

Map # 1 – Georgetown MD (DC) to Alexandria, VA in 1781. Mile post 0 to 10. 18th century maps by Christopher Colles. Parallel 19th and 20th century maps and/or modern maps are also in **one mile increments**. American and French Wagon Trains to Williamsburg; Hussars to Todd’s Bridge and Gloucester; Washington *et al* via Todd’s Bridge, Ruffin’s Ferry and Franks to Williamsburg. **Note: Mile Posts on these maps begin at 0 which is in the middle of the Potomac River.**



ALL MAPS USED WITH PERMISSION

Map # 1A – **Mount Vernon to Pohick Church.** Washington, Rochambeau, Chastellux *et al* from Georgetown to Alexandria, Mount Vernon and thence via Pohick Church and Colchester Ferry to Dumfries. See Chapter 9 (Route 2).



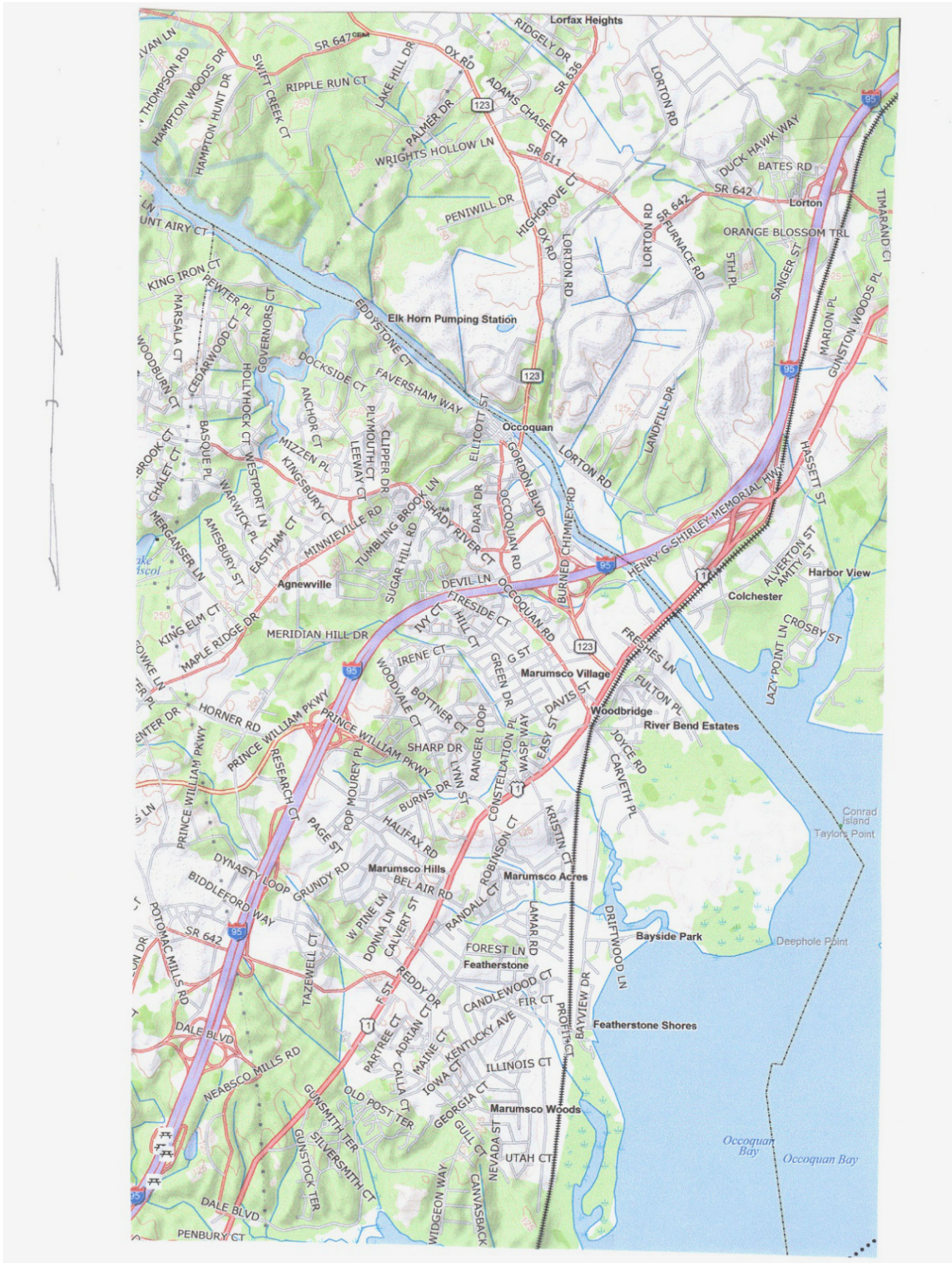
Map # 2 – Alexandria to Pohick Church and via Colchester Road to ferry. MP 10-20



Map # 3 - Colchester Ferry across the Occoquan River. Crossed by Washington *et al* and baggage wagons. The American wagons and part of the French Wagon Train crossed here as did Lauzun's wagons. Mile posts 20-30.



Map # 3A – **Fords across the Occoquan at Seceman’s Ford and Wolf Run Shoals.** Lauzun’s Cavalry crossed Seceman’s or Wolf Run Shoals; Lauzun’s wagons, American wagons, crossed at Colchester Ferry; some French wagons crossed at Seceman’s, otherwise at Colchester Ferry. See Chapters 11-12 (Routes 4-5)



Map # 4 – Dumfries with Quantico & Chopawamsic Creeks – Mile posts 30-40
Note ford across Chopawamsic Creek on the Colles map.



Map # 5 – Aquia to Stafford Court House (Note placing of Court House on Colles map)
Mile Posts 40-50



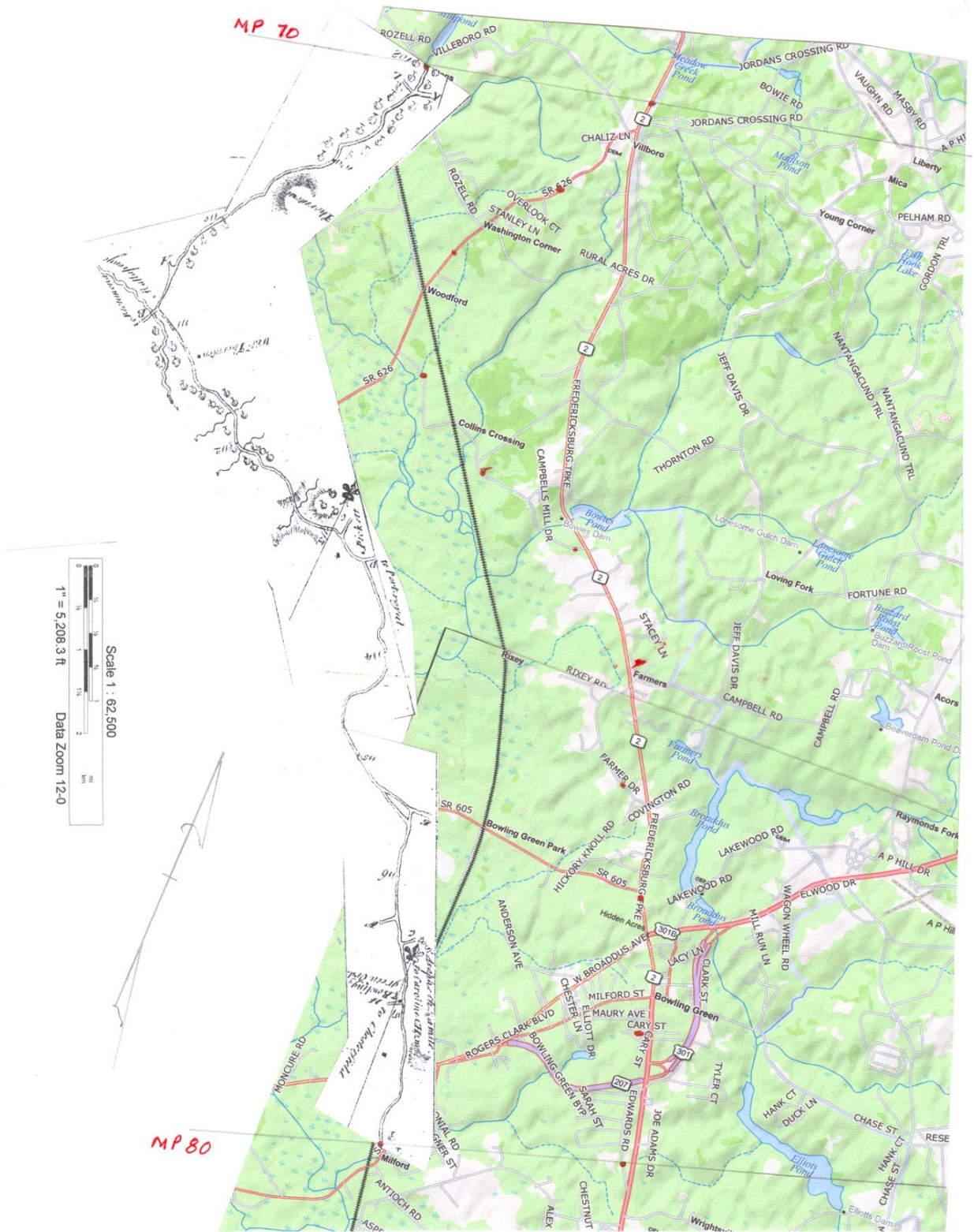
Map # 6 - Stafford County and Fredericksburg in Spotsylvania Co. MP 50-60.



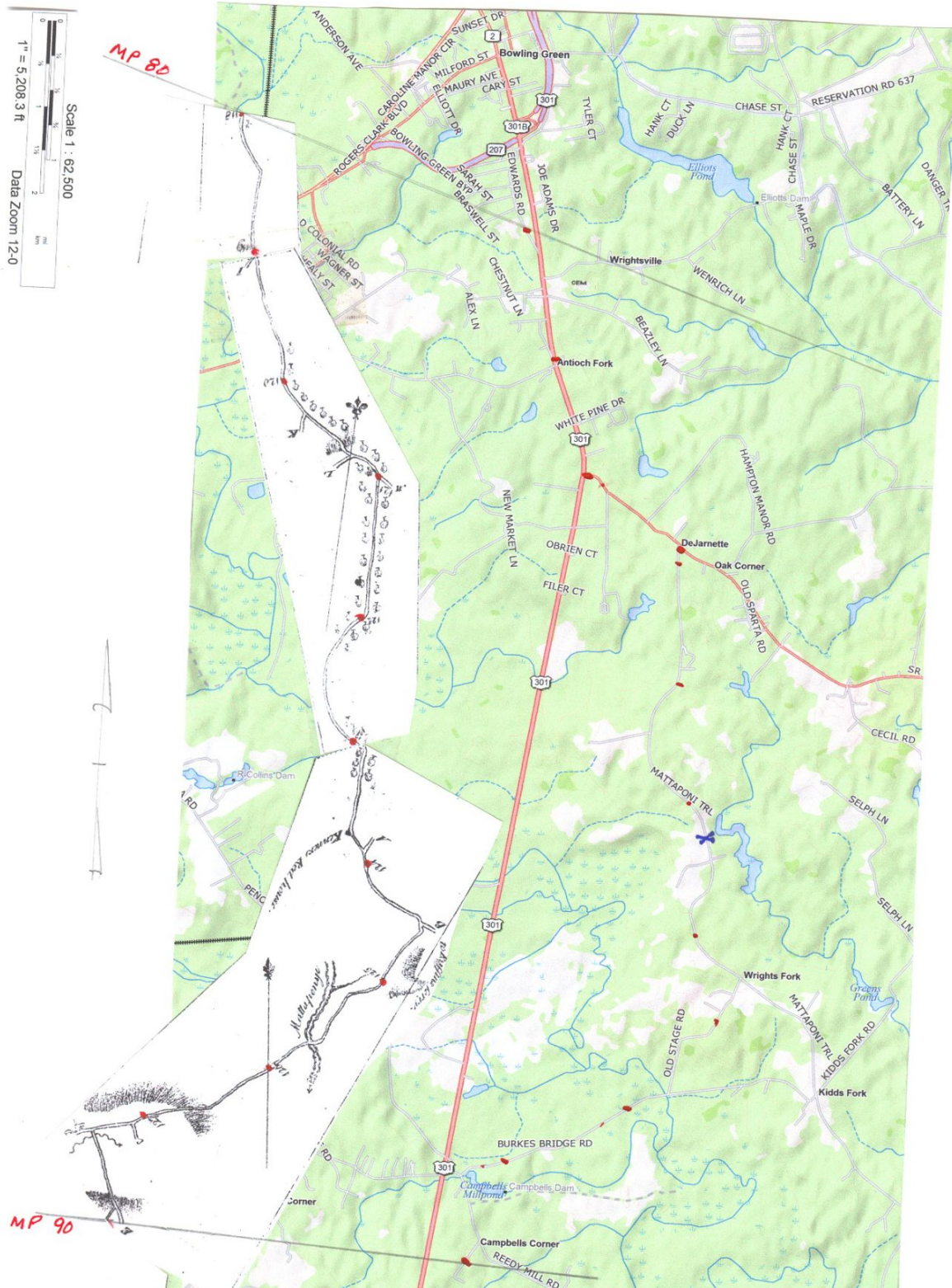
Map # 7 - New Post. Note Belvedere Road off modern US-17. Mile posts 60-70



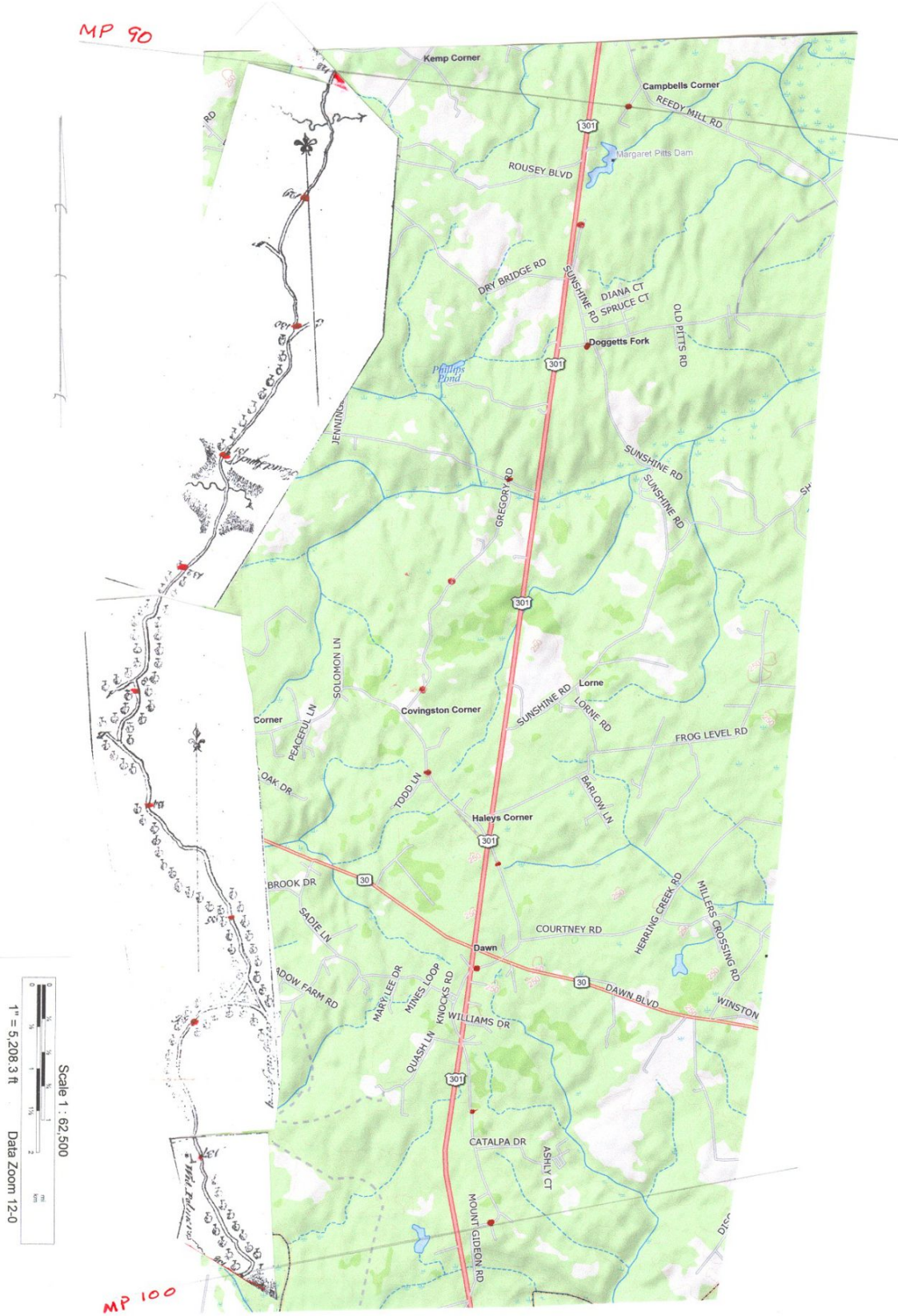
Map # 8 - Bowling Green. Mile posts 70-80.



Map # 9 – Wagon Trains from **Bowling Green** rest at Col. Baylor's **Newmarket**. MP 80-90. Washington, Rochambeau, Hussars, turned down Sparta Road (see Maps 8W & 10H) toward Todd's Bridge. Wagon Trains continued south to Hanover C. H., Hanover town, and Newcastle.



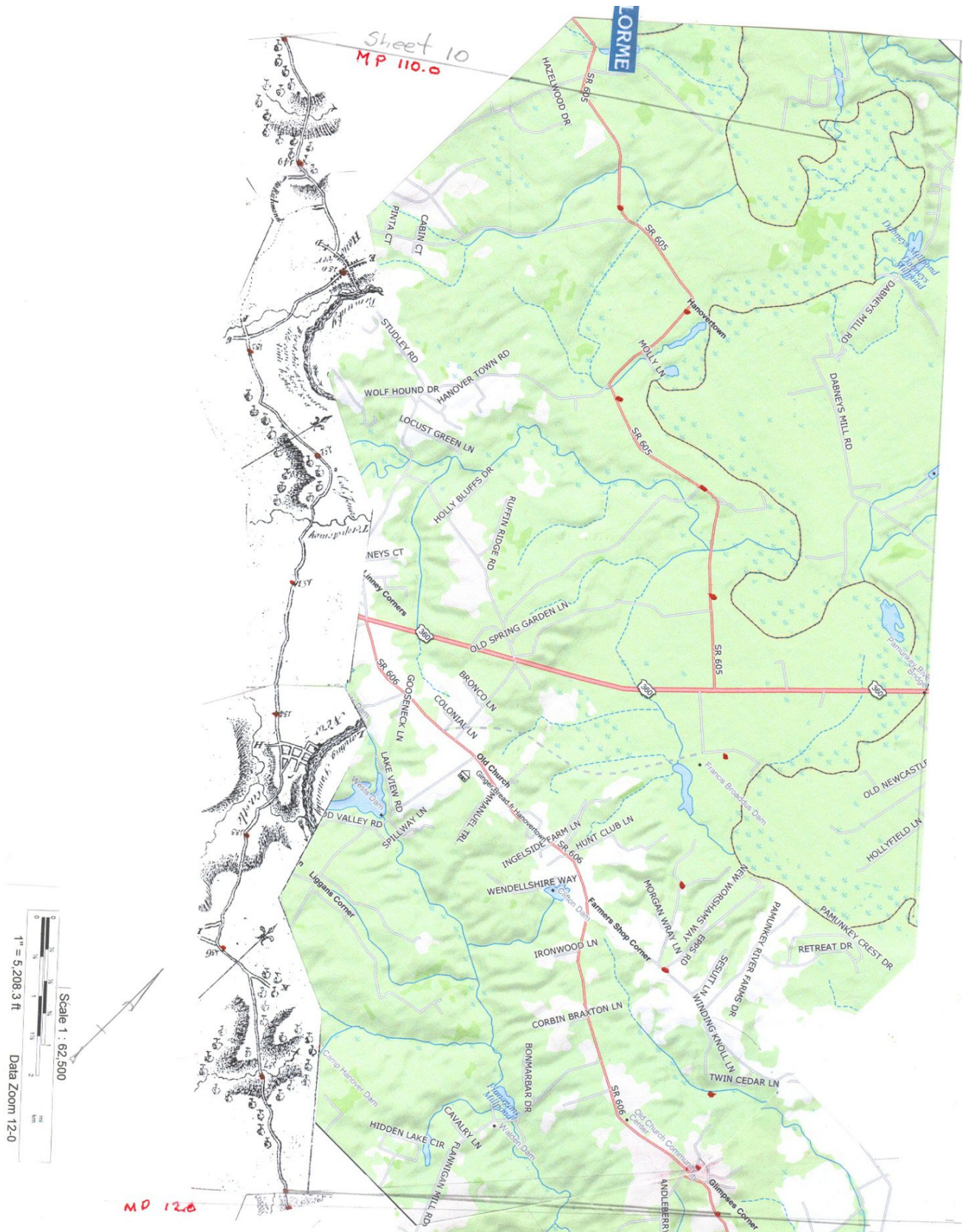
Map # 10 - Wagons pass **Head Lynch's Tavern**. Mile posts 90-100



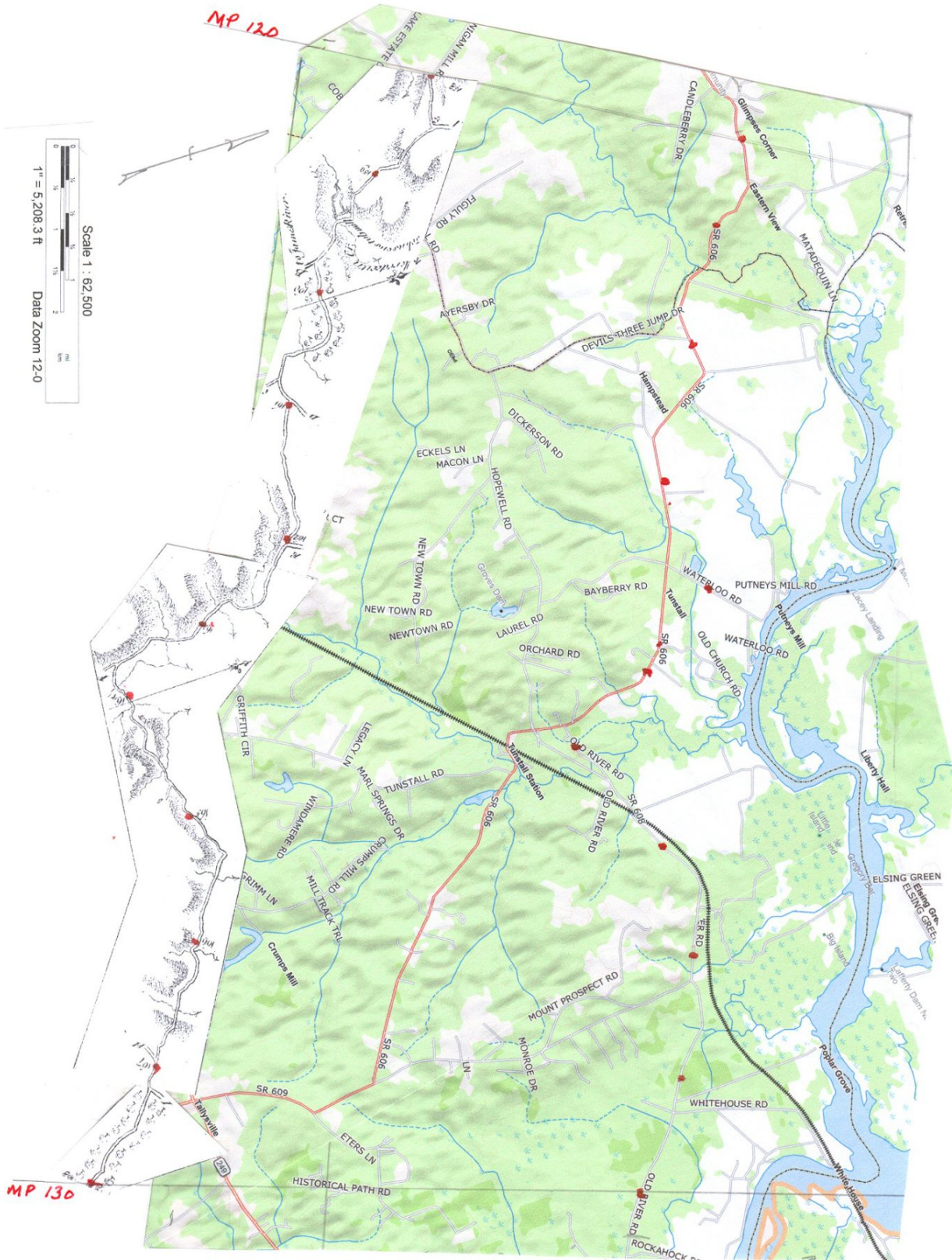
Map # 11-Hanover Court House. Wagons cross Pamunkey River at Littlepage's Bridge into Hanover County, 2 miles to Court House, thence down River Road. MP 100-110.



Map # 12 – Hanover, Newcastle. Colonial road crossed what is now US 360, passed through New Castle to *Glimpse*. See dotted line for old road. Mile posts 110-120



Map # 13 – Wagons cross **Matadequin Creek** at Johnson’s Tub Mill to the (old) River Road in New Kent County, the *Castle*, and past **White House** Plantation where GW was wed to Martha Custis. MP 120-130.



Map # 14—American and French wagons to **New Kent Court House** and beyond. Lt. General Washington *et al* crossed the Pamunkey River via Ruffin's Ferry and rode south from below New Kent C. H. toward (now) Barhamsville. Mile posts 130-140.



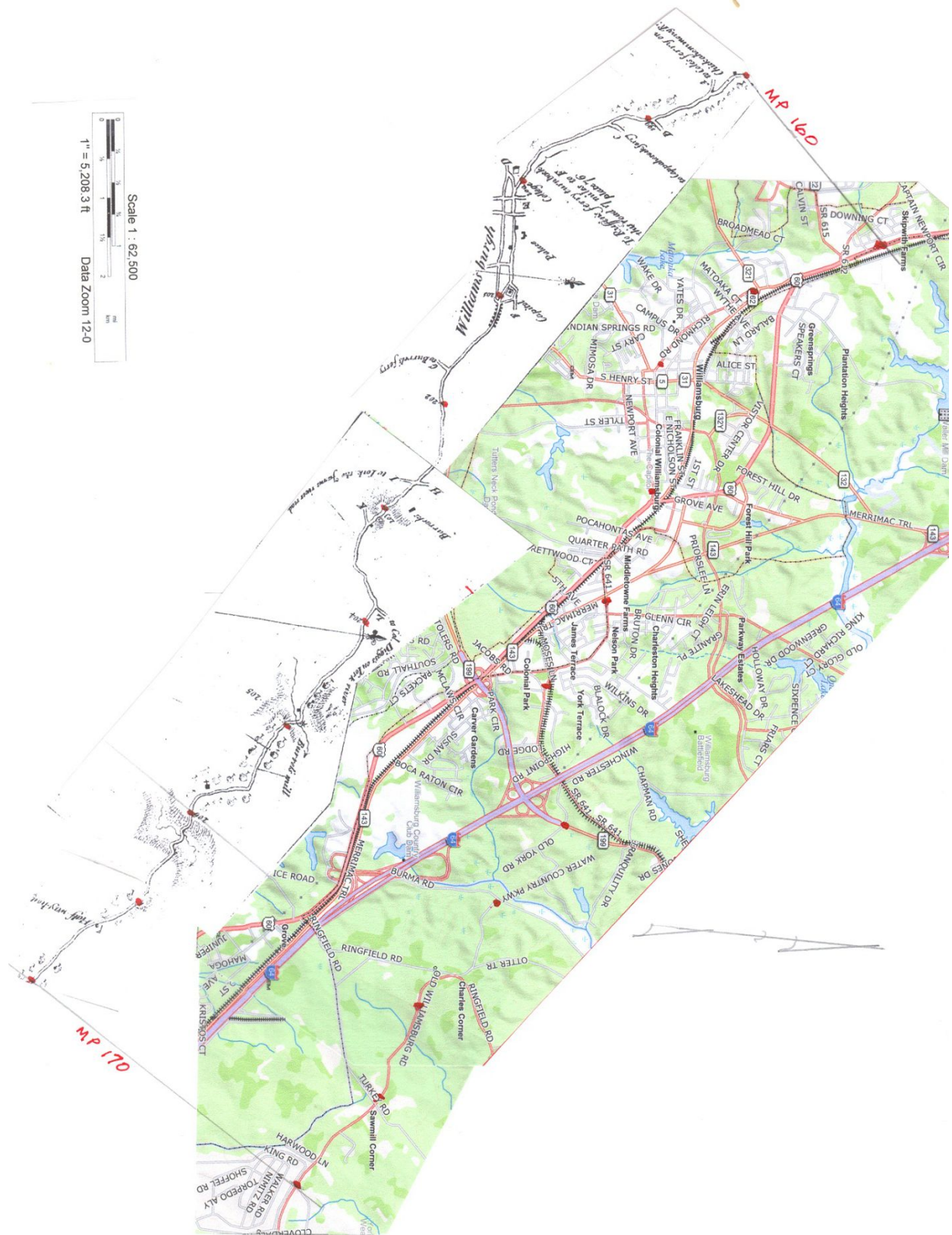
Map #15 **Bird's Tavern**, (formerly Doncastle's Ordinary) – Mile posts 140-150. As usual, red dots (1 mile apart) trace the original roads of 1781-82



Map # 16—Lightfoot to Williamsburg. Mile posts 150-160



Map # 17 – Williamsburg. Mile posts 160-170. Note North arrow.



Map #18 York (Yorktown) & Gloucester Point. Mile posts 170-175



Map # 18A-Jamestown Island, College (Archers Hope) Creek.



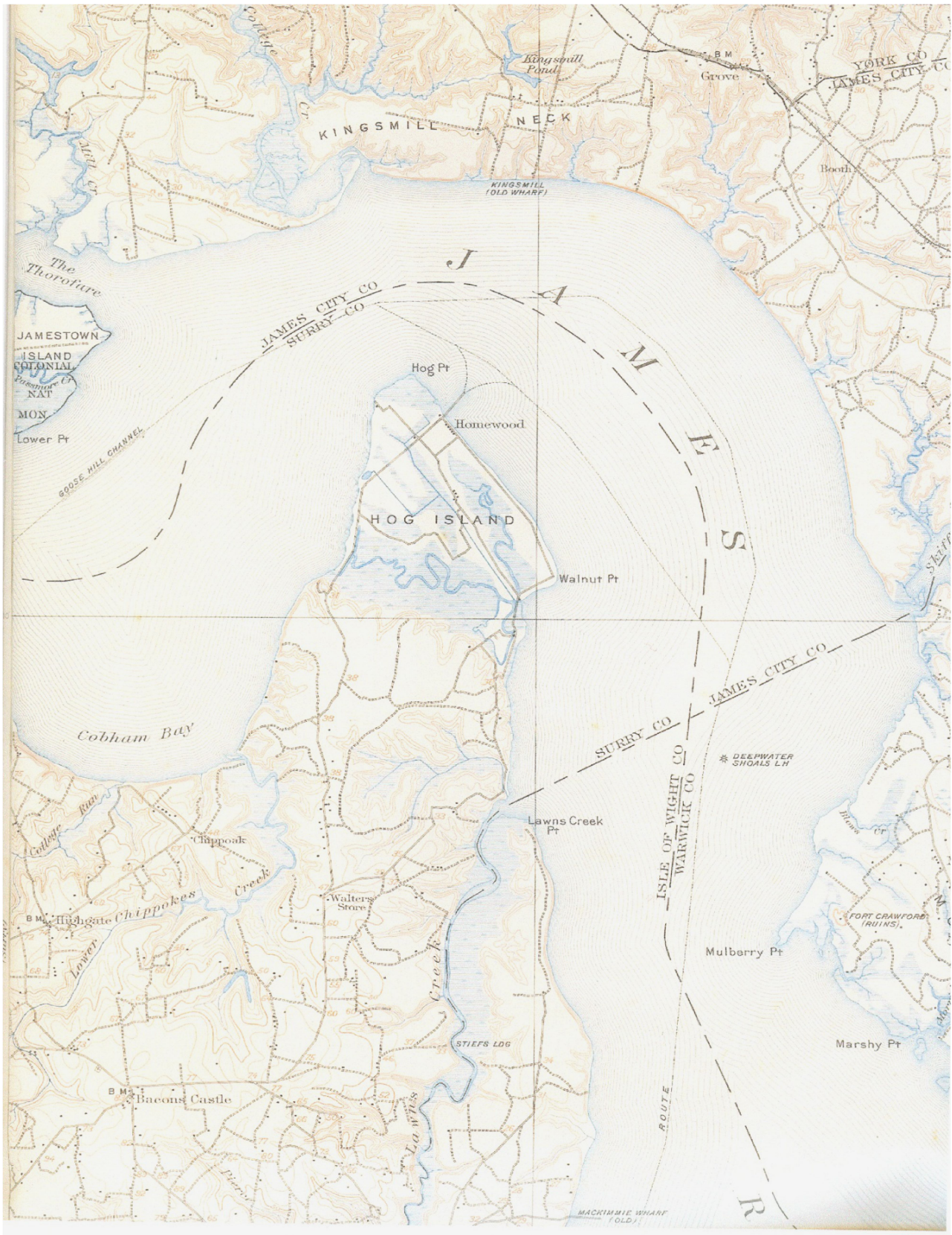
Map # 18B – Mouth of Chickahominy River, Jamestown Island and **Cobham** (now Scotland) in **Surry County**. Map ca. 1918



Map # 19A – James River near Hog Island

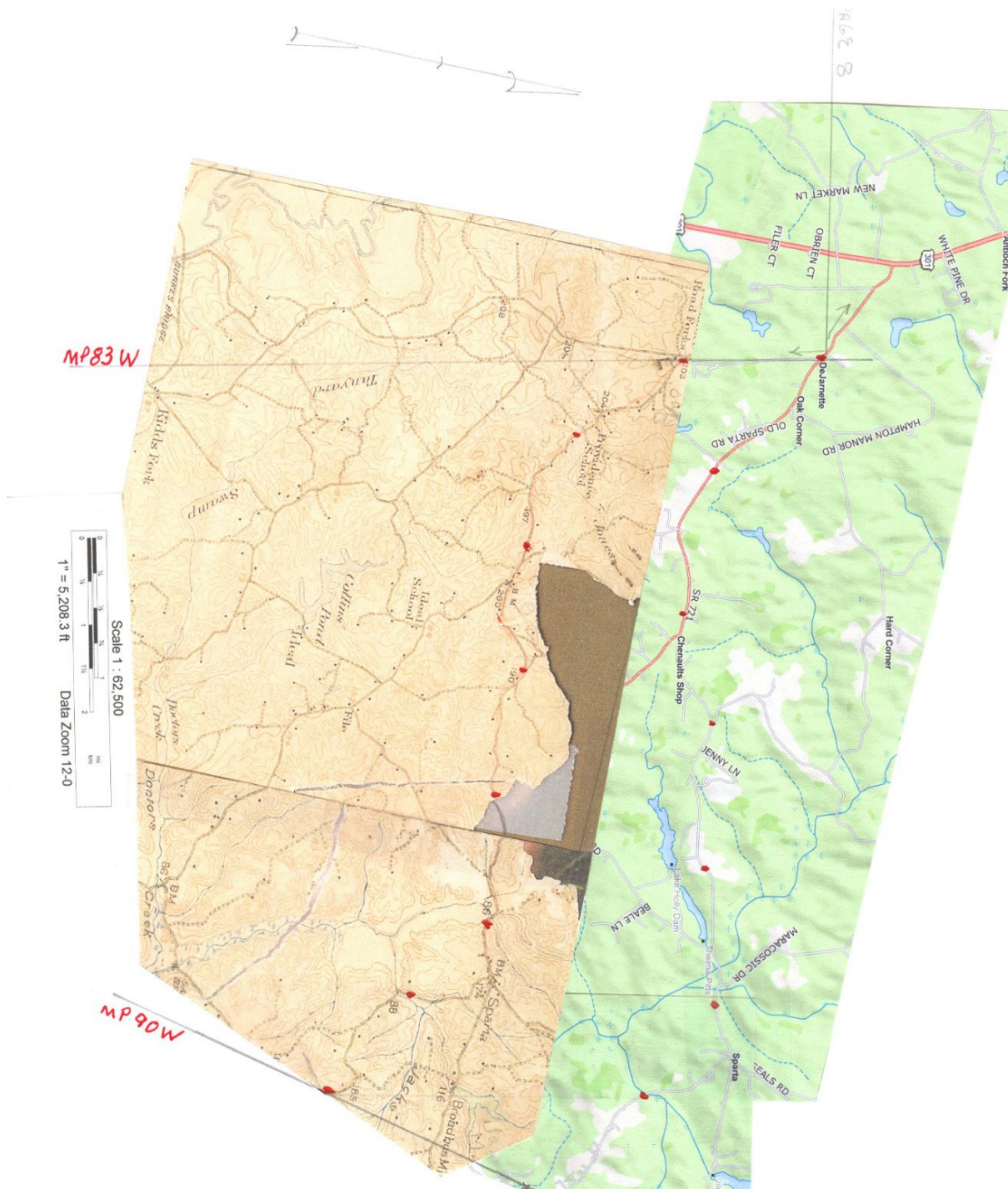


Map # 19-B - James River, College (Archer's Hope) Creek and Jamestown Island. ca. 1920

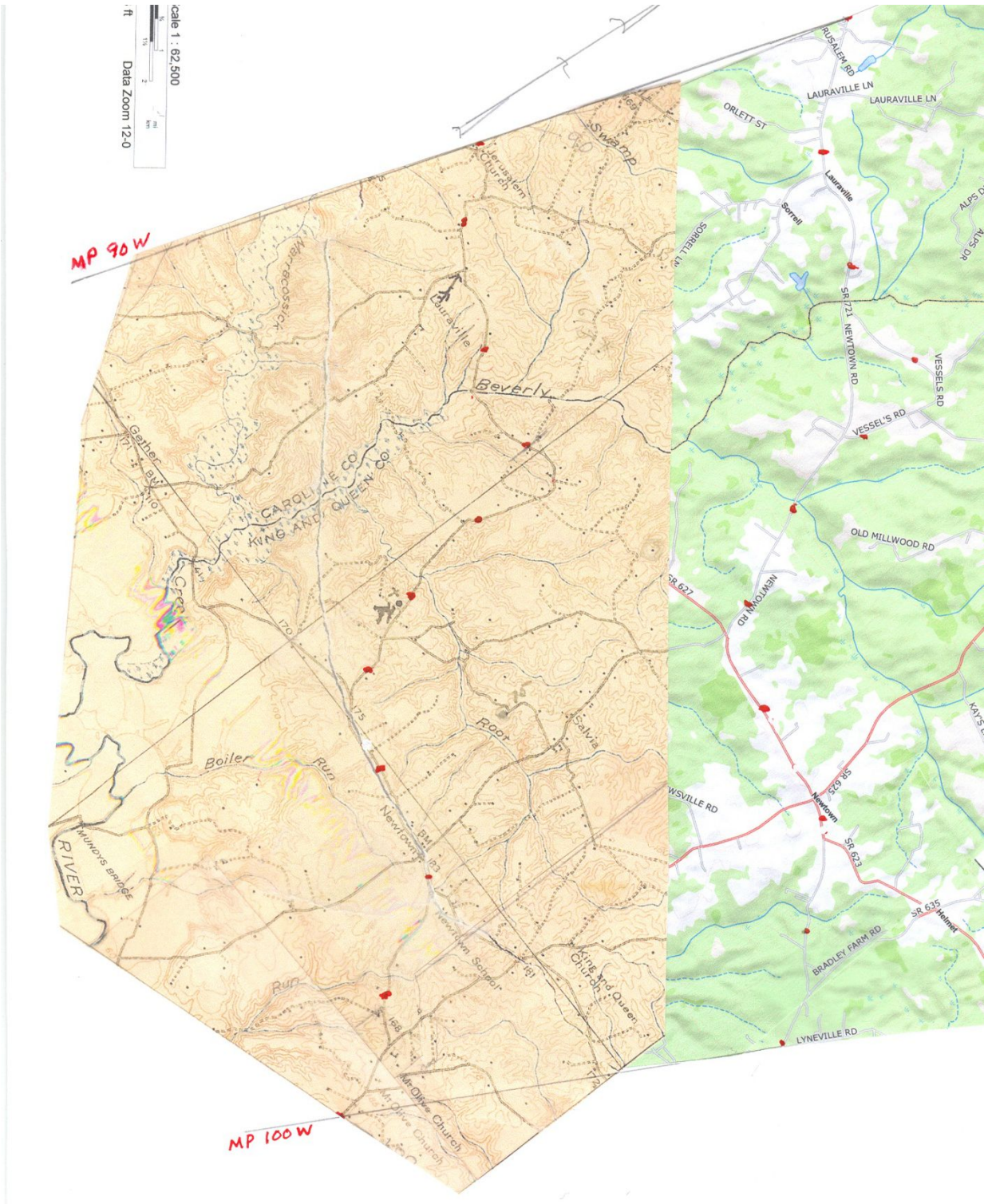


W series maps follow. Washington *et al* from Mt. Vernon, Fredericksburg and Bowling Green via Sparta Road to Newtown & Todd's Bridge.

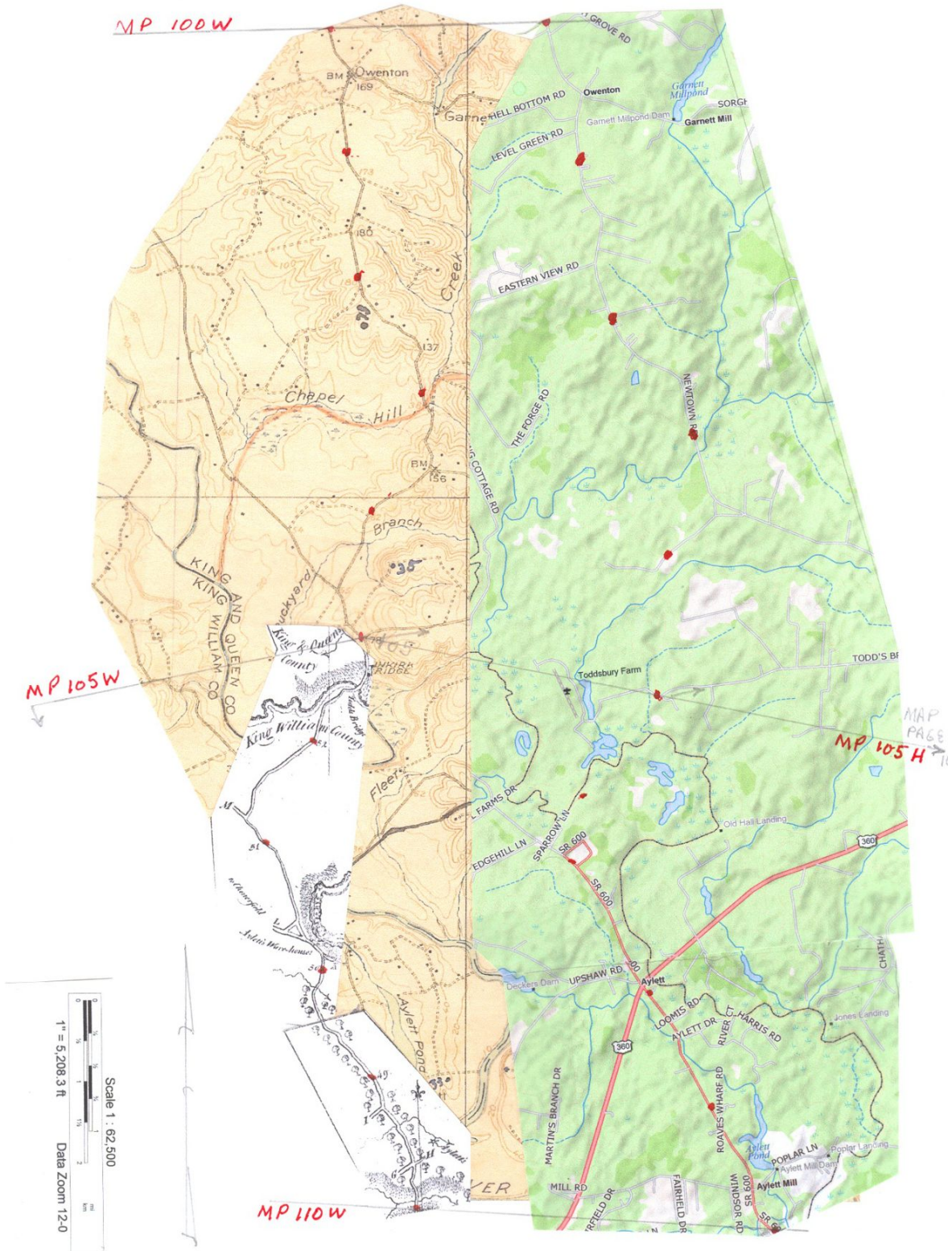
Map # 8W – Washington/Rochambeau/Chastellux (and Hussars from Newmarket) followed the wagon trains south from Fredericksburg. As the wagons continued toward Hanover Court House, Washington *et al* rode via Sparta Road to Newtown. Mile posts 82W-90W. Note North arrow. Note: Missing section of old map does not interfere with path.



Map #9W – Washington, Rochambeau & Chastellux (earlier Hussars, light artillery & baggage wagons) to Newtown and Todd's Bridge. Mile posts 90W-100W.



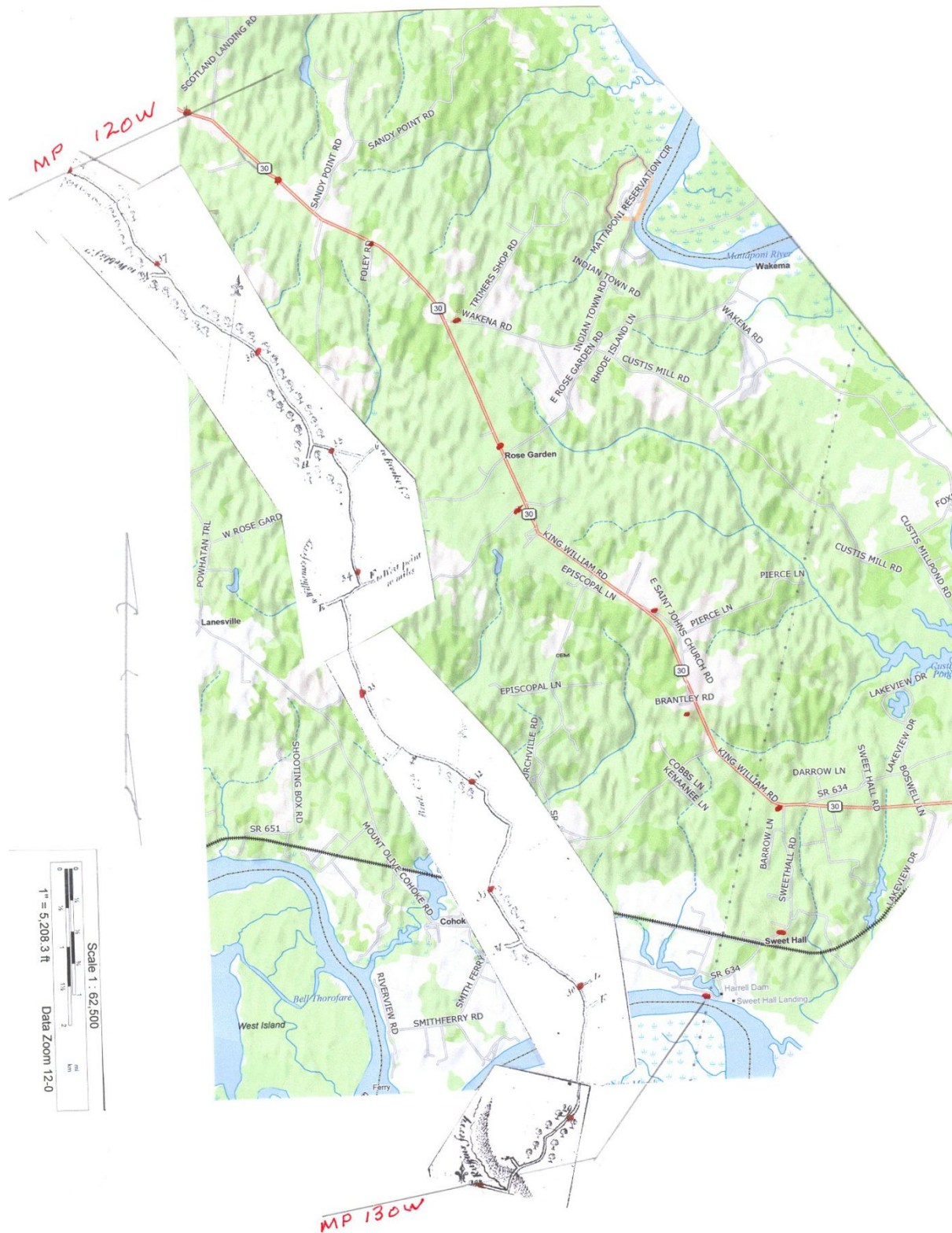
Map #10W – Washington, Rochambeau & Chastellux crossed Todd’s Bridge from **King & Queen County** into **King William County**. Hussars did not cross but continued south toward **Gloucester County**. 1781. Mile posts 100W-110W



Map # 11W – Washington, Rochembeau and Chastellux - **Todd's Bridge** to Aylett & King William County Court House. Mile posts 110W-120W. Note north arrow.



Map # 12W – Washington, Rochambeau, Chastellux & staff to St. John's Church & on to Ruffin's Ferry via Sweet Hall Road – 1781. Mile posts 120W-130W.



Map #13W – Washington, Rochambeau *et al* – via **Ruffin's Ferry** - thence across causeway through the marsh to **Franks Ordinary**, thence to (later) Barhamsville in 1781. Mile posts 130W-146W.

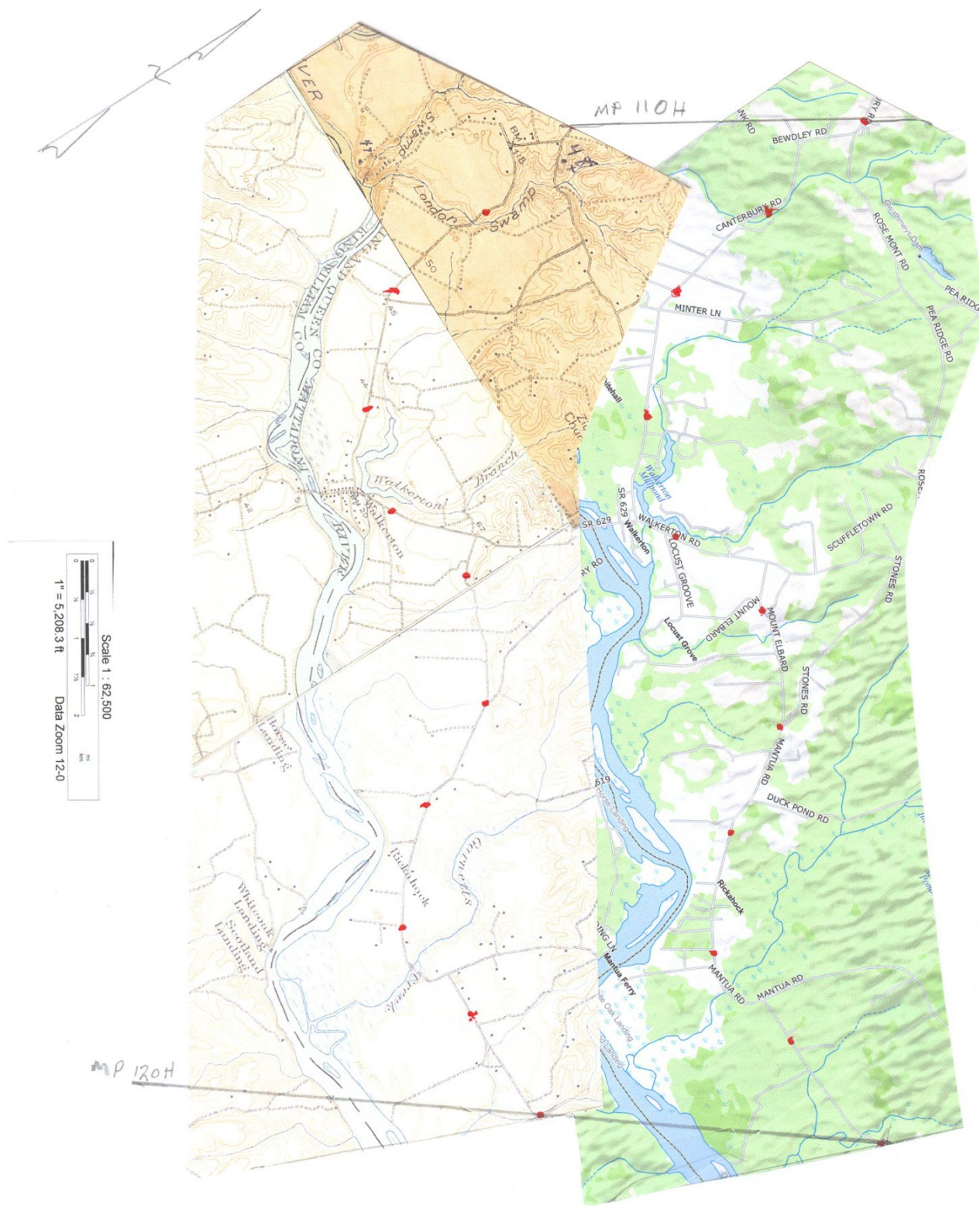


H series maps - Lauzun's Legion Hussars to Gloucester County.

Map # 10H – Lauzun's Legion Hussars leave **Todd's Bridge** (later Dunkirk) turn at Biscoe to pass (old) **St. Stephen's Church** (beyond MP-108) on their way to Walkerton and **King and Queen C.H.** Mile posts 105H-110H. See Chapter 10 (Route 3).



Map #11H – Lauzun’s Legion Hussars pass Walkerton on their way to King and Queen Court House Mile posts 110H-120H



Map #12H – Lauzun’s Legion Hussars to **King and Queen Court House** & via **Kiskiake** or **Cheesecake Path** beginning at MP-130 toward Gloucester County in 1781. Mile posts 120H-130H. B&W map revised 2011 to reflect more accurate track. Some roads no longer exist.



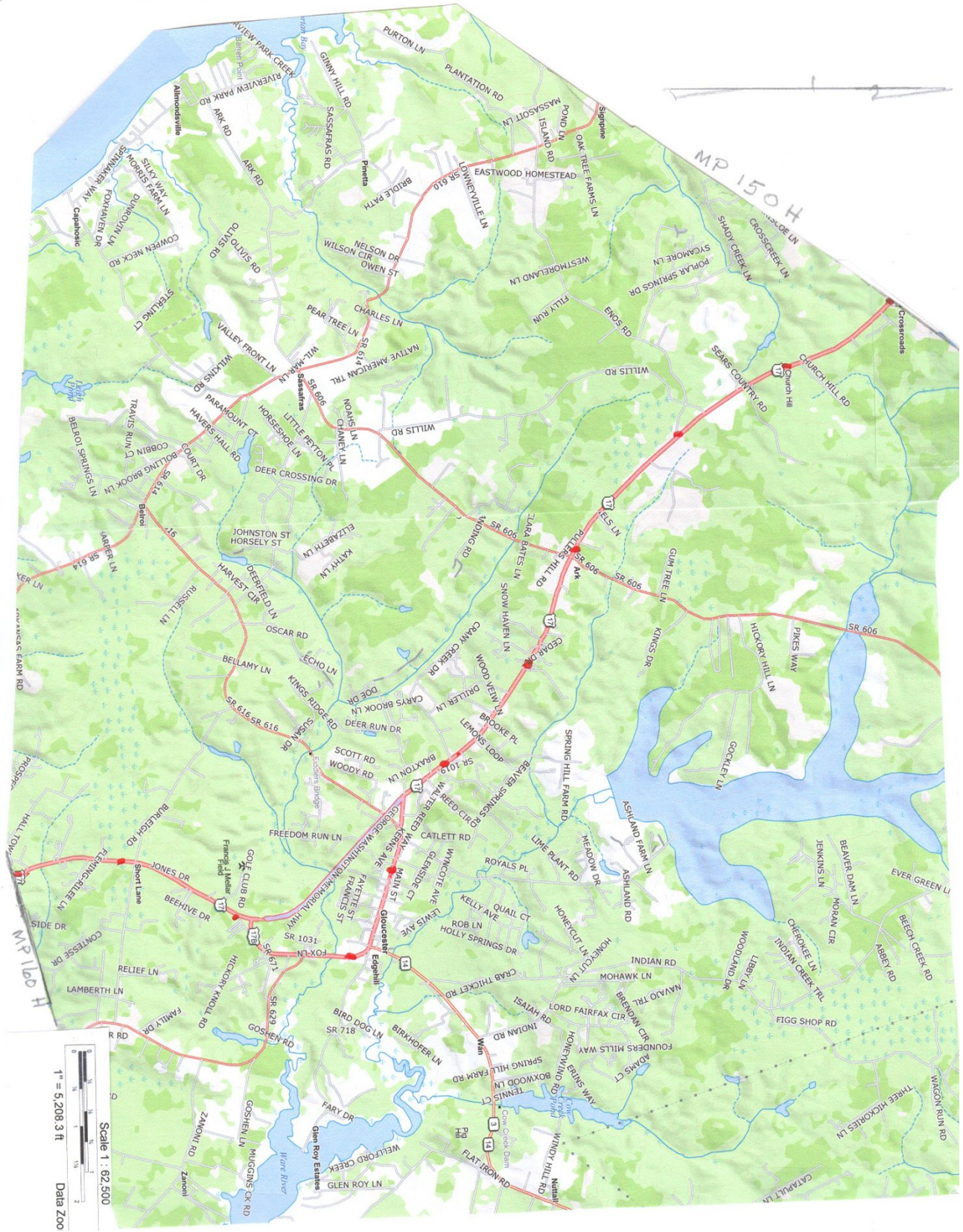
Map # 13H – **Kiskiake or Cheesecake Path**. Lauzun's Legion Hussars from **King and Queen County Court House** to **Gloucester County** – 1781. Mile posts 130H-140H



Map # 14H – Lauzun’s Legion Hussars to the **Dragon Tavern** or *Newstaverne* near Mile Post - 142. Mile posts 140H-150H. Map revised 2011 to reflect 1781 roads. Some roads are no longer available.



Map # 15H-A – Environs of Gloucester Court House. Mile posts 159H-160H.



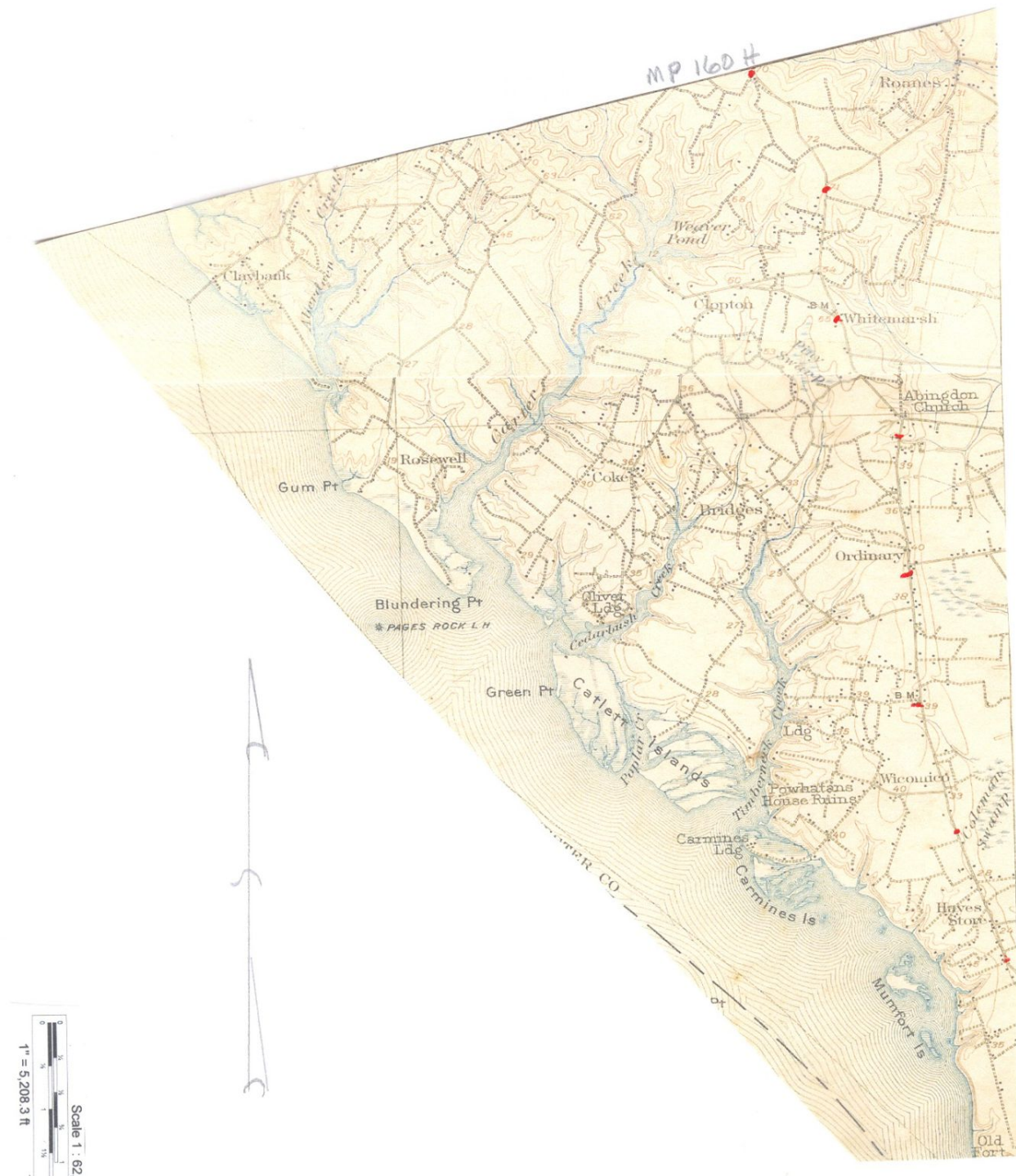
Map # 15H-B Environs of Gloucester Court House, ca. 1918.



Map # 16H-A – Modern map for **Battle of the Hook** near Hayes – Gloucester -1781

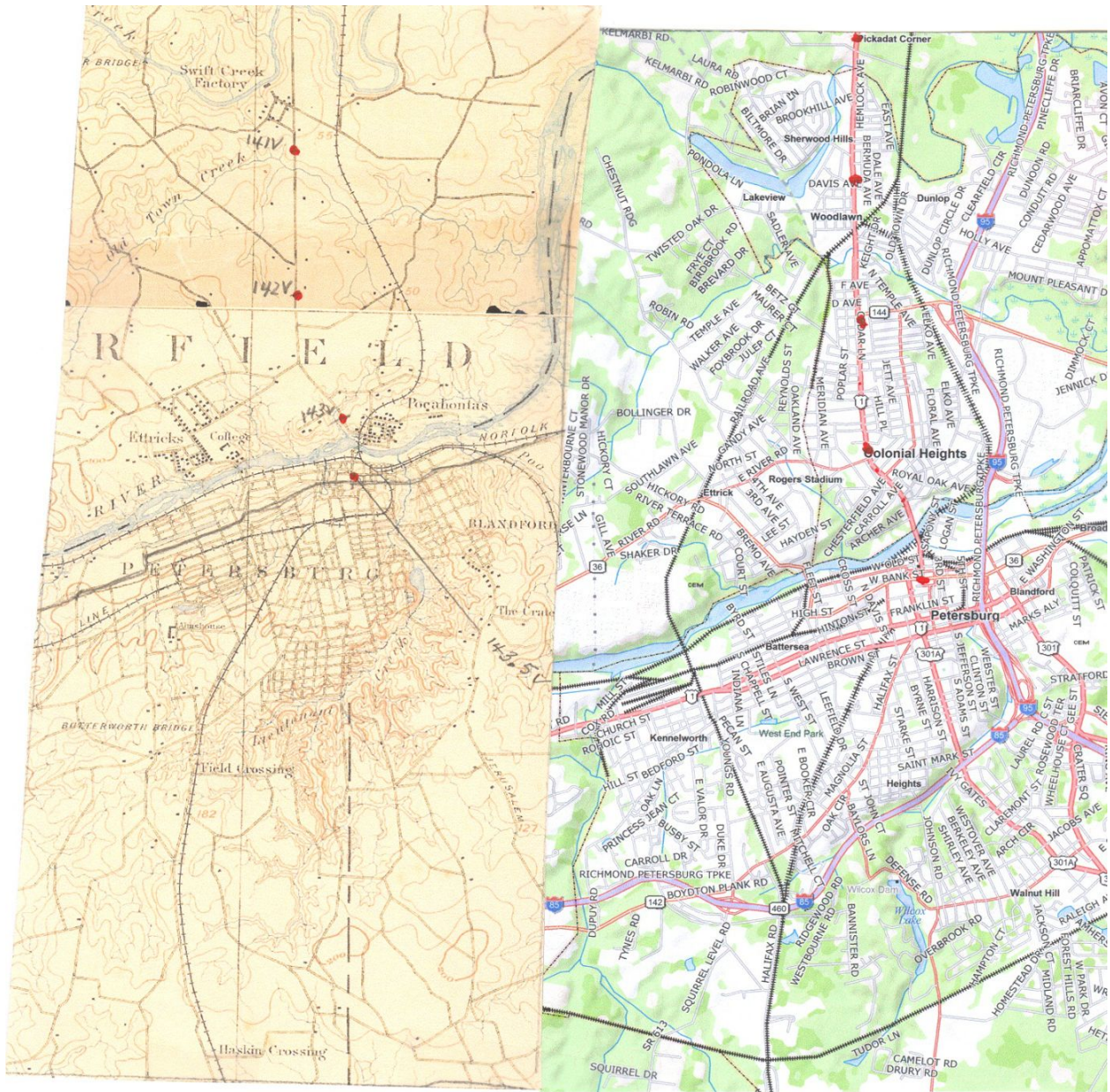


Map # 16H-B – Area of the Battle of the Hook near Hayes Store in Gloucester. Note **Abingdon Church, Ordinary and Timberneck Creek (Landing)** as they were in 1918.



LR map series. Lauzun's Cavalry, infantry and light artillery return north from Charlotte County's C.H. via Petersburg in 1782.

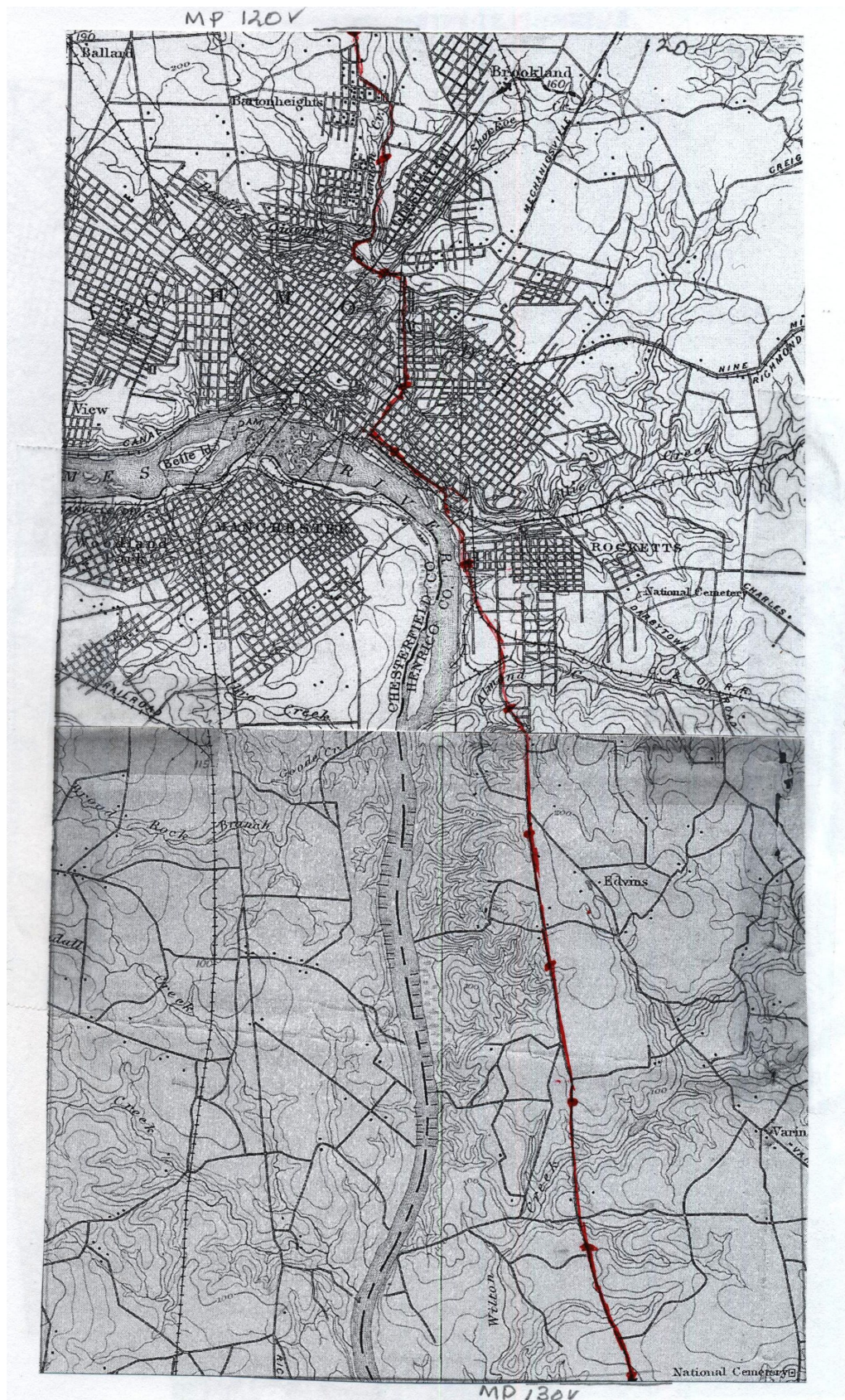
Map # 1LR – Lauzun's Legion returns to the north – 1782. Chapter 16 (Route 9).



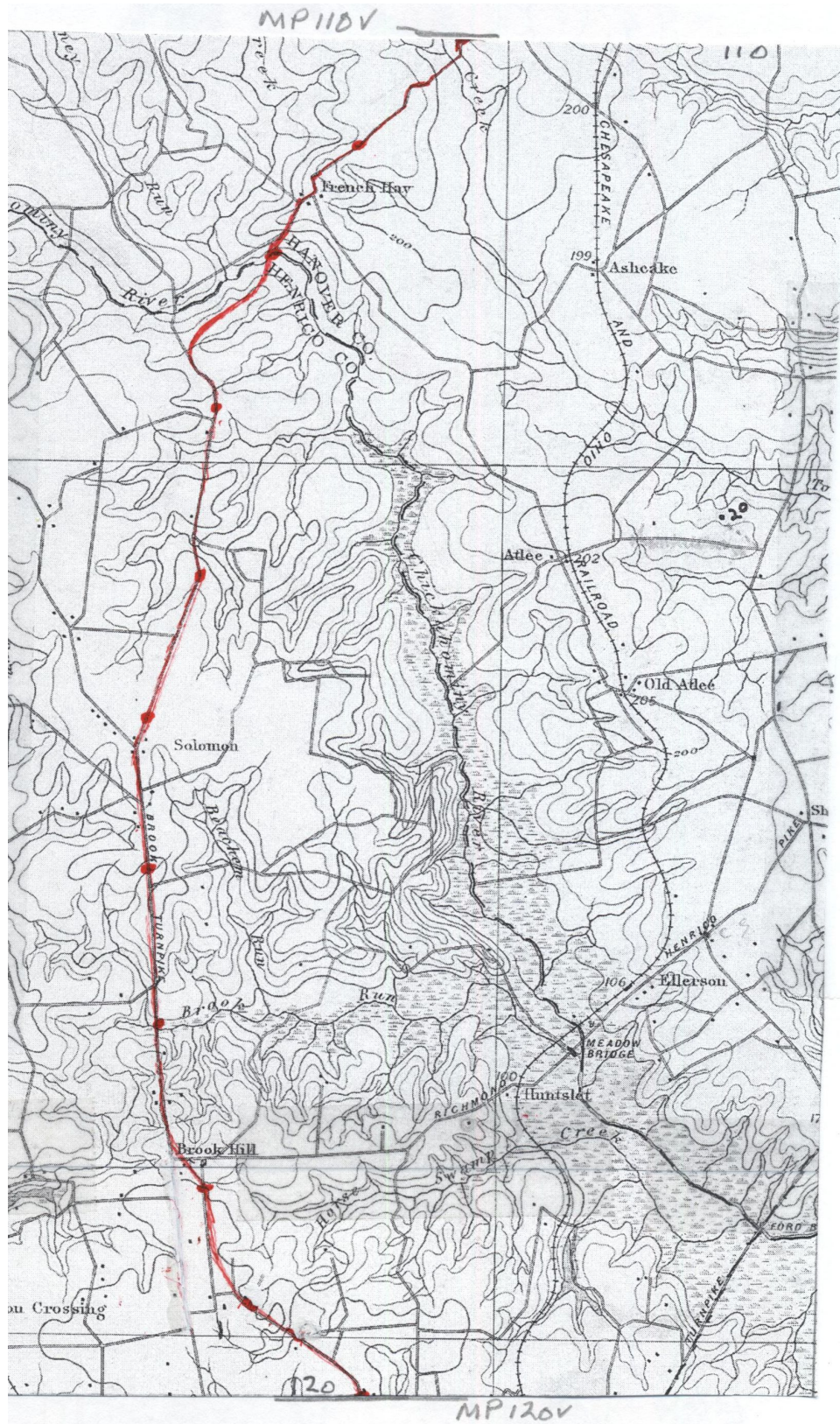
Map # 2LR – Lauzun’s Legion track north via **Osborn’s** and the James River in 1782.



Map # 3LR - Lauzun's Legion approaches and rests in Richmond in 1782. Map revised in 2011 to reflect actual route. Some roads/streets no longer exist.



Map #4LR-1782 Norrel's (Yellow) Tavern in Henrico County, via Winston's Bridge into Hanover County MP 110-120. Revised 2011



Map #5LR – Lauzun’s Legion return to the north from Henrico County via Winston’s Bridge, Peake’s (Peak Turnout) and Hanover Court House, thence to Littlepage’s Bridge, *Green Falls*, Bowling Green, Spotsylvania, Stafford, Prince William and Fairfax to Georgetown in 1782. To the right of note 104 on the left hand map is the location of Courthouse Regional Park where the (old) Court House Road met the Williamsburg-Fredericksburg Road traveled by Rochambeau’s infantry. See Chapter 16 (Route 9). Old maps are from 1886-1900; modern highways show route numbers.

