

Robinson South Terminal

City of Alexandria, Virginia

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Documentary Study

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c/o EYA

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ABSTRACT

A Documentary Study was conducted on the Robinson Terminal South located in the block bounded by Duke Street, Union Street, Wolfe Street, and the Potomac River, approximately at 2 Duke Street, Alexandria, Virginia. Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted the research for RT South Associates LLC of Bethesda, Maryland. The work was required under the City of Alexandria Archaeological Protection Code prior to development of the property and followed the Archaeology conditions of a Development Special Use Permit.

The Robinson Terminal South property was historically situated along Point Lumley, the southern end of the shallow crescent bay around which the town of Alexandria was established in 1749. The original 10-15 foot high bluffs overlooking the Potomac River were leveled and used to infill the crescent bay, in a process described as “banking out.” The earth was used to extend Point Lumley and create new land across the waterfront. It is fitting that the Robinson Terminal South redevelopment, located at the southern terminus of the historic waterfront, is the anchor of the city’s extensive long-term plan to revitalize the waterfront.

Although a few residential dwellings were located on the property, the study area primarily served an important role in Alexandria’s economy as a commercial hub for transportation, trade, and industry; the study area contained Alexandria’s first shipyard (Thomas Fleming’s, ca. 1749), Hooe’s Wharf (ca. 1780), Kirk’s Wharf (ca. 1770), Pioneer’s Mill (1854), Southern Iron Works (ca. 1937), and finally was occupied by the Robinson Terminal Warehouse Corporation.

Remnants of 18th and 19th century buildings may be present beneath the Robinson Terminal South property, notably the remains of the Pioneer Mills which burnt down in 1897. Additionally with “banking out”, there is a potential for a series of wharves that should have been constructed further into the Potomac River, as the older ones were abandoned. The remains of derelict vessels and timbers may also be present within the artificially created land.

ACKNOWLEDGMENTS

We would like to express our gratitude to Ted Pulliam for compiling research pertinent to the early history of the Point Lumley and the Alexandria waterfront for our use, as well as compiling the deeds and leases associated with the property ownership history. We would also like to thank Francine Bromberg and Garrett Fesler of the Office of Historic Alexandria for their invaluable research assistance.

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INTRODUCTION

The City of Alexandria has been identified as one of the most compelling history destinations in the country, due in no small part to the city's decision to integrate historic preservation into the revitalization and development plans for individual neighborhoods and sections of the city. The Waterfront, which is paramount to understanding this city's past, is no exception. The updated Waterfront Small Area Plan adopted by city ordinance on February 25, 2012, continued to reiterate the importance of the waterfront in understanding and interpreting Alexandria's past. The waterfront was the heart of the Alexandria's economic activity for most of its history.

This report presents the results of an archival and documentary study of the Robinson Terminal South (RTS) property located southeast of the intersection of Duke with South Union Streets in the City of Alexandria, Virginia (Figure 1). The RTS study area encompasses ± 3 acres bounded by present-day Wolfe Street, South Union Street, Duke Street, and the Potomac River; an adjacent parcel at 226 The Stand (± 0.13 -acre) is also included in the study area (Figure 2).

The RTS property was historically situated along Point Lumley, the southern end of the shallow crescent bay around which the town of Alexandria was established in 1749. The original 10-15 foot high bluffs overlooking the Potomac River were leveled and used to infill the crescent bay, in a process Stephen Shephard and others have described as "banking out." The earth was used to extend Point Lumley and create new land across the waterfront. It is fitting that the RTS redevelopment, located at the southern terminus of the historic waterfront, is the anchor of the city's extensive long-term plan to revitalize the waterfront.

Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted the study described in this report for RT South Associates LLC of Bethesda, Maryland. The work was required under the City of Alexandria Archaeological Protection Code prior to development of the property and followed a Scope of Work approved by Alexandria Archeology (Appendix I). The purpose of the documentary study was to develop a historical context for the interpretation of the land use history of the study area and to identify the potential locations of archaeological resources that may be preserved, and ultimately determine if archaeological investigations were needed on the property prior to development. The Chain of Title, prepared by local historian Ted Pulliam, is summarized within the discussions below and contained within Appendix II.

John P. Mullen, M.A., RPA served as Principal Investigator on this project and co-authored the report with Luan Cao, M.S., RPA. Mullen and Cao also conducted the archival research with the assistance of Associate Archeologists Edward Johnson and David Carroll. Jill Rosche and Michael Bowser prepared the exhibits. Archival research was conducted at the offices of Alexandria Archaeology, the Alexandria Courthouse, and the Barrett Branch of the Alexandria Library (Special Collections).



Figure 2
March 2013 Natural Color Imagery

Location and Setting

The town of Alexandria began circa 1732 as a tobacco trading post on Hugh West's land on the upper side of Great Hunting Creek. The area was a focal point for commerce because of the presence of the tobacco warehouses and inspection station, making it a good location for a town. In anticipation of the development of Alexandria as a town site, John West Jr. surveyed the land north of Hunting Creek in 1749; a copy of the survey map made by 17-year-old George Washington shows the town lots bounded by Duke, Royal and Oronoko Streets stretching between two points of land on either side of a crescent shaped bay on the west bank of the Potomac (Figure 3 and Figure 4).

The southernmost point was named Point Lumley, after a ship captain who moored offshore in this location. The northern point later became known as "West's Point" and was the location of one of the first tobacco inspection stations that was established by an Act of the Virginia Assembly in 1730. The Alexandria waterfront originally consisted of high bluffs overlooking the river; the banks of the bay rose abruptly above the tidal flats, perhaps as much as 15-20 feet. At this time, the town consisted of "a scattering of wooden structures, a house, a tavern, or "ordinary", and two large tobacco warehouses" (Shephard 2006:1).



Figure 3: Early Alexandria, Illustration by Elisabeth Luellen
Courtesy of Alexandria Archaeology

The RTS study area is located south of the foot of Duke Street, and occupies a portion of Town Lots 77 and Lot 85, and portions of the original public land on Point Lumley (see Figure 2). Although residential dwellings were occasionally located on the property, the study area primarily served an important role in Alexandria's economy as a commercial hub for transportation, trade, and industry; the study area contained Alexandria's first shipyard (Thomas Fleming's, ca. 1749), Hooe's Wharf (ca. 1780), Kirk's Wharf (ca. 1770), Pioneer's Mill (1854), Southern Iron Works (ca. 1937), and finally was occupied by the Robinson Terminal Warehouse Corporation.

The early property history for the RTS study area will generally be organized according to the first three original parcels: Point Lumley, Lot 77, and Lot 85. Over time these parcels changed from their original dimensions, notably during the mid-19th century when there is approximately 50-year gap in the deed and leasing record. The accompanying map exhibits are based on Alexandria historian Ted Pulliam's original sketch maps, which were named after the largest majority owner of the parcels: Point Lumley (prior to 1800), Green Lot, Pioneer Mills, and Southern Iron Works. Many of the parcels depicted are based on later deed information, as most of the early leases were imprecise and did not cite distances or relative measurements to adjacent roads or lots. Following this, we have placed Lot 77 and Point Lumley within the Southern Iron Works chain of title, while Lot 85 and Pioneer Mills belong to the Green Lot chain of title.

Creation of New Land – Banking Out

The management of the Town of Alexandria was accomplished by a board of trustees. Their responsibilities included directing all physical developments of the Town, which encompassed the repairs of streets and landings as well as the erection and maintenance of public wharves. The trustees also had the authority over marsh drainage, boundary disputes, roads, locations of houses, and the general management of the economic development of Alexandria (Flaherty 1977: 35).

Soon after the establishment of the town, work began along the Potomac waterfront to improve the access of the town to the river, and vice versa. A decision made by the Trustees in 1740, but recorded in 1760, allowed those that had purchased lots along the river had the “benefit of extending the said Lotts into the River as far as they shall think proper” and could retain ownership of this newly created land (Ring and Pippenger 2008:139; Shephard 2006:4).

Eventually, land was created in the shallow crescent bay to create more waterfront and to increase access to the deep-water channel originally only accessible via Points West and Lumley; much of the earth used to create this land came from the bluffs that overlooked the Potomac, which were cut down and spread out in the shallow water in a process referred to as “banking out.” The creation of wharfs and the banking out process are described in greater detail in the *Archeological Evaluation* section of this report.

The owners of Point Lumley, Lot 77, and Lot 85 all benefited from this 1760 agreement, which opened the way for the expansion of the town into the Potomac River, within reason, as well as serving as an incentive for economic development. The early shipping and commerce activities on the waterfront included loading and offloading, shipbuilding, public actions, and trading (Shomette 1985:38).

By our examination of historic maps rectified in AutoCAD, upwards to 300 linear feet of new land was created by banking into the Potomac River. An estimated 60,000 square feet of new land was created since 1749 by banking over previously constructed wharves. Based on the available deeds, Lot 77 had extended outward 100 linear feet towards the Potomac River by 1774 (Thomas Fleming's lot extensions and wharf), 100 additional

linear feet towards the Potomac River by 1794 (Thomas Fleming's lot extensions and wharf) and an additional 50 linear feet by 1801 (Robert T. Hooe's extensions and wharf).

West's 1749 map and evidence provided in later court cases arising over boundary disputes provides useful information on the original location and potential extents of Point Lumley. West's map depicts the newly platted town lots and streets stretching away from the shoreline of the Potomac River, although Union Street and The Strand did not exist at this time, and the high bank of Point Lumley demarcated the future location of Duke Street. No structures or fields were located on Point Lumley, whose 20-foot high banks fell steeply to its foot and from the base fanned out to a point (Munson 1986:31; Schomette 2005:18).

FROM TOBACCO PORT TO INTERNATIONAL PORT

Point Lumley Early Leases (1749 – ca. 1815)

West's Point and Point Lumley were not sold at auction with the numbered lots, but were reserved as public land owned by the town, as they were natural deep water access points to the Potomac River. Point Lumley was leased by the trustees of Alexandria until 1892, when the land was first sold to private individuals. While West's Point and its tobacco warehouses formed the early economic hub of Alexandria, Point Lumley first became the site of the town's small 18th and early 19th century shipbuilding industry.

Thomas Fleming's Wharf and Shipyard

The land was first leased in the 1750s to Thomas Fleming, a ship builder - although the first recorded lease¹ that could be located was dated 1774 (Pulliam 2014). In 1752, Fleming apparently completed his first vessel, but this information appears to be contextual. Shomette (1985:29) noted that by 1752 the first seagoing ship, the *Ranger*, a "154 ton burthen, mounting eight guns and manned by a crew of twelve" vessel was launched from Alexandria for Thomas Hartley & Co., and was followed by a 119-ton snow, the *Jane & Nancy*, for William Hicks & Co. to their homeport in Whitehaven, Kingdom of Great Britain.

The source for this information is a 1977 dissertation by Tomas M. Preisser (1977:105-106). Preisser (1977) examined South Potomac custom records to create a table of ships constructed in Alexandria during the colonial period. He does not credit Thomas Fleming for the construction of the *Ranger* anywhere in his dissertation, but does credit him for shipbuilding during his time as a trustee in the 1760s. Assuming that the *Ranger* and *Jane & Nancy* really were constructed in Alexandria in 1752, the only person who had the skills necessary and the land was Thomas Fleming at this time period.

The custom records show that English-owned vessels were trans-Atlantic, while Virginia ships were typically smaller and used in the coastal and West Indian trade (Preisser 1977:106-107). For example, John Carlyle commissioned a 130 ton snow, *Alexandria* (1755), an 80 ton brig, *Neptune* (1757), a 60 ton schooner, *Swift* (1765), and a 50 ton brig, *Fairfax* (1770) – all incapable or not typically used for faring across the Atlantic ocean.

¹ The recorded leases were generally imprecise on what part of Point Lumley was being leased. Leases frequently did not cite distances or relative measurements to adjacent roads or lots. Generally they measured from existing structures, sheds, with no indication of where those were relative to anything else, or even to the wharves that have a history of being in-filled and new ones ever expanding into the Potomac River.

Table 1: Early Ownership and Use of Point Lumley

Lot	Parcel	Owners/Years	Uses
Point Lumley	Point Lumley	Trustees, 1749 – 1750 Thomas Fleming, 1750 - 1786	Public Use; Ship Building and Wharf.
	1	Robert T. Hooe, Richard Harrison, and Joseph W. Harrison, 1780 – 1796 Gap, 1796 – 1854	Leased to Hooe. Directly west of his warehouse, no indication of use. Likely an open space.
	1A	John Hill, 1796 – 1801 Gap, 1801 - 1854	Leased to John Hill until 1801. Likely a dwelling or outbuilding.
	2A	Robert T. Hooe, Richard Harrison, and Joseph W. Harrison, 1780 – 1780 Robert Townshend Hooe, Richard Harrison, 1780 -- 1801 Gap, 1801 - 1854	Location of Hooe's Stone Warehouse. 3-Stories, 2 of stone, 1 of wood, 72-feet by 44-feet.
	2B	Robert T. Hooe, Richard Harrison, and Joseph W. Harrison, 1780 – 1785 William Hartshorne, 1785 – 1801 Gap, 1801 – 1809 Thomas Preston - 1809 – 1811 Gap, 1811 - 1853	Hartshorne's Store. 76-feet by 19-feet. Wharf.
	2C	Gap, 1786 - 1802 Archibald McClish, 1802 - ? Gap, ? - 1854	It is unknown what McClish had used the parcel for. It should be noted that he did own Parcel of Lot 2 SIW in the same block.
	2D	Thomas Preston, 1809 – 1811 Gap, 1811 - 1853	Wharf.
Green	3	George Hunter, executor, and Thomas Fleming Heirs, 1786 – 1784 John Lockwood, 1794 – 1794 John Bass Dabney, 1794 – 1796 Thomas Patten, 1796 – 1797 Elizabeth Mason 1797 – 1797 Elisha Janney and George Irish, 1797 - ? Gap, 1797 – 1854	The location of Parcel 3 was filled in by Thomas Fleming by 1774. During the mid-18 th century, Point Lumley was primarily used a wharf and shipyard. It is likely that this parcel continued to operate as a wharf, or right-of-way to a wharf as Point Lumley continued to expand by banking towards the Potomac (infilling).
	4	Robert Townshend Hooe – 1794 -1809 John Muncaster, James H. Hooe, Richard Harrison, executors – 1809 -1809 James Keith, Jr., 1809 – 1809 James H. Hooe – 1809 – 1810 John Muncaster – 1810 – 1811 Charles Simms and Thomas Swann - 1811 -1827	During the mid-18 th century, Point Lumley was primarily used a wharf and shipyard. It is likely that this parcel continued to operate as a wharf, or right-of-way to a wharf as Point Lumley continued to expand by banking (infilling).

Shomette (1985:36) lists all the contractors necessary to build the *Hero*, a vessel 46-tonnes heavier than the *Ranger*, including shipwrights, joiners, caulkers, trunnelmakers, pumpmakers, riggers, blockmakers, masons, tinmen, glaziers, mastmakers, sailmakers, painters, coopers, tanners, carvers, and boatwrights. It appears that Shomette is either reluctant or surprised at such a feat referring to a study by Goldenburg (1976:68-75, 89).

Indeed, a very specialized and highly skilled community of specialists, whose technologies were all necessary for the construction, launching, outfitting, and sailing of a ship, was required. In Alexandria, such was apparently the case as early as 1752, barely three years after the founding of the town [Shomette 1985:37].

By 1759, Fleming had constructed a dock for building ships at Point Lumley, as observed by the Reverend Andrew Burnaby during his visit to Alexandria in October of that year:

The town is built upon an arc of this 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 or magnitude [Burnaby 1789:40].

Burnaby was obviously referring to Carlyle and Dalton's wharf at West Point, as the wharf at Point Lumley was not constructed until 1774. Contextually, the only dock that Burnaby could be referring to is Thomas Fleming's. With the evidence available, it can be said with confidence that Thomas Fleming had a ship building operation as early as October 1759, and may have had one as early as 1749.

In 1760, George Washington witnessed the construction and launching of the *Hero*, which had originally been constructed for a trading company from Whitehaven, England, but later served during the Revolutionary War as part of the Virginia State Navy (Shomette 1985:35). Washington observed that very little was required to build a ship – just the use of a double sawpit covered by a shelter or house to permit work in all weather, a tool shed, and a few support buildings. Therefore, other possible landscape features associated with Fleming's operation may have been a large pit for hull making and storage sheds (Pulliam 2008:2).

During this time period, buildings were typically constructed for each ship as opposed to a single permanent structure; however, a small permanent wharf would have been constructed (Shomette 1985:36). The 1774 wharf at Point Lumley was a "formidable addition to the...waterfront;" the materials to construct this roughly 55.5 by 110 foot wharf included stone from Great Falls, shingles from Norfolk, iron from Snowden Ironworks on the Patuxent River, and tree logs from Port Tobacco, MD (Shumate 1985:44 citing the Harrison Ledger Book).

Fleming's business prospered and in on May 9, 1763, he purchased Lot 85, adjacent south to Lot 77 for £50.10 and £40.00 for Lot 86 adjacent west to Lot 85 from the Town of Alexandria (Fairfax County Deed Book F:435). During this time, Fleming began infilling (banking out), leveling off the lots' bank and piled the soil from the bank into wooden structures grounded in the river while also being appointed as a trustee with the

Town of Alexandria (Pulliam 2007:2). In 1770, Thomas Fleming had purchased Lot 77, adjacent south to Point Lumley (Figure 4).

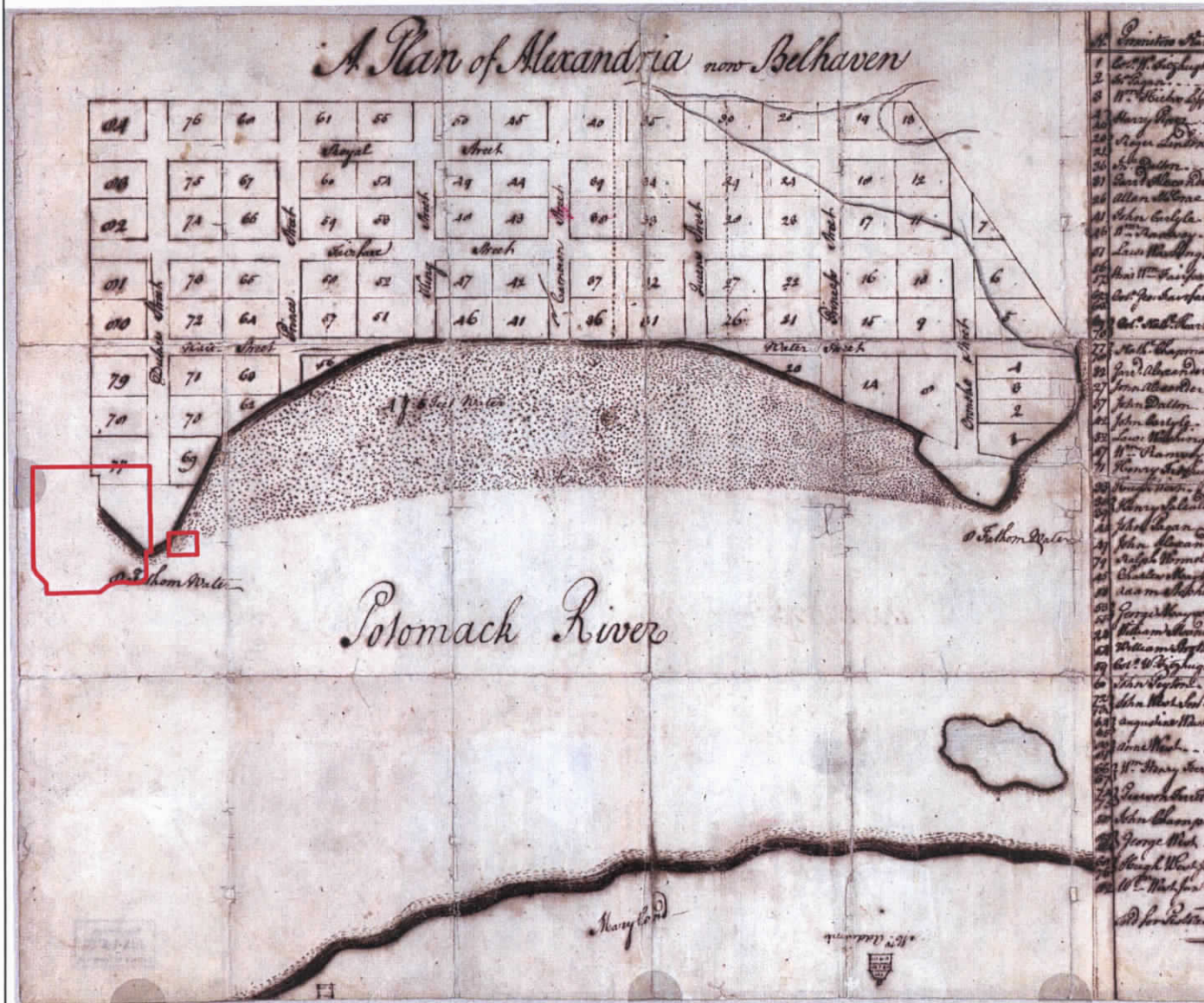
Although Fleming's operations never proved a major industry of the city, a number of vessels were built and considerably more repaired and maintained. Between the years of 1752 and 1776, nineteen vessels were constructed in colonial Alexandria, including ships, snows, brigs and schooners (Shomette 1985: Figure 1). Alexandria's ship building industry came to a temporary halt during the early 1770's as a result of a lack of available timber for construction. Alexandrian merchant Harry Piper wrote, "I believe Ship building is done at Alexandria, as there is no Timber to be got" and in 1774 Piper wrote, "...we have no Vessels a building, nor likely to have any" (Sprouse 1991:168-169). In addition to this, for whatever reasons only known to him, Fleming did not undertake very large shipbuilding ventures. This may have been due to the lack of skilled labor required for the construction and repair of vessels.

A lack of timber merchants may have also been a contributing factor to the downfall of shipbuilding in Alexandria. Timber could have been readily shipped to Alexandria from areas around the Chesapeake where timber was abundant. Preisser speculates that there was a lack of a solid nucleus of tertiary traders that could support such a trade (1977:108) and presents Norfolk as a successful example:

Norfolk's merchants could, and did, have many of their vessels built locally. They could also provide work for substantial numbers of mariners, butchers, small merchants, tanners, and shoekeepers...The location away from Alexandria of the entrepreneurial headquarters of its trades effectively destroyed the business of building ships there [Preisser 1977:108].

Preisser also notes an important characteristic about merchants in Alexandria during this time which may explain the lack of intermediary merchants in Alexandria,

the commercial orientation of Alexandria's merchants, there was little emphasis placed on the development locally of manufacturing...merchant leaders of these communities were primarily concerned with vending the produce of labor, both mechanical and agricultural, rather than hiring labor... The expansion of manufacturing in a town like Alexandria would be limited further by the fact that the entrepreneurial headquarters for its trades was located outside of the colony. It is not surprising that Alexandria was heavily commercial rather than industrial in its orientation [Preisser 1977:102].



Approximate Location of Project Area

Map Source: Washington, George. "A plan of Alexandria, now Belhaven." 1749. Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA dcu. Call Number G3884.A3G46 1749 .W3. Digital Id: g3884a.ct000223 <http://hdl.loc.gov/loc.gmd/g3884a.ct000223>

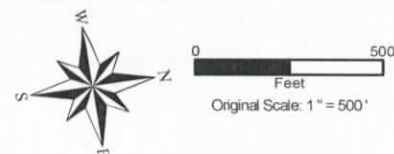


Figure 4
A Plan of Alexandria, Now Belhaven - George Washington, 1749

Alexandria was the largest town on the Potomac River and by the 1770s had developed into an important center for maritime trade, and participated in the flour trade with Europe and the Caribbean. By 1775, there were "20 major mercantile firms in Alexandria, 12 of which were involved in the transshipment of wheat" (Smith and Miller 1989:14). Although Alexandria flour was not considered as fine as that from Philadelphia, New York and Baltimore, flour milling served as a chief industry during the early 1780s and again in the 1790s (Smith and Miller 1989:14). The international market for flour transformed local milling into a larger and more profitable enterprise. By 1782, deep water access was needed to effectively compete with other Colonial ports, prompting the Virginia legislature to authorize the "banking out" of the high Potomac bluffs to create Union Street along the edge of the bay between King and Queen Street (Schumate 1985:79-80).

Carlyle's Warehouse

In 1751, the Alexandria Trustees directed John Carlyle, a prominent Scottish merchant and businessman of the town, to "have a good road [Duke Street] cleared down to Point Lumley and to see the streets kept in repair" (Ring and Pippenger 2008:129; Pulliam 2006:4). To accomplish this task, a significant amount of earth would need to be shifted to create a functional road to the Point; earth from the extension of Duke Street was most likely employed to fill the shipbuilding wharf on the southern edge of Point Lumley as well as to expand the useable land to the north within the study area.

In a letter in January 1754 from Governor Dinwiddie to Lord Fairfax, it was advised that George Washington proceed to Alexandria to "Maj'r Carlisle" whom Dinwiddie had appointed as "Commissary of Stores and Provisions, who will take proper Care of them" (Brock 1883:49-50). On September 11, 1755, a letter instructing Lieutenant Colonel Adam Stephen from George Washington, "So soon as you arrive in Alexandria... the men are to cook their own provisions in the Barracks provided by Major Carlyle; whom you are to apply to for such necessary things, as you shall have absolute occasion for" (Abbot et. al, eds. 1995:27).

General Edward Braddock arrived in March 1755 with a British Army to battle the French and Indians had left by April of the same year. It is also known that a number of sick, wounded, nurses, and guards were left behind until June 1, 1755 as well (Calder 1967:178)

In June 1755, The Alexandria Trustees once again called upon John Carlyle, this time to construct a public warehouse on Point Lumley (Figure 5):

Ordered that John Carlyle Gent. do erect & build at Point Lumley in this Town a Warehouse of the following Dementions (Viz.) One hundred feet long twenty four feet wide thirteen feet Pitch'd To be three Divisions double strided, the sills to be rais'd four feet from the ground & so compleatley finished [Ring and Pippenger 2008: 135].



Figure 5: Warehouse on Point Lumley, Circa 1760.
Illustration by Elisabeth Luellen

In September of 1755, likely after the completion of the warehouse, the Trustees decreed that the public warehouse “be fill’d in with Land & Rubbish from the Point but in such a manner as not to prejudice the foundations” (Ring and Pippenger 2008: 140). In effect, the order was to convert the pier that formed the foundation of the warehouse into a wharf; additionally, the order indicates that the fill should consist of “Land...from the Point,” suggesting that the “banking out” of Point Lumley with earth from the bluffs immediately to the west was in progress at the time of the warehouse’s construction.

This portion of the study area was described in John Muir’s 1755 court deposition:

The warehouse was built on the north side of Duke Street on point Lumley. There was dry ground on north side of Duke Street under the bank where the warehouse was built and he understood that there was dry ground enough belonging to the point to build another house to the north of that Warehouse as he was informed by the Trustees. At that time there was dry ground adjoining the north side of the warehouse but Muir did not know of what quality. He remembered that a man could pass (and he had himself had) between the west end of the warehouse and the bank about the time that warehouse was built [Prince William County, Virginia Land Causes, 1789-1793, cited in Miller 1987:12].

The public warehouse stood until sometime after 1788, when it appeared on a plat surveyed for the chancery cause *Arell v. the Mayor of Alexandria* (Figure 6). The warehouse is depicted extending at a slight angle away from Duke Street and into the Potomac River. The location, straddling the tidal Potomac River's edge at the time, was no doubt the reason the Trustees had called for the building to be elevated four feet from the ground. Richard Arell brought the suit against Alexandria over the disputed location of the eastern boundary of Lot 69 with the western boundary of Town of Alexandria land on Point Lumley. The fact that it was necessary to bring this suit to court suggests the precise location of Lot 69's eastern boundary was unclear (Pulliam 2006:2, 6). The location of the warehouse in relation to the bluff overlooking the Potomac at the time of its construction was a major factor in the case, with some deponents claiming there was little to no room between the bank and the western edge of the warehouse, and others claiming there was ample space to walk between the structure and the bank (Pulliam 2006:5).

Hooe and Harrison

In 1780, Robert Townshend Hooe, Richard Harrison, and Joseph W. Harrison leased the majority of Point Lumley including Parcel 1, 2A, 2B, and Parcels 2 and 3 of Greens (Lot 77 Extensions) (Figure 7). Robert Townsend Hooe built a wharf and a warehouse on Point Lumley effectively turning it into a major shipping terminal. Hooe's Wharf expanded Point Lumley as far as 150 linear feet into the Potomac River based on the deed records since Thomas Fleming's ownership. The majority of the property was used by Hooe and Harrison for their business, with a few subleases to other individuals.

Robert Townsend Hooe (1743 – 1809) of Charles County, Maryland was a merchant and a partner in a firm called Hooe, Stone & Co. until 1773 when it became Jenifer & Hooe. The Jenifer of the firm was Daniel of St. Thomas Jenifer, chairman of the Maryland Council of Safety. Jenifer worked closely with Hooe to properly supply Alexandria with needed military supplies during the Revolutionary War. Hooe bought a ship under the Maryland Council's behalf to Martinique, another ship, and his own firm's ship at the time to procure the goods. At this time, Hooe began his correspondence with Richard Harrison.

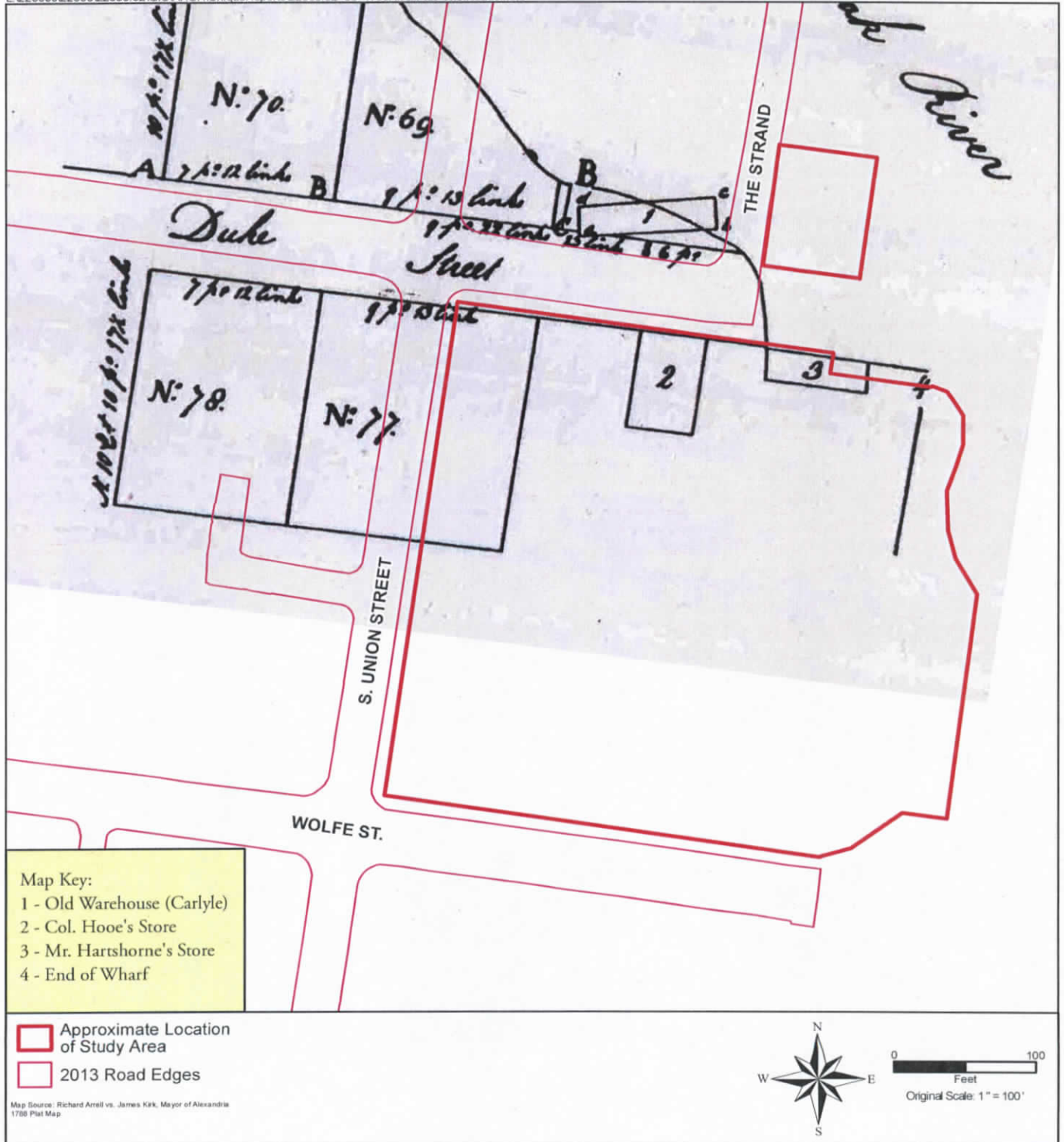


Figure 6
1788 Arrell Plat

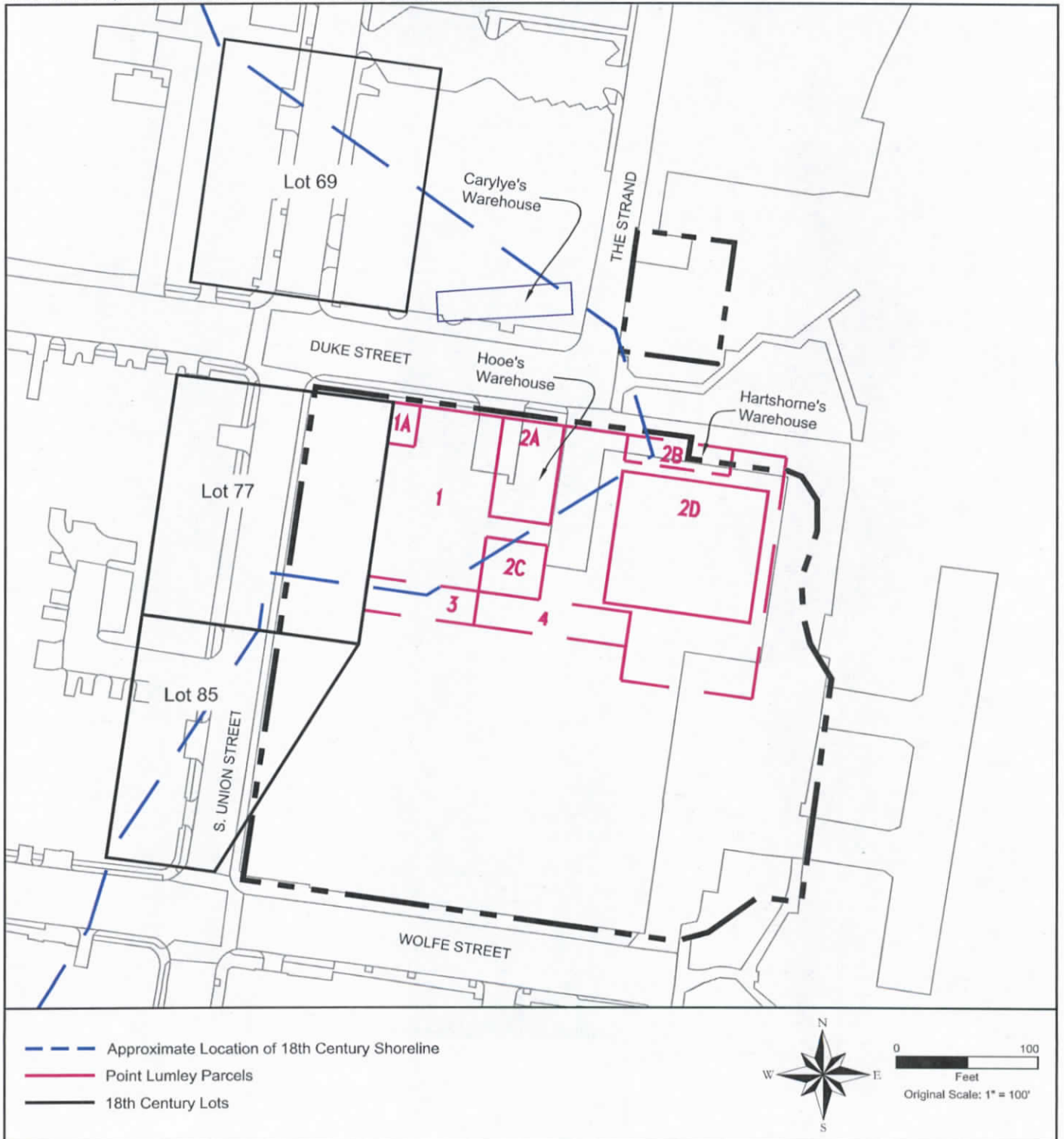



Figure 7
Point Lumley Parcels


In 1780 the firm Jenifer & Hooe had become Hooe & Harrison and in the same year he became the Mayor of Alexandria. Hooe was also a member of the Charles County committee of correspondence and a lieutenant colonel of the Charles County militia. After the revolutionary war Hooe was a member of the Fairfax court and of the Fairfax vestry (Abbot 1995:243).

Richard Harrison (1750 – 1841) was a merchant in Alexandria and a partner in Hooe & Harrison. During the Revolutionary War he acted as Virginia's agent on the island of Martinique. From 1780 to about 1786, Harrison moved to Cadiz where he served as an unofficial consul for the United States (Abbot 1995:230). In his twilight, Harrison served as an Auditor of the Treasury under the appointment of George Washington.

In 1785, in the Alexandria Gazette, two ships, the Union, and the Paragon, were advertised for shipping tobacco as well as space for passengers by Hooe and Harrison (Figure 8). As well as advertising ships on their wharf, Hooe and Harrison primarily marketed rum, sugar, and Demar spirits from their warehouse (Columbia Mirror & Alexandria Gazette, 22 September 1785). From Hooe and Harrison's ledger showed that they sold a multitude of items beyond what was advertised including glasses, flutes, violins, congo teas, ducks, German steel, English and Dutch cordage, glass ware, delft bolts, muskets, cloth negro cottons, blankets, porter and stout, looking glasses, japanned ware, plated table furniture, coffee urn, goblets, Grenada rum, fine salt in sacks, Italian marble slabs, and more (Miller 1993).



THE Ship UNION, commanded by Capt. GILES SULLIVAN, now lying in this port, will take tobacco on freight, for London, with liberty of consignment, at £.7 sterling per ton, and will be ready to begin her lading in a few days.—The Union is perhaps as fine a merchantman as has been built in Virginia; and has good accommodations for passengers.—For terms, apply to the Captain on board, or
HOOE and HARRISON.
 Alexandria, October 13, 1785.



THE Ship PARAGON, Capt. HENRY HUGHES, now lying ready in this harbour, will take tobacco on freight, to the address of Messieurs John V. Berard and Company, of L'Orient, at forty livres per hogthead.—Those who may be inclinable to ship to the above port, and have not an acquaintance with Messieurs Berard and Company, may be gaurantied by applying to us.—The Paragon is a fine fast-sailing ship, and has good accommodations for passengers.—For freight or passage, apply to the Captain on board, or
HOOE and HARRISON.
 Alexandria, October 20, 1785.

Figure 8: Hooe and Harrison Newspaper Ad, 1785, Muzzrole (1996)

Hooe and Harrison's warehouse itself was located on Parcel 2A in Point Lumley (see Figure 7). The first two stories of the structure were made of stone, while the third (likely a garret) of wood (Alexandria, Virginia Declarations for Assurance in the Mutual Assurance Society from 1796 thru 1823:136A). The warehouse was likely constructed from May 1782 to February 1783 (Account Book of Richard Harrison & Company, Alexandria, 1779-1783, Library of Congress, Manuscript Reading Room, 284, 328). The warehouse was located on the corner to the south of Duke Street and to the west of the Strand. Hooe's warehouse measured 72-feet north-south and 44-feet east-west. Based on

the deed records in the 1788 Arrell map Hooe & Harrison's stoneware house was located approximately 80-feet east from the eastern edge of Lot 77 along the southern end of Duke Street.

The property leased by Hooe and Harrison expired in 1801 and returned to the Town of Alexandria with the exception Parcel 3 of Lot Green (Lot 77 Extensions). Evidently Parcel 4 continued to be leased by Hooe on March 23, 1809, his probated his original will prepared on January 19, 1802, making Richard Harrison the residuary legatee of the property (Alexandria Will Book C:185). It is unknown what happened to the property after Hooe and Harrison. There is a gap in the deed and leasing record into 1853 when the property was leased to the Fowle's.

Parcel 1A, John Hill, 1796 - 1801

The lease for Parcel 1A (and possibly all of 1) was granted to John Hill by the Trustees on November 30, 1796, "a Lot of Twenty feet adjoining George Slacum's lot on Duke Street...until the expiration of Robert T Hooe's lease for the public property on Point Lumley [1801]." The property was located on Duke Street just east of Parcel 1 of Lot Southern Iron Works measuring to 30-feet north-south and 20-feet east-west based on the deed (see Figure 7). It is not known how Hill used the property.

Parcel 2C, Archibald McClish, 1802 - Unknown

Parcel 2C located approximately 15-feet south of Hooe's Warehouse was leased to Archibald McClish on January 7, 1802 from the Town of Alexandria (Alexandria Deed Book B:255). The parcel measured 40-feet north-south and 44-feet east-west (see Figure 7). McClish was appointed in 1801 as gauger of liquors for Alexandria. In 1804, he operated a bake house and cooper shop. Lastly in 1811 he was elected inspector of whiskey (Miller 1991:298). It is unknown what specifically he used this parcel for or for how long it was in his retention, but considering the general trend for this area, it was likely used for one of his two businesses.

Parcel 2D, Thomas Preston, 1809-1811

Unfortunately there were no specific dimensions noted in the deed, however Parcel 2D was described in a deed as,

the Wharf at the East end of Duke Street and so much of the said Street for a Landing as is contained between the east side of Potomac Strand, the north and south boundary Lines of the said Duke Street & the River Potomac [Alexandria Deed Book R:215].

Based on this description this parcel is likely to be the future site of Pioneer Mills (see Figure 7). The property was leased to Thomas Preston from 1809 until 1811. In 1810 a fire broke out that began in a cooper's shop (Archibald McClish's?) near the wharves adjoining Union Street. "Every building was burnt in the square, lying on Union Street and extending from Duke to Prince Street, bordering the river...Thomas Preston, two

brick, three wooden houses- \$6,000” (Miller 1987:68). There is a gap in the lease record from 1811 to 1853 where the property is not leased again to Fowle for Pioneer Mills. It is unknown whether or not this wharf was built by Thomas Fleming or not.

Parcel 3, Eastern Extension, 1774 – ca. 1800

Parcel 3 was a lot extension via in-filling/banking by Thomas Fleming by 1774 (see Figure 7). The extension was originally leased to Thomas Fleming on March 29, 1774 for a term of 63 years, or until 1837. The property’s lease went to Fleming’s heir, Betty Fleming at his death. The Point Lumley extension lease was then passed along to John Lockwood in 1794 as well as “1/5 of Lot 77” (east of Union Street), partitioned as Parcel 2, 3, and 4, of Lot Southern Iron Works (SIW).

The four parcels were then sold/leased to John Bass Dabney (1766-1826), a merchant and wine importer, in 1794 as well, and to Thomas Patten (1734-1805), a merchant, in 1796. Parcel 3 of Point Lumley then splits from this common ownership when the property was leased to Elizabeth Mason. Elizabeth Mary Anne Barnes Mason Hooe, who married Alexander Seymour Hooe in 1802, received it from a Thomas Patten heir (unspecified in deed) on May 25 (Alexandria Deed Book I:466,469-470). The property was passed again in October 20 to Elisha Janney, a merchant, and George Irish, a merchant, both of which were partnered together in a trading and shipping firm, Janney & Irish (Alexandria Deed Book I:415 United States Government Printing Office 1912:2). It is likely that the property stayed in Janney’s and Irish’s hands until the expiration of the lease in 1801 or later.

Parcel 4, Eastern Extension, 1780 - 1801

As with Parcel 3, Parcel 4 was a lot extension via in-filling/banking completed by Thomas Fleming by 1780 (see Figure 7). With Thomas Fleming’s passing in 1786 it is likely that the property was returned to the Town of Alexandria. In 1780 the Town leased the property to Robert Townsend Hooe, Richard Harrison, and Joseph Harrison, merchants, for a term of 21 years – until 1801.

On August 14, 1809, Parcel 4 was leased to James Keith Jr. (1734-1824), mayor of Alexandria in 1784-1785, who primarily worked in the field of law as a lawyer and clerk. Keith, Jr. likely served as the lawyer of James Hewett Hooe, who deeded the property a day later on August 15 (Alexandria Deed Book R:439;S:374).

About a year later on April 2, 1810, both parcels are sold to John Muncaster, a merchant who worked with James Hewett Hooe. In a letter from William Jarvis to James Madison, it is mentioned that in lieu of Colonel Gilman, James H. Hooe and John Muncaster would take charge of sheep for a shipment (Jarvis 1810).

The parcels are sold to Charles Simms and Thomas Swann, lawyers, on January 14, 1811 and they retained the property until May 5, 1827, here it is held by the Bank of Alexandria and the Bank of Potomac (Alexandria Deed Book U:194;Q-2:172). It is likely

the property had a structure. It is unknown if the structure served as a dwelling or an office.

Of all of the parcels for Point Lumley, Parcel 4 was the only one that was not leased to the Fowle's for Pioneer Mills in 1853. The property was held in trust by the Bank of Alexandria and Bank of Potomac until it was sold to James Green on April 9, 1845, a furniture manufacturer who used the properties as right-of-way to the wharfs. In 1854, a mutual rights-of-way was adjusted for "8-feet 7-inches" between the Pioneer Mills physical location, and the location of the Lot 77 eastern extension. More detail about James Green will be included in the property history of Lot 85 for which James Green owns in its entirety of by the 1840s.

Lot 77 and Lot 85 (1749 – ca. 1815)

Nathaniel Chapman, of Stafford County, Virginia originally purchased Lot 77 and 78 for 56 ½ pistoles from the Trustees of Alexandria in 1749 (Ring and Pippenger 2008: 66, 120); the deed for Lot 77 was recorded on March 28, 1752 (Fairfax County Deed Book C: 297). No records detailing the use of Lot 77 during Chapman's ownership were located at this time.

The portion of Lot 77 that is currently located in the study area was later subdivided and was primarily residential (Figure 9). Lot 77 was also later extended or "banked out" into the Potomac River; these two parcel extensions were later purchased by John Green in the mid-1800s. The parcels are identified hereafter in the property history as Southern Iron Works (SIW) Parcels 1 through 4 and Green Parcels 2 and 3, after the largest historic landowners on this portion of the block (Figure 9). Lot 77 has a nearly complete chain of title when compared to the public land on Point Lumley, which had nearly a 50-year gap at the turn of the century in 1800.

Table 2: Ownership and Use of Lot 77, 1752-1786

Lot	Parcel	Owners/Years	Uses
Southern Iron Works	1-4	Nathaniel Chapman, 1752-1760 Pearson Chapman, 1760-1766 George Chapman, 1766-1770 Thomas Fleming, 1770-1786	It is unknown if the Chapman's did anything with Lot 77. Under Fleming's ownership the land was extended the parcel eastward into the Potomac via in-filling/banking. See Parcel 2 and 3 of Lot Green.

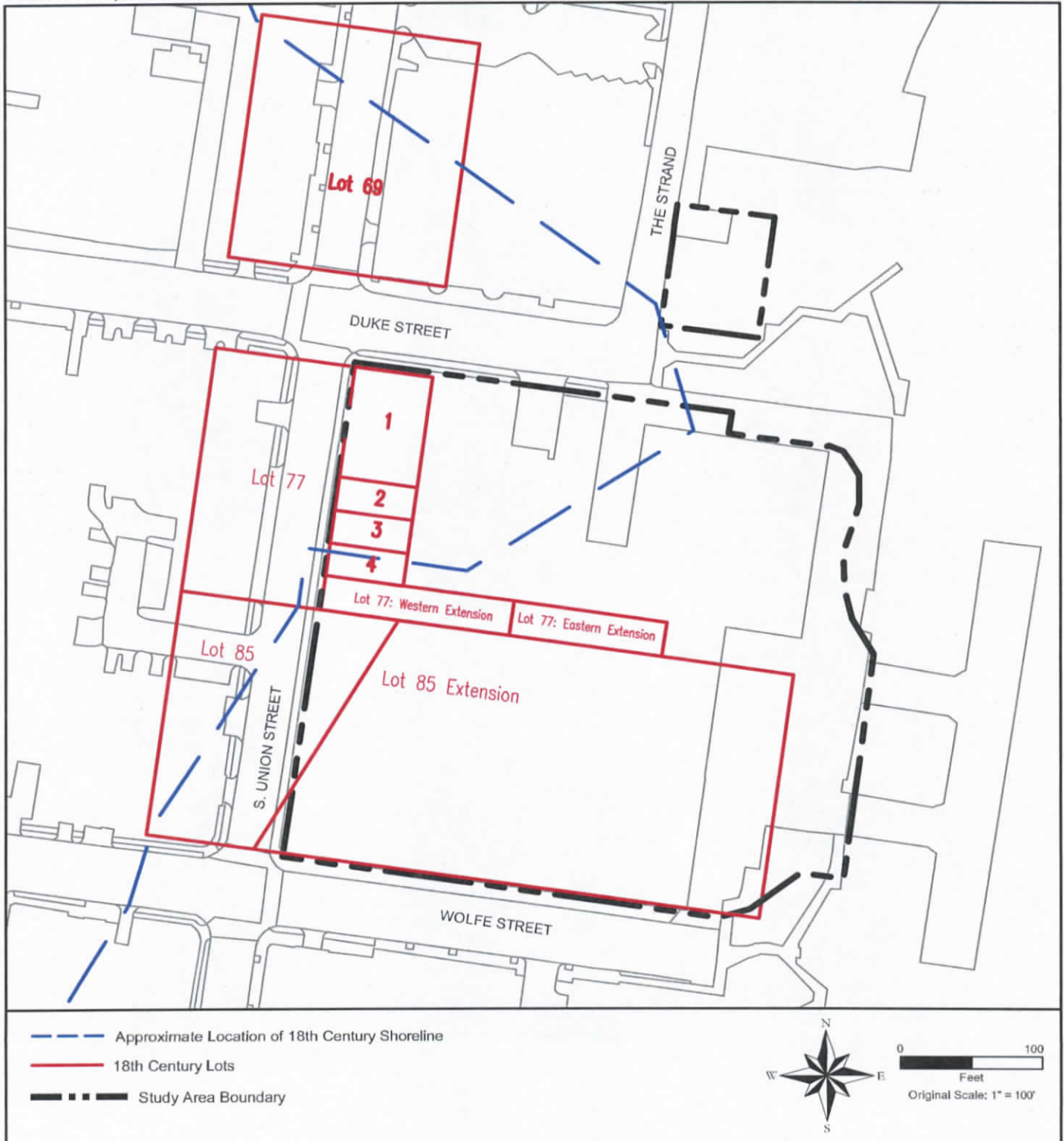


Figure 9
Lot 77 and Lot 85 Parcels

Lot 77 - Nathaniel Chapman

Chapman's purchase of Lot 77 near the waterfront was a shrewd investment, which was later revealed in the Minutes of the Board of Trustees. Chapman along with Lawrence Washington, John Carlyle, William Ramsay, and John Dalton, had convinced Philip Alexander to sell his land to establish the Town of Alexandria, and even named the town after his family (Riker 2009:7). Chapman & Company has purchased Alexander's land at a private sale beforehand for 200 pistoles, a price that was satisfactory to Alexander, and divided any later profit or loss amongst themselves (Riker 2009:7; Ring and Pippenger 2008:141-143).

Nathaniel Chapman made his fortune with the Principio Iron Co. based in Bristol, England, which was the largest producer of iron in the colonies prior to the Revolution (Cavanagh 2014:216). Locally, he helped establish a two-and-a-half story grist mill in Broad Run, Virginia in 1742, known today as the Chapman/Beverly Mill. The mill's location was strategic as local grains from the Shenandoah Valley could be easily sent to the mill for processing and from the mill to Alexandria for shipment to markets elsewhere in the U.S., Europe and South America. Once the Manassas Gap Railroad was completed near the mill in 1852, the transport time of goods was considerably reduced. The mill was improved in 1758 and soon became a prosperous enterprise that processed much of the wheat and corn grown in the region for export. By 1858, the mill was seven stories and served as a model for cutting edge mill technology. Chapman also served as a Charter member for the Ohio Land Company, which triggered the French and Indian War (Chapman Beverly Mill Historic Site Brochure. Accessed 2014).

Chapman dies intestate in the summer of 1760 on a business trip to Kingsbury in Baltimore. His property was left to his son, Nathaniel (II), who also died intestate in 1762 after drowning in a New York harbor. Lot 77 was inherited by the next eldest son, Pearson Chapman (1745-1784) who sold it to Nathaniel's third eldest son, George Chapman (1749-1814), who then finally sold the lot to Thomas Fleming on September 19, 1770 (Ring and Pippenger 2008: 66; Alexandria Deed Books C:297; G:33; E:420-421).

Lots 77 and 85 - Thomas Fleming

Thomas Fleming expanded his successful shipbuilding operations through the purchase of Lot 85 from the Trustees of Alexandria on May 9, 1763 for £50.10 and the purchase of Lot 77 from the Chapman's in 1770 (Ring and Pippenger 2008: 66; 75). Fleming increased the size of both lots into the Potomac River by in-filling/banking out, as he did with his leased land on Point Lumley. Lot 77 was expanded in two separate sections that appeared to have served as right-of-ways to the wharf, or was the location of wharves – depending on what exact time period is discussed (see Figure 9). It is unknown how far he extended Lot 85 before it was sold in 1770 to James Kirk, a merchant and later Mayor of Alexandria from 1785-1786 (Ring and Pippenger 1995:75).

By 1785, enough land had been created for the laying of Union Street along the waterfront, which divided Lots 77 and 85 nearly in half. The portion of Lot 77 located along the eastern side of the new street was located within the study area (see Figure 9). This portion measured approximately 56-feet east-west along Duke Street and 176-feet north-south along South Union Street. The two Lot 77 extensions were located in a “notch” in the southeastern corner, lying adjacent to Lot 85. The two parcels extend 250 feet east of the edge of Union Street and measure 25-feet in width.

Subdivision of Lot 77

The portion of Lot 77 located within the RTS study area was partitioned by Thomas Fleming and offered for lease beginning in 1785:

To be let on Ground-Rent, for Ninety-nine Years. Two Lots, on Duke Street, near Colonel Hooe’s warehouse, and three adjoining my wharf, very convenient to the river either for stores, warehouses, or dwelling houses [Virginia Journal (VJ) 13 October 1785: 3].

Following his death in 1786, the land in Lot 77 was sold to settle his debts (Ring and Pippenger 2008: 66). The four SIW parcels extend southeast of the intersection of South Union Street with Duke Street towards Lot 85; all four lots measure 56-feet in width (see Figure 9). Information on the owners and lessees of all lots were located, with the exception of Parcel 3, which contains a nearly century gap from 1797 to 1892 (Table 3). The Lot 77 extensions were likely used as a right-of-way to the wharves and potentially could have been the location of earlier wharves before being in-filled.

Table 3: Ownership and Use of Lot 77, 1794 – ca 1810

Lot	Parcel	Owners/Years	Uses
Southern Iron Works	1	George Slacum, 1794-1810	Dwelling/Store
	2	John Lockwood, 1794-1794 John Bass Dabney, 1794-1796 Heirs of Thomas Patten and Thomas Fleming, 1796-1797 William Hartshorne, 1797-1797 Archibald McCliesh, 1797-1831	Dwelling/Store
	3	John Bass Dabney, 1794-1796 Gap, 1797-1892	Dwelling
	4	Heirs of Thomas Patten and Thomas Fleming, 1796-1798 Thomas Mazervey, 1798-1810	Dwelling
Green	2	Heirs of Thomas Patten & Thomas Fleming, 1796-1797 Samuel Kirk, ???-1825	Unknown Right-of-way
	3	Robert Townshend Hooe, 1794-1808 Charles Simms, Thomas Swann, Richard Harrison, 1808-1810	Right-of-way Settled Debts

Located on the southeast corner of Union and Duke Streets, Parcel 1 measured approximately 80 feet by 56 feet (see Figure 9). Captain George Slacum (1756-1810), a shipping merchant who imported sugars, wines, and fruit from the West Indies, Madeira, Lisbon, Oporto, and Marseilles, purchased the lot as an investment on January 6, 1794 (Betsy et. al 1957; Alexandria Deed Book E:337). Slacum constructed a two-story frame store and dwelling on the corner lot that was insured with the Mutual Assurance Society of Virginia (Stanton 2013). Slacum did not reside within the study area; his 40-acre estate with “an orchard of seven hundred trees” was located three miles outside of the town along the Leesburg Road (AG 11 April 1812:3).

Thomas Patten purchased and briefly owned SIW Parcels 2-4, which were located south of Slacum’s property (see Figure 9). Mary Patten, heir to Thomas Patten sold SIW Parcel 2 to William Hartshorne in 1797 (Alexandria Deed Book I:287,419). Hartshorne also subleased property on Point Lumley from Hooe and Harrison between 1785 and 1801. Hartshorne sold Parcel 2 a month later to Archibald McClish (Sr.), a cooper and gauge of liquors who also leased property on Point Lumley; this parcel was used as a dwelling/store.

On March 23, 1798, Patten sold SIW Parcel 4 to Thomas Mazervey, who conveyed it to Theodore Skinner on June 15, 1810 (Alexandria Deed Books K:284; 5:368). It is unknown who Thomas Mazervey was or what he did the parcel. Considering the contextual history with this part of the property, it was likely used as a dwelling and/or a store.

The deeds and/or leases for SIW Parcel 3 appear to missing between 1797 and 1918. If the property history for this parcel is anything similar to the two adjacent parcels, than it was likely the location of a dwelling with a long history of absentee landlords. Eventually this parcel (as well as the adjacent parcels) was sold to the Aitcheson brothers for their lumber business.

Green Parcel 2 (the Western Extension) was sold to John Lockwood by Betty Fleming Valette along with her husband Eli Valette of Baltimore on April 9, 1794, and soon after it was conveyed to John Bass Dabney (1766-1826), a merchant and wine importer (Alexandria Deed Book X:125;X:428). The property was sold to Thomas Patten, a merchant, on June 8, 1796 (Alexandria Deed Book II:49). The property is passed almost a year later, on March 31, 1797, to Nancy Fleming, daughter of Thomas Fleming (Alexandria Deed Book I:466). The property was eventually acquired by Samuel Kirk prior to February 14, 1825. There is a gap in the records and it is unknown from whom Samuel Kirk purchased the parcel (Alexandria Deed Book P-2:333).

Green Parcel 3 (the Eastern Extension) was sold to Robert Townshend Hooe by George Hunter, executor to Thomas Fleming, on January 1, 1794 (Alexandria Deed Book E:419). Robert Townsend Hooe conveyed the property to partner Richard Harrison and lawyers Charles Simm and Thomas Swann on August 11, 1808 (Alexandria Deed Book R:255).

Lot 85 - Kirk's Wharf and Warehouse

James Kirk, a merchant and later Mayor of Alexandria purchased Lot 85 from Thomas Fleming in 1770 (Ring and Pippenger 1995:75). James Kirk married Bridget Fleming (Thomas Fleming's daughter) on September 9, 1777. Kirk was an immigrant from England and established himself as a wheat merchant and investor in western lands. He kept a store and office in Alexandria while maintaining a domicile across the Potomac in Maryland (National Archives, Founders Online 2014). Before his time as mayor, James Kirk was a merchant who primarily dealt with wheat and flour and served as a fireman with the Sun Fire Company fire department. During his time as mayor, he was a part of the *Arrell vs. Mayor of Alexandra* in which Richard Arrell disputed the dimensions and location of Lot 69.

Table 4: Ownership and Use of Lot 85, Green Parcels, 1770 – 1828

Lot	Parcel	Owners/Years	Uses
Green	2, 4-8	James Kirk, 1770-1786	Wharf, Store, Office
		Robert and Bridget Kirk, Son and Wife of James Kirk, 1786-1811	Leased, Possible Dwelling
		Sarah Kirk, wife of Robert Kirk, 1811-Various (1811/1826/1830/1843)	Leased, Possible Dwelling

Kirk also owned a ship and transported goods for clients, some of which were recorded in George Washington's papers. In February 1768 Washington noted that he, "Began to deliver my Wheat to Mr. Kirk" in which George Washington's wheat had been loaded onto Kirk's ship to be delivered to Carlyle & Adam (Jackson 1976:43-44). In March 3 of the same year, "Delivered a Load of 508 bushels of Muddy hole Wheat to Mr. Kirks Ship and my Schooner returnd," in which George Washington had lent 15 bushels of wheat to William Digges referring to a transaction of a total of 475 bushels, sans the 15 lent, Deliverd the last load of my Wheat to Mr. Kirks Ship which makes 1921 Bushls. delivd.him in all. Reckg. in 15 Bushls. to be deliv'd him by Digges" (Jackson 1976:49-51).

There are a few letters of correspondence between Bridget Kirk and George Washington after James Kirk death to settle debts owed to Washington. In a letter dated February 20, 1787, George Washington writes to Bridget Fleming Kirk,

with respect to the money which is due to me from the Estate of Mr Kirk your late husband, I wish it may not be forgotten that the Flour for which this money is due ought to have been paid on the delivery of it notwithstanding I have been kept out of it so long [Abbot et al.1997:43].

It is apparent that Bridget Kirk had died some time in 1797 based on a letter dated August 4, 1797 from Archibald McClean, her executor, to George Washington in the concern of settling the aforementioned debt.

Having been appointed administrator to the estate of Mrs Kirk deceased, relict of James Kirk esqr. late of this town, I am desirous of settling the accounts as speedily as possible. Mrs Kirk, before her death, informed me that a bond had been lodged with you to satisfy a debt due you from Mr Kirk's estate, and that there is still a balance of said bond remaining in your hand [Abbot et al. 1997:289-90].

At the death of Robert Kirk, the property was passed to his son, James Kirk II, on March 20, 1828 (Alexandria Deed Book 1:132). At James Kirk II's death, it was passed to Sarah Kirk on March 20, 1828, the last member of the Kirk family to own Lot 85 (Alexandria Deed Book Q-2:445).

WORKING SEAPORT TO WITNESS TO WAR (ca. 1815 – ca. 1860)

Once a prominent landscape feature, Point Lumley had effectively disappeared during the 18th century, and deeds involving its land no longer referred to the name. According to Gilpin's 1798 map of Alexandria, by the turn of the nineteenth century the study area had been in-filled to its present extents and no sign of the crescent bay remained (Figure 10). Based on the AutoCAD maps created for this study using aerial imagery, historic maps, and deed plats, a significant amount of in-filling had occurred in just half of a century. An estimate of two-acres of land was created with the study area - Lot 85 had gained nearly 400 linear feet, Lot 77 had gained nearly 300 linear feet, and Point Lumley 200 linear feet, towards the Potomac River.

By the 19th century the RTS study area was filled with merchants, warehouses, and offices all related to trading, shipping, and receiving of goods— some with residences located on the upper stories of the buildings. Several dwellings had also been constructed along South Union Street and Wolfe Street.

Point Lumley

Point Lumley may have been leased in the first half of the 19th century; however records of these transactions have not been located. They may have not been recorded, or more likely the records have been lost. Following the death of Robert Townshend Hooe, Parcels 1-3 were returned to Alexandria; Parcel 4 however, was transferred to Richard Harrison and Hooe's executors, John Muncaster and James Hewitt Hooe (Alexandria Will Book C:185). About a year later on April 2, 1810, Parcel 4 was sold to John Muncaster, a merchant who worked with James Hewitt Hooe. The parcel was then conveyed on January 14, 1811 to Charles Simms and Thomas Swann, both lawyers. They retained the property until May 5, 1827, when it became the property of the Bank of Alexandria and the Bank of Potomac (Alexandria Deed Book U:194; Q-2:172).

The occupants of Parcels 1, 2, and 3 are unknown until 1853, when the Trustees leased nearly the entire Point to the William H. and George D Fowle for the construction of the Pioneer Mills. It should be noted that the Fowle's specifically received their lease for from the Town of Alexandria and not from a specific individual.

Parcel 4 was not leased to the Fowle's by the Town, but was held in trust by the Bank of Alexandria and Bank of Potomac until it was sold to James Green on April 9, 1845, a furniture manufacturer who used the properties as right-of-way to the wharfs. In 1854, a mutual right-of-way was adjusted for "8-feet 7-inches" between the Pioneer Mills physical location, and the location of the Lot 77 eastern extension. More detail about James Green will be included in the property history of Lot 85 for which James Green owns in its entirety of by the 1840s.



Figure 10
Plan of the Town of Alexandria in the District of Columbia, George Gilpin 1798

The Pioneer Mills

The Pioneer Mills itself was established on Hooe's wharf, and the wharf was extended partially to accommodate the Mill during the Fowle's ownership. The property owned by the Fowle's for Pioneer Mills encompassed almost the entire northern half of the project area with the exception to the Lot 77 parcels. Parcel 2D of Point Lumley, the northeastern quadrant east of the Strand, was the physical location of the mill, where the rest of the Pioneer Mills property west of the Strand was used for other purposes related to running the mill. The only portion of Point Lumley that was not leased to the Fowle's was Parcel 4, which was leased to James Green along with the rest, Lot 85, in the southern half of the study area.

Table 5: Ownership and Use of Point Lumley Parcels 1-4, ca. 1811 – ca. 1880

Lot	Parcel	Owners/Years	Uses
Point Lumley	1-3	Gap, 1801 – 1854 William H. Fowle, 1854 - 1854 Alexandria Flour Mill Co. (Pioneer Mills), 1854- 1856 William H. Fowle, William H. Newman, Louis A. von Hoffman, - 1856 - 1863	Pioneer Mills. Construction of the mills took place on Parcel 2D, east of The Strand. Other parcels likely utilized as open space for the transportation of goods
	4	Charles Simms and Thomas Swann, 1811 -1827 Bank of Alexandria and Bank of Potomac, 1827 – 1845 James Green, 1845 - 1880	James Green and Potomac Mills right-of-way (8-feet and 7-inches between Parcel 4 and 2D).

William Fowle Sr., a native of Massachusetts came to Alexandria in 1800 and partnered with Thomas Lawrason, whose father had acquired a significant amount of real estate from Thomas Gilpin. Fowle (Sr.) bought up Lawrason's property upon his partner's death in 1819, and went into business with his two sons William Holmes and George Dashiell. By the 1850s, they had built a prosperous business exporting guano and wheat.

In 1853/1854 William H. Fowle and George D. Fowle invested in a stream-driven flour mill named Pioneer Mills trading as the Alexandria Flour Company. The physical mill itself occupied the whole block east of the Strand and south of Duke Street. The Fowle's also leased out the rest of Point Lumley west of the Strand and east of Lot 77. This is the first major lease since the end of Hooe's lease in ca. 1801. The steam-engine used by Pioneer Mills is known to have been developed locally by Smith and Perkins (Pulliam 2011:35).

The Pioneer Mills was described in the Alexandria Gazette on March 11, 1854, as a six-story high brick building with a slate roof fronting the Potomac River:

the main building being 80 feet deep – and the engine room 32 – making a total depth of 112 feet. It is six stories high, and the roof above high water mark, or 73 feet from the first floor...12-run-of-burr mill stones and splendid steam engine of 250 horse power... consume from three to five thousand bushels of wheat and turn out six to eight hundred barrels of flour. Attached to the Mill is an elevator for taking grain from the holds of vessels, and carrying it directly into the

building. Large vessels can be loaded directly at the door of the Mill. A wharf has been constructed on the north side of the building on which a switch from the track of the railroad on Union Street will be laid – so that grain from the cars will be brought, also, directly to the Mill [AG March 11, 1854].

Based on sale reports the Pioneer Mills flourished up to the beginning of the Civil War; between August 1855 and the end of the year, the Pioneer Mills reported the sale of 54,500 barrels of flour. In 1860 it had sold in a single transaction 1,500 barrels of flour (Hurst 1991:12).

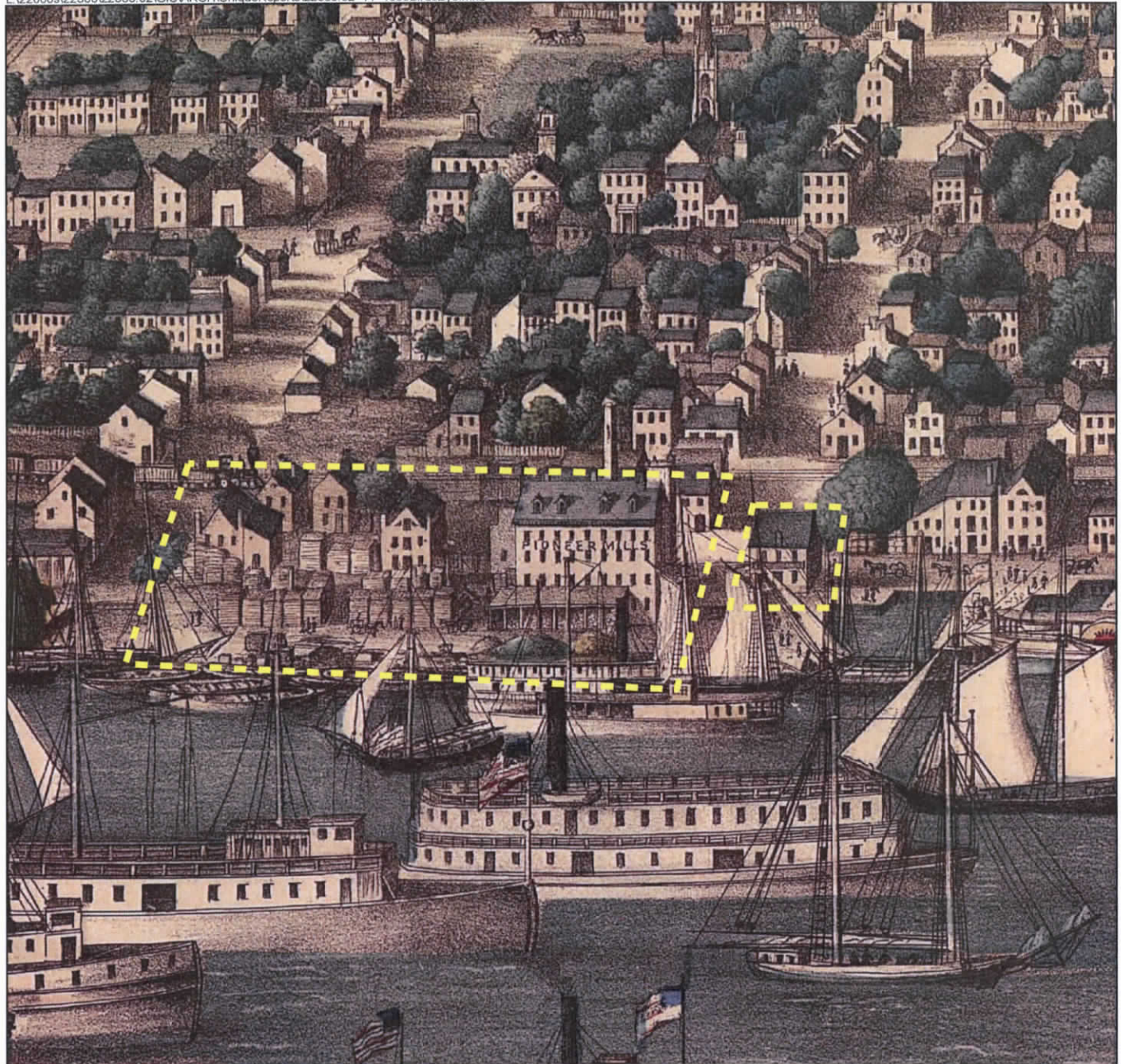
The Pioneer Mills dominates the waterfront within the study area, as depicted in an 1863 lithograph by Charles Magnus (Figure 11). Stacked crates and wares are shown along the Strand. A brick building facing the Strand lies in the shadow of the mill; this is likely Kirk's warehouse. The cooper shop is just visible behind the seven-story mill, and even less apparent are the three frame dwellings along the upper end of S. Union Street. The two-story brick dwellings along Wolf Street and within Lot 85 are clearly depicted. Finally, a stream engine is shown passing the study area, just having left the Wilkes Street tunnel.

Lot 77

By the turn of the 19th century, the four SIW parcels fronting South Union Street appeared to be mixed-use commercial/residential buildings, while the two Lot 77 extensions (Green Lots 2 and 3) were utilized as access to the waterfront (Table 7).

Table 6: SIW Parcels 1-4 and Green Parcels 2-3, ca. 1815 – ca. 1860

Lot	Parcel	Owners/Years	Uses
Southern Iron Works	1	Helen Adela Ludlow (née Slacum), 1810-1821 Emmeline Thompson, 1851-1853 Samuel Thompson, 1853-1892	Dwelling
	2	Elizabeth McClish and family, 1833-1880	Dwelling
	3	Gap, 1797-1892	Unknown
	4	Theodore Skinner, 1810-1815 Rebecca Fletcher, 1815-1826 Joseph Harris, 1826-1842 George W. Harris, 1842-1855 John N. Harper and Nathaniel Boush, 1855-1857 John D. Corse and Wilmer D. Corse, 1857-1871	Dwelling
Green	2	Samuel Kirk, -1825 Josiah H. Davis, 1825-1844 James Green, 1844-1880	Right-of-way
	3	Charles Simms, Thomas Swann, Richard Harrison, 1808-1810 John Muncaster, 1810-1811 Charles Sims, Thomas Swann, 1811-1827 Bank of Alexandria, Bank of Potomac, 1827-1845 James Green, 1845-1880	Settled Debts Right-of-way Unknown Trust, Vacant Property Right-of-way



 Approximate Location
of Project Area

Map Source: "Birds eye view of Alexandria, Va."
Magnus, Charles. 1863. G3884.A3A3 1863
.M32 Vault : CW 522.3. Library of Congress
Geography and Map Division Washington, D.C.



Not to Scale

Figure 11
1863 Birds Eye View of Alexandria

George Slacum died in 1810; his daughter, Helen Adela Ludlow, eventually sold the dwelling (SIW Parcel 1) on the corner of Duke and Union Streets (AG 15 October 1810: 3). The deed to Emmeline Thompson, the wife of justice/magistrate John H. Thompson, was recorded on June 16, 1851 (Alexandria Deed Book 3:384). The couple did not reside within the house, as the 1880 federal census shows John and Emmeline living on Fairfax Street with their son Edgar and daughter Elizabeth Hoffman (and her family). The Thompson family (Emmeline, Samuel P. and Julia H.) retained ownership of the parcel until 1892.

The second parcel remained in the McCliesh family for most of the 19th century. Archibald McCliesh Jr. (1797-1831) appears to have served on a vessel, as he obtained a Seaman's Protection Certificate² in 1815 in the Port of New Orleans. At this time, the 25-year-old was described as 5 feet five ½ inches tall with light brown hair and hazel eyes. Archibald McCliesh (Jr.) died intestate in October of 1831 and his debts were settled in court. He was survived by his mother Elizabeth McCliesh, a brother George, and by Virginia Sarah, the daughter of a second brother James, who had preceded him in death. By decree of the court, all land owned by Archibald Jr. was sold at public auction; however, George McCliesh was the highest bidder and retained the property (*Lincoln Chamberlain Surviving Partner vs. Admr Of Archibald McCliesh, The Younger Etc.* Chancery Court Cause 1833-003, Arlington County Court Records). The SIW 2 parcel was described then as being located 80 feet south of the intersection of Duke and Union Streets and measuring 24 feet north-south by 56 feet and one inch east-west (AG 15 July 1833: 1).

His mother Elizabeth is noted as the resident of the dwelling in the study area at the time of the court settlement. She is enumerated in the 1830 federal census along with eight others in her household, including a free African-American woman. In 1850, she was residing with her son George McCliesh (46) and his family: Catherine (46), Archibald (15), Elizabeth (12), and George (9). The value of his estate was \$4000. William Wools (60) and Sam Jarbor (21), an African American, were also members of the household. William Wools is still a member of this household in 1860, however his real estate and personal property was totaled separately from that of George McCliesh. If they were all residing within the study area, Wools may have had a separate dwelling. The property was later willed to Margaret McClish (possibly the wife of Archibald McClish III) in 1880 (Alexandria Will Book 1:301).

As mentioned previously, SIW Parcel 4 was sold to Theodore Skinner, a flour and bean merchant, on June 15, 1810 (Alexandria Deed Book 5:368). The property was then inherited by Rebecca Fletcher on March 11, 1815, for the remainder of her life, and then reverted to the remainder of Theodore Skinner's brothers and sisters (Alexandria Will Book 2:9). It is noted in the will that the parcel is, "the home I now live in." Theodore Skinner's heirs, Sarah Pemberton and Abigail Chipman of New York conveyed the property to Joseph Harris on July 10, 1826. Harris, notably, was appointed a Justice of the Peace in the District Columbia, by President John Tyler on July 9, 1842 (United

² Interestingly, the Seaman's Protection Certificate listed a distinguishing mark: the second and third toe of each of Archibald's foot was described as joined together.

States Congress 1887:51). However by the end of that year, Harris sold the property due to bankruptcy to George W. Harris, on December 13, 1842 (Alexandria Deed Book B-3:475)

George W. Harris sold the "tenement and lot of ground" in June 1855 to Captain John N. Harper and Nathaniel Boush (Alexandria Deed Book R-3:238). The property was sold to John D. Corse and William "Wilmer" D. Corse on July 6, 1857, bankers (Alexandria Deed book S-3:318) from Harper and Boush, slavers (Alexandria Deed Book S-3:318). The Corse brothers likely rented the house and did not reside within the study area. John Douglas Corse (1822-) and his wife Lucy Smith were married on June 14, 1856; they are enumerated in the 1860 federal census along with their daughter Mary (aged 4), and his older brother Montgomery. William D. Corse was listed as residing on King Street in the 1866 federal tax records.

Montgomery Dent Corse (1816-1895) was the eldest son of John and Julia Corse. In 1846, Montgomery mustered a company of volunteers for Mexico, the 1st Virginia Regiment, serving as their captain during the Mexican-American War (1846-1848). He then sailed to California as a gold prospector in 1849 and eventually returned to Alexandria in 1856 entering the banking business with his brothers John D. Corse, and William D. Corse.

During the Civil War, Montgomery was appointed as a major for the 6th Virginia Infantry Battalion and eventually made it to the rank of General by the end. He was captured at the Battle of Saylor's Creek on April 6, 1865 and sent to Fort Warren, Boston, Massachusetts. Following his Oath of Allegiance on July 24, 1865, he returned home to banking in Alexandria.

There is gap in available deeds/leases for Green Parcel 2 between the time when Nancy Fleming acquired the property in 1797 until the property was sold by Samuel Kirk to the wife of Josiah H. Davis in 1825 (Alexandria Deed Book P-2:333). It is likely that the property was primarily owned by the Kirk's, as they owned Lot 85 to the south of this parcel which functioned as a wharf since 1770. The parcel likely still functioned as right-of-way to the wharfs owned by Hooe and Kirk.

It is unknown what Davis' stake was in this property, but she retained the property until it was sold to James Green, furniture manufacturer, on December 20, 1844 (Alexandria Deed Book F-3:272). James Green owned the property until his death 1880, where the parcel was passed to his heirs on October 6 (Alexandria Will Book 1:313).

Green Parcel 3 was deeded on April 2, 1810 to John Muncaster, a merchant who worked with James Hewett Hooe from Simms, Swann, and Harrison (Alexandria Deed Book S:379). The parcel was then sold back to Charles Simms and Thomas Swann, lawyers, on January 14, 1811 and they retained the property until May 5, 1827. Here it is held by Bank of Alexandria and Bank of Potomac (Alexandria Deed Book U:194;Q-2:172). It is unknown if what Swims, Swann, or Harrison did with the property, as well as Muncaster. Considering the parcel, it is most likely to have been used as a right-of-way to the wharf.

The property was held in trust by the Bank of Alexandria and Bank of Potomac until it was sold to James Green on April 9, 1845, a furniture manufacturer who used the properties as right-of-way to the wharfs. In 1854, a mutual rights-of-way was adjusted for “8-feet 7-inches” between the Pioneer Mills physical location, and the location of the Lot 77 eastern extension. More detail about James Green will be included in the property history of Lot 85 for which James Green owns in its entirety by the 1840s until his death in 1880.

Lot 85 – James Green

In 1843, plus or minus a few years for some parcels, James Green (1844-1880) had purchased all of Lot 85 (Table 7) and the western and eastern extensions of Lot 77 or Green Parcels 2 and 3 (Figure 12). The Green Family of Cabinet Makers begins in 1817 with William Green with his wife, Mary, and seven children moving to Alexandria and establishing a cabinetmaking business on King Street. For the next generation, the Green family business would become one of Alexandria’s largest enterprises serving clients in Washington D.C. and the Shenandoah Valley.

By 1836 James Green had constructed a Cabinet Manufactory located on 200 S. Fairfax Street. The factory produced sofas, chairs, tables, and other furniture. With profits from the furniture manufacturing business, James Green had purchased the lot and building across the Carlyle House, and converted it into the Mansion House Hotel. By 1860, the wealthiest man in Alexandria was not a merchant, but a manufacturer, with a value of \$200,000. As Hurst (1991:22) “In a city whose economy was still dominated by old-line merchants, the most affluent enterpriser was a manufacturer and a hotel proprietor.”

Table 7: Ownership and Use of Green Parcels, ca. 1811 – ca. 1880

Lot	Parcel	Owners/Years	Uses
Green	4	Sarah Kirk, 1786-1811 James Green, 1843-1881	Leased for Warehouses, dwellings. Leased dwellings and used as a lumber yard.
	5, 7	Sarah Kirk, 1811-1826 Josiah H. Davis, 1826-1846 James Green, 1846-1881	Leased for Warehouses, dwellings. Possibly a plaster mill. Leased dwellings and used as a lumber yard.
	6	Sarah Kirk, 1811-1821 William Patterson, 1820-1821 Thomas Sanford, 1821-1825 Josiah H. Davis, 1825-1846 James Green, 1846-1881	Leased for Warehouses, dwellings. Unknown. Unknown. Possible Plaster Mill Leased dwellings and lumber yard.
	8	Sarah Kirk, 1828-1830 Henry Daingerfield, 1830-1843 James Green, 1843-1881	Warehouse, Storage, Wharf Use
Lot	Parcel	Lessees/Years	Uses
Green	8	Robert and Bridget Kirk, 1786-1786 Joseph Caverly, 1786-1787 John Murray and Co., 1787-1792 Thomas Patten and Co., 1792-1802 William Hartshorne, 1803-1813 Joseph Dean, 1813-1830	Kirk’s Wharf: Warehouse, Storage



Figure 12
Green Parcels (Including Lot 85)

Parcel 4 was located at the corner of Union and Wolfe Street (see Figure 11) and encompassed all of the property west of the Strand with the exception of the southeastern quadrant (Parcel 5, 6, 7). From 1791 to 1843 Parcel 4 was partitioned into three smaller parcels, approximately in thirds with a dimension of 60-feet north-south along Union Street to about 180-feet east-west to the alleyway adjacent to the Strand. The first recorded lease on Parcel 4 was on March 3, 1791 to Andrew Jamieson from Bridget Kirk for 11 years and seven months, to 1802 (Alexandria Deed Book 1791). The parcel was located at the center of Union Street.

After this lease expired, William Hartshorne leased from Robert W. Kirk on September 1, 1803 until 1813 (Alexandria Deed Book G:6). It was then leased to Joseph Dean, a merchant, from Sarah Kirk on August 9, 1813 for a period of 11 years and three months (1824) and to Thomas Preston, Captain of the East-India's company's corp. of engineers, and Thomas Janney (Merchant and ship owner, Thomas Janney and Co.) from Sarah Kirk and William Keyser on May 16, 1814 (Alexandria Deed Book Y:65;F-2:316). The dimensions were not specified or were generally overlapping between all these individuals.

The leased parcel to Joseph Dean encompassed Parcel 4, partially, part of the wharf Parcel 8, as well as Parcel 7, west of the strand. The leased parcel to Thomas Preston and Thomas Janney included Parcel 4, partially, Parcel 5 and 7. Unfortunately there is some overlap between the leases and there were no specified dimensions to clarify the complexity.

The Parcel sold to James Green by Sarah Kirk on May 4, 1843 instead of leasing for the first time (Alexandria Deed Book D-3:51). James Green used the property as a lumber yard until his death in 1880. Although just a lumber yard, the sheer amount of property James Green owned in order to operate the behemoth that was his furniture manufacturing business was impressive. Green also owned two brick dwellings located on the southern end of the project area along Wolfe Street that were likely leased.

Parcels 5 and 7 were sold to Josiah H. Davis from Sarah Kirk and William Keyser executors of Robert Kirk on March 6, 1826 (Alexandria Deed Book P-2:331). Davis had retained the property for twenty-years until it was sold by Francis I. Smith, a trustee for his estate, from a foreclosure sale.

Parcel 6 was a narrow parcel oriented north-south between Parcel 4 and 7, with its southern end adjacent to Wolfe Street. The property was first sold by Sarah Kirk and William Keyser, executors to Robert W. Kirk, to William Patterson, a tanner, however the court forced Patterson to sell the property to Thomas Sanford to settle a debt (Alexandria Deed Book N-2:168). Sanford retained the property until October 26, 1825, when it was sold to Josiah H. Davis. Josiah H. Davis also sold this property in 1846 to James Green from a foreclosure sale. This property is likely associated with Josiah H. Davis enterprise, potentially associated with a plaster mill.

James Green leased his lumber yard to Joseph Masters in 1852, and moved all operations adjacent to his furniture factory. The lumber yard, coal yard, warehouses and dwellings continued to be leased until they were sold.

Kirk's Wharf

Between 1786 and 1830, Kirk's wharf was leased to many individuals including Joseph Caverly (1786), a ship carpenter, John Murray and Company (1787), merchants, Thomas Patten and Company, merchant (1792), Robert W. Kirk (1802), William Hartshorne (1803-1813), and Joseph Dean (1813-1830). The majority of James Kirk's descendants had moved to Pennsylvania primarily residing in Germantown after his death. The property continued to be passed down in the Kirk family but was leased from 1786 to 1830 until it was sold to several different individuals.

Although the property is generally called "Kirk's wharf," a wharf was not completed in his life time. A lease that was entered after his death notes that the wharf, "which had been begun by the said James Kirk but not finished before his death." With James Kirk death in 1786 the property was passed to his wife and son, Bridget and Robert Kirk in April 1786 (Alexandria Deed Book U:120).

It was finally sold to Henry Daingerfield on January 4, 1830 (Alexandria Deed Book S-2:107). Henry Daingerfield was an importer and commission merchant who had worked with William Fowle, father to William H. and George D Fowle. Much of Daingerfield's money was invested to new manufacturing and public utility enterprises. He was also a founder of the Alexandria Hotel and the Mount Vernon Cotton Factory (Hurst 1989:331). Dangerfield sold the property to James Green on May 3, 1843 (Alexandria Deed Book D-3:79).

THE CIVIL WAR AND RECONSTRUCTION, ca 1860 – 1890s

On May 23, 1861, Virginia formally seceded from the Union by a vote of 97,000 to 32,000 (Bowman 1985:51, 55). In a public referendum, Alexandrians voted 958 for and only 106 against secession (Smith and Miller 1989:83). The morning after Virginia voted to secede. Federal troops entered Alexandria as Confederate troops exited the city to the west. Alexandria would remain an occupied city throughout the duration of the War. Private homes and businesses were taken over by the occupying army, and the city was used as a staging point for the various military campaigns in Virginia.

The main impetus for occupation of Alexandria was its rail connections with the South. The passage of the Railways and Telegraph Act of January 31, 1862, granted the federal government authority to control all Northern and captured Southern railroads. Control of the railroads was considered key to victory in the war. The City of Alexandria was the terminus of three strategic lines, the Alexandria, Loudoun and Hampshire (AL&HRR), Alexandria and Washington Railroad (A&WRR), and the Orange & Alexandria (OARR). The OARR offices and rail yards (located north of the study area around Duke and Henry Streets) were developed into the operation headquarters of the United States Military Railroads (USMRR). Daniel C. McCallum was appointed the Military Director and Superintendent of United States Railroads on February 11, 1862, and in May of that year, Herman Haupt was commissioned by Secretary of War Stanton to act as the director of rail operations for the military. Although authority overlapped in some cases, McCallum and Haupt were able to work together.

Haupt was concerned that the USMRR rail yards and machine shops at the edge of the city were vulnerable to raids by the Confederate Cavalry and convinced authorities that protection was needed. In the late summer of 1863, a stockade was constructed around the twelve city block complex, complete with flanking bastions.

Similarly, a wood barricade was constructed across Duke Street along Union Street adjacent to the northwestern edge of the study area to control access to the waterfront, which played a critical role during the Union occupation of Alexandria. Much of the waterfront area was taken over by the United States Office of the Quartermaster General for the storing, administration and distribution of supplies and material for the prosecution of the war. Numerous buildings, including several within the study area, served as commissary warehouses as they were convenient both to the wharves and the rail line that ran along Union Street (Figure 13).

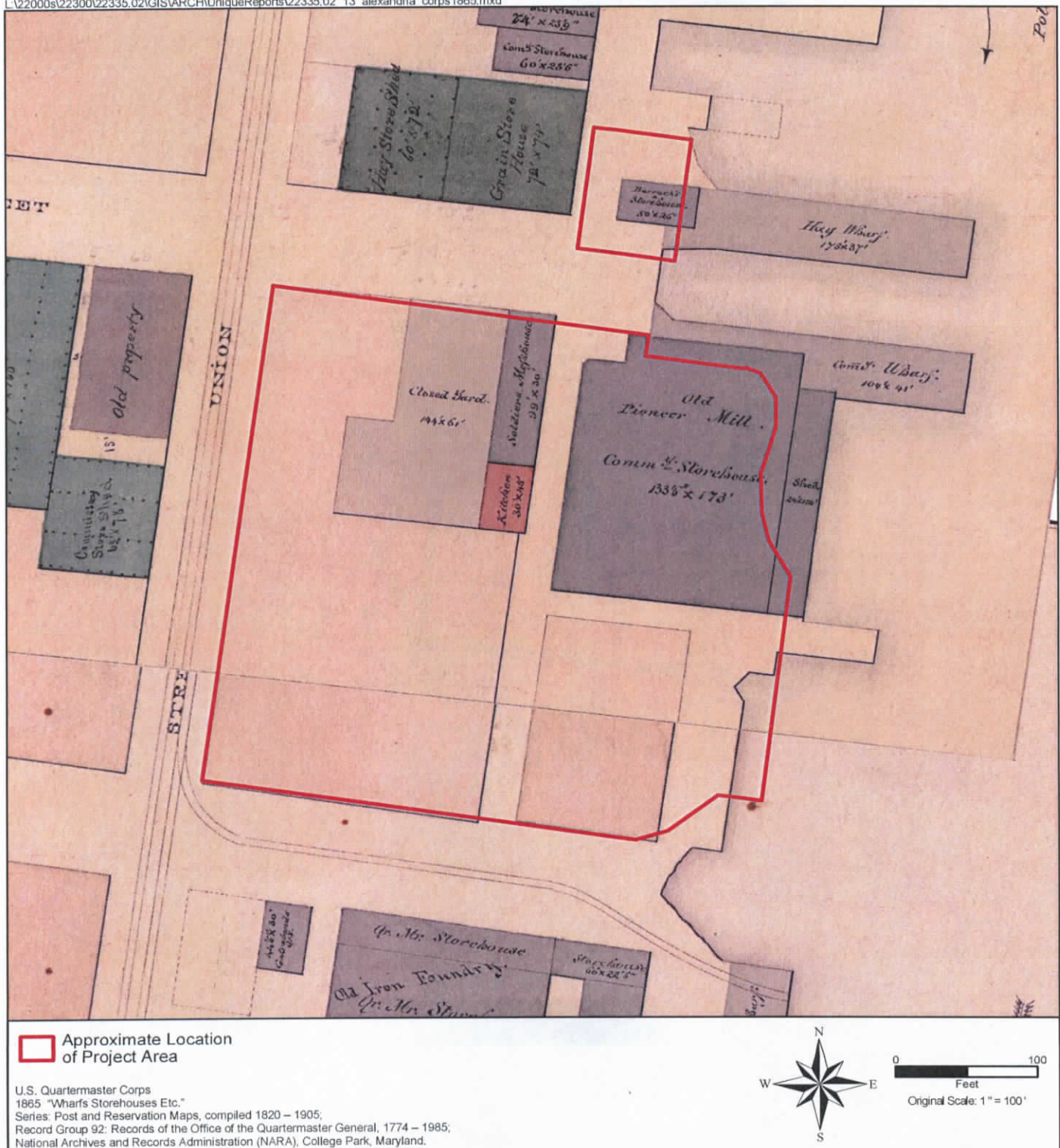


Figure 13
U.S. Quartermaster Corps Map 1865

Pioneer Mills

The Union Army used the “Old Pioneer Mill” as a Commissary and Storehouse during the War, while the building across The Strand was used for a soldiers mess house. The federal army constructed a 30 by 45 foot kitchen onto the southern end of the building. The remainder of the open yard property was enclosed by a fence (see Figures 13 and 14).

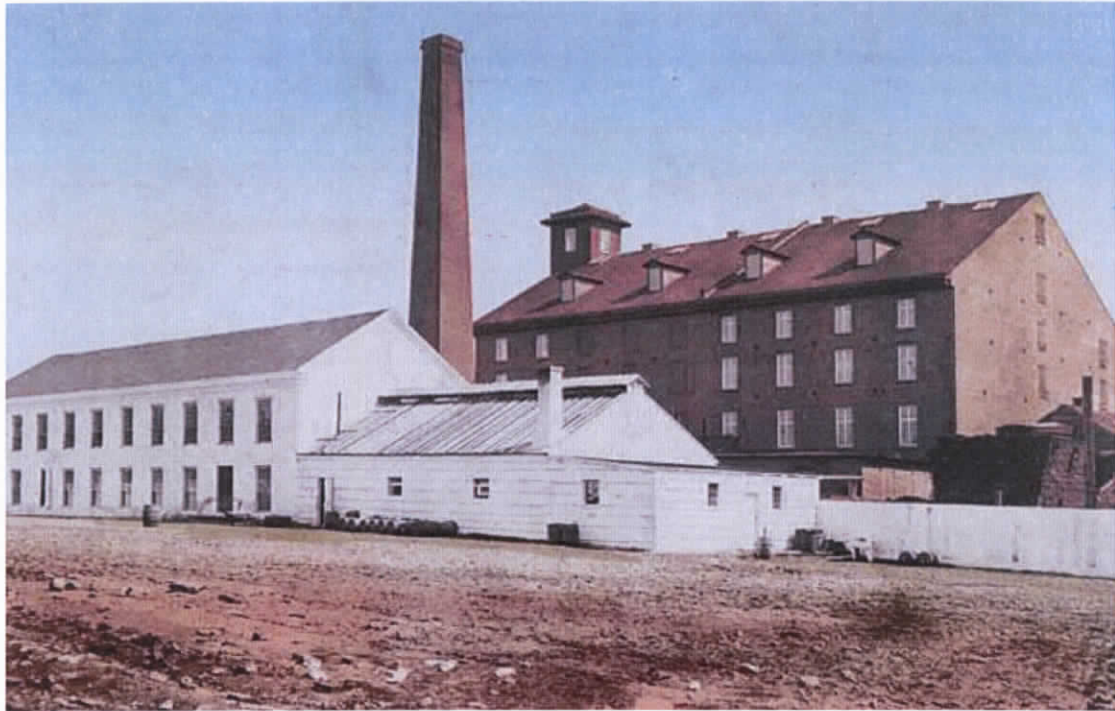


Figure 14: Photograph of Soldier's Mess and Pioneer Mill

The Fowle family was loyal to the Confederacy; William H. Fowle (and Louis A. von Hoffman) was stripped of his position as trustees of the Alexandria Flour Mill Company, as noted in a January 4, 1866 letter from Quartermaster General Montgomery Meigs to Secretary of War Stanton:

Louis A. Von Hoffman and W. H. Fowle, became disqualified for the performance of their duties as such: the former on account of absence in Europe, and the latter in consequence of his entering the military service of the rebels, and the county court of Alexandria County, on the 3d of February, 1863, ordered that the said Von Hoffman and Fowle be removed from the office of trustees, and appointed William Martens, of New York, and S. Ferguson Beach, of Alexandria, to fill their places [United States Government Printing Office (GPO) 1872:6].

The Alexandria Flour Company, which included the Pioneer Mills property, defaulted on unpaid bonds and was then sold to Oscar von Hoffman in New York,

Default having been made by the Alexandria Flour Mill Company in the payment of the bonds hereinbefore mentioned, and of the interest thereon, the holders of the bonds required the trustees (Newman, Martens, and Beach) to sell the property conveyed to them in trust. The trustees accordingly advertised said property for sale, at public auction in New York, on the 1st of April, 1863, and on that day it was struck off and sold to Oscar Von Hoffman for the sum of \$20,000 [GPO 1872:7].

The federal occupation of the “Old Pioneer Mill” during the War effectively ended its use as a mill:

[the mill] has now been lying idle since the breaking out of the late war, and it is a source of much regret to our citizens that it is not put in operation [AG, 18 January 1875].

The City Council of Alexandria wanted to renew the lease of the mill in order to bring in revenue; however most interested parties wanted the city to waive the ground rent and taxes, which would have been a considerable loss (AG 15 October 1868:2; 30 October 1872a:2; Washington Post (WP) 14 November 1878:4). The lease for Pioneer Mills was passed to John H. Russell in 1872 (AG 26 September 1872b:3), and returned to Louis A. von Hoffman (but not Fowle) in 1875. In 1880 the lease went to Francis Fannon and then to John B. Archer in 1881 marking the end of the Pioneer Mills property. The use of the property under Archer and the Potomac Manufacturing Company is discussed in the next session.

Table 8: Ownership and Use of Pioneer Mills, ca 1860 – 1890s

Lot	Parcel	Owners/Years	Uses
Point Lumley	1-3	William H. Fowle, William H. Newman, Louis A. von Hoffman, - 1856 – 1863 William H. Newman, William Merkans, S. Ferguson Beach - 1863 – 1863 Oscar von Hoffman – 1863	Union Army occupation. Pioneer Mill Property. Fowle’s join the Confederacy and removed as trustees in 1863.
	4	James Green, 1845 - 1880	James Green and Potomac Mills right-of-way (8-feet and 7-inches between Parcel 4 and 2D).

Lot 77 and Lot 85

The dwellings found on the Lot 77 remainder parcels were not occupied by Federal forces unlike the Pioneer Mills and many of other buildings and warehouses located on the waterfront. The majority of Green's property had been commandeered for hospitals or storage warehouses. In the study area itself, it appears some of James Green's property was closed off in a yard, while the majority had been retained in his possession (see Figure 13). A photograph taken by Andrew J Russell from the upper story of the Pioneer Mills shows a glimpse of the houses along S. Union Street (Figure 15).

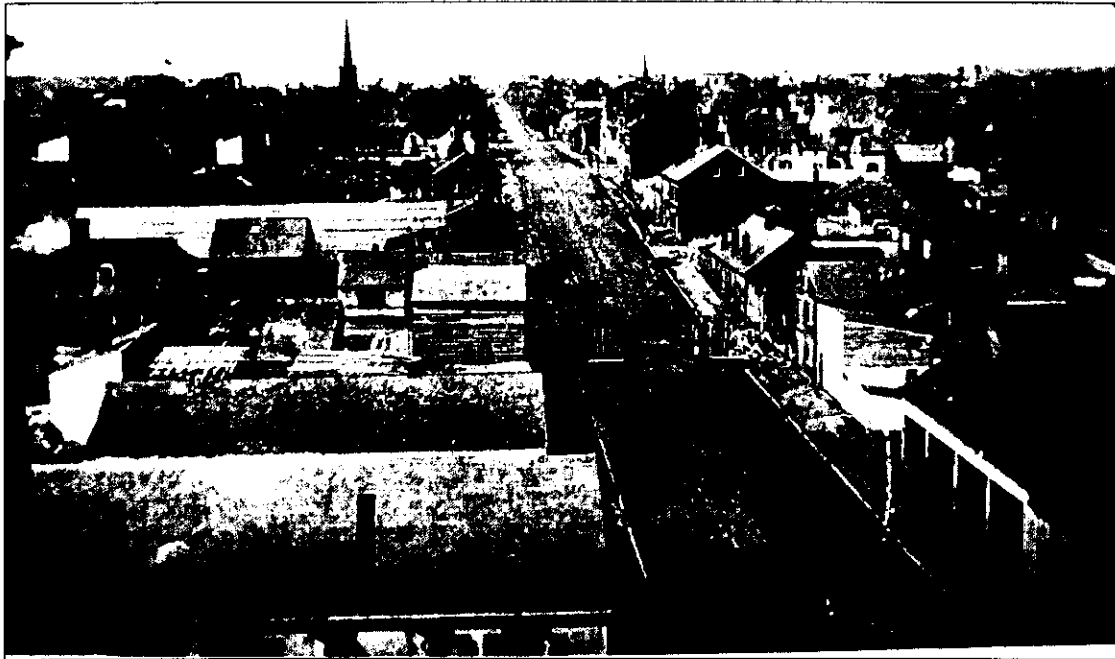


Figure 15 : View from Pioneer Mill, looking up Duke Street (Andrew J. Russell)

Source: Alexandria Library Special Collections

Samuel Thompson owned the house located within SIW Parcel 1 during the War, although it is unknown whether he occupied this dwelling – or if anyone was residing there during the War. Russell's photograph (Figure 15) shows the Duke Street blockade abutting the 1 and ½ story frame Thompson house. A smaller dwelling, likely the McCliesh house, is shown to the south (SIW Parcel 2). Finally, a third dwelling with a visible chimney stack is shown at the edge of the image. It is not clear if this building is located on SIW Parcel 3 or 4.

Table 9: Ownership and Use of SIW Parcels, ca 1860 – 1890s

Lot	Parcel	Owners/Years	Uses
Southern Iron Works	1	Emmeline Thompson, 1851-1853 Samuel Thompson, 1853-1892 The Bryant Fertilizer Co., 1892-1923	Dwelling Dwelling Fertilizer Warehouse
	2	McClish family, 1797-1880 Peter and Robert P. Aitchison, 1892-1918	Dwelling Office
	3	Gap, 1797-1892 Aitchison & Bro., 1892-1918 Herfurth Engine & Machine Co., 1918-1927	Unknown Gap Lumber Yard Lumber Pile
	4	John D. Corse and Wilmer D. Corse, 1857-1871 Montgomery D. Corse and Wilmer D. Corse, 1871-1873 Montgomery D. Corse – 1873-1874 Edward S. Daingerfield, 1874-1878	Dwelling

Montgomery Dent Corse (1816-1895) was born in Alexandria on March 16, 1816, and was the eldest son of John and Julia Corse. In 1846, Montgomery mustered a company of volunteers for Mexico, the 1st Virginia Regiment, serving as their captain during the Mexican-American War (1846-1848). He then sailed to California as a gold prospector in 1849 and eventually returned to Alexandria in 1856 entering the banking business with his brothers John D. Corse, and William “Wilmer” D. Corse.

During the Civil War, Montgomery was appointed as a major for the 6th Virginia Infantry Battalion and eventually made it to the rank of General by the end. He was captured at the Battle of Saylor’s Creek on April 6, 1865 and sent to Fort Warren, Boston, Massachusetts. Following his Oath of Allegiance on July 24, 1865, he returned home to Alexandria as a banker once again.

In 1871, John D. Corse and his wife Lucy sold his share of their parcel to Corse’s brother Montgomery D. Corse and Wilmer D. Corse (Alexandria Deed Book 1:267). The property was eventually passed to Montgomery on March 5, 1873 (Alexandria Deed Book 2:564). On June 20, 1874 Montgomery and his wife Elizabeth returned to his childhood home on 504 Prince Street, where he would reside until his death in 1895, selling the property to Edward S. Daingerfield, a bank clerk.

James Green

The 1877 Hopkins Map shows five structures and an outbuilding located between Union Street and the Strand owned by James Green (Figure 16). These structures likely correspond to the various offices and warehouses constructed by the previous leasers during the Kirk Family’s ownership or could very well be structures constructed by Green. Any parcel that did not contain a structure was used as a lumber yard, with the exception of the property east of the Strand, which was used as a coal depot.

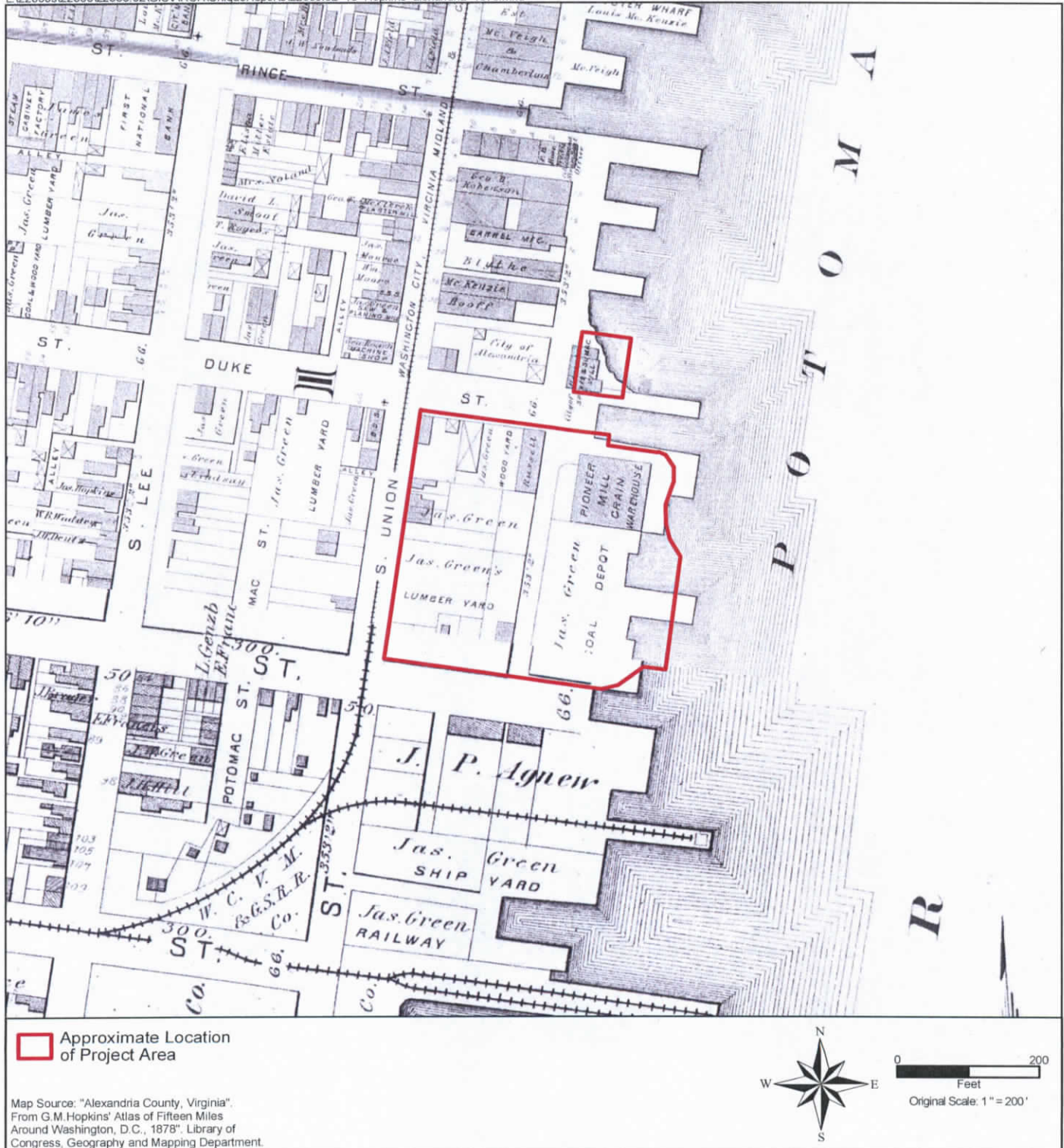


Figure 16
1877 Hopkins Map
Alexandria, VA

Robinson Terminal South - Documentary Study

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Archaeology

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The ownership of the Green Lot is straightforward after the death of James Green in 1880. The property was passed onto his heirs and was promptly purchased on July 1, 1881, by the Potomac Manufacturing Company for the purposes of an iron works, a failed venture (Alexandria Deed Book 11:391). On March 21, 1884, the property was sold to the Virginia Iron Ship Building Company, another failed venture (Alexandria Deed Book 13:588). The entire lot was vacant with the exception of the frame and brick dwellings along Wolfe Street.

The 1885 Sanborn Fire Insurance map shows four dwellings along Wolfe Street between South Union Street and the Strand (Figure 17). The first, located at 716 Wolfe Street, was a two-story structure; based on the 1877 Hopkins Map, this dwelling was potentially a duplex at one point (see Figure 16). A two-story structure with two rear additions was located at 718 Wolfe Street; this building was roofed with slate. Finally two dwellings were located at 719 and 719 ½ Wolfe Street, the latter with 1 and ½-story addition. Its possible that some of these dwellings were depicted on the 1863 print of Alexandria (see Figure 11).

On April 6, 1893, the Haskins Wood Vulcanizing Company had purchased Lot Green from the Virginia Iron Ship Building Co. Only a year later did the Haskins Wood Vulcanizing Company sell the entire Lot to the Real Estate Improvement Company on June 9, 1894 (Alexandria Deed Book 33:128;45:155).

Based on the 1896 Sanborn Fire Insurance Map, all of the dwellings were demolished with the exception to 718 Wolfe Street, which was used as an office (Figure 18). A set of tracks were built into Parcel 4 of Lot Green, noted as "Iron Clad, B&O.R.R. Freight Ho." The B&O R.R. is the Baltimore and Ohio Railroad, which bought out the Orange and Alexandria Railroad among other railroads. The map also indicated the existence of lumber piles in Lot Southern Iron Works, with the majority of Lot Green vacant of any structures. Between 1894 and 1938, there appears to be no leasing record from the Real Estate Improvement Company.

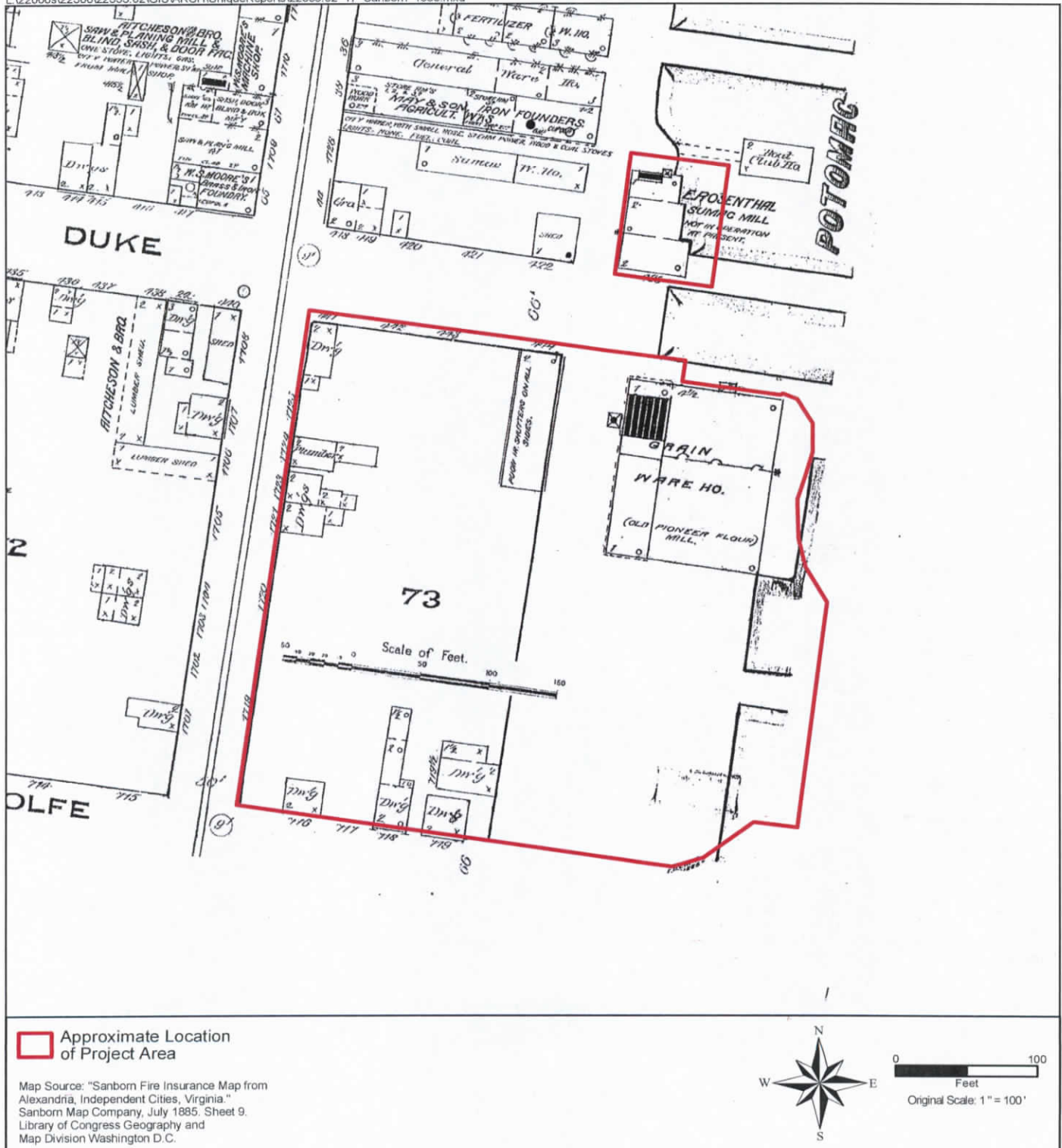


Figure 17
Sanborn Fire Insurance Map - Alexandria 1885

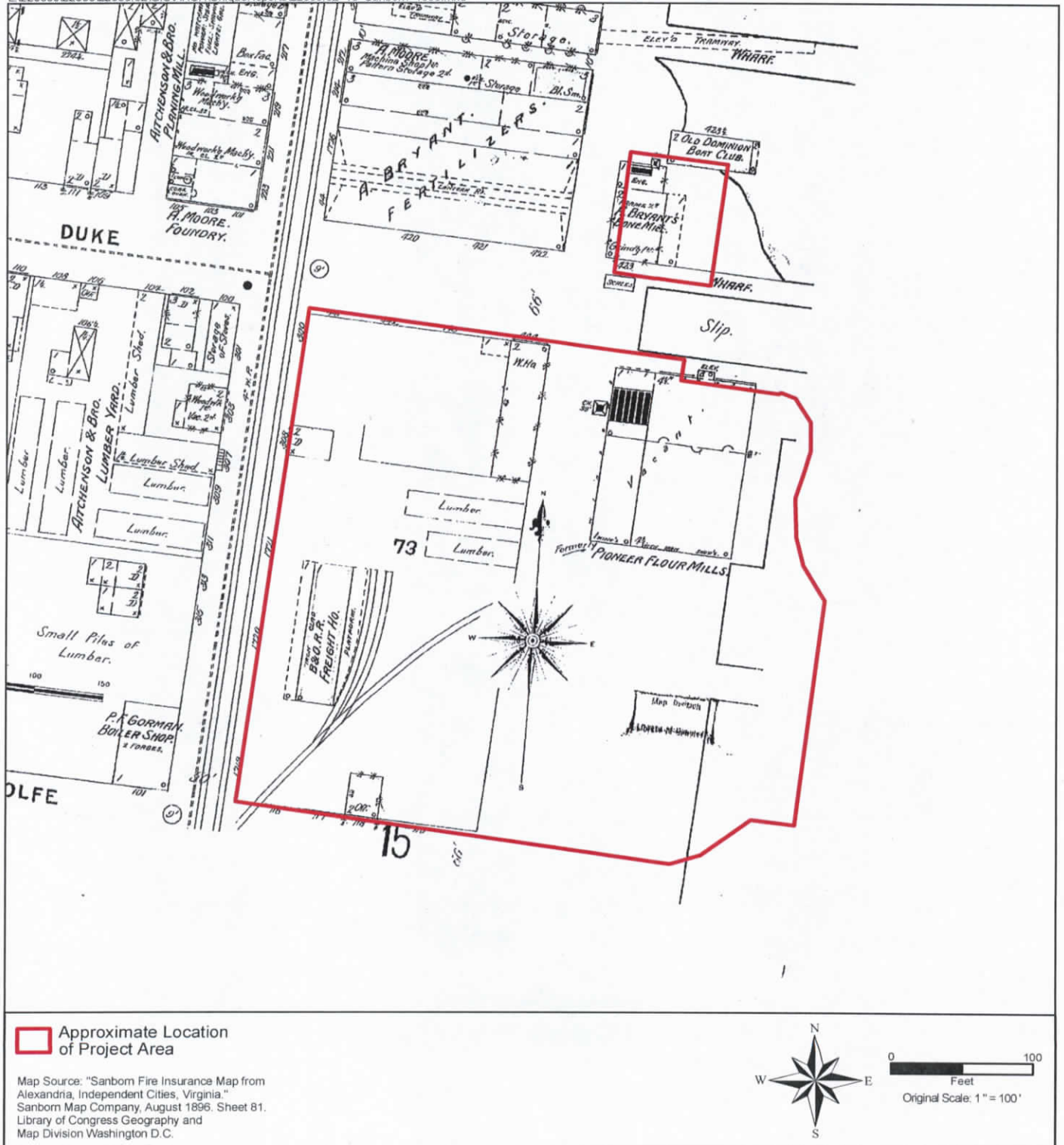


Figure 18
Sanborn Fire Insurance Map - Alexandria 1896

TWENTIETH CENTURY INDUSTRIALIZATION (ca. 1890s – Present)

Like much of the south, industrial development brought economic relief to Alexandria following the devastating effects of the Civil War. Federal troops withdrew from the city, leaving behind empty, albeit largely intact warehouses and wharves along the waterfront.

The greatest change that has taken place is the appearance of Alexandria, since the war, is observable in and about the wharves. The riverfront is far different from what it was when every warehouse was filled with goods and every store and counting room open for the transaction of business from the fish wharf to the Pioneer Mills [AG 20 June 1866].

Also left relatively intact were the railroad tracks that serviced the waterfront, specifically the tracks along Union Street, which bordered the study area. The railroad certainly was vital to the continued industrial redevelopment and operations within the study area.

Pioneer Mills

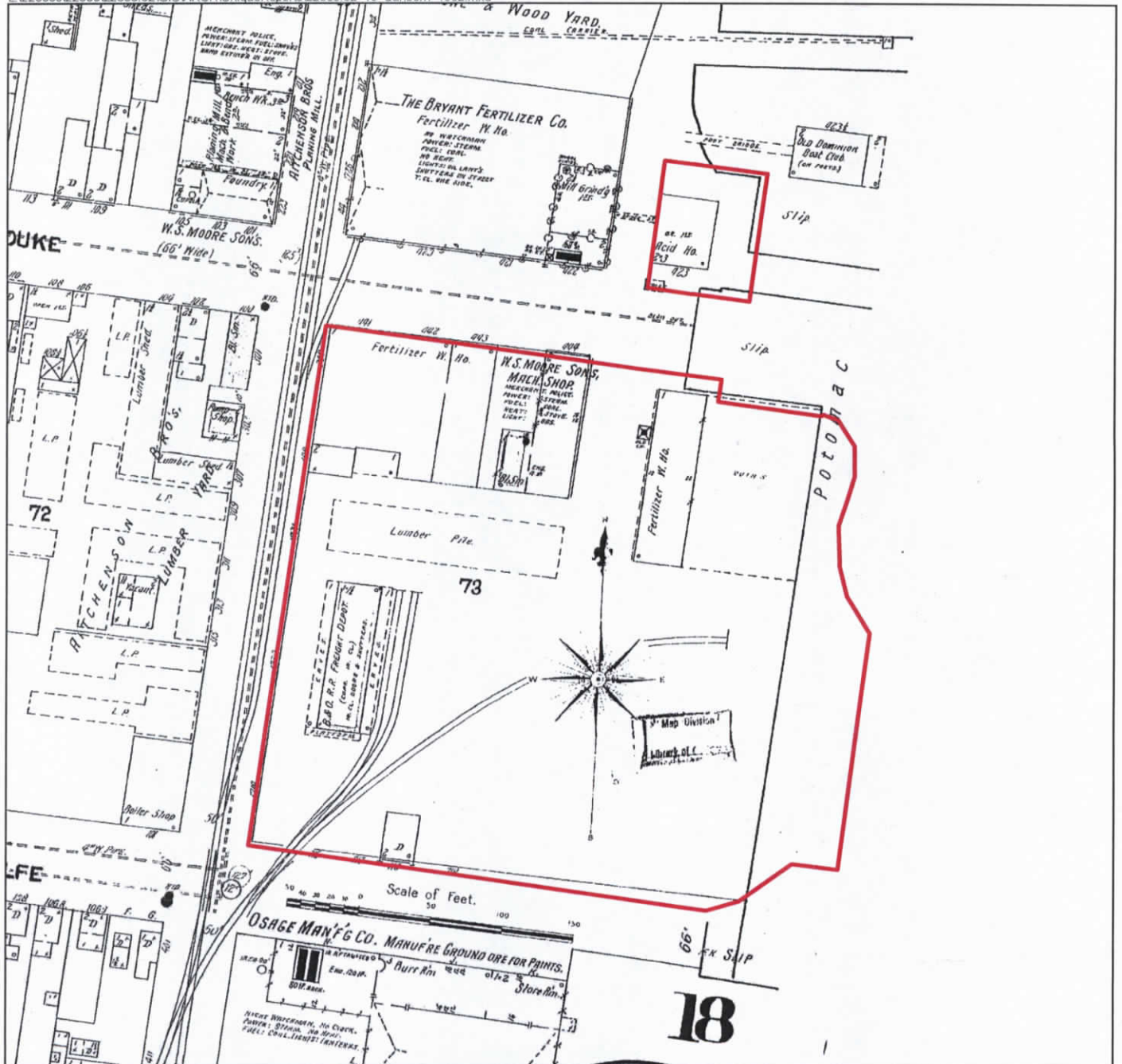
The parcels composing the Pioneer Mills property generally stayed as commercial and industrial properties and continued to be occupied by such businesses to the present day with Robinson Terminal's acquisition in 1966 of the entire project area.

Based on a 1902 Sanborn Fire Insurance map, the western third of the parcel was used as a fertilizer warehouse, owned by The Bryant Fertilizer Company, and a lumber pile (Figure 19). By 1912 the Sanborn Fire Insurance map indicates that the property had been acquired by Emerson Engine Company and the original mill location had turned into a machine shop (Figure 20). In the 1921 Sanborn Fire Insurance Map, the parcel that contained Pioneer Mills was then acquired by Safety First Mfg. Co. and the building also functioned as a machine shop (Figure 21).

In 1941, Southern Iron Works had purchased the northwestern corner of Lot 77 and Point Lumley. There is no evidence of any building or use of where the Pioneer Mills once stood. At some point the Safety First Mfg. Co. machine shop had been torn down between 1921 and 1941. Also in 1941, Robinson Terminal Warehouse Co. had purchased Lot 85 and constructed a warehouse. Finally, as early as 1959, Robinson Terminal Warehouse Company had purchased the rest of the lots within the project area and built several warehouses, likely partially over the original footprint of the mill.

In 1881, the Potomac Manufacturing Company, composed of Boston Massachusetts mariners Captain John B. Archer, and G.C. Goss, proposed to establish an iron works in the city on the Pioneer Mills property (AG 22 June 1881). The company immediately began repairs of an estimated 2,000 panes of glass upon transfer of the property, and began operations:

putting in Vapor Fuel Furnaces, for the manufacture of iron blooms. One of those furnaces was completed during this year and the manufacture of blooms was commenced [Dunstan 1998:12].



 Approximate Location of Project Area

Map Source: "Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia." Sanborn Map Company, July 1902. Sheets 14 & 18. Library of Congress Geography and Map Division Washington D.C.

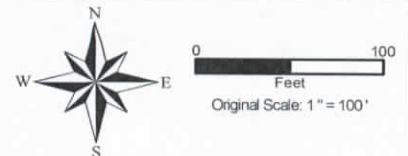


Figure 19
Sanborn Fire Insurance Map - Alexandria 1902

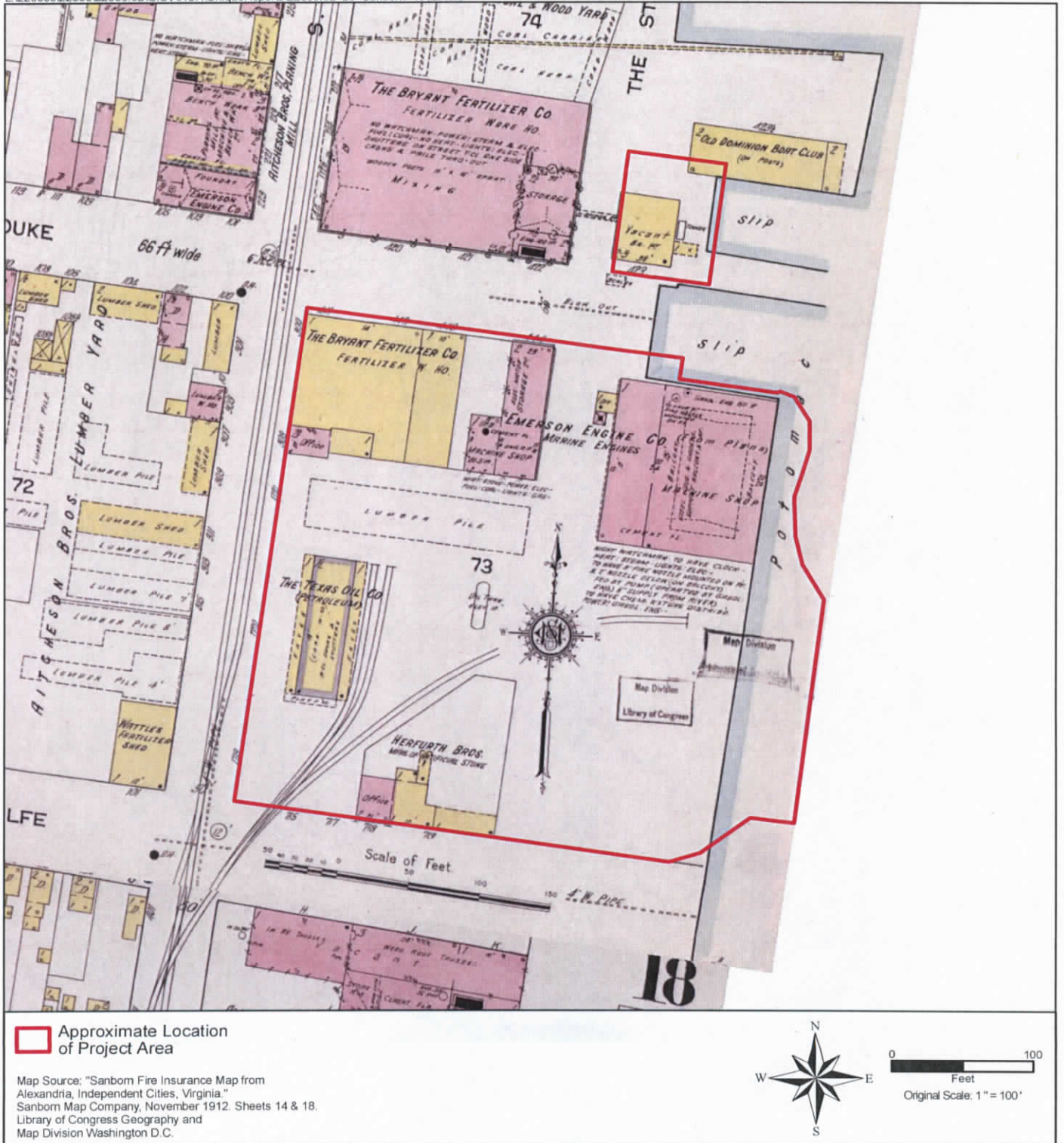


Figure 20
Sanborn Fire Insurance Map - Alexandria 1912

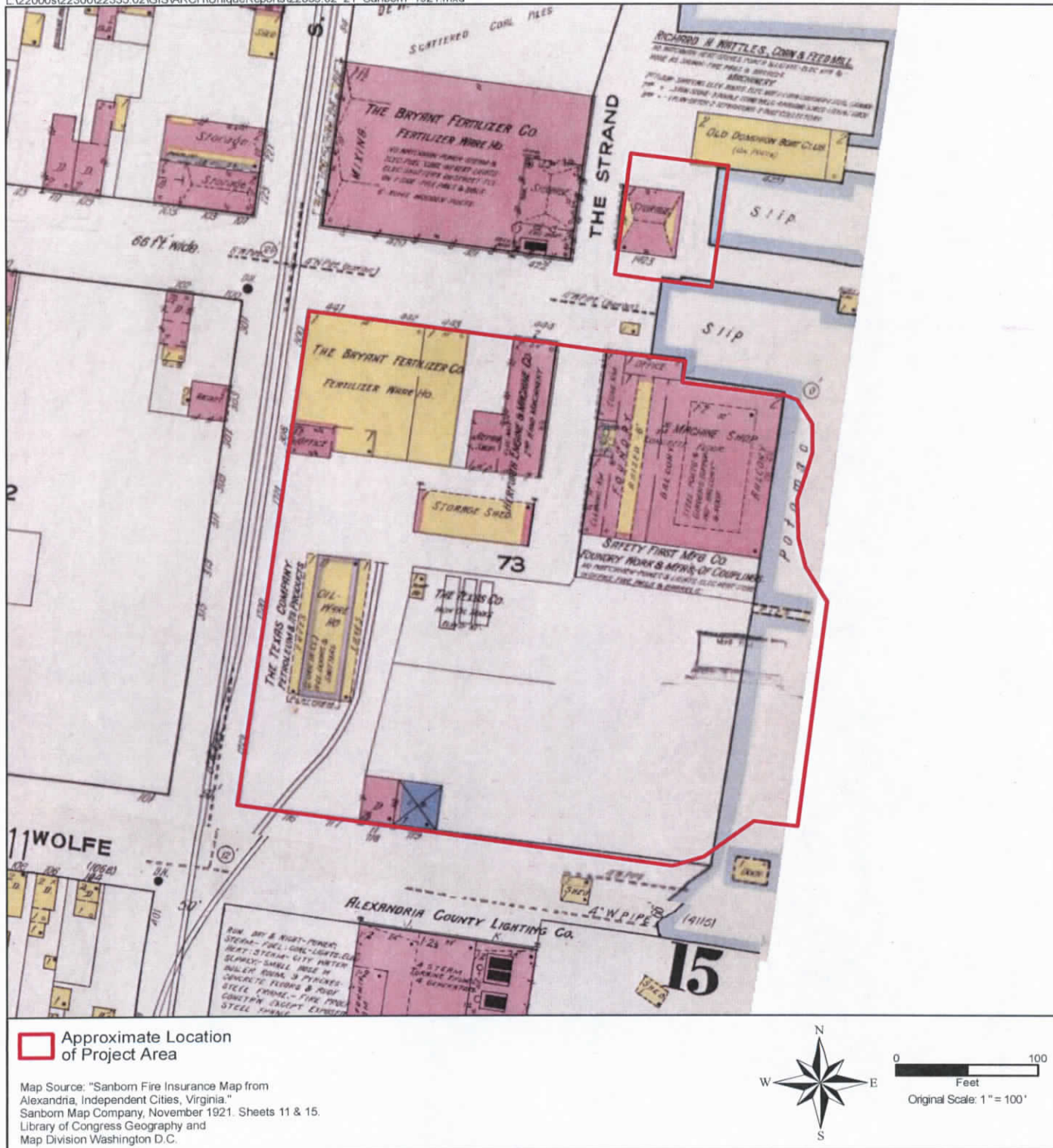


Figure 21
Sanborn Fire Insurance Map - Alexandria 1921

The wharves around Pioneer Mills were also rebuilt, with bulkheads put in and filled in at a cost of about \$5,000. A shipyard was also fitted as well as launching ways, derrick, steam box, stage poles, brow stage, block screws, saws, trenail machines, planer, engines, other yard tools, and an outbuilding for about \$5,000.

Two directors of the Virginia Iron Ship Building Company traveled to England to visit their shipyards on the Clyde to determine the cost of tools and machinery required for iron ship building. Investors took stock in the Virginia Iron Ship Building Company and it was expected that the company would put in a rolling mill and a plant for building iron ships.

In the winter of 1883 and 1884, the engines were taken from the Pioneer Mills and brought over the iron works on Wolfe Street and granite blocks were put in for the foundation of the engines and rolling mill required by the investors:

The engines that were in the old Pioneer Mills have been taken out and removed to the iron works of the Potomac Manufacturing Company at the foot of Wolfe Street where they have been cleaned and put in running order so as to be ready for future use should they be needed [AG 19 September 19].

It was determined that they were not suitable for the present mode of making flour or for the elevator that once functioned.

In 1884, iron mills were closing up all over the country due to the lack of demand for iron at a price that would pay for making it (Dunstan 1998) With that said, the individuals forming the Virginia Iron Ship Building Company acquired the property from Potomac Manufacturing Co. on March 21, 1884 and officially transferred the deed to the company on April 10, 1884 (Alexandria Deed Book 13:588; 15:1). The use of freights began to decline even earlier than 1884 and demand was so low for sailing vessels for foreign trade that the directors advised to suspend operations.

The overall level of production for the Virginia Iron Ship Building Company did not recover in 1884 and continued to fail. The lease was passed along many trustees until the property was sold for the first time, instead of being leased, by the City Council of Alexandria. The Haskins Wood Vulcanizing Company and the trustees of the bonding company affiliated with the Virginia Iron Ship Building Company purchased the property on November 16, 1892 (Alexandria Deed Book 105:556; Alexandria Deed Book 28:441).

Haskins Wood Vulcanizing Company

The Haskins Wood Vulcanizing Company published an advertisement in 1892 advertising its services and the advantages of vulcanizing wood,

The process of vulcanizing lumber for *curing, preserving, strengthening, and beautifying*, have met practical tests of the severest nature for eight or ten years. now claims superiority over any other method...The germ decay is killed by this

intense heat and a chemical change is produced, which chemical analysis proves to be neither more nor less than the creation of an incomparable antiseptic and preservative compound, into which nothing but the natural elements of wood enter (Haskins Wood Vulcanizing Co., 1892:1).

During Haskins Wood Vulcanizing Company's ownership, the Pioneer Mills building was sealed:

The Pioneer Mill is being repaired and the windows which during the past twenty-five years have been broken out are to be reglazed at once. It is reported that the Haskins Wood Vulcanizing Company will seal the mill, as it will not be needed by that company in the prosecution of their business [AG 11 February 1893:3].

The years after Haskins acquisition were not kind to Pioneer Mills; in 1896, a "cyclone" hit Alexandria, killing two individuals and "threw women into hysterics, caused children to cry out in alarm and strong men to stand aghast of the devastation." The storm caused extensive damage to the entire study area:

The southern portion of the Pioneer Mills collapsed from the wind, as did also that of the cooper shop on the opposite side of the Strand. The east end of the Vulcanizing works, at the foot of Wolfe Street, was demolished, and the frame buildings at Agnew's shipyard, except the office, were crushed. The roof of Capt. Herbert Bryan[t]'s storehouse, on Duke street, was badly damaged [AGVA 30 September 1896:3].

The following year, a massive fire burned a large section of the waterfront, including the block bounded by South Union, Prince and Duke Streets; this fire was widely regarded as the most devastating fire in Alexandria's history. The fire began in the engine room of the Herbert Bryant's bone mill, located on the east side of the Strand, and quickly spread south into the study area. The Pioneer Mills, the Bryant Fertilizer Warehouse, the Old Dominion Machine and Brass Foundry, the Old Dominion Boat Club's house and contents, and Aitcheson's Coal yard warehouses were all destroyed (Riker 2009; AGVA 3 June 1897:1).

[The Pioneer Mills] which had stood as a silent monument for years to the prosperity which at one time animated this section [of town]...was no more. What last September's storm had spared of it had been licked up by devouring flames...The building in the olden times used by Josiah H. Davis as a plaster mill, what were...once commission houses and ships chandleries were in ruins. There old landmarks had been gazed upon for many years by the older residents, recalling reminiscences of half a century ago [AGVA 3 June 1897:3].

Parcels 1-4

In July 1897, shortly after the conflagration that effectively destroyed the Pioneer Mills leaving it in ruins, the Haskins Wood Vulcanizing Company along with the Cleveland Shipbuilding Co. sold Parcel 1 to a trustee of Clarence F. Norment et. al (Table 11). In 1899, American Security & Trust Co., e.g. Clarence F. Norment et. al sold the property to

The Bryant Fertilizer Company. The Bryant Fertilizer Company emerged from the retail farm equipment/fertilizer business established in Alexandria in 1868, and shifted to manufacturing fertilizers in 1899 (Mullen and Carroll 2014).

Table 10: Ownership and Use of the (Former) Pioneer Mills, ca. 1891 – Present

Lot	Parcel	Owners/Years	Uses
Point Lumley	1	Virginia Iron Ship Building Co., 1884 - 1892 Haskin Wood Vulcanizing Co., 1892-1897 Norment Trustee, 1897-1899 The Bryan Fertilizer Co., 1899 -1910 Emerson Engine Company, Inc., 1910-1914 Donald Woodward, 1914-1917 Safety First Manufacturing Co. Inc., 1917-1923 Blake-Palm Elevator Company, 1923-1931 Hanover Realty Corp., 1931-1937 American Fidelity an Casualty Co., 1937-1944 Robinson Terminal Warehouse Corp., 1944-Present	Parcel was primarily occupied by a warehouse or machine shop. Most companies were involved in the manufacturing and repair of small machines with the exception of Bryan Fertilizer Co.
	2, West of the Strand	Gap, 1880-1893 Annie L. Moore, 1893 -1900 W.S. Moore & Sons, 1900-1912 Emerson Engine Company, Inc., 1912-1917 Carroll Pierce, 1917-1917 Herfurth Engine Company, 1917-1927 Farmers and Merchants State Bank, 1927-1941 Southern Iron Works, Inc., 1941-1956 Duke and Union Corp., 1956-1966 Robinson Terminal Warehouse Corp., 1966-present	Parcel was primarily occupied by a warehouse or machine shop. Most companies were involved in the manufacturing and repair of small machines.
	3	Gap, 1880-1893 Aitcheson & Bro., 1893-1918 Herfurth Engine Company, 1918-1927 Farmers and Merchants State Bank, 1927-1941 Southern Iron Works, Inc., 1941-1956 Duke and Union Corp., 1956-1966 Robinson Terminal Warehouse Corp., 1966-present	Parcel was primarily occupied by a warehouse or machine shop. Most companies were involved in the manufacturing and repair of small machines.
	4	Virginia Iron Ship Building Co., 1884-1893 Haskin Wood Vulcanizing Co., 1893-1894 Real Estate Improvement Co., 1894-1938 Robinson Terminal Warehouse Corp., 1938-Present	Parcel quickly exchanged hands and was generally preserved as a right-of-way to the wharf until Robinson's acquisition.

Based on the 1902 Sanborn Fire Insurance Map the ruins of the Pioneer Mills were still present after the 1897 fire (see Figure 19). As noted earlier, the Bryant Fertilizer Company had used one-third of the original Pioneer Mills structure – or possibly the original footprint – as a fertilizer warehouse in a 1902 Sanborn Fire Insurance Map. The company had an extensive business with a storage warehouse capacity of 55,600 tons with machinery fit to mix 100 tons per day (Virginia Department of Agriculture and Immigration 1897:154). It was noted that for raw materials, Bryant used raw animal bone, bone black, S.C. [South Carolina] phosphate, tankage, blood, azotine [explosive; sodium nitrate, charcoal, sulphur, petroleum], muriate [acid; chloride], and sulphate of potash (Virginia Department of Agriculture and Immigration 1897:154). The company sold many products including Formula E, South Carolina Dissolved Bone, Corn and Oats

fertilizer, Belle Haven Dissolved Phosphate, Corn Special, Ammoniated Dissolved Bone, Tankage, and Kainit (Virginia Department of Agriculture and Immigration 1897:154).

The Bryant Fertilizer Company then sold the property to the Emerson Engine Company, Inc. on December 18, 1910 (Alexandria Deed Book 60:401). In the 1912 Sanborn Fire Insurance map, it appears as though the Emerson Engine Company had built a machine shop with cement flooring respecting the footprint of the Pioneer Mills (see Figure 20). According to the Sanborn map the machine shop was constructed for the manufacturing of marine engines. In an article by Miller (1993:10) the company is also referred to as the Emerson Pump Company. The company had a global presence selling its pumps Europe, Asia, Africa, Australia, and South America (Miller 1993:10).

The Emerson Company noted its reason for stationing itself in Alexandria stating that,

we consider Alexandria one of the greatest shipping points of the country. In front of us is the Potomac and we can put our goods right on vessels and send them direct to foreign lands. Railroad tracks in the rear of our works connect us with the principal systems of the East and South [Miller: 10-11].

In 1914 the Emerson Engine Company had sold the parcel to Donald Woodward (Alexandria Deed Book 63:596). Based on the Alexandria city directory, Donald Woodward was a mechanic. Woodward then sold the property to Safety First Manufacturing Company, Inc. on April 11, 1917 (Alexandria Deed Book 66:97).

By 1921, the structure used by the Emerson Co. was reused by the Safety First Company (see Figure 21). Many changes were made including an addition of a foundry and balcony. The company on the map is indicated as a foundry work and manufacturer of couplings. Based on 1920 advertisements, the company produced “Gray Iron” and “Semi-Steel Castings” and encouraged the solicitation for “job lots” and “contract work” (Conway Research, Inc. 1920:171).

On July 5, 1923, the trustees of the Safety First Manufacturing Co. sold the parcel to Warner Moore and Allen L. Hawse, the individuals forming the company Blake-Palm Elevator Company (Alexandria Deed Book 77:101). The individuals forming the company officially transferred the deed to the company in 1924 82:256).

No Sanborn Insurance Maps exist from 1921 to 1941. It can be assumed that the machine shop utilized by both the Emerson Co. and Safety First Co. was also used by the Blake-Palm Co. for the manufacturing of elevators. It was noted in 1922 that Blake-Palm Elevator Co., “... has been incorporated with a capital stock of \$75,000 to manufacture and deal in elevators, pumps, valves, and machinery of all kinds” (Steel Publications 1922:534).

The parcel was then sold to the Hanover Realty Corp. on March 16, 1931 (Alexandria Deed Book 110:53). The parcel was then sold to the American Fidelity and Casualty Company on July 9, 1937, an insurance company (Alexandria Deed Book 138:188).

Based on the 1941 Sanborn Fire Insurance map, it appears that the company bulldozes the machine shop. It is sold finally in 1944 to the Robinson Terminal Warehouse Company on July 21, 1944 who retains the deed to the property at present. Robinson Terminal Warehouse Company has been operating since 1939 as a handler of commodities and products. They are primarily known for their handling of newsprint on the East Coast.

SIW Parcel 2

Parcel 2 of Point Lumley located west of the Strand, follows the same chain of ownership from Oscar von Hoffman's acquisition in 1863 to Louis von Hoffman's acquisition in 1875. The property was then sold to Herman Deline on June 14, 1880 (Alexandria Deed Book 32:79). It should be noted that at this time Point Lumley was still under public lease. There is a gap in the deed record from 1880 to 1893. In 1893 the parcel is officially sold by the City of Alexandria to Annie L. Moore, wife of William S. Moore (Alexandria Deed Book 30:505).

The property was willed to their children and continued to be passed around in their family until 1912. In the 1896 Sanborn Fire Insurance map, the Moore's utilized John H. Russell's warehouse (ca. 1872). In the 1902 Sanborn Fire Insurance Map it shows that the warehouse was expanded one parcel to the west and a machine shop had been constructed (see Figure 19). The parcel was sold by the family company "W.S. Moore & Sons," to the Emerson Engine Company on June 28, 1912 (Alexandria Deed Book 62:125).

Emerson Engine Company sold the property in 1917 to Carroll Pierce, a Vice President for the Citizen's National Bank (Alexandria Deed Book 66:76). The property was then sold in 1921 to R.W. Herfurth of the Herfurth Engine & Machine Co. The company at this location primarily dealt with repairs and the selling of second-hand machinery in the same building used by Emerson Engine Co, and W.S. Moore & Sons before them (see Figure 20).

Herfurth Engine & Machine Co. sold the parcel to the Farmers and Merchants State Bank of Fredericksburg, Virginia on August 11, 1927 (Alexandria Deed Book 91:368). It appears that the property continues to stay abandoned until it is sold to Southern Iron Works, Inc. on March 21, 1941 (Alexandria Deed Book 172:298). The company sold this parcel to the Duke and Union Corporation on August 24, 1956, and moved to its present-day location in Springfield, Virginia (Alexandria Deed Book 438:618). Lastly, the parcel was sold to Robinson Terminal Warehouse Corp. on September 21, 1966, who currently resides the property at present (Alexandria Deed Book 657:71).

SIW Parcel 3

Parcel 3 of Point Lumley follows the same chain of ownership from Oscar von Hoffman's acquisition in 1863 to Herman Deline in 1880. Similar to previous parcels, there is a gap until 1893 when the parcel is sold to Peter and Robert Aitcheson of Aitcheson & Bro. lumber company, a dealer in sash, doors, blinds, boxes, and crates

(Richmond's Directory of Alexandria, VA, 1899-1900:71). The Aitcheson's retained the property until their bankruptcy, when it is sold to Herfurth on July 1, 1918 (Alexandria Deed Book 67:97). The parcel then follows the same chain of ownership from Farmers and Merchants Bank of Fredericksburg, Virginia acquisition in 1927, Southern Iron Works, Inc. acquisition in 1941, Duke and Union Corporations' acquisition in 1956, and finally Robinson Terminal Warehouse Corporation's acquisition in 1966.

SIW Parcel 4

The chain of ownership for Parcel 4 after 1896 follows closer to Parcel 1. In 1893 the Real Estate Improvement Company of Baltimore City acquires the parcel from Haskin Wood Vulcanizing Company (Alexandria Deed Book 30:119). It was retained by the company for 44-years until it was sold to the individuals forming the Robinson Terminal Warehouse Co. on December 21, 1938 (Alexandria Deed Book 149:403). The parcel was officially transferred to the company in two separate deeds on June 19, 1939 and September 21, 1966 (Alexandria Deed Book 153:561; 657:75)

Lot 77

SIW Parcel 1

Samuel Thompson sold the property to The Bryant Fertilizer Company in 1893; Bryant demolished the house by 1896 and had constructed a warehouse by 1902 (Alexandria Deed Book 28:226; see Figures 18 and 19).

By 1897, the dwelling at 442 Duke Street had been demolished under the ownership of the Bryant Fertilizer Company and replaced by 1902 with a one-story warehouse with a slate or tin roof over the entire available parcel. The Bryant Fertilizer Company sold the property to the Sales Corporation, a realty company, on July 23, 1923 (Alexandria Deed Book 78:373). It is likely that the Bryant's warehouse stayed vacant until it was sold to Southern Iron Works, Inc. in 1938 (Alexandria Deed Book 141:60). The property was then sold to Duke and Union Corp., a realty holding company in 1956 until it was finally sold to Robinson Terminal Warehouse Corp. in 1966 (Alexandria Deed Book 438:619; 657:71).

Table 11: Ownership and Use of SIW Parcels 1-4, ca. 1890s - Present

Lot	Parcel	Owners/Years	Uses
Southern Iron Works	1	The Bryant Fertilizer Co., 1892-1923 Sales Corp., 1923-1938 Southern Iron Works, Inc., 1938-1956 Duke and Union Corp., 1956-1966 Robinson Terminal Warehouse Corp., 1966-Present	Fertilizer Warehouse Holding Company Iron Works, Warehouse. Holding Company. Warehouse, shipping terminal
	2	Margaret McClish, 1880-1892 Peter and Robert P. Aitchison, 1892-1918 Herfurth Engine & Machine Co., 1918-1927 Farmers and Merchants State Bank, 1927-1941	Dwelling. Office. Office. Vacant, Office Building
	3	Gap, 1797-1892 Aitchison & Bro., 1892-1918 Herfurth Engine & Machine Co., 1918-1927	Gap. Lumber Yard. Lumber Pile
	4	Montgomery D. Corse – 1873-1874 Edward S. Daingerfield, 1874-1878 William N. Brown, 1878-1890 William H. Brown, 1891-1892 Aitcheson & Bro., 1892-1918	Dwelling. Dwelling. Dwelling. Dwelling. Demolished. Vacant Parcel.
	4	Aitcheson & Bro., 1892-1918 Farmers and Merchants State Bank, 1927-1941 Southern Iron Works, Inc., 1941-1956 Duke and Union Corp., 1956-1966 Robinson Terminal Warehouse Corp., 1966-Present	Open Yard. Vacant Parcel. Warehouse. Holding Company, Warehouse. Warehouse.

SIW Parcel 2

On July 1, 1892, Margaret McClish sold the properties to Aitchison & Brothers, a lumber company. The dwelling at 308 Duke Street (technically Union Street) was used as an office by the Aitchesons (see Figure 20). Parcel 2 stayed in the Aitchesons' possession until their bankruptcy on July 1, 1918, when the property was sold to the Farmers and Merchants State Bank. The parcel was sold to Southern Iron Works, Inc. in 1927 (Alexandria Deed Book 91:368).

SIW Parcel 3

By 1896, the earlier dwelling on the property had been demolished (see Figure 18). Parcels 3 and 4 were used as a lumber yard by the Aitchesons' with their office located in a still standing dwelling on Parcel 2 (see Figure 20). Considering Parcel 2 and 4 were sold to Aitcheson & Bro. in 1892 and in 1918 that Parcel 2, 3, and 4 was sold to R.W. Herfurth of the Herfurth Engine & Machine Co. for their bankruptcy, it is likely that Parcel 3 was purchased and demolished by the Aitcheson in the same time (Alexandria Deed Book 67:97; 28:229; 29:49). Parcel 3 stayed in the Aitchesons' possession until their bankruptcy on July 1, 1918, where the property was sold to the Farmers and Merchants State Bank. The parcel was sold to Southern Iron Works, Inc. in 1927 (Alexandria Deed Book 91:368).

SIW Parcel 4

Edward S. Daingerfield resided on the property with his wife, Sallie W., until February 5, 1878, when the property was sold to William N. Brown, a “Principal Farmer” (Alexandria Deed Book 4:174; Chataigne’s Directory 1888-1889). The property was willed to William N. Brown’s children, William H. Brown and Verlinda Ann Bull, to which Verlinda sold her interest to her brother William H. on April 2, 1891 (Alexandria Deed Book 29:49;25:264). William H. Brown was a sailor during the Civil War and recipient of the Medal of Honor, who appeared to have a number of “eating salons” in Washington D.C. (Boyd’s Business Directory of the Cities of Alexandria, Georgetown, and Washington, 1875).

The property was eventually sold to Aitcheson & Brothers, a lumber company on October 28, 1892 (Alexandria Deed Book 29:49). Parcel 2 stayed in the Aitchesons’ possession until their bankruptcy on July 1, 1918, where the property was sold to the Farmers and Merchants State Bank. The parcel was sold to Southern Iron Works, Inc. in 1927 (Alexandria Deed Book 91:368).

SIW Parcels 2, 3, and 4 1918 -- Present

Parcel 2, 3, and 4 stayed in the Aitchesons’ possession until their bankruptcy on July 1, 1918, where the property was sold to the Farmers and Merchants State Bank. The parcel was then sold to Southern Iron Works, Inc. in 1927 by Farmers and Merchants State Bank (Alexandria Deed Book 91:368). The property was then sold to Duke and Union Corp., a realty holding company in 1956 until it was finally sold to Robinson Terminal Warehouse Corp. in 1966 (Alexandria Deed Book 438:619;657:71).

Green Parcel 2 and 3, 1880 – Present

The property history of these parcels follows the Pioneer Mills from the 1880s onward. The parcels are sold to the Potomac Manufacturing Company in 1881, the Virginia Iron Shipbuilding Company in 1884, the Haskins Wood Vulcanizing Company in 1892, The Real Estate and Improvement Company in 1938, and Robinson Terminal Warehouse Co. in 1938. See Pioneer Mills section for a more comprehensive discussion of these companies.

Table 12: Ownership and Use of Green Parcels, ca 1881 – Present

Lot	Parcel	Owners/Years	Uses
Green	2	James Green, 1844-1880 Potomac Manufacturing Company, 1881-1884 Virginia Iron Ship Building Co., 1893 Haskin Wood Vulcanizing Co., 1893-1894 The Real Estate Improvement Co., 1894-1938 Robinson Terminal Warehouse Corp., 1939-Present	Right-of-way Right-of-way Lumber Yard Lumber Yard Vacant Warehouse
	3	James Green, 1845-1880 Potomac Manufacturing Company, 1881-1884 Virginia Iron Ship Building Co., 1893 Haskin Wood Vulcanizing Co., 1893-1894 The Real Estate Improvement Co., 1894-1938 Robinson Terminal Warehouse Corp., 1939-Present	Right-of-way Vacant Lumber Yard Lumber Yard Vacant Warehouse

Lot 85

Between 1894 and 1938, there appears to be no leasing record from the Real Estate Improvement Company. However, based on the 1912, 1921, and 1941 Sanborn Fire Insurance maps, the lot was still very active. In the 1921 map the B&O R.R. train depot has been converted into a petroleum warehouse by The Texas Oil Company (see Figure 21). An oil tank owned by the company can also be found in the northeastern corner of Parcel 4. 718 Wolfe Street continued to function as an office, but with a substantial addition for the manufacturing of artificial stone by Herfurth Bros.

The 1921 Sanborn map shows that the Herfurth Brother's building was demolished, with the exception of the two and ½ story dwelling and eastern addition located at 718 Wolfe Street (see Figure 21). This one-story garage addition was constructed of concrete block. Some railroad tracks had been demolished. The Texas Company continued to own the oil warehouse, with a few additional oil tanks in 1921. Finally, as early as 1941, based on the Sanborn map, Robinson Terminal Warehouse Company had constructed its warehouses in the southern end of the Project Area on the original footprint of Lot 85 which corresponds with their acquisition in 1938.

Table 13: Ownership and Use of Green Parcels, 1894 – Present

Lot	Parcel	Owners/Years	Uses
Green	2-8	The Real Estate Improvement Co., 1894-1938 Robinson Terminal Warehouse Co., 1938-Present	Oil Warehouse, Dwelling Leases, Train Depot Warehouse Terminal

Robinson Terminal South

The Robinson Terminal Warehouse Co. had begun purchasing property in the project area as early 1938, and by 1966 the company owned the entire block as it is seen today by deed. Robinson Terminal Warehouse Co. built its first warehouse by 1941 and by 1959 they had constructed their entire operation as it is seen today. Haskin Wood Vulcanizing Company, Southern Iron Works, Herfurth Engine & Machine Co., Safey First Manufacturing Co., Blake-Palm Elevator Company, and Emerson Engine Co., and The Texas Oil Co. were the last major owners of the project area during the 20th century before they were sold to real estate companies prior to the acquisition of Robinson Terminal Warehouse Company.

PREVIOUS ARCHEOLOGICAL INVESTIGATIONS

Few descriptions exist documenting the construction techniques used to infill the Alexandria harbor in the 18th and 19th century; therefore, the archeological record becomes even more important to complement the documentary record. At least four wharves have been documented along the Alexandria waterfront (Table 14).

Table 14: Archeological Wharf Excavations in Alexandria, Virginia

Name	Date	Construction Type and Fill
Carlyle-Dalton wharf	1759	Crib with cobbles and gravel
Lee Street	Ca. 1780	Bulkhead
Roberdeau's wharf	1785	Pier and Bulkhead with earthen fill
Keith's Wharf	1785	Bulkhead with earthen fill

During construction of the Torpedo Factory condominiums in 1982, four sections of the Carlyle-Dalton wharf were uncovered by archeologists along Cameron Street (Heinzelman- Muego 1983). The crib wharf was constructed of yellow pine, some with bark still attached. A second wharf was discovered on the block bounded by Lee, Queen, Union and Cameron streets (Shephard 2006:10). Artifacts were recovered from the fill during the excavations, however could not be used to date the stone paved wharf.

Excavations in 1989 for the Harborside Development exposed the surface of Roberdeau's wharf at the end of Wolfe Street. Much of the surface appeared to be covered with wooden planks, while other portions were covered with a mixture of wood, sawdust, pine tar and sand. The wharf was constructed of timber bulkheads with piled supports.

Finally, the archeological investigations conducted prior to the development of the Ford's Landing site (at the base of Franklin Street) revealed the most information to date. They identified the well preserved and intact remains of Keith's Wharf bulkhead, along with "a 350 foot-long shipway, nine derelict vessel hulls, [and] a marine railway". The archeologists at Ford's Landing expected Keith's Wharf to be of cob/crib construction, but found a bulkhead wharf measuring 400 by 500 feet (Engineering Science 1993). Because the bay was shallow and located away from the fast flowing Potomac River channel, a cob/crib structure containing vast quantities of earthen fill wasn't necessary. The archeologists also theorized that this method may have been an expedient and inexpensive investment for a speculative venture.

The remains of Keith's Wharf were found 6-13 feet below the modern surface. The 18th century wharf timber measured 10-17 inches in diameter and were connected by "half-lap scarf joints reinforced with iron dowels or drift pins." Tie back braces were dovetailed and pinned to the bulkhead, extended up to 30 feet into the fill and were anchored in such a manner that the fill would not "push out" on the bulkhead. Images of the bulkhead construction and of a scuttled scow are shown below (Exhibits 22-24).

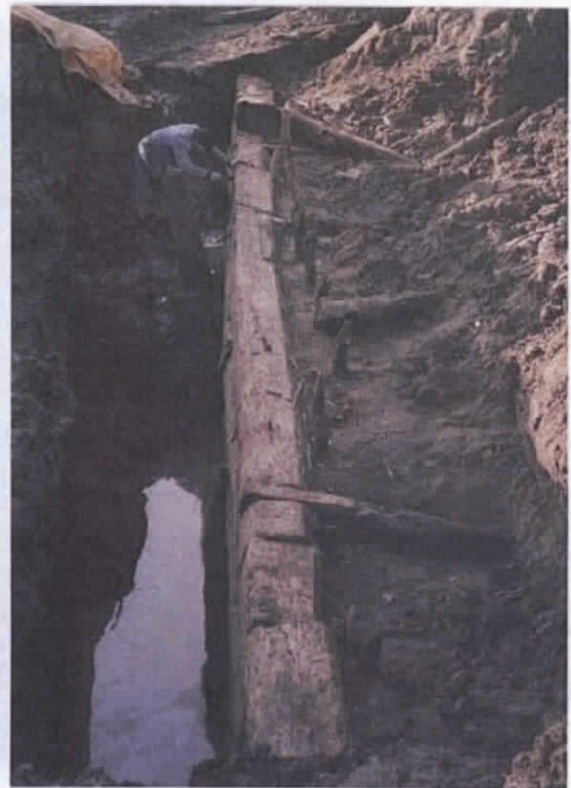


Figure 22: Keith's Wharf Bulkhead and Tie-Back Braces
(Engineering Science 1993)



Figure 23: Bulkhead Repairs Overlying a Barge
(Engineering Science 1993)

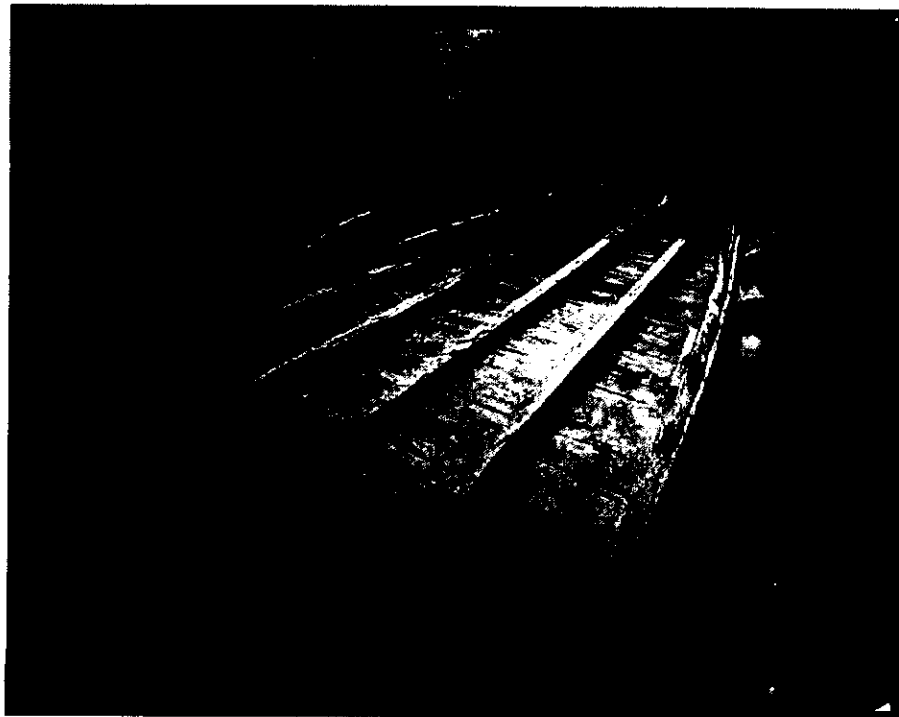
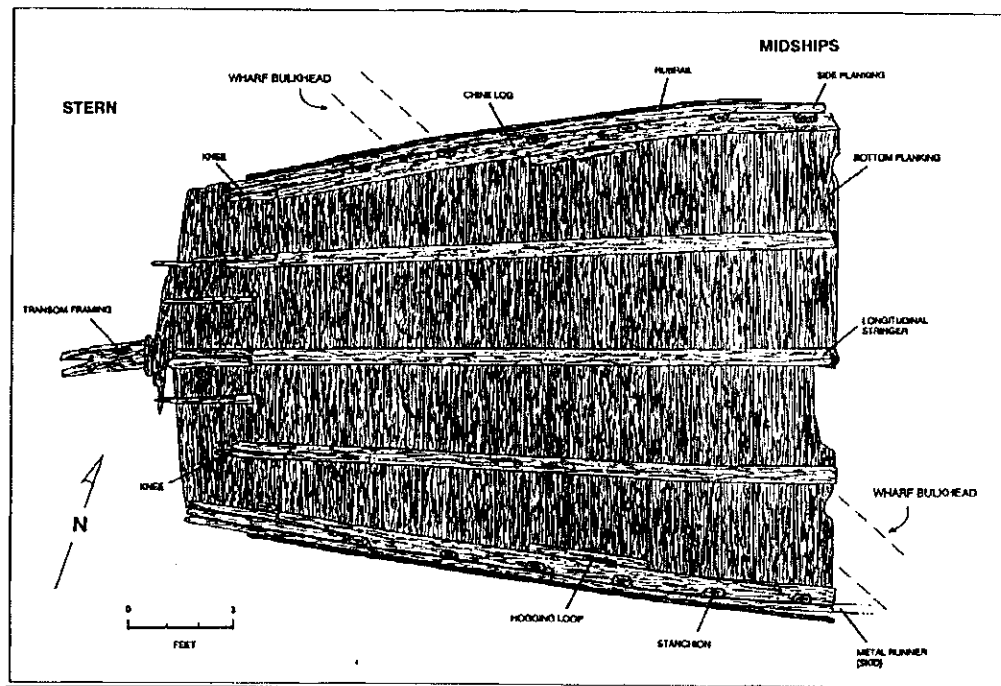


Figure 24: Plan View and Photo of Feature 27
A scow, or flat bottomed vessel (Engineering Science 1993)

ARCHEOLOGICAL EVALUATION

Based on the archival research and previous archeological research presented above, the following resources were present or are currently located within the project area; an assessment of their potential archaeological signature is also addressed below.

18th Century Buildings and Warehouses

Three buildings are shown on a circa 1788 plat map (*Richard Arrell vs. James Kirk, Mayor of Alexandria*) of Lots 69, 70, 77 and 78 on Point Lumley (Figure 25). Building 1 is the John Carlyle Warehouse, shown as approximately 100 feet by 24 feet. Building 2 is Hooe's stone warehouse, which measured 72 by 44 feet. Building 3 measures roughly 19 by 76 feet and was constructed in 1786 by Hartshorne on land he leased from Hooe and Harrison.

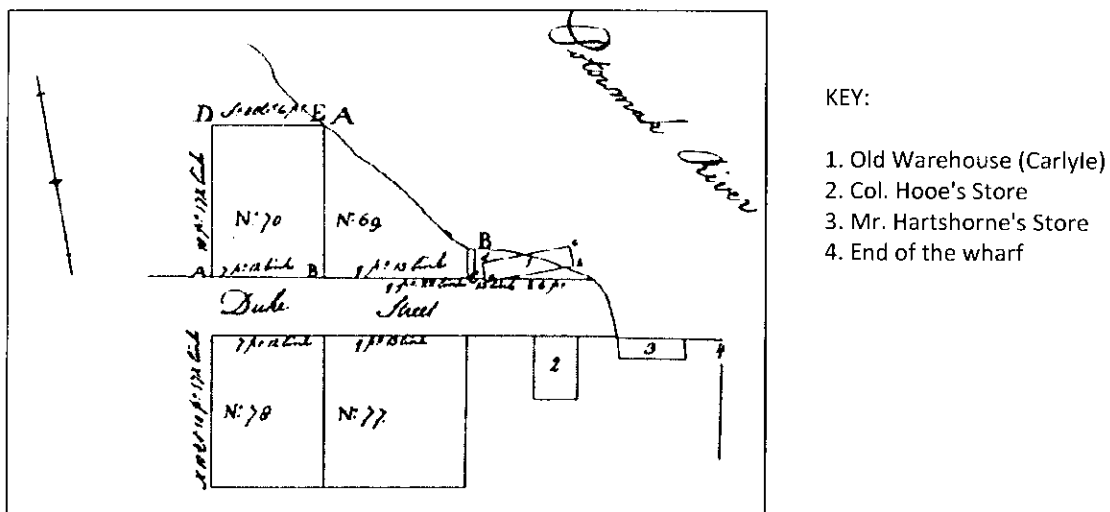


Figure 25: 1788 Arrell Plat Map

Based on our review of the history and archeology of Alexandria's waterfront, it is likely that portions of the 19th century Hooe's wharf bulkhead and possibly the stone foundations of Hooe's warehouse may be located beneath the Robinson South Terminal property.

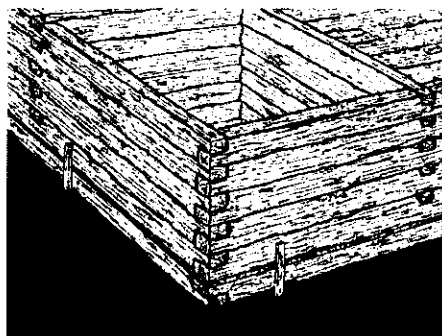
Wharf Construction

Several techniques were at the disposal of the residents of Alexandria to construct wharves and extend new land out into the river. Four general types of retaining structures used in wharf construction are recognized: grillage³; cob/crib; bulkhead; and piling (Engineering Science 1993: 97). Based on the archival research and previous

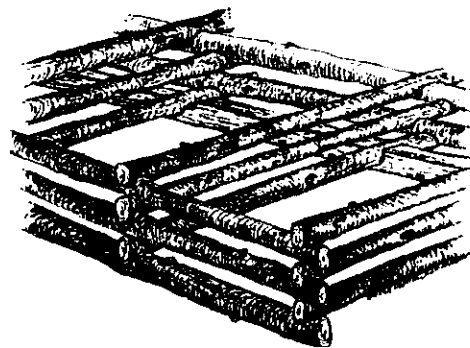
³ Grillage wharfs consisted of rafts of logs layered alternately and weighed with stones - only two wharves of this type have been found in the archeological record (Engineering Science 1993: 97)

archeological investigations in Alexandria, the latter three wharf construction techniques are expected to have been used at the Robinson South terminal.

Cob or Crib Wharf Construction – consists of stacking timbers to form a square framework that sank to the bottom of the water when filled with stone or soil. The crib technique used tightly packed timbers or planks that were notched in the corners and often pinned with wooden spikes or "trunnels". Cob frameworks were more loosely constructed with gaps and therefore filled with stone (the name may have derived from cobblestones (Figure 26). A wharf measuring 25 feet wide may have been constructed of only one crib. This type of construction was likely used in the late 18th /early 19th century to extend the land at Point Lumley within the study area.



Crib Wharf Structure (Alexandria Archaeology)



Cobb Wharf Structure (Heintzelman-Muego 1983)

Figure 26: Examples of Crib and Cobb Wharf Construction

Bulkhead Construction – consisted of "stacking and interlocking long timbers" to form a three sided structure. The walls were often braced with struts, or back braces, "that attached to the wall and projected back into the wharf fill". Pilings may have been added at a later time to support the bulkhead walls.

Piles Wharves – are a type of bulkhead wharf that used a pile driver to set logs vertically into the river bottom. Early pile drivers consisted of a heavy weight attached to ropes that would be lifted by teams of workers and dropped on the pile (Shephard 2006:6). This method became more common in the later 19th century with the advent of steam powered pile drivers. The Fish Wharf, which was located at the foot of Oronoco Street, was reconstructed or repaired in 1852 using over 150 piles that ranged in length between 25 and 45 feet (AG 22 July 1852:2). The flooring may have also been constructed of pine or gum wood.

The remains of the 18th and 19th century wharves are likely preserved beneath the Robinson South Terminal. The original wharves were probably of crib or bulkhead construction, but later reinforced with pilings.

Mid-19th – Early-20th Century Buildings

The Pioneer Mill was constructed circa 1853 at the end of Duke Street, but was later destroyed in a fire. All remained of the mill were likely obliterated with the construction

of the Emerson Engine Company machine shop circa 1912. It is unlikely that the remains of mid-19th century buildings will be located within the project area.

20th Century Buildings

Six buildings are currently standing on the property: three warehouses, two storage buildings and an office building. According to Ted Pulliam's research, the warehouse along Wolfe Street was constructed between 1937 and 1939 and the central warehouse in the 1960s. The larger storage building (truck repair shop in 2007) was constructed in the 1940s and the small storage building at the end of Wolfe Street was built in stages circa 1940s (and possibly earlier).

The office building may be over 100 years old based on historic maps and personal communication with a Robinson Terminal employee (Pulliam n.d.). The 1877 Hopkins map and an earlier Civil War map show a building of the same size in this location. The late 18th century Hooe and Harrison stone warehouse also stood in this location (an 1802 lease indicates that Hooe's warehouse bordered the western portion of the Strand, which ran across the block from Duke to Wolfe until 1948), however it was a different size and orientation of the current building. The current building is 30 feet wide and is constructed of brick; Hooe's building was approximately 45 feet in width and was constructed of stone. It was described in 1796 as a "Warehouse built of Stone – the first two Stories and the second and third of wood" (Pulliam 2014.). Based on this research, it is possible that the current brick office building is resting on the older stone foundation of Hooe's warehouse.

KNOWN DISTURBANCES

Six buildings are currently standing on the property: three warehouses, two storage buildings and an office building (Figure 27). The buildings rest on a one-foot thick concrete slab foundation. The current development plans for the property include townhouses with underground parking garages.

Two investigations performed by ECS in 2013 have provided broad stratigraphic profiles and an evaluation of soil contamination within the study area (ECS 2013a; 2013b). For the most part, the ECS soil borings indicated shallower fills in the western portion of the study area and deeper fills in the eastern portion, which is generally indicative of the historic natural landform of Point Lumley in the west and the artificial land in the remainder of the study area. The preliminary subsurface study based upon six soil bore tests provided a basic characterization of the fill soils encountered within the study area:

Stratum I - Fill

Beneath the surficial concrete slabs and pavement areas, fill soils were encountered in each boring, ranging from depths of 4.5 to 12 feet below existing ground surface. Fill depths correspond with elevations ranging from approximately EL. 5.5 to -2 feet. The fill soils varied greatly in type, moisture, and relative density/consistency. These materials included sand, silt, clay, bricks,

asphalt, organics, and gravel in addition to other debris. These materials are anticipated to have been placed in an uncontrolled manner [ECS 2013a].

Wood fragments were also encountered in many of the fill soils and in the alluvial deposits immediately below them; at least a portion of these fragments likely represent debris from demolished buildings, scuttled vessels, or remains of cribs and bulkheads used in the construction of wharves and expansion of the shoreline around Point Lumley. The wood fragments indicate the possibility that intact or partially intact remains of buildings, vessels or structures remain buried within the study area; however, the condition of these resources cannot be determined based upon soil borings.

The environmental soil and groundwater study performed by ECS in October 2013 provides a profile of the contaminants to be found within the fill and alluvial soils within the study area (ECS 2013b). The soil and groundwater samples collected from the study area were screened for a wide array of contaminants. The results of the tests indicate that Total Petroleum Hydrocarbons (TPH), Polycyclic Aromatic Hydrocarbons (PAH) and Lead were of concern within the study area. The level of lead contamination is such that ECS estimated that some soils from the study area have potential to qualify as characteristic hazardous waste. ECS suggests that the elevated levels of PAH and especially of TPH recorded within the study area soils are likely to necessitate special handling and disposal of fill soils from estimated depths of 15 feet below the footprints of the extant buildings within the property.

RECOMMENDATIONS

The study area has a high probability of containing 18th – 20th **century** archeological features that could potentially provide significant information about the industrial development on the waterfront in Alexandria. Because of the possibility of deep subsurface features within the study area, we recommend the mechanical excavation of test trenches following the demolition of the superstructure to determine if significant subsurface remnants of 18th – 19th century wharves are present.

Because of the potential risk to archeologists conducting field investigations at a site with possible contaminants, the Scope of Work for the archeological investigation of the property should take into account measures of avoidance and/or abatement of known and potential contaminants in the soil at the site, and be developed with the City of Alexandria Archaeologists.



Figure 27
2013 Test Bores and Historic Shorelines

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Appendix I

Scope of Work for Documentary Study

**Robinson Terminal South
City of Alexandria, Virginia
Scope of Work for a Documentary Study**

This scope of work is for a Documentary Study for the Robinson Terminal South in Alexandria, Virginia. The documentary study shall present the historical significance of the property; examine the development of waterfront industries within the property as a historic context for the interpretation the site and identify the types and locations of archeological resources that may be present on the property. Ultimately, the research will result in a recommendation as to whether an archeological investigation is needed on the property prior to development. In addition, the consultant shall work with the developer, architect, and landscape architect to potentially integrate themes and elements of the historic character of the property into the design of open space/landscape for the project.

Alexandria's waterfront has represented the heart of the city's economic activity for most of its history. The Robinson Terminal South property is situated on a portion of Point Lumley, the southern end of the shallow crescent bay around which the town of Alexandria was laid out in 1749. The original high bluffs overlooking the Potomac were leveled and the earth was used to infill the crescent bay and other portions of the waterfront in a process called "banking out"; the property is also lying partially on this artificially created land. For these reasons, the property has a high likelihood of containing deeply buried archeological deposits from the 18th century, including wharves and vessels scuttled and filled to extend the usable land along the waterfront. The remains of several warehouses dating from the 18th and 19th centuries may also be extant on the property.

This work is being done to satisfy requirements of the City of Alexandria Archaeological Protection Code prior to development on the property. All aspects of this investigation will comply with the *City of Alexandria Archaeological Standards* dated January 1996 and the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation*.

Documentary Study and Recommendations

The Documentary Study will consist of maps, plus primary and secondary source information. The ultimate goal of the research is to identify, as precisely as possible, the potential locations of archeological resources that may be preserved within the project area and to develop a historical context for the interpretation of these potential resources.

The archival research shall include, but is not limited to, a search of deeds, plats, title documents, probate and other court records; tax and census records; business directories; published and unpublished manuscripts of first-hand accounts (such as letters, diaries,

and county histories); historical maps; newspaper articles; previous archeological research; pedological, geological and topographic maps; modern maps, previous construction plans and photographs that can indicate locations of previous ground disturbance; and information on file with Alexandria Archaeology and the local history sections of public libraries in northern Virginia.

The archival research shall result in an account of the chain of title, a description of the owners and occupants, and a discussion of the land-use history of the property through time. It will include the development of research questions that could provide a framework for the archeological work and the development of historic contexts for the interpretation of the site. The work will present the potential for the archeological work to increase our understanding of Alexandria's past and will highlight the historical and archeological significance of the property.

In addition to the narrative, the work shall include the production of a map or series of overlay maps that will indicate the impact of the proposed construction activities on all known cultural and natural features on the property. The scale of the overlay map(s) will be large (such as 1 inch to 100 feet). The map(s) will depict the locations of features discovered as a result of the background documentary study (including, but not limited to, historic structures, historic topography, and water systems), the locations of any known previous disturbances to the site (including, but not limited to, changes in topography, grading and filling, previous construction activities), and the locations and depths of the proposed construction disturbances (including, but not limited to, structures, roads, grading/filling, landscaping, utilities).

From this information, a final overlay map shall be created that indicates the areas with the potential to yield significant archeological resources that could provide insight into Alexandria's past, and presents specific recommendations for the archeological testing strategy. This map shall indicate locations for backhoe scraping or trenching, hand excavation, and/or monitoring. The recommendations will be based upon the specific criteria for evaluating potential archeological significance as established and specified in the Alexandria Archaeological Protection Code.

Public Interpretation

The *City of Alexandria Archaeological Standards* require that a public summary be prepared as part of the Documentary Study. The public summary will be approximately 4 to 8 pages long with a few color illustrations. This should be prepared in a style and format that is reproducible for public distribution and use on the City's web site. Examples of these can be seen on the Alexandria Archaeology Museum website. A draft of the summary should be submitted to Alexandria Archaeology for review along with the draft of the Documentary Study report. Upon approval, a master copy (hard copy as well as on CD or computer disk) will be submitted to Alexandria Archaeology. The

summary and graphics should also be e-mailed to Alexandria Archaeology for publication on our web site.

In addition, the archeological consultant will work with the developer and the City staff to develop themes that could be used to integrate the historic character of the property into the design of open space/landscape for the project. If required by the City Archaeologist, the archeological consultant will supply the written text and graphics for a potential historic marker. The text should be up to 200 words in length with a paragraph on the historical significance of the site and a paragraph on findings from the archeological investigation. The graphics (minimally four, with captions) need to be high-quality copies (scanned at a minimum of 600 dpi and saved separately as jpeg or tiff files) of line drawings (e.g., site maps, feature drawings), historic photographs and maps, or other illustrations (e.g., site or artifact photos) in black and white or color. All copyright releases need to have been obtained and credit provided for each graphic. The text and graphics must be submitted to Alexandria Archaeology on a CD.

The consultant will coordinate with the City Archaeologist before writing the text and selecting images.

Tasks

The following is a summary of the tasks to be completed:

1. Visit Alexandria Archaeology and other locations to gather information, including to-scale historical maps, site reports, and secondary compilations and indexes, and complete research on primary sources.
2. Analyze the compiled data to evaluate the potential for the recovery of significant archeological resources on the property.
3. Produce recommendations and communicate (i.e, by email or phone) these to Alexandria Archaeology staff.
4. Produce and submit two copies of draft Documentary Study to Alexandria Archaeology, including the public summary document.
5. Make required revisions, and deliver to Alexandria Archaeology four hard copies of the final report (three bound, 1 unbound), one digital version of the report on a CD, a separate CD of the approved public summary and text and graphics for the interpretive signage, plus digital copies of field notes, photographs, and records on a CD. The spines of all bound reports will include the report title, firm name and date of completion. The public summary shall also be e-mailed to Alexandria Archaeology for posting on the web site.

Formats for Digital Deliverables:

- | | |
|--------------------------------|--|
| 1. Photographs: | .jpg. |
| 2. Line Drawings: | .gif or .jpg as appropriate. |
| 3. Final Report/Public Summary | Word, PageMaker and/or PDF |
| 4. Oral History | Word |
| 5. Catalogue: | Word, Access or Excel |
| 6. Other Written material: | Word, Access, Excel, or PDF as appropriate |

Appendix II Chain of Title

PARCEL 1, UNION AND DUKE STREET, REMAINDER OF LOT 77

<u>1966 September 21</u> Robinson Terminal Warehouse Corp. Duke and Union Corp. Formerly GBS Corp. <i>Deed – Alexandria Deed Book 657:71</i>	Lot SIW
<u>1956 August 24</u> Duke and Union Corp. Southern Iron Works <i>Deed – Alexandria Deed Book 438:619</i>	Parcel 1,5
<u>1940 August 1</u> Southern Iron Works, Inc. Carlyle R. Boguess T.P. Boguess E.S. Smith Trading as Southern Iron Works <i>Deed – Alexandria Deed Book 177:547</i>	Parcel 1, 5
<u>1938 January 27</u> Carlyle R. Boguess T.P. Boguess Sales Corporation E.S. Smith Trading as Southern Iron Works <i>Deed – Alexandria Deed Book 141:60</i>	Parcel 1, 5
<u>1923 July 23</u> Sales Corporation The Bryant Fertilizer Company <i>Deed – Alexandria Deed Book 78:373</i> <i>Note: Several parcels were sold in this transaction. Lot 1 is the same as Lot 77. Lot 8 is the same as South Iron Works Parcel 2.</i>	Parcel 1, 5
<u>1899 June 5</u> The Bryant Fertilizer Company J.C. Herbert Bryant, widower <i>Deed – Alexandria Deed Book 42:512</i> <i>Note: Same property as 1923 July 23 deed (Alexandria Deed Book 78:373)</i>	Parcel 1, 5
<u>1892 February 23</u> J.C. Herbert Bryant Julia H. Thompson Heir of Samuel P. Thompson <i>Deed – Alexandria Deed Book 28:226</i>	Parcel 1
<u>1853 – 1892 (Unspecified Time in Deed)</u> Julia H. Thompson Samuel P. Thompson <i>Deed – Alexandria Deed Book 28:227</i> <i>Note: Samuel P. Thompson died sometime between 1853 and 1892. He did not leave a will.</i>	Parcel 1

<u>1853 November 14</u>		Parcel 1
Samuel Thompson	Emmeline Thompson	
<i>Deed – Alexandria Deed Book 28:227</i>		
<i>Note: Book of Obituary Notices (1784 – 1915)</i>		
<u>1851 June 16</u>		Parcel 1
Emmeline Thompson	Helen Adela Ludlow (née Slacum)	
	Daughter of George Slacum	
<i>Deed – Alexandria Deed Book 3:384</i>		
<u>1794 January 6</u>		Parcel 1
George Slacum	George Hunter, executor	
<i>Deed -- Alexandria Deed Book E:337</i>		
<u>1786 April 20</u>		Lot 77
Betty Fleming, heir	Thomas Fleming	
George Hunter, executor		
<i>Newspaper – The Virginia Journal and Alexandria Advertiser, April 20, 1786</i>		
<u>1770 September 19</u>		Lot 77
Thomas Fleming	George Chapman	
<i>Deed – Fairfax County Deed Book E:420-421</i>		
<i>Source – Ring and Pippinger, Alexandria, Virginia Town Lots, Page 66</i>		
<i>Note: From 1749 Sale from Original Trustees of City of Alexandria</i>		
<u>1766 July 23</u>		Lot 77, 79
George Chapman	Pearson Chapman	
<i>Deed – Fairfax County Deed Book G:33</i>		
<i>Note: Nathaniel Chapman died intestate and lots decoded to his son Nathaniel Chapman 2, who also died intestate, then descended to Pearson Chapman, second son of Nathaniel 1</i>		
<u>1752 March 28</u>		Lot 77
Nathaniel Chapman	Original Trustees of City of Alexandria	
<i>Deed – Fairfax County Deed Book C:297</i>		
<i>Minutes – Trustee Minutes of 1749</i>		

PARCEL 2, UNION STREET, REMAINDER OF LOT 77

<u>1966 September 21</u> Robinson Terminal Warehouse Corp. <i>Deed – Alexandria Deed Book 657:71</i>	Duke and Union Corporation	Lot SIW
<u>1956 August 24</u> Duke and Union Corporation <i>Deed – Alexandria Deed Book 438:619</i>	Southern Iron Works, Inc.	Lot SIW
<u>1941 March 21</u> Southern Iron Works, Inc. <i>Deed – Alexandria Deed Book 172:298</i>	Farmers and Merchants State Bank of Fredericksburg, Virginia	Parcel 2-4, 6, 8
<u>1927 August 11</u> Farmers and Merchants State Bank of Fredericksburg, Virginia <i>Deed – Alexandria Deed Book 91:368</i>	F.M. Chichester John F. Gouldman, Jr. Trustees of a deed of R.W. Herfurth and F.M. Herfurth	Parcel 2-4, 6, 8
<u>1918 July 1</u> Rudolph W. Herfurth <i>Deed – Alexandria Deed Book 67:97</i>	Robinson Moncure, trustee Bankruptcy of Aitcheson & Brother	Parcel 2-4, 8
<u>1892 July 1</u> Peter Aitchison Robert P. Aitchison <i>Deed – Alexandria Deed Book 28:229</i>	Margaret H. McClish	Parcel 2
<u>1880 June 9</u> Margaret McClish <i>Will – Alexandria Will Book 1:301</i>	Archibald McClish	Parcel 2
<u>1797 May 22</u> Archibald McClish <i>Deed – Alexandria Deed Book 1:287</i>	William Hartshorne Susannah Hartshorne	Parcel 2
<u>1797 April 29</u> William Hartshorne <i>Deed – Alexandria Deed Book 1:287,419</i>	Thomas Patten Mary Patten	Parcel 2

<u>1797 March 31</u>		Parcel 2-4
Thomas Patten	George Gilpin, commissioner et. al	
Nancy Fleming		
<i>Deed – Alexandria Deed Book I:466</i>		
<i>Note: Commissioners to divide the remainder of lot 77 among the daughters and heirs of Thomas Fleming and Thomas Patten</i>		
<u>1796 June 8</u>		Lot 77
Thomas Patten	John Bass Dabney	
	Roxa Dabney	
<i>Deed – Alexandria Deed Book H:49</i>		
<u>1794 June 11</u>		Lot 77
John Bass Dabney	John Lockwood	
<i>Deed – Fairfax County Deed Book X:428</i>		
<u>1794 April 9</u>		Lot 77
John Lockwood	Eli Valette of Baltimore	
	Betty Fleming Valette	
<i>Deed – Fairfax County Deed Book X:125</i>		
<u>1786 April 20</u>		Lot 77
Betty Fleming, heir	Thomas Fleming	
George Hunter, executor		
<i>Newspaper – The Virginia Journal and Alexandria Advertiser, April 20, 1786</i>		
<u>1770 September 19</u>		Lot 77
Thomas Fleming	George Chapman	
<i>Deed – Fairfax County Deed Book E:420-421</i>		
<i>Source – Ring and Pippinger, Alexandria, Virginia Town Lots, Page 66</i>		
<i>Note: From 1749 Sale from Original Trustees of City of Alexandria</i>		
<u>1766 July 23</u>		Lot 77, 79
George Chapman	Pearson Chapman	
<i>Deed – Fairfax County Deed Book G:33</i>		
<i>Note: Nathaniel Chapman 1 died intestate and lots decoded to his son Nathaniel Chapman 2, who also died intestate, then descended to Pearson Chapman, second son of Nathaniel 1</i>		
<u>1752 March 28</u>		Lot 77
Nathaniel Chapman	Original Trustees of City of Alexandria	
<i>Deed – Fairfax County Deed Book C:297</i>		
<i>Minutes – Trustee Minutes of 174</i>		

PARCEL 3, UNION STREET, REMAINDER OF LOT 77

<u>1966 September 21</u> Robinson Terminal Warehouse Corp. <i>Deed – Alexandria Deed Book 657:71</i>	Duke and Union Corporation	Lot SIW
<u>1956 August 24</u> Duke and Union Corporation <i>Deed – Alexandria Deed Book 438:619</i>	Southern Iron Works, Inc.	Lot SIW
<u>1941 March 21</u> Southern Iron Works, Inc. <i>Deed – Alexandria Deed Book 172:298</i>	Farmers and Merchants State Bank of Fredericksburg, Virginia	Parcel 2-4, 6, 8
<u>1927 August 11</u> Farmers and Merchants State Bank of Fredericksburg, Virginia <i>Deed – Alexandria Deed Book 91:368</i> <i>Note: Parcel 2, 3, 4 are described as 306, 308, and 310 South Union Street respectively with a single brick building on each.</i>	F.M. Chichester John F. Gouldman, Jr. Trustees of a deed of R.W. Herfurth and F.M. Herfurth	Parcel 2-4, 6, 8
<u>1918 July 1</u> Rudolph W. Herfurth <i>Deed – Alexandria Deed Book 67:97</i>	Robinson Moncure, trustee Bankruptcy of Aitcheson & Brother	Parcel 2-4, 8
<u>Gap</u> <i>Note: There appears to be no record of deeds, leases, or wills corresponding to the use of Parcel 3 between 1797 and 1918. Based on an 1877 Hopkins map, it was the location of a dwelling.</i>		Parcel 3
<u>1797 March 31</u> Thomas Patten Nancy Fleming <i>Deed – Alexandria Deed Book I:466</i> <i>Note: Commissioners to divide the remainder of lot 77 among the daughters and heirs of Thomas Fleming and Thomas Patten</i>	George Gilpin, commissioner et. al	Parcel 2-4, 8
<u>1796 June 8</u> Thomas Patten <i>Deed – Alexandria Deed Book H:49</i>	John Bass Dabney Roxa Dabney	Lot 77

<u>1794 June 11</u>		Lot 77
John Bass Dabney	John Lockwood	
<i>Deed – Fairfax County Deed Book X:428</i>		
<u>1794 April 9</u>		Lot 77
John Lockwood	Eli Valette of Baltimore Betty Fleming Valette	
<i>Deed – Fairfax County Deed Book X:125</i>		
<u>1786 April 20</u>		Lot 77
Betty Fleming, heir	Thomas Fleming	
George Hunter, executor		
<i>Newspaper – The Virginia Journal and Alexandria Advertiser, April 20, 1786</i>		
<u>1770 September 19</u>		Lot 77
Thomas Fleming	George Chapman	
<i>Deed – Fairfax County Deed Book E:420-421</i>		
<i>Source – Ring and Pippinger, Alexandria, Virginia Town Lots, Page 66</i>		
<i>Note: From 1749 Sale from Original Trustees of City of Alexandria</i>		
<u>1766 July 23</u>		Lot 77, 79
George Chapman	Pearson Chapman	
<i>Deed – Fairfax County Deed Book G:33</i>		
<i>Note: Nathaniel Chapman 1 died intestate and lots decoded to his son Nathaniel Chapman 2, who also died intestate, then descended to Pearson Chapman, second son of Nathaniel 1</i>		
<u>1752 March 28</u>		Lot 77
Nathaniel Chapman	Original Trustees of City of Alexandria	
<i>Deed – Fairfax County Deed Book C:297</i>		
<i>Minutes – Trustee Minutes of 174</i>		

PARCEL 4, UNION STREET, REMAINDER OF LOT 77

1966 September 21

Robinson Terminal Warehouse Corp. Duke and Union Corporation
Deed – Alexandria Deed Book 657:71

Lot SIW

1956 August 24

Duke and Union Corporation Southern Iron Works, Inc.
Deed – Alexandria Deed Book 438:619

Lot SIW

1941 March 21

Southern Iron Works, Inc. Farmers and Merchants State Bank
of Fredericksburg, Virginia
Deed – Alexandria Deed Book 172:298

Parcel 2-4, 6, 8

1927 August 11

Farmers and Merchants State Bank F.M. Chichester
of Fredericksburg, Virginia John F. Gouldman, Jr.
Trustees of a deed of R.W. Herfurth and F.M. Herfurth
Deed – Alexandria Deed Book 91:368
*Note: Parcel 2, 3, 4 are described as 306, 308, and 310 South Union Street respectively with a
single brick building on each.*

Parcel 2-4, 6, 8

1918 July 1

Rudolph W. Herfurth Robinson Moncure, trustee
Bankruptcy of Aitcheson & Brother
Deed – Alexandria Deed Book 67:97

Parcel 2-4, 8

1892 October 28

Peter Aitcheson William H. Brown
Robert P. Aitcheson Mary E. Brown
Deed – Alexandria Deed Book 29:49

Parcel 4

1891 April 2

William H. Brown Verlinda Bull
Deed – Alexandria Deed Book 25:264

Parcel 4

1890 June 30

William H. Brown William N. Brown
Verlinda Bull
Deed – Alexandria Deed Book 29:49
Deed – Alexandria Deed Book 25:264
Obituary – Obituary Notices from the Alexandria Gazette, 1784 – 1915:25

Parcel 4

<u>1878 February 5</u> William N. Brown	E.S. Daingerfield Sallie W. Daingerfield	Parcel 4, 306 South Union Street
<i>Deed – Alexandria Deed Book 6:549</i>		
<u>1874 June 20</u> Edward S. Daingerfield	Montgomery D. Corse Elizabeth Corse	Parcel 4
<i>Deed -- Alexandria Deed Book 4:174</i>		
<u>1873 March 5</u> Montgomery D. Corse	Wilmer D. Corse Margaret Corse	Parcel 4
<i>Deed -- Alexandria Deed Book 2:564</i>		
<u>1871 February 4</u> Montgomery D. Corse Wilmer D. Corse	John D. Corse Lucy Corse	Parcel 4
<i>Deed – Alexandria Deed Book 1:267</i>		
<u>1857 July 6</u> John D. Corse Wilmer D. Corse	John N. Harper Nathaniel Boush and wives	Parcel 4
<i>Deed – Alexandria Deed Book S-3:318</i>		
<u>1855 June [?]:</u> John N. Harper Nathaniel Boush	George W. Harris Eliza Harris	Parcel 4
<i>Deed - Alexandria Deed Book R-3:238</i>		
<u>1842 December 13</u> George W. Harris	Joseph Harris	Parcel 4
<i>Deed – Alexandria Deed Book B-3:475</i>		
<u>1826 July 10</u> Joseph Harris	Heirs of Theodore Skinner Sarah Pemberton, heir Abigail Chipman, heir	Parcel 4
<i>Deed – Alexandria Deed Book P-2:386</i>		
<u>1815 March 11</u> Rebecca Fletcher	Theodore Skinner	Parcel 4
<i>Will – Alexandria Will Book 2:9</i>		

1810 June 15 Parcel 4
Theodore Skinner Thomas Mazervey
Deed – Alexandria Deed Book 5:368

1798 March 23 Parcel 4
Thomas Mazervey Thomas Patten
Mary Patten
Deed – Alexandria Deed Book K:284

1797 March 31 Lot 77
Thomas Patten George Gilpin, commissioner et. al
Nancy Fleming
Deed – Alexandria Deed Book I:466
Note: Commissioners to divide the remainder of lot 77 among the daughters and heirs of Thomas Fleming and Thomas Patten

1796 June 8 Lot 77
Thomas Patten John Bass Dabney
Roxa Dabney
Deed – Alexandria Deed Book H:49

1794 June 11 Lot 77
John Bass Dabney John Lockwood
Deed – Fairfax County Deed Book X:428

1794 April 9 Lot 77
John Lockwood Eli Valette of Baltimore
Betty Fleming Valette
Deed – Fairfax County Deed Book X:125

1786 April 20 Lot 77
Betty Fleming, heir Thomas Fleming
George Hunter, executor
Newspaper – The Virginia Journal and Alexandria Advertiser, April 20, 1786

1770 September 19 Lot 77
Thomas Fleming George Chapman
Deed – Fairfax County Deed Book E:420-421
Source – Ring and Pippinger, Alexandria, Virginia Town Lots, Page 66
Note: From 1749 Sale from Original Trustees of City of Alexandria

1766 July 23 Lot 77, 79
George Chapman Pearson Chapman
Deed – Fairfax County Deed Book G:33
Note: Nathaniel Chapman #1 died intestate and lots decoded to his son Nathaniel Chapman #2, who also died intestate, then descended to Pearson Chapman, second son of Nathaniel #1

1752 March 28 Lot 77
Nathaniel Chapman Original Trustees of City of Alexandria
Deed – Fairfax County Deed Book C:297
Minutes – Trustee Minutes of 1749

PARCEL 5, AND PARCEL 1A OF POINT LUMLEY

1966 September 21 Lot SIW
Robinson Terminal Warehouse Corp. Duke and Union Corp.
Formerly GBS corp.
Deed – Alexandria Deed Book 657:71

1956 August 24 Lot SIW
Duke and Union Corp. Southern Iron Works
Deed – Alexandria Deed Book 438:619

1940 August 1 Parcel 1, 5
Southern Iron Works Carlyle R Boguess
T.P. Boguess
E.S. Smith
Southern Iron Works
Deed – Alexandria Deed Book 177:547

1938 January 27 Parcel 1, 5
Carlyle R. Boguess Edward G Schmidt
T.P. Boguess Sales Corporation
E.S. Smith
Southern Iron Works
Deed – Alexandria Deed Book 141:60

1923 July 23 Parcel 1, 5
Sales Corporation The Bryant Fertilizer Company
Deed – Alexandria Deed Book 78:373
Note: Lot #8 in this deed is the same as Southern Iron Works #2

1899 June 5 Parcel 1, 5
The Bryant Fertilizer Company J.C. Herbert Bryant, widower
Deed – Alexandria Deed Book 42:512

1893 September 30 Parcel 5
J.C. Herbert Bryant City Council of Alexandria
Deed – Alexandria Deed Book 30:452

Gap

Note: The sale of the lease from Louis A. von Hoffman to Herman Deline was not recorded until 1894 even though it was executed in 1880. It is not known what happened to the Deline's under the lease after the Southern Iron Works parcels were sold by the City Council of Alexandria to J.C. Herbert Bryant.

1880 June 14

Herman Deline

Deed – Alexandria Deed Book 32:79

Louis A. Von Hoffman

Parcels 5, 6, 7, 8

1875 July 1

Louis A. von Hoffman

Deed – Alexandria Deed Book 5:139

Linden Kent

S. Ferguson Beach Commissioners

Matter of John H. Russell Pioneer Mills Lease

Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN

1872 October 1

John H. Russell

Deed – Alexandria Deed Book 3:455

Oscar von Hoffman (of Leipzig)

Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN

1863 April 1

Oscar von Hoffman

of New York

Deed – Alexandria Deed Book V-3:159

Will H. Newman, trustee

William [Merkans?], trustee

S. Ferguson Beach of Alexandria

Trustees of the Alexandria Flour Mill Co.

Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN

1863 February 3

Note: Alexandria Court removed Louis A. von Hoffman and William H. Fowle from positions as trustees and substituted S. Ferguson Beach and William [Merkans?]

Deed – Alexandria Deed Book V-3:136

Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN

1856 March 1

William H. Fowle

William H. Newman

Louis A. von Hoffman

Deed – Alexandria Deed Book U-3:476

Deed – Alexandria Deed Book Q-3:320

Alexandria Flour Mill Company

Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN

1854 October 6

Alexandria Flour Mill Company

Deed – Alexandria Deed Book Q-3:120

William H. Fowle

Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN

1854 September 13 Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN
William H. Fowle City Council of Alexandria
Deed – Alexandria Deed Book Q-3:116
Note: Illegible 99-year lease parcels, 2, 3, and 7 of Southern Iron Works property.

1796 November 30 Parcel 1A of Point Lumley
John Hill Trustees of Town of Alexandria
Deed – None listed by researcher.

1780 December 1 Parcel 1 of Point Lumley
Robert Townshend Hooe Mayor and Commonality of the Town of Alexandria
Richard Harrison
Joseph White Harrison
Deed – Alexandria Deed Book B:153
Note: Term of 21 Years (Until December 1801)

1769 December 30 Point Lumley
Alexandria Trustees Thomas Fleming
Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 – 1778, 1793 – 1800 (Alexandria 1988:66)
Note: Thomas Fleming wanted to void the earlier lease to build a warehouse. Fleming was also a part of the trustees.

1761 August 17 Point Lumley
Thomas Fleming Alexandria Trustees
Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 – 1778, 1793 1800 (Alexandria 1988:44)

1750s Point Lumley
Thomas Fleming Public Use, Town of Alexandria
Note: Likely used for ship building by Thomas Fleming (Carne 1860:161, Pen Portraits 1859:13, Shomette 2003:19,25,235)

1749 May 11 Point Lumley
Public Use Town of Alexandria
Statute – An Act for erecting Town at Hunting Creek Warehouse in the County of Fairfax, enacted on May 11, 1749 from Waverly K Winfree, The Laws of Virginia Being a Supplement to Henning's The Statutes at Large, 1700 – 1750 (Richmond: The Virginia State Library 1971:443-446)
Deposition – Arrell v. Mayor of Alexandria, Ruth and Sam Sparacio, editors, Abstracts of Land Causes, Prince William County, Virginia, 1789 – 1790:6-10.

PARCEL 6, AND PARCEL 2A OF POINT LUMLEY

1966 September 21

Robinson Terminal Warehouse Corp.
Deed – Alexandria Deed Book 657:71

Duke and Union Corporation

Lot SIW

1956 August 24

Duke and Union Corporation
Deed – Alexandria Deed Book 438:619

Southern Iron Works, Inc.

Lot SIW

1941 March 21

Southern Iron Works, Inc.
Deed – Alexandria Deed Book 172:298

Farmers and Merchants State Bank
of Fredericksburg, Virginia

Parcels 2-4, 6, 8

1927 August 11

Farmers and Merchants State Bank
of Fredericksburg, Virginia

F.M. Chichester
John F. Gouldman, Jr.
Trustees of a deed of R.W. Herfurth and F.M. Herfurth

Parcel 2-4, 6

Deed – Alexandria Deed Book 91:368

Note: In this deed parcel #2 is the same as Southern Iron Works parcel #2. Parcel #3 of this deed is a combination of Southern Iron Works parcels #4, 5, and 6 (lot 7 chain), and Southern Iron Works parcel #7 (Point Lumley chain)

1921 May 11

R.W. Herfurth
Deed – Alexandria Deed Book 72:277

Herfurth Engine Company

Parcel 6

1917 January 14

Herfurth Engine Company
Deed – Alexandria Deed Book 66:76

Carroll Pierce
Ella G. Pierce

Parcel 6

1917 January 13

Carroll Pierce
Deed – Alexandria Deed Book 66:41

Howard W. Smith, Commissioner
Emerson Engine Company, Inc.

Parcel 6

1912 June 28

Emerson Engine Company
Deed – Alexandria Deed Book 62:125

J.H.M. Norton, Special Commissioner
Charles W. Moore vs. T Alton Moore
W.S. Moore and Sons

Parcel 6

1901 October 15 Parcel 6
 Charles W. Moore
 T. Alton Moore

Norman H. Moore
 William W. Moore
 Ann E. Moore
 Joseph T. Moore
 Lona (?) V. Moore

Deed – Alexandria Deed Book 47:312

1900 October 10 Parcel 6
 Norman H. Moore
 William W. Moore
 Joseph T. Moore
 T. Alton Moore
 Charles W. Moore
Will – Alexandria Will Book 2:394

Annie L. Moore

1893 October 25 Parcel 6
 Annie L. Moore

City Council of Alexandria

Deed – Alexandria Deed Book 30:505

Gap

Note: The sale of the lease from Louis A. von Hoffman to Herman Deline was not recorded until 1894 even though it was executed in 1880. It is not known what happened to the Deline's under the lease after the Southern Iron Works parcels were sold by the City Council of Alexandria to Annie L. Moore.-

1880 June 14 Parcels 5, 6, 7, 8
 Herman Deline
Deed – Alexandria Deed Book 32:79

Louis A. Von Hoffman

1875 July 1 Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN
 Louis A. von Hoffman

Linden Kent
 S. Ferguson Beach Commissioners
 Matter of John H. Russell Pioneer Mills Lease

Deed – Alexandria Deed Book 5:139

1872 October 1 Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN
 John H. Russell
Deed – Alexandria Deed Book 3:455

Oscar von Hoffman (of Leipzig)

1863 April 1

Oscar von Hoffman
of New York

Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN
Will H. Newman, trustee
William [Merkans?], trustee
S. Ferguson Beach of Alexandria
Trustees of the Alexandria Flour Mill Co.

Deed – Alexandria Deed Book V-3:159

1863 February 3

Note: Alexandria Court removed Louis A. von Hoffman and William H. Fowle from positions as trustees and substituted S. Ferguson Beach and William [Merkans?]

Deed – Alexandria Deed Book V-3:136

1856 March 1

William H. Fowle
William H. Newman
Louis A. von Hoffman

Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN
Alexandria Flour Mill Company

Deed – Alexandria Deed Book U-3:476

Deed – Alexandria Deed Book Q-3:320

1854 October 6

Alexandria Flour Mill Company

Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN
William H. Fowle

Deed – Alexandria Deed Book Q-3:120

1854 September 13

William H. Fowle

Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN
City Council of Alexandria

Deed – Alexandria Deed Book Q-3:116

Note: Illegible 99-year lease parcels.

Post 1780

Robert Townshend Hooe
Richard Harrison

Parcel 2A of Point Lumley
Joseph White Harrison

Deed – Alexandria Deed Book B:153

Note: Term of 21 Years (Until December 1801)

1780 December 1

Robert Townshend Hooe
Richard Harrison
Joseph White Harrison

Parcel 1 of Point Lumley
Mayor and Commonality of the Town of Alexandria

Deed – Alexandria Deed Book B:153

Note: Term of 21 Years (Until December 1801)

1769 December 30

Alexandria Trustees

Point Lumley
Thomas Fleming

Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 -- 1778, 1793 -- 1800 (Alexandria 1988:66)

Note: Thomas Fleming wanted to void the earlier lease to build a warehouse. Fleming was also a part of the trustees.

1761 August 17 Point Lumley
Thomas Fleming Alexandria Trustees
Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 – 1778, 1793 – 1800 (Alexandria 1988:44)

1750s Point Lumley
Thomas Fleming Public Use, Town of Alexandria
Note: Likely used for ship building by Thomas Fleming (Carne 1860:161, Pen Portraits 1859:13, Shomette 2003:19,25,235)

1749 May 11 Point Lumley
Public Use Town of Alexandria
Statute – An Act for erecting Town at Hunting Creek Warehouse in the County of Fairfax, enacted on May 11, 1749 from Waverly K Winfree, The Laws of Virginia Being a Supplement to Henning's The Statutes at Large, 1700 – 1750 (Richmond: The Virginia State Library 1971:443-446)
Deposition – Arrell v. Mayor of Alexandria, Ruth and Sam Sparacio, editors, Abstracts of Land Causes, Prince William County, Virginia, 1789 – 1790:6-10.

PARCEL 7, AND PARCEL 2C OF POINT LUMLEY

1966 September 21 Lot SIW
Robinson Terminal Warehouse Corp. Duke and Union Corporation
Deed – Alexandria Deed Book 657:71

1956 August 24 Lot SIW
Duke and Union Corporation Southern Iron Works, Inc.
Deed – Alexandria Deed Book 438:619

Gap
Note: The sale of the lease from Louis A. von Hoffman to Herman Deline was not recorded until 1894 even though it was executed in 1880. It is not known what happened to the Deline's under the lease after the Southern Iron Works parcels were sold by the City Council of Alexandria to J.C. Herbert Bryant.

1880 June 14 Parcels 5, 6, 7, 8
Herman Deline Louis A. Von Hoffman
Deed - Alexandria Deed Book 32:79

<u>1875 July 1</u> Louis A. von Hoffman <i>Deed – Alexandria Deed Book 5:139</i>	Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN Linden Kent S. Ferguson Beach Commissioners Matter of John H. Russell Pioneer Mills Lease
<u>1872 October 1</u> John H. Russell <i>Deed – Alexandria Deed Book 3:455</i>	Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN Oscar von Hoffman (of Leipzig)
<u>1863 April 1</u> Oscar von Hoffman of New York <i>Deed – Alexandria Deed Book V-3:159</i>	Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN Will H. Newman, trustee William [Merkans?], trustee S. Ferguson Beach of Alexandria Trustees of the Alexandria Flour Mill Co.
<u>1863 February 3</u> <i>Note: Alexandria Court removed Louis A. von Hoffman and William H. Fowle from positions as trustees and substituted S. Ferguson Beach and William [Merkans?]</i> <i>Deed – Alexandria Deed Book V-3:136</i>	Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN
<u>1856 March 1</u> William H. Fowle William H. Newman Louis A. von Hoffman <i>Deed – Alexandria Deed Book U-3:476</i> <i>Deed – Alexandria Deed Book Q-3:320</i>	Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN Alexandria Flour Mill Company
<u>1854 October 6</u> Alexandria Flour Mill Company <i>Deed – Alexandria Deed Book Q-3:120</i>	Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN William H. Fowle
<u>1854 September 13</u> William H. Fowle <i>Deed – Alexandria Deed Book Q-3:116</i> <i>Note: Illegible 99-year lease parcels, 2, 3, and 7 of Southern Iron Works property.</i>	Parcels 5, 6, 7, 8 and Parcel 1 of Lot GRN City Council of Alexandria
<u>1802 January 7</u> Archibald McClish <i>Deed – Alexandria Deed Book B:255</i>	Southern Parcel of Hooe's Warehouse Property Town of Alexandria

1769 December 30

Point Lumley, Lot 77

Alexandria Trustees

Thomas Fleming

Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 – 1778, 1793 – 1800 (Alexandria 1988:66)

Note: Thomas Fleming wanted to void the earlier lease to build a warehouse. Fleming was also a part of the trustees.

1761 August 17

Point Lumley, Lot 77

Thomas Fleming

Alexandria Trustees

Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 – 1778, 1793 – 1800 (Alexandria 1988:44)

1750s

Point Lumley, Lot 77

Thomas Fleming

Public Use, Town of Alexandria

Note: Likely used for ship building by Thomas Fleming (Carne 1860:161, Pen Portraits 1859:13, Shomette 2003:19,25,235)

1749 May 11

Point Lumley, Lot 77

Public Use

Town of Alexandria

Statute – An Act for erecting Town at Hunting Creek Warehouse in the County of Fairfax, enacted on May 11, 1749 from Waverly K Winfree, The Laws of Virginia Being a Supplement to Henning's The Statues at Large, 1700 – 1750 (Richmond: The Virginia State Library 1971:443-446)

Deposition – Arrell v. Mayor of Alexandria, Ruth and Sam Sparacio, editors, Abstracts of Land Causes, Prince William County, Virginia, 1789 – 1790:6-10.

PARCEL 8, AND PARCEL 3 OF POINT LUMLEY EXTENSION

1966 September 21 Lot SIW
Robinson Terminal Warehouse Corp. Duke and Union Corporation
Deed – Alexandria Deed Book 657:71

1956 August 24 Lot SIW
Duke and Union Corporation Southern Iron Works, Inc.
Deed – Alexandria Deed Book 438:619

1941 March 21 Parcel 2-4, 6, 8
Southern Iron Works, Inc. Farmers and Merchants State Bank
of Fredericksburg, Virginia
Deed – Alexandria Deed Book 172:298

1927 August 11 Parcel 2-4, 6, 8
Farmers and Merchants State Bank F.M. Chichester
of Fredericksburg, Virginia John F. Gouldman, Jr.
Trustees of a deed of R.W. Herfurth and F.M. Herfurth
Deed – Alexandria Deed Book 91:368

1918 July 1 Parcel 2-4, 8
Rudolph W. Herfurth Robinson Moncure, trustee
Bankruptcy of Aitcheson & Brother
Deed – Alexandria Deed Book 67:97

1893 October 25 Parcel 5, 6, 7, 8
Peter Aitcheson City Council of Alexandria
Robert P Aitcheson
Deed – Alexandria Deed Book 3:252

Gap

Note: The sale of the lease from Louis A. von Hoffman to Herman Deline was not recorded until 1894 even though it was executed in 1880. It is not known what happened to the Deline's under the lease after the Southern Iron Works parcels were sold by the City Council of Alexandria to the Aitchesons'.

1880 June 14 Parcels 5, 6, 7, 8
Herman Deline Louis A. Von Hoffman
Deed – Alexandria Deed Book 32:79

1875 July 1 Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN
Louis A. von Hoffman Linden Kent
S. Ferguson Beach Commissioners
Matter of John H. Russell Pioneer Mills Lease
Deed – Alexandria Deed Book 5:139

1872 October 1 Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN
John H. Russell Oscar von Hoffman (of Leipzig)
Deed – Alexandria Deed Book 3:455

1863 April 1 Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN
Oscar von Hoffman Will H. Newman, trustee
of New York William [Merkans?], trustee
S. Ferguson Beach of Alexandria
Trustees of the Alexandria Flour Mill Co.
Deed – Alexandria Deed Book V-3:159

1863 February 3 Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN
Note: Alexandria Court removed Louis A. von Hoffman and William H. Fowle from positions as trustees and substituted S. Ferguson Beach and William [Merkans?]
Deed – Alexandria Deed Book V-3:136

1856 March 1 Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN
William H. Fowle Alexandria Flour Mill Company
William H. Newman
Louis A. von Hoffman
Deed – Alexandria Deed Book U-3:476
Deed – Alexandria Deed Book Q-3:320

1854 October 6 Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN
Alexandria Flour Mill Company William H. Fowle
Deed – Alexandria Deed Book Q-3:120

1854 September 13 Parcels 5, 6, 7, 8, and Parcel 1 of Lot GRN
William H. Fowle City Council of Alexandria
Deed – Alexandria Deed Book Q-3:116
Note: Illegible 99-year lease parcels, 2, 3, and 7 of Southern Iron Works property.

Gap Parcel 8, and Parcel 3 of Point Lumley
Note: There appear to be no deeds or leases associated with Parcel 3 of Point Lumley after Elisha Janney and George Irish. It is likely that the lease had expire and, similar to other public property associated with Point Lumley, the Town of Alexandria did not lease the parcel again until 1854 to the Fowle's for the Pioneer Mills.

1797 October 20 Parcel 8, and Parcel 3 of Point Lumley
Elisha Janney Thomas Patten
George Irish
Deed – Deed Book I:415
Note: Right to receive the rent from Elizabeth Mason

1797 May 25 Parcel 8, and Parcel 3 of Point Lumley

Elizabeth Mason
Deed – Alexandria Deed Book K:194

Thomas Patten

1797 March 31

Nancy Fleming
Thomas Patten

Parcel 8, and Parcel 3 of Point Lumley
George Gilpin, commissioner

Deed – Alexandria Deed Book I:466,469-470

Note: Thomas Fleming's land was partitioned to his heirs and Thomas Patten

1796 June 8

Thomas Patten

Parcel 8, and Parcel 3 of Point Lumley
John Bass and Roxa Dabney

Deed – Alexandria Deed Book H:49

1794 June 11

John Bass Dabney

Parcel 8, and Parcel 3 of Point Lumley
John Lockwood

Deed – Fairfax County Deed Book X:428

1794 April 9

John Lockwood

Parcel 8, and Parcel 3 of Point Lumley
Elli Valette of Baltimore
Betting Fleming Valette, Wife

Deed – Fairfax County Deed Book X:125,428

Note: Betting Fleming Valette, daughter to Thomas Fleming, heir to the estate

Note: One equal undivided fifth part of estate, including 25 Foot Parcel sold to Lockwood

1786 April

George Hunter, executor
Thomas Fleming Heirs

Parcel 8, and Parcel 3 of Point Lumley
Thomas Fleming

Deed – Fairfax County Deed Book X:160

The Virginia Journal & Alexandria Advertiser, April 20, 1786

1774 March 29

Thomas Fleming

Parcel 8, and Parcel 3 of Point Lumley
Alexandria Trustees

Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 – 1778, 1793 – 1800 (Alexandria 1988:75-76)

Note: On Point Lumley running 25 Feet North to South extending to the Potomac and adjoining an extension of lot 77. Term of lease, 63 years until 1837.

1769 December 30

Alexandria Trustees

Point Lumley, Lot 77
Thomas Fleming

Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 – 1778, 1793 – 1800 (Alexandria 1988:66)

Note: Thomas Fleming wanted to void the earlier lease to build a warehouse. Fleming was also a part of the trustees.

1761 August 17 Point Lumley, Lot 77
Thomas Fleming Alexandria Trustees
Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 – 1778, 1793 – 1800 (Alexandria 1988:44)

1750s Point Lumley, Lot 77
Thomas Fleming Public Use, Town of Alexandria
Note: Likely used for ship building by Thomas Fleming (Carne 1860:161, Pen Portraits 1859:13, Shomette 2003:19,25,235)

1749 May 11 Point Lumley, Lot 77
Public Use Town of Alexandria
Statute – An Act for erecting Town at Hunting Creek Warehouse in the County of Fairfax, enacted on May 11, 1749 from Waverly K. Winfree, The Laws of Virginia Being a Supplement to Henning's The Statutes at Large, 1700 – 1750 (Richmond: The Virginia State Library 1971:443-446)
Deposition -- Arrell v. Mayor of Alexandria, Ruth and Sam Sparacio, editors, Abstracts of Land Causes, Prince William County, Virginia, 1789 – 1790:6-10.

PARCEL 9 AND PARCEL 4 OF POINT LUMLEY EXTENSION

1966 September 21 Lot GRN
Robinson Terminal Warehouse Corp. RTW Corporation
Formerly GBS Corp.
Deed – Alexandria Deed Book 657:75

1939 June 19 Lot GRN
Robinson Terminal Warehouse Corp. Clarence J. Robinson
Abbie H. Robinson
T. Wilfred Robinson
Edith R. Robinson
Deed – Alexandria Deed Book 153:561
Note: Parcels: Green 3 and 4 are 1 and 2 respectively in the deed

1938 December 21 Lot GRN
Clarence J Robinson The Real Estate Improvement Company of
T. Wilfred Robinson Baltimore City
Geo. H. Robinson Son
Deed -- Alexandria Deed Book 149:403

1894 June 9 Lot GRN
The Real Estate Improvement Company Haskin Wood Vulcanizing Company
of Baltimore City of Washington, D.C.
Deed – Alexandria Deed Book 33:128
Deed – Alexandria Deed Book 45:155

<u>1893 April 6</u>		Lot GRN
Haskin Wood Vulcanizing Company of Washington D.C.	S.G. Brent, Commissioner G.A. Mushback, Commissioner K. Kenifer, Commissioner Virginia Iron Ship Building Co.	
<i>Deed – Alexandria Deed Book 30:119</i>		
<u>1884 April 6</u>		Lot GRN
Virginia Iron Ship Building Company <i>Deed – Alexandria Deed Book 15:1</i>	James A. Green	
<u>1884 March 21</u>		Lot GRN
Virginia Iron Ship Building Company Individuals forming the company <i>Deed – Alexandria Deed Book 13:588</i>	Potomac Manufacturing Company	
<u>1881 July 1</u>		Parcels 2-8 of Lot GRN
Potomac Manufacturing Company	James A. Green Heirs of James Green	
<i>Deed – Alexandria Deed Book 11:391</i>		
<u>1880 October 6</u>		Probated Will
James Green heirs <i>Will – Alexandria Will Book 1:313</i>	James Green	
<u>1854 May 8</u>		Parcel 1, 3 of Lot GRN
James Green <i>Deed – Alexandria Deed Book E-3:407</i>	Alexandria Flour Mill	
<i>Note: Grants of mutual rights-of-way for adjusted 8-feet 7-inches between Parcel 1 and 3.</i>		
<u>1845 April 9</u>		Parcel 3 of Lot GRN
James Green <i>Deed – Alexandria Deed Book E-3:407</i>	Trustees, Bank of Alexandria and The Bank of Potomac	
<u>1827 May 5</u>		Parcel 3 of Lot GRN
Bank of Alexandria Bank of Potomac <i>Deed – Alexandria Deed Book Q-2:172</i>	Thomas Swann	
<u>1811 January 14</u>		Parcel 3 of Lot GRN
Charles Simms Thomas Swann <i>Deed – Alexandria Deed Book U:194</i>	John Muncaster Elizabeth Muncaster	

1810 April 2 Parcel 4 of Point Lumley, Partial
John Muncaster James H. Hooe
Elizabeth Thacker Hooe

Deed – Alexandria Deed Book S:374

1809 August 15 Parcel 4 of Point Lumley, Partial
James H. Hooe James Keith, Jr.

Deed – Alexandria Deed Book S:374

1809 August 14 Parcel 4 of Point Lumley, Partial
James Keith, Jr. John Muncaster, executor
James Hewitt Hooe, executor

Deed – Alexandria Deed Book R:439

1809 March 23 Parcel 4 of Point Lumley, Partial
John Muncaster, executor Robert Townshend Hooe
James Hewitt Hooe, executor
Richard Harrison

Deed – Alexandria Will Book C:185

Note: Hooe directs the executors to sell as much as the estate to discharge his debts and funeral expenses. This lease was sold to pay those debts.

1802 January 19 Parcel 4 of Point Lumley
Robert Townshend Hooe Richard Harrison
Joseph White Harrison

Deed – Alexandria Will Book C:185

Newspaper – Alexandria Gazette, October, 1809

1780 December 1 Parcel 4 of Point Lumley
Robert Townshend Hooe Mayor and Commonality of the Town of Alexandria
Richard Harrison
Joseph White Harrison

Deed – Alexandria Deed Book B:153

Note: Term of 21 Years (Until December 1801)

1769 December 30 Point Lumley, Lot 77
Alexandria Trustees Thomas Fleming

Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 – 1778, 1793 – 1800 (Alexandria 1988:66)

Note: Thomas Fleming wanted to void the earlier lease to build a warehouse. Fleming was also a part of the trustees.

1761 August 17

Point Lumley, Lot 77

Thomas Fleming

Alexandria Trustees

Proceedings – Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 – 1778, 1793 – 1800 (Alexandria 1988:44)

1750s

Point Lumley, Lot 77

Thomas Fleming

Public Use, Town of Alexandria

Note: Likely used for ship building by Thomas Fleming (Carne 1860:161, Pen Portraits 1859:13, Shomette 2003:19,25,235)

1749 May 11

Point Lumley, Lot 77

Public Use

Town of Alexandria

Statute – An Act for erecting Town at Hunting Creek Warehouse in the County of Fairfax, enacted on May 11, 1749 from Waverly K Winfree, The Laws of Virginia Being a Supplement to Henning's The Statutes at Large, 1700 – 1750 (Richmond: The Virginia State Library 1971:443-446)

Deposition – Arrell v. Mayor of Alexandria, Ruth and Sam Sparacio, editors, Abstracts of Land Causes, Prince William County, Virginia, 1789 – 1790:6-10.

Note: Parcel 9 of Lot SIW (Southern Iron Works) has a rather curious history. The parcel is a part of The Strand. In 1796 an alley way established by Hooe, which is the likely precursor or footprint used to define the Strand. This was the earliest documentation of The Strand. By 1802 the alley way, now recognized as The Strand, had expanded to its entirety between Duke and Wolfe Street.

There is no indication of what Parcel 9 was used for, like in other deeds where right-of-ways were established to allow traffic to the wharfs along the Waterfront. This may have likely been the case for this parcel.

PARCEL 1, PIONEER MILLS, AND PARCEL 2B, 2D OF POINT LUMLEY,

<u>1966 September 21</u> Robinson Terminal Warehouse Corp. Formerly GBS Corp. <i>Deed – Alexandria Deed Book 657:75</i>	RTW Corporation	Lot GRN
<u>1944 July 21</u> Robinson Terminal Warehouse Corp. <i>Deed – Alexandria Deed Book 210:22</i>	American Fidelity and Casualty Company, Inc.	Parcel 1
<u>1937 July 9</u> American Fidelity and Casualty Company <i>Deed – Alexandria Deed Book 138:188</i>	Guy B. Hazelgrove, trustee Hanover Realty Corp.	Parcel 1
<u>1931 March 16</u> Hanover Realty Corp. <i>Deed – Alexandria Deed Book 110:52</i>	A.L. Hawse Edna Peck Hawse Warner Moore Marie D. Moore	Parcel 1
<u>1926 November 8</u> A.L. Hawse Warner Moore <i>Deed – Alexandria Deed Book 88:570</i>	Blake Palm Elevator Company	Parcel 1
<u>1924 February 24</u> Blake-Palm Elevator Company, Inc. <i>Deed – Alexandria Deed Book 82:256</i>	Warner Moore Marie D. Moore Allen L. Hawse Edna P. Hawse	Parcel 1
<u>1923 July 5</u> Warner Moore Allen L. Hawse <i>Deed – Alexandria Deed Book 77:101</i>	Gardner L. Boothe Brainard W. Parker, trustee Safety First Manufacturing Company, Inc.	Parcel 1
<u>1917 April 11</u> Gardner L. Boothe Brainard W. Parker <i>Deed – Alexandria Deed Book 66:97</i>	Safety First Manufacturing Company, Inc. Deed of Trust	Parcel 1

<u>1917 April 11</u> Safety First Manufacturing Company, Inc. <i>Deed – Alexandria Deed Book 66:97</i>	Donald Woodward	Parcel 1
<u>1914 July 21</u> Donald Woodward <i>Deed – Alexandria Deed Book 63:596</i>	Howard N. Smith, Special Commissioner Emerson Engine Company	Parcel 1
<u>1910 December 18</u> Emerson Engine Company, Inc. <i>Deed – Alexandria Deed Book 60:401</i>	The Bryant Fertilizer Co.	Parcel 1
<u>1899 May 19</u> The Bryant Fertilizer Co. <i>Deed – Alexandria Deed Book 42:519</i>	Clarence F. Norment et al.	Parcel 1
<u>1897 July 12</u> Norment Trustee <i>Deed – Alexandria Deed Book 39:208</i> <i>Note: In the matter of Cleveland Shipbuilding Co., complainant, and Haskins Wood Vulcanizing Co. of Washington D.C.</i>	John M. Johnson, commissioner James R. Eaton, commissioner Cleveland Shipbuilding Co. Haskins Wood Vulcanizing Co.	Parcel 1
<u>1893 April 6</u> Haskins Wood Vulcanizing Company of Washington D.C. <i>Deed – Alexandria Deed Book 30:119</i> <i>Note: Lease</i>	S.G. Brent, commissioner G.A. Mushback, commissioner K. Kenifer, commissioner Virginia Iron Ship Building Co.	Lot GRN
<u>1892 November 16</u> Haskin Wood Vulcanizing Company <i>Deed – Alexandria Deed Book 28:441</i>	City Council of Alexandria Trustees of an old bonding company	Parcel 1
<u>1884 April 10</u> Virginia Iron Ship Building Co. <i>Deed – Alexandria Deed Book 15:1</i> <i>Note: Lease</i>	Individuals forming Virginia Iron Shipbuilding Co.	Lot GRN

<u>1884 March 21</u>		Lot GRN
Virginia Iron Ship Building Company	Potomac Manufacturing Company	
Individuals forming the company		
<i>Deed – Alexandria Deed Book 13:588</i>		
<i>Note: Lease</i>		
 <u>1881 July 2</u>		Parcel 1
Potomac Manufacturing Co.	John B. Archer	
	Helen Archer	
<i>Deed – Alexandria Deed Book 11:39</i>		
<i>Note: Lease</i>		
 <u>1881 June 8</u>		Parcel 1
Potomac Manufacturing Co.	John B. Archer	
<i>Deed – Alexandria Deed Book 11:321</i>		
<i>Note: Grants PMC a release from taxes if it smelts metals on Pioneer Mills property. Lease.</i>		
 <u>1881 May 1</u>		Parcel 1
John B. Archer	Francis Fannon	
<i>Deed – Alexandria Deed Book 10:340</i>		
<i>Note: Lease</i>		
 <u>1880 June 14</u>		Parcel 1, and Parcel 5-8 of Lot SIW
Francis Fannon	Louis A. von Hoffman	
<i>Note: Lease</i>		
 <u>1875 July 1</u>		Parcel 1, and Parcel 5-8 of Lot SIW
Louis A. von Hoffman	Linden Kent	
	S. Ferguson Beach Commissioners	
	Matter of John H. Russell Pioneer Mills Lease	
<i>Deed – Alexandria Deed Book 5:139</i>		
 <u>1872 October 1</u>		Parcel 1, and Parcel 5-8 of Lot SIW
John H. Russell	Oscar von Hoffman (of Leipzig)	
<i>Deed – Alexandria Deed Book 3:455</i>		
 <u>1863 April 1</u>		Parcel 1, and Parcel 5-8 of Lot SIW
Oscar von Hoffman	Will H. Newman, trustee	
of New York	William [Merkans?], trustee	
	S. Ferguson Beach of Alexandria	
	Trustees of the Alexandria Flour Mill Co.	
<i>Deed – Alexandria Deed Book V-3:159</i>		

1863 February 3

Parcel 1, and Parcel 5-8 of Lot SIW

Note: Alexandria Court removed Louis A. von Hoffman and William H. Fowle from positions as trustees and substituted S. Ferguson Beach and William [Merkans?]. Civil War.

Deed – Alexandria Deed Book V-3:136

1856 March 1

Parcel 1, and Parcel 5-8 of Lot SIW

William H. Fowle

Alexandria Flour Mill Company

William H. Newman

Louis A. von Hoffman

Deed – Alexandria Deed Book U-3:476

Deed – Alexandria Deed Book Q-3:320

Note: Deed of Trust for Alexandria Flour Mill Company. Income, Machinery, Engines, Fixtures.

1854 October 6

Parcel 1, and Parcel 5-8 of Lot SIW

Alexandria Flour Mill Company

William H. Fowle

George D. Fowle

Deed – Alexandria Deed Book Q-3:120

Note: 99-year lease of Parcel 1, "Hooes Wharf"

1854 September 13

Parcel 1, and Parcel 5-8 of Lot SIW

William H. Fowle

City Council of Alexandria

Deed – Alexandria Deed Book Q-3:116

Note: Illegible 99-year lease parcels, 2, 3, and 7 of Southern Iron Works property.

1853 February 26

Parcel 1

William H. Fowle

Common Council of Alexandria

George D. Fowle

Deed – Alexandria Deed Book O-3:317

Note: 99-year lease of Parcel 1, "Hooes Wharf"

Gap 1811 - 1853

Note: There are no records of any deeds or leases made by the Town of Alexandria during this period until 1853 with the Fowle brothers.

1809 May 24

Wharf, east of Parcel 2 of Point Lumley

Thomas Preston

Common Council of the Town of Alexandria

Note: "the Wharf at the East end of Duke Street and so much of the said Street for a Landing as is contained between the east side of Potomac Strand, the north and south boundary Lines of the said Duke Street & the River Potomac."

Note: Leasing Term was until 1811

Deed – Alexandria Deed Book R:215

1785 June 10

William Hartshorne

R.T. Hooe
Richard Harrison

Parcel 2B of Point Lumley

Deed -- Alexandria Deed Book B:153
Note: Until end of Hooe's lease, 1801

1780 December 1

Robert Townshend Hooe
Richard Harrison
Joseph White Harrison

Parcel 1 of Point Lumley
Mayor and Commonality of the Town of Alexandria

Deed -- Alexandria Deed Book B:153
Note: Term of 21 Years (Until December 1801)

1769 December 30

Alexandria Trustees

Thomas Fleming

Point Lumley, Lot 77

Proceedings -- Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 -- 1778, 1793 -- 1800 (Alexandria 1988:66)
Note: Thomas Fleming wanted to void the earlier lease to build a warehouse. Fleming was also a part of the trustees.

1761 August 17

Thomas Fleming

Alexandria Trustees

Point Lumley, Lot 77

Proceedings -- Proceedings of the Trustees of Town of Alexandria, Virginia, 1749 -- 1778, 1793 -- 1800 (Alexandria 1988:44)

1750s

Thomas Fleming

Public Use, Town of Alexandria

Point Lumley, Lot 77

Note: Likely used for ship building by Thomas Fleming (Carne 1860:161, Pen Portraits 1859:13, Shomette 2003:19,25,235)

1749 May 11

Public Use

Town of Alexandria

Point Lumley, Lot 77

Statute -- An Act for erecting Town at Hunting Creek Warehouse in the County of Fairfax, enacted on May 11, 1749 from Waverly K Winfree, The Laws of Virginia Being a Supplement to Henning's The Statutes at Large, 1700 -- 1750 (Richmond: The Virginia State Library 1971:443-446)

Deposition -- Arrell v. Mayor of Alexandria, Ruth and Sam Sparacio, editors, Abstracts of Land Causes, Prince William County, Virginia, 1789 -- 1790:6-10.

PARCEL 2, LOT 77 WESTERN EXTENSION

1966 September 21

Robinson Terminal Warehouse Corp. RTW Corporation
Formerly GBS Corp.
Deed – Alexandria Deed Book 657:75

Lot GRN

1939 June 19

Robinson Terminal Warehouse Corp. Clarence J. Robinson
Abbie H. Robinson
T. Wilfred Robinson
Edith R. Robinson

Lot GRN

Deed – Alexandria Deed Book 153:561

Note: Parcels: Green 3 and 4 are 1 and 2 respectively in the deed

1938 December 21

Clarence J Robison The Real Estate Improvement Company of
T. Wilfred Robinson Baltimore City
Geo. H. Robinson Son
Deed – Alexandria Deed Book 149:403

Lot GRN

1894 June 9

The Real Estate Improvement Company of Haskin Wood Vulcanizing Company
Baltimore City of Washington, D.C.
Deed – Alexandria Deed Book 33:128
Deed – Alexandria Deed Book 45:155

Lot GRN

1893 April 6

Haskin Wood Vulcanizing Company S.G. Brent, Commissioner
of Washington D.C. G.A. Mushback, Commissioner
K. Kenifer, Commissioner
Virginia Iron Ship Building Co.

Lot GRN

Deed – Alexandria Deed Book 30:119

1884 April 10

Virginia Iron Ship Building Co. Individuals forming
Virginia Iron Shipbuilding Co.

Lot GRN

Deed – Alexandria Deed Book 15:1

Note: Lease

1884 March 21

Virginia Iron Ship Building Company Potomac Manufacturing Company
Individuals forming the company
Deed – Alexandria Deed Book 13:588

Lot GRN

1881 July 1 Parcels 2-8
Potomac Manufacturing Company James A. Green
Heirs of James Green
Deed – Alexandria Deed Book 11:391

1880 October 6 Probated Will
James Green heirs James Green
Will – Alexandria Will Book 1:313

1844 December 20 Parcel 2
James Green Josiah H. Davis
Deed – Alexandria Deed Book E-3:272

1825 February 14 Parcel 2
Josiah H. Davis Samuel Kirk
Deed – Alexandria Deed Book P-2:333
Note: Parcel Green 2 is Parcel 2 in deed.

Gap
Note: There is an apparent gap in the deed/will records. It is unknown from whom Samuel Kirk received the parcel from.

1797 March 31 Parcel 2
Nancy Fleming George Gilpin, commissioner
Thomas Patten
Deed – Alexandria Deed Book I:466
Note: Thomas Fleming's land was partitioned to his heirs and Thomas Patten

1796 June 8 Lot 77 east of Union Street
Thomas Patten John Bass Dabney
Deed – Alexandria Deed Book H:49
Note: The remainder of Lot 77 (both sides of Union Street) less the land conveyed to Hooe and to Slacum. The 25 foot block leased from the City of Alexandria, Five Slaves, and rent from some property that is part of Lot 96

1794 June 11 Lot 77 east of Union Street
John Bass Dabney John Lockwood
Deed – Fairfax County Deed Book X:428

1794 April 9 Lot 77 east of Union Street
John Lockwood Eli Valette of Baltimore
Betty Fleming Valette
Deed – Fairfax County Deed Book X:125

1786 April 20

Lot 77 east of Union Street

Betty Fleming, heir

Thomas Fleming

George Hunter, executor

Newspaper – The Virginia Journal and Alexandria Advertiser, April 20, 1786

1770 September 19

Lot 77

Thomas Fleming

George Chapman

Deed – Fairfax County Deed Book E:420-421

Source – Ring and Pippinger, Alexandria, Virginia Town Lots, Page 66

Note: From 1749 Sale from Original Trustees of City of Alexandria

1766 July 23

Lot 77, 79

George Chapman

Pearson Chapman

Deed – Fairfax County Deed Book G:33

Note: Nathaniel Chapman #1 died intestate and lots decoded to his son Nathaniel Chapman #2, who also died intestate, then descended to Pearson Chapman, second son of Nathaniel #1

1752 March 28

Lot 77

Nathaniel Chapman

Original Trustees of City of Alexandria

Deed – Fairfax County Deed Book C:297

Minutes – Trustee Minutes of 1749

Parcel 3, Lot 77 Eastern Extension

1966 September 21

Lot GRN

Robinson Terminal Warehouse Corp.

RTW Corporation

Formerly GBS Corp.

Deed – Alexandria Deed Book 657:75

1939 June 19

Lot GRN

Robinson Terminal Warehouse Corp.

Clarence J. Robinson

Abbie H. Robinson

T. Wilfred Robinson

Edith R. Robinson

Deed – Alexandria Deed Book 153:561

Note: Parcels: Green 3 and 4 are 1 and 2 respectively in the deed

1938 December 21

Lot GRN

Clarence J. Robinson

The Real Estate Improvement Company of

T. Wilfred Robinson

Baltimore City

Geo. H. Robinson Son

Deed – Alexandria Deed Book 149:403

<u>1894 June 9</u> The Real Estate Improvement Company of Baltimore City <i>Deed – Alexandria Deed Book 33:128</i> <i>Deed – Alexandria Deed Book 45:155</i>	Haskin Wood Vulcanizing Company of Washington, D.C.	Lot GRN
<u>1893 April 6</u> Haskin Wood Vulcanizing Company of Washington D.C. <i>Deed – Alexandria Deed Book 30:119</i>	S.G. Brent, Commissioner G.A. Mushback, Commissioner K. Kenifer, Commissioner Virginia Iron Ship Building Co.	Lot GRN
<u>1884 April 10</u> Virginia Iron Ship Building Co. <i>Deed – Alexandria Deed Book 15:1</i> <i>Note: Lease</i>	Individuals forming Virginia Iron Shipbuilding Co.	Lot GRN
<u>1884 March 21</u> Virginia Iron Ship Building Company Individuals forming the company <i>Deed – Alexandria Deed Book 13:588</i>	Potomac Manufacturing Company	Lot GRN
<u>1881 July 1</u> Potomac Manufacturing Company <i>Deed – Alexandria Deed Book 11:391</i>	James A. Green Heirs of James Green	Parcels 2-8
<u>1880 October 6</u> James Green heirs <i>Will – Alexandria Will Book 1:313</i>	James Green	Probated Will
<u>1854 May 8</u> James Green <i>Deed – Alexandria Deed Book E-3:407</i> <i>Note: Grants of mutual rights-of-way for adjusted 8-feet 7-inches between Parcel 1 and 3.</i>	Alexandria Flour Mill	Parcel 1, 3
<u>1845 April 9</u> James Green <i>Deed – Alexandria Deed Book E-3:407</i>	Trustees, Bank of Alexandria and The Bank of Potomac	Parcel 3

1827 May 5 Parcel 3
 Bank of Alexandria Thomas Swann
 Bank of Potomac
Deed - Alexandria Deed Book Q-2:172

1811 January 14 Parcel 3
 Charles Simms John Muncaster
 Thomas Swann Elizabeth Muncaster
Deed - Alexandria Deed Book U:194

1810 March 30 Parcel 3 and Wharf
 John Muncaster Charles Simms
 Thomas Swann
 Richard Harrison
Deed - Alexandria Deed Book S:379

1808 August 11 Parcel 3 and Wharf
 Charles Simms Robert Townsend Hooe
 Thomas Swann
 Richard Harrison
Deed - Alexandria Deed Book R:255

1794 January 1 Parcel 3 and Wharf
 Robert Townsend Hooe George Hunter, Executor
Deed - Alexandria Deed Book E:419

1786 April 20 Lot 77 east of Union Street
 Betty Fleming, heir Thomas Fleming
 George Hunter, executor
Newspaper - The Virginia Journal and Alexandria Advertiser, April 20, 1786

1770 September 19 Lot 77
 Thomas Fleming George Chapman
Deed - Fairfax County Deed Book E:420-421
Source - Ring and Pippinger, Alexandria, Virginia Town Lots, Page 66
Note: From 1749 Sale from Original Trustees of City of Alexandria

1766 July 23 Lot 77, 79
 George Chapman Pearson Chapman
Deed - Fairfax County Deed Book G:33
Note: Nathaniel Chapman #1 died intestate and lots decoded to his son Nathaniel Chapman #2, who also died intestate, then descended to Pearson Chapman, second son of Nathaniel #1

1752 March 28 Lot 77
 Nathaniel Chapman Original Trustees of City of Alexandria
Deed - Fairfax County Deed Book C:297
Minutes - Trustee Minutes of 1749

PARCEL 4, UNION AND WOLFE STREET

1966 September 21 Lot GRN
Robinson Terminal Warehouse Corp. RTW Corporation
Formerly GBS Corp.
Deed – Alexandria Deed Book 657:75

1939 June 19 Lot GRN
Robinson Terminal Warehouse Corp. Clarence J. Robinson
Abbie H. Robinson
T. Wilfred Robinson
Edith R. Robinson
Deed – Alexandria Deed Book 153:561

1938 December 21 Lot GRN
Clarence J Robison The Real Estate Improvement Company of
T. Wilfred Robinson Baltimore City
Geo. H. Robinson Son
Deed – Alexandria Deed Book 149:403

1894 June 9 Lot GRN
The Real Estate Improvement Company of Baltimore City Haskin Wood Vulcanizing Company
of Washington, D.C.
Deed – Alexandria Deed Book 33:128
Deed – Alexandria Deed Book 45:155

1893 April 6 Lot GRN
Haskin Wood Vulcanizing Company S.G. Brent, Commissioner
of Washington D.C. G.A. Mushback, Commissioner
K. Kenifer, Commissioner
Virginia Iron Ship Building Co.
Deed – Alexandria Deed Book 30:119
Note: 13 parcels, Green parcels 2 – 8. Pioneer Mills listed as parcel 1.

1884 April 10 Lot GRN
Virginia Iron Ship Building Co. Individuals forming
Virginia Iron Shipbuilding Co.
Deed – Alexandria Deed Book 15:1
Note: Lease

1884 March 21 Parcels 2-8
Virginia Iron Ship Building Company Potomac Manufacturing Company
Individuals forming the company
Deed – Alexandria Deed Book 13:588
1881 July 1 Parcels 2-8

Potomac Manufacturing Company James A. Green
Heirs of James Green

Deed – Alexandria Deed Book 11:391

1880 October 6

Probated Will

James Green heirs

James Green

Will – Alexandria Will Book 1:313

1843 May 4

Parcel 4

James Green

Sarah Kirk

Deed – Alexandria Deed Book D-3:51

1811 March 11

Lot 85

Sarah Kirk

Robert W. Kirk

Wife of Robert W. Kirk

William Keyser, executor

Will – Alexandria Will Book 1:132

Deed – Alexandria Deed Book P-2:331

1786 April

Lot 85

Robert Kirk

James Kirk #1

Bridget Kirk

Deed – Fairfax County Deed Book U:120

Newspaper – Alexandria Gazette April 6, 1786

Note: Bridget Kirk, daughter to Thomas Fleming was Robert Kirk's guardian and mother

1770

Lot 85

James Kirk

Thomas Fleming

Deed – Constance K. Ring and Wesley E. Pippenger, Alexandria, Virginia Town Lots, 1749 – 1801 Together with Proceedings of the Board of Trustees, 1749 – 1780, (Westminster, Maryland: Family Line Publications 1995:75)

1765 October 21

Thomas Fleming

Trustees of Town of Alexandria

Lot 85

Deed – Ruth and Sam Sparacio, editors, Abstracts of Land Causes, Prince William County, Virginia, 1789 – 1800 (Alexandria 1988:50)

Proceedings – Gaye Montague Moore, Proceedings of the Trustees of the Town of Alexandria, Virginia, 1749 – 1788, 1793 – 1800 (Alexandria 1988:50)

Note: Date of Deed of Conveyance,

1763 May 9

Date of Sale of Lot

PARCEL 5

<u>1966 September 21</u> Robinson Terminal Warehouse Corp. Formerly GBS Corp. <i>Deed – Alexandria Deed Book 657:75</i>	RTW Corporation	Lot GRN
<u>1939 June 19</u> Robinson Terminal Warehouse Corp. <i>Deed – Alexandria Deed Book 153:561</i>	Clarence J. Robinson Abbie H. Robinson T. Wilfred Robinson Edith R. Robinson	Lot GRN
<u>1938 December 21</u> Clarence J Robison T. Wilfred Robinson Geo. H. Robinson Son <i>Deed – Alexandria Deed Book 149:403</i>	The Real Estate Improvement Company of Baltimore City	Lot GRN
<u>1894 June 9</u> The Real Estate Improvement Company of Baltimore City <i>Deed – Alexandria Deed Book 33:128</i> <i>Deed – Alexandria Deed Book 45:155</i>	Haskin Wood Vulcanizing Company of Washington, D.C.	Lot GRN
<u>1893 April 6</u> Haskin Wood Vulcanizing Company of Washington D.C. <i>Deed – Alexandria Deed Book 30:119</i>	S.G. Brent, Commissioner G.A. Mushback, Commissioner K Kenifer, Commissioner Virginia Iron Ship Building Co.	Lot GRN
<u>1884 March 21</u> Virginia Iron Ship Building Company Individuals forming the company <i>Deed – Alexandria Deed Book 13:588</i>	Potomac Manufacturing Company	Lot GRN
<u>1881 July 1</u> Potomac Manufacturing Company <i>Deed – Alexandria Deed Book 11:391</i>	James A. Green Heirs of James Green	Parcels 2-8

<u>1846 March 18</u> James Green	Francis I. Smith Trustee for Josiah H. Davis	Parcel 5
<i>Deed – Alexandria Deed Book G-3:380</i>		
<u>1826 March 6</u> Josiah H. Davis	Sarah Kirk, Executor William Keyser, Executor Executors to Robert Kirk	Parcel 5
<i>Deed – Alexandria Deed Book P-2:331</i>		
<u>1811 March 11</u> Robert W. Kirk	James Kirk #2 Sarah Kirk, Executor William Keyser, Executor	Lot 85
<i>Will – Alexandria Will Book 1:132</i> <i>Deed – Alexandria Deed Book P-2:331</i>		
<u>1786 April</u> Robert Kirk Bridget Kirk	James Kirk #1	Lot 85
<i>Deed – Fairfax County Deed Book U:120</i> <i>Newspaper – Alexandria Gazette April 6, 1786</i> <i>Note: Bridget Kirk, daughter to Thomas Fleming was Robert Kirk's guardian and mother,</i>		
<u>1770</u> James Kirk	Thomas Fleming	Lot 85
<i>Deed – Constance K. Ring and Wesley E. Pippenger, Alexandria, Virginia Town Lots, 1749 – 1801 Together with Proceedings of the Board of Trustees, 1749 – 1780, (Westminster, Maryland: Family Line Publications 1995:75)</i>		
<u>1765 October 21</u> Thomas Fleming	Trustees of Town of Alexandria	Lot 85
<i>Deed – Ruth and Sam Sparacio, editors, Abstracts of Land Causes, Prince William County, Virginia, 1789 – 1800 (Alexandria 1988:50)</i> <i>Proceedings – Gaye Montague Moore, Proceedings of the Trustees of the Town of Alexandria, Virginia, 1749 – 1788, 1793 – 1800 (Alexandria 1988:50)</i> <i>Note: Date of Deed of Conveyance,</i>		
<u>1763 May 9</u> Date of Sale of Lot		

PARCEL 6, WOLFE STREET

1966 September 21

Robinson Terminal Warehouse Corp.
Formerly GBS Corp.

RTW Corporation

Deed -- Alexandria Deed Book 657:75

Lot GRN

1939 June 19

Robinson Terminal Warehouse Corp.

Clarence J. Robinson
Abbie H. Robinson
T. Wilfred Robinson
Edith R. Robinson

Deed -- Alexandria Deed Book 153:561

Lot GRN

1938 December 21

Clarence J. Robison
T. Wilfred Robinson
Geo. H. Robinson Son

The Real Estate Improvement Company of
Baltimore City

Deed -- Alexandria Deed Book 149:403

Lot GRN

1894 June 9

The Real Estate Improvement Company
of Baltimore City

Haskin Wood Vulcanizing Company
of Washington, D.C.

Deed -- Alexandria Deed Book 33:128

Deed -- Alexandria Deed Book 45:155

Lot GRN

1893 April 6

Haskin Wood Vulcanizing Company
of Washington D.C.

S.G. Brent, Commissioner
G.A. Mushback, Commissioner
K. Kenifer, Commissioner
Virginia Iron Ship Building Co.

Deed -- Alexandria Deed Book 30:119

Note: 13 parcels, Green parcels 2 – 8. Pioneer Mills listed as parcel 1.

Lot GRN

1884 March 21

Virginia Iron Ship Building Company
Individuals forming the company

Potomac Manufacturing Company

Deed -- Alexandria Deed Book 13:588

Lot GRN

1881 July 1

Potomac Manufacturing Company

James A. Green
Heirs of James Green

Deed -- Alexandria Deed Book 11:391

Parcels 2-8

<u>1846 March 18</u>		Parcel 5-7
James Green	Francis I. Smith Trustee for Josiah H. Davis	
<i>Deed – Alexandria Deed Book G-3:380</i>		
<u>1825 October 26</u>		Parcel 6
Josiah H. Davis	Thomas and Esther Sanford	
<i>Deed – Alexandria Deed Book G-3:380-381</i>		
<u>1821 September 8</u>		Parcel 6
Thomas Sanford	Sarah Kirk, Executor William Keyser, Executor	
<i>Deed – Alexandria Deed Book N-2:168</i>		
<i>Note: Records show an earlier sale of this property by executors to William Patterson in 1820. Patterson then was forced by a court to sell the property to Thomas Sanford. This deed's purpose was to clear the title.</i>		
<u>1811 March 11</u>		Lot 85
Robert W. Kirk	James Kirk #2 Sarah Kirk, Executor William Keyser, Executor	
<i>Will – Alexandria Will Book 1:132</i>		
<i>Deed – Alexandria Deed Book P-2:331</i>		
<u>1786 April</u>		Lot 85
Robert Kirk	James Kirk #1	
Bridget Kirk		
<i>Deed – Fairfax County Deed Book U:120</i>		
<i>Newspaper – Alexandria Gazette April 6, 1786</i>		
<i>Note: Bridget Kirk, daughter to Thomas Fleming was Robert Kirk's guardian and mother.</i>		
<u>1770</u>		Lot 85
James Kirk	Thomas Fleming	
<i>Deed – Constance K. Ring and Wesley E. Pippenger, Alexandria, Virginia Town Lots, 1749 – 1801 Together with Proceedings of the Board of Trustees, 1749 – 1780, (Westminster, Maryland: Family Line Publications 1995:75)</i>		

1765 October 21

Thomas Fleming

Trustees of Town of Alexandria

Lot 85

Deed – Ruth and Sam Sparacio, *editors, Abstracts of Land Causes, Prince William County, Virginia, 1789 – 1800* (Alexandria 1988:50)

Proceedings – Gaye Montague Moore, *Proceedings of the Trustees of the Town of Alexandria, Virginia, 1749 – 1788, 1793 – 1800* (Alexandria 1988:50)

Note: Date of Deed of Conveyance,

1763 May 9

Date of Sale of Lot

PARCEL 7, WOLFE STREET

1966 September 21

Robinson Terminal Warehouse Corp.
Formerly GBS Corp.

RTW Corporation

Lot GRN

Deed – Alexandria Deed Book 657:75

1939 June 19

Robinson Terminal Warehouse Corp.

Clarence J. Robinson
Abbie H. Robinson
T. Wilfred Robinson
Edith R. Robinson

Lot GRN

Deed – Alexandria Deed Book 153:561

1938 December 21

Clarence J. Robinson
T. Wilfred Robinson
Geo. H. Robinson Son

The Real Estate Improvement Company of
Baltimore City

Lot GRN

Deed – Alexandria Deed Book 149:403

1894 June 9

The Real Estate Improvement Company
of Baltimore City

Haskin Wood Vulcanizing Company
of Washington, D.C.

Lot GRN

Deed – Alexandria Deed Book 33:128

Deed – Alexandria Deed Book 45:155

1893 April 6

Haskin Wood Vulcanizing Company
of Washington D.C.

S.G. Brent, Commissioner
G.A. Mushback, Commissioner
K. Kenifer, Commissioner
Virginia Iron Ship Building Co.

Lot GRN

Deed – Alexandria Deed Book 30:119

Note: 13 parcels, Green parcels 2 – 8. Pioneer Mills listed as parcel 1.

<u>1884 March 21</u> Virginia Iron Ship Building Company Individuals forming the company <i>Deed – Alexandria Deed Book 13:588</i>	Potomac Manufacturing Company	Lot GRN
<u>1881 July 1</u> Potomac Manufacturing Company <i>Deed – Alexandria Deed Book 11:391</i>	James A. Green Heirs of James Green	Parcels 2-8
<u>1846 March 18</u> James Green <i>Deed – Alexandria Deed Book G-3:380</i>	Francis I. Smith Trustee for Josiah H. Davis	Parcel 5-7
<u>1826 March 6</u> Josiah H. Davis <i>Deed – Alexandria Deed Book P-2:331</i>	Sarah Kirk, Executor William Keyser, Executor Executors to Robert Kirk	Parcel 5
<u>1811 March 11</u> Robert W. Kirk <i>Will – Alexandria Will Book 1:132</i> <i>Deed – Alexandria Deed Book P-2:331</i>	James Kirk #2 Sarah Kirk, Executor William Keyser, Executor	Lot 85
<u>1786 April</u> Robert Kirk Bridget Kirk <i>Deed – Fairfax County Deed Book U:120</i> <i>Newspaper – Alexandria Gazette April 6, 1786</i> <i>Note: Bridget Kirk, daughter to Thomas Fleming was Robert Kirk's guardian and mother,</i>	James Kirk #1	Lot 85
<u>1770</u> James Kirk <i>Deed – Constance K. Ring and Wesley E. Pippenger, Alexandria, Virginia Town Lots, 1749 – 1801 Together with Proceedings of the Board of Trustees, 1749 – 1780, (Westminster, Maryland: Family Line Publications 1995:75)</i>	Thomas Fleming	Lot 85

1765 October 21

Thomas Fleming

Trustees of Town of Alexandria

Lot 85

Deed – Ruth and Sam Sparacio, editors, *Abstracts of Land Causes, Prince William County, Virginia, 1789 – 1800* (Alexandria 1988:50)

Proceedings – Gaye Montague Moore, *Proceedings of the Trustees of the Town of Alexandria, Virginia, 1749 – 1788, 1793 – 1800* (Alexandria 1988:50)

Note: Date of Deed of Conveyance,

1763 May 9

Date of Sale of Lot Parcel 8, Kirk's Wharf, The Strand, Wolfe Street, and The Waterfront

1966 September 21

Robinson Terminal Warehouse Corp. RTW Corporation
Formerly GBS Corp.

Deed – Alexandria Deed Book 657:75

Lot GRN

1939 June 19

Robinson Terminal Warehouse Corp. Clarence J. Robinson
Abbie H. Robinson
T. Wilfred Robinson
Edith R. Robinson

Deed – Alexandria Deed Book 153:561

Lot GRN

1938 December 21

Clarence J. Robison The Real Estate Improvement Company of
T. Wilfred Robinson Baltimore City
Geo. H. Robinson Son

Deed – Alexandria Deed Book 149:403

Lot GRN

1894 June 9

The Real Estate Improvement Company of Haskin Wood Vulcanizing Company
of Baltimore City of Washington, D.C.

Deed – Alexandria Deed Book 33:128

Deed – Alexandria Deed Book 45:155

Lot GRN

1893 April 6

Haskin Wood Vulcanizing Company S.G. Brent, Commissioner
of Washington D.C. G.A. Mushback, Commissioner
K. Kenifer, Commissioner
Virginia Iron Ship Building Co.

Deed – Alexandria Deed Book 30:119

Note: 13 parcels, Green parcels 2 – 8. Pioneer Mills listed as parcel 1.

Lot GRN

1884 March 21

Robinson Terminal South – Documentary Study

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Virginia Iron Ship Building Company Potomac Manufacturing Company
Individuals forming the company
Deed – Alexandria Deed Book 13:588

1881 July 1 Parcels 2-8
Potomac Manufacturing Company James A. Green
Heirs of James Green
Deed – Alexandria Deed Book 11:391

1843 May 3
James Green Henry Dangerfield Parcel 8, Kirk's Wharf
Deed – Alexandria Deed Book D-3:79

1830 January 4
Henry Daingerfield Sarah Kirk Parcel 8, Kirk's Wharf
Deed – Alexandria Deed Book S-2:107

1828 March 20
Sarah Kirk James Kirk #2 Parcel 8, Kirk's Wharf
Deed – Alexandria Deed Book Q-2:445

1811 March 11
James Kirk #2 Robert W. Kirk Parcel 8, Kirk's Wharf
Deed – Alexandria Deed Book P-2:331
Will – Alexandria City and County Willis, Administrations, and Guardian Bonds,
1800 – 1870:70

1811 March 11 Lot 85
Robert W. Kirk James Kirk #2
Sarah Kirk, Executor
William Keyser, Executor
Will – Alexandria Will Book 1:132
Deed – Alexandria Deed Book P-2:331

1786 April Lot 85
Robert Kirk James Kirk #1
Bridget Kirk
Deed – Fairfax County Deed Book U:120
Newspaper – Alexandria Gazette April 6, 1786
Note: Bridget Kirk, daughter to Thomas Fleming was Robert Kirk's guardian and mother,

1770 Lot 85
James Kirk Thomas Fleming
Deed – Constance K. Ring and Wesley E. Pippenger, Alexandria, Virginia Town Lots,
1749 – 1801 Together with Proceedings of the Board of Trustees, 1749 – 1780,
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1765 October 21

Thomas Fleming

Trustees of Town of Alexandria

Lot 85

Deed – Ruth and Sam Sparacio, *editors, Abstracts of Land Causes, Prince William County, Virginia, 1789 – 1800* (Alexandria 1988:50)

Proceedings – Gaye Montague Moore, *Proceedings of the Trustees of the Town of Alexandria, Virginia, 1749 – 1788, 1793 – 1800* (Alexandria 1988:50)

Note: Date of Deed of Conveyance,

1763 May 9

Date of Sale of Lot