Thunderbird
Archeology

DOCUMENTARY STUDY OF THE 1300 BLOCK OF DUKE STREET, ALEXANDRIA, VIRGINIA

By

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WSSI Project #21371.02

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ABSTRACT

A documentary study of the property at 1300 Duke Street in Alexandria, Virginia, was conducted by Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc. of Gainesville, Virginia, for Van Metre Companies, of Burke, Virginia. The study was initiated in anticipation of the planned development of the project area and the concern that significant archeological resources may be impacted by this construction. The study followed a scope of work provided by Alexandria Archeology. The study resulted in the compilation of a body of information concerning the ownership history of the property, its occupants, and the occupations of these individuals. In addition, overlay maps were produced showing changes in property boundaries and the locations of all known historic structures and features.

In the late 18th century the property consisted of four lots subdivided from the Spring Gardens Farm development. During the first half of the 19th century the property changed property owners multiple times and contained a brickyard as well as several tenements. By 1844, John Emerson owned three quarters of the square block, and by 1847 he had built a substantial house in the northeast corner of the property, which he and his family then occupied. At that time the remaining one quarter of the square was owned by a prominent citizen of Alexandria, Silas Burke.

Southern and western portions of the square were confiscated by United States Military Railroad (USMRR) between 1861 and 1865. Contraband quarters and other railroad-related buildings were constructed on the southern portion of Emerson's portion of the property; the western portion was occupied by Soldier's Rest, a facility built by the Union forces for the rest and recuperation of Union soldiers. In 1871 the southern portion of the land was again taken from Emerson for the Alexandria and Fredericksburg Railroad.

Between 1882 and 1884 tax records indicate a dwelling was built on the northwest corner of the property after Hannah Burke (Silas Burke's widow) sold the western quarter of the square to Alice McMenamin. Emerson's house in the northeast corner of the property and the building in the northwest corner remained until the 1950's when the Fannon family began acquiring portions of the square block from the owners at the time. In the 1950's the houses on the property were demolished and an Amoco gas station as well as the Petroleum Fuel offices were built in their place. Also in the 1960's, twenty 30,000 gallon fuel storage tanks were buried on the property. The property is currently used as a petroleum fuel depot.

The review of geotechnical borings from the project area and personal communication with Fannon employees and owners indicate that deep ground disturbance occurred during the installation of the fuel storage tanks and the removal of the two historic

structures on the property. Because of this disturbance, we do not recommend testing in the northeast, southeast, or southwest quadrants of the property. We also conclude that the disturbance in the northwest quadrant may not have been as severe as that in the other portions of the property. The area around the Petroleum Fuel office was reportedly graded and cut to a depth of at least three feet during the construction of the building. How much was disturbed during the demolition of the former building that stood in the northwest corner is unknown, but it was likely sufficient to destroy most if not all possible archeological deposits associated with any former dwellings on the property. However, because there is the possibility that deep features could have survived, we would recommend construction monitoring in the northwest quadrant of the property.

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INTRODUCTION

This documentary study of the property at the 1300 block of Duke Street in Alexandria, Virginia, was conducted by Thunderbird Archeology a division of Wetland Studies and Solutions Inc. of Gainesville, Virginia for Van Metre Companies of Burke, Virginia. The project area consists of a square city block that is bounded by Duke Street on the north, Payne Street on the east, Wolfe Street on the south, and West Street on the west (Exhibit 1). The study was initiated in anticipation of the planned development of the project area and the concern that significant archeological resources may be impacted by this construction. The primary goal of this documentary study is to reconstruct the history of ownership and use of the study area and to determine the likelihood of there being significant archeological resources on the property. The study follows a scope of work provided by Alexandria Archeology (Appendix I).

Christine Jirikowic, Ph.D., served as Principal Investigator on this project and edited the report. Tammy Bryant, M.A., conducted the historical research and wrote the report. Johnna Flahive, M.A., assisted with the historical research. Sarah Townsend prepared the exhibits.

DOCUMENTARY STUDY OF THE PROPERTY AT 1300 DUKE STREET

Introduction

In the late 18th century the property consisted of four lots subdivided from the Spring Gardens Farm development. During the first half of the 19th century the property contained a brickyard as well as several tenements. By 1844, John Emerson owned three quarters of the square block, and by 1847 he had built a substantial house in the northeast corner of the property, which he and his family then occupied. At that time the remaining one quarter of the square was owned by a prominent citizen of Alexandria, Silas Burke.

Southern and western portions of the square were confiscated by United States Military Railroad (USMRR) between 1861 and 1865. A wood yard was located along the extreme southern margin of the property, and contraband quarters and other railroad-related buildings were constructed on the southern portion of Emerson's portion of the property; the western portion was occupied by Soldier's Rest, a facility built by the Union forces for the rest and recuperation of Union soldiers. In 1871 the southern portion of the land was again taken from Emerson for the Alexandria and Fredericksburg Railroad.

Between 1882 and 1884 tax records indicate a dwelling was built on the northwest corner of the property after Hannah Burke (Silas Burke's widow) sold the western quarter of the square to Alice McMenamin. Additions were added to this building in the early 1900's and it eventually became a rooming house. Emerson's house in the northeast corner of the property and the building in the northwest corner remained until the 1950's when the Fannon family began acquiring portions of the square block from the owners at the time. The Fannons eventually acquired the entire block. In the 1950's the houses on the

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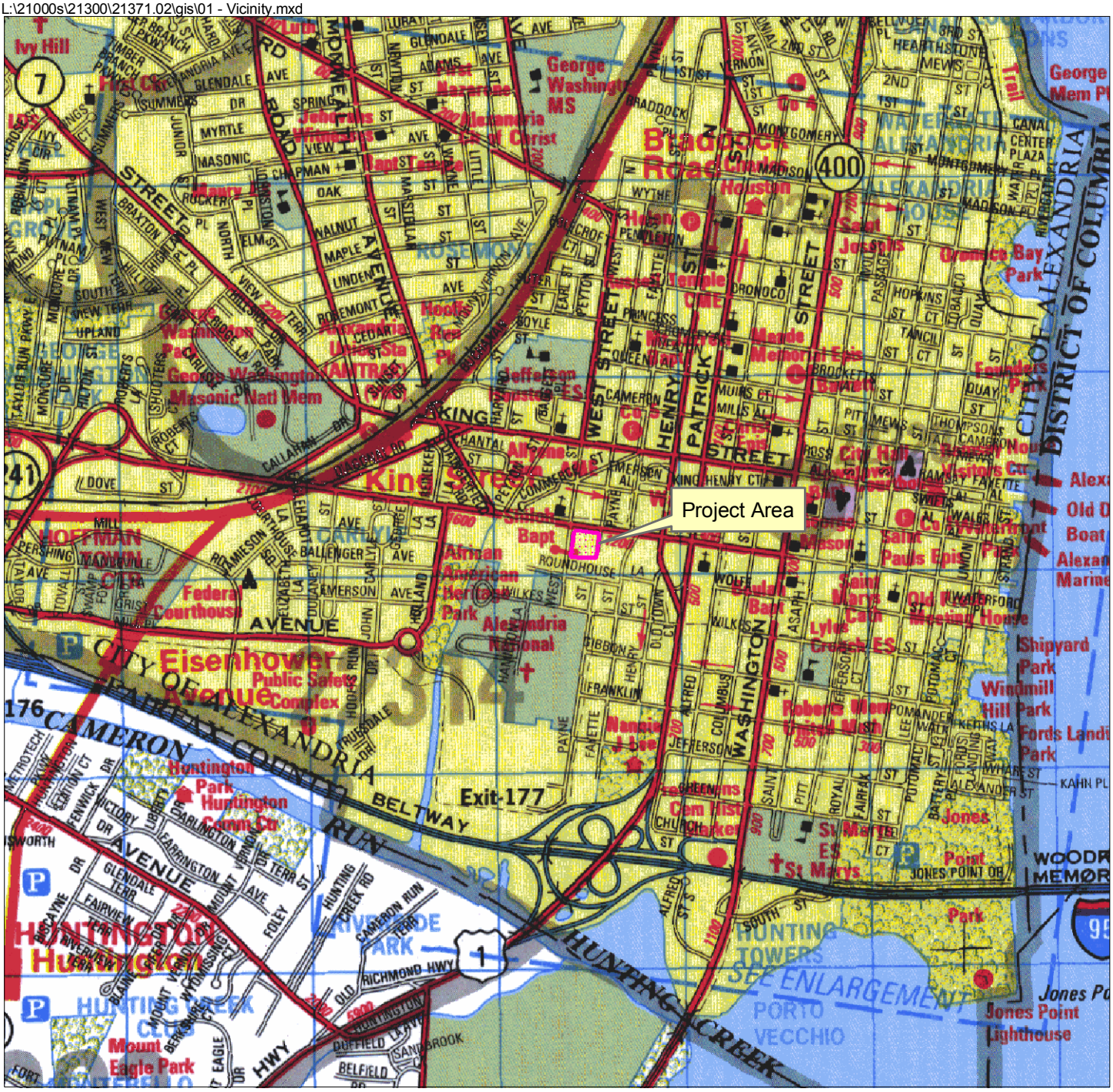

Copyright ADC The Map People
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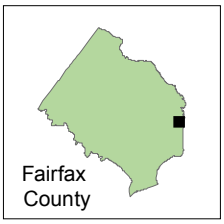
Vicinity Map
1300 Duke Street
WSSI# 21371.02
Scale: 1" = 1500'



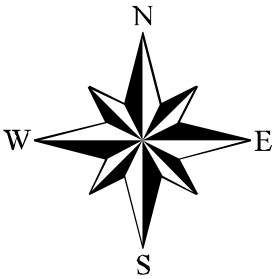


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Exhibit 1

property were demolished and an Amoco gas station as well as the Fannon Petroleum Fuel offices were built in their place. Also in the 1960's, twenty 30,000 gallon fuel storage tanks were buried on the property. The property is currently used as a petroleum fuel depot.

A complete Chain of Title for the project area is presented in Appendix II, and a schematic depiction of the ownership history of the study area is presented in Exhibits 2 and 3.

Early History of the Project Area

Land Grants and the Spring Gardens Farm Subdivision

In 1669, the 2+/- acre project area was part of a 6,000 acre land grant given by Sir William Berkeley, then governor of the Virginia Colony, to Robert Howson (Howsing) of Stafford County in return for his having transported 120 persons to the Virginia Colony (Exhibit 4). The land was granted under the headright system in which persons paying their own way to the Virginia Colony could claim 50 acres of land for a tenure of 20 years; 50 additional acres of land per "head" could also be obtained by paying the cost of passage for transporting settlers into the colony. After patenting and surveying a tract of land, a patentee was required to settle the land within three years and to pay an annual rent of one shilling for every 50 acres of land patented (Nugent 1979: ix; Nugent 1983: xxiv).

The Howson tract was described as located "Opposite my Lord's Island to the north point of a creek named by the English the Indian Cabin Creek" (Virginia Land Patents 6: 262). Indian Cabin Creek is now known as Hunting Creek. On November 13, 1669, a little over a month after he obtained it, Howson conveyed the grant to John Alexander, also of Stafford County, in exchange for 6,000 pounds of tobacco (Prince William County Land Causes 1789-1793: 220).

In his will dated October 25, 1677, John Alexander left all but 700 acres of this land to be divided equally between to his two sons, Robert and Phillip. This division took place in 1690 (Stafford County Record Books: 193a-194). Reserving 500 acres that included the study area on the north side of Hunting Creek for himself, Phillip assigned the remainder of his inheritance to his brother on February 19, 1693/94 (Prince William County Land Causes 1789-1793: 217, 221). The land that Phillip reserved was bordered by Hooffs Run on the west, Great Hunting Creek to the south, the Potomac River on the east and land owned by Hugh West on the north. A map drawn in 1746 shows "Phillip Alexander's 500 acres" adjacent to "Phillip Alexander's Quarter" (Exhibit 5). The same map shows a large house flanked by two dependencies. Warehouses are depicted on a point of land at "Ralph's gut," presumably somewhere near where Franklin and Potomac Streets intersect. The warehouses mark the early development of Alexandria; these were built by three Scottish factors for the purpose of holding tobacco prior to shipment to England. As central points in the tobacco trade, they were where the ships docked and

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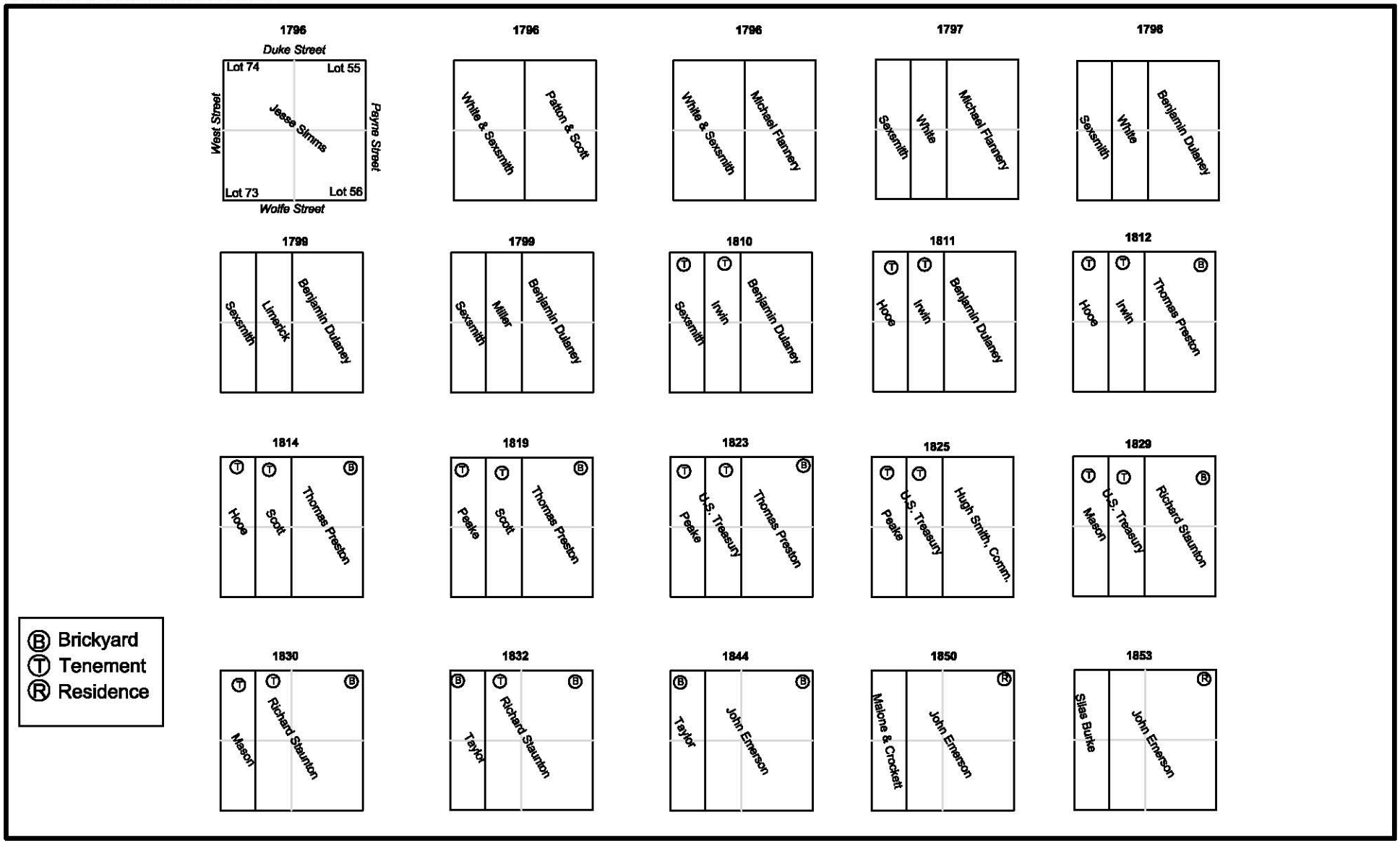

Pre-Civil War Ownership History of Project Area
1300 Duke Street - WSSI #21371.02
Not to Scale

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Exhibit 2

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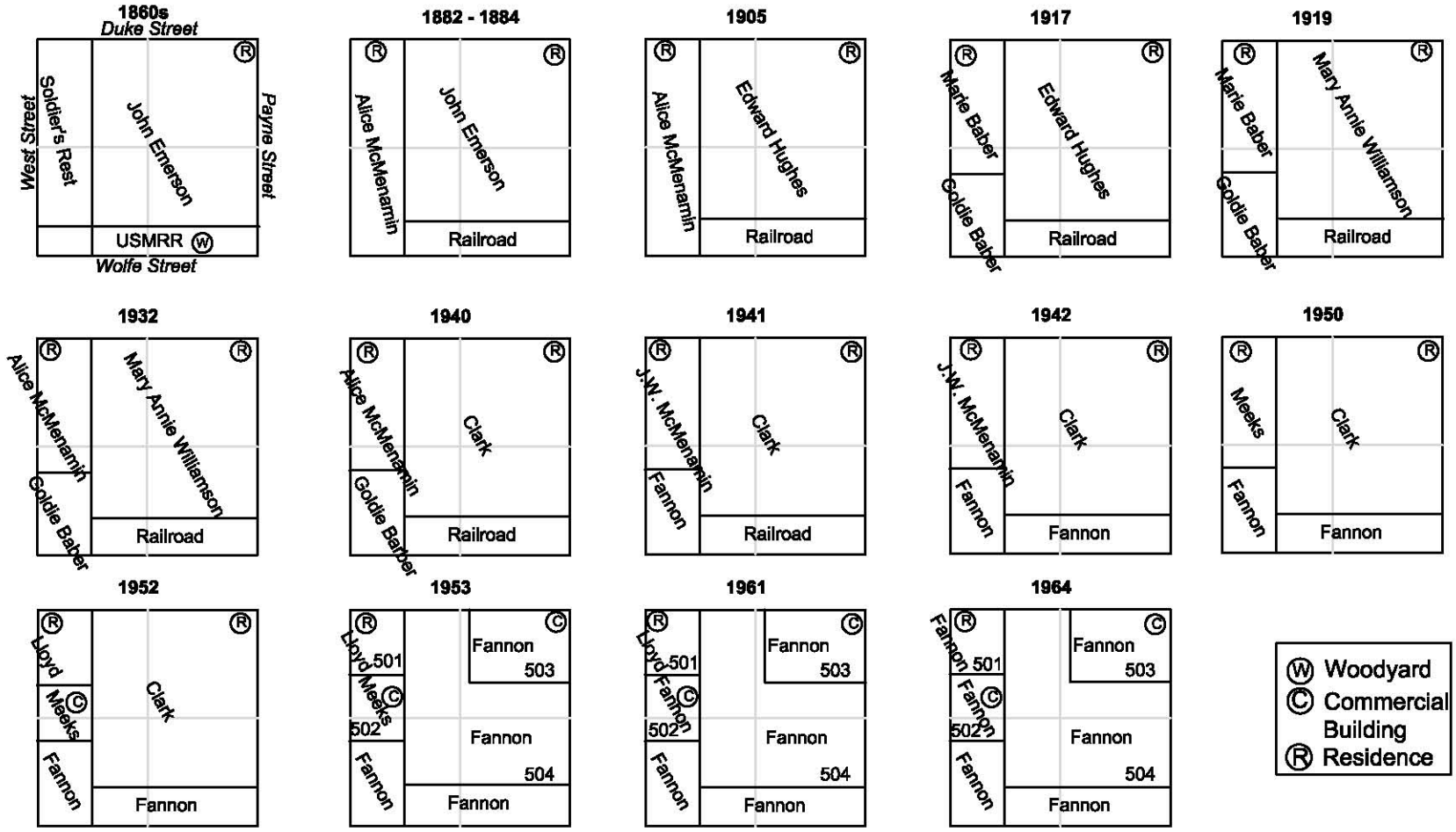

Post Civil War Ownership History of Project Area
1300 Duke Street - WSSI #21371.02
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Exhibit 3

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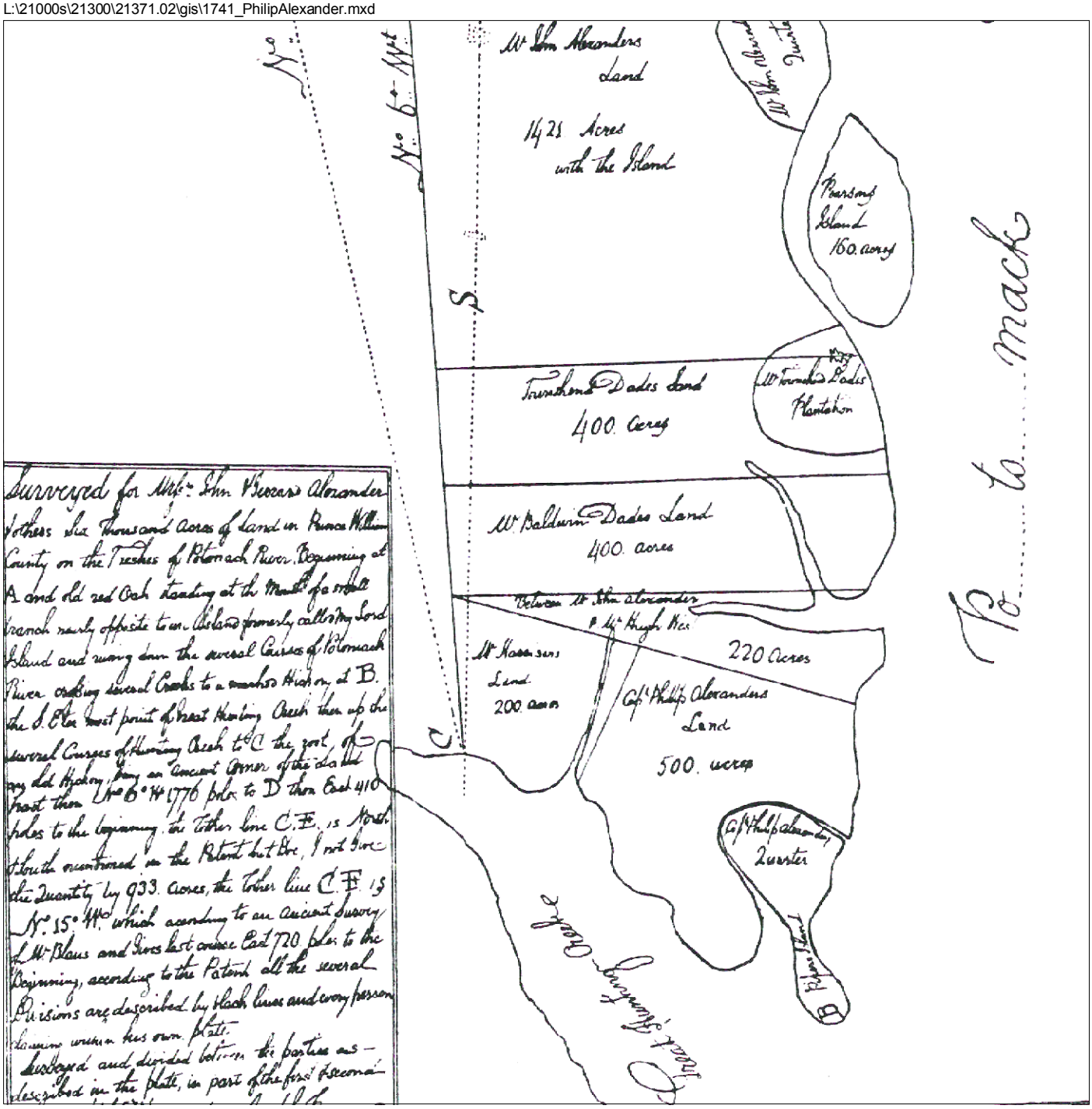

1741 Howsing's Patent Survey
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Not to Scale

Map Source: "Survey made by Josiah Berry, 1st and 2nd weeks of April 1741. Survey of Howsing Patent for 6000 acres." U.S. Supreme Court Records and Briefs. Vol. 259, No. 45, page 182. Original Scale: Unknown.

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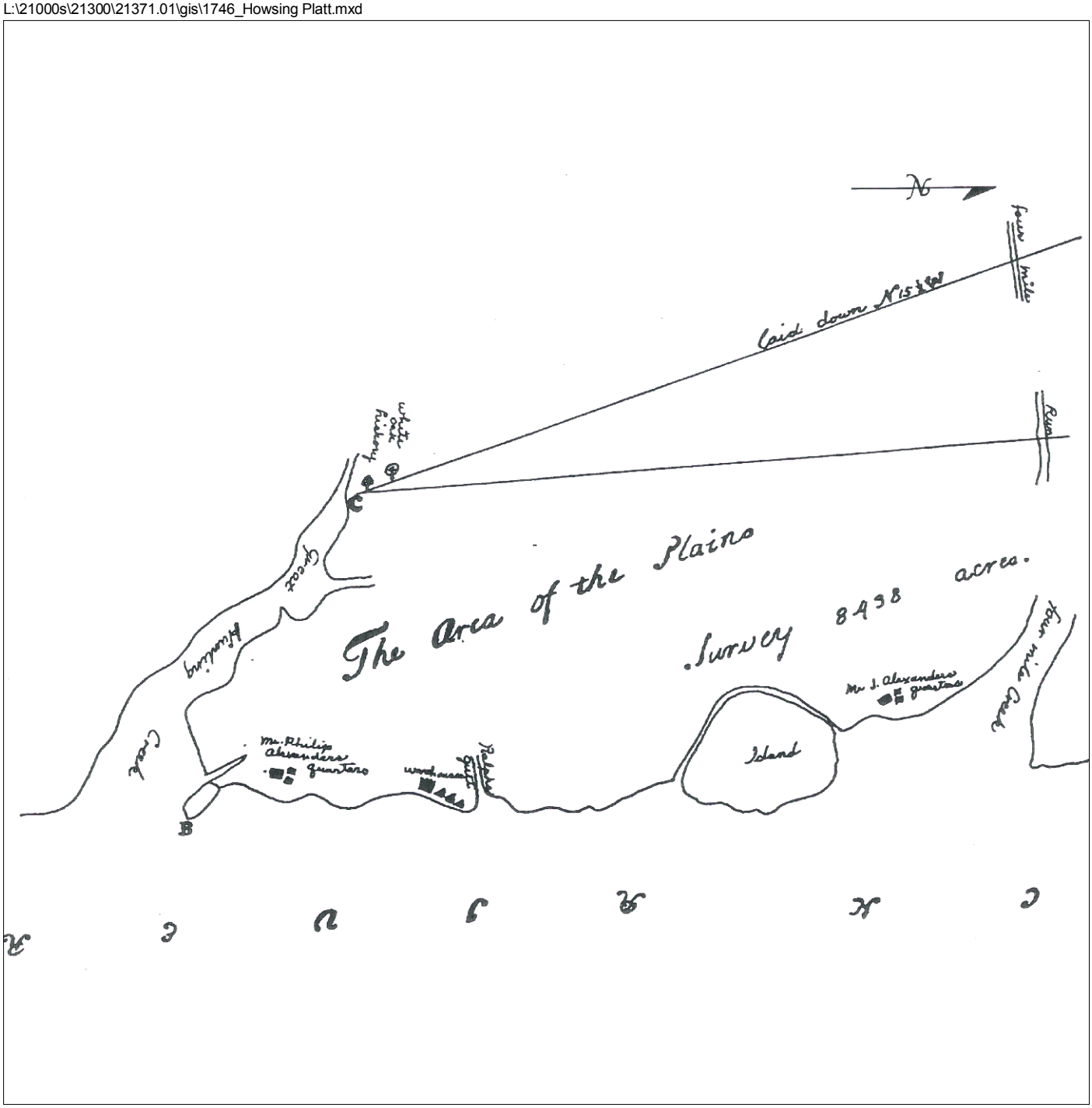

1746 Howsing's Patent Survey
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Not to Scale

Map Source: "General Alexanders Quarters". 1746 Platt Survey of 4,438 acres. Fairfax County Record of Surveys (redrawn). Original Scale: Unknown.

deals were struck. The warehouses were built in response to increased tobacco production in the colony and the Tobacco Inspection Act of 1730, which authorized a tobacco inspection house above Hunting Creek on the land of Simon Pearson (Harrison 1987: 405).

In anticipation of the development of Alexandria as a town site, George Washington surveyed the lands north of Hunting Creek in 1748. This map also shows the warehouses. A second map by Washington (Exhibit 6) is called "A Map of Alexandria now Bellhaven." The Act for erecting the town at "Hunting Creek Warehouse" on 60 acres of land owned by Phillip Alexander, Jr., John Alexander and Hugh West was passed on May 11, 1749. Phillip Alexander opposed the establishment of a town on his estate but was evidently placated by naming the town for his family (Pippenger 1990: 322).

The new town was south of the tract that included the current project area; this had been left to the younger Phillip Alexander by his father. This Phillip in turn left his property to his eldest son, John, by terms of a will probated on August 14, 1753 (Fairfax County Land Causes 2: 150-154). Through John, who died in 1775, William Thornton Alexander was left the lands in Fairfax County (formed in 1742) "together with all the slaves and stock" and the rents from leases to lots of land contiguous to the Town of Alexandria during his minority (Fairfax County Land Causes 2: 150-154).

In 1784, William and his wife, Lucy (Taliaferro) of King George County, deeded 82 ½ acres of the land contiguous to Alexandria to John Wise of Alexandria for £1222.10 shillings. The boundaries of this parcel began at the intersection of Henry Street on the south side of Duke Street and extended south to Hunting Creek and westward to the property of John West of West Grove. An exception to this was four acres that William Alexander had devised unto Abel Willis.

John Wise was a local tavern keeper. He was taxed in 1787 for an ordinary license and billiard table, ten male slaves, four horses (mares, colts or mules) and two head of cattle (Schreiner-Yantis and Love 1987: 76). In 1791, he is listed as a saddler (Tallichet 1986: 27, 41). The Lloyd House on Washington Street was built by John Wise and was his place of residence until 1799. In the meantime, it was announced in the Virginia Journal and Alexander Advertiser (1786: 3.1) that Abel Willis:

> "...after much trouble and experience, has fitted up and completed the SPRING GARDENS, a moderate walk from Alexandria, convenient for the reception of ladies and gentlemen, where they will meet with good attendance on the most reasonable terms, and where tea and other entertainments are provided on the shortest notice."

On February 27, 1795, Wise and his wife, Elizabeth, leased the 82 1/2 acres, then known as Spring Garden Farm, excluding the unexpired lease of the Spring Gardens entertainment complex, to Matthew Franklin Broune and Theodorus James Hamilton for an annual rent of £300 current money (Fairfax County Deeds Y: 487-491). Broune and

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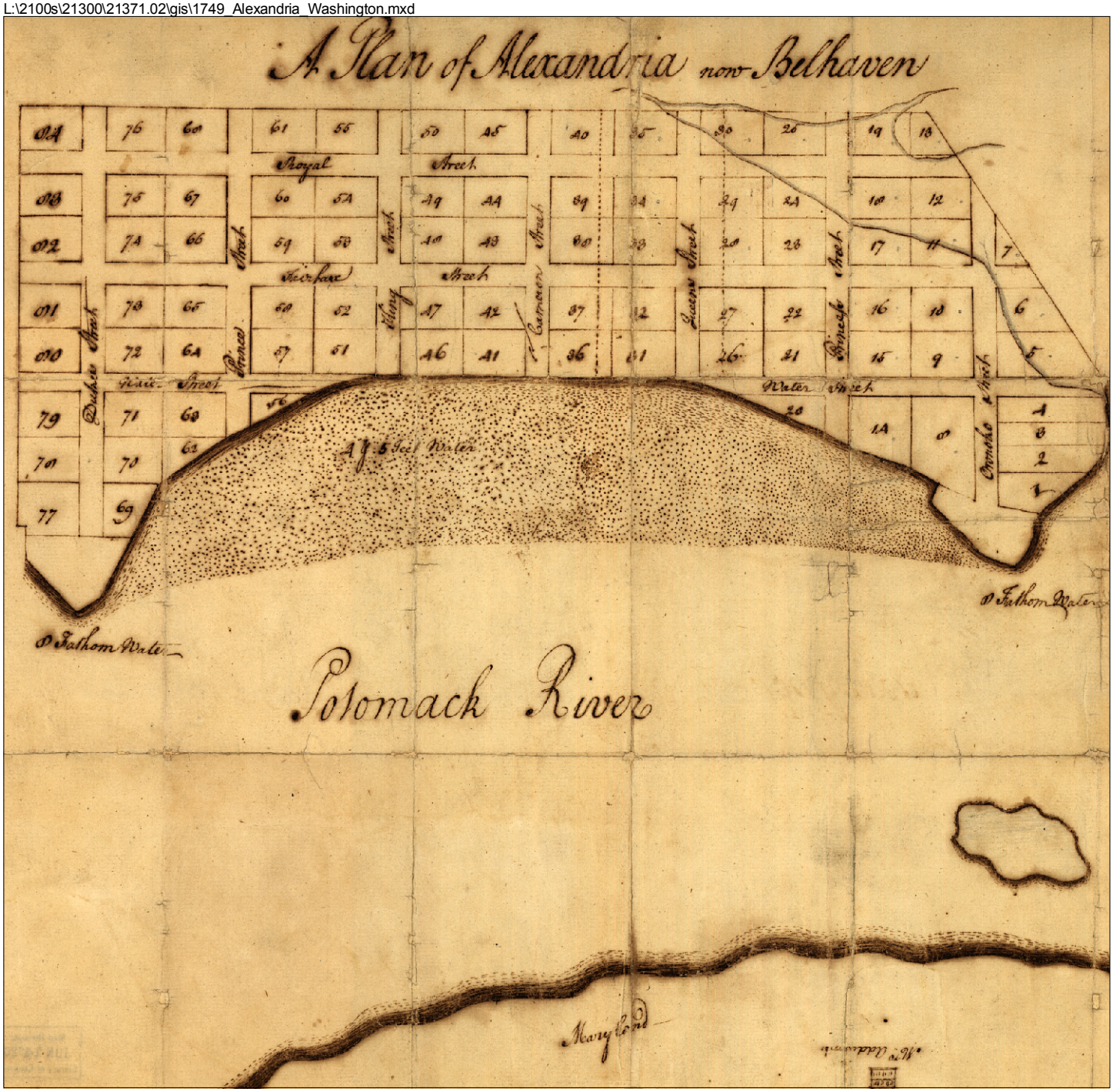

1749 Plan of Alexandria by George Washington
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Not to Scale

Map Source: "A Plan of Alexandria, Now Belhaven".
George Washington, 1749. Library of Congress Geography
and Map Division Washington, D.C. Original Scale: Unknown.

Hamilton subdivided the property and engaged George Gilpin to survey the land into lots, or squares, with 16 foot wide lanes and alleys (Exhibit 7) (Fairfax County Deeds Y: 479-483). This map also shows the location of the Spring Gardens buildings. Terms of the Broune-Hamilton lease are irregular and unclear and apparently some of the Spring Garden Farm lots were "sold" by pledges in November 1795.

On March 1, 1796, a notice to secure previously purchased deeds to Spring Garden Farm lots appeared in The Columbian Mirror newspaper (2: 2):

> "The purchasers at the sale of Spring Garden Farm are hereby notified, that, on the 9th inst. six months will have elapsed since the sale; and that consequently the Cash Payments, as also the Paper issued by Matthew Franklin Bowen and Co. for which each Lot was sold, will be due on that day. It is therefore expected, that the Purchasers will come to the house of John Wise [Lloyd House], at 10 o'clock in the morning, prepared to take up their Deeds, which are now ready for them: the Trustees having purchased the Fee Simple from John Wise..."
>
> John Mandeville
> Jesse Simms
> John Foster"

Broune and Hamilton assigned their Spring Garden Farm lease to Jesse Simms on May 6, 1796 (Fairfax County Deeds Y1: 479-483), and on May 9th , John and Elizabeth Wise conveyed the Spring Garden tract of 82 1/2 acres in fee simple to Jesse Simms for £4,460 (Fairfax County Deeds Y1: 403-407). As security for $5,300.00 owed to John Wise in 1799, Jesse Simms mortgaged his stage line from George Town to Dumfries. Employed in the line of stages were 24 horses, five stage wagons and harness, and one negro boy named Reuben (Alexandria County Hustings Court Deeds N: 159-160). Jesse Simms was also apparently the operator of the coffee house at Gadsby's Tavern in 1799 (Miller 1991: 122).

The Spring Garden Farm lots were sold by Jesse Simms in fee simple titles in 1796 to a number of prominent Alexandria townsmen. The project area is located on four of the Spring Garden lots -- Lots 55, 56, 73, and 74 (see Exhibit 7; Exhibit 8). The leased parcel of Spring Garden was located in the unnumbered blocks of lots in Spring Garden Farm between Wolfe and Wilkes Streets on the West side of Payne Street (see Exhibits 7 and 8). Spring Garden Farm was added to the town of Alexandria in 1796, as confirmed by Bill No. 47 passed by the Senate of Virginia at that time (Virginia State Library 1976: 87).

After a promising start in the development in Spring Garden Farm at the end of the 18th century, the decline in Spring Garden Farm during the first half of the 19th century and the overall depression in Fairfax County are reflected by the mercantile class who invested in Spring Garden. These merchants failed in their businesses and slowly lost their lots and houses in the development. The primary cause of the economic failure was incurred by outstanding and devalued notes used as a medium of exchange in lieu of the

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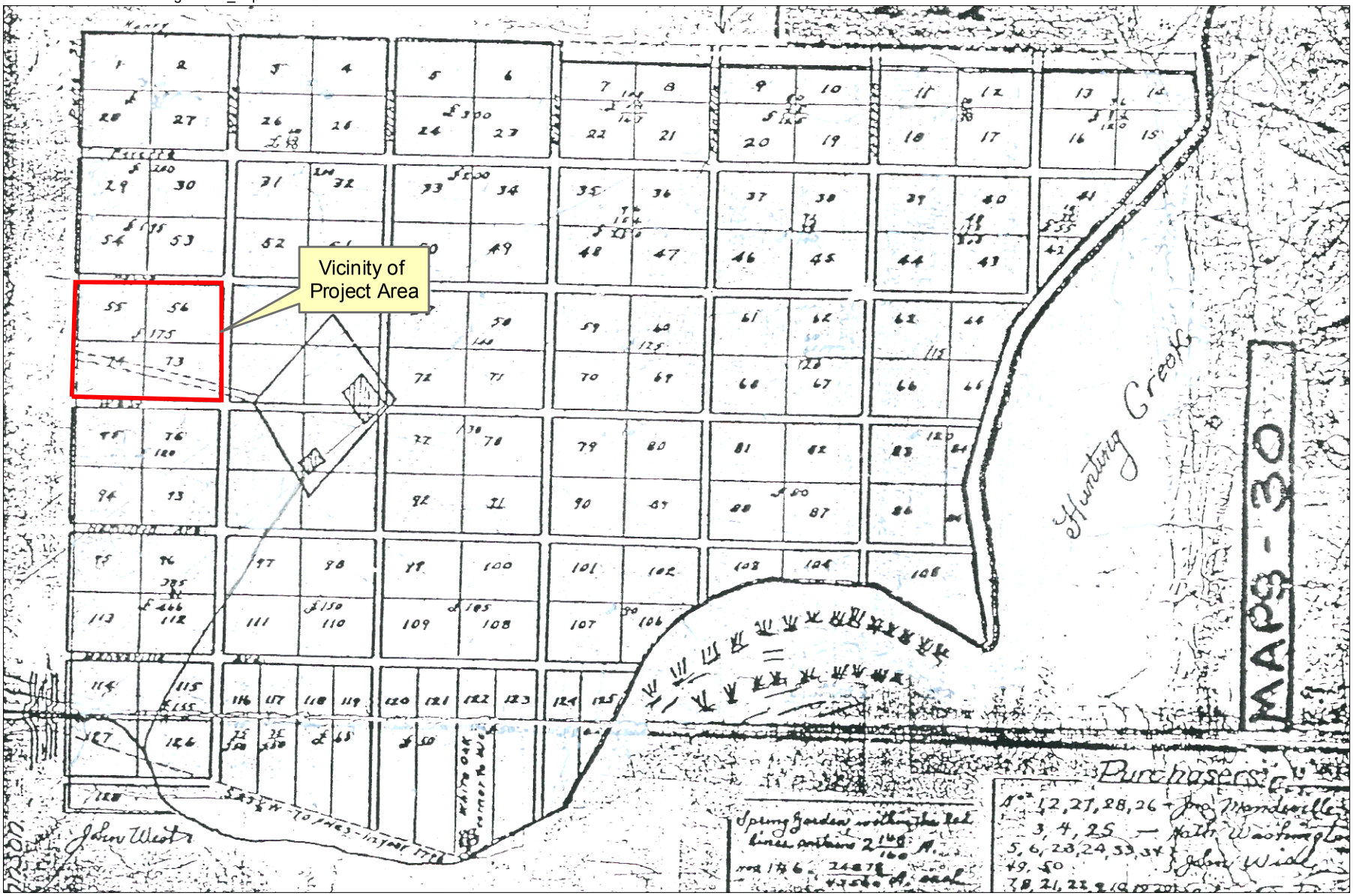

Map Source: "The ground contained between Duke and Henry Street and Hunting Creek called Spring Garden Farm..." March 1806. Gilpin. Fairfax County Drawer, Spring Garden File. Original Scale: 20 poles = 1 inch.

1806 Gilpin Survey
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Not to Scale

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Exhibit 7

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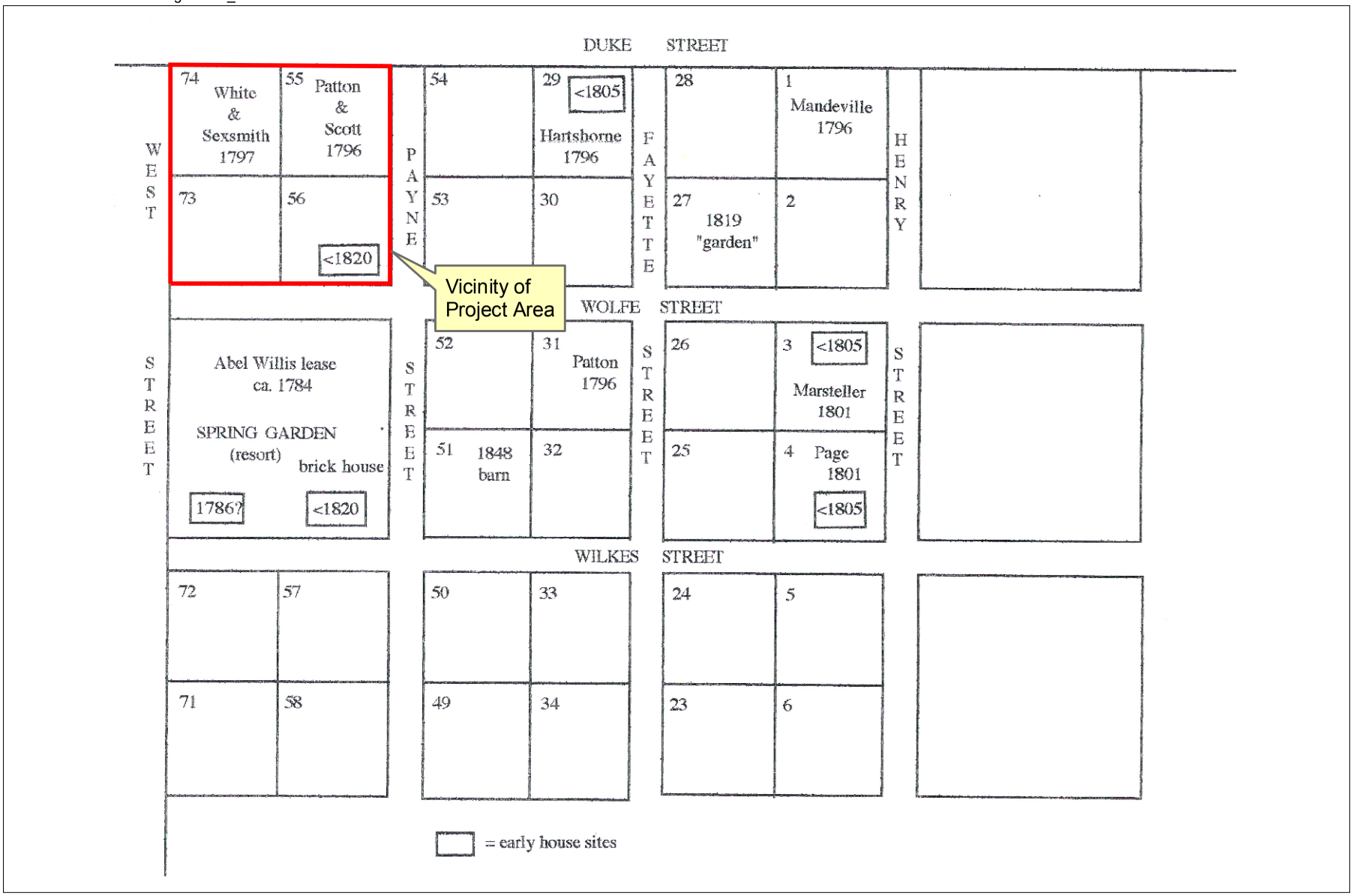

1796 Tax Records Map (reconstructed)
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Not to Scale

Map Source: Reconstructed from Alexandria Land Tax Records located at the Alexandria Courthouse.

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Exhibit 8

feeble and faltering banking system. In addition to the shortage of "hard" cash money, the collapse in tobacco prices following the Revolutionary War and the depletion of the soils resulted in altering the economic base of Virginia. Alexandria's large shipping industry, including the slave market, and its balance of trade was significantly affected by European wars and treaties as well. European nations governed or claimed islands in the West Indies and the Pacific and parts of South and North America; they took American ships as prizes on the seas, and blockaded and closed ports as far west as the Sandwich Islands (Hawaii).

Located to the west on Duke Street and extending on the other side of Hoof's Run was West Grove, owned by John West. West also began subdividing his land in the 1790s. The history of the West Grove development was somewhat different than the Spring Garden Farms development. Cromwell and Hills (1989) contrast the neighborhoods of West End and Spring Garden during this time, noting that West End was occupied primarily by the landowners, while the Spring Garden lots were mostly occupied by tenants with a high rate of turnover.

Cemeteries to the west of the project area were established by the United Methodist Church in 1808 and by St. Paul's Episcopal Church in 1809 (Kaye 1979: 1-3). By city ordinance, after January 1809 no burials were permitted within the town limits of Alexandria. The property west of Spring Garden was purchased by the United Methodist Church for the cemetery in 1808 (Trinity United Methodist Church 1985: 136) and three additional cemetery acres to the south of the Methodist Cemetery were purchased by St. Paul's Episcopal Church in 1809 (Kaye 1979: 1-3). Another cemetery, the Presbyterian Cemetery, is shown in the back portion of the cemetery complex in 1845 (Exhibit 9).

Ownership History of the Project Area before the Civil War

The Spring Garden Farm lots were sold by Jesse Simms in fee simple titles in 1796 to a number of prominent Alexandria townsmen. The project area was located on Lots 55, 56, 73, and 74 of the Spring Garden Farm.

Lots 55 and 56

On May 24, 1796, Jesse Simms sold Lot 56, located at the southeast corner of the property bordered by Payne and Wolfe Streets, and Lot 55 in the northeast corner bordered by Payne and Duke Streets to Alexandria merchants, Robert Patton and Charles R. Scott (Fairfax County Deeds Z1: 31-36). On July 11, 1796 Patton and Scott conveyed the two lots by an unrecorded deed to Michael Flannery, a local bank clerk. Two years later, on July 21,1798, Lots 55 and 56 were deeded to Benjamin Dulany, a planter who subsequently purchased the Shuters Hill property west of the town of Alexandria (Alexandria Hustings Court Deeds L1: 1-4).

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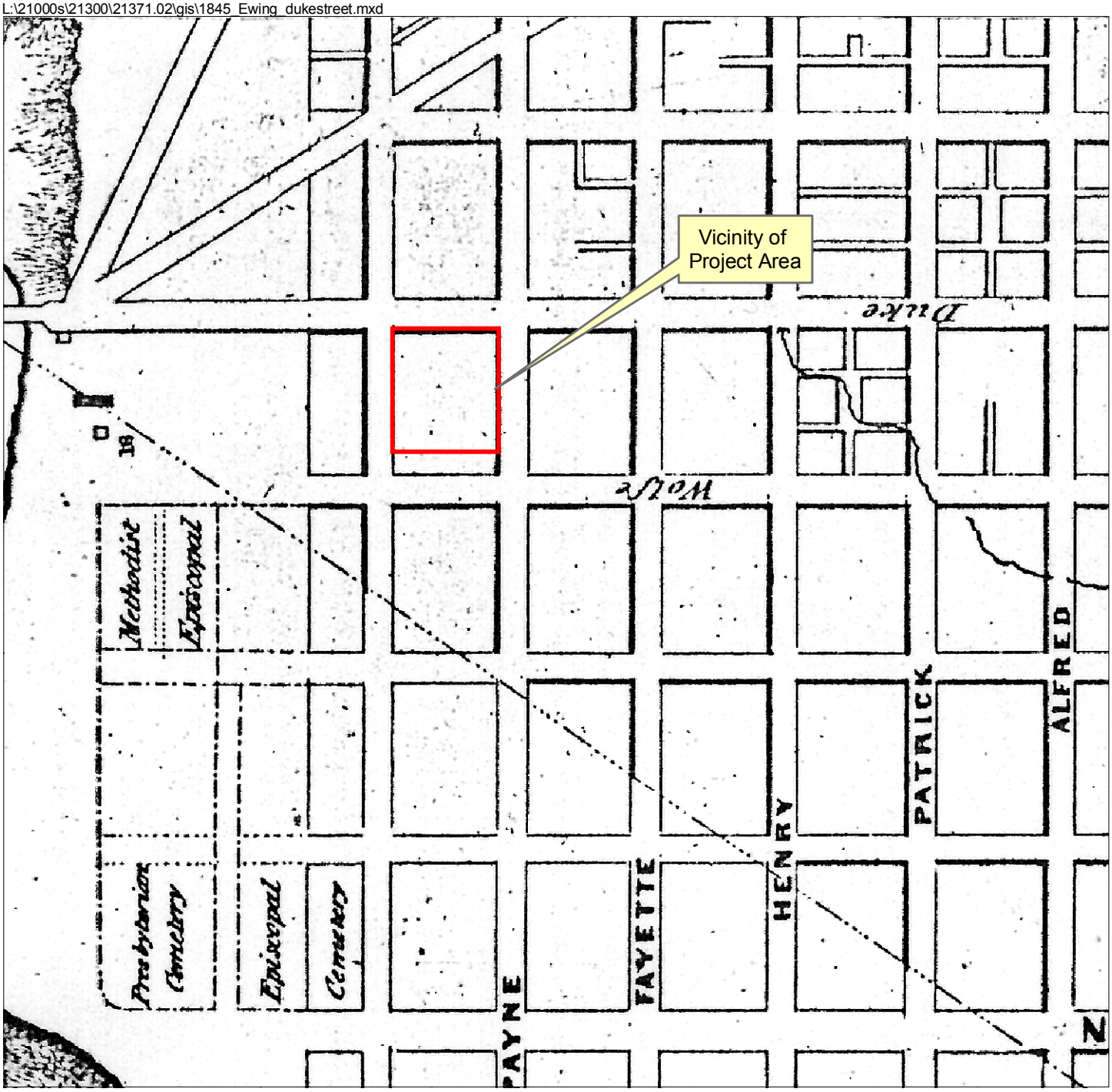

1845 Plan of the Town
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Not to Scale

Map Source: "Plan of the Town of Alexandria, D.C. with the Environs. Exhibiting the outlet of the Alexandria Canal and the Shipping Channel, Wharves, and Hunting Creek. From Actual Survey by Maskell C. Ewing. 1845." Library of Congress Geography and Map Division Washington, D.C. 20540-4650

Daniel Dulany of Fairfax County, manager of the estate of his parents, Benjamin Dulany and wife, Elizabeth, of the town and county of Alexandria, D. C., leased or sold the property in 1812 to Thomas Preston, a carpenter, for 70 silver dollars per year during the life of the said Benjamin Dulany (Alexandria Circuit Court Deeds W: 376-379). Preston then established a brick yard on the property. Alexandria tax records between the years of 1813-1815 show that Preston was taxed for a one-acre lot and a brickyard with a total value of $700 - $800.

Preston placed the property in trust with Daniel Dulaney and William Herbert in 1816 (Alexandria Deed Book S2:1), but financial difficulties fell upon him and he was unable to fulfill his deed of trust. The property was then conveyed to Hugh Smith, a Commissioner, who remained an agent for the property until 1829 (ibid). In 1829 the property was sold to Richard Staunton for $400 (ibid). A brick maker and mason himself, Richard Staunton owned the property from 1829-1844 and continued the brick making business that had been in operation on the property when it was owned by Thomas Preston (Gazette: 11/9/1810; Alexandria Land Tax 1829-1844). The following year in 1830 Richard Staunton also acquired the east half of lots 73 and 74.

Lots 73 and 74

Lots 73 and 74 form the western half of the project area and are bounded by Duke Street on the north, West Street on the west, and Wolfe Street on the south (see Exhibit 7). On April 26, 1797, Jesse Simms conveyed Lots 73 and 74 to Thomas White and Mathew Sexsmith for £150. These two lots were divided in half between the purchasers in May of 1797, with Thomas White taking the eastern part and Mathew Sexsmith taking the western section (Fairfax County Deeds Z1: 386-389, 394-397).

Eastern Half of Lot 73 and 74

Thomas White's half of Lots 73 and 74 were deeded to John Limerick for £500 in January of 1799 (Alexandria Hustings Court Deeds L: 181-184). Nine months later John Limerick deeded the property to Mordecai Miller for $500 (Fairfax County Deed Book B2:459). By 1810, the Alexandria Land Tax records indicate the eastern half of lots 73 and 74 formerly owned by Thomas White were owned by Elizabeth Irwin. From 1810 through 1813 she is taxed for a one half-acre lot and house assessed for $400-$500, which was occupied by several renters including John Kirby, John Jefferson, and "Moxeley."

Alexandria Land Tax records from 1812-1814 indicate that the property had changed hands and was then owned by James S. Scott. By 1814, Scott was taxed for a house and one half-acre lot assessed at $500 that was occupied by a "colored girl" named Sylvie. From 1814 until 1826 James Scott was taxed for a one half-acre lot and house worth $500 that was occupied by several renters including Cornelius Davis, Francis Morris, and Clay Norris. In 1822 the Alexandria Land Tax Records show the lot as vacant, and in 1823 the land owned by James Scott was confiscated by the United States Government and purchased at an auction by the United States Treasury Department (Alexandria Deed

Book S2:440). The United States Treasury Department continued to own the property until 1830. The tax records indicate the Treasury Department used an agent H. Peake (who, at the time, owned the west half of Lots 73 and 74) to take care of the property, which was occupied by tenants William and Chloe Kirby and was assessed at $400. In 1830, Virgil Marcy of the United States Treasury Department deeded the property to Richard Staunton (Alexandria Deed Book S2:440).

Lots 55 and 56 and East Half of lots 73 and 74

In 1830, the property is combined with Lots 55 and 56, formerly the Preston property, which Richard Staunton acquired in 1829 from Hugh Smith (Alexandria Deed Book S2:1). Richard Staunton had acquired both properties, Lots 55 and 56 as well as the east half of Lots 73 and 74, within two years. Both properties were in financial default. Richard Staunton then owned three quarters of the square block that constitutes the project area (Alexandria Land Tax Records 1830).

In 1830 Richard Staunton was taxed for one half a square worth $1000 and one quarter of a square worth $500. The value of the property decreased, and in 1833 Staunton was taxed for a one half square lot valued at $750 and a one quarter square lot with a house valued at $250. The house was occupied by Chloe Kirby. By 1835 the property was vacant and still worth $1000 (Alexandria Land Tax Records 1835). Richard Staunton is listed in the city directory for 1834 as a brick layer, and in 1836 he is taxed for a brickyard worth $1000. During the years 1840 through 1844 he is taxed for the lot, a house, and a brickyard that together were valued at $900.

In 1844 Richard Staunton sold his property, including an operating brickyard, to John P. Emerson. Alexandria Land Tax records indicate John P. Emerson built a large dwelling over the old brickyard and that the value of his property increased from $900 to $2000 between 1846 and 1847 (Alexandria Land Tax 1845-1850). The 1847 tax records state Emerson is taxed for property valued at $2000 that includes three quarters of a square lot and a house occupied by himself; this continues to be the case until 1861 through 1865 when the United States Military Railroad confiscated the western and southern portions of the property.

Western Half of Lots 73 and 74

Mathew Sexsmith appears as the owner of the western half of Lots 73 and 74 in the Alexandria Land Taxes for the years of 1810 and 1811. At that time the property was assessed at $550.00 and was occupied by George Bowling ("Negro") in 1810 and James Perry Bowling in 1811. Mathew Sexsmith and his wife Elizabeth deeded the property to James Hewett Hooe of Fairfax County on September 20, 1811, for $500.00 (Alexandria Deeds U: 397-400). In 1812 the property was valued at $500 and occupied by Levon Gales ("colored man"); in 1815 and 1820 it was assessed at the same value and occupied by Charles Hinds ("colored"). In 1819 James H. Hooe and his wife Elizabeth, then of

Alexandria, sold the property to Humphrey Peake of Prince William County. The sale to Humphrey Peake, apparently a land speculator, included three other Alexandria town lots for a total price of $10,633 and 1/3 of a dollar (Alexandria Circuit Court Deeds I2: 407-409).

Alexandria Land Tax records show the property as a rental property owned by Humphrey Peake from 1821 to 1829. Renters between the years 1821 and 1823 included Charles Hinds (Hines) and John Nelson ("slave in country"). For one year -- in 1824 -- Peake was taxed for two houses on the lot occupied by Nat Wilson and Simms Green (both were black); tax records before and after that year list only one house on the property, suggesting that the record for 1824 was in error. Other renters during the following years until 1829 included Simms (or Simon) Green ("free colored"), Thomas Sanford, and Tim Pane ("slave"). Consistently throughout the time Peake owned the property it was valued between $400 and $500 dollars. Humphrey Peake sold the property to Thompson Mason and others in 1829 (Alexandria Deed Book R2:411). Simon Green continued to occupy the property during Mason's ownership until 1832.

The property was then deeded from Mason and others to Harrison Taylor in 1832 (Alexandria City Directory 1834, Alexandria Land Tax Records 1832). Between 1832 and 1836 the property owned by Harrison Taylor appeared to be vacant and no renters were listed on the tax records for those years. The 1834 Directory for Alexandria listed Taylor as a bricklayer, and after 1836 the property is listed as containing a 60 foot brickyard. The property continued to be taxed as a brickyard worth $400 until 1845. In 1849 the tax records did not note the former brickyard and indicated a decrease in property value to $250 dollars.

On April 19, 1850, Cornelius Taylor (possibly the son of Harrison Taylor) and his wife Susannah sold the property to John Malone and Samuel Crockett for $500.00 (Alexandria Circuit Court Deed M3: 63-64). Malone and Crockett doubled the price to $1,000.00 and sold the property to Silas Burke in 1853 (Alexandria Circuit Court Deed O3:442-443). Silas Burke died suddenly of a stroke on September 14, 1854, a year after he bought the property (Alexandria Gazette: September 15, 1854; September 16, 1854; and September 20, 1854). Silas Burke's property was listed in the 1857 and 1858 tax records as part of his Estate and included a quarter square at West and Wolfe valued at $1,000 (Alexandria Land Tax Records 1857 and 1858).

The Coming of the Railroad

With the establishment of the railroad, the 1850s saw an acceleration of the transformation of what had been the Spring Garden Farms from an almost rural area with scattered houses and gardens on the fringes of Alexandria into an industrial area. The first railroad company to impact the locale was the Orange and Alexandria Railroad, incorporated by an Act of the Virginia Assembly on March 27, 1848. An Act to confirm the Town of Alexandria's grant of a right-of-way to the Orange and Alexandria (O&A) Railroad Company through the Town of Alexandria was passed by the Virginia General Assembly on March 22, 1850 (Commonwealth of Virginia 1850: 74-75). Construction

of the Orange and Alexandria Railroad began in Alexandria in early 1850 and was completed as far as Manassas Junction in Prince William County by October of 1851 (Geddes 1967: 28-30). In the vicinity of the project area, the line ran along Wolfe Street along the southern boundary of the property.

According to the reconstruction provided by Cromwell and Hills (1989: 119), the roundhouse was built by at least 1861. The closing of Wolfe Street, the southern boundary of the project area, and its transformation into the railroad right-of-way must have taken place at about this time. The railroad headquarters buildings were erected adjacent to the right-of-way at the corner of Wolfe and Fayette Streets, two blocks to the east of the project area, as indicated by the 1850's map (Exhibit 10). According to Cromwell and Hills (1989: 117-118), a shop was constructed on the 1200 block of Duke Street and machine and engine shops were constructed on the south side of the 1000 block of Wolf Street.

A journal kept by Richard M. Scott of Bush Hill, located down the line south of what is now the Beltway and east of what is now Van Dorn Street, notes that, on July 4, 1851,

> "..... [for] the first time today, a train passing over the Orange and Alexandria Railroad carrying about 600 people who were going on an excursion up the road to Backlick, a distance of 11 miles from Alexandria...passing through our meadow with their gay passengers...." (c.f. Wilkinson 1969: 52)

Seventeen and one-half miles of the Orange and Alexandria Railroad were completed and ready for passengers and freight on September 15, 1851.

Announcing the first scheduled trip and fares, an advertisement appeared in the Alexandria Gazette:

> "ON AND AFTER MONDAY, 15th September, A TRAIN will leave the Railroad Station, on Duke street, at 8 o'clock, A.M., to go as far as Lee's Station, at the Fairfax Court House ridge, 17 1/2 miles. It will make a second trip in the afternoon, leaving Lee's Station at 6 o'clock, to accommodate persons who wish to spend the day at Fairfax Court House, and return. Passengers would be taken up or put down only at the crossroads and at the two stations, Springfield and Burke's between Alexandria and Fairfax Court House" (Alexandria Gazette 1851: 3.1)

Orange and Alexandria's first freight, a carload of flour, was brought into Alexandria on September 23, 1851.

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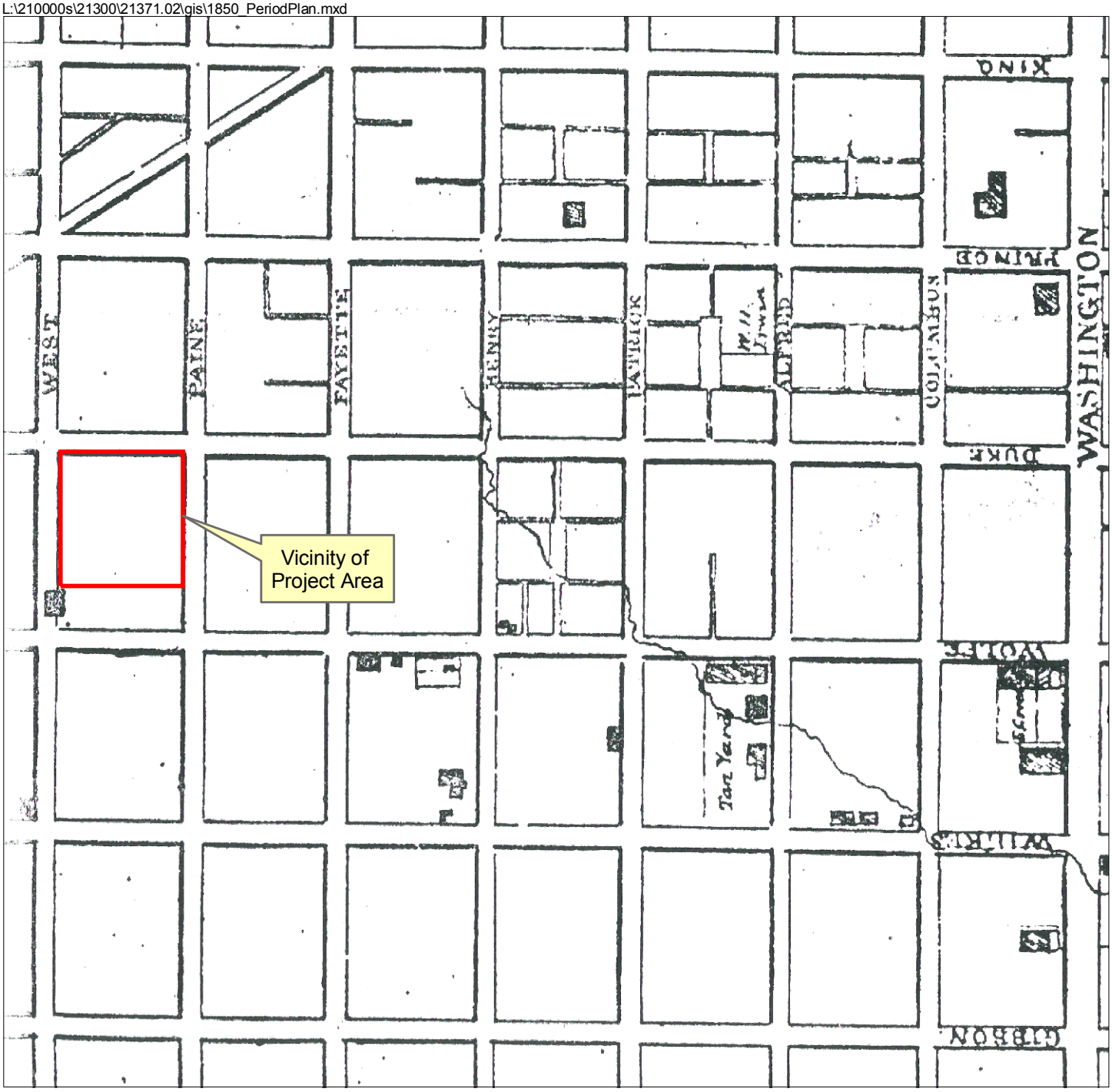

1850s Period Plan
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Not to Scale

Map Source: "Plan of Alexandria Showing End of Alexandria Canal." Circa 1850's. Library of Congress Geography and Map Division Washington, D.C. 20540-4650 . Original Scale: 1" = 450'

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Exhibit 10

As an indication of the agricultural economic benefits gained by the previously depressed area, by 1860 the Orange and Alexandria, which charged the lowest freight rates in the state, had carried on its rails over 2,000,000 bushels of corn and over 1,000,000 bushels of wheat. In 1861, the inventory of rolling stock included 13 locomotives, 16 passenger cars, ten mail and bag cars, and 80 box/flat cars (Hurst 1991: 6, 7).

The Manassas Gap Railroad Company was incorporated by an Act of the Virginia Assembly on March 9, 1850 (Commonwealth of Virginia 1850: 73-74). Initially, the Manassas Gap Railroad leased the Orange and Alexandria railroad track rights into Alexandria and, in 1855, began constructing its own line, which was never completed (Geddes 1967: 28-30). The property, charter, and franchises of the Manassas Gap Railroad were transferred to the Orange and Alexandria Railroad Company in February 1867 (Commonwealth of Virginia 1867: 637-639).

The O&ARR employed an average of 1200 men on a monthly basis for the 1865 fiscal year. The number of employees varied month to month. For example, a total of 1995 men were employed in April of 1865, compared to 686 workers later that June. Of the May employees, 642 were laborers and 365 were "cold laborers"; in June the number dropped to 136 laborers and 43 cold laborers (RG 92, Annual reports of General DC McCallum 1863-65, Exhibit O). The employees ranged from mechanics and tinners to conductors and brakemen. A number of the employees of the railroad lived in the surrounding neighborhood in the vicinity of the project area.

In 1858, a contract was let to Q. A. Morris and others by the Orange and Alexandria Railroad to construct and operate a telegraph line along the "whole length of the road" to Lynchburg (Board of Public Works 1858:2).

The Civil War Period

The city of Alexandria remained an occupied city throughout the duration of the war. On May 24, 1861, Federal troops entered the city of Alexandria as Confederate troops exited the city to the west. On their way out of the city, the Confederate troops passed the rail yards of the Orange & Alexandria Railroad, soon to play an important role in the events of the War.

During the Civil War, railroads influenced the nature and timing of campaigns and affected the outcome of battles; thus the war has been often called "the first railroad war" (Henry 1961). Seifert has noted that the main impetus for the Union occupation of Alexandria was its rail connections with the South (Seifert 1988). Alexandria was the terminus of three lines: the Orange & Alexandria (O&ARR), the Alexandria, Loudoun and Hampshire (AL&HRR), and the Alexandria and Washington Railroad (A&WRR). All three were finally interconnected during the occupation, and the rail connection with the North was completed when tracks were laid across Long Bridge to the Baltimore & Ohio Railroad. The presence of the railroad yard two blocks to the east had a profound effect on the use of the project area during the War years.

The passage of the Railways and Telegraph Act of January 31, 1862, centralized the authority of the federal government to control all Northern and captured Southern railroads. Daniel C. McCallum was appointed the Military Director and Superintendent of United States Railroads on February 11, 1862. McCallum reported both to the War Department and to the Office of the Quartermaster General. The Quartermaster Department (QMD) was essentially used as a procurement agency for McCallum's railroads (Risch 1962).

The Confederates had already moved all of the Alexandria & Orange engines and train cars. A single line of tracks led from Wolfe Street (the southern boundary of project area) and Henry Street westward. Forage and other supplies ordered by General Pope, commander of the Union army, could not be transported by train across the Long Bridge because it was feared that the weight of the train would collapse the bridge (Barber 1988: 33-34)

In May of 1862, 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 extremely efficient in the operations of moving troops and supplies over the rails and improvising new methods of repairing damaged track. Haupt organized the military railroads into the Construction Corps, which he supervised, and placed his assistant, John H. Devereux, in charge of the Transportation Corps. By the end of August, Haupt had "...forwarded scores of cars filled with everything from bread and meat, to ammunition and forage. He also arranged for the transport of surgeons to the field ... and for the recovery of the wounded" (Barber 1988: 34).

The O&ARR offices and rail yards were developed into the operation headquarters of the United States Military Railroads (USMRR). Between the years of 1861 and 1865 much of the southern portion of the project area was confiscated by the USMRR. A map was drawn of the USMRR complex in May of 1865 with a key to distinguish buildings constructed by the military from those that existed before the war (Exhibit 11). Barracks and other buildings in the field were erected by the regular army with materials supplied by the Quartermaster Department (QMD). Exhibit 11 shows the J P Emerson residence and associated out buildings in the northeast corner of the project area. Buildings in the southeast corner associated with the USMRR include a “Contraband Quarters,” “Quarters,” and a “Watchman’s Room.” The western portion of the property was confiscated for the Soldiers Rest (Exhibits12 - 15). Soldier's Rest was a facility built by the Union where, as the name implies, soldiers could rest and recover. Apropos of Soldier's Rest, which also shows just outside the stockade on the 1865 map, Barber has this to say: "Hundreds of tired veterans on their way home or between assignments resided temporarily at the Soldier's Rest. The government erected this $50,000 facility near the railroad depot."

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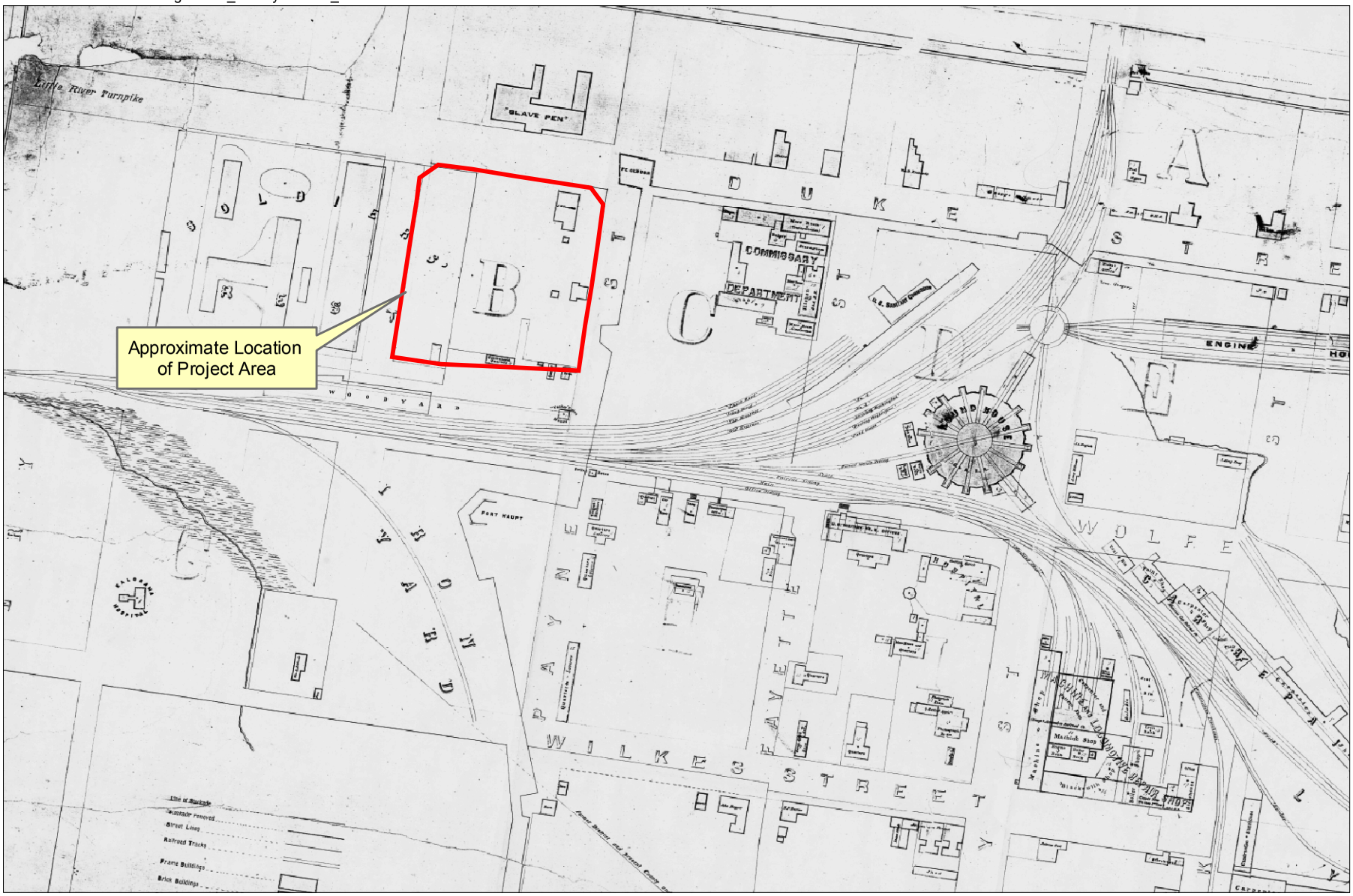

1865 U.S. Military Railroad Station Map
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Scale: 1" = 200'

Map Source: "Map of the U.S. Military Railroad Station at Alexandria, VA. Drawn at Office of Chief Engineer and Gen'l Sup't U.S. Military Railroads of VA. September 1865. From Actual Survey by Wm. M. Merrick." Original Scale: Unknown.

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Exhibit 11

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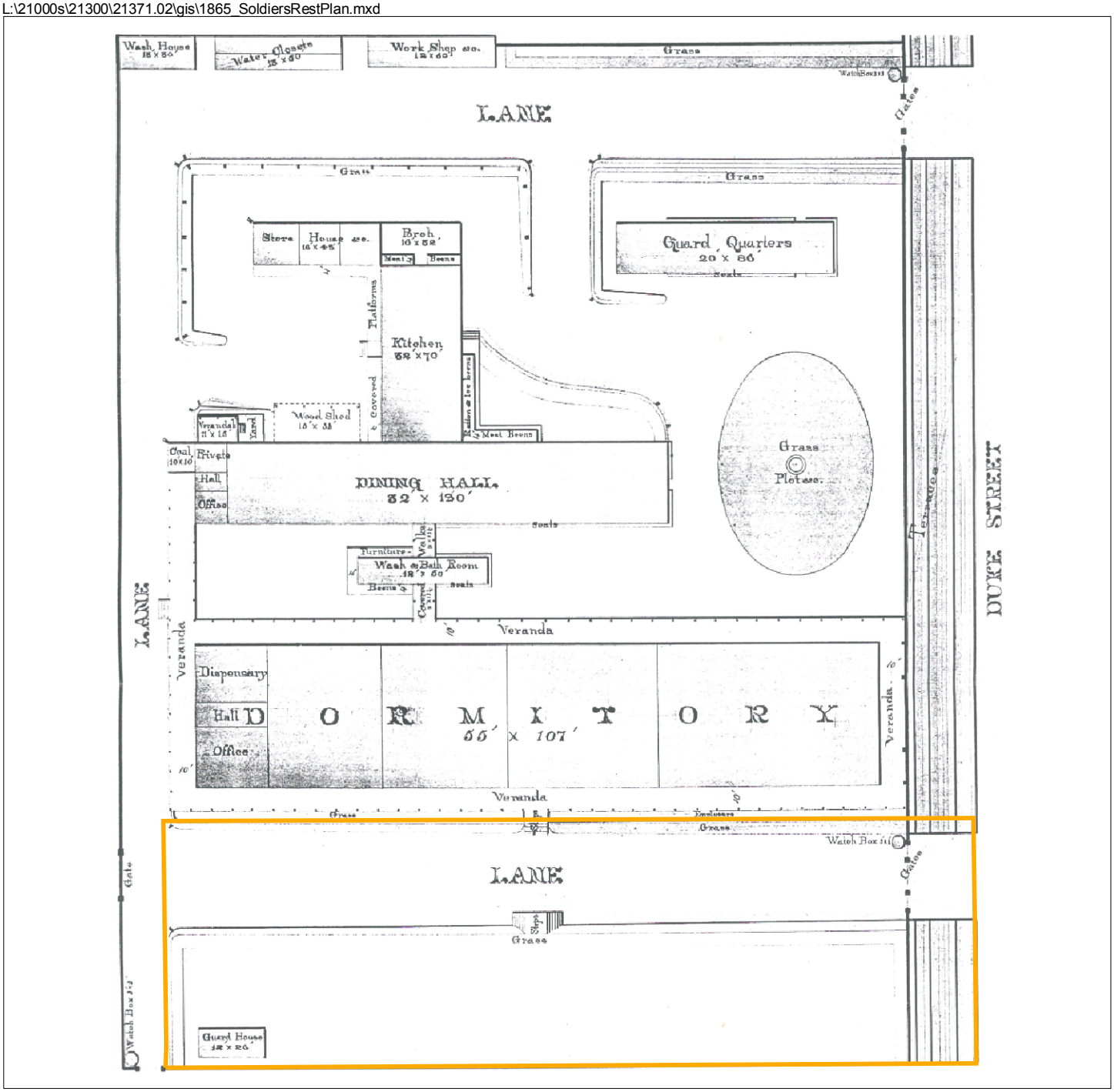

1865 Period Plan of Soldiers Rest
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Not to Scale

Portion of Project Area within Soldier's Rest

Map Source: "Soldiers Rest Alexandria, VA. Commanded by Capt. JNO. J. Hoff Commissary U.S.V. September 11th, 1865. Cartographic Branch of The National Archives and Records Administration 8601 Adelphi Road College Park, MD 20740-6001

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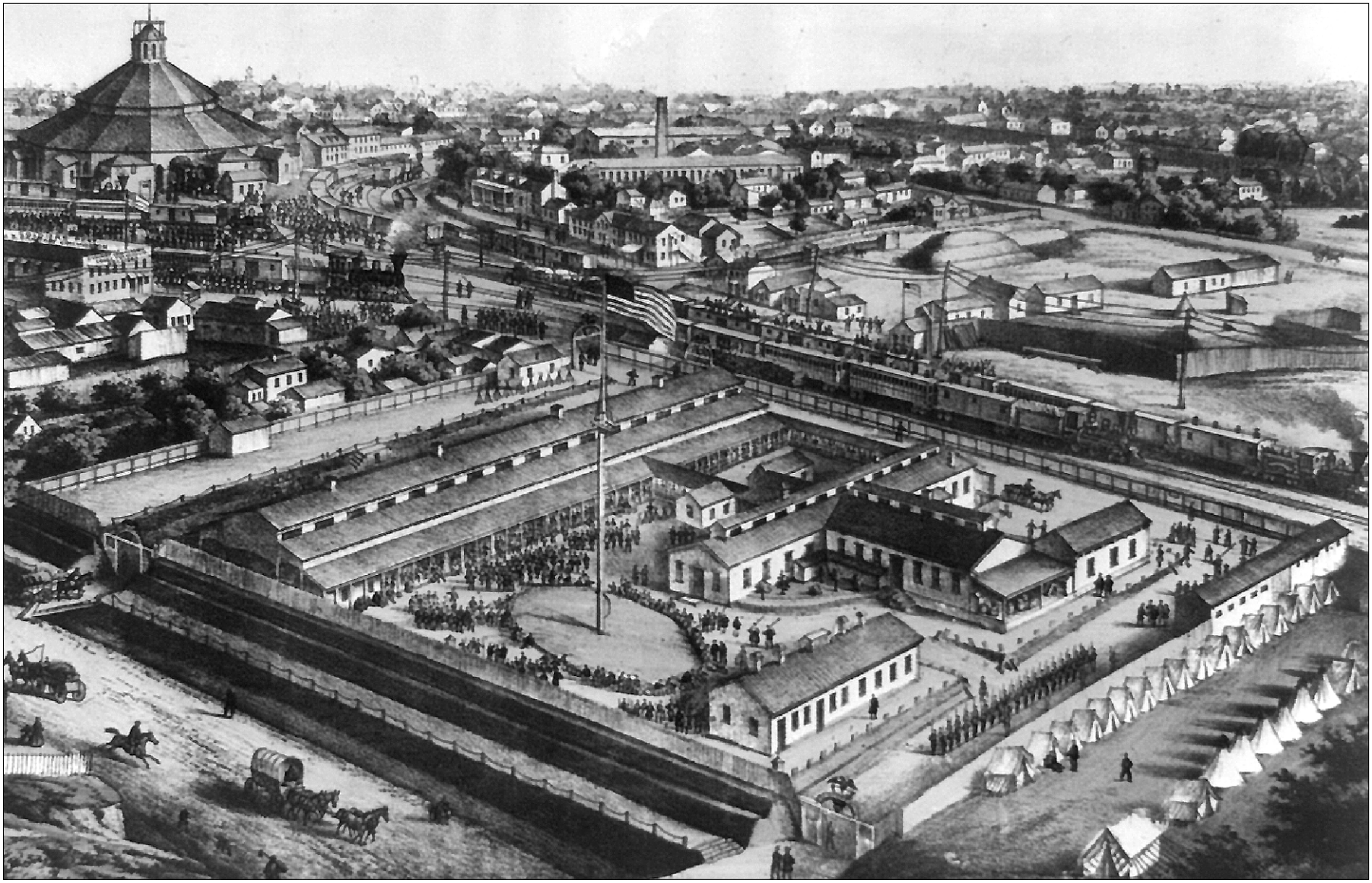
Exhibit 12

L:\21000s\21300\21371.02\gis\1864_SoldiersRest.mxd



Map Source: "Soldiers Rest, Alexandria, Va." Lithograph by Charles Magnus, 1864. Lot Number: LC-USZ62-34 (b&w film copy neg.) Library of Congress Prints and Photographs Division, Washington, DC 20540 USA

Soldiers Rest Lithograph, Circa 1864
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02

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Exhibit 13

L:\21000s\21300\21371.02\gis\1860s_SoldierRest.mxd

Soldiers Rest, view from Southeast Gate, Circa 1860s
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02

Image Source: Soldiers Rest, Alexandria, Va.
Miller, vol. 7, p. 331. Forms part of Civil War glass negative collection. Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA

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Exhibit 14

L:\21000s\21300\21371.02\gis\1865_SoldierRest.mxd

Image Source: Alexandria, Virginia. Soldiers' Rest. (Railroad boxcars shown in foreground). July, 1865. CALL NUMBER: LC-B817- 7815[P&P]. Forms part of Civil War glass negative collection. Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA

Soldiers Rest, view from South of Railroad Track, Circa 1865
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02

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Exhibit 15

A wood yard occupied the extreme southern margin of the property adjacent to the tracks, which ran along the former alignment of Wolfe Street.

Construction at the city depots was supervised by the QMD; the work was carried out by civilian contractors. The USMRR complex, however, was the unique home of the Construction Corps, an organization created by Herman Haupt out of "Contraband" laborers (Haupt 1981). “Contrabands” was a term used for the fugitive or escaped slaves who had fled behind Union lines. In his memoirs, Haupt wrote:

> “With the exception of the superior offices and the foremen, the Construction Corps consisted almost entirely of so-called “Contrabands.” Thousands of these refugees had flocked to Washington, and from them were selected several hundred healthy, able-bodied men familiar with the use of the ax. These Africans worked with enthusiasm, and each gang with a laudable emulation to excel others in the progress made in a given time ... While Generals who fought the battles have been eulogized and costly statues erected to their memories, the humble Corps, through whose fidelity and efficiency victories were rendered possible, have found no historian to do them honor ... If there ever should be recognition of their great services, the faithful contrabands will be justly entitled to their share, no other class of men would have exhibited so much patience and endurance under days and nights of continued and sleepless labor” (Haupt 1981:319).

The Construction Corps' main responsibility was the construction and maintenance of railroad bridges and tracks, but it also erected storehouses, offices, and hospital facilities at depots (Risch 1962). All improvements and construction at the USMRR complex were completed by the Construction Corps during periods of inactivity.

Haupt was concerned that the 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 12 city block complex, complete with flanking bastions. Haupt urged Devereux to:

> "Push the stockade as rapidly as possible, using any lumber you can find after the cross-ties are exhausted. Let no men go work elsewhere until the stockade is finished." (Official Records. Series I, Volume 27. Part III Correspondence p.359)

Fort Haupt was erected along the western edge of the stockade and was supplied by a powder magazine, both constructed by October of 1863. Most of the construction of quarters, mess halls, additions and other improvements were initiated in the fall/winter of 1863 (Denee 1997).

The 1865 USMRR map (see Exhibit 11) and a series of period photographs of the area document the changes that occurred to the project area and the surrounding blocks during the Civil War years.

The photograph in Exhibit 16 was taken facing west near the corner of Wolfe and Henry Streets about two blocks east from the project area. Wolfe Street had been turned into a series of railroad tracks (Exhibit 16). Much of the area east of the project area had been leveled down to Pleistocene sands, and numerous buildings, including the roundhouse, had been erected. Just down the track the easternmost wing of the USMRR office can be seen in this photograph. Also visible in this scene is the white building with multiple chimneys beyond the train cars, which was Soldier's Rest, a facility built by the Union, as the name implies, where soldiers could rest and recover.

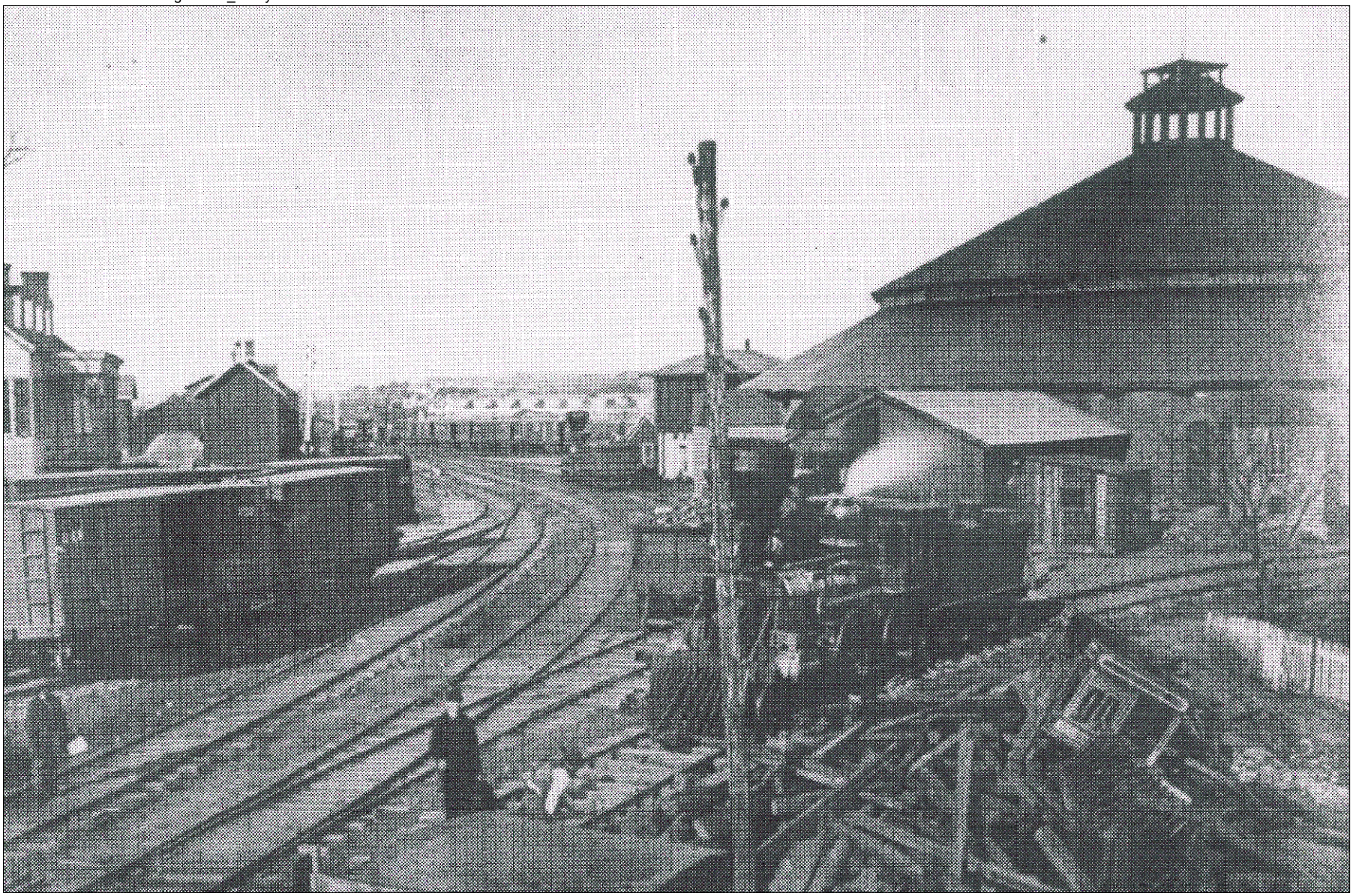
The photographer appears to have been standing on the roundhouse when the photograph in Exhibit 17 was taken. Entitled "BIRD'S EYE VIEW OF MACHINE SHOPS: With East Yards of Orange and Alexandria Railroad," the shot was taken looking southeast. The Potomac River is in the far background and, beyond that, the Maryland shore is visible. There are houses beyond the chimney of the boiler room and, in the upper right hand corner, open tracts of land, probably farmland, can be seen.

The USMRR map shows that the block southeast of the project area contained "Laborers Quarters" facing Payne Street. A magazine was present in the middle of the block. A car repair shop, a lamp room and a transportation office faced the tracks on what was Wolfe Street. Beyond Payne Street on the easternmost Spring Garden lots, the stockade wall ended with Fort Haupt facing the most probable route of an enemy attack. On the map, immediately outside the stockade wall, was the "iron yard."

The photograph in Exhibit 18 apparently was taken in the vicinity of the roundhouse facing west down Wolfe Street. Payne Street is visible approximately where the tracks converge on Wolfe Street; the absence of the stockade (Fort Haupt) at that location indicates that this photograph was taken before late summer of 1863. The plate also shows that even by this time, extensive landscape modification had taken place southeast of the project area. The south portion of the project area is visible on the right side of the photograph across Payne Street and north of the tracks. As indicated on the map and visible on this plate, the southern extreme of the project area was in use as a wood yard. Several unidentified buildings are also visible on the property; it is not certain whether they were associated with the railroad or with the Emerson residence, which was further to the north and not visible in this view. The building across Hooff's Run may be one of the mills built on that stream by Hooff. There is no sign of Soldier's Rest.

The photograph in Exhibit 19 was taken from the roundhouse toward the corner of Duke and Fayette Streets facing northwest. The three story house on the north side of Duke at the corner of Payne and Duke is the William B. Richardson house. To the left on the plate and across Payne Street on the north side of Duke Street are the “ruins” indicated on the USMRR map. .

L:\21000s\21300\21371.02\gis\1863_HenryStreet.mxd



Orange & Alexandria Railroad Near Wolfe Street and Henry Street, Circa 1863
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02

Image Source: View From Near Henry Street North Along Wolfe Street, 1863. National Archives and Records Administration, 8601 Adelphi Road, College Park, MD 20740-6001

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Exhibit 16

L:\21000s\21300\21371.02\gis\1860s_Machineshops.mxd

Image Source: "Bird's Eye View of Machine Shop, with East Yard of Orange & Alexandria Railroad." Between 1861 and 1865. CALL NUMBER: Lot 11486-C, no. 2 [P&P]. Part of: Russell, Andrew J.Military Installations, Activities, and Views, Washington, D.C., Richmond, Va., and Vicinity. Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA

Machine Shops and East Yard of Orange & Alexandria Railroad, Circa 1860s
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02

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Exhibit 17

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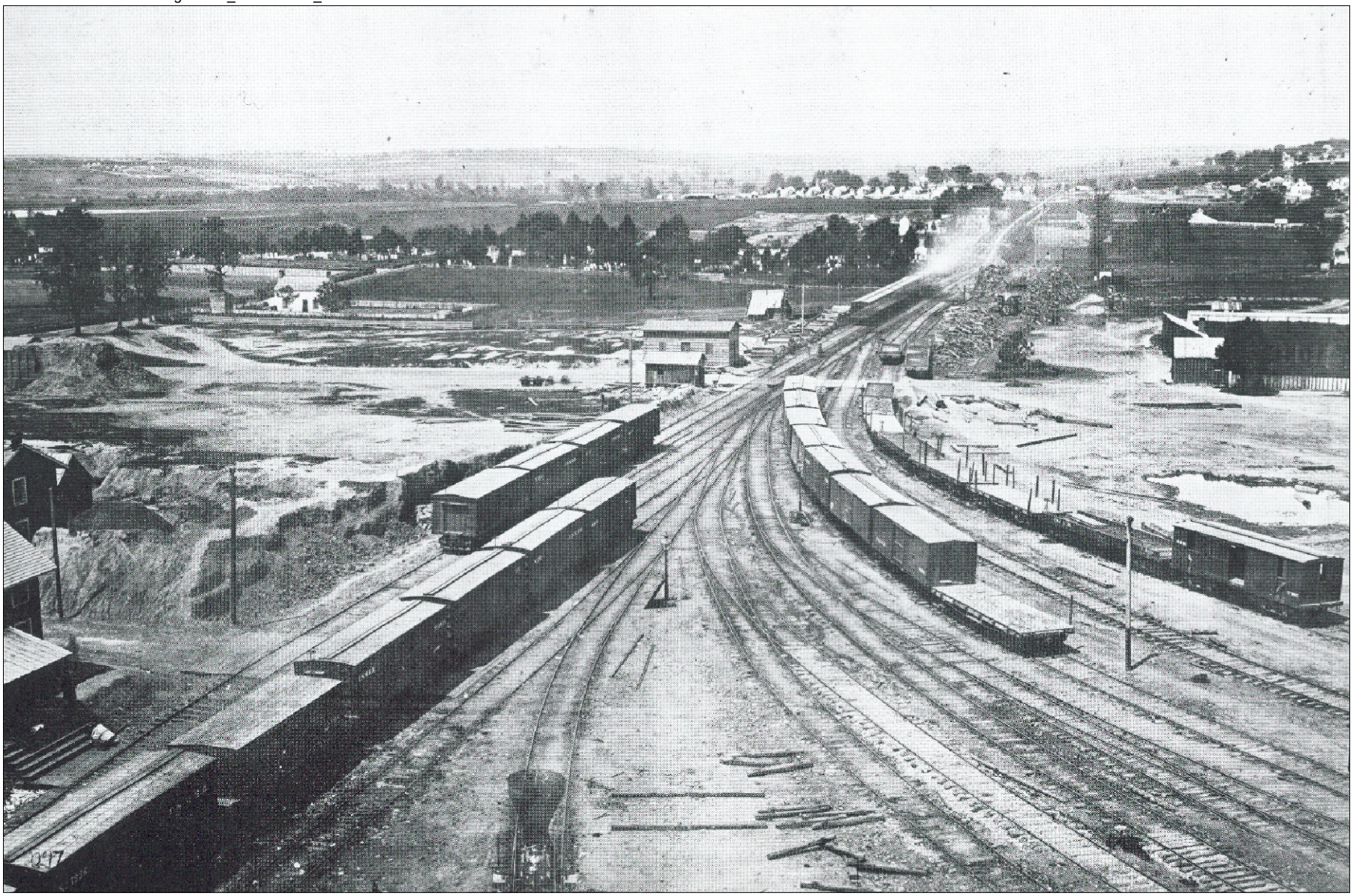

Orange & Alexandria Railroad, view from Roundhouse, Circa 1863
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02

Image Source: View from the Roundhouse of the Orange & Alexandria Railroad at Alexandria (No. 185). Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA

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Exhibit 18

L:\21000s\21300\21371.02\gis\1863_RailroadStation.mxd

Image Source: "U.S. Military Railroad Station, Duke and Fayette Streets, Alexandria, VA, 1861 to 1865. Photographer Mathew Brady . CALL NUMBER: Lot 12020 (M) [P&P]. Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA

U.S. Military Railroad Station, near Duke and Fayette Streets, Circa 1863
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02

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Exhibit 19

Emerson owned these lots before, during and after the Civil War. His daughter, Isabel Emerson (later Isabel Otis Price), wrote accounts in her diary of the events she observed during the period of occupation of Alexandria. A complete copy of her diary could not be located, but excerpts were published in the Alexandria Gazette. In these excerpts she makes no mention of the stockade, even though she was living in the shadow of it, nor of the U. S. Military Railroad. On May 17, 1861, however, she noted:

> "Virginia has at last joined the Confederacy. Our military companies are drilling all the time. The Riflemen and the Mt. Vernon Guards look splendid in their new gray uniforms. The Warren Rifles are here, too, and Col. Ball and his Cavalry are quartered right opposite our houses."

Miss Emerson witnessed the retreat of the Southern troops along Duke Street westward and saw Col. (Capt.) Ball surrender his troops to the 'Zouaves.'.

The photograph in Exhibit 20 was taken in 1864 from Shuter's Hill overlooking the encampment of the 44th New York Infantry and shows the roundhouse and the chimney of the boiler room associated with the railroad machine shops. Beyond that, the Potomac River is visible. In the foreground, appearing to be situated between the boiler room chimney and the roundhouse, Soldier's Rest can be seen again. The street in the right hand center of the photograph is Duke Street. Several large houses appear on either side of Duke Street in the eastern part of West End. Hooff's Run evidently crosses the center of the picture, and the unpaved King Street heads east toward Alexandria. The dirt surface of Diagonal Road cuts across the center of the picture from King to Duke Streets.

Post-Civil War

Miss Isabel Emerson noted in 1866:

> "Alexandria is now entirely free from any military!.....I miss the activity, the tramp of the soldiers, the rumble of artillery. Everything is so still and peaceful as to be almost depressing.....And now the Civil War is but a memory and will go into history as the greatest strife among brothers ever known. I hope sincerely that each section of our country has learned its lesson and that henceforth and forever, we will be one country, one people" (Alexandria Gazette, 24 March 1924).

After the war, the buildings constructed by the military were either dismantled or sold at public auction. The stockade, estimated to be a mile in length, was inconvenient to Alexandria citizens living within its confines. J. J. Moore, the Chief Engineer at the USMRR station, requested in July of 1865 that it be sold at public auction. In November of 1865 all USMRR buildings no longer needed were ordered to be sold. Public auctions were also held for much of the stores housed within the buildings. However, the buildings adapted for hospital purposes were retained until further notice (RG92, General

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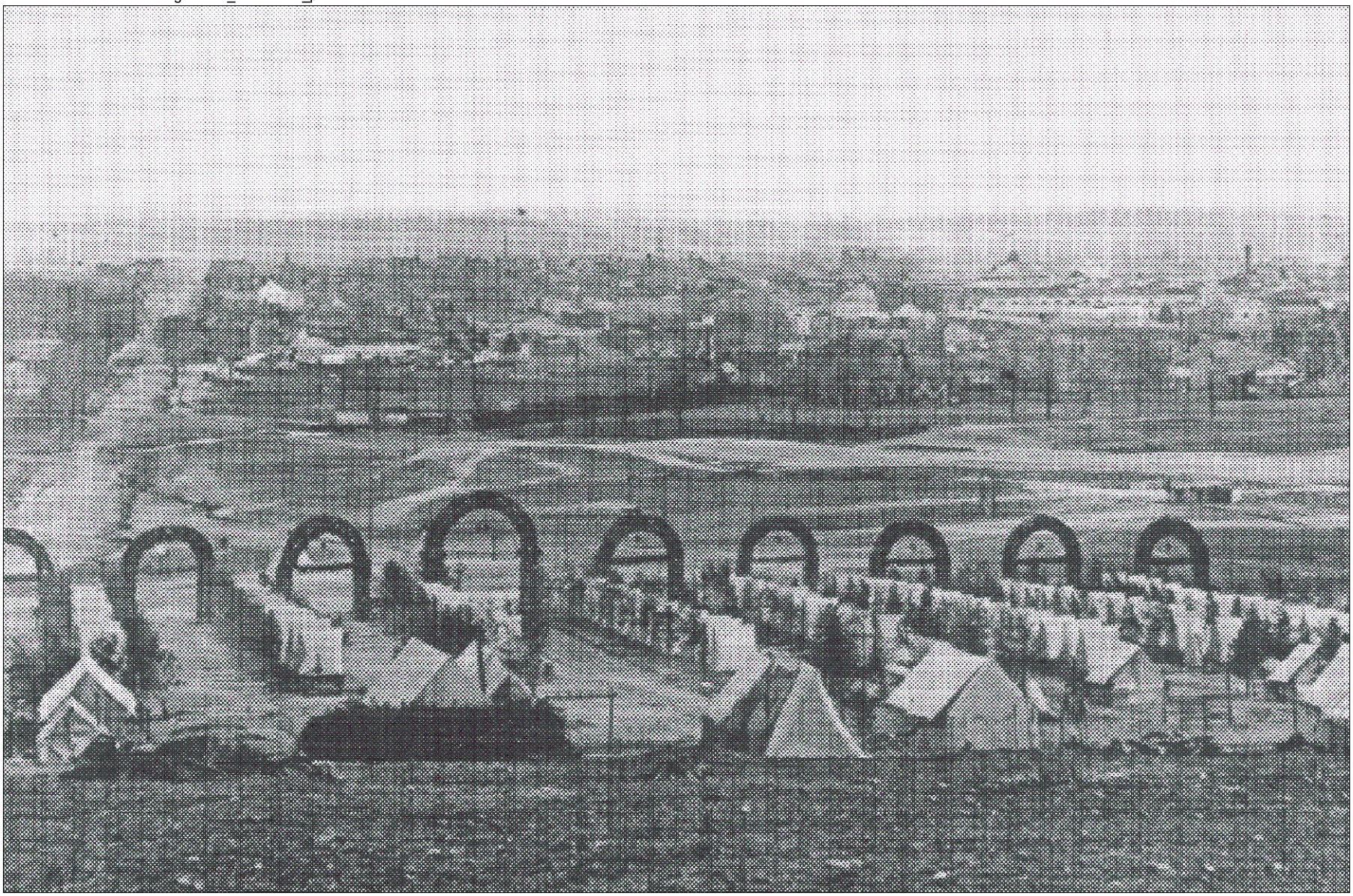

View from Shuter's Hill, looking East Southeast, Circa 1864
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02

Image Source: Camp of the 44th New York Infantry near Alexandria, VA. The U.S. National Archives and Records Administration 8601 Adelphi Road, College Park, MD 20740-6001. ARC Identifier: 524564

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Exhibit 20

Correspondence files, Roll 52, Vol. 88 p. 256). These buildings were then ordered for sale at public auction in March of 1866 (RG92, General Correspondence Files, Roll 53, Vol. 90, p. 404).

Locomotive engines, cars, rolling stock, etc., as well as the contents of the machine and blacksmith shops of the USMRR were sold at several public auctions. The Alexandria Gazette reported that the goods were sold in large quantities, mostly to representatives of the various railroad companies (Alexandria Gazette, 14 December 1865, 3: 1). At one public auction, the Gazette reported "... the bidding was quite spirited, and the prices realized, were above expectation, some of the Locomotives bringing more than original cost" (Alexandria Gazette, 17 October 1865, 3: 2).

The charter, franchises, and all property of the Manassas Gap Railroad were transferred to the Orange and Alexandria Railroad company on February 14, 1867. By transfer of the charter, the consolidation assumed the name of *The Orange, Alexandria, and Manassas Railroad Company* (Commonwealth of Virginia 1867:637-639). An additional name change occurred in 1871 when the Orange, Alexandria and Manassas Railroad Company consolidated with the Lynchburg and Danville Railroad Company, becoming the *Virginia and North Carolina Railroad Company*. By an Act of the Virginia Assembly on February 4, 1873, the corporate name was changed to the *Washington City, Virginia, Midland and Great Southern Railroad Company* (Commonwealth of Virginia 1871: 62; 1873: 35-36), more commonly known in the area as the Virginia Midland (VMRR). J. P. Morgan formed the Southern Railway in the 1890s and began a series of consolidations, financial restructurings and acquisitions that ended up with the final control of the VMRR lines (Williams 1977: 64). Southern Railway's Potomac train yards, constructed in 1905, became the center of Alexandria's railroad activity.

The 1877 Hopkins map of the city of Alexandria shows that the project area was still divided between private owners and the railroads (Exhibit 21). The western portion of the block, which had been part of Soldier’s Rest, was evidently vacant. The southern part, which was used as a wood yard during the Civil War, contained one small building in the southwest corner. The Alexandria and Fredericksburg Railway Company had in fact confiscated this southern portion of Emerson’s and Burke’s properties in 1871 (Alexandria Deed Book 13:347). Lot 55, the northern part of Lot 56, and portions of Lots 73 and 74 belonged to John Emerson. Emerson's house had long been on Lot 55 and is shown on this map with several probable outbuildings in the rear yard. Two additional buildings are shown along the western boundary of the property, the functions of which are not known. The Hopkins map also shows that Emerson had purchased the southern half of the original Spring Gardens resort. Two houses are shown on this property situated on Wilkes Street near its intersection with West Street. The Virginia Midland Railroad Company owned the northern half of this section, which was the Iron Yard during the Civil War.

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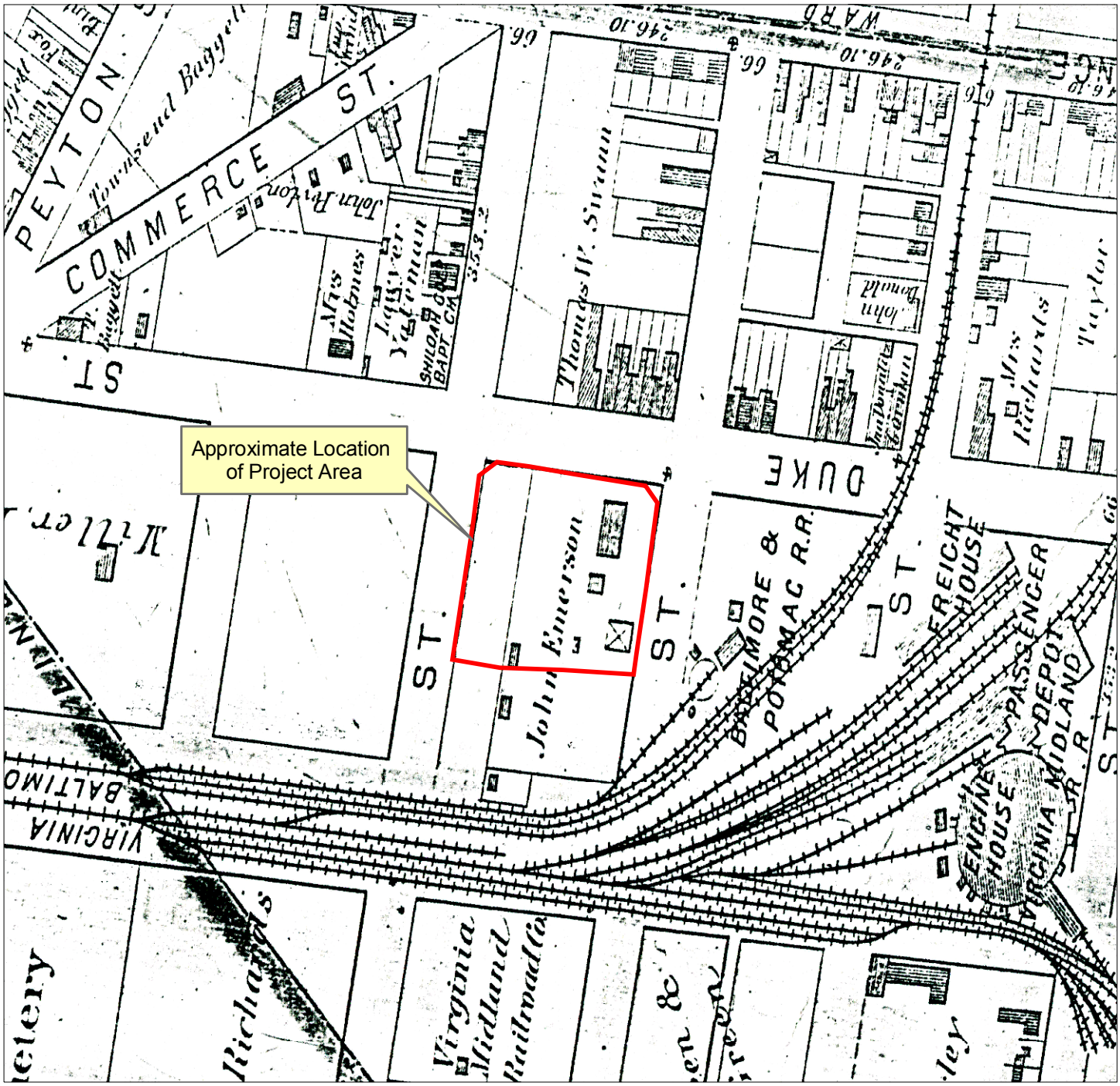

1877 G.M. Hopkins Map
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Scale: 1" = 200'

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Map Source: "Alexandria, Virginia". 1877. City Atlas of Alexandria, VA. By G.M. Hopkins. Alexandria Library, Lloyd House. Original Scale: 1" = 500'

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Exhibit 21

Late 19th Century and 20th Century Ownership History of the Project Area

In 1860 John Emerson lived with his wife Prudence and their two daughters, Isabel and Annie (1860 Alexandria census). John Emerson is listed in the 1870 *Alexandria Virginia Directory* as a butcher located at the corner of Duke and Payne Streets. He is listed at a house near Duke and Payne Streets in 1876/77 (Chataigne 1876-77), and he is listed at the SW corner of Duke and Payne Street in the 1881-1882 city directory.

John P. Emerson died in February of 1885. The Alexandria Gazette states "Mr. Emerson was one of the oldest and most highly respected residents of this city" (Alexandria Gazette, February 11, 1885: 3). Prudence Emerson (widow of John Emerson) died May 13, 1900, in her ninetieth year (Alexandria Gazette May 13, 1900: 2). She reportedly died at her son's house located at the southwest corner of Duke and Payne Streets (Alexandria Gazette May 13, 1900 : 3), and the funeral took place at Prudence's 'late residence at the corner of Duke and Payne Streets' (Alexandria Gazette May 14, 1900: 3).

In her will written in 1900, Prudence Emerson bequeathed John Emerson's estate in 1/5 shares to their children, Isabel O. Price and William T. Emerson, and their grandchildren, the children of Abner Allen of Culpeper Court-house; the children of the late Dr. W. B. K. Price; and the children of the late Annie Emerson (Alexandria Corporate Court Wills 3: 384). Dr. W. B. K. Price, who had been a member of the Virginia Regiment from King George County, was Isabel's husband. In 1901 the Emerson heirs filed a Chancery Court suit to settle the estate, and in 1905 the property was sold by Special Commissioner James R. Caton to Edward Hughes (Alexandria Deed Book 54: 20). In 1919 Edward Hughes' widow, Sarah Hughes, sold the property to Mary Annie Williamson (Alexandria Deed Book 67:507), and in 1940 the Williamson heirs, Helen V. Williamson Barker and her husband, sold the property to Morrison M. Clark and his wife (Alexandria Deed Book 169: 174).

By 1909 the area southeast of the project area was owned by the Southern Railroad Company (Alexandria Corporate Court Deeds 59: 255-256). The extreme southern portion of the Emerson property that had been confiscated during the war years and used as a wood yard and the site of railroad-related buildings evidently reverted to the Emersons until 1871 when it was taken by the Alexandria and Fredericksburg Railroad Company (Alexandria Deed Book 113:348). In 1942 the Richmond, Fredericksburg, & Potomac Railroad Company sold this lot to Georgia Industrial Realty Company (Alexandria Deed Book 190:521). In November of that year Georgia Industrial sold the property to Francis and Chester Fannon (Alexandria Deed Book 203:100).

Meanwhile, the western portions of Lots 73 and 74 that had been sold to Silas Burke in 1853 and had been used as part of Soldier's Rest during the Civil War evidently reverted to the Burke family after the war. Between the years of 1867-1870 the property was taxed under Silas Burke and valued at $800. Tax records from 1879 are the first year "H. Burke" is listed for the same lot previously designated under Silas Burke with the property value at $600 dollars (Alexandria Land Tax Records 1879). In 1880 "Hannah Burke" is listed in the Tax Records with the property value rising to $850 dollars

(Alexandria Land Tax Records 1880). "H. Burke" is listed in the 1881 and 1882 tax records with the property value decreasing to $600 dollars (Alexandria Land Tax Records 1881). The property was evidently vacant during these years.

Hannah Burke sold the property to Alice McMenamin in 1882 (Alexandria Deed Book 11:281). In the tax records for 1884 Alice McMenamin was listed as the owner of this property and the property value had increased from $600 in 1882 to $1500, indicating that a building had been constructed on the land sometime between 1882 and 1884 (Alexandria Land Tax Records 1882 and 1884).

The Alexandria City Directories from the years 1888-1889, 1895, 1897-1898, 1900 and 1903 all indicate that Richard McMenamin (bricklayer or contractor and husband of Alice McMenamin) resided at 1318 Duke Street. By 1907 the City Directory lists Richard McMenamin (contractor) and Richard McMenamin Jr. (glass worker) at the same address. In 1915 Richard, Jeannette, Maggie, and Edgar McMenamin are listed at this address as well as a Goldie Baber (fireman). In 1917, Goldie Baber and Lacey Baber (also a fireman) as well as Richard, Margaret, Joseph, and Jeanette McMenamin are listed at 1318 Duke Street.

In June of 1917 Alice McMenamin sold the northern approximately two thirds of her property to Marie Baber (wife of Goldie Baber), and in July of the same year she sold the southern approximately one third of her property to her tenant Goldie Baber (Alexandria Deed Books 66:177 and 66:208). Between 1919 and 1931 the only person listed in the city directory at 1318 Duke Street is Goldie Baber, who apparently continued to live in the house built by the McMenamins. In 1932 Marie and Goldie Baber sold the northern portion of the property back to Alice McMenamin (Alexandria Deed Book 112:494). Directory listings for that year show that Goldie Baber was still living there, and Louise, Jos. Y., and Margaret McMenamin were also listed as living on the property. Again in 1934 Goldie Baber was listed as the only resident on the property. In 1936, Goldie Baber as well as Alice McMenamin (then widowed), Jos. Y. and Margaret were residing on the property. By 1938 Goldie Baber is no longer listed in the city directory, but Alice McMenamin, Jos. Y. and Louise McMenamin were listed as residing on the property.

In July of 1941Goldie Baber, then divorced, sold his portion of the property to E.F. Ticer (Alexandria Deed Book 176:34). Also in July of 1941, Alice McMenamin sold her property to J. Wilmer McMenamin and his wife Hattie (Alexandria Deed Book 178:11). In August of the same year E.F. Ticer sold his property located in the southwest corner of the project area to Francis H. Fannon and Chester Fannon (Alexandria Deed Book 264:528).

In August of 1950 J. Wilmer McMenamin sold his property located at the northwest corner of the project area and along West Street to William H. Meeks and his wife (Alexandria Deed Book 303:555). At that time, then, the Fannons owned two parcels along the southern margin of the project area, the Meeks owned the northern part of the former McMenamin property, and the Clarks owned the rest. In the early 1950s the Clarks and Meeks jointly subdivided their adjacent properties into four lots (see Exhibit

3) (Alexandria Deed Book 362:534). In 1952 the Meeks sold Lot 501, located in the northwest corner of the property and containing the former McMenamin dwelling, to Grover C. Lloyd and his wife (Alexandria Deed Book 334:19). In July of 1953 Morrison M. Clark and his wife sold Lots 503 and 504 to Francis Fannon and Chester Fannon (Alexandria Deed Book 363:32 and 34). Lloyd sold his property to Huber L. Allen in 1959 (Alexandria Deed Book 504:86). In 1961, the Meeks sold Lot 502 to the Fannons (Alexandria Deed Book 534:501). And in 1964 the Fannons acquired the last remaining parcel in the project area when Allen sold Lot 501 to the Fannon family (Alexandria Deed Book 604:588).

20th Century Changes to the Property

Based on the tax records, at the turn of the century there were two dwellings on the project area. The house built by John Emerson circa 1847 stood in the northeast corner of the property, and the dwelling built by the McMenamins between 1882 and 1884 stood in the northwest corner. Buildings are first shown on the project area on Sanborn insurance maps dating to 1902. The 1902 map shows the dwelling in the northwest corner at 1318 Duke Street as well as John Emerson's house in the northeast corner at 1300 Duke Street. Both had associated outbuildings to the south of the main buildings. In 1907, the building in the northwest corner had several additions added onto it. The permit to build a brick addition was applied for in September of 1904 (Application for Permit for Repairs, Alterations, &c. No. 132). Emerson's house and outbuildings remained the same in 1907.

According to the Sanborn maps, all the buildings on the property remained the same until 1941; these are visible in an aerial photograph taken in 1937 (Exhibit 22). Sometime before 1941 a five-car garage was built in the southeast corner of the lot behind the former Emerson house. Thomas J. Fannon and Sons Oil Company took ownership of the 1200 block of Duke Street (the block to the east of the project area) in early the 1940's. They expanded one block to the west (1300 block of Duke Street) in the early 1950's. By 1958 the Emerson house and associated outbuildings were removed and a gas station had been built where the main house once stood. Morrison Clark applied for a demolition permit on July 2, 1953, for the removal of the Emerson house, which was described as an old two-story frame dwelling (Application for Permit to Demolish No. 103). Just five days later Clark applied for a permit to build the Amoco gas station (Application for Permit to Build No. 5973). The Fannons bought the property at the end of that month. The 1958 Sanborn map also shows the building in the northwest corner as an apartment building and that some of the frame additions had been removed since 1941. An auto repair building had been built to the south of the apartment building along West Street. William H. Meeks applied for the permit to build this brick and cinderblock building to be used as a "scaffolding plant" on February 14, 1951 (Application for Permit to Build No. 5020).

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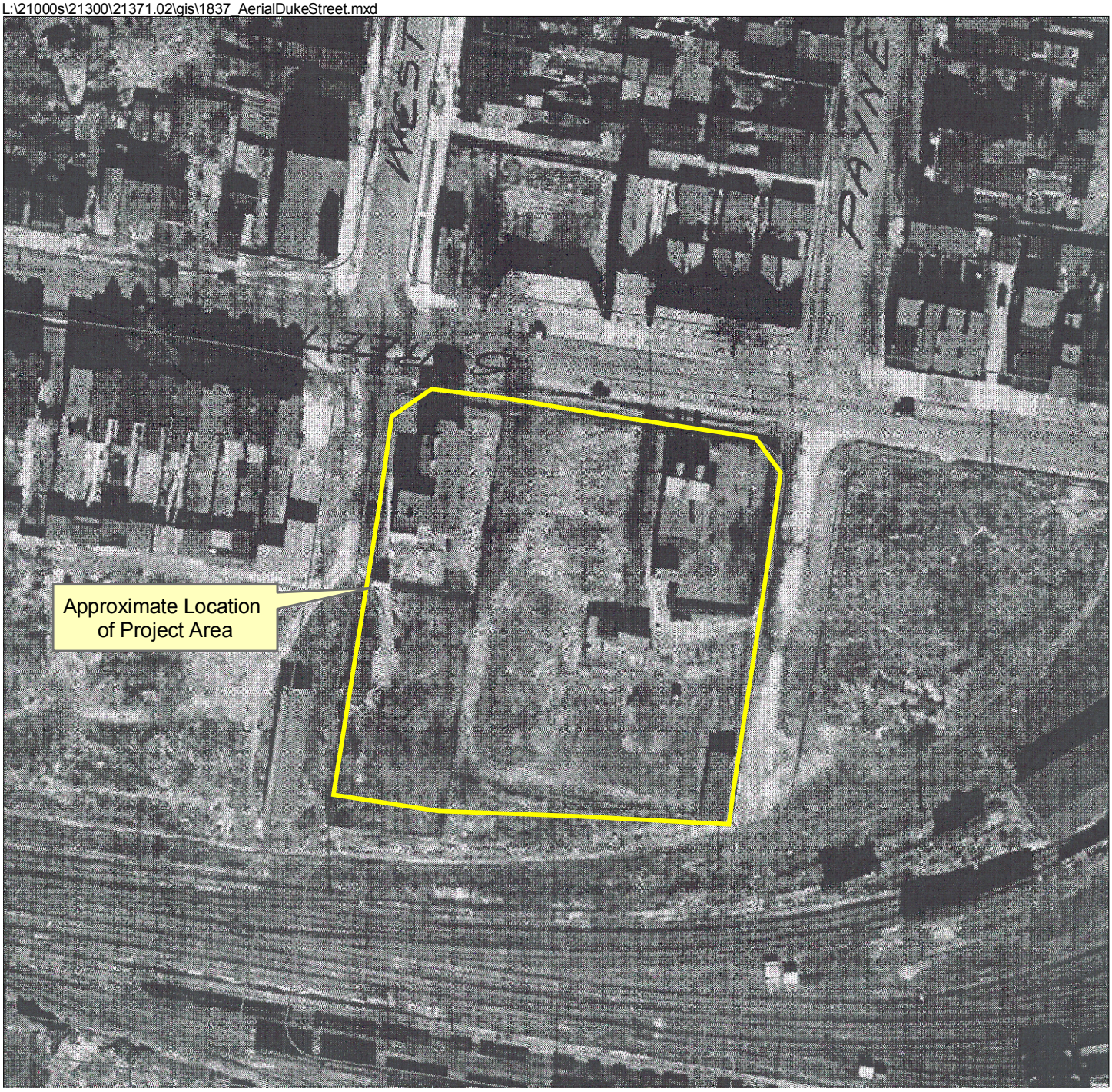

1937 Aerial Photograph
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Scale: 1" = 100'

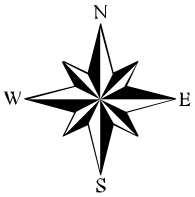

Image Source: 1937 Aerial Photograph showing Payne to West Streets and Duke Street. Alexandria, Virginia. Image georeferenced from print obtained from the Kate Waller Barrett Branch, Alexandria Library. April 2006.

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Exhibit 22

Exhibit 23 shows the documented buildings that stood on the property prior to the 1950s whose locations are known from historic maps and photographs. Not shown on this map are the brickyards and tenements that stood on the property during the early 19th century, as their exact locations were not recorded. The buildings shown include the Emerson house as it stood in 1877, the McMenamin house as it stood in 1937, the railroad-related structures, and various outbuildings.

In the years following 1958 the "rooming house," as it was called, in the northwest corner was taken down (personal communication with TJ Fannon), additions were added on to the building along West Street and twenty 30,000 gallon underground fuel oil tanks were installed (Special Use Permit #487).

CURRENT CONDITIONS AT THE PROJECT AREA

The project area is currently being used as a petroleum fuel depot and is almost entirely covered in black asphalt or gravel. Payne Street is no longer a through street and stops at the southeastern corner of the project area, which abuts the Old Town Village Development to the south (Plate 1). The southeast corner of the project area bordering Payne Street is covered in gravel and portions of concrete pads (Plates 2 and 3). Fuel Oil tankers are parked on the project area.

A three-bay cinder block workshop is located bordering Payne Street in the project area (Plate 4). The northeast corner of the project area is covered in gravel and concrete pad areas for parking. The building in this corner was previously the Amoco Gas Station built in 1953. Currently it is being used as a Thrifty Car Rental (Plates 5 and 6). The area behind and to the south of the Thrifty Car Rental building is also covered in broken concrete pads and areas of gravel (Plates 7 and 8).

The northwestern portion of the project area is covered in black asphalt. It is currently being used as a parking lot (Plates 9 and 10).

A brick building that serves the Fannon Petroleum Fuel Company is situated along West Street facing into the project area. A portion of this building was built in 1951 and has been added on to in past years (Plates 11 - 14).

The central portion of the project area is covered in gravel and concrete pads as well. The fuel pumps that service the buried underground tanks are located in the central portion of the property (Plate 15).

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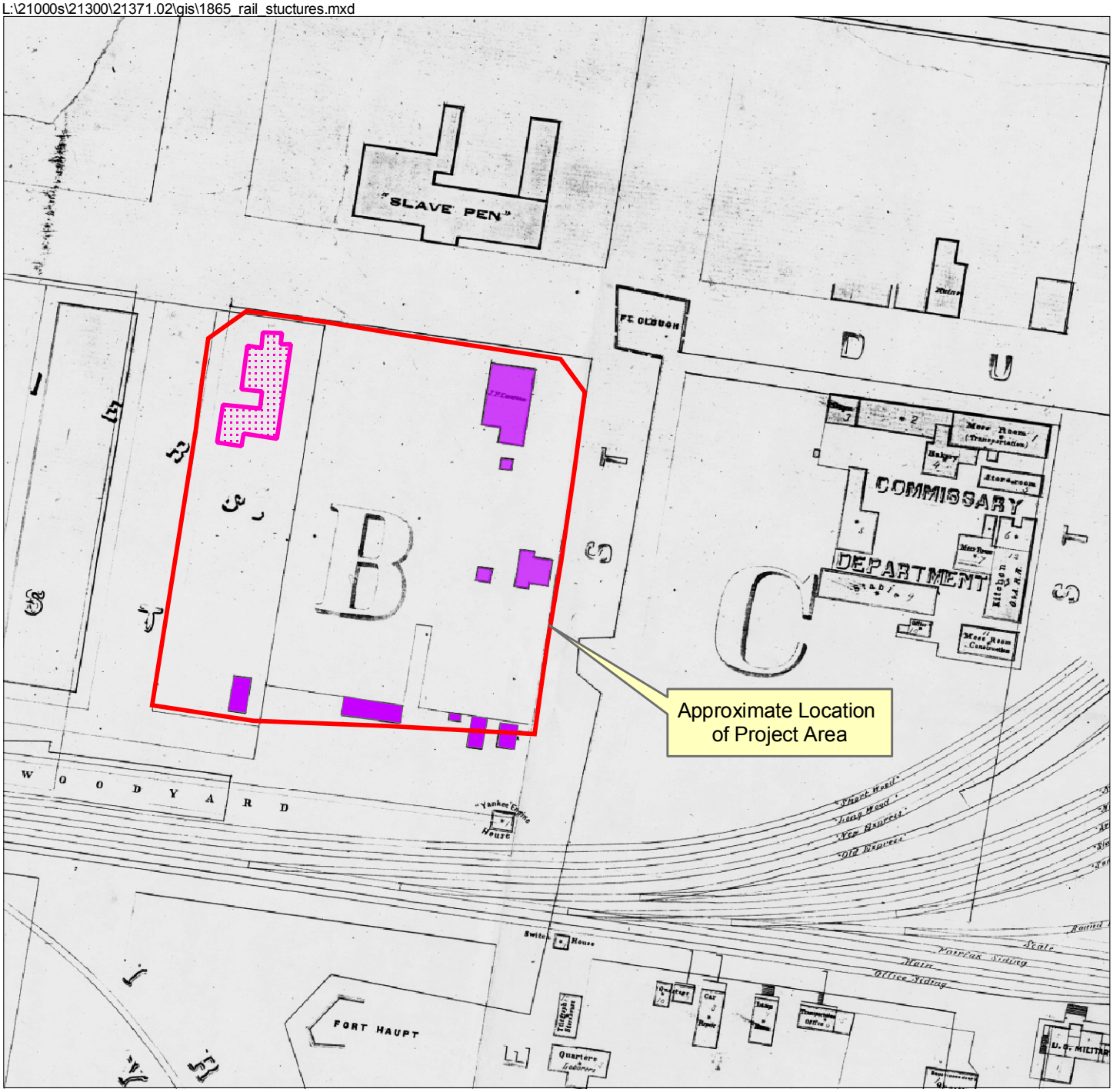

1865 U.S. Military Railroad Station Map
with Historic Structure Overlays
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Scale: 1" = 100'

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Legend

- Project Area
- 1865 Structures
- 1882 Structure

Map Source: "Map of the U.S. Military Railroad Station at Alexandria, VA. Drawn at Office of Chief Engineer and Gen'l Sup't U.S. Military Railroads of VA. September 1865. From Actual Survey by Wm. M. Merrick." Original Scale: Unknown.

Structure Locations Source: 1865 Structures - digitized from Map of U.S. Military Railroad Station at Alexandria, VA. 1865. 1882 Structure - digitized from georeferenced 1937 Aerial Photograph from Alexandria Archeology.

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Exhibit 23

Exhibit 24 shows the extant buildings and areas of known ground disturbance on the project area with the known locations of previously standing buildings. Different areas within the project area were subjected to different degrees of ground disturbance; these areas are discussed below:

Area 1— Area excavated to at least 3 feet

- Tax records indicate that a residential building was constructed in this location sometime between 1882 and 1884 and additions to the building were added in 1904. T.J. Fannon (owner of the property in the northwest corner and area where petroleum fuel offices are located along West Street) indicated that the "apartment building" was demolished in the late 1950s, maybe 1956 or 1957 (personal communication 2006). The amount of disturbance this portion of the property sustained during removal of that apartment building is unknown. The original portion of the Fannon petroleum fuel office bordering West Street was built in 1951 on a 3 foot concrete slab. The fuel office was expanded in the 1950s and has been altered little since then.

Area 2—Area excavated 8-10 feet

- Area 2 was cut 8-10 feet during the removal of the Emerson house in 1953. Bill Fannon (owner of the portion of the property where the Emerson house had been removed and where the fuel tanks are located) explained that the Emerson house was situated at a higher elevation than the rest of the property and 8-10 feet was removed in the house location in order to bring the area to the same grade as the rest of the property (personal communication 2006). The excavation included the complete removal of the Emerson house basement.

- Jim Conrad (employee with Fannon Oil for the past 35 years) also indicated that the area in the northeast corner had been excavated (personal communication April, 2006). After the removal of the Emerson house and 8-10 feet of the soil, the area was excavated further to install fuel tanks and a hydraulic lift for the Amoco gas station. He stated the area had been re-excavated to remove these tanks but the hydraulic lifts are still buried there.

Area 3— Area excavated 13-15 feet deep

- Area 3 was excavated to a depth of 13-15 feet in order to install the underground storage fuel tanks. Based on conversations with T.J. Fannon, Bill Fannon and Jim Conrad, all of Area 3 was excavated at once and the excavated soils were hauled off site. This was done to both install the tanks and to lay the connecting piping between the tanks. The area was then backfilled with fill brought from off-site.

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Legend

- Project Area
- Contaminated Area
- Historic Structures
- 2004 Structures
- Existing and Former Underground Storage Tanks
- Area 1: Disturbed at least to 3 feet deep
- Area 2: Excavated 8-10 feet deep
- Area 3: Excavated 13-15 feet deep

Disturbed & Contaminated Areas with Current & Historic Structures Overlay
Alexandria, Virginia
1300 Duke Street
WSSI# 21371.02
Scale: 1" = 45'

Site Plan Source: Soil Boring Locations and Remedial Areas - Fannon Petroleum Services. 1200 Through 1320 Duke Street, City of Alexandria, Virginia. Date 3/22/05. Project Number 04-7493. Produced by Environmental Consultants and Contractors, Inc. Original scale: 1 "= 50'

Structure Locations Source:
1865 Structures - digitized from Map of U.S. Military Railroad Station at Alexandria, VA. 1865.
1882 Structures - digitized from 1937 Aerial Photograph from City of Alexandria.
2004 Structures - City of Alexandria Digital Data 2004.

Excavation and Disturbance Depths Source:
Based on personal communications with property owners and Fannon Oil employees, April 2006.

Exhibit 24

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SUMMARY AND RECOMMENDATIONS

The geotechnical report of the soil borings on the property states that the majority of soils are mostly loose sands indicating very little stability and the absence of original land surfaces. These results are consistent with reports that the property contains extensive fill. This coupled with the personal communication with the Fannon Oil owners and employees leads us to the following recommendations.

We would not recommend any testing in the northeast, southeast, or southwest quadrants of the property. We would also not recommend monitoring the removal of the contaminated soils as they have already been excavated to 15 feet and backfilled.

We also conclude that the areas surrounding the Petroleum Fuel office on West Street and the northwest corner of the property were also likely disturbed, however less so than other portions of the property. The area around the office was evidently graded and cut to a depth of at least 3 feet during the construction of the building. How much was disturbed during the demolition of the former building that stood in the northwest corner is unknown, but it was likely sufficient to destroy most, if not all, possible archeological deposits associated with this or any other former dwellings on the property. However, because there is the possibility that deep features such as wells could have survived, we would recommend construction monitoring in Area 1 as it is shown on Exhibit 24.

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Alexandria Archeology
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PLATES

PLATE 1
View of Payne Street Facing South into Old Town Village Development
Facing South from Central Payne Street

PLATE 2
View of Southeastern Portion and Southern Boundary of Project Area
From Payne Street Facing West

PLATE 3
View of Southeastern Portion of Project Area
From Payne Street Facing Northwest

PLATE 4
A Three-Bay Cinder Block Workshop Located North Bordering Payne Street
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PLATE 5
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PLATE 6
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Broken Concrete Ground Surface behind Thrifty Car Rental Building
From the Center of the Project Area Facing East

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PLATE 9
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PLATE 10
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PLATE 11
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PLATE 12
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PLATE 13
Brick Building along West Street
From Northwest Corner of Building Facing South along West Street

PLATE 14
Building Along West Street that Faces into the Project Area
From Duke Street Facing Southwest

PLATE 15
Fuel Pumps and Underground Storage Tanks in Central Portion of the Project Area
From Duke Street Facing South

APPENDIX I
Scope of Work

Alexandria Archaeology

105 N. Union Street, Alexandria, Virginia 22314
Phone: 703/838-4399 FAX: 703/838-6491

Scope of Work

Archaeological Monitoring for 1300 Duke Street, Alexandria, Virginia

May 5, 2006

Introduction

The goal of this scope of work is to determine if significant archaeological resources are present on the property located at 1300 Duke Street, Alexandria, Virginia. Plans call for the development of the site of the Fannon Oil storage facility into an townhouse-condominium community with 18 units. While there has been considerable disturbance on the property, including the burial of numerous oil tanks, and there is evidence that contaminated soils are present, the significance of the potential resources is high enough that archaeological monitoring is required to insure that information about the City's past is not lost as a result of the development project.

The primary significance of the site stems from its use as an urban estate and its occupation by the Union army during the Civil War. Tax records indicate that at least one house was present by the early 19th century. There is evidence for the presence of a free African American household on this street face in 1810 and 1830, but the exact address is unknown. For much of the period from 1813 into the 1840s, there was also a brickyard on the site. John Emerson owned most of the block from about 1844 into the 1870s, and lived on the property. During the Civil War, the property was just outside of the large 12-block area stockaded for defense by the U. S. Military Railroad. The western third of the lot was part of Soldier's Rest, and at the southern edge, the Union army built structures labeled on the Quartermaster's map as "Contraband Quarters," "Quarters," and "Watchman's Room." The development lot therefore had potential to yield archaeological resources that could provide insight into domestic activities of free African Americans in the early 19th century, possible brick-manufacturing, activities on an urban estate during the middle of the century, and activities of free African Americans and soldiers during the Civil War.

Thunderbird Archaeological Associates has demonstrated that previous disturbance has occurred on this block. Oral historical accounts have indicated that deep disturbances are present in the northeast and southern parts of the site (delineated as Areas 2 and 3 in Thunderbird's May 2, 2006, analysis). In the western section (Thunderbird's Area 1), ground disturbance was shallower. To insure that significant information about the history of this important City block is not lost as a result of development, archaeological monitoring will be conducted during the construction activities.

All aspects of this investigation will adhere to OSHA regulations and 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.* Miss Utility must be informed before excavations are made.

Archaeological Monitoring

An archaeologist will monitor all the ground-disturbing activities in Area 1, the section on the site where previous disturbance is thought to have been only 3-feet in depth. The monitor will be on site during all ground disturbance: removal of the asphalt or concrete, bedding material foundations, slab, and utilities, fill, etc. until natural soil is observed. The goal of the archaeological monitoring will be to identify significant archaeological resources that could provide insight into domestic activities of free African Americans in the early 19th century, activities on an urban estate during the middle of the century, and most importantly, activities of free African Americans and soldiers during the Civil War.

In Areas 2 and 3, monitoring does not have to be continual, but an archaeologist shall make periodic site visits to confirm the levels of disturbance described in the oral historical accounts. The construction crews must be notified that the archaeological consultant must be called if natural soils are reached in the excavation of these areas or if concentrations of artifacts or evidence of buried foundations, cisterns, wells, privies, etc. are observed during construction activities. Work must stop in the area of these finds until the consultant is on-site to evaluate their significance. If significant archaeological features are discovered during the archaeological monitoring, a separate scope of work will be written to deal with their excavation. The requirements for any additional investigation will be determined in consultation with Alexandria Archaeology.

Letter Report

The consultant will prepare a letter report summarizing the results of the archaeological monitoring. The letter will be submitted to Alexandria Archaeology for review. If significant archaeological features are discovered during the archaeological monitoring, a Resource Management Plan and scope of work to deal with their excavation will be included in the letter report. The requirements for any additional investigation will be determined in consultation with Alexandria Archaeology.

Tasks

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

1. Notify Alexandria Archaeology of the start date for archaeological monitoring of ground disturbing activities.

2. Conduct the monitoring activities. Consult with Alexandria Archaeology if potentially significant archaeological features are discovered.

3. Prepare and submit the letter report with the Resource Management Plan and Scope of Work, if needed.

APPENDIX II
Chain of Title

Chain of Title: Ownership History of the 1300 Duke Street Property

LOT	DATE	DEED BOOK (Book:Page)	GRANTOR	GRANTEE
Lot 501	July 17, 1964	604:588	Hubert L. Allen and Mildred M. Allen	Chester W. Fannon, Jr. et al.
	Dec. 1, 1959	504:86	Grover C. Lloyd	Hubert L. and Mildred M. Allen
	March 6, 1952	334:19	William H. and Virginia B. Meeks	Grover C. and Eva E. Lloyd
Lot 502	June 12, 1961	534:501	William H. and Virginia B. Meeks	Chester William Fannon, et al.
SW quad of Lot 73	August 6, 1941	264:528	E.F. Ticer and Catherine Ticer	Francis and Chester Fannon
	July 3, 1941	176:34	Goldie Baber	E.F. Ticer
	July 1917	66:208	Alice McMenamin	Goldie Baber
West half Lot 74; NW quad Lot 73	Aug 17, 1950	303:555	J. Wilmer McMenamin	William H. and Virginia B. Meeks
(Lots 501 & 502)	July 17, 1941	178:11	Alice McMenamin	J. Wilmer and Hattie L. McMenamin
	March 19, 1932	112:494	Marie Baber and Goldie Baber	Alice McMenamin
	June 9, 1917	66:177	Alice and Richard McMenamin	Marie Baber
West half Lots 73 & 74	May 8, 1882	11:281	Hannah Burke	Alice McMenamin
	Feb. 19, 1853	M3:442	Malone & Crockett	Silas Burke
	April 19, 1850	O3:63	Cornelius Taylor	Malone & Crockett
	1832?	[Tax record]	Thompson Mason et al.	Harrison Taylor
	1829	R2:411	Humphrey Peake	Thompson Mason et al.
	Jan. 8, 1819	I2:407	James H. Hooe	Humphrey Peake
	Sept. 20, 1811	U:397	Matthew Sexsmith	James Hewett Hooe

Lot 503	July 31, 1953	363:34	Morrison M. and Blanche G. Clark	Francis & Chester Fannon
Lot 504	July 31, 1953	363:32	Morrison M. and Blanche G. Clark	Francis & Chester Fannon
Railroad Lot	Nov. 11, 1942	203:100	Georgia Industrial Realty Company	Francis Fannon, et al.
(se quad of Lot 73 & southern portion of Lot 56)	June 18, 1942	190:521	Richmond, Fredericksburg & Potomac Railroad Company	Georgia Industrial Realty Company
	May 24, 1871	13:348	John P. Emerson	Alexandria & Fredericksburg Railroad Company
Lot 55; Lot 56 (less RR after 1871) east half Lots 73 & 74	Dec. 4, 1940	169:174	Helen Virginia Williamson Barker and Charles Skelding Barker	Morrison M. and Blanche G. Clark
[Lots 503 & 504]	Feb. 12, 1919	67:507	Sarah Hughes	Mary Annie Williamson
	May 26, 1905	54:20	Spec.Commissioner James R. Caton	Edward Hughes
	Jan 31, 1901	[Chancery court]	Emerson heirs	Settlement of Estate
	1844	F3:67	Richard Staunton	John P. Emerson
East half Lots 73 & 74	1830	S2:440	U. S. Treasury	Richard Staunton
	1823?	S2:440	James S. Scott	U. S. Treasury [auction]
	1813-1815?	[Tax record]	Elizabeth Irwin	James S.Scott
	1810	[Tax record]	Mordecai Miller	Elizabeth Irwin
	1799	B2:459*	John Limerick	Mordecai Miller
	Jan. 12, 1799	L:181	Thomas White	John Limerick

Lots 73 & 74	May 5, 1797	Z1:394*	Thomas White & Matthew Sexsmith	[Division of property]
	April 26, 1797	Z1:386*	Jesse Simms	Thomas White & Matthew Sexsmith
Lots 55 & 56	1829	S2:1	Commissioner Hugh Smith	Richard Staunton
	1825	S2:1	Thomas Preston	Commissioner Hugh Smith
	Jan 17, 1812	W:376	Benjamin Dulaney	Thomas Preston
	July 21, 1798	L1:1	Michael Flannery	Benjamin Dulaney
	July 11, 1796	?	Robert Patton & Charles Scott	Michael Flannery
	May 24, 1796	Z1:31*	Jesse Simms	Robert Patton & Charles Scott

*Fairfax County Deed Book