interpreting and experiencing the waterfront that can produce a compelling American story—of commerce, war, suffering, hope, technological advancement, craftsmanship, freedom, enslavement, action.
8. Historical interpretation and programming that can enliven the waterfront by reinforcing key themes in places through a planned integration of signage, art, landscaping, living history vignettes, engraved maps, quotes, performances, tours, podcasts, pda-accessible web links, cell phone first-hand accounts/oral history, exhibits and special events.

North Waterfront

Dangerfield Island

Opportunities for use of names and interpretive signage through discussions with National Park Service given the long history of this area, once called Pearson's Island. The Pearson ownership extends back to 1696. The Alexander family and the Dangerfields both have long histories that deserve attention.

Bay north of Power Plant

Is there a name for this bay? Given its similarity to Alexandria's historic bay and bluffs, opportunities to name the bay, provide scenic overlook signage to portray the early historic Potomac River environment and American Indian life.

Power Plant

Once near, or part of Bellevue Plantation, a mill and home were here by 1801. William Hodgson and wife Portia Lee Hodgson established a dairy farm. John Slater purchased Bellevue in 1841 and added greenhouses for his floral business which he learned from

William Yeates, an Englishman who established Yeates Garden, a pleasure garden with fine views of the Potomac River. Any new development, streets, open spaces, etc provide one of the few opportunities to echo riverfront gracious living and agriculture. Interim measures for art, signage along the path east of the plant and at the entrance gate on Slater's Lane can also use this theme, as well as the early riverine environment. Although, not tied to this area, it is an appropriate location to mark the name of Margaret Brendt, the first European owner of some of the land (and fascinating woman) which became Alexandria and/or Robert Howson, another early owner of the area.

Canal Center and Alexandria Canal Tide Lock

Increased use of the Canal name and signage from Fairfax Street can increase the awareness of the public of this northern park and promenade with interesting art. Improvement of the open space on the waterfront can use the historic stones preserved during the archaeological excavation of the Tide Lock for interesting landscape design/art purposes and increase the story of the Civil War on the north waterfront in a unified fashion with park to the south (Rivergate).
*Use of engraved large map medallion with 1845 (Ewing)Alexandria map showing the urban grid and the canal perhaps at the end of the street associated with Rivergate Park with the new proposed name
Ampitheater around the Tide Lock can be used for musical and theater performances, poetry readings, etc. and can be titled and signed for the Canal Tide Lock.

Rivergate Park

In order to maintain historical theme for waterfront parks, use of Maskell Ewing's name is proposed if the homeowner's association is willing. Alternatively, the water edge open space at Montgomery Street owned by the City could carry the name. Maskell C. Ewing was born in Pennsylvania and studied as a cadet at West Point, 1822-1826. From 1828 to 1836, he served as a military surveyor and topographer, based at Fort Monroe, Va., and Fort Severn, Md. He was chief engineer of the Georgetown-Alexandria Canal (1837-1846) and surveyor of the Alexandria Canal (1838-1846). He also served as City Surveyor and made the best map at its time of the city, often called the Ewing Map of 1845.

As noted for Tide Lock Park, Improvement of the open space on the waterfront can use the historic stones preserved during the archaeological excavation of the Tide Lock for interesting landscape design/art purposes and increase the story of the Civil War on the north waterfront in a unified fashion with park to the south

*Link the park name and use of canal stones with the engraved large map medallion with 1845 Alexandria map showing the urban grid and the canal suggested for Canal Tide Lock Park near this park.

This open space should be tied by design into the open space to the north and the Canal/Civil War theme. Two Civil War photographs and maps can be used to document

the area during the mid-19th century and underscore the role of transportation by canal and rail that continued Alexandria's commercial strength before the war, as well as the federal expansion of rails during the war that was responsible for Alexandria's role as the hub of a massive movement of goods and troops and the role of African American freedmen.

Oronoco Bay Park

While it is not know if this inlet was once referred to as Oronoco, it is an appropriate term for the area since the first tobacco port was established just to the south on West's Point with the rolling road going along a bluff just above Ralph's Gutt. Interpretation to assist people in understanding the name Oronoco as the colonial term for the kind of tobacco grown in the area is important. Planting tobacco would dovetail landscaping and interpretation. Some thought can be given to changing the spelling to the colonial one—Oronoko, or variation of this.

Ralph's Gutt on south can be associated with the theme of landscape transformation. In a court deposition, Richard Sanford age 79 in the 1750s remembered back to the earlier years of the tobacco warehouse. He recalled that "there was a great quantity of ivy growing around the lower edge of the lot next to the Gutt or Marsh on part of which Lott the Tobacco Kiln stood, but that the Ivy never extended near so far up the Bank as to the present Warehouse Lot."

If woods are planted on the north side of the park, a place name can be associated with one of the gardens-specifically developed for pleasure such as Spring Gardens or Yeates Garden with use of flowering trees and plants associated with the 18th and early 19th century. A portion can be landscaped in a manner to evoke buried ships that are probably under the fill soil that created this land. Art inspired by buried ships would carry through the land transformation theme and also acknowledge Alexandria's long history of shipbuilding and ship trading. The schooners *Emily Washington* and *Plumie E. Smith* probably were deposited here in the early 20th century, as well as an 1836 shipwreck. The proposed curved pathway in the park could be associated with an earlier shoreline before the transformation caused by filling.

*Medallion with map showing Raph's Gutt and pre-Alexandria

Central Core Waterfront

Robinson Terminal North/ Oronoco – Pendleton streets: West's Point

Any new development should take on the name associated with the point of land that was the first and principal port, **West's Point** named after **Hugh West**. Other appropriate historical names are **Simon Pearson**, owner of the land when the first tobacco warehouse was constructed, and John Summers, builder of the structure. There are other West names to consider as well, including Hugh's wife **Sybil West**. **Hepburn & Dundas** purchased the West warehouses Buildings, open spaces, restaurants on the west side of

Union St. should bring in the name of the manor house, **Beverly** and could also be associated with the **Gas Works** once across Oronoco Street Beverly was advertised as a "lovely dwelling with carriage house, smokehouse, stone cellar, new brick stable, lumber house." The rolling road that brought the tobacco to the point, warehouses and tavern should be evoked by a diagonal opening/passageway east of Union St. in the new development. There was also a tobacco kiln situated near here on West property—see Oronoco Park.

*Medallion of 1748 map showing rolling road and West's house and other buildings.

Founders Park

It is important to use the names of the town's founders in historical interpretation, but additional research and public input is needed to determine just who is considered to be the founders. Only the town trustees, or those who settled here, who were enslaved here, etc.? Also useful will be a basic marking system of wharf names along the water's edge of the park with some information about the person who operated the wharf and some of the commodities once traded. While many people operated the wharves over the years, the names of 18th century wharf owners have been selected as most appropriate to fit with the founders theme (Although, of course, the historic wharves and the land today did not exist in the bay at the time of the founding.) Many of these men were members of the Revolution Generation and thus helped found the country, not only the town. They walked in Washington's funeral procession and generally had passed away by the first years of 1800.

Wharf names from north to south in Founders Park

Taylor Wharf
Jesse Taylor, an Irish immigrant**,** imported goods and was mayor twice. He interacted with George Washington through business dealings, dined at Mount Vernon and helped lay the cornerstone of the U.S. Capitol. He owned, and may have built, the house that once was at **109 S. Prince St**. and was moved to the **southeast corner of South Pitt and Franklin** Street during the King St. Urban Renewal period. This may have been the building from which he operated a store at the southwest corner of King and Pitt streets. He also ran a ferry from his wharf to Maryland. Taylor had a flourishing business of imported goods particularly a variety of fabrics from Dublin and Liverpool, wine and salt from Lisbon, many kinds of hardware, ceramics, tools, scales, writing supplies, playing cards, tea, and many other products made in Holland, France and Germany.

Allison Wharf
Robert Allison was a merchant and operated a mill on Holmes Run. He particularly traded in English items—fabric, buttons, twine, knives, forks, ink powder, snuff boxes and tools. He was involved in the laying of the cornerstone of the U.S. Capitol with George Washington. He lived at **219 Wolfe St.**

Hepburn & Dundas Wharf
William Hepburn and John Dundas were business partners, and family. Dundas married Hepburn's daughter, Agnes who operated a tavern after her husband's death. Dundas served on city council. The firm did purchase African Americans, and Agnes offered a reward for at least one individual who ran away. Hepburn & Dundas traded with Glasgow and London to import dry goods and sail duck Hepburn traded alone before the partnership, bringing in a variety of dry goods such as calicoes, Irish linen, gingham fabrics, china, Egyptian teapots, saddles, needles, and twine. He owned a mill and distillery on Back Lick and Indian runs, and he also operated a fishery near town His warehouse on the wharf in 1815 would hold 30,000 bushels of grain or salt. A runaway ad from Agnes Dundas here would provide a statement that African Americans did resist enslavement and took action.

Adam (east of Princess St.)Wharf
Robert Adam arrived in Alexandria in 1752 very soon after its establishment. He lived on the west of side of the 200 block North Fairfax St. where George Washington actually did dine. He was a founder of the Masons in town and served as the group's first Master. Besides operating his wharf and warehouse, he also had a grist mill, a store, a tannery, iron foundry, and a bakery. Adam had a contract with George Washington to acquire all of the herring and shad he brought in from Posey's Landing fishery as well as most of his wheat production. These commodities may well have been exported from this wharf, including in 1770, nearly 474,000 herring and more than 4660 shad. Adam also fished and fox hunted with Washington. A town trustee, Adam was involved with various civic activities, including the repair of a schoolhouse in 1767. He provided a fascinating deposition in a court case when 56 years old in which he talked about the waterfront. He always thought that "point Lumney and West point" were for the use of the town. There was a public warehouse built in 1753 by Carlyle at Lumney, north side of Duke St. to receive "Braddock's casks." He testified that there were few other buildings to mark Duke Street at this time and noted where the high water mark was located.

Also located in this area between Queen and Princess in the mid-19th century was the marine railway of A.W. Eastlock. He employed caulkers who repaired ships and canal barges. His diary provides interesting entries on business, employees, a drowning, bad weather and poor economy: "…almost sick with the blues 'nothing to do is awful."

Kirkpatrick Wharf (west of Union Street), later as extended, Conway Wharf (east of Union Street)
John & Thomas Kirkpatrick operated a wharf west of Queen Street, one of the first built into the original bay. It was found during archaeological excavation of the lot between South Lee, South Union and Queen Street. A basket embedded into the wharf could be interpreted as an interesting element in the southern pathway extending from Queen Street in Founders Park. The Kirkpatricks are noted for the ad they placed in the Maryland Gazette in 1762: *"Just Imported, In the Royal Charlotte, Capt. Bartholomew Fabre, a parcel of very healthy Gambia slaves, to be sold very reasonably for bills of Exchange or ash. The sale will begin at Alexandria on Monday the 13th instant, and continue till all are sold."* This is one of the few documented importations of Africans

into Alexandria and their subsequent sale. Use of this advertisement for public interpretation can provoke significant discussion and thought.

Richard Conway's home **Beverly** was on Oronoco street just west of Union Street. Conway was one of the Revolutionary Generation, serving as a militia captain and member of the Fairfax Committee of Safety. He was mayor of the town when he oversaw the Alexandrian dinner for George Washington in 1783 celebrating his return from the war. A merchant, ship owner, town trustee and justice of Fairfax County court, Conway perhaps is best known for loaning Washington enough money (600 pounds) so the future president could settle his debts and travel to New York for his inauguration. Conway traded with Lisbon and Barbados using his brig, *Martha*, for items such as salt, wine, rum, and sugar in various forms. He also held important posts dealing with establishing the weights and scales for the port.

This wharf also figures into presidential history. John Quincy Adams visited Alexandria in April 1825. At 4 p.m. a signal gun was heard announcing the approach of the boat "highly ornamented and enlivened with delightful music" carrying the president. The captain of the ship ordered a thirteen gun salute when passing the *Gov. Strong* at Conway's Wharf. The other ships along the wharves were also "decorated with all the taste and variety that their commanders were capable of displaying." (*Alexandria Gazette* 4/14 & 16/1825.

*Medallion of 1749 map showing the first grid of the city and documenting the current location was in the bay in Founders Park.

Thompson's Alley

Jonah Thompson was a mayor of Alexandria (1805-1808) and president of the Bank of Alexandria. Jonah Thompson built **209-211 North Fairfax** in the yearly 1800s but the addition at the back with the unique loggia may have been designed by Benjamin Latrobe according to Evelyn Cox

Carlyle-Dalton Wharf, later extended as Cazenove Wharf (foot of Cameron Street)

John Carlyle and John Dalton were partners in trade and neighbors—each buying in the 1749 auction the properties north and south of Cameron Street on the bluff. They built their wharf from Water Street into the river (today approximately mid-way on the south side of the 100 block of Cameron Street). The wharf was discovered by the City archaeologists when the torpedo factory structure in this block was demolished in the 1980s. The pine wharf was constructed in the late 1750s/early 1760s. Carlyle and Dalton were major participants in the founding generation of Alexandria and traded in a variety of goods.

The homes of both Carlyle and Dalton are easily accessed from Cameron Street at

Fairfax. **John Carlyle's house (121 North Fairfax St)** is owned by the Northern Virginia Park Authority and operated as the only museum in Alexandria documenting 18th century elite life. John Dalton's house still stands at **207 N. Fairfax Street.**

Anthony Cazenove was a prominent merchant who started out trading on Prince Street and by 1800 had purchased **117 King Street** when he was an agent for Victor duPont, son of Pierre Samuel DuPont He later moved west on King Street, living at **915-917 King Street** as early as 1816 and also owning **900, 907 and 1007 King Street**. He traded in goods predominately from the British Isles such as umbrellas, Swiss chinzes, kid gloves, jewelry and pianos. But he had a diversity of items from a print of George Washington with gilt frame to bales of Calcutta goods,"Buenos Ayres Ox hides" and "Spanish segars." Anthony's son, Lewis, was involved in a duel with another merchant's son, William H. Fowle in 1827. Fowle was upset when he discovered that Lewis had written his brother in Boston about how the Fowles had not done anything when Ladd's Mill burned and were fined by the mayor. Since the Fowles had many friends in Boston, he did not want the family's name tarnished by "slander."

The Cazenove properties can be seen on the 900 and 100 blocks of King Street as noted above.

Ramsay Wharf (foot of King Street, north side)

William Ramsay was born in Glasgow, Scotland and was a merchant, one of the original trustees of the town and elected honorary Lord Mayor in 1761. Ramsay purchased the two ½ acre parcels in the 1749 auction between North Fairfax and North Water (Lee) streets on King Street. This half block was centrally located between the river and Market Square. His early subdivision of the property including an alley (now Ramsay Alley) and later banking out (probably with his son) to create the 100 block of King Street with alley (now Fayette Alley and the 0 block of King Street and wharf (now Old Dominion Boat Club) may well have been a catalyst to the primacy of King Street for commerce over Cameron Street, the original center street of the town. He was also the owner of the George Tavern. Ramsay was close to George Washington and married his cousin, Anne. She was credited by Thomas Jefferson for raising $75,000 for the Revolution. At one point, Ramsay borrowed money from Washington, who walked in the funerals of both William and Anne in 1785.

His son, **Dennis Ramsay** served in the Revolutionary War and was a "zealous" Mason and merchant. He married the daughter of another merchant and Irish immigrant, Jesse Taylor, Jane Allen. Ramsay traded in a variety of wares including rope, tools, Irish linens, gloves, and writing implements. As mayor, Dennis Ramsay is thought to be the first person to actually refer to George Washington as Mr. President at the farewell celebration held at **Wise's Tavern** before he left to be inaugurated the first president of the United States. The tavern still stands on the northeast corner of North Fairfax and Cameron Street. He also assisted Washington in the laying of the cornerstone of the U.S Capitol and was a pall bearer at his funeral. Dennis Ramsay was also a part of the larger American story since he was appointed by President John Adams as one of the "Midnight

Justices" resulting in the landmark Marbury vs. Madison Supreme Court case that permitted the court to rule Congressional actions as unconstitutional.

Other Ramsays--William, Andrew, and John—also were merchants in this era.

The **Ramsay House** at **221 King Street** was reconstructed in 1956 and is the Visitor's Center.

Fitzgerald's Wharf (foot of King Street, south side)

John Fitzgerald, an Irish immigrant of the Revolutionary Generation, banked out to create the land in the 100 and 0 blocks of north side of King Street with Valentine Peers after returning from the war. Distrusting the British, both Fitzgerald and Peers had contributed their trading profits to help Bostonians during the English blockade before the War. Another Alexandrian close to George Washington, he served as the general's aide-de-camp and was at Valley Forge. Washington wrote a letter supporting Fitzgerald as the Collector of Customs in 1791. A committed citizen and businessman, he was a founder/director of the Alexandria Library, Bank of Alexandria, Potomac Company, and a Catholic who helped in the creation of St. Mary's Church and cemetery. He imported Irish linen with fellow Irishman Peers and exported wheat and then moved on to a wide assortment of European goods and wines. He was also involved in the Wales Brewery located on the 100 block of South Union Street and was a partner with Daniel Roberdeau in a distiller on Wolfe Street.

Fitzgerald's Warehouse stands at the southeast corner of King and Union streets and is the oldest structure to survive on the waterfront. **Fitzgerald's Wharf** is now the Old Dominion Boat Club parking lot east of the Strand.

*Medallion of the 1803 Plan of Alexandria

The Strand

There were several wharves stretching east into the Potomac from the 100 and 200 blocks of The Strand. This was the busiest commercial part of the Port of Alexandria which is why most of the waterfront brick warehouses were built from King Street to Duke Street. The wharves have been filled for park land and parking lots, but their names and materials could still be evoked in future landscapes and developments.

100 Block The Strand--Harper's Wharf (Waterfront Park)
This park currently covers from north to south, **Janney's, Vowell's, and Harper's Wharves.** It is recommended, however, that the park be renamed **Harper's Wharf** to commemorate the shipping element of the area and also to recognize one of the early settlers and maritime figures of the town.

Captain John Harper was a fixture of the first half century of the town. A major

merchant with a warehouse at Prince Street and the Potomac, he sailed a ship for West Indian trade. A Quaker, he settled in Alexandria and specialized in South American and West Indian trade. Interestingly, in 1799 a revolt of journeymen employed by Harper occurred when the men refused to work unless paid every Saturday. Harper also owned the north side of the 100 block of Prince St. and is credited with constructing **209, 211**, and **213 Prince Street**, and possibly **207 Prince** as well. He also owned the plantation, Mt. Airy in Fairfax County. His son, **Captain William Harper**, served with George Washington at Princeton, Brandywine and Valley Forge. He also operated a lumber yard and was a grocer on Union Street. Captain Harper was commander of an artillery company that passed in review on King Street "with sixteen discharges of artillery and 16 vollies from the musquetry" in honor of President Jefferson's March 1801 visit. Ironically, he had been appointed by outgoing, but lame-duck, President John Adams just days before to a judgeship, thus becoming one of the "Midnight Justices" that President Jefferson would not seat. These actions resulted in the *Marbury vs. Madison* Supreme Court case establishing judicial review of Congress and creating checks and balances.

Properties mentioned above in the 100 and 200 block of Prince St. can be associated with Captain Harper. While it has been thought for many years that the warehouse located on the northwest corner of Prince and Union streets was the Harper warehouse, it burned and the current structure is the **Fitzhugh Warehouse**. The structure is highly significant since it is one of the best examples of a commodious warehouse of the early 19th century and has painted advertising from many decades of the building's use. It was at **Gadsby's Tavern** that Jefferson gave the famous toast in 1801: "Prosperity to the Town of Alexandria."

200 Block The Strand—Gilpin's Wharf

The structures and parking lot between Prince and Duke Streets east of The Strand are on made land that was once called Gilpin's Wharf. It is recommended that the area—much of which has already been purchased by the City as open space—have a name that provides maritime associations, such as George Gilpin.

Colonel George Gilpin was another individual who built the waterfront and the town in the last half of the 18th century and continued into the early 19th century. A surveyor, he is also credited with the 1798 "Gilpin Map" that depicts Alexandria after its major annexation of land and was the first published map of the town. As other Alexandrians of his generation, he was active in the militia before the Revolution and then served with George Washington in the Battle of Germantown and the New Jersey Campaign. He was a long-time friend of Washington's, participating in the laying of the U.S. Capital cornerstone and serving as a pallbearer at the General's funeral. Both of his wives were Mary Washington's cousins and he was descended from the Washingtons of Westmoreland, England. He also had business connections with George Washington through the sale of whisky produced at the Mount Vernon distillery. Reportedly, he sold up to 800 gallons a month. Not only a merchant, Gilpin was active in other businesses—the Potomac Company, Bank of Alexandria, and Little River Turnpike Company. He also served in trusted positions such as the first judge of the Orphan's Court, postmaster, harbormaster and collector of customs and flour and tobacco inspector for the port. Harper's obituary references his "personal exertion towards the improvement of the

town" and his "elevated and penetrating mind."

Gilpin's warehouse was on the southeast corner of Prince and Union Streets. His wharf extended east from the Strand and was described in 1819 as a:

> *...valuable wharf which is at present fit to accommodate large vessels and may if necessary be extended to 76 fathoms water. There is on the water lot a store house 20 ft by 40 ft two stories high built with stone.*

While his warehouse did not survive, another significant structure did. **206 and 208 King Street** is an outstanding example of an urban townhome with residence on upper floors and business on the first floor.

*Medallion of the 1798 Gilpin Map at Prince and the Strand.

Robinson Terminal South/Duke to Wolfe Streets: Point Lumley (Lumney)

A high bank once was at the original end of Duke Street—about 60 feet east of Union Street today. Below the bank, a point of land extended into the river and formed the southern edge of a crescent bay around which Alexandria was laid out. Due to the significance of this land form for commerce, it was owned by the town trustees. An early act of the trustees in 1751 called for cutting through the bank so there was access to the Point. The trustees rented the Point to **Thomas Fleming**, a ship carpenter from Annapolis. Fleming constructed the first Alexandria ship—the *Ranger*--in 1752 for a company in Whitehaven, England. It was 154 tons with eight guns and had a crew of twelve. See additional information about Point Lumley in the Adam Wharf section.

By the 1780s, as elsewhere on the waterfront, new land was created by banking out and new wharves extended farther into the Potomac. The two central figures in the transformation in this area were commission merchants and partners, Robert Townsend Hooe and Richard Harrison. Their names, as well as Fleming's and Lumley should be associated with new open space, buildings and businesses. Other maritime-oriented businesses on this block included a ship chandler, a barrel maker, and a ship's biscuit baker. At least one warehouse owned by Hooe was made of stone.

Robert Townsend Hooe was the first mayor of Alexandria when the change was made from town trustees to an elected council. He also served as an officer during the Revolution and Fairfax County sheriff. A good friend of George Washington, Hooe served with him as a charter member of the Potomac Company and a director of the Bank of Alexandria. The General wrote about Hooe in 1784: "…*Col. Hooe…is an exceeding good man and very competent in the execution of the trust which he accepts*." The same year, Washington wrote Hooe asking: "…*Knowing that you have a vessel bound to some port in Spain, I am inclined to ask if it is safe and practicable to bring from thence a good Jack ass, to breed from…*" Hooe was another one of the waterfront merchants made a "Midnight Justice" by President John Adams that precipitated the Supreme Court Case *Marbury vs. Madison* resulting in judicial review of Congress.

Richard Harrison was acting American consul in Martinique and Cadiz, Spain and during these postings developed good trade connections with the West Indies and Europe.. Hooe and Harrison operated by exporting wheat, flour, Indian corn and tobacco they bought using funds deposited in banks by firms who placed orders. They also took their commissions from these funds. As ships arrived with imported goods, the firm also acted as agents to sell the cargo. The company's records and newspaper advertisements from 1784 to 1811 document a wide variety of wares for sale: gin, Spanish wines, violins, flutes, stockings, refined sugar, Queens china, anchors, candle molds, bohea and souchong tea, and check shirts. The businessmen had to maintain the quality of their merchandise as is seen in this letter sent by the firm to a merchant in Philadelphia in 1789*: "…The rum you sent to Port Tobacco was so extremely bad that it will not sell. It is not better than our country made…send us in vessels bound to Port tobacco bar iron well assorted for plantation use with plenty of plough plates among them, green tea or hyson if green is not to be had*."

Hooe and Harrison owned **310 South Lee** lot from 1790 to 1796, so the structure may date to their occupation. The company's account books dating between 1789 and 1796 have been transcribed by T. Michael Miller and provide very specific information regarding trade for this boom time. Robert Townsend Hooe's home stands at the southwest corner of Prince and Lee streets (**200 Prince Street/201 South Lee Street**). It was constructed about 1780 as one large structure. The second floor parlor woodwork was removed and is now in St. Louis, Missouri.

Roberdeau Park

General Daniel Roberdeau is another man who served during the Revolution and then developed the Alexandria waterfront. Originally born in St. Kitt, he moved to Philadelphia after his father's death. He was active in Pennsylvania for the cause of independence and served in the Continental Congress. In 1778, Roberdeau recognized that the American forces did not have sufficient powder and shot. He established a lead mine and built a palisade to protect it with his own funds. Fort Roberdeau has been reconstructed and is part of a historical park. Even before the Revolution, Roberdeau purchased property on the South Water (Lee) Street bluff overlooking the original shoreline. After the War he operated a distillery with John Fitzgerald on Wolfe Street and produced "Alexandria rum which they engage equal in quality, either in strength, agreeable smell and good flavour to any made on this continent." He banked out the land that became the 0 block of Wolfe Street and created a wharf that "will accommodate vessels of the deepest draught with the conveniences of stores for their cargo." He operated a large warehouse with different private apartments and a sail loft.

The Roberdeau House still stands at **418 South Lee Street**.

200 Block South Union Street

The **Fowle Warehouse at 204 S. Union and the Wattles Corn Mill at 206 South Union** Street should be called by their historic names, and development in this block should use these names as well as others associated with the property.

William H. Fowle was a powerful force on the waterfront in the 19th century. He operated a wharf between Prince and Duke, developed several warehouses along Union Street that still stand, and with brother George Fowle, built a steam-driven flour plant—**Pioneer Mill**—after leasing the block between Duke and Wolfe for 99 years. Completed in 1854 and 6-stories high, it was said to one of the largest mills in the country. They had the capability of producing up to 800 barrels of flour a day that was exported primarily to New York City. While very successful, the mill was silenced by the Union occupation while the structure was used as a warehouse. It never regained its glory. As recounted above, William Fowle was involved in a duel with Lewis Cazenove in 1827 when he was a young man. Cazenove wrote to his brother in Boston that during a fire of Ladd's Mill, both Fowle and his father stood by idly while others were trying to put out the fire, and even were "looking on with apparent self-satisfaction." The Fowles were upset by this story. Fowle challenged Cazenove. Pistols were chosen, and they met December 26th in Maryland with their seconds. Fowle was a militia officer with apparently some training with weapons, but according to Cazenove's father, his son had not held a loaded pistol until the night before the duel. Even with this caveat, Cazenove's bullet hit Fowle in the face while he was not touched. Fowle went through life with a disfigured face while the two men continued to live in Alexandria.

Fowle constructed the warehouse that still stands at **204 S. Union** in 1858—note the fenders on the openings monogrammed with his initials (WF). He also constructed warehouses that have been modified or repaired at **200 S. Union and 206 S. Union**—which was enlarged and became the **Wattles Corn Mill**. This is the last mill to survive on the waterfront. Pioneer Mill established by Fowle where Robinson Terminal South now stands burned in 1897. The Fowle House stands at **811 Prince Street**. Interestingly, he bought the house and garden from another merchant, William Bayne, owner of one of the few other warehouses identified with monogrammed fenders in the doorways at the northeast corner of King and Lee streets. Brother George Fowle probably built **810 Prince Street.** The senior William Fowle purchased most of the block between Prince, Washington and Columbus streets in 1811. He enlarged the house that is now **711 Prince Street**. He was active businessman, president of the Alexandria Canal Company and president of the Old Dominion Bank (201 Prince Street now the Athenaeum. At the time of 1827 fire, the senior Fowle also owned the warehouse at **100 Prince Street**, originally constructed by the merchants Benjamin Shreve and James Lawrason.

Appendix 5

Chart of Historic Wharf Owners and Selected Activities and Products

Edited by Ann Davin, 2010

King Street North

King Street	King Street to Cameron Street
Fitzgerald's Wharf: SE corner of King and Water (Lee) Street and Warehouse (104 S. Union) at SE corner of King and Union Sts. • John Fitzgerald, aide de camp to George Washington during War, Merchant/ Brewer/ Mayor. • 1780s Wharf built by "banking out", infilling marshland along river. A pier extends 100' into the river from the wharf and is 50' wide. • Colonel Fitzgerald built 3 brick warehouses under one roof. Three stories high with sail loft on upper storey . On east side of warehouse is unimproved lot the whole length of warehouse terminating in 25' alley (Fitzgerald's/Wales Alley) laid out upon the front of the wharf. Still standing at 100-104 S. Union St. • 1786 Olney Winsor RI merchant leased a lot on wharf and built a large 2-story dwelling house with upper floor divided into 4 rooms and a store where he sold muscovado, loaf sugar, coffee, chocolate, NE potatoes, and a small assortment of European goods. 1789 leased an adjacent lot and in 1793 built a 3-storey warehouse with gambrel roof at 102 Lee Street. • 1800 James River coal was sold at Fitzgerald Wharf • 1801 warehouse sold for the purpose of raising sums demanded by Robert T. Hooe as security for Col. Fitzgerald to the Bank of Alexandria. • 1804 becomes Dunlap and Irwin's Wharf and warehouse and then Irwin's Wharf in 1806. • 1825 Irwin property includes 5 warehouses at King, S. Union and The Strand.	Carlyle-Dalton Landing • In 1749 John Carlyle obtained 1 of 2 half acre lots on what was then waterfront property south of Cameron and east of Fairfax. • 1759 Carlyle and Dalton obtained permission to build first private wharf, that ran partway down 100 block of Cameron, known as the Carlyle-Dalton Landing. Tax waived as public could use ½ of facility. • 1780 Carlyle died and left a portion of lot, now Cameron and Water, to his granddaughter including his warehouse. • William Herbert, president of the Bank of Alexandria inherited lot by marriage. • 1801 trade still flourished as evidenced by sale of sloop named *Favorite* at the wharf by Philip Marsteller a noted merchant.
Merchants Wharf: South of King Street, east of Union and north of Wales Alley. • In 1796 lot was purchased by Jonathan Swift from Milton, MA and had prerogative to build Merchant's Wharf. • 1801 offered to lease lots on wharf and by 1802 had erected several stores. William Hall, a hardware and retail merchant moved his store from Prince Street to Wharf in 1801. • 1808 Swift advertised lease of Merchant's Wharf with store and adjacent lot owned by S. Moore. Also a warehouse at corner of King and Union formerly occupied by Henderson & Co.	Ramsey's Wharf – King Street • William Ramsay established a wharf complex at the foot of the NE corner of Water and King Sts • 1749 built house facing river and built out land from there for his wharf. Owned from 101 King to 119 King St. • In 1780s W. Ramsay had begun to bank out and fill in the Potomac River adjacent to wharf between Water (Lee) and Union and called it Fayette Street or Ramsay's Alley. Fayette/Ramsay's alley was never properly laid out and after 1785 alley was reduced in

King Street	King Street to Cameron Street
• 1810 Joseph Rowen opened a cordage store where he sold cordage made by John Chalmers rope maker for the US and a variety of articles in the ship chandlery line. His store had previously been the US Office of Inspection • 1813 Swift conveyed wharf to Gird and Entwistle. Gird was a proprietor of a retail store that sold sugar, spinning cotton, ground alum, bacon and lard.	size from 50' to 30'. • 1795 3-storey brick warehouse present along King St. and Lee St. Several brick warehouses were built along lower King St during 1790s. • 1797 John Ramsey – Wholesale Merchant. In 1797 at intersection of King and Water had a large wood frame 2 story building for sale. • Dennis Ramsay-Merchant/Mayor. Served Revolutionary War, owned many properties. • 1805 owned a wharf and warehouse on north side of King Street at Potomac • 1813 Wm Ramsay Jr inaugurated ship service via the fast sailing schooner *Antelope.* Would sail south from wharf with passengers and freight. Early 19th c. Cameron to King St businesses • 1804-Daniel McDougall, shaving shop at Irwin's store at King and Union. • 1805-James Dall merchant at NE corner King and Union. • 1806-Robert and James Mandeville grocers at King and Union. • 1812-William Herbert operated a bake house at Cameron and Union • Large 3-storey house built by C. & I.P. Thompson who used it as a hat factory.
King and Water Sts. • 1792 John Gill, merchant leased a warehouse at corner of King and Water (Lee). 1794 sold James River coal at warehouse. • 1797 JG to lease of dwelling house and store on Prince Street. Had 3 warehouses on Hamilton's Wharf • 1798 $10 reward for runaway mulatto woman. • By Josiah Smoot and Thomas Perry had 2 lumberyards on the northern half of the block • Samuel Boush- sea captain who operated a ship chandlery on the NE corner of King and the Strand • Joshua Schneider opens a restaurant at 0 King Street in late 19th century.	• 1856 joint stock company known as the Alexandria Ferry Company was incorporated by VA General Assembly to operate service from foot of King Street to Fox's Landing on Maryland shore. Service stopped in 1861 because of war and started again in 1868 as the Potomac Ferry Company. • New ferry house built in 1891 • 1904 Mutual Ice Co. Wharf at foot of Cameron St. • Ferry Tavern located just south of lumberyards at corner of Fayette/ Ramsay's Alley and Union Street. Operated by Wm Ball this was a one story brick bldg also known as the Union Hotel and later became a dance hall.

Cameron Street to Queen	Queen Street to Princess
18th c. Wharf Between Cameron and Queen and Union and Lee Sts. Archaeologists found a stone-paved surface of a wharf with a small section of a timber wharf bulkhead Cazenove' s Wharf • Antoine Charles Cazenove moved to Alexandria about 1794 and founded the banking house of Cazenove & Company. Head of a large shipping business, he maintained his own wharf and warehouses; was French consul; one of the founders of the Alexandria Water Company and of the cotton factory; and an active member of the old Presbyterian Church. • Had warehouse at 100 block of King Street.	Richard Conway/Bartle/Kirkpatrick/Queen St Wharf- Merchant/Mayor/ friend of Geo Washington • Foot of Queen Street • Entertained GW at Duvall's Tavern after his return from Revolutionary War. • Imported from Lisbon on brig *Martha* until 1785 when he put it and Barbados rum up for sale. • Built house on lower Oronoco named *Beverly* Andrew Bartle-Joiner, Carpenter, wharf and bridge builder. • 1816 sale of lumber at his wharf on Queen Street. • 1817 operated from his wharf the steamboat *Union*, ran from his wharf to Washington DC. • 1818 sale of his wharf on Queen St • 1860s wharf was an importation site fro Gambian slaves.
John Bogan- Tavern Keeper , Cameron Street 1806 had a 4th of July celebration at his garden	0 Block of Thompson' Alley
Thompson's Wharf • Jonah Thompson – Merchant/Mayor • 1816 Thompson's son-in-law Jacob Morgan constructed a building on the wharf which jutted out into the Potomac across from Water and Union. • Thompson was a wholesale and retail merchant. • Owned a number of lots along Water Street from Duke to Cameron.	
Colonel Ellsworth lands in 1861 at Cameron Street Wharf and prepares for initial occupation of the the City. Civil War occupation begins	Robert Adams Wharf and Bakery
Horse and Steam powered ferries to Georgetown and Washington, DC	

Queen to Oronoco	Oronoco North
Kirkpatrick's Wharf: Just north of Queen Street. • 1762 Thomas Kirkpatrick has a shipyard and 1764 granted right to build wharves and warehouses north of Queen St. Robert Adams' Wharf and Bakery • 1795 John Bogue a cabinetmaker, house builder, ship joiner on Princess Street. Naturalized US citizen. 1796 notice of sale of assorted	Ralph' Gut • Oronoco Creek ran through Ralph's Gut to Potomac. Historically area used as pastureland. West's Point • Tobacco Warehouse built at West's Point, about a mile north of the creek at the east end of a 220-acre wedge of land. Conveyed

Queen to Oronoco	Oronoco North
ironmongery on Princess near Adams' Wharf. Moved stores around to various locations in Alexandria.	by Robert Alexander to his son John and to Hugh West. West's Point was convenient for shipping; it was one of the last upstream anchorages, and it had the advantage of extending beyond the muddy river flats toward the deeper channel of the Potomac. • 1731 tobacco warehouse built by Simon Pearson and sold to Hugh West circa 1739. Lewis Elzey and John Awbry were appointed the first inspectors. A second warehouse was constructed by the county in 1734. Slaves rolled rounded hogsheads of tobacco from the plantations down the rolling road to the warehouse. • 1740 Hugh West operated 1st ferry across Potomac to Frazier's Point. By 1748 there were 2 ferries running. Warehouse possibly built. Initial ferries may have been similar two dugout canoes lashed together. Tiny settlement around West's Point dubbed Belhaven. • 1755 John West built wharf at West's Point funded by a county levy. Used by General Braddock that same year. • 1771 public wharf in disrepair and W. Ramsay awarded job of building a new wharf that included the old wharf on the south-side of the old warehouse. • 1785 notice that tobacco warehouse was broken into and a large quantity of loose tobacco was stolen. • 1798 tobacco warehouse not in use • 1799 re-established, 1801 tobacco inspectors appointed. • 1809 ordered that a committee be appointed to superintend the tobacco inspection and authorized to contract the inspector and guarantee him pay for one year.
Conway's Wharf : near foot of Queen St. • c. 1780s Captain Conway and wife Mary West built spacious house known as *Beverly*? on north-side of Oronoco Street and east of Union Street. Had a carriage house, smoke house, brick stable, stone cellar and lumber house on property. Lots of fine furniture. • Also owned lot at Princess and Water streets	William Herbert • 1800 expanded real estate holdings with purchase of old town lot No. 1 from General Light Horse Harry Lee. Located on north side of Oronoco adjacent to West Point and Potomac River. • Property occupied by Neil Mooney who may have operated a brickyard at the site

Queen to Oronoco	Oronoco North
which he leased to John Lomax, a tavern keeper. • Owned 100 acres from First Street to Potomac River to west Street, thence to Shuter's Hill. At Conway's death, his executors Wm Herbert, Nicholas Fitzhugh and Edm J. Lee subdivided and conveyed it between 1809-1818. • Conway also owned part of a racetrack which he leased to J. Gadsby. • Conway and his wife died in 1806 and may have been interred in a family cemetery on Union Street. • House burnt down in 1856 in fire started at Old Sumac Factory at north end of Fairfax Street.	1816 notice of Alexandria Morocco Manufactory at corner of Oronoco and Water streets • Gentlemen's boots, morocco and American kid leather of all colors for ladies shoes, coach makers' and hatters' lining skins. Highest price given for sumac leaves well cured. 1820s-18402 - Rivergate and TideLock • Alexandria attempted to act as a transition port between sea, canal, road, and rail. • 1820-1840 George Washington supported and helped develop plans for canal system connecting Alexandria to Ohio River. Canal ran from Georgetown to the canal wharf area in Alexandria. During Civil War it was converted to a river railhead where locomotives and rolling stock were moved onto specially adapted barges with tracks on them. This innovation was devised in Alexandria.
<u>Founders Park Area</u> • 1750s northern end of original waterfront of 60 acre town. • 1790s it was filled in from Water (Lee) St. to present shoreline. • Mid 19th century gritty industrial area where rail and canal shipment occurred. Lumber, fish, grains, coal were shipped from here. • 1891 William Smoot at Queen & Oronoco had wharves, coal, lumberyard. • City's seasonal fish wharves located here and each spring Fishtown sprang up east of Union between Princess and Oronoco. Also processing point for ice shipped from Maine	Mid-late 19th c. railroad served wharves, warehouses, lumberyards, coal depots at Founders Park, West's Point and Oronoco-Pendleton area and ran north. It was an important logistical railhead during Civil War.
<u>Potomac Brewery</u> • 1804 Thomas Cruse- Merchant had a warehouse and wharf located on West Point. Purchased his partner's interest Wm Billington in Potomac Brewery in 1804. Brewery contained 2 copper boilers (1200 and 50) malt house, kiln and mill. • 1806 a for sale notice of his brewery and wharf. • 1816 moved his store to the house next above Jonah Thompson's on Cameron Street, where he continues to sell his usual groceries, wine and liquors	1939 Robinson's Terminal North • Built over (or close to) location of tobacco warehouses. Robinson Terminal provides a wharf and storage for the transshipment of newsprint for the *Washington Post*

North to King from Wilkes

Wilkes - Wolfe	Wolfe- Duke [Point Lumley]	Duke - Prince
Roberdeau's Wharf • 1774 large distillery complex built by D. Roberdeau at foot of Wolfe St. Included 2 stone buildings w/ granaries and sail loft, wooden warehouse. Wharf was about 400 feet in width and extended 300 ft into the river. • 1790's wharf could handle large ships and length was extended further into Potomac River. Had large stone warehouse, sail loft, and lots on bank to build houses and storehouses. • 1787 John Fitzgerald (Fitzgerald's Wharf) buys distillery Kirk's Wharf • 1803 W. Hartshorn moved his store and counting room to south-side of Kirk's Wharf at lower end of Wolfe St from Hooe's Wharf.	Named Point Lumley after a Captain Lumley who used to moor his ship offshore. Fleming's Shipyard, Point Lumley • 1750s Thomas Fleming established a ship building business and built a dock and various other buildings at Pt. Lumley. • 1755 John Carlyle built 1st public warehouse at Pt. Lumley. • 1765 George Washington's schooner kept fit at shipyard • Cordage manufacture along rope walks. One of first American industries. 18th and 19th c. Several ropewalks in OTA. • 1771 Fleming's Shipyard failed. • 1774 second public wharf (first one at West's Point) built by R. Harrison & Co. • 1786 Fleming's property sold to R. Townsend Hooe & G. Slocum Hooe's Wharf- Duke Street off the river • 1780's Robert Townsend Hooe, Alexandria's 1st mayor, built wharf with a stone warehouse. Sold looking glasses, flutes, violins, congo teas, Ravens duck, brown rolls, Russia duck, German steel, English and Dutch cordage, glass ware, delft bowls, muskets, butter pots, hats, flannels, diaper napkins, bolts of cloth. • 1799 Jacob Shuck & Co. opened lumberyard on wharf	Gilpin's Wharf • George Gilpin purchased lots in 1769 and at lived 206-208 King St. Was Collector of Customs, town surveyor, postmaster, harbor master, pall bearer at GW's funeral, 1st judge of Orphan's Court of Alex; 1775 flour & tobacco inspector. • 1796 Gilpin owned warehouses on SE and SW corners of Prince and Union. North of "Gillpins Alley" and south of "Publik Alley." Gilpin filled in the waterfront to create Union St. • 1786 Benjamin Shreve & James Lawrason leased and store space on Gilpin's Wharf on SW corner of Prince and Union. Lawrason acquired property in 1805. • 1809 5 lots for sale btwn Prince and Duke on Water St (Lee). One lot with 44'front on Union with wharf extending 220' into Potomac River. Fit for large vessels and may be extended 7 fathoms water if necessary. On water lot is 2-story high stone warehouse. • 1812 Gilpin filled in areas to create more land between Duke and Prince creating The Strand. • 1830-40's Wm Fowle purchased property and built 3-storey brick warehouse. • 1860's, during Civil War, the property was seized by the Federal government. 1870's Supreme Court ruling returned property to Fowle family. • 1895, DeWilton Aitcheson purchased property from descendants of Fowle. • 1897 large fire destroyed Nearly all buildings along the

Wilkes - Wolfe	Wolfe- Duke [Point Lumley]	Duke - Prince
		Strand and S. Union Warehouse at 204-206 escaped with minimal damage. • 1900 Richard Wattle bought property and altered them for use as a grain mill. 206 S. Union is largest existing pre-Civil War building on riverfront.
Wilkes Street Shipyard • 1783, John Hunter established a ship building yard at the end of Wilkes Street around • 1819, Thomas Rowe shipbuilder, near Wilkes Street. $25 reward for 2 stolen masts. • 1860s, there was a Civil War railhead at 0 Wilkes St. Locomotive foundry between Wilkes and Wolfe. • The Wilkes Street Tunnel and rail looped through Alexandria until 1970s.	• 1785, US Congress passed act giving James Rumney exclusive rights to constructing and navigating boats for limited time. • 1816, SE corner Union and Duke: William Fitzhugh, residence. Thief stole small guilt watch. 1818 large brick house and essential contents for sale • 1851, Railroad tracks laid down along Union St. from Wilkes to Oronoco	Watson's Wharf • 1791-1799, Imported Russian and Liverpool goods on brig *Speedwell*; Havanna segars. In 1800 partnership ended and warehouse to be leased. • Robert T. Hooe's house (?) at north-side of 200 Prince. • Next door was Ship's Tavern owned & operated btwn 1801-1805 by James Davidson • 1787 license granted for retail goods to Edward Thompson & Co. 200 block of Prince, south side, opposite Col. Hooe's house and Ship's Tavern
1883 Potomac Manufacturing Co • Established an iron works at foot of Wolfe Street and bought engines in from old mill for use at plant. 1899 a fire ravaged the mill & many other commercial buildings along Strand between Duke to Prince	Pioneer Mill Built in 1853-54 by the Alexandria Steam Flour Co. One of largest steam mills in US. Located at foot of south side of Duke St. on the Strand. Built of brick, slate roof and was fireproof. Mill fronted 122' on Potomac. Six stories high and roof was 77' feet above high water mark. Cost $50, 000 to build. Attached to mill was an elevator for taking grain from vessels into mill. Large vessels could be loaded directly at the door. A wharf was constructed on north side of building on which a switch of the Orange & Alexandria RR was laid to bring grain directly into mill. Fell idle during the Civil War.	1800 Richard Arell's mansion • formerly on north-side of Duke between Union & Water, 113-115 Duke. Proprietor of 18th c. tavern at Market Sq. 1801 Columbia Shot Manufactory • Built to supply citizens with wholesale and retail shot. Sold property in 1804 to James and Alexander Smith, merchants 1814 -1829 Lawrence Hill • Resided at 207 South Water St. Bought lot for $ 1400 and sold it for $2250. Had a cooper shop on Union St. btwn Duke and Prince. Shop was severely damaged in a large waterfront fire in1810. The fire was started at another cooper's shop where a candle left burning ignited shavings. 1810 Hill opened a new shop on S. Union. Also

Wilkes - Wolfe	Wolfe- Duke [Point Lumley]	Duke - Prince
		made mast hoops and hanks by request.
	Robinson's Terminal South • 1853 The firm of Robinson & Payne conducted a "General Commission, Grocery and Forwarding Business." • Robinson Terminal Warehouse Corporation has been actively involved in the warehousing business since 1939. The terminal is one of the largest handlers of newsprint on the East Coast and the only working port in Alexandria and the surrounding Washington D.C. Metropolitan area.	• Wharf at end of Duke St used for slave trade operated by Bruin Co. in 1840s

1804 Water Street Academy: Jonathan Foster to teach psalmody and vocal music. 1807 JF wanted to sell academy.

Prince Street	Prince to King Streets
Wales Wharf and Tavern • 100 block of So. Water (Lee St. to Union St.) Andrew Wales (Brewer, Distiller, tavern keeper) bought 1/4 acre in 1771. Under same roof as brewery and distillery is commodious house. Also 2 houses on west- side of Union St, one of which is a tavern. • Brewery contained 2 copper boilers (1200 and 50) malt house, kiln and mill. • 1786 a blind black man who worked for Wales fell into a copper pot with boiling water and died. • 1788 brewery caught fire and also destroyed house and store • 1796 had right to extend wooden tubing into Potomac River to provide water for brewery. • 1799 Wm Lacey acquired Wales' brewery. Wales had to sell personal estate on Union St for debts. • 1801 William Billingham bought property and he and Tom Cruse established the Potomac Brewing Co. In 1802. Cruse and John Fitzgerald bought out WB in 1805 and then put brewery up for sale in 1806. • 1804 alley to north and south of brewery to be leveled filled. • 1806 a sale notice of his brewery and wharf.	Harper's/ Vowell's Wharf : NE & NW corner of Union and Prince Streets to River. • 1771 Robert Adam sold property to John Hough. 1773 bought by Captain John Harper. • 1785 sale of water lots on Prince St. near extensive new wharf being built by Harper. Ferry at wharf ran daily to Georgetown. New 3-story brick store to be leased on NE corner of Prince and Union. It is a lately occupied by Jonathan Swift and Edward Harper. • 1780s Harper constructed house at 209-Prince Street. He was involved in trade with West Indies and South America. Built several houses on north side of 100 block of Prince Str. now Captain's "Row". • 1790 Thomas Vowell proprietor of store on Harper's Wharf btwn Prince and King Sts. Sold West India and New England rum, molasses, teas, coarse and fine salts. • 1792 Thomas Vowell a wholesale merchant constructed 109-111 Prince Street and purchased 113 Prince Street. • 1798 City Council ordered dock at end of Prince St. be extended to prevent ground at low water being bare. • 1806 Wadsworth and Butler offered to sell pork, beef, rum, gin and cognac, mould candles, and wines from sloop known as

	Marie Antoinette at Vowell's Wharf. • 1815 Jeremiah Neale operated popular Union Hotel on S. Union St. between Prince & King Sts. In 1830's a drinking saloon operated by Henry Field and Joseph Milburne. • Alexandria merchants who leased warehouses or stores on Harper's wharf in late 18th c. included Williams, Cary & Co., Josiah Watson. Watson also owned 3-story brick warehouse on east side of 100 block of S. Union which was occupied by James Porter , a tinner. • 1807 Isaac Entwisle sold ale, porter, beer, cider at it bottling center on King Street and yeast and hops at its store on Harper's wharf. • Thomas M. Davis sold pickled oysters, corn, flax and vinegar from wharf from 1813-1820. • Thomas Davis sold occupied store on NE corner of Prince and Union where he sold Philadelphia made shoes in 1815. • 1840-1850 the 100 block of S. Union and the Strand to the east were the principal commercial and mercantile centers of Alexandria. Leading merchants such as John TB Perry, Wells Harper, DF Hooe and Willam McVeigh constructed large warehouses on extensive wharfs. These facilities housed grains, guano and groceries the economic mainstays of Alexandria's commerce. • 1854 a devastating fire erupted on S. Union's street waterfront. Perry and Hooe' and McMaster's warehouses destroyed. New warehouses belonging to McVeigh and Harper were saved. The buildings destroyed belonged to the estate of the late John C. Vowell and John S. Miller. Insured for $7,500. • The wharf at foot of Prince Street was used to embark slaves to New Orleans and elsewhere
<u>Robert Hamilton & James King</u>- Merchants • 1793 lease of warehouse on Prince St owned by McPherson. • 1796 new partnership with James Hamilton. Counting house to be removed to bldg on wharf lately occupied by John Gill.	• US Customs House located at SW corner of King and Union Streets. • 1871 Benjamin Price commissioned to build Alexandria Corn and Produce Exchange on the site of the Custom's House. Built in

• 1797 Robert Hamilton accused of arming privateers • 1798 lease of two stores on Prince St near Col. Hooe's. Sold imported London pewter, blank books, ledgers, waste books, best London twine, sherry, drab cashmere, Swedish iron, fish in barrels, Holland gin, window glass, brandy in pipes, New England plank.	Italian Renaissance style. First floor had Noble Lindsey's grocery business with the Corn Exchange on second floor which had 25' high arched ceilings. Corn exchanged fail but Lindsey-Nicholson Corp. thrived into the 20th century.
• SW corner of Prince and Water, house of John Hooff, bank cashier, 1783-1859 • Robert Hooe Merchant Mayor- SW Corner of Prince and Water (Lee) Street. 1813 sale of garden on Water Street and adjacent house on Prince	• Reed's Ice Wharf • Oyster Wharf

APPENDIX 6

Waterfront Events and People

Ted Pulliam

Events

The following are only some events that took place along the waterfront and are part of the story of Alexandria.

1814 – To Catch a Prisoner

The morning of August 29, 1814, Alexandrians awoke to find a squadron of the British navy with a total of 128 guns anchored in their harbor "but a few hundred yards from the wharves, and the houses so situated that they might have been laid in ashes in a few minutes." The Alexandrians had nothing to defend themselves with but about 100 overaged, sick, or unreliable men left after the able men of the town's militia had been ordered to the Virginia countryside. The British offered not to destroy the town or molest the inhabitants if the Alexandrian would not commence hostilities and would surrender their ships and merchandise. The Alexandrians had no choice but to agree.

As the dejected merchants of Alexandria stood by "viewing with melancholy countenance the British sailors gutting their warehouses of their contents," a British midshipman sauntered leisurely back to his ship's barge tied up at the dock at the foot of Prince Street. Suddenly two horsemen appeared from the direction of King Street riding their horses down Union heading straight for the British seaman.

As they rode up to the startled midshipman, the lead horseman, Captain Creighton of the U.S. Navy, leaned down and grabbed the Britisher by a leather band around his neck and began to haul him onto his horse as a prisoner. However, luckily for the British seaman, his neckband broke, and he dropped to the ground. Quickly picking himself up, the midshipman dashed to his barge and ordered the sailors manning it to row to the *Seahorse*, the flagship of the British fleet, as Creighton and friend dashed on down Union, up Duke, and out of town.

When the midshipman reported to the fleet's commander, drums began to beat on board the British vessels, their portholes opened, and cannons were run out. Throughout Alexandria, panic set in as women, men, and children fled "screaming through the streets." The Alexandria mayor, however, promptly rowed out to the *Seahorse* and explained to the fleet commander that the town had no control over Creighton. The crisis was averted.

1827—Great Fire

Shortly before nine a.m. on the morning of January 18, 1827, the alarm was given that a fire had broken out on the first floor of cabinetmaker James Green's workshop located inside the block formed by King, Fairfax, Prince, and Royal streets. Before long, burning shingles borne on the wind lighted on houses and warehouses on both sides of Prince and on Union and Water (now Lee) streets. The fire lasted for five hours consuming some 53 houses, stores, and warehouses and damaging property in the amount of between $107,000 to $150,000.

The damage would have been worse had it not been for the help of citizens and fire apparatus from Washington and Georgetown. Also, the Alexandria Gazette reported: "Congress adjourned – The Navy-Yard and public offices closed–the Marine Corps . . . came down in a body – the Secretary of War and members of Congress worked in our ranks." Additional help came from the circus managed by William Brown that was in town. One performer "mounted the highest and steepest roof in town, while everybody else supposed it to be untenable, and sustaining himself by a shallow gutter within a few inches of the eaves" applied water "for hours together" saving the building and preventing the fire from spreading further.

Civil War--Union Wounded

On December 27, 1862, twenty-year old Private Lewis Bissell of the 19th Connecticut Volunteer Infantry Regiment helped unload soldiers wounded in the Battle of Fredericksburg from a ship docked at the Alexandria waterfront: "The first thing that attracted my attention was the slaughterhouse smell caused by the wounds of the men. The men lay on hay spread on the decks and in the cabins. There was hardly space to place one's foot. . . . The wounds had been dressed two or three times. Their clothes around the wounds were stiff as boards with clotted blood. . . . One more talkative than the rest had one arm and one leg shot off. When I asked him if he could get onto the litter said, very coolly, that he could not run or double quick [march] but could help himself, which he did. . . . Another, the most painful sight I ever saw, was a young man, shot in the jaw. . . . The ball hit him below the ear, broke both bones and come out the opposite side. . . . He had no use of his mouth and could not drink without great pain."

A.J. Wickliffe, had a store near the foot of Prince Street. During the Civil War, he recorded the following incident: "I was sitting at my store door one morning (the wharf end), and I saw a [Union] soldier with his musket on his shoulder walking out of Fowle's Wharf [at the foot of Prince Street]. It struck me what can he be up to; no guard was ever placed out there. I kept my eyes upon him. When he reached the end of the wharf, he sat down with his eyes overlooking that point, his musket thrown across his legs. I saw the flash of the gun; he threw the musket on the dock, sprang to his feet and beat a hasty retreat, passing me, apparently in great agony. I saw that he had shot away the thumb and index finger of his left hand, sick of war I suppose would be the verdict."

1971--Preservation Battle

In December 1971, Watergate Improvements, Inc. filed plans with the city Planning Commission to construct a 650-unit condominium complex on the two block area on the waterfront bounded by Union, Oronoco, and Queen streets (now Founders Park). The complex would consist of four 18-story buildings, each set upon 20-foot stilts and rising 178 feet in the air.

A number of Alexandria residents opposed the project, arguing it would "tower over historic Old Town," and increase traffic, air pollution, water pollution, and noise. Supporters, such as the Alexandria Board of Trade, contended it would add about $600,000 to the city income, and as Councilman Wiley Mitchell said, "turn a neglected area of blight into a prime urban asset." In March 1972, the council unanimously approved the project after attaching 43 conditions worked out with Watergate Improvements..

Defeated by the city council, opponents of the development filed suit against the city and Watergate in Alexandria's circuit court in June 1972, contending that the city did not own the land on which the project would be built. The U. S. Department of the Interior agreed. It had long contended that the United States owned that land, and in December 1973, the U. S. Attorney General entered the courts with a suit to quiet title to 22 tracts of waterfront property from Daingerfield Island to Jones Point Park. Because of the complexity of this issue, for years to come individual property settlements entered into as part of the suit established frameworks for resolving waterfront development issues. As of 2010, seven tracts still were part of the court action.

People

The Alexandria waterfront is about more than just places and events. It is also about people. The following men and one woman walked along the waterfront in Alexandria at different times, and all also are part of the story of Alexandria.

John Carlyle

On August 1, 1753, 33-year-old John Carlyle, member of the governing bodies of both Alexandria and Fairfax County and a man on the make, and his pregnant wife Sarah, then 22, moved into their just-completed grand home on Alexandria's original waterfront. The back yard of the Carlyle's home ended at the rim of a bluff that fell to a small beach edged by the shallow waters of a crescent-shaped bay. That first night in their new home was momentous for the Carlyles -- Sarah delivered the baby, their first son.

Then in late 1759 or early 1760, Carlyle and his business partner John Dalton constructed the first private wharf in Alexandria. It required some leveling of the bluff and stretched from Carlyle's northeastern corner down what today is Cameron Street to the water. It was a beginning step in filling in the bay to make the waterfront as it is today. Later in 1760 Alexandria's governing body, which included Carlyle, decreed that

the owner of any riverside lot could extend that lot into the Potomac and "build on or improve under his Bank as he should think proper."

Henry George

Henry George, an African-American slave owned by Alexandrian Sally W. Griffith, had an unusual amount of freedom for a slave in pre-Civil War Virginia. He was the captain of the schooner *Llewelyn*, owned by Griffith and her nephew, Colville Griffith. In the 1830s, George sailed the schooner out of the Griffith farm on the Northern Neck without a white overseer or any white man on board.

He took the schooner to Baltimore, Annapolis, Richmond, and Alexandria transporting timber, bark, logs, and grain and "was determined to let them [his white masters] see that though black I was a man in every sense of the word." He also cut on the Northern Neck and delivered to Georgetown the oak piles used to build the Alexandria Canal's aqueduct that ran across the Potomac River.

On trips up the Potomac, he would pass "more times than I have got fingers and toes" ships owned by slave dealers Franklin and Armfield leaving Alexandria for New Orleans with a load of slaves. Then one day walking down a street in Washington with a friend, he heard "such screaming and crying, we couldn't tell what it meant, so we kept on till we met about two hundred men and women chained together, two and two. . . . [T]he scene was enough to bring tears into any man's eyes if he had a heart." He later learned that this was a group of Franklin and Armfield's slaves. From time to time, he also found himself in Alexandria in the unsettling position of "unloading wood on one side of the wharf when [a Franklin and Armfield] vessel [was] loading slaves on the other side of the wharf."

One day Henry George had enough. He left Sally Griffith's schooner and its load of grain docked in Baltimore and made his way by foot and boldly by train to Philadelphia where he found himself "with the wide world before me, [now only] to look out for myself as any other free man."

George Washington

In 1748, the year before Alexandria was established, 16-year-old George Washington, a newly trained surveyor, drew a map of the town's future site on the Potomac River. Probably he drew the map to support the petition filed in the Virginia legislature by several prominent Fairfax County citizens seeking the creation of the new town. Lawrence Washington, George's older half brother and a member of the legislature, was to lead the legislative campaign to establish the town.

George's map showed a waterfront curved around a crescent-shaped bay. He added to the map, apparently to help promote the new town, the following: "Note that in the Bank fine Cellars may be cut from thence wharfs may be extended on the Flats without any difficulty & Ware Houses built thereon as in Philadelphia."

Once the new town was established, Washington continued his interest in Alexandria. His relation to its waterfront is possibly best described by Donald Jackson in his introduction to the volume I of the Diaries of George Washington: "As he rode about Mount Vernon on his daily inspection trips, Washington could turn his eyes frequently to the shipping traffic on the Potomac, his principal link with the great outside world. Vessels with such names as the *Fair American*, the *Betsy*, and the *Charming Polly* plied the river, some trading with the ports of Virginia and Maryland and some bound for far more distant anchorages in North America, the West Indies, or Europe. Most of the schooners, brigs, and ships that Washington watched come upriver were bound for Alexandria's docks and warehouses, and often their cargoes included goods for him: fine clothing and fabrics, bridles and saddles, books and surveying instruments, tools and nails, delicate chainaware and jewelry, fruits and spices, and great wines from France and the Madeiras. Outward bound, they carried the tobacco – and in later years the wheat or flour – that were sent to pay for his imports."

In the 1760s Washington stored some of his tobacco at the Hunting Creek warehouse on Oronoco Street. In 1774, he purchased the brig *Anne and Elizabeth*, at her sale on the Alexandria waterfront. He had her re-rigged, probably at Thomas Fleming's shipyard at the foot of Duke Street, and renamed her *Farmer*. Then on April 16, 1789, he left the waterfront in Alexandria, probably from the ferry landing at the foot of Oronoco Street, escorted by a number of Alexandrians on his way to New York to become the first President of the United States.

In his parting words to Alexandrians on the latter occasion, Washington responded to the warm farewell remarks of his neighbors by saying he was particularly pleased with "the tender proof of your friendship" because "the whole tenor of my life has been open to your inspection." He further hoped that the "Beneficent Being, who on a former occasion, hath happily brought us together, after a long distressing separation [the Revolutionary War]" would bring them happily together again.

Margaret Brent

The first European to own property in what would become Alexandria was a woman. In the late 1640s a wealthy refugee from religious and personal conflicts in Maryland, Giles Brent, crossed the river with his teenaged Piscataway Indian wife and established his home at Aquia Creek, about 35 miles south of the future Alexandria, and became then the northernmost European on the Virginia side of the Potomac. Soon joining him was his formidable sister Margaret.

In Maryland Margaret Brent had been a close associate of the Governor Leonard Calvert (gossip said she had been the Governor's *intimate* associate) and had appeared so often in the local courts handling business matters, which was particularly unusual for a woman, that she was listed in some court records as "Mistress Margaret Brent, Gentleman."

In 1654 Margaret Brent, then in her early 50s, received a land grant of 700 acres on Great Hunting Creek and the Potomac River, which included much of present-day Old Town Alexandria

Fifteen years later, in 1669, a landowner from Stafford county named John Alexander purchased 6,000 acres from Robert Howson, another Stafford county landowner, for 6,000 pounds of tobacco. John Alexander's new purchase included not only all the future site of Alexandria, but also what would become Reagan Washington National Airport, the Pentagon, and Arlington National Cemetery.

It also included the 700 acres Margaret Brent had purchased earlier, although for a while no one noticed. After her death, however, her heirs discovered John Alexander's purchase and in 1675 forced Alexander to pay them10,500 pounds of tobacco for their interest in the property, more than he earlier had paid Howson for his whole grant, proof of Margaret Brent's good business sense.

Lt. Colonel Ralph Burton

In March 1755, twenty years before the Revolutionary War, there stepped off onto Alexandria's new public dock at the foot of Oronoco Street the first soldiers of General Edward Braddock's British army that had sailed to the Virginia colony to fight the French and Indians at the very beginning of the French and Indian War. Seventeen ships brought the army, its supplies, arms, and ammunition, from England and Ireland to this small town far up the Potomac River.

Leading these soldiers, members of the 48th Regiment of Foot, was Lt. Col. Ralph Burton. Burton had been eager to accompany Braddock on this expedition, so eager that he sold his position as major in the 2d Troop of Horse Grenadier Guards, one of England's most prestigious outfits, which was stationed safely in London, and bought the position of lieutenant colonel in the 48th Foot.

Even though he moved up in rank, in the 48th he had placed himself in a newer, much less celebrated regiment that recently had spent much of its time in far removed Ireland. But it was a regiment headed to a fight, and that must have been important to Burton.

That March day, Burton marched the unit, to the rattle of drums and the piping of fifes, from the landing, past wood frame tobacco warehouses, and up the packed dirt of Oronoco Street. A short way up Oronoco, the ordered ranks reached the intersection with Fairfax Street. There they wheeled to their left, avoiding a large marsh to their right, and marched full step up Fairfax toward the center of town.

Townsmen, housewives, children, and servants stood in front of log or wood-frame houses to watch and cheer as the redcoats, their fifes squealing, drums beating, regimental flag flapping, passed up the dusty street scattering hogs, geese, dogs from

their path and marched regally to the place north of town where they made their camp

Colonel Burton, Braddock, and the army stayed in Alexandria for roughly a month and then marched northwest toward the French Fort Duquesne at the site of present-day Pittsburgh. Just before they reached the fort, however, the army was massacred by the French and their Indian allies and over 65% of the British soldiers were killed or wounded.

Lieutenant Colonel Burton fought courageously and survived the battle, although he received a "an extreme bad wound in his hip." Before long, however, he recovered and had a distinguished career later in the French and Indian War. Just before the end of the war, he became a major general, and in 1764 he was made commander in chief of all forces in the province of Quebec and the upper Great Lakes. It seems he made the right decision to come with the 48th Foot to Alexandria and to North America.

Robert Townshend Hooe and Richard Harrison

In 1775, in the very early days of the Revolutionary War, Lord Dunmore, the Royal Governor of Virginia, fled Williamsburg in a British man-of-war, captured Norfolk, and began to harass shipping and raid rebel homes on the Chesapeake Bay. Understandably, this made the revolutionaries in Baltimore and Alexandria very nervous, in part because they were unable to defend themselves – they lacked vital military supplies like gunpowder and muskets.

At that time Robert Townshend Hooe, operating out of Alexandria, was part of the firm of Jenifer and Hooe. The Jenifer of the firm was Daniel of St. Thomas Jenifer of Port Tobacco, Maryland, chairman of the Maryland Council of Safety (the Maryland defense committee). To obtain the material to defend its colony, at the end of 1775 and in early 1776, the Maryland Council of Safety dispatched ships to the then-neutral French island of Martinique. There the revolutionaries would sell the goods on board the ships; use the funds received to buy gunpowder, muskets, and other supplies from the French; and then load these crucial goods onto the ships for the return voyage to Maryland. To handle its affairs on Martinique, the Council dispatched the young Baltimore merchant Richard Harrison.

To handle the American end of the plan, Jenifer and the Maryland Council worked closely with Robert Townshend Hooe. Hooe realized Alexandria needed the same military supplies and began a correspondence with Harrison in Martinique. On the Council's behalf, Hooe bought a ship to send to Martinique and procured the goods loaded on board. He also procured goods for two other ships bound for Martinique, including one owned by his own firm Jenifer and Hooe.

The ships' chances of actually arriving there and returning safely, however, were not good. As an American merchant wrote the Maryland Council of Safety, a number of American vessels were being seized in the West Indies by the British, and "I tremble for such vessels as is destined for St. Eustia and Martinico." The enterprise, however, was

successful enough so that the Marylanders and Alexandrians got much needed supplies with which to defend themselves (and the British were enraged).

Later in the Revolutionary War, Harrison became the acting consul representing America in Cadiz, Spain. Thus through his wartime experience he developed good connections with Alexandria's two major foreign trading areas at that time – the West Indies and Europe.

Harrison and Hooe impressed each other. Toward the end of the war, they entered into a business partnership that continued after the war was over. Their shipping firm, Hooe and Harrison, operated as commission merchants. At its wharf just south of Duke Street, the firm would fill orders from buyers in other American ports and from abroad for Alexandria's main export commodities -- wheat, flour, Indian corn, and tobacco -- and arrange to have them shipped to the buyers. To pay for the goods, the firm would draw on funds deposited by the buyers in banks in England, Philadelphia, and later Alexandria. The firm also would draw its commission from these funds.

At times ships would arrive with goods to sell, and then Hooe and Harrison would act as the ships' agents, sell the cargo -- anything from gin and Spanish wines to violins, flutes, hand mirrors, and rich cloth -- and take its commission from the proceeds. The firm's store for imported goods was located roughly where the Robinson Terminal Warehouse headquarters building on Duke Street is located now.

For a time Harrison continued to live abroad, but eventually he settled in Alexandria and married the daughter of George Washington's physician and friend, Dr. James Craik. Later President George Washington appointed him Auditor of the Treasury, a position that he held for forty-five years before his death in 1841 at the age of 92.

In 1780 when Alexandria's governing body was changed from appointed trustees to an elected council, which elected the mayor, Robert Townshend Hooe was elected the first mayor of Alexandria. He also was a friend of George Washington's, dining frequently at Mt. Vernon.

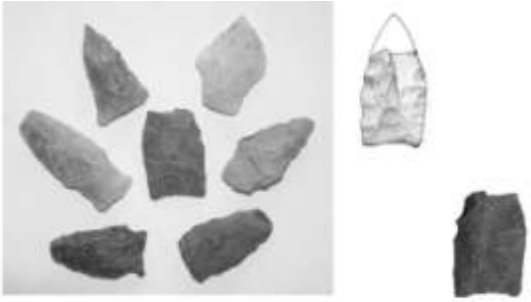
Somewhat like Washington, Hooe was a hard-nosed businessman. When he died he wrote in his will that the reason he was making a will was that he did not want his property to go to "what in Law is called an Heir." He was concerned that this "Heir" might be "a person whom I, in my life time disliked, and would as soon have given any thing to a puppy." He then listed those types of persons: "The Card Player, the horse racer, The Beau, The Fop, are among others, the Beings in human shape, whom I detest, and look upon as a Pest to Society, and as such ought to be driven from among the honest part of Mankind."

Hooe's house, which did pass under his will, still stands at the southwest corner of Lee and Prince Streets.

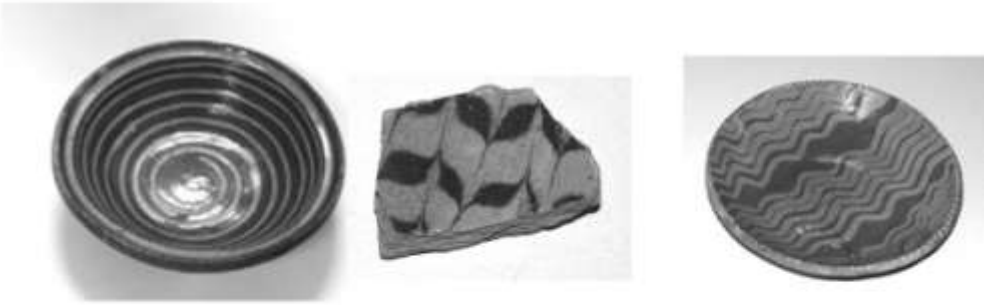
Appendix 7
Made in Alexandria Artifacts

Prepared by Steven J. Shephard, Alexandria Archaeology, Assistant City Archaeologist

Jones Point Park

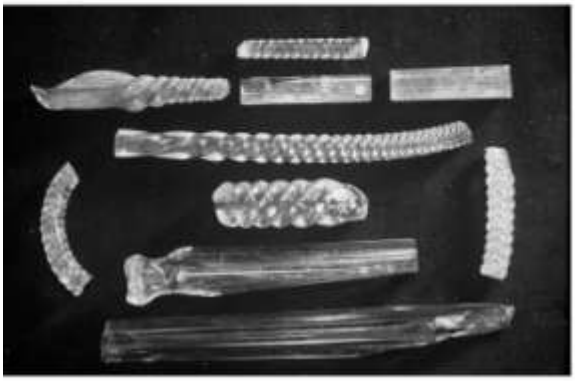


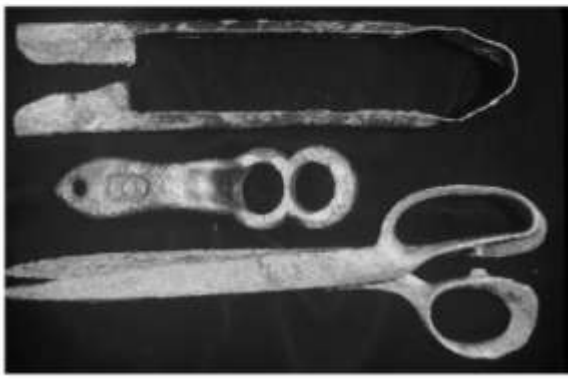
Contraband and Freedmen's Cemetery



Piercy's Redware Pottery

Salt-Glazed Stoneware

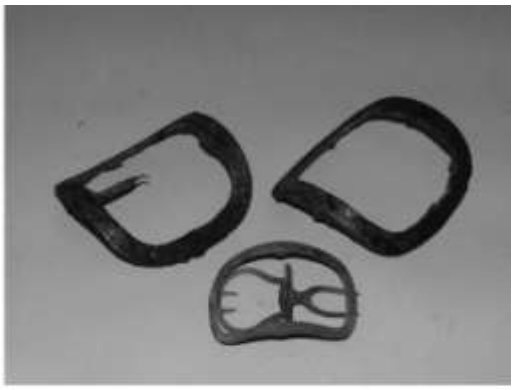




Old Dominion Glass Factory

Courthouse Site

Adam Lynn Sugar Bowl



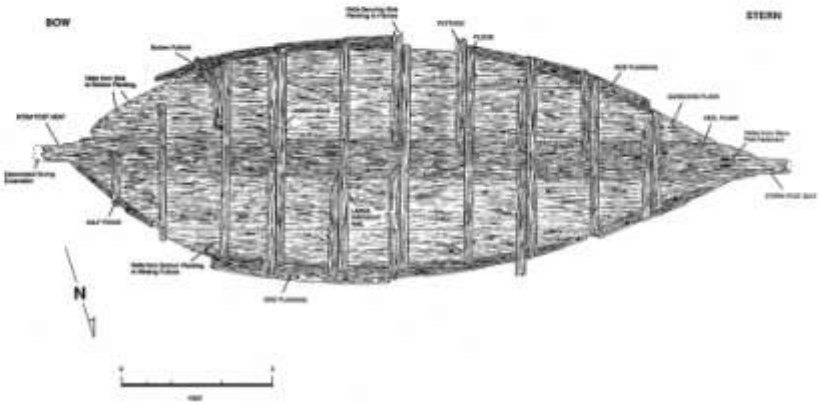
Wales Tavern Site Shoe Buckles

18th Century Wharf Bulkheads Carlyle-Dalton Wharf

Kieth Wharf

Public Water Pumps and Troughs

Metamora, built 1780s-90s,
Hunter Shipyard

Alexandria Maritime Railway
and Shipbuilding Company, 1882

18th Century Batteau, Keith's Wharf