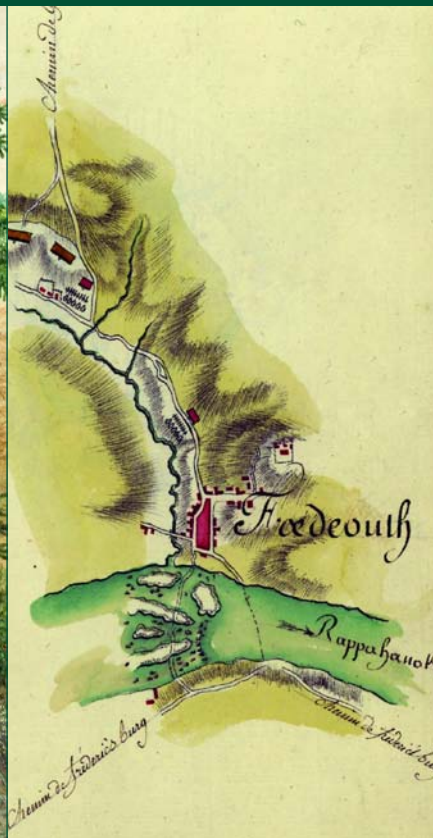


Notes on Virginia



Notes on Virginia

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Notes on Virginia is published annually by the Department of Historic Resources.
Editor: Randall B. Jones. VLR entries compiled by DHR historian Kelly Spradley-Kurwoski.
Photographic research and technical assistance: Alison Snow and Arthur Striker at DHR, Tim Skirven, James Madison University. Maps: Cathy Wright, DHR. Additional assistance in preparation: Ann Andrus, Francine Archer, Camille Bowman, David Edwards, Joanie Evans, Karen Hostettler, John Kern, Calder Loth, Mike Pulice, Pam Schenian, Sue Smead, Elizabeth Tune, Randolph Turner, and Marc Wagner. Designer: Judy Rumble, Virginia Office of Graphic Communications, Department of General Services. Photographs are from the DHR Archives, unless otherwise indicated. Notes on Virginia is a free publication; to subscribe, contact DHR. Recent issues, as well as this one, are posted on the DHR website.

Tracing the Yorktown Campaign of 1781–82

Part I: The Revolutionary War Road and Transportation Survey in Virginia

By Robert A. Selig

During the Yorktown Campaign of the Revolutionary War, when American and French armies marched down the East Coast toward ultimate victory, General George Washington coming from Baltimore arrived in Virginia on September 9, 1781, crossing the Potomac River on Joshua George's ferry. It took about 20 minutes for Washington to make the crossing, at a location overshadowed today by the Francis Scott Key Bridge between Georgetown, in D.C., and Rosslyn, in Arlington. Late that afternoon, Washington rode on to his home at Mt. Vernon. The next day, Jean Baptiste Donatien de Vimeur, comte de Rochambeau, the commanding officer of French forces on the American mainland, joined Washington there. One day later, on September 11, the chevalier de Chastellux arrived with his retinue at Mt. Vernon as well. And on September 12 the three generals continued their journey, which took them to Williamsburg on September 14.



Comte de Rochambeau (1725–1807) commanded 5,800 French troops during the Yorktown Campaign. He was a professional soldier with 37 years of service and more comfortable in camp than in Versailles ball-rooms. Rochambeau enjoyed a reputation of being level-headed, able to compromise for the sake of mission, and willing to work with fellow officers—all characteristics that were crucial for cooperation with the Americans. (Library of Congress)

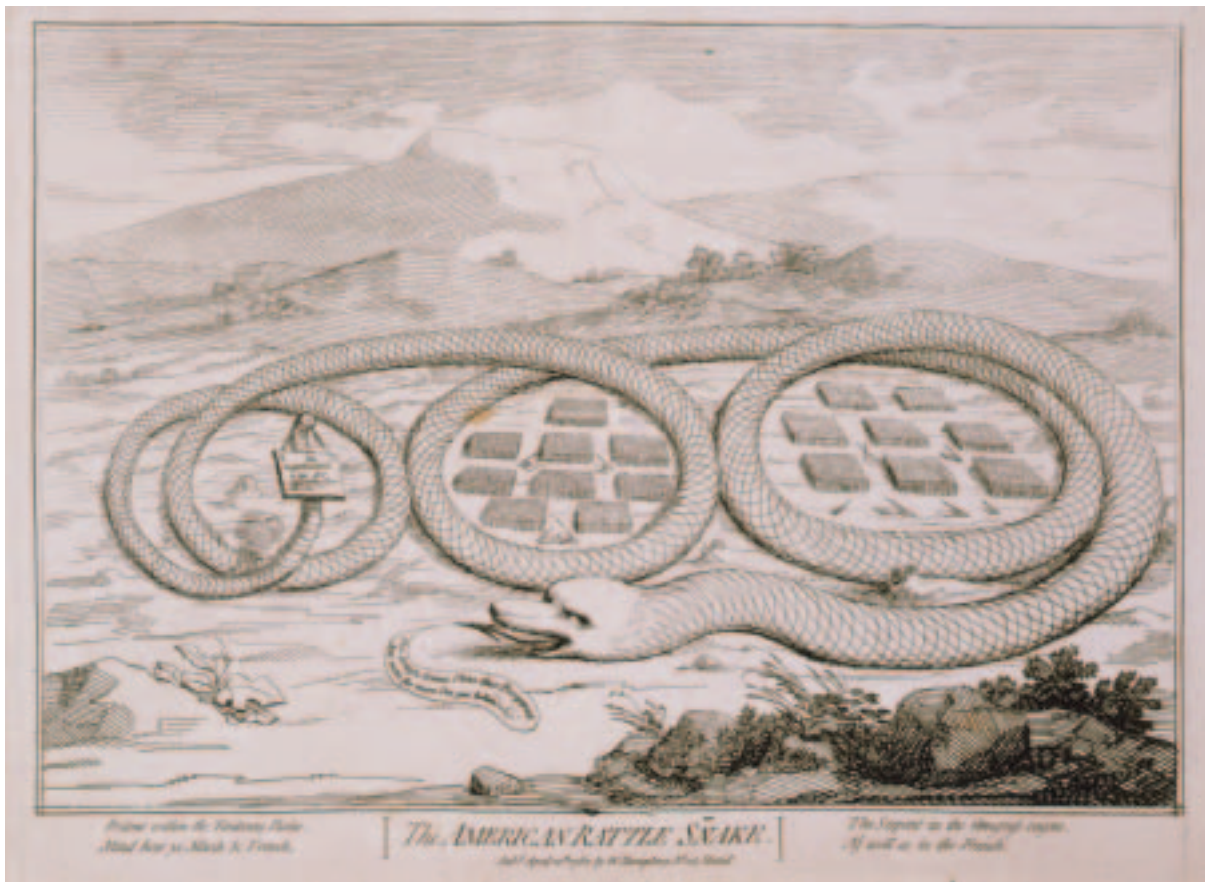
Washington, Rochambeau, and Chastellux were but the vanguard of thousands more men and beasts that followed, making September 1781 a busy month for ferry operator Joshua George. On the evening of September 15, for instance, almost 300 hussars of Lauzun's Legion, with about 1,000 horses and 175 wagons, reached Georgetown after a 21-mile ride from Snowden's Iron Works in Maryland and crossed the Potomac.



This historical highway marker, erected in 1998, near the intersection of Oronoco and Washington Streets in Alexandria commemorates the supply trains' encampment and the Washington–Rochambeau Route. The sign states: *Most of the American and French armies set sail from three ports in Maryland—Annapolis, Baltimore, and Head of Elk—in mid-Sept. 1781 to besiege the British army in Yorktown. The allied supply-wagon train proceeded overland to Yorktown, its itinerary divided into segments called "Marches." Its "Fourth March" was from Georgetown to Alexandria; the wagons took two days, 24-25 Sept., to cross the Potomac and reunite in Virginia. The Alexandria camp was roughly a half-mile in area, located north of Oronoco Street and bisected by Washington Street. The train left Alexandria on 26 Sept. (Photo: Author)*

On September 19, almost 100 wagons of the American wagon train crossed the Potomac and rolled to a camp three miles short of Alexandria. Five days later, on September 24, 110 more wagons of the French, drawn by 660 oxen and accompanied by about 30 Continental soldiers, also began traversing the Potomac at Joshua George's Georgetown ferry. It was already late in the afternoon of September 25 when the last wagons rolled eight miles to their camp in Alexandria.

Meanwhile, more than one hundred small vessels carrying Washington's approximately 2,700 troops and about 1,000 French grenadiers and chasseurs made their way down the Chesapeake Bay, followed by 15 French vessels carrying the remainder of Rochambeau's army, some 4,000 officers and men. By September 26, Washington's and Rochambeau's forces had joined up with the approximately 2,700 Continental officers and men



A cartoon by the English cartoonist James Gillray published in London in April 1782. The rattlesnake, symbol of victorious American forces (the American flag featured a snake before adopting the stars and stripes), is coiled around the British forces of Burgoyne and Cornwallis at Yorktown. The verse below it reads, “Britons in Yankee Plains / Mind how ye March & Trench, / The Serpent in the Congress reigns, / As well as in the French.” (Library of Congress)

under the French general marquis de Lafayette. Since late April, General Lafayette’s men had been harassing British forces under General Lord Cornwallis who, coming from North Carolina, had entered Virginia that same month. By early August, however, Cornwallis was entrenching his army in Yorktown and Gloucester.

On September 28, the combined forces of close to 6,000 Continental Army troops, 3,300 Virginia militia, 4,900 French officers and soldiers under Rochambeau, as well as 3,300 men under the marquis de St. Simon who had come to Virginia on the fleet of Admiral de Grasse, marched from their staging areas in Williamsburg and around Gloucester Court House to Yorktown and Gloucester Point. There they laid siege to some 4,300 British regulars, 2,000 German auxiliaries, and 700 Loyalists supporters of King George III. What followed is well known: On 19 October, General Lord Cornwallis’ forces marched out of Yorktown and on toward prisoner-of-war camps in Maryland and Pennsylvania.

The War of Independence on the American mainland was over.

The Siege of Yorktown was the final phase of a combined American and French military campaign that had begun in the spring of 1781 in New England, when Washington met with Rochambeau in Wethersfield, Connecticut, in May to plan a concerted strategy against the British. In July, Washington received word while in White Plains, New York, from General Lafayette in Virginia that General Cornwallis was entrenching his army along the York River in Yorktown and Gloucester. Washington saw an opportunity. In conference with Rochambeau, he wrote, “I am of Opinion, that under these Circumstances, we ought to throw a sufficient Garrison into W[est] Point [New York]; leave some Continental Troops and Militia to cover the Country contiguous to New York, and transport the Remainder (both French and American) to Virginia, should the Enemy still keep a Force there; the Season and other Circumstances will admit of late Operations in that Quarter.”

The march of American and French forces along the East Coast—starting in Rhode Island—and into Virginia between June and September 1781 was an enormous logistical undertaking that

succeeded only because of the contributions made by thousands of patriots along the way. In Virginia, winning the war in 1781 spurred a colony-wide effort that directly involved more than half of the state's present-day counties. The siege of Yorktown by Franco-American forces in October, and the winter quarters of French forces in the Commonwealth until their departure in July 1782 constitute singular events in the history of Virginia and the U.S. Never before or after have *friendly* forces, be they French or those of any other (non-Native American) nation, marched, fought, and died on American soil. And never before—and not again until the Civil War 80 years later—did such large numbers of men and animals travel the roads of Virginia.

Yet while there are numerous books on the victory at Yorktown—Henry P. Johnston's *The Yorktown Campaign and the Surrender of Cornwallis* (1881); Thomas Fleming's *Beat the Last Drum: The Siege of Yorktown, 1781* (1963); Burke Davis' *The Campaign That Won America, The Story of Yorktown* (1970); William H. Hallahan's *The Day the Revolution Ended: 19 October 1781* (2003); Richard Ketchum's *Victory at Yorktown: The Campaign that won the Revolution* (2004); Jerome A. Greene's *The Guns of Independence: The Siege of Yorktown, 1781*

(2005); and most recently, Herman O. Benninghoff's *The Brilliance of Yorktown: A March of History, 1781 Command and Control, Allied Style* (2006)—there is virtually nothing available that tells the story of how these thousands of men and their animals got to Yorktown. This void of information about such an important phase in the history of the Revolutionary War has helped lead in Virginia to the current “Revolutionary War Road and Transportation Survey,” a project sponsored by the Department of Historic Resources in cooperation with (currently) 17 jurisdictions and funded through the department's Cost Share and Survey Program, which matches state to local funding (see p. 56 for more information about the program).

Virginia's Revolutionary War survey comes at the eleventh hour: for the very roads that American and French armies traveled, the locations where they camped, the sites of fords and ferries they used to cross rivers, and the mansions and huts that they visited—these places that still remain—are now either disappearing or at risk of being lost under the immense development pressure that characterizes the Commonwealth 225 years after the war's end. The survey thus offers Virginia a wonderful opportunity. As a survey of 18th-century roads, generated in part by the public



Taken in 2007, this photograph shows an old “trace” or road used by the supply wagons of American and French forces. It also would have been used by Rochambeau's army on their return north in 1782. (Photo: Author)

interest in the Jamestown 2007 commemoration, the project will provide historical and factual data aimed at supporting local preservation planning efforts and statewide heritage-stewardship. The preservation and interpretation of newly identified resources connected with the Yorktown Campaign also presents, as was the case with Jamestown, many educational and economic development prospects within the context of statewide heritage tourism.

The project has two basic components. One is field work to locate and identify campsites, roads, taverns, and other resources, and to correct errors in the placement of decades-old markers and other commemorative tablets, and inaccurate information. The field-work phase of the survey benefits enormously from the participation of, and contributions by, well-informed citizens interested in history and by historic preservation planners. As the historian contracted by the Department of Historic Resources to oversee the road and transportation survey statewide, I welcome such contacts.*

The project's other component is to raise awareness of the communal nature of the Revolutionary War, in general, and of the route to and from Yorktown, in particular. Tens of thousands of people contributed to the war's success; it was waged and won in the houses, farms, and fields of Virginia as troops marched along roads that still are traveled by thousands of Virginians each and every day. When we look at the number of officers and their servants, the soldiers, drivers, horses, oxen and wagons involved, it becomes obvious very quickly that no single community along the way would have been able to feed them all by itself. In 1780, Virginia had a population of about 540,000, including roughly 220,000 enslaved Africans/African-Americans. Before the siege, Yorktown with its 250 to 300 houses had a population of not quite 2,000, and was only marginally smaller than Williamsburg. The next largest community was Fredericksburg, which had 191 taxable whites in 1784, making a total of maybe 1,400 whites and about 350 blacks. Newcastle was described by a French officer as having about 60 houses or 450 to 500 people,

while fewer than 10,000 people lived in all of Fairfax County.

Of necessity, supplies came from miles around. Archival sources—such as the papers of Jeremiah Wadsworth, the commissary for Rochambeau, in the Connecticut Historical Society in Hartford or those among the Public Service Claims in the Library of Virginia—provide ample evidence for community involvement even beyond the boundaries of the counties crossed during the march. Archival receipts show



A marker, erected in 1947, commemorates Peyton's Ordinary along U.S. 1 in Stafford County. The sign notes that Rochambeau's army camped at the site on its northward march from Williamsburg in 1782. (Photo: Author)



The camp map "Peyton's Tavern" is from an atlas in the Library of Congress. Rochambeau had French army engineers draft the maps, which he collected as mementos of his time in America. (Library of Congress)

* Thus far I've had the pleasure of working with many people, including Albert D. McJoynt, of Alexandria; Brendan Hannafin, of Prince William County; Gerald Lyons, of Fairfax County; Herbert Collins, of Caroline County; Lewis H. Burrus and Carol Steele of Gloucester County; Carl Fischer, of King William County; Kaye Lucado and Stuart B. Fallen of Charlotte County; David J. Meredith and Amy M. Parker of York County; and especially James Harris, of New Kent County. These individuals know of, and have shared, the locations of surviving 18th-century road sections and campsites, thereby greatly facilitating the on-site portion of the survey.

how both the wealthiest and the poorest Virginians contributed to the success of the marches and the siege. To cite just a few examples from 1781: on September 27, Wadsworth bought of Muscoe Livingstone in Essex County 402 “beeves” (beef cattle) for the enormous amount of £2,255, as well as sheep and calves; on November 27, Burwell Basset of Eltham (New Kent Co.) sold 934 bushels of corn for £107 and 8 shillings, while James Sheilds of Williamsburg sold 2,500 pounds of corn “blades” (the green leaves on the stalk, which were stripped off and used for fodder) for £5; on December 31, Carter Braxton, a signer of the Declaration of Independence, sold 4,195 bushels corn for £587, 6 shillings, 8 pence, another 40,402 pounds fodder for £101 and 1 penny, and 15,003 pounds of straw for £22 and 10 shillings. Many vendors remain anonymous—identified only as “Negro” or because they could not write their names on a receipt. On the other hand, many signatures give clues to the ethnic background of the signer, especially those German immigrants who signed in the easily recognizable Gothic script they used.

Though the Washington-Rochambeau survey of roads to Yorktown has proceeded as anticipated, it has also become obvious to me as the historian-consultant overseeing the project statewide (with prior experience conducting related surveys in other states), that despite the participation of 17 counties and cities who are partnering with the Department of Historic Resources, the survey will leave untold vast portions of the story of the Yorktown Campaign. Most importantly, the water routes to and from Yorktown remain outside the survey’s current bounds. Consider, for example, that most of the Continental Army as well as French grenadiers and chasseurs embarked on more than 100 vessels (dubbed the “Mosquito Fleet” by a participant) at Head of Elk (now Elkton, Maryland) and that the majority of French infantry and artillery sailed from Annapolis in the afternoon of September 21 on 15 vessels supplied by de Grasse. They reached James City County near Archer’s Hope, only 24 hours later from whence they marched to Williamsburg. The other jurisdictions at which various vessels are known to have anchored on the way to and from Yorktown are Northumberland, Lancaster, Middlesex, Mathews, Poquoson, Hampton, and Newport News. Yet only Gloucester, York, and James City are part of the project.

Of even more urgency are the omissions in the cases of roads taken by Cornwallis and Lafayette. Before Cornwallis started to entrench in Yorktown, British and American forces used roads in the counties of Amelia, Appomattox, Bedford, Caroline, Charles City, Chesterfield, Cumberland, Fluvanna, Gloucester, Goochland, Greenville, Hanover, Henrico, Isle of Wight, James City, King George, King William, Lancaster, Louisa, Lunenburg, Middlesex, Nansemond, New Kent, Northumberland, Orange, Powhatan, Prince George, Southampton, Spotsylvania, Surry, and Sussex; and the independent cities Charlottesville, Chesapeake, Chesterfield, Colonial Heights, Cumberland, Fredericksburg, Hampton, Hopewell, Newport News, Norfolk, Petersburg, Portsmouth, Richmond, Virginia Beach (formerly Princess Anne Co.), Warwick (in Chesterfield Co.), and Williamsburg.

Of these 45 counties and independent cities crossed by military forces even prior to the siege of Yorktown, only 10 are included in the survey at this writing. Even so, the survey project thus far represents a notable achievement as it unites in cooperation 17 jurisdictions that collectively stretch the length of the Commonwealth. They cover most of the land roads taken by Franco-American forces in 1781–82. More importantly, together they could form the basis for a highly desirable statewide 18th-century transportation survey. If it were to include all other counties crossed by military forces in 1781—including but not limited to those traversed by American General Nathanael Greene in April 1781; by General Anthony Wayne on his way south to join Lafayette, and by the Continental Army, as well as by militia forces accompanying British prisoners of war on their march from Yorktown—such a survey would cover a minimum of 69 counties and independent cities.

An expansion such as that would turn the current “Revolutionary War Road and Transportation Survey” into a true transportation survey of the war as these 69 jurisdictions represent two-thirds of all major jurisdictions in Virginia today. Their integration into a survey would be a concrete manifestation of the statewide nature of the victorious campaign of 1781; it could also present a foundation for the preservation and interpretation of resources connected with the Yorktown Campaign across Virginia, thereby extending enormous educational possibilities and economic development opportunities offered in the context of heritage-based tourism for visitors interested in the American War of Independence.

Part II: Designating a National and Virginia Washington–Rochambeau Trail



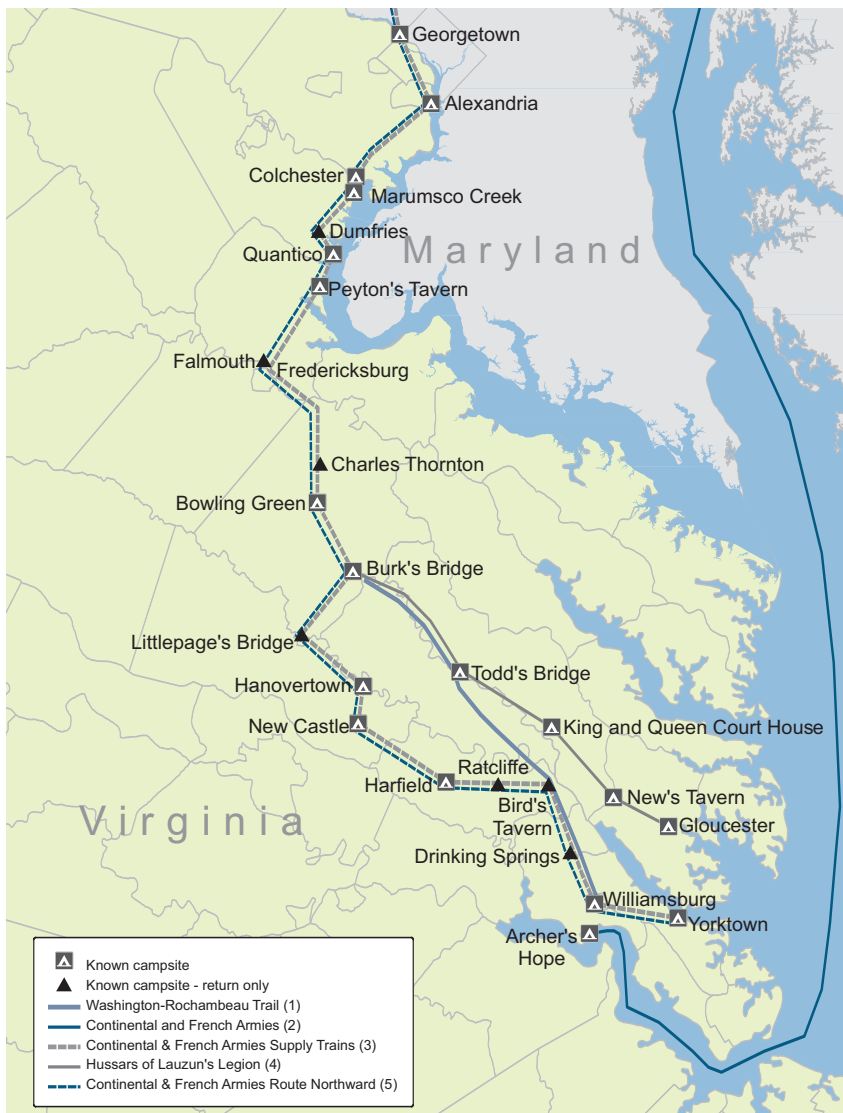
The current effort to commemorate the role of France and to identify the routes and historic resources associated with the campaigns to and from Yorktown is but the last in a series of prior efforts. As early as the spring of 1951 Virginia native Charles Parmer took it upon himself to identify the route taken by French troops; he also prodded Virginia state officials and patriotic societies for funds. In 1952, the Colonial Dames of Virginia endorsed his idea of marking the Revolutionary War route, and on 16 January 1953 Governor John S. Battle appointed Parmer to head a Rochambeau Commission. At a meeting at Mount Vernon on April 16, 1953, Parmer was elected General Chairman of the *Interstate Rochambeau Commission of the United States*. But interest in the project waned as fast as it had arisen. Parmer's Commission continued until 1958, the year he died—shortly after an October ceremony dedicating the 14th Street Bridge in Washington D.C. as the “Rochambeau Memorial Bridge.” Parmer's project passed away with him.

Seventeen years later, during the run-up to the U.S. Bicentennial of 1976, Congressman Hamilton Fish of New York introduced on April 16, 1975, Concurrent Resolution 225 in the U.S. House of Representatives. It called upon federal, state, county, and local governments to recognize the route taken by Washington's and Rochambeau's forces as *The Washington–Rochambeau National Historic Route*. The resolution passed in August 1976 but failed to appropriate funds to conduct research or even to pay for signs beyond the boundaries of Colonial National Historical Park in Virginia. Concurrently the French government established a *Committee of the Bicentennial 1776–1976*. One of its tasks was the erection of markers along the “Washington-Rochambeau Route” between Mt. Vernon and Yorktown such as at Hanover Court House. Unfortunately the effort was marred by poor research since neither Washington nor Rochambeau took the route thus marked in some places. (Washington and Rochambeau, for instance, traveled the route to Yorktown *not* by way of Hanover Court House in September 1781; instead, they crossed from Caroline into King and Queen and King William counties and into New

Kent County via Ruffin's Ferry, near West Point.) Finally, in March 1980, in anticipation of the 200th anniversary of the march to Yorktown, Virginia's General Assembly approved a bill (H 93) designating a “Washington–Rochambeau Highway” from Mt. Vernon to the state-run Victory Center in Yorktown. Green highway markers still denote the route thus identified, but the research underlying this designation appears to have been lost.

On 16 December 1999, about 50 historically interested individuals from New York, New Jersey, and Connecticut met at Washington's Headquarters in Newburgh, New York, to organize a Washington–Rochambeau Revolutionary Route (W3R) committee to identify and preserve the route and to work for the creation of a National Historic Trail. The committee was successful in its lobbying efforts when President Bill Clinton on November 9, 2000, signed the *Washington–Rochambeau Revolutionary Route National Heritage Act of 2000*. President Clinton's signature created Public Law No. 106-473, which requires “the Secretary of the Interior to complete a resource study of the 600-mile route through Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and Virginia, used by George Washington and General Rochambeau during the American Revolutionary War.” Unlike previous legislation, this bill allocated federal funds to the National Park Service to carry out a feasibility study that began in late 2001. That study was completed in time for the 225th anniversary of the victory at Yorktown in 2006.

In February 2007, Senators Joseph Lieberman of Connecticut and John Warner of Virginia introduced Senate Resolution 686, “To amend the National Trails System Act to designate the Washington–Rochambeau Revolutionary Route National Historic Trail.” The next month Congressmen Maurice Hinchey of New York and James P. Moran of Virginia introduced an identical bill (House Resolution 1286) into the U.S. House of Representatives. As of December 2007, only the Senate resolution emerged from committee and was placed on the legislative calendar; no other legislative action has as yet been taken.



(Map: Cathy Wright for DHR, 2007)

This map shows the primary water / land routes taken through Virginia by (1) Generals George Washington and the comte de Rochambeau, (2) their armies and (3) supply wagons, and (4) Lauzun's Legion to Yorktown and Gloucester in 1781. The return northward route of all four—a single trudge, with British, Hessian, and American Loyalists prisoners-of-war—in 1782 is shown as well (5).

① Coming from Georgetown via Mount Vernon, Washington and Rochambeau traveled to Yorktown by way of Fredericksburg and Bowling Green, thence into King & Queen County on Sparta Road (now Route 721) past Hubbard's Tavern to Park Church and Newtown, thence to Dunkirk where they crossed the Mattaponi River over Todd's Bridge into King William County. They rode past King William Court House to Ruffin's Ferry, where they crossed the Pamunkey River into New Kent County and continued to Williamsburg. Many sections of the original roads still exist today.

② The French Expeditionary Force marched from Newport, Rhode Island, to meet the Continental Army near Westchester, New York. The combined armies under the command of Washington and Rochambeau marched south to Head of Elk (Elkton, Maryland) where most of the Continental Army boarded nearly 100 small vessels (dubbed the Mosquito Fleet by a participant). They were joined on board by some 1,000 French grenadiers and chasseurs and the infantry of Lauzun's Legion. The remaining Continental forces sailed on some 60 vessels from Baltimore, while the last of the French marched to Annapolis to board 14 French warships and transports sent up the Chesapeake Bay by French Admiral de Grasse. All sailed for the James River and Archer's Hope Creek off Williamsburg.

③ The American and French supply wagons drove from Head of Elk to Baltimore and Annapolis where more tents, ammunition, and food were unloaded on waiting ships. The empty wagons, along with officer's mounts and artillery horses, crossed the Potomac above Georgetown and headed south for Fredericksburg and Bowling Green. They crossed into Hanover County at Littlepage Bridge, passed through Hanover Court House, Hanovertown, and Newcastle, entered New Kent County at Matadequin Creek and continued via New Kent Court House to Drinking Springs (today's Norge) in James City County and drove on to Williamsburg.

④ Having ridden from Head of Elk, the 300 cavalymen (hussars) of Lauzun's Legion rested at Newmarket Plantation south of Bowling Green. They turned east onto Sparta Road, passed Todd's Bridge without crossing and continued past St. Stephen's Church. They rode the length of King & Queen County (on what is now Route 14) past King & Queen Court House to Gloucester County. The Legion was the only combat unit that followed a land route to the siege.

⑤ After victory at Yorktown, most of the Continental Army with prisoners in tow used the wagon route to head north. The French forces followed the same route in July of 1782.

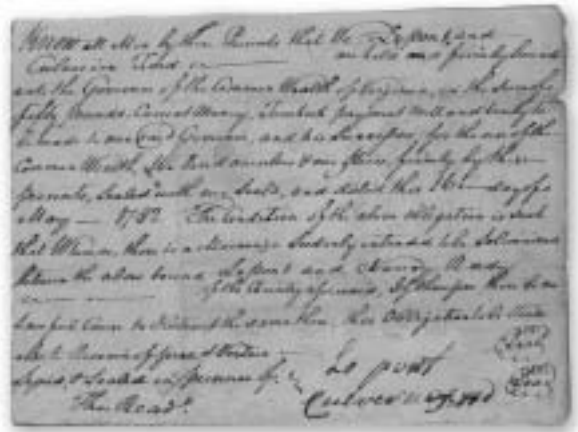
(The author is grateful for the assistance of James M. H. Harris, of New Kent County, and J. David Zimmerman, of Hanover County, in preparing this map.)

Current W3R in Virginia:

As efforts to designate a W3R continue at the national level, architectural and historical site surveys and resource inventories are being conducted in states along the route. Such is the case in Virginia. In response to grassroots lobbying led by J. David Zimmerman, of Ashland, on behalf of localities in central Virginia, and Kevin Vincent, of Arlington, for localities in northern Virginia, the General Assembly in October 2006 appropriated funds to conduct a broad-based “Revolutionary War Road and Transportation Survey” of the land and water routes, and roads taken by the Franco-American armies to and from Yorktown. In January 2007, the Department of Historic Resources made the survey part of its Survey and Planning Cost Share Program, which matches state funds to county and city contributions.

With the Department of Historic Resources as the principal state partner, in April 2007 the first phase of the survey was launched in two main regions, one focusing on central and the other on northern Virginia. The lead local partner for central Virginia is New Kent County, which received Cost Share funds on behalf of local governments, historical organizations, and agencies, including the counties of Caroline and King William, the New Kent County Historical Commission, Historic Polegreen Church Foundation of Hanover County, Hanover Tavern Foundation, King and Queen Historical Society, and Richmond Chapter of the Virginia Society, Sons of the American Revolution. The lead partner for northern Virginia is Arlington County, which received Cost Share funds on behalf of itself as well as the counties of Fairfax, Prince William, Spotsylvania, and Stafford, and the cities of Alexandria and Fredericksburg. A second regional phase of the project began in August 2007, with the addition of new Cost Share partners in Tidewater and south-central Virginia. As a result, Gloucester County is the lead partner for itself and the counties of James City and York, and the City of Williamsburg, and in south-central, Charlotte County, which received Cost Share support through the Charlotte County Branch of the Association for the Preservation of Virginia Antiquities.

“The Revolutionary War Road and Transportation Survey” in Virginia was conceived from the very beginning to extend a wider geographical and chronological framework than similar resource inventories in other states, which all narrowly focused on the routes taken by Washington’s and Rochambeau’s forces. Reflecting Virginia’s pivotal role in the final



This marriage license for Jean Louis Pont and Nancy Rady is from record books in the Charlotte County Courthouse. On May 16, 1782, Jean Louis Pont and Culverine Ford posted a bond of £50 Virginia state money required by law for permission to marry. That same day, Pont, a chasseur, or light infantryman, in Lauzun’s Legion, had secured permission from his commanding officer, Captain Jean-Jacques de Trentinian, to enter into the marriage—under condition he return to his unit for evening roll call. While nothing is known about the bride Nancy Rady, French records show that the groom was born in 1759 in Rancourt sur Ornaïn (Département de la Meuse) in north-western France. He signed for eight-year’s service in Lauzun’s Legion on February 21, 1780. By June 1780, he was in America, where he participated in the October 1781 siege and victory at Yorktown. Following his winter quarters at Charlotte Court House in 1782, and his return to France in June 1783, he entered the Regiment of Lauzun Hussars, serving until his discharge in February 1788. There is no mention concerning his wife Nancy in any French records, yet she most likely accompanied him to France. (Source: Charlotte Co., Virginia Circuit Court: Marriage Bonds Book 1, p. 51; special thanks to A. Crystal Scruggs for scanning the certificate.)

phases of the Yorktown Campaign and its aftermath, the very nature of the conflict in the Commonwealth determined the survey's broadened objectives, which are as follows: "To identify the land and water routes, campsites and related resources traveled and occupied by"—

- Continental Army forces under the marquis de Lafayette and British forces under Lord Cornwallis;
- Lt. General George Washington and Lt. General Rochambeau, in September 1781, as well as those traveled and occupied by the Continental Army and the French Expeditionary Force on their way to Yorktown in August and September 1781;
- Continental Army Forces and their prisoners on their return march north in October, November, and December of 1781; and
- French forces on their return march to the north in July 1782.

Though it is one of the functions of the survey to support the designation of the nine-state

Washington–Rochambeau Revolutionary Route as a National Historic Trail, it is and has to be conducted parallel to, and independent of, efforts on the federal level, where the National Park Service was tasked (Public Law No. 106-473) only to conduct a "resource study of the 600-mile route... used by George Washington and General Rochambeau."

Robert A. Selig received his Ph.D. in history from the Universität Würzburg in Germany in 1988. A specialist on the role of French forces under the comte de Rochambeau during the American War of Independence, he currently serves as project historian to the National Park Service for the Washington–Rochambeau Revolutionary Route National Historic Trail Project. As part of the national project, he has researched and written historical and architectural site surveys and resource inventories for the States of Rhode Island and Providence Plantations, Connecticut, New York, New Jersey, Pennsylvania, and Delaware. In addition, he is conducting a revolutionary road and transportation survey in the Commonwealth of Virginia. He lives with his wife, Barbara, and his three children in Holland, Michigan.



Left: A rare contemporary illustration of a hussar in Lauzun's Legion, from a 1780 manuscript. Right: Jean-Baptiste-Antoine de Verger drew these images of two American foot soldiers during the Yorktown Campaign; one depicts a black Light Infantryman of the Rhode Island Regiment; the other is a musketeer of the Second Canadian Regiment (Congress' own). De Verger served as a sub-lieutenant in the Royal Deux Ponts Regiment of Infantry. (Courtesy Anne S. K. Brown Military Collection, Brown University)

Mount is the easternmost gateway. This project is the second phase of a prior Cost Share project partly funded during the 2005–06 cycle, which documented the Pigg River Heritage Area.

South Boston

Survey Areas Adjoining South Boston Historic District; Amend Nomination

Project: The town is resurveying and documenting between 140 and 175 properties in neighborhoods, and buildings and sites adjoining the existing South Boston Historic District, and resurveying approximately 49 properties within the existing district in order to update and amend the National Register of Historic Places nomination form for the South Boston Historic District. The results will assist the town in economic revitalization through the use of historic rehabilitation tax credits, in developing heritage tourism spotlighting tobacco-related resources and supporting the “Crossing the Dan” initiative, and will help expedite environmental review requirements tied to federal funding from Community Development Block Grants.

Statewide

Study of Washington–Rochambeau Revolutionary Route (W3R)

Northern Virginia: Arlington County, as the lead partner with the counties of Fairfax, Prince William, Spotsylvania, and Stafford; and the cities of Alexandria and Fredericksburg:

Central Virginia: New Kent County, as the lead partner with the counties of Caroline, Hanover, King and Queen, and King William:

Project: This regionally-based study and survey in northern and central Virginia is locating, identifying, photographing, and mapping the roads, waterways, houses, taverns, ordinaries, towns, camps and bivouacs—those still existing and those that have disappeared—that were used by all armed forces during the Yorktown Campaign of 1781. The survey will also identify the resources,



Map of Rochambeau’s military camp at Dumfries, Prince William Co., drafted in 1782. (Library of Congress)

as identified above, that were used or occupied by the same forces during their return north during November of 1781 and July 1782. The effort will imitate on a smaller scale the Revolutionary Road Site Survey and Resource Inventories produced by the National Park Service for seven states. It is the mutual hope and expectation of the participating localities and DHR that the “Revolutionary War Road and Transportation Survey” will encourage the identification, recognition, and protection of a whole range of historic resources within the study area; support the designation of the national Washington–Rochambeau Revolutionary Route as a National Historic Trail; serve as a demonstration project that might be expanded statewide; will support continuing educational and heritage stewardship benefits in the area, and lead toward nominations to the National Register of Historic Places; support local preservation planning efforts, and lead to production of a guidebook.