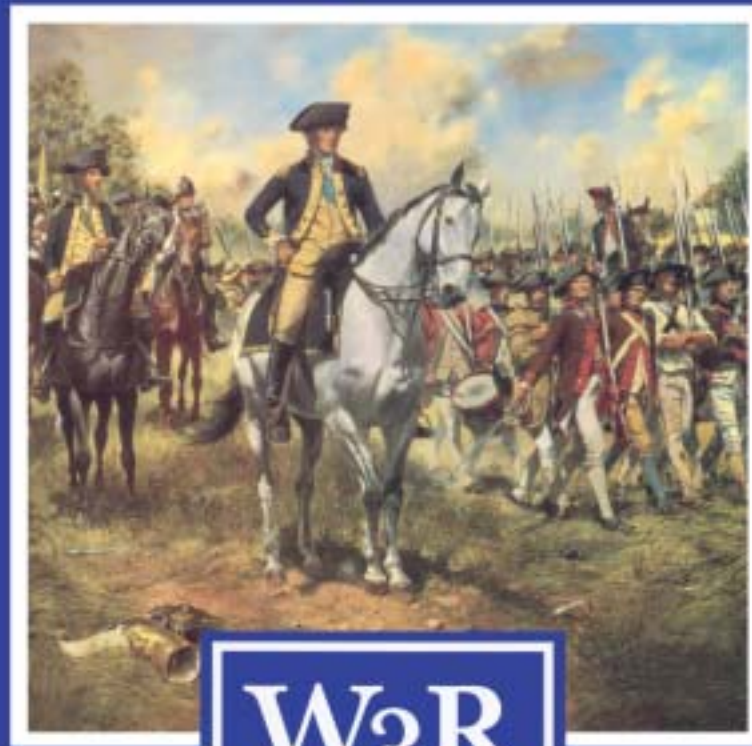


Marching to Victory



**A guide to the Yorktown Campaign
through Maryland and the District of Columbia**

Washington-Rochambeau Route

The Washington-Rochambeau Route
Encampments, Camden Yards, Baltimore, Maryland
1781 • 1782

The great victory at Yorktown, Virginia, October 19, 1781, was made possible by the convergence of the Continental Army under General George Washington—reinforced by the 5,000-man French Expeditionary Corps. This force landed during the summer of 1780 at Newport, R.I., under the command of General Jean-Baptiste Donatien de Vimeur, Comte de Rochambeau (1725-1807).

The Washington-Rochambeau Route to Yorktown began with Rochambeau's departure from Newport in the summer of 1781 and concluded when the Allied force, including the Naval squadron of Admiral de Grasse (after the Battle of the Clouds, 5-7 September 1781), General Saint-Simon's Army Corps and the battle-proven American troops under Lafayette joined forces.

In concert with Washington, Rochambeau organized and led the long and difficult march—800-miles and 40 encampments en route—from New England to Tidewater Virginia. The encampment at Camden Yards, Baltimore, was the 34th bivouac of French forces. They arrived 12 September 1781 and departed 15 September. After Yorktown, the French retraced their steps and Camden Yards was the 20th encampment on the route north, 24 July to 24 August 1782.

This commemorative plaque marks the Camden Yards bivouacs of Rochambeau's army in 1781 and in 1782—before and after—the great victory at Yorktown.



George Washington



J.B. Donatien de Vimeur Comte de Rochambeau



Original illustrated map by the artist, 1781
Illustration: Louis de Balthazar, 1781



CAMPBLEMENT DE CAMDEN YARDS
à Baltimore
1781-1782

La grande victoire de Yorktown, le 19 octobre 1781, fut le résultat de l'étroite coordination des forces continentales américaines du général George Washington, renforcées du Corps Expéditionnaire français, formé de 5 000 hommes, débarqué durant l'été 1781, à Newport (R.I.) et placé sous le commandement du général Jean-Baptiste Donatien de Vimeur, Comte de Rochambeau (1725-1807).

La Route Washington-Rochambeau commença à partir de l'été 1781, les mena jusqu'à Yorktown, où se déroula la bataille des Indes, alliées, y compris celles du corps de Saint-Simon, l'écadelle de l'amiral de Grasse (après la victoire de la bataille des Caps, 5-7 septembre 1781) et les troupes de Lafayette déjà engagées en Virginie.

De concert avec Washington, Rochambeau dirigea cette longue et difficile marche—800 milles en 40 étapes—depuis la Nouvelle-Angleterre jusqu'au lieu de la célèbre bataille. Le Campement de Camden Yards à Baltimore constitua la 34^e étape des troupes françaises. Ils arrivèrent le 12 septembre 1781 et repartirent le 15. Après la victoire, les troupes françaises, sous le commandement de Vimeur, déambulèrent à Camden Yards, du 24 juillet au 24 août 1782.

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On the Verge of Independence...

How the Franco-American Army ensured victory at Yorktown

Proposal: Our goal is the creation of the Washington-Rochambeau Revolutionary Route (W3R) National Historic Trail that passes through Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, the District of Columbia, Virginia, Massachusetts, and New Hampshire.

The trail will commemorate the Yorktown Road to Victory, which led to the beginning of the end of the American Revolution and to the Treaty of Paris. Those who follow the W3R will come to appreciate the fundamental importance of the American Revolution and hopefully will also identify with those who took part in the eight long years of war.

The Trail Study conducted during the 225th Anniversary of the American Revolution will help Americans re-examine their heritage, pay tribute to our French allies and the Continental soldiers, and come to understand the birth of our nation and the ideals on which it is based. These ideals came to influence the French and their own revolution. Long distance trail signage, waysides, and map brochures will become a permanent reminder of the generation of the Founding Fathers.

Since a national historic trail is based on recreational opportunities, this report will be an “inclusive” inventory of cultural and natural resources found on the trail or in close proximity of it along the Maryland, Georgetown/Washington, DC portion of the route. The 600 mile long W3R is at its most interesting and diverse in Maryland, where it splits into four routes by land and four routes by sea on the Chesapeake Bay and lower Potomac River.

The Chesapeake Bay Gateways initiative, the American Battlefield Protection Program Revolutionary War Study, and the W3R will underscore preservation, conservation, smart growth and new tourism opportunities.

The water trail recreation opportunities will be a new and exciting way to commemorate a National Historic Trail for this important American story.

Credits

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Introduction



After the American victory at the Battle of Saratoga in 1777, the Kingdom of France recognized the newly formed United States of America and pledged military and financial support to their fight for independence. The new Franco American Alliance was formally enacted in 1778 and shortly thereafter the first contingent of French troops arrived in America for operations against the British forces in the Southern United States.

Following the Continental Army's successful meeting with the French Army under Rochambeau, the Franco-American Army began its march from Newport, Rhode Island to Yorktown, Virginia. Under the overall command of General George Washington these troops were moving south to eliminate the British Army of General Cornwallis who was licking its wounds on the Peninsula between the York and James Rivers in Virginia after dealing with the Fabian tactics of Gen. Nathaniel Greene's Southern Continental Army.

The route of march for these troops took them through the states of Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland and Virginia from August to September of 1781. The army entered Maryland on September 4 after leaving Delaware. Washington's original plan was for the army to meet French transports waiting at Head of Elk, called Elkton today, in Maryland that would convey his entire force down the Chesapeake Bay to Virginia. General Marquis de Lafayette had marched through Maryland in April 1781 and now occupied Williamsburg and along with the junction of DeGrasse's 3,000 troops, had momentarily bottled up Cornwallis' Army on the York-James Peninsula.

The plan to destroy Cornwallis' army hinged greatly upon sea power and control of the Chesapeake Bay. With the entry of France into the war, the French Navy added its formidable power to the Patriot cause. The Allies intended to coordinate the land armies under Washington, Rochambeau and Lafayette and the French Fleet under Comte De Grasse to encircle Cornwallis' Army and destroy it in Yorktown, Virginia. It was up to the French Fleet to take control strategically vital mouth of the Chesapeake Bay and cut Cornwallis off from any sea-borne reinforcement or evacuation. At the same time this would clear any British vessels from the Bay and allow for the safe and rapid transportation of the Franco American Army from Head of Elk, MD to Yorktown, VA.

Unfortunately, as Washington was marching towards Head of Elk, Maryland, he had still heard nothing from the combined French Fleets of De Barras and De Grasse since they left Newport, Rhode Island where Rochambeau's troops had been landed. Even after his arrival in Philadelphia, Washington still had no idea if the fleet had successfully taken control of the bay or even if it had safely made its way down the coast. This in turn made Washington very uneasy since so much of his plan depended on the French Fleet.

Frustrated and concerned, Washington had written several prominent citizens he knew on Maryland's Eastern Shore to bring their private boats to Head of Elk to help move his army down the Bay. Still uneasy and discouraged that he still had no word of De Barras' transports, Washington was overjoyed when he finally received a message in Chester, Pennsylvania from General Mordecai Gist in Baltimore, saying that the French battle fleet under De Grasse had finally

arrived off the mouth of the Chesapeake. This meant that Cornwallis could not be reinforced nor could he break out from his position. This also meant that De Barras' transports could safely move Washington's troops without fear of the British Navy.

When he arrived in Head of Elk, Washington found that despite their best efforts, the Eastern Shore men could not provide him with enough boats to transport his entire army. British raiding parties had captured or destroyed most of the large boats that Washington was counting on to move his army. But there were enough smaller boats to load a 2000-man vanguard under Generals Lincoln and Lauzon and take them down the Chesapeake to join Lafayette's forces. Also at Head of Elk, Washington found a dispatch boat from the French fleet with details about the Battle of the Virginia Capes, and the welcome news that the French transports were on their way and De Grasse would forward them north as soon as they arrived. Washington and his staff, left the Army here and continued overland to Virginia. Rochambeau took his staff and followed Washington, leaving Baron de Viomenil in command of the army. Washington and his staff briefly stopped in Baltimore before riding overland to Mount Vernon, Washington's home. Rochambeau and his staff followed Washington by one day. The Generals and their staffs met at Mount Vernon before continuing on to Williamsburg, Virginia; where the army could concentrate before besieging Yorktown.

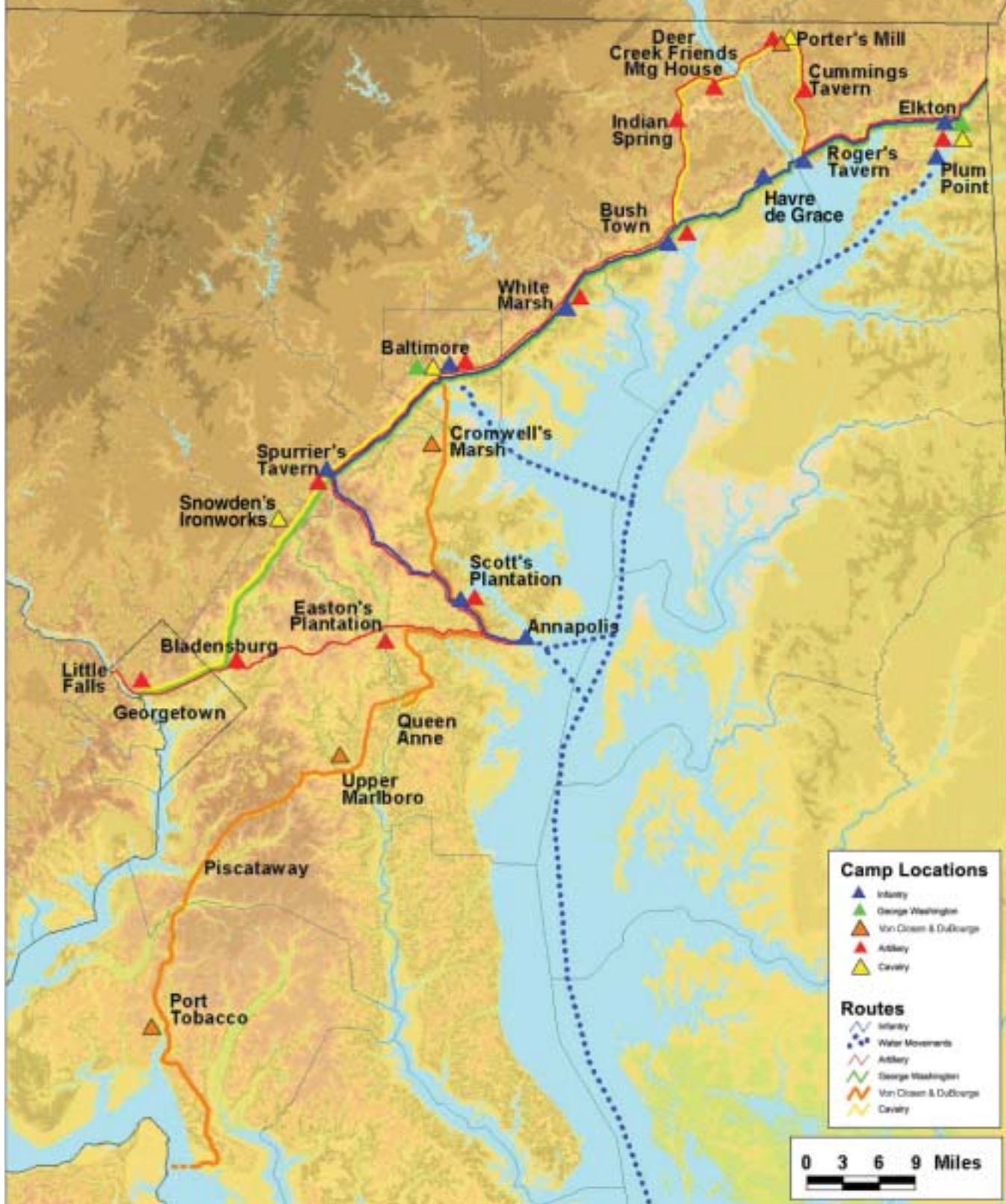
The combined armies marched south to Rogers Tavern in Perryville, Maryland on the Susquehanna River, and still did not find sufficient water transportation. Still unable to find sufficient boats at the bay ports of Charlestown and Perryville, army continued marching now southwest towards Baltimore, Maryland. Crossing the Susquehanna River, the combined armies marched to Bush Town, today called Bush, Maryland at the head of the Bush River. Washington was sure there had to be some vessels capable of transporting his troops down the bay in the busy seaport of Baltimore.

The Army arrived in Baltimore on September 12th and received the adulation of its citizens. However, it was greeted with a disappointing lack of suitable vessels. Apparently British raiders had been successful in stripping boats all along both sides the bay, and Baltimore had been no exception. However there were enough boats to embark 1200 American soldiers under General James Clinton. In Baltimore the combined army regrouped and encamped as the soldiers waited for the rear of the wagon train to be brought up, which had taken a more northerly and supposedly safer, crossing of the Susquehanna River at the present site of the Conowingo Dam and reservoir.

Finally after the arrival of the wagon train, the Franco-American Army began its march south, this time towards Annapolis, Maryland. A dispatch from De Grasse had been received in Baltimore that French transports were being sent up the bay to Annapolis from the French fleet that now controlled the entire Chesapeake Bay and would rendezvous with the army there. At last, in Annapolis, the remaining French and American infantry and field artillery were able to embark and sail, instead of marching to Yorktown.

The French cavalry of Lauzon's Legion, unable to board transports at Annapolis, was sent to escort the wagon train. Together, they began a slow ride to Georgetown, Maryland and crossed over the Potomac into Virginia. Baron Ludwig Von Closen and Cromot Dubourg rode over land and independent of the rest of the Allied Army through Maryland, arriving in Williamsburg on September 18th. It would not be until September 26th that the Franco-American Army would concentrate in Williamsburg and begin to besiege Yorktown, Virginia.

Washington Rochambeau Revolutionary Route



Washington and Rochambeau's Ride



courtesy U.S. Postal Service

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George Washington



J.-B. Donatien de Vimeur Comte de Rochambeau



Map of the Chesapeake Bay region showing the route of the Washington-Rochambeau Army.



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à Baltimore
1781-1782

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The American Society of Le Normand Français • Society of The Comrades
The Sons of The American Revolution • The Daughters of the American Revolution

Washington and Rochambeau's Ride



Washington and Rochambeau, having already begun sending part of their army to Williamsburg, decided to ride ahead to Williamsburg. They were now aware that the French Fleet

under De Grasse had secured the Chesapeake for the Allies and it was only a matter of concentrating forces to defeat and capture Cornwallis' Army at Yorktown.

Washington was an able horseman and the retinue made 60 miles a day. Rochambeau followed him, leaving Baron de Vionmiel in command. The group rode hard for Mount Vernon, following the approximate trail of Maryland Route 7, US Route 40 and US Route 1.

Elkton Hollingsworth Tavern



The entire complement of the Allied Army camped just south of Hollingsworth Tavern. The tavern had served earlier as Washington's headquarters on August 25, 1777.



Elk Landing



Elk Landing, as far as we know, is the location of some of the original wharfs that served the commercial shipping traffic coming to and from Head of Elk

along the Elk River. It was about two miles downriver from here that Washington expected to find the boats gathered by his friends from the Eastern Shore.

Perryville Rogers Tavern

Here, near the eastern bank of the Susquehanna River sits Rodger's Tavern, constructed circa 1745. Today it's been wonderfully restored to its 18th Century appearance.



John Rogers purchased the tavern in 1781. It was here that Rochambeau, Washington and the rest of the Allied Army crossed the Susquehanna River at the ferry located nearby. Just a short drive down Rt. 7 takes you to Perry Point, the approximate site of the lower ferry on the Susquehanna.

Baltimore



Washington and staff arrived in Baltimore on September 8, 1781. They were welcomed by General Gist and the citizens of Baltimore who fired a cannon salute in their honor. The party stayed at the Fountain Inn and had a celebration at Lindsey's Coffee House. Washington and his staff officers left the next day and made excellent time.¹ His group was followed by Generals Rochambeau and Chastellux and staff the next day.



¹ *The Diaries of George Washington* vol. 3. Charlottesville: University of Virginia Press, 1978, 419.

Courthouse Square

Site of the original Baltimore City/County Courthouse (1768-1809). Famous later as the “courthouse on stilts” because of its odd appearance due to the construction in 1784 of a stone arch supporting the building. This arch allowed street traffic to pass below. When General Washington arrived on September 8th, a cannon salute was fired in his honor. The blast echoed across the harbor.



Elkridge Landing

Elkridge Landing has been all but destroyed by now. Major storms and floods since 1868 have silted in the Patapsco River. In 1781 Elkridge, Maryland was called Elkridge Landing. The river was one and a half miles wide here and deep enough for ocean-going vessels to come up to a wharf on the southern bank of the river. The town was a bustling commercial center thanks to the many mills along the river.



It was here that patriots hanged Maryland’s Stamp Act Agent in effigy in 1765. During April of 1781, Lafayette’s troops camped here on their way to Williamsburg, Virginia. In September 1781 Washington and Rochambeau crossed the Patapsco River near here on their respective rides south to Mount Vernon.

Friends Meeting House



Today, the oldest house of worship in Baltimore, the Quaker Meeting House was present during the March to Yorktown in September 1781. It was completed in the spring of

that same year and saw the passing of generals Washington and Rochambeau and the entire complement of the French and American Army that left Head of Elk, Maryland by land.

Elkridge Tavern



Still standing since the 1700’s, the Elkridge Tavern today still serves in its original capacity as a meeting place and restaurant for visitors to Elkridge. It is now known as the Elkridge Furnace Inn.

Fells Point - London Coffee House

This is the London Coffee House (on the right),



located in Fells Point. Washington enjoyed a reception at a similar establishment named Lindsey’s Coffee House in Baltimore during his brief stay in the city.

Mount Clare

The estate of Charles Carroll the barrister, this home is today part of Carroll Park and is managed by the Colonial Dames. The house is Baltimore’s oldest colonial mansion, with construction having started in 1754.

Rockburn

Caleb Dorsey, Jr., whose father built nearby Belmont, completed the central portion of this house in 1736, so it would



have been there when Washington rode by. It is located one mile from US Rt. 1, off Montgomery Rd.

Belmont

Now owned by the American Chemical Society, Belmont is a fine example of Colonial Era plantation architecture in Maryland. The house was built in 1738 by Caleb Dorsey. For many years its grounds were the homes to many a fine American racing horse. The house is available for receptions, retreats and meetings. It is not open to the general public.



Savage Joshua Barney House



Joshua Barney (1759-1818) served in the American Revolution and was a Naval War Hero in the War of 1812. This gracious old mansion is located just off I-95 between

Baltimore and Washington, DC in the historic old mill town of Savage, Maryland.

Troy Hill

Home of Edward Dorsey, brother of Caleb Dorsey of Belmont. The original land was granted by Lord Baltimore in 1695. The first structure on the site is listed in tax records in the year



1700. The house is currently being stabilized under a land and water conservation grant, sponsored by the NPS, State of Maryland Program Open Space, and Howard County.



Montpelier

The manor house at the Montpelier estate was under construction during the Yorktown Campaign, but the original land grant for the property dates back to 1686. In 1787 George Washington stopped here on his way to and from the Constitutional Convention in Philadelphia, Pennsylvania.



Snow Hill

One mile off of the route of march of the Allied Army, Snow Hill is an important structure for students of the Revolutionary Era. Snow Hill is a house representative of the common houses along the coastal plain of Maryland during the Colonial Era through the early



1800's. The house is currently owned by the Maryland National Capital Parks and Planning Commission and is available for meetings and luncheons on request.

Snow Hill is located off US Rt. 1 on Laurel Bowie Road.

Spurrier's Tavern

At the site of the Maryland State Police Barracks on US Rt. 1 in Waterloo is the marker for Spurrier's Tavern. The actual site was approximately ½ mile down the road at the location of a Holiday



Inn. Spurrier's Tavern was the site of the French Army's encampment from the 15th to the 16th of September. George Washington stopped here 25 times between 1789 and 1798. The tavern was replaced by the Waterloo Inn, but it did not survive into the 20th Century.

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Beltsville Van Horn's Tavern

Located on the Old Baltimore Pike, George Washington passed by the tavern on his way to Mount Vernon in 1781.



firm and later served as a tavern. During his lifetime George Washington stopped here numerous times. The structure has been recently restored to like-new condition.



Old Baltimore Pike Trace

Paralleling US 1, the Old Baltimore Pike was the route that Washington and Rochambeau followed on their rides to Mount Vernon. Today much of the old road is now in old residential and commercial areas of Beltsville and Laurel.



Washington Circle

Located just outside Georgetown is this fine equestrian statue of General George Washington. He was 49 when he made the famous 120 mile ride from Elkton to Mount Vernon with only one rest stop in Baltimore.



College Park Rossborough Tavern

Situated on the campus of the University of Maryland's College Park Campus, the Rossborough in is currently the Faculty and the University of Maryland



Alumni Association. The structure was built in 1804 by John Ross, the proprietor of the Indian Queen Tavern in Bladensburg. The building was restored to its early federal appearance in 1940.

Georgetown Old Stone House

It is reported that George Washington used this house as headquarters while the Federal City was being surveyed in 1791. Managed by the NPS. Open daily.



Bladensburg Indian Queen Tavern

This structure, sometimes called the Indian Queen Tavern, and also known as the George Washington House was built by Jacob Wirt around 1752. At that time, Bladensburg was a thriving mercantile community. The building was first rented to a tobacco trading

Georgetown Ferry Crossing, C & O Canal National Park

Located in historic Georgetown between the Key Bridge (US 29) and the Ukrainian Embassy (Forrest Marbury House), is the approximate location of the Potomac crossing used by the wagon train on its way into Virginia. Today, the Maryland and most of the District of Columbia's shoreline of the middle and upper Potomac



is preserved by the Chesapeake and Ohio Canal National Park. In fact the actual crossing was obliterated by the construction of the canal in 1828. Today the canal is watered and boat rides are offered by the Park Service. The marker for the Washington Rochambeau Revolutionary Route has been defaced by vandals and is in the process of being replaced.



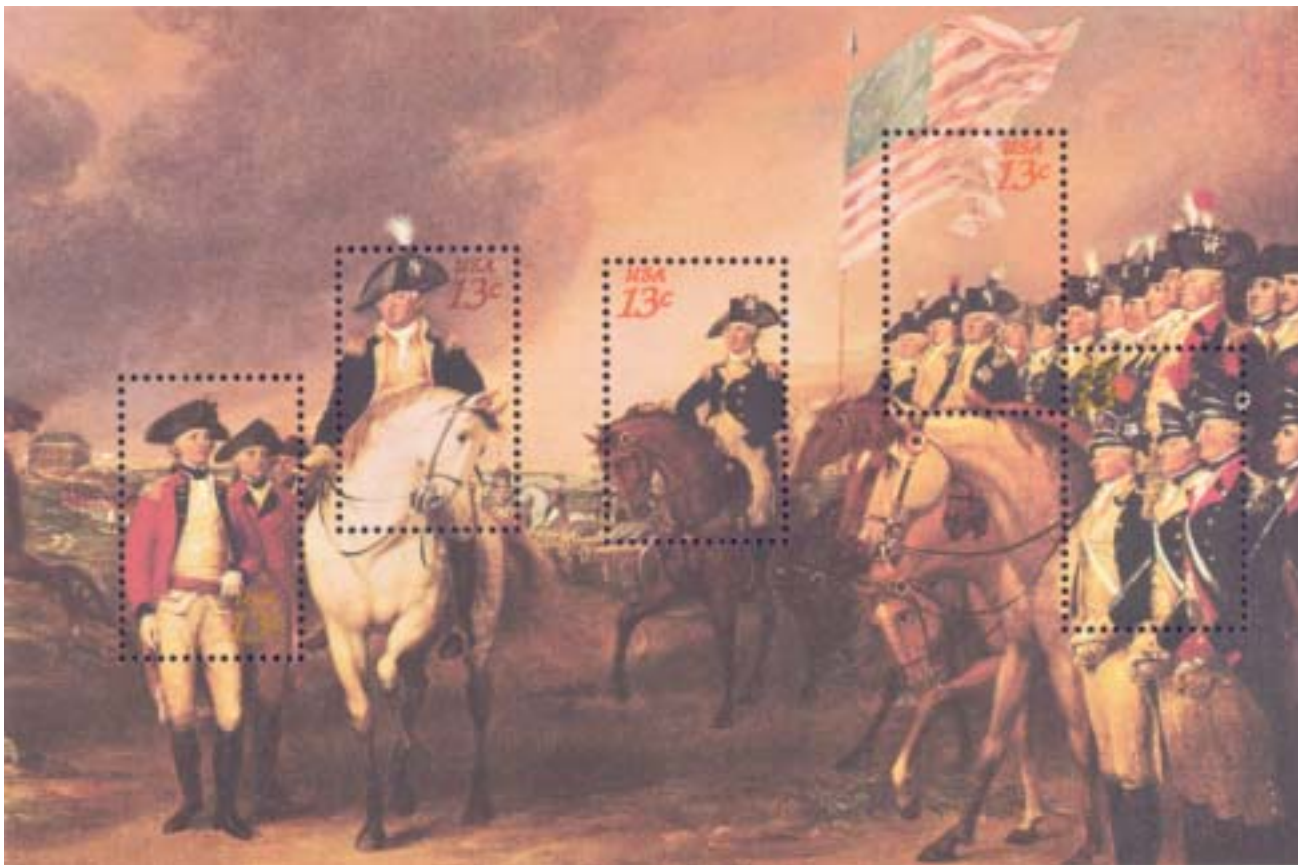
Washington crossed the Potomac here on his way to Mount Vernon. There, Washington saw his family and home for the first time in years, and wanted to prepare the house before Rochambeau's arrival. Rochambeau and Chastellux followed with their staff officers, crossing the Potomac and riding to Mount Vernon via Alexandria, Virginia to meet Washington. After a short stay, the band of horsemen rode on towards Williamsburg.





Stanley Arthurs—artist, Virginia Historical Society

Von Closen & Dubourg's Ride



The Surrender of Lord Cornwallis at Yorktown. From a painting by John Trumbull.
Courtesy U.S. Postal Service



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George Washington



J.-B. Donatien de Vimeur Comte de Rochambeau



Image courtesy of the National Archives and Records Administration, College Park, Md.



CAMPIMENT DE CAMDEN YARDS
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Von Closen and Dubourg's Ride

Von Closen mentions his plan of route on 12 September at Baltimore. He states that he found the Legion's intended route to be a "long time on the road before reaching its destination in Virginia." He also considered accompanying the infantry regiments that would travel via ships from Annapolis to the Virginia destination." He concludes that the estimated arrival in Virginia "...would be delayed tremendously if we (Du Bourg and I) were to take either of these courses." He goes on: "Consequently, we resolved to leave that very evening and travel by forced marches, with our horses, the shortest route; since we were very sure that way we could arrive at least 8 days before the troops and the Legion." Later is a description of the party that set out: "two masters, 4 servants, and 10 horses altogether."²

Baltimore Ferry Bar ▲



Ferry Bar Park is the site of the ferry on which the cavalry detachment crossed the Patapsco River in 1781. According to Von Closen, the river was "one and one-half miles wide" and his party had to wait an hour for the ferry boats to reach the north shore. Today this crossing is serviced by the Hanover Street Bridge (right).

Ferry Bar Park is the site of the ferry on which the cavalry detachment crossed the Patapsco River in 1781. According to Von Closen, the river was "one and one-half



Porter's Bridge & Porter's Mill ▲



Dubourg and Von Closen stated that they lodged at Porter's Mill on Octoraro Creek September 9, 1781.

² Evelyn Acomb, ed. *The Revolutionary Journal of Baron Ludwig Von Closen 1780-1783*. University of North Carolina Press, 1958, 126.

³ Acomb, *The Revolutionary Journal...*, 127-8.

Cromwell's Marsh ▲

Von Closen and du Borg and their party of servants attempted to find an inn without the help of a local guide and were subsequently lost in the area that comprises present day Brooklyn. Fortunately, they were taken in by some farmers and resumed their ride on the 13th of September.³ The exact camp of the 12th of September is unknown.

Pumphrey House

Off Maryland Route 3 stands the Pumphrey House, an excellent and in this area, rare example of federal architecture. Today the house is undergoing preservation and is not open to the public.



Curtis Creek Furnace

The Curtis Creek Furnace, located on the south side of Furnace Creek, one-half mile east of Ritchie Highway, was established in 1759 and with a foundry built in



1829, continued to turn out high grade charcoal pig iron until abandoned in 1851. This site would have been present when Dubourg and Von Closen rode by.

Ramsey Tavern and Shipley's Choice

On MD Route 3 at Dicus Mill Road stand markers for the Ramsey Tavern and Shipley's Choice. The Ramsey Tavern stood along the Old Baltimore and Annapolis Rd, present day MD 3, on the south side of Severn Run. George Washington stopped here in 1773 and 1775. Shipley's



Choice was a colonial land patent belonging to Adam Shipley who patented 200 acres on March 30, 1681.

All Hallows Parish Church, Davidsonville

On the way to Queen Anne stands the chapel of All Hallows Parish Church which dates from 1692. It's an interesting gothic-style church and witnessed the passing of Von Closen and du Borg's party.



second Continental Congress and a 1793 visit while President of the United States.

Darnall's Chance

Pictured below is Darnall's Chance, a restored colonial home. It was built by Henry Darnall, office holder and relative and friend of Lord Baltimore. Darnall was also a very wealthy planter who at the time of his death owned more than 27,000 acres in Prince George's County, including much of the land that comprises its county seat, Upper Marlboro.



Queen Anne Crossing



Queen Anne was once a thriving port town on the Patuxent River as of 1707. Here, Baron Von Closen and Cromot du Borg crossed the river on their way south to Upper Marl-

boro. The actual crossing is now not usable for cars and one must do a bit of hiking to reach the circa 1931 road bridge pictured. George Washington stopped here at Boyd's Tavern in 1774 and 1791.

Mellwood Park



(Library of Congress)



Located on the Old Marlboro Pike about half a mile east of Maryland Route 223 stands the sign for Melwood Park. This estate was the home of Ignatius Digges, father-in-law to the Governor of Maryland, Thomas Sim Lee. Von Closen considered this house to have been one of several "charming residences"⁴ that he saw on his way to Virginia. Today the house is off limits to the general public and not easily seen from the roadside. George Washington stopped here four times.

Queen Anne

The town of Queen Anne is now a mere shadow of its former self. However, in September of 1781, this town was the site of a short rest stop for Baron Von Closen and Cromot du Borg.



Upper Marlboro

Marlboro was the camp site on September 13th. The town, originally known as Marlborough, has been the county seat since 1721. George Washington lodged in the town many times, including his trips to the



His Lordship's Kindness - Poplar Hill



This estate and house derives its name from a 7,000 acre grant from Lord Baltimore in 1703. For many years the manor house was known as Poplar Hill it was believed to have been built in 1728

⁴ Acomb, *The Revolutionary Journal...*, 129.

as a wedding gift for the daughter of the 14th Earl of Shrewsbury. The Justice of Prince George's County Robert Darnall lived here from about 1770 to 1803.

Piscataway

Piscataway is named after a tribe of Native Americans living in the area. The town itself was originally the site of a village when Governor Leonard Calvert sailed up the Potomac



(Library of Congress)

River in 1634 on *The Dove*. In later years, George Washington passed through the town many times on his way to and from Mount Vernon.

Thomas Stone House National Historic Site

Haberdeventure was the home of Thomas Stone, one of the four Maryland signers of the Declaration of Independence. Located off Rose Hill Road, this plantation was long the route of Von Closen and du Borg's party.

Stone and his wife died within 5 months of each other in 1787, leaving his estate and his debt to his children. The home remained in the Stone family until 1936. In 1977 a fire nearly destroyed the house; it soon became a National Park Service property. Restoration was started in 1992 and finished in 1997.

Thomas Stone National Historic Site is located on Rose Hill Road between MD 225 and MD 6. There is no admission fee.



Rose Hill



(Library of Congress)

Rose Hill was another one of the plantations along the cavalry route in Charles County. It was the home of Dr. Gustavus Richard Brown, one of the physicians who tended to an ailing George Washington in 1799 and was present when he died. Today, unlike the Thomas Stone House, Rose Hill is a private residence.

Rose Hill is located approximately one mile south of the Thomas Stone House. It is private property.



Port Tobacco

Port Tobacco is one of the oldest incorporated communities in the state of Maryland. From 1658 to 1695 it was the county seat of Charles County, Maryland.

In 1781 the Von Closen and du Borg party stopped in Port Tobacco on September, 14th. Von Closen described the town as, "situated at the foot of a hill, where there is a stream bordered by about twenty houses."⁵



Today only the restored colonial courthouse, 17th Century church and the 19th Century schoolhouse are all that remain of what was once one of the largest communities in Maryland.

⁵ Acomb, *The Revolutionary Journal...*, 129.

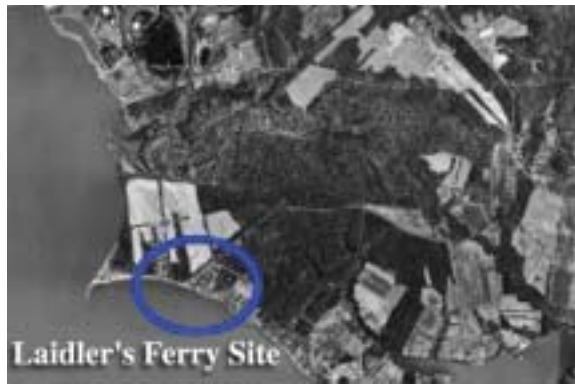
Christ Church, William and Mary Parish

Christ Church William and Mary Parish is located on Maryland Route 357 2 miles east of US 301. It was built in 1692 and was one of the 30 original parishes created by the Establishment Act of 1692. The church was used as quarters by Union cavalry during the American Civil War, who also destroyed the church records.



Potomac Crossing, site of Laidler's Ferry

Here, 15 miles from Port Tobacco, was the site of Laidler's Ferry on Cedar Point. There were two ferries called, Laidler's one was the upper ferry near the present day Rt. 301 Bridge and the lower ferry near present day Morgantown. It was at this lower site that Cromot Dubourg and Baron Von Clozen crossed the Potomac via ferry.



Dupont's Unsung Heroes of the American Revolution by Dr. Robert Selig.
Courtesy Dr. Robert Selig

Cavalry Route



courtesy U.S. Postal Service

Part of the Washington Rochambeau Revolutionary Route is US Route 40 East, also known as “Pulaski Highway.” It is named in honor of cavalry General Casimir Pulaski.



courtesy U.S. Postal Service



The French Army in the American War of Independence (Men at Arms Series) by Osprey.
By Francis Back—Illustrator.

Washington-Rochambeau Route

The Washington-Rochambeau Route
Encampments, Camden Yards, Baltimore, Maryland
1781 • 1782

The great victory at Yorktown, Virginia, October 19, 1781, was made possible by the convergence of the Continental Army under General George Washington—reinforced by the 3,000-man French Expeditionary Corps. This force landed during the summer of 1781 at Newport, R.I., under the command of General Jean-Baptiste Donatien de Vimeur, Comte de Rochambeau (1725–1807).

The Washington-Rochambeau Route to Yorktown began with Rochambeau's departure from Newport in the summer of 1781 and concluded when the Allied force including the Naval squadron of Admiral de Grasse (after the Battle of the Clouds, 5–7 September 1781) General Saint-Simon's Army Corps and the battle-proven American troops under LaFayette joined forces.

In concert with Washington, Rochambeau organized and led the long and difficult march—800 miles and 40 encampments en route—from New England to Tidewater Virginia. The encampment at Camden Yards, Baltimore, was the 34th bivouac of French forces. They arrived 12 September 1781 and departed 13 September. After Yorktown, the French retraced their steps and Camden Yards was the 20th encampment on the route north, 24 July to 24 August 1782.

This commemorative plaque marks the Camden Yards bivouacs of Rochambeau's army in 1781 and in 1782—before and after—the great victory at Yorktown.



George Washington



J.-B. Donatien de Vimeur Comte de Rochambeau



Encampment at Camden Yards, Baltimore, Md.
Photocopy of a map of Baltimore, 1781



CAMPIMENT DE CAMDEN YARDS
à Baltimore
1781 1782

La grande victoire de Yorktown, le 19 octobre 1781, fut le résultat de l'entente cordiale des forces continentales américaines du général George Washington, renforcées du Corps Expéditionnaire français, fort de 5 000 hommes, débarqué durant l'été 1781, à Newport (R.I.) et placé sous le commandement du général Jean-Baptiste Donatien de Vimeur, Comte de Rochambeau (1725–1807).

La Route Washington-Rochambeau commença à partir de l'été 1781, les mena jusqu'à Yorktown, où se regroupèrent les forces alliées, y compris celles du corps de Saint-Simon, l'écuyer de l'amiral de Grasse (après la victoire de la Bataille des Caps, 5-7 septembre 1781) et les troupes de La Fayette déjà engagées en Virginie.

De concert avec Washington, Rochambeau dirigea cette longue et difficile marche—800 milles en 40 étapes—depuis la Nouvelle-Angleterre jusqu'au lieu de la célèbre bataille. Le Campement de Camden Yards à Baltimore constitue la 34^e étape des troupes françaises. Ils arrivèrent le 12 septembre 1781 et repartirent jusqu'au 15. Après la victoire, les troupes françaises, sous le commandement de Vimeur, se dirigèrent à Camden Yards, du 24 juillet au 24 août 1782.

Cette plaque commémorative marque l'emplacement du bivouac des troupes en 1781, du 12 au 15 septembre, et en 1782, du 24 juillet au 24 août.

Cavalry Route

As the Allies began their march westward towards the Susquehanna River from Head of Elk, it was necessary to send the cavalry north to ford the river since it would be extremely difficult and inefficient to use the ferry to transport the cavalry horses.

The cavalry would travel first, the two companies of the “General Company” of the Lauzun Legion, since they were the eyes and ears of the army and could not waste time following the slow pace of the wagon train. Thus, the cavalry broke off from the main army at Elkton and rode “hell for leather” for Baltimore and Lafayette’s forces in Virginia.

Hollingsworth Tavern Main Street, Elkton



The entire complement of the Allied Army camped just south of Hollingsworth Tavern. The tavern had served earlier as Washington’s headquarters on August 25, 1777.

Maryland Bicentennial Tree, Elkton

It has stood its ground, survived the American Revolution and continues to serve an appreciative nation. Dedicated July 1976.



Porter’s Bridge & Porter’s Mill



The cavalry column camped at Porter’s Mill on Octoraro Creek September 9, 1781.

Baltimore

The two companies of cavalry arrived in Baltimore September 11th.



Mount Clare

The estate of Charles Carroll the barrister, this home is today part of Carroll Park and is managed by the Colonial Dames. The house is Baltimore’s oldest colonial mansion, with construction having started in 1754.



Elkridge Landing

Elkridge Landing has been all but destroyed by now. Major storms and floods since 1868 have silted in the



Patapsco River. In 1781 Elkridge, Maryland was called Elkridge Landing. The river was one and a half miles wide here and deep enough for ocean-going vessels to come up to a wharf on the southern bank of the river. The town was a bustling commercial center thanks to the many mills along the river.

It was here that patriots hanged Maryland’s Stamp Act Agent in effigy in 1765. During April of 1781, Lafayette’s troops camped here on their way to Williamsburg, Virginia. In September 1781 Washington and Rochambeau crossed the Patapsco River near here on their respective rides south to Mount Vernon.

Elkridge Tavern

Still standing since the 1700’s, the Elkridge Tavern today still serves in its original capacity as a meeting place and restaurant for visitors to Elkridge. It is now known as the Elkridge Furnace Inn.



Rockburn

Caleb Dorsey, Jr., whose father built nearby Belmont, completed the central portion of this house in 1736, so it would have been there when Washington rode by. It is located one mile from US Rt. 1, off Montgomery Rd.



site was approximately 1/2 mile down the road at the location of a Holiday Inn. Spurrier's Tavern was the site of the French Army's encampment from the 15th to the 16th of September. George Washington stopped here 25 times between 1789 and 1798. The tavern was replaced by the Waterloo Inn, but it did not survive into the 20th Century.



Belmont

Now owned by the American Chemical Society, Belmont is a fine example of Colonial Era plantation architecture in Maryland. The house was built in 1738 by Caleb Dorsey. For many years its grounds were the homes to many a fine American racing horse. The house is available for receptions, retreats and meetings. It is not open to the general public.



Savage Joshua Barney House

Joshua Barney (1759-1818) served in the American Revolution and was a Naval War Hero in the War of 1812. This gracious old mansion is located just off I-95 between Baltimore and Washington, DC in the historic old mill town of Savage, Maryland.



Troy Hill

Home of Edward Dorsey, brother of Caleb Dorsey of Belmont. The original land was granted by Lord Baltimore in 1695. The first structure on the site is listed in tax records in the year 1700. The house is currently being stabilized under a land



and water conservation grant, sponsored by the NPS, State of Maryland Program Open Space, and Howard County.

Laurel Snowden Ironworks

After leaving Baltimore Sept 14th the Lauzun Hussars forded the Patapsco River above Elkridge and continued on to a camp site at Snowden Ironworks (Laurel, Maryland).

Their camp along the Post Road was never documented and is unknown. It should have been near the Little Patuxent River to draw fresh water for their horses, washing, and cooking needs.



(David R. Wagner)

Montpelier



The manor house at the Montpelier estate was under construction during the Yorktown Campaign, but the original land grant for the property dates back to 1686. In 1787 George Washington stopped here on his way to and from the Constitutional Convention in Philadelphia, Pennsylvania.

Spurrier's Tavern

At the site of the Maryland State Police Barracks on US Rt. 1 in Waterloo is the marker for Spurrier's Tavern. The actual



Snow Hill

One mile off of the route of march of the Allied Army, Snow Hill is an important structure for students of the Revolutionary Era. Snow Hill is a house representative of the common houses along the coastal plain of Maryland during the Colonial Era through the early



1800's. The house is currently owned by the Maryland National Capital Parks and Planning Commission and is available for meetings and luncheons on request.

Snow Hill is located off US Rt. 1 on Laurel Bowie Road.

Beltsville Van Horn's Tavern

Located on the Old Baltimore Pike, George Washington passed by the tavern on his way to Mount Vernon in 1781.



Old Baltimore Pike Trace

Paralleling US 1, the Old Baltimore Pike was the route that Washington and Rochambeau followed on their rides to Mount Vernon. Today much of the old road is now in old residential and commercial areas of Beltsville and Laurel.



College Park Rossborough Tavern

Situated on the campus of the University of Maryland's College Park Campus, the Rossborough is currently the Faculty and the University of Maryland Alumni Association. The structure was built in



1804 by John Ross, the proprietor of the Indian Queen Tavern in Bladensburg. The building was restored to its early federal appearance in 1940.

Bladensburg Indian Queen Tavern

This structure, sometimes called the Indian Queen Tavern, and also known as the George Washington House, was built by Jacob Wirt around 1752. At that time, Bladensburg was a thriving mercantile community.

The building was first rented to a tobacco trading firm and later served as a tavern.

During his lifetime George Washington stopped here numerous times. The structure has been recently restored to like-new condition.



Georgetown Old Stone House

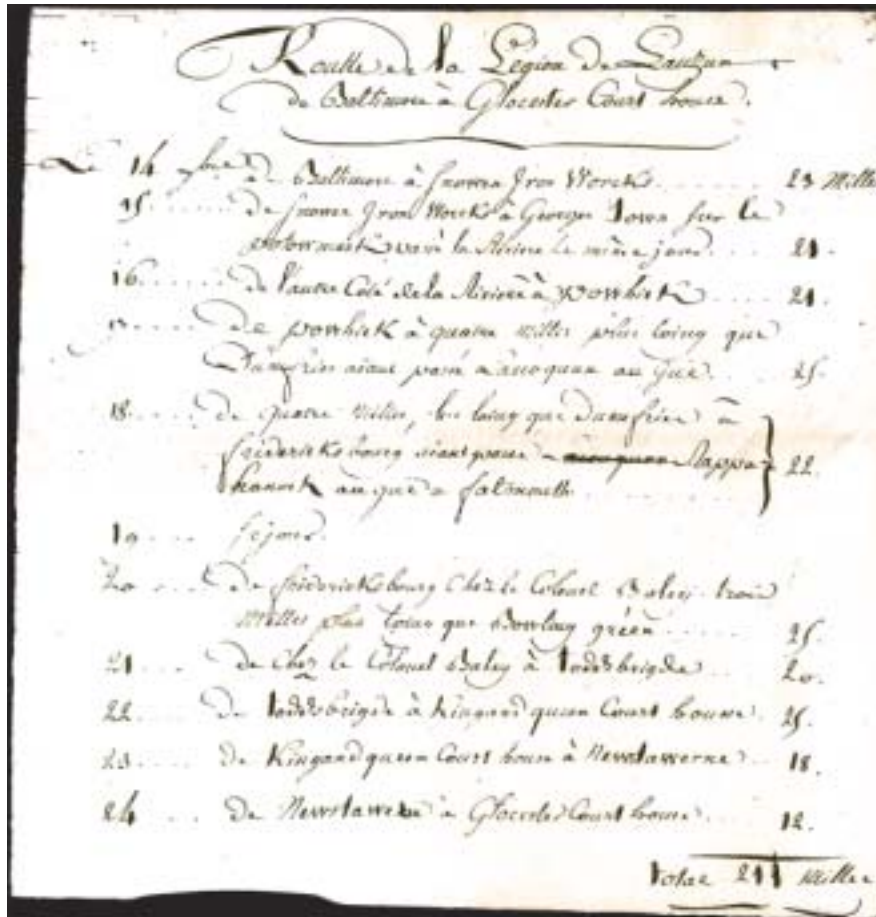


It is reported that George Washington used this house as headquarters while the Federal City was being surveyed in 1791. Managed by the NPS. Open daily.

Georgetown Ferry Crossing, C & O Canal National Park

Located in historic Georgetown between the Key Bridge (US 29) and the Ukrainian Embassy (Forrest Marbury House), is the approximate location of the Potomac crossing used by the wagon train on its way into Virginia. Today, the Maryland and most of the District of Columbia's shoreline of the middle and upper Potomac is preserved by the Chesapeake and Ohio Canal National Park. In fact the actual crossing was obliterated by the construction of the canal in 1828. Today the canal is watered and boat rides are offered by the Park Service. The marker for the Washington Rochambeau Revolutionary Route has been defaced by vandals and is in the process of being replaced.

The cavalry column crossed the Potomac here on its way to Gloucester. After crossing the river, the cavalry column continued on to Alexandria to seek quarters there.



John D. Rockefeller Library, Colonial Williamsburg, Virginia

The Route of the Allied Army



courtesy Don Troiani

Washington-Rochambeau Route

The Washington-Rochambeau Route
Encampments, Camden Yards, Baltimore, Maryland
1781 • 1782

The great victory at Yorktown, Virginia, October 19, 1781, was made possible by the convergence of the Continental Army under General George Washington—reinforced by the 11,000-man French Expeditionary Corps. This force landed during the summer of 1781 at Newport, R.I., under the command of General Jean Baptiste Donatien de Vimeur, Comte de Rochambeau (1725–1807).

The Washington-Rochambeau Route to Yorktown began with Rochambeau's departure from Newport in the summer of 1781 and concluded when the Allied force including the Naval Squadron of Admiral de Grasse (after the Battle of the Capes, 5-7 September 1781) General Saint-Simon's Army Corps and the battle-proven American troops under Lafayette joined forces.

In concert with Washington, Rochambeau organized and led the long and difficult march—800 miles and 40 encampments en route—from New England to tidewater Virginia. The encampment at Camden Yards, Baltimore, was the 14th bivouac of French forces. They arrived 12 September 1781 and departed 15 September. After Yorktown, the French retraced their steps and Camden Yards was the 20th encampment on the route north, 24 July to 24 August 1782.

This commemorative plaque marks the Camden Yards bivouacs of Rochambeau's army in 1781 and in 1782—before and after—the great victory at Yorktown.



George Washington



J.-B. Donatien de Vimeur Comte de Rochambeau



Robert Franklin's Map of Baltimore, 1840
Historical Center of Baltimore, Md.



CAMPBMENT DE CAMDEN YARDS
à Baltimore
1781-1782

La grande victoire de Yorktown, le 19 octobre 1781, fut le résultat de l'étroite coopération des forces continentales américaines du général George Washington, renforcées du Corps Expéditionnaire français, fort de 5 000 hommes, débarqué durant l'été 1781, à Newport (R.I.) et placé sous le commandement du général Jean-Baptiste Donatien de Vimeur, Comte de Rochambeau (1725–1807).

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Cette plaque commémorative marque l'encampement du bivouac des troupes en 1781, du 12 au 15 septembre, et en 1782, du 24 juillet au 24 août.

The American Society of L.-Sébastien-François • Society of The Continent
The Sons of the American Revolution • The Daughters of the American Revolution

The Route of the Allied Army

Elkton (Head of Elk), Maryland



While today, Elkton is a sleepy country town, in the 18th Century Elkton (then known as Head of Elk) was a bustling port at the limit of navigation of the Elk River. This town was the destination of the French-American Army as it marched out of its Delaware encampments. Here, prominent men of Maryland's Eastern Shore who were friends of American General George Washington were to bring every boat they could possibly lay their hands upon for the transportation of the army down the Bay.

However, because of its commercial importance Elkton had been the target of British raiders, along with the private wharfs of various planters along the Chesapeake. The efficiency of these raids denied Washington access to enough ships and boats to move his entire army.

So, instead of spending time loading vessels, Washington ordered most of the Army into camp on September 6, 1781 north and east of the current site of Elk Landing. On the 7th, Washington was faced with a crisis that would have wrecked the American Army. The soldiers of Lincoln's Brigade, consisting of troops from New York, Pennsylvania and New Jersey refused to proceed any further unless they were paid all or part of their back pay.

Washington apprised Rochambeau of this situation and the French commander gave him 50,000 livres, one third of the cash reserve he had with him. This was enough to improve the morale of the American troops so that they would continue on their way to Yorktown.

On the 8th, two thousand troops, comprising the vanguard of the army were embarked at Plum Point to join Lafayette's forces in Virginia. This detachment consisted of the 1000 American infantrymen under General Lincoln and 1000 French grenadiers and chasseurs of the Lauzun Legion under de Custine, along with eight 12-pounder guns, 6 mortars and two 4-pounder guns and the Duc de Lauzun.⁶

⁶ Acomb, *The Revolutionary Journal...*, 124-5.

Sites in Elkton

Hollingsworth Tavern, Main Street



The entire complement of the Allied Army camped just south of Hollingsworth Tavern. The tavern had served earlier as Washington's headquarters on August 25, 1777.



Mitchell House, East Main Street

This was the home of Dr. Abraham Mitchell, built in 1769. During the Revolutionary War it was converted into a hospital for Continental soldiers. The Marquis de Lafayette, a friend of the family, is known to have visited this house.



Partridge Hill

Main Street - site of the American Legion Post

This was the home of Henry Hollingsworth, Colonel of the Elk Battalion of militia. He was one of the friends that Washington had written to for boats and other assistance. In the case of Hollingsworth, who held the post of Commissary of the Eastern Shore, he was to supply cattle, flour and any boats he could find. This house was built in 1760. Today the house is now the home of the Elkton American Legion Post.



Sites around Elk Landing

Hollingsworth House

Colonel Henry Hollingsworth, Commissary-General for the Eastern Shore, was based here at the Head of Elk. He was responsible for gathering wagons and transport vessels for the Army.



Elk Landing

As of this printing, the future site of an interpretive and historic site, Elk Landing is currently off limits to the public while the structures on the site are undergoing restoration. Fortunately, tours can be arranged with advance notice and there are special events held on the site throughout the year.



Elk Landing, as far as we know, is the location of some of the original wharfs that served the commercial shipping traffic coming to and from Head of Elk along the Elk River. It was about two

miles downriver from here that Washington expected to find the boats gathered by his friends from the Eastern Shore.

An account of the voyage down the bay:

Here [in Head of Elk] we found a *large* fleet of *small* vessels waiting to convey us and other troops, stores, etc. down the bay. We soon embarked, that is such of us as went by water, the greater part of the army having gone on by land. I was in a small schooner called the *Birmingham*. There was but a small number of our corps of Sappers and Miners in this vessel, with a few artilleryists, 6 or 8 officers, and a commissary who had a small quantity of stores on board...⁷

Today the river has long since silted in and Elkton has given up its maritime importance to Baltimore. However, some historic homes and other sites have survived besides Elk Landing.

Embarkation Site, Plum Point

Approximately two miles from Elkton, Plum Point was the site of the embarkation of a brigade of American troops under General Lincoln and the infantry of the 2nd Lauzun Legion under the watchful eye of the



Duc de Lauzun. These would be the first troops from Rochambeau's and Washington's Armies to join with the forces of the Marquis de Lafayette in Williamsburg, Virginia.



Directions to Plum Point: From Elkton proceed west on US 40 to Oldfield Point Rd. Turn left onto Oldfield Point Rd and follow approximately 1.5 miles to Plum Point Rd. Turn left onto Plum Point Rd, and follow it to the marina. This is the approximate site of the embarkation point.

Along MD Rt. 7

The rest of the army now had to march towards other ports in the hope of gathering more vessels for transportation. The next suitable port of any size was Havre de Grace, MD at the point where the head of the Chesapeake Bay meets the Susquehanna River. The post road that ran from Havre de Grace to Elkton is essentially the same trace that MD Route 7 follows

⁷ James Kirby Martin, ed. *Ordinary Courage: The Revolutionary War Adventures of Joseph Plumb Martin*. Brandywine Press, 1999, 131-2.

today. However at some points it will be necessary to enter onto US 40 for short stretches and then exit back onto MD 7.

Also the Allied Army split into two parts as it neared the Susquehanna River. The baggage and heavy artillery that could not cross via the ferry between Perryville and Havre de Grace went north to a ford near the present site of the Conowingo Dam and Reservoir. It would eventually rejoin the army in Baltimore.

Northeast

The first town of importance past Elkton along Rt. 7, is Northeast. Located on the river of the same name, the town is now an exurb of Baltimore. In 1781 it was a center of commerce, like Elkton, with the Principio Company iron forges located nearby. Also nearby was Saint Mary Ann's Parrish, one of the oldest in Cecil County.



Charlestown

A picturesque town along the North East River near the head of the Chesapeake Bay, Charlestown was a bustling port, like Elkton, at the time of the Revolution. The town was laid out in 1742 under an Act of the Maryland General Assembly. Today it boasts some exquisitely restored colonial homes, and spectacular views of the Northeast River. During the 1781 Yorktown Campaign, it was not along the direct route of march, but



does provide visitors with excellent examples of colonial structures. It was also the home of two Maryland patriots. Washington also visited the town numerous times in the 1790's.

The Charlestown Wharf

Here along the west bank of the Northeast River was the site of the Charlestown Wharf. The wharf and warehouses were built by order of the Maryland General Assembly in 1744. During the French and Indian War two companies of the Royal American Regiment

were encamped here, and during the American Revolution this was a vital supply depot for the Continental Army. It was also near here that Capt. Rudolph carried out his daring capture of the British man of war.



Principio Furnace

Principio Furnace is the site of one of the Principio Iron Works. The works here were founded by a group of London investors in 1720 to harvest the natural iron deposits in the Colony of Maryland and export the "pig iron" to England for manufacturing.



After a fitful start due to the ignorance of duties by the first supervisor, Stephen Onion, the furnaces were producing pig iron by 1725. By 1728 the works was producing the much stronger wrought iron.

Unfortunately for the Principio Company and its London investors, they had over-estimated the iron deposits in the immediate vicinity. Due to this the iron works saw a steady decline in the decades before the Revolution and afterwards.

However, Principio found new vitality under new owners during the early 19th Century. The plant was expanded in the 1880's, but with the advent of Stainless Steel, finally closed down in 1925.⁸

Continue along Rt. 7 to Perryville, MD. Following the road will take you to the crossing point across the Susquehanna River.

Roger's Tavern, Perryville



Here, near the eastern bank of the Susquehanna River sits Roger's Tavern, constructed circa 1745. Today

⁸ Brugger, *Maryland a Middle Temperament*, 66. <http://cchistory.org/Principio.htm>.

it's been wonderfully restored to its 18th Century appearance.

John Rogers purchased the tavern in 1781. It was here that Rochambeau, Washington and the rest of the Allied



Army crossed the Susquehanna River at the ferry located nearby. Just a short drive down Rt. 7 takes you to Perry Point, the approximate site of the lower ferry on the Susquehanna.

Perry Point (Lower Ferry)

Here was the site of the old Lower Ferry across the Susquehanna River. The Council of Maryland established the ferry for public use in 1695. This was the site of the crossing of the main Allied Army, less the baggage and siege train. Across the river is the town of Havre de Grace, our next destination.



Some back-tracking will be required to get onto US 40 and cross the Susquehanna River to Havre de Grace, Maryland.



The Red Line denotes the approximate Ferry route across the Susquehanna.

Havre de Grace, Maryland

The pictured statue is of the Marquis de Lafayette, located in Rochambeau Plaza in Havre de Grace. Ac-

ording to tradition the town took the name Havre de Grace because of the Marquis' comparison of the town to Le Havre, France.

During the Yorktown Campaign, the Allied Army, after crossing the Susquehanna River, camped here on September 9, 1781.



This view is the approximate site of the western end of the Lower Ferry of the Susquehanna, adjacent to at

Rochambeau Plaza. Following their successful crossing of the river, the Allied Army camped in Havre de Grace for the night before proceeding towards Baltimore.

Rochambeau Plaza is about ¼ mile away from the approximate location of the encampment of the Allied Army. It should be noted that there was no established town here in 1781. But by 1782 as the French Army marched back from Yorktown, plans were underway for the development of the community that currently stands today.

Army Encampment Site ▲

Here at the intersection of MD 7 and Old Bay Lane in Havre de Grace was the approximate location of the camp of the Allied Army. As stated earlier, there was no town in existence in 1781.

On September 10, 1781 the army continued its march towards Baltimore and the hoped for transportation waiting for them there.



Be aware that Rt. 7 merges with US 40 just west of Havre de Grace. It would be best to follow US 40 until you are just past Aberdeen, Maryland. Take the right turn to Rt. 7 West. This will put you back onto the Old Post Road and the Army's actual route of march.

Bushtown ▲

Along Rt. 7, approximately 12 miles from Havre de Grace, you will come to the site of the now non-



existent town of Bush, also known as “Harford Town.” It was the original county seat of Harford County, from 1774 until it was moved to Bel Air in 1783.

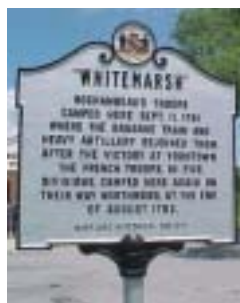
In 1775, the Harford Declaration was signed here. This was the first Declaration of Independence adopted by an elected body of representatives.

In 1781, the Allied Army camped here on September 10, 1781 along Bynum Run, and at least one officer was not impressed calling the town, “rather ugly and situated on marshy ground.”⁹ The French Army encamped a few miles down the road in 1782 on its return trip, and a state marker commemorates the site. Today the site looks probably very much like it did in 1781, a dairy farm encompasses the general location of the campsite.

Continue along US 40 west to White Marsh, Maryland.

White Marsh, Maryland ▲

Here just off US 40 along Ebenezer Rd at the US Post Office for White Marsh is the approximate site of the French encampment from September 11th to the 12th along Honeygo Run. The French also camped here on their return trip in 1782.



At the time of the march in 1781 the country between Bushtown and Baltimore was described as wooded and the roads were not very good. The fact that the army managed to make marches as well as they did is a testament to the professional ability of the French Army.

Baltimore, Maryland

Baltimore was described by one of the French officers as, “a beautiful city, with fine buildings and a flourish-

ing commerce.”¹⁰ The French Army arrived here on September 12th hoping to find boats to transport the remaining troops to Virginia.



Unfortunately, as at Elkton, the boats there were unable to carry the entire army down the bay. British raiders had struck and crippled the Baltimore merchant fleet, leaving only small vessels that the French considered unseaworthy.

The French Army entered the town along US 40, which becomes Orleans Street in the city. Rochambeau had left Baron Viomenil in command when he rode ahead with Washington, and he made the troop dispositions for the camps in the city.

Viomenil disposed his army so as to guard his front, facing southwest, and his left (south) flank and his right (north) flank. The camps were also disposed to provide access to much needed water. Unfortunately for the French soldiers, they were without their regular rations, since the wagon train with all of their food-stuffs was still some days behind them.

Friends Meeting House

Today, the oldest house of worship in Baltimore, the Quaker Meeting House was present during the March to Yorktown in September 1781. It was completed in



the spring of that same year and saw the passing of generals Washington, Rochambeau and the entire complement of the French and American Army that left Head of Elk, Maryland by land.



courtesy David R. Wagner

⁹ Acomb, *The Revolutionary Journal...*, 125.

¹⁰ Acomb, *The Revolutionary Journal...*, 126.

Fells Point

Fells Point was the original site of Baltimore's deep-water port and it has retained its nautical heritage quite nicely.



In 1781 it was from here that General James Clinton and his brigade of New York Troops sailed for Yorktown.

Baron de Vionmiel, the Allied commander in the absence of Washington and Rochambeau, had hoped that he would find sufficient ships to transport his army to Yorktown and save his army a long march. Unfortunately, the only vessels available were small coastal and inland water vessels.

Vionmiel ordered Colonel Deux-Ponts and Count de Laval to examine the vessels and determine how many troops they could hold. On the 13th of September a test was conducted that made the generals believe that it would be impossible to embark the whole army and those troops that did use these vessels would be in unnecessary danger.¹¹

However, the American brigade of 1200 New York troops under James Clinton considered them acceptable and used them for their trip to Yorktown on September 17.¹²

Robert Long House, Fells Point

This is the oldest remaining house in Baltimore City. The structure was built in 1765 by Robert Long. This house sits on one of the original plots laid out by Edward Fell when he planned Fells Point. The house is owned today by the Society for the Preservation of Federal Hill and Fells Point and is open to the public.



Water Battery, Fells Point

Located at the site of a hotel, formerly a warehouse is the site of the Revolutionary War era Water Battery that was constructed to defend the port in conjunction with a work built on Whetstone Point, which was reinforced and renamed Fort McHenry after the Revolution.



Fort McHenry National Historic Site

Though more famous for its role in repelling the 1814 British attack on Baltimore, and inspiration for the United States' National Anthem, Fort McHenry was at least in spirit, if not exactly present in form in 1781.



In 1781, the 38-cannon battery was commanded by Captain George Keepports on Whetstone Point to defend Baltimore Harbor from British Attack. The works was visited by French Engineers when the Allied Army camped in town as they made their maps for General Rochambeau's report.



Jonestown-Harford Run Encampment ("Little Italy")



Here on the western outskirts of the Fells Point neighborhood and the eastern outskirts of the Little Italy was the third encampment of Allied troops during their stay in Baltimore.

¹¹ Balch, Thomas. *The French in America Vol. I*, 181.

¹² Scharf, Thomas. *Chronicles of Baltimore*. (Baltimore, MD: Turnbull Brothers, 1874), 192.

Mount Vernon District - Howard's Woods Rochambeau's Headquarters 1782 ▲

On September 12, 1781 Lincoln's Continental troops, most likely under General James Clinton, camped at this location.

In July-August 1782, on the return trip, Rochambeau camped in a wooded grove in what was then Howard's Woods in what is the Mount Vernon neighborhood today, near the Basilica of the Assumption in Baltimore.



French Encampment Site - Ridgely's Delight ("Camden Yards") ▲

The largest portion of the French Army encamped in Baltimore near the site of Oriole Park at Camden Yards. The troops encamped fronting towards the southwest from this point towards Gwynns Falls.

The encampment straddled the road to Frederick. The lower half of the troops were camped almost right on the spot of the Baseball Stadium. The upper half of the troops were camped around the present day University of Maryland at Baltimore campus.



Today there is a marker inside the Camden Yards complex for the Washington Rochambeau Revolutionary Route.

Otterbein Church

The current structure (circa 1785) was formerly the German Reformers Church. An earlier structure on the site dated from 1774 and was present when the Allied Army camped nearby.



Mount Clare

The estate of Charles Carroll the barrister, this home is today part of Carroll Park and is managed by the Co-

lonial Dames. The house is Baltimore's oldest colonial mansion, with construction having started in 1754.



Elkridge Ford Site

Elkridge Landing has all but been destroyed by now. Major storms and floods since 1868 have silted in the Patapsco River. In 1781 Elkridge, Maryland was called Elkridge Landing. The river was one and a half miles wide here and deep enough for ocean going vessels to



come up to a wharf on the southern bank of the river. The town was a bustling commercial center thanks to the many mills along the river.

It was here that patriots hanged Maryland's Stamp Act Agent in effigy in 1765. During April of 1781, Lafayette's troops camped here on their way to Williamsburg, Virginia.

In September 1781 the French troops forded the river on their way to Annapolis near here. The exact location of the ford they used is unknown, but it was just upriver of the current Thomas Viaduct.

Elkridge Tavern

Still standing since the 1700's, the Elkridge Tavern today still serves in its original capacity as a meeting place and restaurant for visitors to Elkridge.



Belmont

Now owned by the American Chemical Society, Belmont is a fine example of Colonial Era planta-

tion architecture in Maryland. The house was built in 1738 as a wedding present for Caleb and Priscilla Dorsey. The house is available for receptions, retreats and meetings. It is not open to the general public.



the troops would make the short march to Annapolis and thence board ships for Virginia. The manor house is a private residence and is off limits to the general public.

Spurrier's Tavern ▲

At the site of the Maryland State Police Barracks on US Route 1 in Waterloo is the marker for Spurrier's Tavern. The actual site was about a half mile down the road at the location of a Holiday Inn.



Spurrier's Tavern was the site of the French Army's encampment from the 15th to the 16th of September.



George Washington stopped here 25 times between 1789 and 1798. The tavern was replaced by the Waterloo Inn, but as one can see, it did not survive into the 20th Century.

Rising Sun Inn

The Rising Sun Inn was built as a residence around 1753 by Edward Baldwin. In 1784, his son, Lt. Henry Baldwin, a Revolutionary War veteran, expanded the house and opened a tavern. Today it is run as



a museum and meeting house by the Daughters of the American Revolution. It is open to the public on the second Sunday of each month from 1 to 4 p.m. Located on MD 178 south of Waterbury Road.

Belvoir-Scott's Plantation ▲

The French troops camped here from September 16th to the 17th. It was to be the last camp in Maryland for the infantry and light artillery of the Army. The next day

Annapolis ▲

After a march from Head of Elk, the French Army finally met the French Navy at Annapolis. Here, in the capital of Maryland, the infantry and light artillery that had been under the command of Baron de Vionmiel ended its arduous march from Newport, Rhode Island.



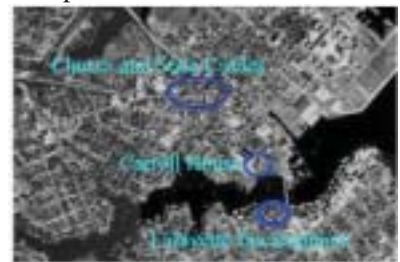
Nine French transports, escorted by the Ship of the Line, *Romulus*, and the frigates *Isis*, *Gentille*, *Diligente*, *Aigrette* and the captured British Frigate *Richmond*. The fleet set sail on September 21st and arrived at Hog's Ferry on the James River on the 23rd.¹³

Annapolis was also where the small flotilla from Head of Elk put in during stormy weather on the bay on September 12th. Apparently the earlier French caution over the small Bay vessels was well founded when during the storm, several of the smaller ships overturned and a handful of men drowned. They encamped for three days, then departed again for Williamsburg on September 15th.



Annapolis was also the site of the encampment and embarkation of the force of the Marquis de Lafayette that was sent to Williamsburg to observe Cornwallis' army. Lafayette encamped on a rise that is located at the

present site of the Maryland Yacht Club and is across the river from Charles Carroll's house on a tributary of the Severn River. On September 4th, 600 men of a new Maryland 4th Regiment departed Annapolis. The 3rd Regiment, 600 strong, had departed for Williamsburg on the 7th.



¹³ Balch, *The French in America Vol. I*, 184.

Wagon Train Detour



courtesy U.S. Postal Service

Washington-Rochambeau Route

The Washington-Rochambeau Route
Encampments, Camden Yards, Baltimore, Maryland
1781 • 1782

The great victory at Yorktown, Virginia, October 19, 1781, was made possible by the convergence of the Continental Army under General George Washington—reinforced by the 5,000-man French Expeditionary Corps. This force landed during the summer of 1781 at Newport, R.I., under the command of General Jean-Baptiste Donatien de Vimeur, Comte de Rochambeau (1725–1807).

The Washington-Rochambeau Route to Yorktown began with Rochambeau's departure from Newport in the summer of 1781 and concluded when the Allied force—including the Naval squadron of Admiral de Grasse (after the Battle of the Clouds, 5–7 September 1781), General Saint-Simon's Army Corps and the battle-powered American troops under LaFayette joined forces.

In concert with Washington, Rochambeau organized and led the long and difficult march—800 miles and 40 encampments en route—from New England to tidewater Virginia. The encampment at Camden Yards, Baltimore, was the 34th bivouac of French forces. They arrived 12 September 1781 and departed 15 September. After Yorktown, the French retraced their steps and Camden Yards was the 20th encampment on the route north, 24 July to 24 August 1782.

This commemorative plaque marks the Camden Yards bivouacs of Rochambeau's army in 1781 and in 1782—before and after—the great victory at Yorktown.



George Washington



J.-B. Donatien de Vimeur Comte de Rochambeau



Map of the Washington-Rochambeau Route
Historical Society of Baltimore, 1981



CAMPÉMENT DE CAMDEN YARDS
à Baltimore
1781-1782

La grande victoire de Yorktown, le 19 octobre 1781, fut le résultat de l'entraide combinée des forces continentales américaines du général George Washington, renforcées du Corps Expéditionnaire français, fait de 5 000 hommes, débarqué durant l'été 1781, à Newport (R.I.) et placé sous le commandement du général Jean-Baptiste Donatien de Vimeur, Comte de Rochambeau (1725–1807).

La Route Washington-Rochambeau commença à partir de l'été 1781, les mois Joseph à Yorktown, où se regroupèrent les forces alliées, y compris celles du corps de Saint-Simon, l'escadron de l'artillerie de Grasse (après la victoire de la Bataille des Nuages, 5-7 septembre 1781) et les troupes de La Fayette déjà engagées en Virginie.

De concert avec Washington, Rochambeau dirigea cette longue et difficile marche—800 miles en 40 étapes—depuis la Nouvelle-Angleterre jusqu'au lieu de la célèbre bataille. Le Campement de Camden Yards à Baltimore constitua le 34^e étape des troupes françaises. Ils arrivèrent le 12 septembre 1781 et repartirent le 15. Après la victoire, les troupes françaises, sous le commandement de Vimeur, démontrèrent à Camden Yards, du 24 juillet au 24 août 1782.

Cette plaque commémorative marque l'emplacement du bivouac des troupes en 1781, du 12 au 15 septembre, et en 1782, du 24 juillet au 24 août.

The Wagon Train Detour

As the Allies began their march westward towards the Susquehanna River from Head of Elk, it was necessary to send the wagon train and cavalry north to ford the river since it was impractical for the train to be ferried across the river, and it would be extremely difficult and inefficient to use the ferry to transport the oxen and horses.

Hollingsworth Tavern, Elkton ▲

The entire complement of the Allied Army camped just south of Hollingsworth Tavern. The tavern had served earlier as Washington's headquarters on August 25, 1777.



Cumming's Tavern ▲

Cummings Tavern was the site of the September 9, 1781 encampment of the officers of Rochambeau's wagon train.



Today there is no marker on the site along Maryland Route 276 north of Dr. Jack Road, and the tavern itself is a rather unkempt private residence.

West Nottingham Academy

West Nottingham Academy was founded in 1714 by Samuel Finley, a Presbyterian Minister. He ran the academy until 1761 when he was chosen to be the new President of the College of New Jersey, today known as Princeton University. The Academy is still active today and has expanded into several neighboring buildings.



Richard's Oak

General Lafayette's Army camped around this tree in 1781. The tree, over 500 years old, was owned by the Thomas Richards family for more than one hundred years. The tree suffered major damage in 1964 when



a large limb fell and split the trunk. In 1965 the tree was 85 feet high, had a circumference of 24 feet and a spread of 115 feet. Unfortunately, the tree died and now only pieces

of it and the old roadside marker remain. The wagon train camped near here at Octoraro Creek on its way to Bald Friar Ford.

Porter's Bridge & Porter's Mill ▲

According to the Rice-Brown two volume set, *American Campaigns of Rochambeau's Army*, there are no itineraries on road maps specifically for the wagon train route between Elkton and Annapolis.



There is mention in Clermont-Crèvecaur's journal of arriving in camp extremely late on Octoraro Creek, 21 miles from Elkton.

Bald Friar Ferry & Ford

The original site of Bald Friar Ferry and Bald Friar Ford is now under Conowingo Lake. The ferry service was in operation by 1695. Lafayette used the ford on April 12, 1781 to



move his troops south and on September 10, 1781, the wagon train of Rochambeau's Army used the ford to cross the Susquehanna on its way to Baltimore.



Conowingo Dam (US Rt. 1)

Conowingo Dam was the original site of the Falls of the Susquehanna. Today it is the site of the US 1 crossing over the Conowingo Dam. The word Conowingo means "at the falls" and in 1608 Captain John Smith explored up the Susquehanna River and named these falls, "Smiths Falls."



This ford was scouted by Baron Von Closen and Cromot Dubourg for the main Army. They found the ford to be barely acceptable due to the strong current of the Susquehanna River and the worn down condition of the ford itself.¹³ The wagon train camped a few miles west of the ford at Darlington before moving on to Indian Springs.



Deer Creek Meeting House

The Deer Creek Meeting House is an 18th century structure. The wagon train camped here after the fording of the Susquehanna at Bald Friar Ford.



Indian Spring

Indian Spring on Maryland 136, was the site of Rochambeau's wagon train encampment on September 10, 1781. The next day the wagons continued south on Maryland 136 towards Bush, and the road to Baltimore and the main army. The cavalry camped a few miles north at Poplar Springs after they had crossed the Susquehanna River.



Churchville

Churchville was originally called "Lower Cross Roads", and in April of 1775 the Council of Safety met here. The next month, George Washington passed through on his way to be named to Command the Continental Army. The Marquis de Lafayette and his troops marched through here on the 15th of April 1781 on their way to Virginia and they were followed by the French cavalry and then General Rochambeau's wagon train in September 11, 1781.



The wagon train then rejoined the main route of the army along present day MD 7 near Abington, Maryland.

See Route of Allied Army camp sites:  Bush Town, White Marsh, Baltimore, Spurrier's, and Scott's Plantation.

¹³ Brown, ed. *French Army in America I*, 53.

The Wagon Train and Cavalry Escort Route from Annapolis

After the rest of the army was loaded onto the French convoy, the cavalry and the wagon train remained. It was impossible for the horses to make the water voyage safely and the wagons would have taken up too much room on the vessels. Thus it was ordered that the wagon train would move west to Georgetown with the cavalry of the 2nd Lauzun Legion as its escort. There it would cross the Potomac and move overland to Williamsburg, where it would rejoin the army.

Annapolis

Having traveled behind the main body of the Army, the French Heavy Artillery and Wagon Train had to leave Annapolis overland when it was discovered that there was not sufficient room on the transports to carry the wagons, horses and supplies down the Chesapeake.



Three Mile Oak



This plaque is located near the corner of Defense Highway. It commemorates George Washington's triumphant ride to deliver his resignation and retirement from the Army to Congress at the State House.

Priest Bridge/John Easton's Plantation

One half mile from the Patuxent River crossing, the wagon train camped at John Easton's plantation.



Sacred Heart Church, Bowie

This church was built in 1741, the oldest portion still standing today makes up the rear of the sanctuary. The wagon train and its cavalry escort passed by here after leaving Annapolis as they were heading towards Belair.



Belair Mansion

Known as the birthplace of American Racing, Belair saw the passing of the French Baggage and heavy artillery train in 1781 on its way to Georgetown. Today the mansion is a museum open to the public.



Hilleary-Magruder House Bladensburg

This structure was built around 1745 by William Hilleary. In 1764 it was sold to merchant and land speculator Richard Henderson. George Washington dined here on occasion. The structure was restored in 1982. It is privately owned. The wagon train passed by the "Age" House. Bladensburg was their next to last camp before crossing the Potomac at Georgetown.¹⁴ The 1781 wagon train camped in Bladensburg and would have passed the Magruder house on the way to Georgetown.



¹⁴ Brown, *The American Campaigns of Rochambeau's Army* vol. 2, 87.

Georgetown Sites

The wagon train encamped near Rock Creek in Georgetown. Fresh water was plentiful for the large number of oxen and horses.



Rock Creek

Dumbarton Bridge



Old Stone House



It is reported that George Washington used this house as headquarters while the Federal City was being surveyed in 1791. Managed by the NPS. Open daily.

Ferry Crossing C & O Canal National Park

Located in historic Georgetown between the Key Bridge (US 29) and the Ukrainian Embassy (Forrest-Marbury House), is the approximate location of the Potomac crossing used by the wagon train on its way into Virginia.

Today, the Maryland and most of the District of Columbia's shoreline of the middle and upper Potomac is preserved by the Chesapeake and Ohio Canal National Park. In fact the actual crossing was obliterated by the construction of the canal in 1828. Today the canal is

watered and boat rides are offered by the Park Service.



The marker for the Washington Rochambeau Revolutionary Route has been defaced by vandals and is in the process of being replaced.



The map below shows the site of the ferry crossing now superceded by the Key Bridge.

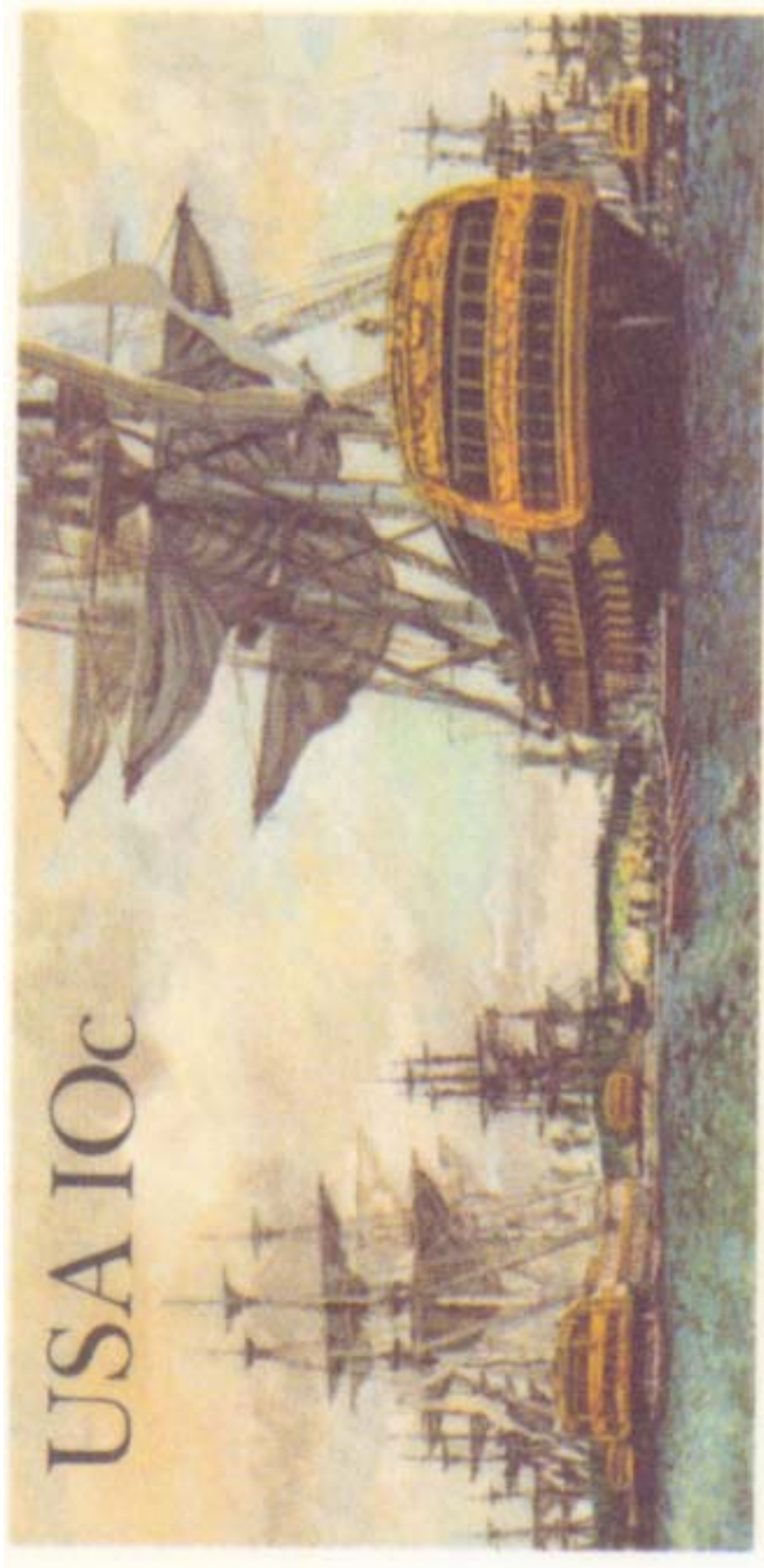


Little Falls Chain Bridge Ox Ford Crossing

The large herd of 800 oxen were brought three miles upstream from Georgetown to ford or swim across the river. Here, where Pimmit Run empties into the Potomac, is where the crossing occurred.



Water Routes & Trails



USA IOc

Landing of Rochambeau, 1780

courtesy U.S. Postal Service

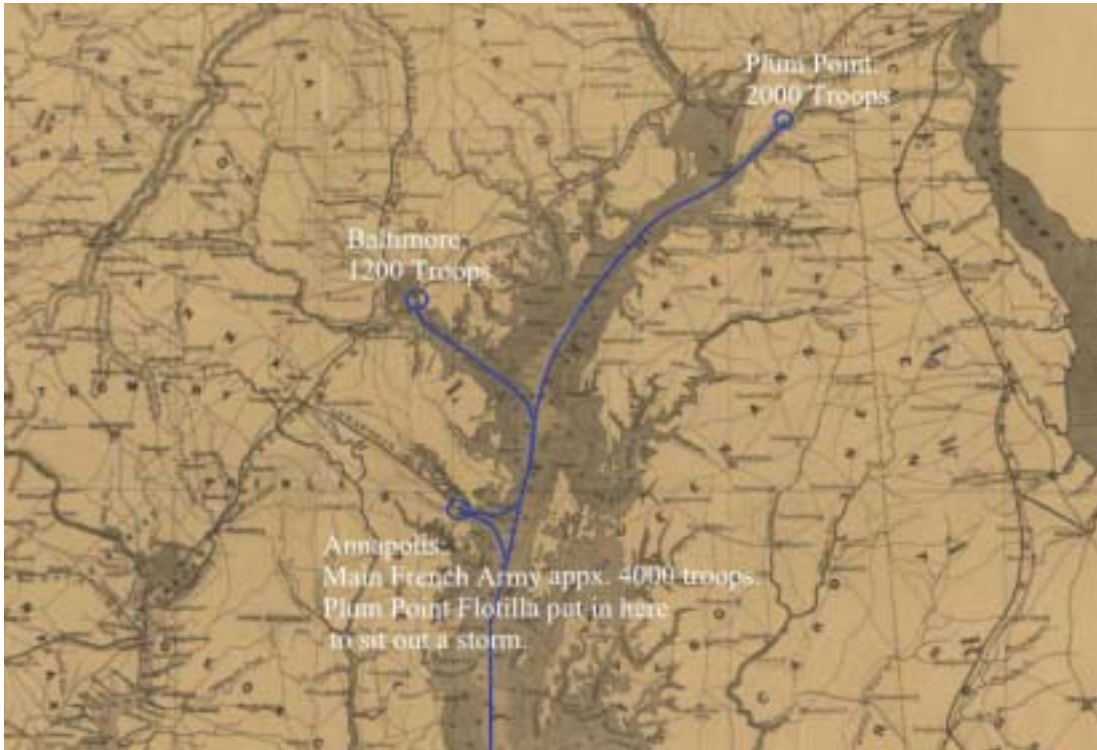
Water Routes & Trails



(Battle of the Capes - courtesy U.S. Postal Service)

was forced to put in at Annapolis because of rough weather on the Bay and then resumed their trip three days later.

The second trail follows General James Clinton's 1200 infantrymen who sailed from Fell's Point in Baltimore, Maryland to Jamestown on small vessels. Not much is available about their voyage down the bay, except that the vessels they used were considered unseaworthy by the French.



(Library of Congress)

The Allied Armies made significant use of the Chesapeake Bay as a transportation corridor for troop movements during the march to Yorktown. Washington's original plan called for the army to take water transportation from Head of Elk directly to Yorktown. Unfortunately, the success of British raiders in the area made this task impossible as nearly all merchant vessels were either captured, burned or sunk.

The first water trail runs from Plum Point on the Elk River to Annapolis, and then to Jamestown, Virginia. This route follows the voyage of the 2000 French and American infantrymen of the Lauzun Legion and Lincoln's Division respectively. These troops sailed on September 8th on small private vessels that had been collected at Washington's request. The small flotilla

The third trail follows the main French Army under Baron de Viomiel from Annapolis, Maryland to Jamestown. These troops finally made the rendezvous with the French Fleet under De Grasse that Washington had hoped for days earlier. Nine transports escorted by frigates and one ship of the line transported the remaining infantrymen of the Allied Army to Jamestown without incident.

The fourth and final route is a short water crossing from Morgantown, Maryland, site of Laidler's Lower Ferry to Dahlgren, Virginia. This was the crossing used by Baron Von Closen and Cromot Du Borg. It's approximately one and a half miles long.



(Library of Congress)



courtesy Msueé de Versailles



courtesy U.S. Postal Service

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courtesy U.S. Postal Service



THE AMERICAN REVOLUTION
225TH ANNIVERSARY

Lighting Freedom's Flame

Photo Gallery







courtesy U.S. Postal Service



courtesy U.S. Postal Service



courtesy U.S. Postal Service

American Revolution Chronology

with Special Focus on the Yorktown Campaign

April 1775 - Battles of Lexington and Concord, Massachusetts

July 4, 1776 - Declaration of Independence signed by Colonial Delegates

December 1776 - Battles of Trenton and Princeton, New Jersey, Washington's victories keep his army alive and give a much needed boost to American morale.

October 1777 - Battle of Saratoga, New York American victory impresses the French enough to begin organizing expeditionary forces to aid the Continentals.

June-July 1778 - British evacuate forces from Philadelphia and occupy New York City as their new main base of operations.

December 29, 1778 - British forces capture Savannah, Georgia.

May 12, 1780 - Charleston, South Carolina surrenders to British.

July 1780 - Rochambeau and the French Army land in Newport, Rhode Island.

August 16, 1780 - American forces are badly beaten at the Battle of Camden, South Carolina.

October 7, 1780 - Loyalist forces are destroyed at King's Mountain, South Carolina.

January 17, 1781 - British forces defeated at Cowpens, South Carolina.

February, 1781 - Lafayette is sent to Virginia to defeat British forces under Benedict Arnold.

March 15, 1781 - British forces are victorious at Guilford Court House, North Carolina, but are ravaged in the process. Cornwallis decides to go into Virginia to rest and refit his army.

May 10, 1781 - Cornwallis and his army enter Virginia.

May 20, 1781 - Cornwallis takes command of all British forces in Virginia.

July 6, 1781 - Lafayette's small American force barely escapes destruction during the Battle of Greenspring, near Jamestown.

August 1, 1781 - Cornwallis occupies Yorktown, planning to use the port as his base for resupply. Even as he sets up camp, Lafayette's agents bring intelligence of Cornwallis' plan. Lafayette relays this information to Washington.

August 14, 1781 - Washington receives word that French Admiral DeGrasse is sailing for the Chesapeake Bay with a large battle fleet (28 battleships and many support vessels) and a 3,000 man army from the Caribbean.

August 19, 1781 - The allied army, under Washington, secretly begins to move south.

August 25, 1781 - DeBarras leaves Newport, Rhode Island with supplies and heavy siege guns.

August 29, 1781 - DeGrasse arrives at the mouth of the Chesapeake Bay.

August 31, 1781 - Graves takes the British fleet out of New York, heading for Virginia.

September 2-4, 1781 - Allied army marches through Philadelphia.

September 5, 1781 - British and French naval forces meet in the Battle of the Capes. The battle ends in a draw, but the British leave and allow the French to resume their blockade of the Chesapeake Bay.

September 6, 1781 - The Allied Army camps in Head of Elk, Maryland.

September 7, 1781 - The first contingent of Allied Troops from Washington's force set sail for Yorktown from Head of Elk.

September 8, 1781 - DeBarras and the supply fleet enter the Chesapeake Bay, and sail to the James River while the British and French fleets are fighting.

September 11, 1781 - Cornwallis is informed that Clinton will arrive shortly with supplies and reinforcements.

September 12, 1781 - The Allied Army reaches Baltimore, Maryland.

September 14, 1781 - Washington and Rochambeau arrive in Williamsburg and prepare for the arrival of the army.

September 18, 1781 - Allied commanders hold a conference on DeGrasse's flagship for the coming siege.

September 20, 1781 - Allied troops begin to arrive in Williamsburg.

September 21, 1781 - The main Allied Infantry force, now comprised of mainly French infantry and light artillery, encamps at Annapolis, Maryland, they sail for Yorktown the following day.

September 24, 1781 - Clinton again promises to soon relieve Cornwallis.

September 26, 1781 - The Allied Army is finally concentrated in Williamsburg with the arrival of the French wagon and heavy artillery train.

September 28, 1781 - Allied army leaves Williamsburg, marches to Yorktown, and begins the siege.

October 19, 1781 - The British Force under Cornwallis surrender to Washington and Rochambeau. General Lincoln accepts the British surrender. This is a disaster for the British, who now facing a world war over their colonial possessions, decide to rid themselves of their rebellious American colonies. The war is finally over after the ratification of the Treaty of Paris in 1783.



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