

The Alexandria Chronicle

A publication of monographs about historical Alexandria, Virginia.

ALEXANDRIA HISTORICAL SOCIETY, INC. 201 South Washington Street • Alexandria, Virginia 22314

Editor: Linda Greenberg

Summer 2007

The Fitzgerald Warehouse The Early History of an Alexandria Landmark

by Diane Riker

At the southeast corner of King and Union Streets in Old Town Alexandria stands the Fitzgerald Warehouse, the largest structure the city retains from its heady days as an international seaport. Although its contents have changed from grain, tobacco and sails to coffee lattes, gifts and offices, it is basically the same mammoth storehouse that Washington's aide de camp John Fitzgerald built more than two centuries ago.

If you look to the north and south roof ridges, you will see there still, each under its own small gable, the iron pulley rings that helped hoist the freight of some of Alexandria's wealthiest merchants to the upper loading doors. Old window frames retain their original wooden pegs, which served throughout the building in lieu of nails and bolts.

The warehouse's high foundation of Potomac granite continues to face down the storm tides, and the daily traffic at this corner is not so different in decibels. Today the old building has a decided tilt toward the river which, in fact, is where its story begins.

Water Lots

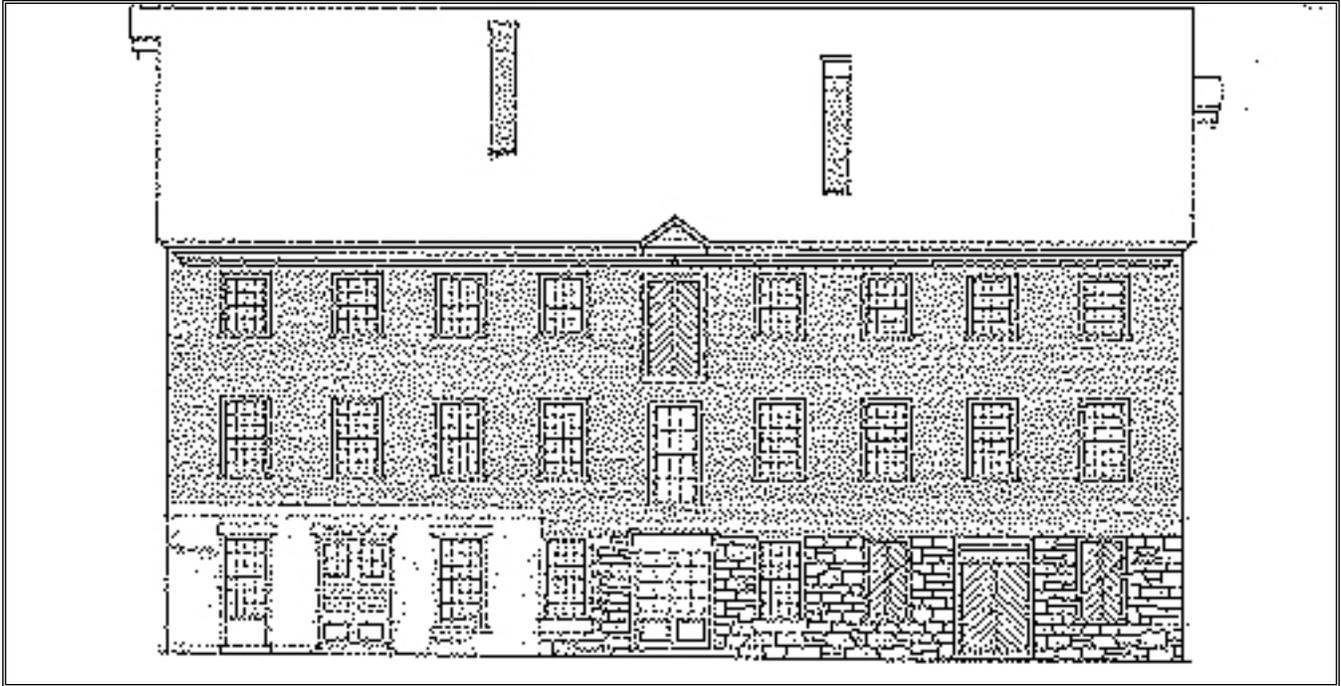
In 1749 a crescent of high clay banks enclosed a tidal marsh sloping into the Potomac. The river's deep water channel came close to shore only at what are now Oronoco and Duke Streets.

Many thought the crescent or cove had potential

as a major seaport and gateway to Virginia's interior, and, in 1749, as a result of the successful petition of the Ohio Company, the town of Alexandria was created. 84 half-acre lots were put up for sale. Many prominent men immediately invested in the new town.



Detail from a 1749 map in George Washington's hand but believed to have been copied from work by the surveyor John West. "X" marks the future site of Fitzgerald's warehouse and wharf. Library of Congress Geography and Map Division.



In 1937 the Works Progress Administration (WPA) made this drawing of the warehouse built by Colonel John Fitzgerald at King and Union Streets and now occupied by Starbucks, the Virginia Shop and offices. Library of Congress Historic American Buildings Survey, VA-132.

One investor was George Washington's half brother Augustine Washington, who, on a hot July day selected Lots 51 and 52 on the south side of King Street between Fairfax and Water (now Lee) Streets for his brother, Lawrence, then in England. The price for the two lots was £50.10.6 (FDB B:497).

Everyone along the road will be through (sic) that street, Augustine assured his brother Lawrence.

The reason the lots sold so high was River side ones being set up first (Moore 1949:8). Lawrence Washington's River side lot 51 was a high clay bank overlooking a muddy beach, some 450 feet in from the channel, as shown on page one.

After Lawrence Washington's death from tuberculosis in 1752, his executors sold the King Street lots to John and Susanna Patterson (FDB D:693). Patterson was a joiner, a carpenter specializing in interior finishing, which may explain the attribution of the warehouse to him by the National Park Service's *Historic American Buildings Survey* and its dating of the building to prior to 1765 (HABS VA-132). No records support this early construction.

In April 1778 Patterson's widow conveyed the property to two young Irishmen, John Fitzgerald and Valentine Peers (FDB D:196). They had arrived in

Alexandria before the Revolutionary War and began importing Irish linens and exporting Virginia wheat.

With their native distrust of the British, the two had contributed the profits from a sale of Belfast linens to the sufferers in Boston and, with the outbreak of the American Revolution, enlisted in the colonial cause. Fitzgerald and Peers became officers in the Continental Army; the former was a colonel, General Washington's aide de camp and his lifelong friend.

Despite the hardships of war, they and several of their fellow officers determined to make major investments in Alexandria, already the preeminent port on the Potomac. In November 1777 Peers was discharged from the army for reasons of private business in Virginia (Richardson 1976) and in 1778, with the colonel home on leave from Valley Forge, they bought the Patterson lots for £1,400. That fall for another £100, the town trustees granted them rights to the mudflats east of the lots (BOTM Sept. 17, 1778).

The Wharf

Earth was sliced from the bluff to bank out the marsh. Using timber frames to contain the excavated



A portrait of Peers, an earnest and rather handsome young man. Richardson, 1976.

clay and stone, workmen labored to cross the tidal flats and reach the channel. (See Shephard, Steven J. Reaching for the Channel, *The Alexandria Chronicle*, spring 2006.)

Nevertheless, in 1781, the partnership was dissolved (FDB N:497) and the property divided. Fitzgerald became sole owner of the new land lying east of Union along the south side of King. He also found a market for redemptioners, those redeeming their passage to the new world and other debts by two to seven years of labor.

Just arrived in the Ship ANGELICA, Capt. TIMOTHY PARKER, and the Ship WASHINGTON, Capt. ENOCH STICKNEY, both from CORK, ABOUT Three Hundred healthy Redemptioners- and four years Servants, among whom are many valuable Tradesmen and Labourers, and a few Women. Their times will be disposed of on the most reasonable terms, by applying to the Captains on board, or to the Subscriber. Tobacco, Wheat, Flour, and Flaxseed, will be taken in payment, by JOHN FITZGERALD. Alexandria, August 2, 1784.

Virginia Journal and Alexandria Advertiser, Aug. 19, 1784

By October 1786 Colonel Fitzgerald and his wife Jane were leasing space on their filled-in land.

Their tenants, Jenckes, Winsor & Co., advised the public they were offering muscovado sugar, European textiles and New England potatoes at the foot of King (VJAA April 19, 1787), although their lease put them just 40 feet and six inches east of Water/Lee Street (ADB D: 227).

Until his wharf was extended to deep water, Fitzgerald must have been shipping and receiving his freight on lighters, or at the public wharves, perhaps on the dedicated half of the Carlyle/Dalton Wharf at Cameron Street (BOTM July 10, 1759).

A partial list of goods that Fitzgerald and his tenants were handling, as gleaned from advertisements in the last decades of the 18th century includes:

Freemasons aprons, bark (medicinal), barley, beef and blankets; candles, castor oil, cheese, chocolate, coffee, cordage and corn; fabrics and fashions (hats and parasols, shoes and stays); grain and gunpowder, indigo and ochre, iron, laudanum, lead, leather, limestone and lumber. Also millstones and molasses, nails, oils in hampers, olives in jars, vinegar in hogsheads; pepper and port, potatoes, rope and rum, sails and salt, shad, soap and sugar; tables and tea, wines and writing paper.

Add to these, horse carriages and harnesses, pianofortes and people, the aforementioned servants and laborers, and, of course, the merchant's chief exports of wheat, flour and tobacco (Miller, 1991:139 and Fitzgerald papers at Library of Congress, National Archives and Georgetown University).

By July 1789, a map, shown on page 4, attached to the Fitzgerald/Peers Deed of Partition shows a greatly altered shoreline (FDB Y-1:85). Two new blocks had been created. The foot of King Street was then 115 feet east of Union Street.

The Warehouses

We know that Fitzgerald stored tobacco for George Mason (Rutland, II:805-6) and grain for his brother-in-law George Digges (Fitzgerald papers, GU) in various warehouses from Dumfries northward and in public and private warehouses in Alexandria. Considering the success of his trade, it seems inevitable that Fitzgerald would build his own warehouse. But when? It seems unlikely that this would have happened during the business slump of the mid- to late 1780s.

Its location was auspicious. Here, King, Alexandria's main street connected to its chief commercial artery, the Potomac. Vessels crowded the harbor. On King and Union, wagons loaded and disgorged their freight, and merchants hustled between their docks and counting rooms. Taverns, boarding houses and other establishments clustered near the wharves to serve the growing trade.

The three main floors of Fitzgerald's warehouses served as salesrooms, storage and offices. Above them all was a sail loft. In fact, the first dated reference we have to the building is to its loft. In the February 8, 1798 issue of the *Columbian Mirror and Alexandria Gazette*, sail maker Daniel McDougall advised subscribers that he was moving his business to the loft over Col. Fitzgerald's warehouse.

One month later, Samuel W. Brown informed the public he was selling peas by the bushel from his "store on Fitzgerald's wharf." (AA Mar. 2, 1798). Brown's space must have been considerable since he paid £120 annual rent, twice McDougall's.

Wood Pegs, Clay and Oyster Shells

The Fitzgerald building was designed as three independent warehouses under one roof. Stone footings, more than two feet thick, support the outer brick walls and the two interior dividing walls.

The lower portion of the building is of Potomac River granite. The stucco that covered the ground story of warehouse No. 1, when the Park Service made its first visit in 1937, was removed before the service returned in 1959.

The structure features two long brick fireplaces set east to west in the two walls that divide the warehouse sections. The chimneys can be seen over a slate roof. Dormer windows were probably original to the building to illuminate the sail loft but had been removed by 1937. Each of the warehouses had its own cargo hoist.

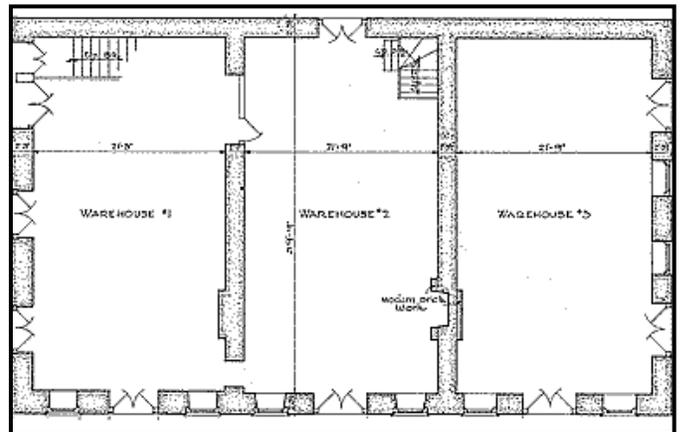
A writer for the *Alexandria Gazette* inspected the warehouse in the fall of 1949, before further renovations were undertaken, and made this observation:

One unique feature of the structure is the complete absence of nails in its original form. All of the windows, roof and timbers are held in by thick wooden pegs. They are clearly visible throughout the building. (AG 10/20/1949)

Since then, pegs have largely been replaced by nails or threaded bolts, but some pegs are still visible, particu-



This 1937 photograph of the loft essentially shows how the fireplace looked in Fitzgerald's day. Fireplaces on each floor would have provided some heat HABS-VA 132 Library of Congress American Memory.



Ground Floor Plan: "Warehouses 1 and 2 have been altered for modern commercial purposes," the government's study noted. "Present (1937) openings in wall between (are) not original." Library of Congress, HABS VA-132.

larly in the window frames.

Most early buildings here were constructed of wood and, in an age of candles and hearths, they often were destroyed by fire. By the 1780s, brick was becoming the material of choice. Timber from the nearby forests was almost exhausted while clay was everywhere underfoot. Moreover, brick was fireproof. In 1810, 1827 and 1854 fires raged along Union Street, but they never bridged Fitzgerald's alley or touched his warehouses.

The two principal facades on King and Union Streets are of brick laid in the Flemish bond pattern

with alternating headers (the short side of the brick) and stretchers (the long side) in each course (row). According to Peter Smith, principal staff to the Alexandria Boards of Architectural Review, and Al Cox, FAIA, the city's Code Enforcement Architect, "The front facade of a brick building should be thought of almost as a stage set. It is normative that the front facade has a fancier brick bond pattern than the sides or rear of the building." (Smith & Cox 1996)

The east and south brick faces of the warehouse are in American or common bond, where three to five courses of stretchers alternate with a single course of headers. This masonry method is "cheaper and less labor intensive than the complexities of alternating every single brick. As mortar and brick were made stronger in the 19th and 20th century, the number of header courses decreased," Smith and Cox note. The bricks were fired from native clay on site or nearby. In 1800, Fitzgerald's executors "exposed to sale a kiln of bricks, where it stands, upon the wharf, belonging to the said estate, on Wilkes Street" (AG April 29, 1800).

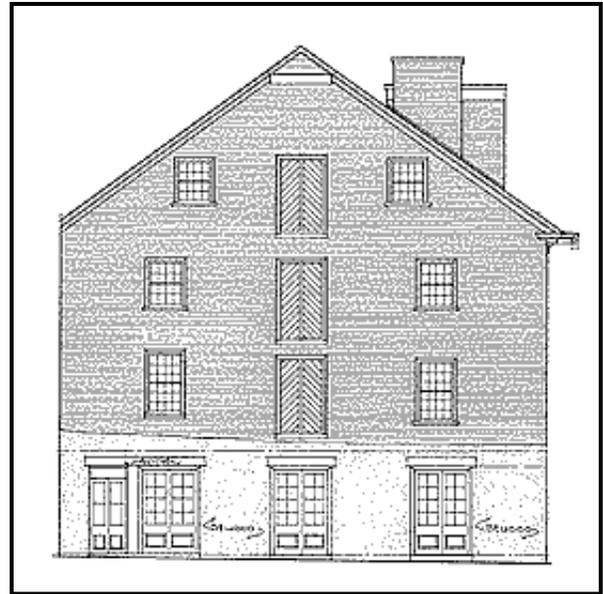
The building's first floor masonry on King Street, has been clumsily patched to cover old openings, and new openings have been created for new needs. The original brickwork is only on view above the main level. Mark Ludlow, a student of historic construction and author of a study on another Alexandria warehouse (Alex. Lib. local history mss), makes the following observations.

The original stone mortar deteriorated, in part due to its exposure to so much moisture, particularly in light of the probable use of ground-up shell which tends to powder and dissolve in water. I believe they attempted to patch the stonework and then stuccoed the King Street side (shown above) to protect the wall, and particularly the mortar from deteriorating further, and to cover up the 'hodgepodge.'

Ludlow points out that the shells' powdery white residue is still evident at the foot of the east side of the original building, now visible only from the alley and partly enclosed by glass.

Inside, the original beams bear the marks of the adze. The beams are chamfered (beveled), a technique of ship carpentry typically seen where close encounters below deck between sailors' heads and beams could be expected (Ludlow: 2007).

Fitzgerald would have needed "brickmakers,



The north warehouse facade on King Street with the stucco finish on the first floor.

bricklayers, stone masons, slaters, carpenters, plasterers (sic), glaziers and painters" (Evans 1804) and, as we learned, he had access to a pool of laborers -- redemptioners -- for the wheelbarrow and bucket work.

The building has been the acknowledged model for at least one contemporary development, the residential community of Ford's Landing on the southeast side of Alexandria (BAR 96-0271).

"Colo. John Fitzgerald, Merchant in Alexandria"

(as George Mason's letters addressed him)

Although we have no birth date for John Fitzgerald, we know that Peers was 22 in 1778 when he and John bought the Patterson lots (Richardson, 1983). We have no portrait of Fitzgerald and only the skimpiest description of him as "an agreeable broad-shouldered Irishman." (Freeman 1948 IV:412-13). We know that he served his community and country well. He held numerous positions of leadership in Alexandria and helped fund the town's library, its academy and its Roman Catholic church. He was, until his last years, very prosperous and owned a distillery at the foot of Wolfe Street and several other

properties within and beyond the town boundaries. There are more than 30 entries in Washington's Diary of Fitzgerald's dining at Mount Vernon.

Yet, the colonel's last years were plagued by illness and betrayal.

In 1793, President Washington appointed him Collector of Customs for the Port of Alexandria. He served under Secretary of the Treasury Alexander Hamilton, and his appointment continued under President Adams and Treasury Secretary Oliver Wolcott. In turn, Fitzgerald named Vincent Gray to the post of surveyor and then to the post of deputy collector.

In the mid-1790s Fitzgerald became ill and his official letters refer to a "violent rheumatic complaint." Deputy Gray took over most duties of the office. Unfortunately, according to treasury records, Gray was "abusing" Fitzgerald's signature.

Letters from the federal government to the port collector grew increasingly impatient and, in 1799, to secure loans, John Fitzgerald and his wife Jane deeded in trust to William and John Herbert of the Bank of Alexandria "a parcel east of Union and South of King Streets."

By year's end, Fitzgerald was dead and his warehouse forfeited. When the government auditor made his calculations in February 1801, the Alexandria collector's office was found to be more than \$57,000 in debt to the United States government (Fitzgerald papers GU).

New Owners

In June 1802, two respected Alexandria merchants, both in their forties, John Dunlap and Thomas Irwin, offered \$14,750 for the warehouse and wharf and "no person bidding more (the property was) struck off to them." (ADB C, 73). Their first years at Union and King Streets were not easy ones.

It is important not to glamorize the early waterfront. When it rained, water pooled on the hard clay roads making them slippery and barely passable. "I forgot to tell you that we have a great plenty of Musketoes, and that they are very troublesome on the Warm Nights," Fitzgerald's tenant, Olney Winsor, had written to his wife in Rhode Island (Winsor Sept. 18, 1786).

Furthermore, in addition to floods, mud, and mosquitos, disease arrived with rum and sugar from the Caribbean. In July 1803, a sailor infected with yel-

Valuable Property for Sale

IN ALEXANDRIA.

By virtue of a Deed of Trust made by Col. John Fitzgerald, late of this town, to us the subscribers, will be exposed to sale on Monday the 17th day of August next, if fair, if not the next fair day, on the premises,

The following very valuable Property -- to wit:

A Water Lot commonly called Fitzgerald's Wharf, lying upon the south side of King street and east side of Union street, and bounded by an alley of 30 feet in width, on the south from Union street to the water. On this piece of ground are erected three Brick Warehouses, 24 feet 4 inches in front, 42 feet deep and three stories high each - Also, a SAIL LOFT above the upper story 73 feet in length, and 42 feet wide upon the floor - all under one roof. Adjoining, and on the east side of this house, is a piece of ground unimproved the whole length of the house, 55 feet deep, terminating on a 25 feet alley, laid out upon the front of the wharf. From the front of the wharf is a pier extended into the river 100 feet by 60 in breadth. Appertaining to the pier is a dock 33 feet wide on the one side and another 25 feet on the other side.

This sale is made for the purpose of raising certain sums of money which have been demanded of Robt. F. Hooe as security of Col. Fitzgerald, by the United States and the Bank of Alexandria.

*Wm. HERBERT,] Trustees.
Jno. C. HERBERT]*

The bankers inserted this ad for the wharf and warehouses in the Alexandria Advertiser and Commercial Intelligencer, Aug. 3, 1801. The pier's width evidently had been increased by 10 feet since the 1789 division map.

low fever came ashore.

Seventy-five years after the 1803 epidemic, the Gazette painted this dismal picture:

Fill up the cove and pile it with warehouses and dwellings that receive the sewerage from the hills above, and give it no outlet that was the condition which surrounded the newly filled cove between Fishtown (north of Queen) and Pioneer Mills (at Duke) in 1803. Even then the poison of the disease was spent mainly on the newly made ground, the bulk of the cases occurring below Water street and none beyond Royal street (AG Sept. 11, 1878).

Town physician Elisha Dick blamed the infection on a "very large pile of oyster shells, some holding oysters found in a state of putrefaction emitting nauseous effluvia." Terrified citizens took to chewing tobacco and wearing necklaces of garlic cloves (Miller in AG Nov. 10, 1983). Three thousand fled the port; nearly 200 of those remaining died. When colder weather returned, the fever subsided.

In 1804, King Street merchants were suffering from the chronic problem of flood tides. Trustee George Gilpin wrote Charles Simms in the new collector's office across Union from the warehouses:

A piece of Ground which formerly belonged to Col. John Fitzgerald laying (sic) between Water and Union Streets fronting on King is too low the water that falls on it for of a sufficient height becomes Stagnant, to remedy this you are desired to have it filled up. (Alex. Lib. VF *Waterfront 3*).

The town council directed the street commissioners "to proceed to pave King Street from Union street to the head of the dock." In a slice of accidental archaeology, workmen repaving that section of King in November 1878, while cutting down to reach grade, "came across a well-paved street, about 18 inches below the surface of the old one" (*Wash. Post*, Nov. 20, 1878).

But these problems did not discourage the merchants on Fitzgerald's wharf. In 1804, Thomas Irwin built a three-story brick wing with hip roof against the east wall of the original building, extending it along King Street 50 feet toward the Potomac River and connecting it to the older structure by a door on the second floor (U.S. Supreme Court: *Irwin v Dixon* 1850).

Grocers like Daniel Cawood, Charles Catlett and W. Wedderburn rented space (Miller 1991). In

November 1804, a new ferry service was announced between Alexandria and Norfolk leaving from Dunlap and Irwin's wharf.

NORFOLK PACKET



The SUBSCRIBER

Intends running the fast sailing Schooner

HARRIOT,

having accommodations equal to any vessel in the trade, as a constant Packet between this

place and Norfolk. She now lies at Dunlap and Irwins wharf, is ready to receive a cargo, and will sail in a few days. For freight passage apply on board to

JOHN SUTTON,

Or to ABEL WILLIS, at his store on Union Street.

Alexandria Daily Advertiser, Nov. 12, 1804

Irwin's Wharf

In the fall of 1806, John Dunlap died. From then until well into the 20th century, the property would be known, at least in legal documents, as Irwin's Wharf (Moncure and Davis 1935).

The port had further troubles to weather. In 1807, President Thomas Jefferson's embargo on foreign trade kept laden vessels leashed to their piers for 14 months until the embargo was lifted. (AG 4/25/1808). On Saturday July 17, 1813, at a public auction, Dunlap's impecunious heirs sold the family's last shares to Thomas Irwin (ADB X:148).

One year later, the War of 1812 humiliated Alexandria. On the morning of August 28, 1814, Alexandrians woke to find seven British warships moored off Prince Street. Just days earlier, looking upriver, they had witnessed the burning of the president's house and other federal buildings. The defenseless town scuttled every vessel in the harbor and surrendered.

For five days the British plundered the waterfront warehouses, making off with 16,000 barrels of flour, 1,000 hogsheads of tobacco, 150 bales of cotton and \$5,000 worth of wine, sugar etc. (AAM: *Discovering the Decades*). During those moonlit

The wharf and its owners had a brief run-in with notoriety. On May 6, 1833, President Andrew Jackson visited Alexandria on board the steamer Sydney. Robert Beverley Randolph, a Navy Lieutenant and son of a revered Virginia family, who had been fired by the President from his post as purser of the Constitution, unexpectedly boarded the Sydney. Randolph entered the cabin where Jackson was resting, accosted the president and by some accounts twisted his nose!

Apparently the steamer had docked at Irwin's wharf since, according to a history of the Alexandria Masonic lodge (Brocket 1899:178), it was James Irwin who, with a U.S. Marshal, hustled the Virginian from the boat where "others were falling upon him with umbrellas, sticks &c " (*Phenix Gazette*, May 9, 1833). The "Randolph Affair" occupied the press for weeks.

It was not until 1835 that Irwin's six children divided their father's assets (ADB V-2:305) which included other properties as well as the wharf. The family had built a second addition to the warehouse on the river side, leaving a ten-foot open space between the east wings. There were now five warehouses.

FOR RENT - The Wharf-Lot and Pier, at the lower end of King street (on the South side) and binding on the East side of the buildings next the River. The Lot is forty-five feet, six inches, by seventy-three feet, six inches, and the Pier two hundred and fifty feet in length, and fifty-three feet in breadth, with dock room on either side, of sufficient width and depth for ships of the largest size. Possession given on the 26th for the present month. Apply to

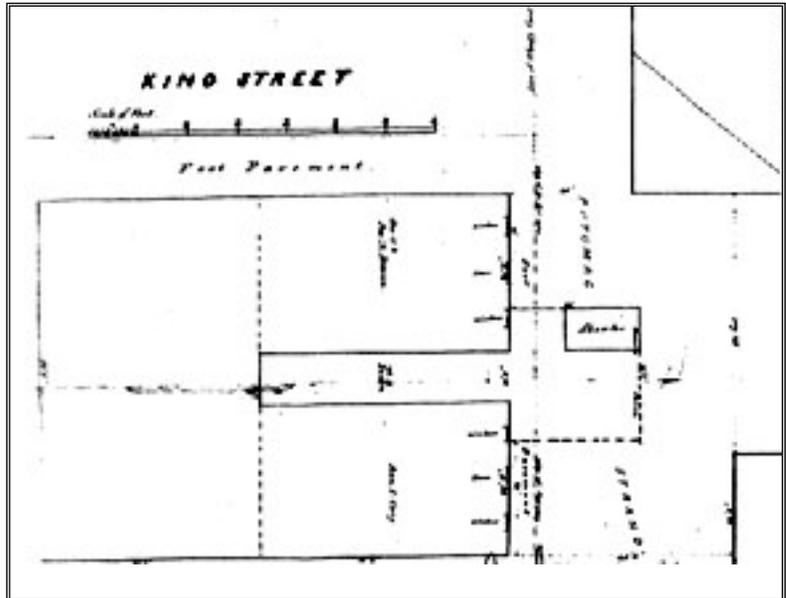
WM. H. IRWIN
AG June 19, 1844

The for rent notice reveals that Fitzgerald's pier, which the Herberts' ad described as 100 feet in length, had been extended another 150 feet.

Then, in the early 1840s, Alexandria suffered another downturn in trade. There were disputes about money among the Irwin heirs and with their mother Elizabeth who had dower rights. After borrowing heavily from his mother, James declared bankruptcy, and his share was sold by Elizabeth Irwin to George O. and John A. Dixon, grocers and ship chandlers

(ADB C:272 and Bus. Dir. 1860).

No sooner had the Dixions set up shop in the northeast wing than William Irwin, youngest of the heirs, erected a 10-foot tall wooden fence on the Strand, enclosing one of the new owners' east win-



Note the fence William Irwin built enclosing two windows, one in his sister Ann Cary's (bottom) east wing and the other in the Dixions' store (upper building). Both windows are just inside the fence (broken line). The fence encloses as well a shantee that was used in later years as a blacksmith shop. Because the court case involved only the wharfside buildings, the map does not detail the original warehouses. 1846 Arlington Chancery Court Map. Alexandria Library local history map collection.

dows. The Dixions took Irwin to court, and the Arlington Chancery Court ordered William to remove the fence. William refused to do so and took the case to the U.S. Supreme Court (Irwin v Dixon 1850). There the Court confirmed his right to the property where he and his father had piled the anchors and chased off the fly-ridden horses.

In 1846, after 55 years as a corner of the District of Columbia, Alexandria was revested in Virginia, and a new era of prosperity began. By then, the Irwin warehouses and wharf and the Dixions' store were assessed at \$28,500 (Alex. City Land Tax 1845:14). For the next 40 years, the name most closely associated with the warehouses and wharf was that of William Irwin.

All of the busy wharves attracted the town's youth but, on the Irwins' wharf, William's tenants Masters & Cox outdrew most of them. The establishment of Masters & Cox and then of Masters & Son was for many years the leading West India house here. The firm carried on business near the foot of King street at Irwin's wharf, and the arrivals or departures of their vessel the brig Favorite brought West India fruits and sometimes a monkey or two, and carried back live horses and cows, and the getting the animals on board was a sight to the town lads and the occasion of many truanancies from school. (*Wash. Star* July 30, 1889)

In 1851, owners of the new steam railroad, the Orange and Alexandria, laid tracks along Union Street to the Wilkes Street tunnel, completing the railroad's route through the city. The first carload of flour passed the Irwin warehouses on November 23, 1851. William Irwin was a supporter of the railroads.

The 1850s brought water and gas to the city. In 1851, King Street was excavated to lay an eight-inch water pipe. In 1856, Mary Irwin, William's sister, received Permit No. 602 for a connection to 6 King Street, and the first piped water flowed from Shuter's Hill into Fitzgerald's north warehouse (Erickson 1988).

The 1860 Alexandria census counted 12,652 residents and nearly 100 commercial firms (Miller 1986). Business was growing and the piers were laden with goods. But in the spring of 1861, with distrust deepening between north and south, Virginia threw its support to the south and withdrew from the Union. Never had the federal government appeared so threatening and the Potomac so breachable a border. William and his wife Ann had moved their family to her farm in Fairfax County. William became a quartermaster in the Confederate Army.

According to the Gazette,

The second week of April 1861 the old seaport braced itself for a deluge of rain whipped by gusty winds. Not since 1847 had the Potomac risen so high. It gushed through the intersection of King and Union streets at a depth of three

feet, sweeping away lumber and debris in its path. (*AG* Apr. 10-11, 1861).



In this detail from the Charles Magnus' 1863 Bird's Eye View of Alexandria, the roof of Fitzgerald's warehouse and the Irwin additions on the Strand are at right. William Irwin had removed his fence and enclosed the 10-foot passage between the newer buildings. Library of Congress.

Soon far more would be swept away. At dawn on May 24, 1861, Union troops were at the waterfront, and the city surrendered for the second time in its history, but that is another story.

* * * * *

Diane Riker is a retired journalist. She moved to Old Town with her husband Robert in 2004 and has become an active member in the Alexandria Association, the Alexandria Archaeological Commission, the Alexandria Historical Society and the Old Town Civic Association. She wishes to thank Michael Miller, Ted Pulliam and Peter Smith for their helpful suggestions and review of this manuscript.

Source References

- Virginia Journal and Alexandria Advertiser, Alexandria Advertiser and Commercial Intelligencer, Alexandria Gazette, Columbian Mirror and Alexandria Gazette, Alexandria Advertiser, Alexandria Daily Advertiser, Phenix Gazette* are on microfilm at the Barrett branch of the Alexandria Library, all catalogued as *Alexandria Gazette*.
- Alexandria City
Business Directory of Washington, Georgetown and Alexandria 1860.
Deed Books. Alexandria Library local history Microfilm Reels 00589.
Discovering the Decades. Alexandria Archaeology, Alexandria, Virginia.
Land Tax and Personal Property Ledgers. Alexandria Library local history Microfilm Reels 00026 and 00027,
Minutes of the Board of Trustees (BOTM). Alexandria Library local history.
Minutes of the Common Council. Alexandria Library local history.
- Atkinson, Guy.
1787-1800. *Papers of Guy Atkinson*. Library of Congress, Manuscript Division.
- Brockett, F. L.
1899. *The Lodge of Washington: a History of the Alexandria Washington Lodge 1783-1876*. G. H. Ramey & Son, Alexandria, Virginia.
- Erickson, Cdr. Philip M., ed.
1988. *Alexandria Water Company Permits: The First Thousand Pipers*. Alexandria Archaeology. Alexandria, Virginia.
- Evans, John.
1804. *The Builder's Universal Price Book...with Observations on Erecting Sound and Permanent Buildings*. Washington.
- Fairfax County
Deed Books B, D, N and Y. Alexandria Library local history microfilm reel 00030.
- Fitzgerald, Col. John
1773-1799. *Papers of John Fitzgerald*. Library of Congress, Manuscript Division.
U.S. Treasury/Alexandria Customs Office Correspondence. National Archives, College Park, Maryland.
- Col. John Fitzgerald Papers*. Georgetown University Library, Special Collections.
- Freeman, Douglas S.
1948. *Life of Washington Vol. IV*. Charles Scribner's, New York, New York.
- Hening, XI,
May 1784 session of the General Assembly.
- Jackson, Donald and Dorothy Twohig, eds.
1979. *The Diaries of George Washington* (6 vols). University of Virginia Press, Charlottesville, Virginia.
- Ludlow, Mark M.
2006. *A Level III Assessment of the Harper Warehouse Building (an erroneous attribution)*. Study for the University of Leicestershire, U.K. Alexandria Library local history, Alexandria, Virginia.
2007. Interview with D. Riker.
- Miller, T. Michael
1986. *Alexandria Virginia City and County Census 1860*. Heritage Books, Bowie, Maryland.
1991. *Artisans and Merchants*. Heritage Books Inc., Bowie, Maryland.
1987. *Pen Portraits of Alexandria, Virginia 1739-1900*. Heritage Books, Inc., Bowie, Maryland.
- Moncure & Davis
1935. Certificate of Title to property owned by Old Dominion Boat Club (submitted in U.S. v. Herbert Bryant et al 1973). Alexandria Library local history.
- Moore, Gay Montague
1949. *Seaport in Virginia*. University of Virginia Press, Charlottesville, Virginia.
- Munson, James D.
1986. *Col. John Carlyle, Gent, A True and Just Account of the Man and His House*. Northern Virginia Regional Park Authority.
- Richardson, Robert N.
1976. *Valentine Peers*. Richardson, Middletown, Ohio.

Riker, Diane
 2007. Notes/documents/photographs relating to the Fitzgerald/Irwin warehouse and wharf. Alexandria Archaeology Museum, Alexandria, Virginia.

Rutland, Robert A., ed.
 1970. *Papers of George Mason* (vol. II). University of North Carolina Press, Chapel Hill, North Carolina.

Shephard, Steven J.
 2006. "Reaching for the Channel," *The Alexandria Chronicle*, spring 2006.

Shomette, Donald G.
 2003. *Maritime Alexandria: The Rise and Fall of an American Entrepot*. Heritage Books, Bowie, Maryland.

Smith, Peter and Al Cox, FAIA.
 1996. *Building 18th Century Alexandria*. Unpublished presentation to the Alexandria Association.

Smith, William Francis and T. Michael Miller
 1989. *A Seaport Saga: Portrait of Old Alexandria, Virginia*. The Donning Company, Norfolk, Virginia.

Stoessel, John
 1969. *The Port of Alexandria, Virginia in the Eighteenth Century*. M.A. Thesis, Catholic University of America, Washington, D.C.

Tallichet, Marjorie, ed.
 1986. *Alexandria 1791 City Directory*. Heritage Books, Bowie, Maryland.

The Fireside Sentinel
 1991, *Wandering Along the Waterfront: King to Prince Street*. Vol. V, No. 8.

Tilp, Frederick
 1978 *This was Potomac River*. Frederick Tilp, Alexandria, Virginia.

U.S. Parks Service
 1935 and 1959. *Historic American Buildings Survey VA-132*. Library of Congress, American Memory.

U.S. Supreme Court
 1850. *Irwin v. Dixon*. Howard 10

Washington Post
 1878. Nov. 20.

Winsor, Olney
 1768-1788. *Letters of Olney Winsor of Providence, R.I. to his Wife*. Alexandria Library, Alexandria, Virginia (copied 1981).

* * *

The ads on pages 3, 7 and 8 have been retyped to make them easier to read.

This issue of *The Alexandria Chronicle* begins the story of the Fitzgerald Warehouse, once the center of seaport activities in Alexandria and now a popular tourist destination.

The Fitzgerald Warehouse, southwest corner
summer 2007



President: Douglas Thurman
Vice President: Bob Madison
Treasurer: Anne S. Paul
Secretary: Linda Greenberg

* * *

Published through the support of the
J. Patten Abshire Memorial Fund.

The Society's mission is to promote an active interest in American history and particularly in the history of Alexandria and Virginia. For information about Society activities and for past issues of *The Alexandria Chronicle* please visit the Society's web site: www.alexandriahistorical.org.

Editor: Linda Greenberg
The *Alexandria Chronicle* is published biannually by the Alexandria Historical Society, Inc.

The Alexandria Chronicle

A publication of monographs about historical Alexandria, Virginia.

ALEXANDRIA HISTORICAL SOCIETY, INC. 201 South Washington Street • Alexandria, Virginia 22314

Editor: Linda Greenberg

Summer 2007