

Dobbs Ferry Historical Society
 Testimony on S. 686, April 26, 2007

Map Prepared by Rochambeau's Cartographer, Louis Alexandre Berthier

Légende

1. Camp Américain
 2. Camp français
 3. Grenadiers et Chasseurs
 4. Légion de L'Anzur
 5. Corps du C. Waterbury
 6. Corps du C. Skimbek
 7. Corps de dragons de Shelton

Position du Camp de L'Armée Composé à Philipsburg du 6 Juillet au 19 Aoust. 1781.

Total 9000 h. dont 4000 Américains et 5000 Français


8 Quartier du g. al Washington
 9 Quartier du g. al Rochambeau
 10 Hôpital Français
 11 Batteries De Dobb's Ferry pour empêcher les Vaisseaux de remonter la Rivière.



WASHINGTON'S MARCH TO YORKTOWN

August - September 1781

Schematic

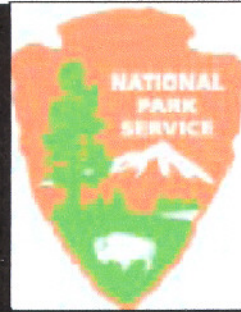





Routes of Washington and Rochambeau in 1781

From NPS "American Revolution at a Glance" unigrid

WASHINGTON-ROCHAMBEAU REVOLUTIONARY ROUTE NATIONAL HISTORIC TRAIL



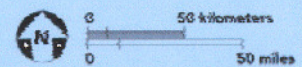
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Map which accompanies S. 686



Office: Land Resources Program Center
Region: Northeast
National Historic Trail : WARO
MAP NUMBER: T01 / 80,000
DATE: JULY, 2006

- NATIONAL HISTORIC TRAIL ROUTE**
- Land route
 - Water route
 - Related NPS units
 - Related towns and cities





Head Quarters Dobbs Ferry 10th Aug^{ust} 1781.

Sir

I have received yours of the 4th inst^{ance} informing
your arrival with the corps of Invalids at West Point,
inclosing a Return of their Numbers. — The
Difficulties which you apprehend in their Duty & Subsi-
tance; ^{at their present Station} I fancy will mostly vanish by Experience —

Copy of the Charges exhibited against you by Capt Moul-
ton, I have transmitted to Gen^l M^{rs} Longall — & desired
him to institute a Court Marshal thereon, as soon as the
Accusant arrives at the Point.

If the proper Charge against Serj^t Cookster
for his Absence, is exhibited & the Evidence to support it
are produced — it may be brought to Trial immediately at the
Point.

I am
Sir Yours det^d G^W

Lewis Nickola



2-13
Head Quarters Dobbs Ferry 13th Aug^r 1781.

Sir

I have been honored with your Excellency's
favours of the 20th ult^o and 3rd 7th and 9th Instant —

I esteem myself happy in a personal com-
munication with Mr. Morris and Mr. Paine. Good
consequences must certainly result from taking up
the affairs of the next Campaign at so early a
period as the present —

I shall in obedience to the order of
Congress transmit their Resolves respecting the
treatment of our marine prisoners to the Officer
commanding the British Fleet at New York.
But I think it more than probable that he will
have address enough to procure the materials
to frame an answer pertinent to that which was
made to the last remonstrance on the same sub-
ject — There ~~are~~ ~~is~~ no other than ~~an~~ ample Certifi-
cates under the hands of several of our Captains and
Mates then remaining on board the prison Ships,
that the charges of ill treatment were in every

December 2, 2006

National Park Service
Washington-Rochambeau Study Team
15 State Street, 10th floor,
Boston, Massachusetts 02109-3572

Dear Sir,

The trustees of the Dobbs Ferry Historical Society have reviewed the Washington-Rochambeau Revolutionary Route Resource Study, and have prepared the following suggested revisions to that study. Those revisions, accompanied by our comments, are attached. They focus on the historically significant role which Dobbs Ferry, New York, played as an important part of the Greenburgh (Philipsburg) encampment during July and August, 1781, and as the point-of-origin of Washington's march to Yorktown, Virginia, on August 19th, 1781.

Although our comments call for changes in the report, we wish to emphasize that we appreciate the efforts of the study team and the attractive document which the team has produced. We have respect and admiration for the superb scholarship of Dr Robert Selig and are familiar with Dr Selig's W3R study of the Washington-Rochambeau Revolutionary Route, which he wrote as project historian for the W3R survey. We appreciate Dr. Selig's detailed references to Dobbs Ferry in that W3R study.

Sincerely,

Richard Borkow, MD
Trustee,
The Dobbs Ferry Historical Society

Mary Donovan
President,
The Dobbs Ferry Historical Society

ON AUGUST 19TH, 1781, DOBBS FERRY WAS THE POINT-OF-ORIGIN OF WASHINGTON'S MARCH OF MORE THAN 400 MILES FROM GREENBURGH (PHILIPSBURG), NEW YORK, TO YORKTOWN, VIRGINIA

The Washington-Rochambeau Revolutionary Route, as described in the Resource Study, and in the maps which accompany the Resource Study, is a complex network with many segments and sections. We agree that all portions of the Route have historic interest. However, we are concerned that very little attention is paid to one of the most important segments of the Route, *the starting point of Washington's march to Yorktown, Virginia.*

The Washington-Rochambeau Revolutionary Route derives its historical importance primarily from *the march to Yorktown, Virginia, and the Yorktown campaign.* Historian Benson Bobrick highlights the importance of Washington's march from New York State to Yorktown, Virginia, when he describes it as *"the largest and perhaps boldest movement of the war."*¹

What were the essential elements of the march to Yorktown and the Yorktown campaign?

Historians would point to these four highly significant occurrences:

1. The communication from Admiral de Grasse (in the West Indies) to Washington and Rochambeau, received at the Greenburgh encampment on August 14th, 1781. It was this communication that convinced Washington to abandon his plans to attack General Sir Henry Clinton's forces in New York, and instead risk a march of more than 400 miles to Virginia. The communication from Admiral de Grasse is called by historian Robert Leckie *"possibly the most momentous message of the entire war."*²
2. *The designing and planning of the winning strategy by Washington and Rochambeau in mid-August, 1781, during the final week of the encampment of the American and French armies at Dobbs Ferry, Ardsley, Hartsdale and Edgemont-Greenville---* all in present-day Greenburgh.
3. *The secret march of the American and French armies from Dobbs Ferry and neighboring localities to Virginia.* Washington risked all on this march. Its success depended on precise timing and coordination of multiple naval and land movements--- including those of de Grasse, Admiral Barras, Lafayette, Washington and Rochambeau. Success also required the utmost secrecy, and an elaborate deception was prepared by Washington to convince General Clinton that Manhattan remained the target of the allied armies.
4. *The victory at Yorktown, Virginia,* which reversed the long-standing military stalemate, radically improved the political prospects of the United States, and led to the end of the Revolutionary War and to uncontested independence for the United States.

¹ Bobrick, Benson: *Angel in the Whirlwind*; Simon and Schuster 1997: p 448

² Leckie, Robert: *George Washington's War*; HarperCollins Publishers 1992: p 639

We respectfully urge that the Washington-Rochambeau Revolutionary Route study, and the maps accompanying the study, give appropriate emphasis to items 1, 2 and 3, commensurate with their historical significance.

We respectfully ask this question:

Apart from Yorktown itself, what site along the route of Washington's march to Virginia is more key than its point-of-origin?

We therefore urge that the point-of-origin, Dobbs Ferry, be certified as a key site in the Washington-Rochambeau Revolutionary Route study.

The residents of Dobbs Ferry, Ardsley and Hartsdale will greatly appreciate learning more about the momentous events which transpired in their localities during the summer of 1781. They will be fascinated by the historical details and will be particularly interested to learn that the Continental troops walked down the main roads of Dobbs Ferry, Ashford Avenue and Broadway, when they took the first steps of the march to Yorktown, Virginia, on August 19th, 1781; and that the first landmark along the line of march which is identified by a primary source (*Military Journal of the American Revolution*, by Dr James Thacher), is the intersection of those two roadways (now known as Dobbs Ferry's Gateway).

In short, we have concerns about the Resource Study as it is presently worded, because it gives minimal attention to Dobbs Ferry's significant historic role in 1781, and we are hopeful that through the public comment process, appropriate, historically accurate changes will be made.

Please review the historical documentation on the following pages. We would welcome discussion and feedback on any or all of the specific points mentioned.

Sincerely,

The trustees of the Dobbs Ferry Historical Society

SUPPORTING DOCUMENTATION (items 1 through 8)

1. United States Military Academy map: Washington's 1781 march from Dobbs Ferry to Yorktown, Virginia

The historians at the United States Military Academy at West Point give recognition to Dobbs Ferry as the point-of-origin of General Washington's 1781 march to Yorktown, Virginia:

http://www.dean.usma.edu/HISTORY/web03/atlases/american%20revolution/american%20revolution%20pages/march_yorktown.htm

NOTE: As of April 22, 2007, the link above is no longer in use. This USMA map can be found on page 2 of the testimony.

2. NPS map: Washington's 1781 march from Dobbs Ferry to Yorktown, Virginia

This National Park Service map recognizes Dobbs Ferry as the point-of-origin of Washington's 1781 march to Yorktown:

<http://www.nps.gov/boso/w-r/files/W-RSimpleMap.gif>

3. The principal roads of Dobbs Ferry, Ashford Avenue, the Ashford Avenue-Broadway intersection and Route 9 (Broadway), are identified by Dr. Robert Selig as the line of march of the Continental Army on the first day of Washington's march to Virginia, August 19th, 1781

Dr Robert Selig, project historian for the Washington-Rochambeau Revolutionary Route (W3R) survey, identifies the main roads in Dobbs Ferry, Ashford Avenue, the Ashford Avenue-Broadway intersection and Broadway (Route 9) as **the line of march of the Continental Army on August 19th, 1781**, when the army broke camp and began the march of more than 400 miles to Yorktown, Virginia.

<http://www.hudsonrivervalley.net/AMERICANBOOK/Main.html>

See chapter 10. THE MARCH FROM PHILIPSBURG TO POMPTON

In section 10.1, "The march of the Continental Army to Stony Point",

Dr Selig writes:

Leaving their camp in the morning of [August] 19th, [the Continental Army] marched ... west ... on Ashford (the old the Dobbs Ferry Road) but then, to the surprise of some of its officers and men, veered north to Tarrytown on US Route 9..."

4. *The Military Journal of the American Revolution*, by Dr. James Thacher, identifies the Ashford Avenue-Broadway intersection as the point where the Continental Army, on the first day of the march, August 19, 1781, was ordered to turn right and march north towards the Hudson crossing at Verplanck (King's Ferry).

On August 19th, 1781, the Continental Army was ordered to break camp in Dobbs Ferry and the neighboring localities of the American encampment (present-day Ardsley and Hartsdale) to begin Washington's secret march to Virginia. It was the beginning of the Yorktown campaign. Two months later the victory of allied French and American forces at the Battle of Yorktown and the surrender of Lord Cornwallis and 7,500 British and Hessian troops at Yorktown (October 19, 1781), led to the end of the Revolutionary War, to favorable peace terms and to uncontested independence for the United States.

Dr. James Thacher was a surgeon assigned to Col Alexander Scammel's light infantry unit, which was encamped in Dobbs Ferry in July and August, 1781. Thacher wrote a lively account of his experiences during the Revolutionary War in his Military Journal of the American Revolution.

Thacher writes that Col Scammel's light infantry unit was a "select corps" assigned to march at the front of the army. In this excerpt he describes the unit as
"a select corps, consisting of the most active and soldierly young men and officers... intended to march in advance of the main army, constantly prepared for active and hazardous service."

<http://www.americanrevolution.org/t1781.html>

(see entry for July 17, 1781)

The Dobbs Ferry redoubt

During the six weeks of the 1781 encampment at Greenburgh a ***large redoubt along the Albany Post Road (Broadway) was constructed by Continental troops in Dobbs Ferry***. Cannon were positioned in the redoubt. The redoubt received fire from British ships, and Continental troops fired on ships of the British navy on at least three occasions, causing considerable damage, on July 19th, 1781, to the *HMS Savage* ship-of-war, which had been attacking American supply sloops at Tarrytown.

<http://www.americanrevolution.org/t1781.html>

(see entry for July 19, 1781)

(Also see ***Addendum 2: Engagement with British ships at Dobbs Ferry in July and August, 1781, as described in the Memoirs of Major General William Heath***)

Dr. Thacher's journal entry for August 20th, 1781, indicates that on August 19th, 1781, the army gathered east of the intersection of Ashford Avenue and

Broadway, and proceeded to march west, towards Broadway. The American troops assumed on that day that they would be instructed to turn left at the intersection and march south in order to engage the enemy in Manhattan. Thus, they were puzzled by the orders which were actually issued: to turn right, not left, and to march north.

“August 20th, 1781

According to orders, we commenced our line of march yesterday, a party of pioneers being sent forward to clear the road towards King's-bridge [in Manhattan], and we expected immediately to follow in that direction; but an army is a machine, whose motions are directed by its chief. When the troops were paraded for the march, they were ordered to the right about, and, making a retrograde movement up the side of the North [Hudson] river, we have reached King's-ferry [at Verplanck], and are preparing to cross the Hudson at this ferry.”

Military Journal of the American Revolution by Dr. James Thacher

<http://www.americanrevolution.org/t1781.html> (see entry for August 20, 1781)

Soldiers coming out of Ardsley on August 19th joined Scammel's light infantry unit in Dobbs Ferry; Scammel's unit would have been placed at the head of the army. **The troops, according to Dr Thacher, were “paraded for the march”. They then proceeded as a unified body from Dobbs Ferry towards the Hudson crossing at King's Ferry (Verplanck).**

The Ashford Avenue-Broadway intersection (Dobbs Ferry's Gateway) is the first site identified by a primary source along the line of march of the Continental Army from New York to Virginia in 1781.

(Dr. Thacher's Military Journal of the American Revolution).

<http://www.americanrevolution.org/t1781.html>

(see entry for August 20, 1781)

5. Berthier's map shows the deployment of American forces in Dobbs Ferry, Ardsley and Hartsdale at the time of the Greenburgh (Philipsburg) encampment, July 6 to August 19th, 1781

Rochambeau's military cartographer, Louis Alexandre Berthier, depicts the deployment of American forces in Dobbs Ferry and neighboring localities, and the deployment of French forces to the east of the Americans, on this 1781 map:

<http://memory.loc.gov/ammem/collections/rochambeau-maps/rochgal2.html>

(Rochambeau 21:

Position du camp de l'armée combinée a Philipsburg du 6 juillet au 19 aoust.)

6. From July 6th to August 19th, 1781, General Washington's letters repeatedly identify his headquarters as "Dobbs's Ferry" or "near Dobbs's Ferry."

Almost all of General Washington's correspondence during the six weeks of the 1781 encampment uses the place-name, "Head Quarters Dobbs's Ferry" or "Head Quarters near Dobbs's Ferry."

<http://rs6.loc.gov/cgi-bin/ampage?collId=mgw4&fileName=gwpage080.db&recNum=430>

<http://rs6.loc.gov/cgi->

[bin/ampage?collId=mgwd&fileName=mgwd/gwpagewd03.db&recNum=426&itemLink=r?ammem/mgw:@field\(DOCID+@lit\(wd0377\)\)%23wd030428&linkText=1](http://rs6.loc.gov/cgi-bin/ampage?collId=mgwd&fileName=mgwd/gwpagewd03.db&recNum=426&itemLink=r?ammem/mgw:@field(DOCID+@lit(wd0377))%23wd030428&linkText=1)

[http://memory.loc.gov/cgi-bin/query/r?ammem/mgw:@field\(DOCID+@lit\(gw230032\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/mgw:@field(DOCID+@lit(gw230032)))

[http://memory.loc.gov/cgi-bin/query/r?ammem/mgw:@field\(DOCID+@lit\(gw230033\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/mgw:@field(DOCID+@lit(gw230033)))

7. A communication received by General Washington on August 14th, 1781, from French Admiral de Grasse is called by historian Robert Leckie, "possibly the most momentous message of the entire war."

Generals Washington and Rochambeau received a critical communication from Admiral de Grasse on August 14, 1781. Washington writes that because of that communication, he was obliged to abandon his plans to attack the British in New York and instead decided, on August 14th, 1781, to march from New York to Virginia in order to cooperate with de Grasse's naval forces against the British in Virginia:

" [August] 14th, Matters having now come to a crisis and a decisive plan to be determined on-I was obliged, from the Shortness of Count de Grasse's premised stay on this Coast--the apparent disinclination in their Naval Officers to force the harbour of New York and the feeble compliance of the States to my requisitions for Men, hitherto, & little prospect of greater exertion in future, to give up all idea of attacking New York; & instead thereof to remove the French Troops & a detachment from the American Army to the Head of Elk to be transported to Virginia for the purpose of cooperating with the force from the West Indies against the Troops in that State."

<http://rs6.loc.gov/cgi->

[bin/ampage?collId=mgwd&fileName=mgwd/gwpagewd03.db&recNum=426&itemLink=r?ammem/mgw:@field\(DOCID+@lit\(wd0377\)\)%23wd030428&linkText=1](http://rs6.loc.gov/cgi-bin/ampage?collId=mgwd&fileName=mgwd/gwpagewd03.db&recNum=426&itemLink=r?ammem/mgw:@field(DOCID+@lit(wd0377))%23wd030428&linkText=1)

**8. Benson Lossing: *The Pictorial Field-Book of the Revolution* (1850)
Wallace Bruce: *The Hudson* (1907)**

In the nineteenth century the significant role that Dobbs Ferry played during the Revolutionary War was widely recognized by local citizens and by the nation at large. Historian Benson Lossing's *The Pictorial Field-Book of the Revolution* (1850), an exhaustive account of the events of the Revolutionary War, highlighted Dobbs Ferry's important role in 1781 (and in 1776, 1780 and 1783).

In preparing his mammoth two-volume work during the 1840's, Lossing's technique was to travel extensively (more than 8,000 miles!) to historically important locations throughout the thirteen original states, to visit and sketch the key landmarks and historic sites, and to interview the first generation descendants of eyewitnesses to Revolutionary War events. In some cases Lossing was able to interview the octogenarian eyewitnesses themselves. Because of his reputation for meticulous scholarly research, Lossing's history was highly regarded in the nineteenth century; consequently, the importance of Dobbs Ferry during the Revolutionary War was understood and appreciated by the general public.

In a magnificent ceremony in 1894, probably one of the most magnificent public ceremonies in the history of Westchester County, the base-stone of a memorial shaft was laid on the east side of Broadway in Dobbs Ferry, as described in this account by Wallace Bruce's in 1907:

"At Dobbs Ferry, June 14, 1894, the base-stone of a memorial shaft was laid with imposing ceremony by the New York State Society of the Sons of the American Revolution, which erected the monument.

"There were one thousand Grand Army veterans in line, and addresses by distinguished orators and visitors. The Society and its guests, including members of the cabinet, officers of the army and navy, and prominent men of various States, accompanied by full Marine Band of the navy yard, with a detachment of Naval Reserves, participated in the event. Voyagers up the river that day saw the "Miantonomoh" and the "Lancaster" under the command of Rear-Admiral Gherardi, anchored mid-stream to take part in the exercises."
Bruce, Wallace: *The Hudson, Three Centuries of History, Romance and Invention* (1907)

<http://www.gutenberg.org/files/17823/17823-h/17823-h.htm>

Lossing's *The Pictorial Field-Book of the Revolution* is accessible on the Internet. Here are some relevant links:

<http://freepages.history.rootsweb.com/~wcarr1/Lossing1/Chap44.html#e007>

<http://freepages.history.rootsweb.cm/~wcarr1/Lossing1/chap.32.html#e026a>

Addendum 1: the place-name, "Philipsburg"

Use of the place-name "Philipsburg," without a full and clear explanation, undermines our common goal of raising the level of public awareness locally and nationally about Revolutionary War history in the Westchester area. Few people in Westchester County are aware that Philipsburg was the place-name for all of Greenburgh in 1781. In fact, in 1781 Philipsburg encompassed not only present-day Greenburgh, but also large regions to the north -- including present-day Ossining and the Town of Mount Pleasant.

In the Washington-Rochambeau National Historic Trail Resource Study the only definition of Philipsburg which we found is a statement that Philipsburg in 1781 corresponds to "today's Scarsdale and Hartsdale."

Actually, in 1781 Philipsburg was probably not considered to extend to areas east of the Bronx River, such as Scarsdale. (The likely boundaries of Philipsburg can be deduced with the help of this link to *The Settlement of Philipsburgh* by MacKenzie: <http://www.geocities.com/Heartland/Valley/1410/see/westhist.html>)

Hartsdale comprised a small part of Philipsburg in 1781, but present-day Dobbs Ferry and Ardsley did also. No mention is made of those two localities in the definition of Philipsburg provided in the Resource Study, even though they were both important parts of the Greenburgh (Philipsburg) encampment.

This is an important concern. We hope to provide clear and compelling information, readily accessible to the public, about the remarkable events which occurred in Dobbs Ferry and neighboring localities in 1781. To succeed, we need to use place names which people understand.

Please consider the following analogy: The National Park Service office in Boston is located on State Street, near the site of the Boston Massacre. But State Street was known as King Street in 1770, the year of the Boston Massacre. Visitors to Boston who ask about the location of the Boston Massacre should not be told that it occurred on King Street, with no further explanation, or with partial and unclear explanation, and they should not be told that they need to locate King Street in order to find the commemorative marker.

The names King Street and Philipsburg were changed for similar reasons during the Revolutionary War era. Frederick Philipse, patriarch of the family from which Philipsburg derived its name, was an ardent Tory and loyalist. The name Philipsburg was changed to Greenburgh in 1788.

Addendum 2: engagement with British ships at Dobbs Ferry in July and August, 1781, as described in the Memoirs of Major General William Heath

[July]19th [1781].-The enemy's shipping, which were up the North River, ran down; there was a brisk cannonade at Dobbs' Ferry.

21st. When the enemy's shipping passed Dobbs' Ferry, on the 19th, a box of powder on board the Savage ship-of-war took fire, supposed by the bursting of a howitzer shell, on which a number of the crew, apprehending that the ship would blow up, jumped overboard into the river. An American, who was a prisoner on board, jumped overboard at the same time, and swam on shore, relating what had happened; he also reported that the Savage was several times hulled by our shot, and must have suffered considerable loss.

August.-On the night of the 3d, about 11 o'clock, the British and American guard-boats met in the river, near Dobbs' Ferry, when a considerable firing ensued; we had one man badly wounded, who died soon after. The damage sustained by the enemy was not known.

6th.-- The morning of the 7th, about 2 o'clock, the army was awakened by the firing of cannon at Dobbs' Ferry; it appeared that 2 of the enemy's gunboats had come up as high as the ferry, probably to endeavour to seize some vessels or boats; on finding that they were discovered, they fired four cannon, but to no effect. Four cannon were discharged at the boats from the battery, on which they went down the river

Heath, William: *Memoirs of Major General William Heath*: Arno Press, Inc, New York (1968)
Edited by William Abbott— excerpts taken from pages 271-273

SUGGESTED REVISIONS TO THE WASHINGTON-ROCHAMBEAU REVOLUTIONARY ROUTE STUDY

To be helpful to scholars tracing the Yorktown campaign from primary sources, including Washington's own writings, and to raise the level of public awareness about Revolutionary War history in Westchester County, Dobbs Ferry needs to be identified as a key site along the Washington-Rochambeau National Historic Trail.

We therefore suggest the following revisions to the Washington-Rochambeau Revolutionary Route study:

Page 1--

Intermittent efforts to commemorate and re-enact the march have been undertaken since at least the 1890's.

Page 3--

Previous Commemorative Efforts

1894:

The march of the Continental Army from Dobbs Ferry, New York, to Yorktown, Virginia, was celebrated and commemorated in one of the most magnificent public ceremonies in the history of Westchester County on June 14, 1894.

The occasion was the laying of the base-stone of a monument, in Dobbs Ferry, by the Sons of the American Revolution. In attendance were one thousand veterans of the Grand Army of the Republic, a full Marine band, officers of the US Army and US Navy, a detachment of Naval Reserves, members of the president's cabinet and distinguished visitors from various states. Prominent orators addressed the assembled guests. Anchored mid-stream in the Hudson, and participating in the ceremony, were two US Navy vessels, the Miantonomoh and the Lancaster.

Page 10--

We are concerned that that the map on page 10, which is designated Figure 2.1, does not make any reference to Dobbs Ferry, New York, the point-of-origin of Washington's 1781 march to Virginia. Nor does this map make any reference to the point-of-origin of Rochambeau's march to Virginia, the Edgemont-Greenville area of Greenburgh, New York.

Please consider that the Washington-Rochambeau Revolutionary Route derives its historical significance from the march to Yorktown and the Yorktown campaign, which led to a decisive victory over General Cornwallis. The Yorktown campaign is the reason that the Washington-Rochambeau Revolutionary Route is so important historically.

The Yorktown campaign began when Washington made the decision to march to Virginia and gave orders to get ready for the march.

As Dr. Selig points out in the study (page 13), General Washington decided to encamp in Greenburgh (Philipsburg) alongside the French because he hoped that it would prove feasible for the allied armies to attack the forces of General Sir Henry Clinton in Manhattan.

The decision to abandon the plan to attack the British in Manhattan, and instead risk a march of more than 400 miles to Virginia, was made on August 14, 1781. Washington himself states (he is quoted on page 16 of the study) that he decided, on August 14, to march to Virginia.

Dr. Selig emphasizes that the army staffs had but four days—August 14 to August 18-- to get ready for the march (page 17 of the study). The Continental Army broke camp in Dobbs Ferry, Ardsley and Hartsdale on August 19th. On that date the troops coming out of Ardsley joined forces with Col. Scammel's light infantry unit in Dobbs Ferry. The Americans then marched as a unified body from Dobbs Ferry to the Hudson River crossing at King's ferry (Verplanck).

George Washington's correspondence

George Washington, in his own correspondence between July 6th and August 19th, 1781, repeatedly identifies the location of his headquarters as Dobbs Ferry. That is a fact of considerable historic interest, and we suggest that it not be omitted from the study.

<http://etext.lib.virginia.edu/washington>

From Dr Selig's W3R survey, we know that Washington's primary headquarters between July 6th and August 19th was the Appleby House in present-day Hartsdale. Therefore, when Washington uses the place-name Dobbs Ferry, he is referring to the vicinity of Dobbs Ferry.

Why does Washington choose the place-name Dobbs Ferry (rather than Philipsburg) in his correspondence? The most straightforward explanation is that Dobbs Ferry, the most convenient Hudson River crossing for persons traveling between New England and the middle Atlantic states in the Revolutionary War period, would have been a very familiar place-name to Washington's correspondents.

In the following link, for example, we see that when John Adams traveled from the Boston area to Philadelphia in 1775, in order to participate in the Continental Congress, he chose the most direct and most convenient overland route and therefore crossed the Hudson River at Dobbs Ferry:

<http://www.masshist.org/DIGITALADAMS/AEA/cfm/doc.cfm?id=D22B>

pd. at jasper the Ferryman, at Dobbs Ferry for Dinners and Ferryge

4 shillings

Pages 13 and 14--

These pages contain the first mention of 'Philipsburg' in the study. Very few persons who reside today in Dobbs Ferry, Ardsley, Hartsdale or Edgemont-Greenville will recognize that Philipsburg was the name used to designate their own localities during the Revolutionary War period.

In order to raise the level of public awareness in our community about our significant Revolutionary War history, an important goal which we share with the NPS, we suggest the use of place-names which people generally understand, such as:

The Greenburgh (Philipsburg) encampment

or, preferably,

The Greenburgh (Philipsburg) encampment at Dobbs Ferry, Ardsley, Hartsdale and Edgemont

Pages 15 and 16--

Engagement with British ships

Major General William Heath, in his *Memoirs*, identifies Dobbs Ferry as the locale for skirmishes between British ships and Continental troops at the Dobbs Ferry redoubt, and between British and American guard-boats, in July and August, 1781. [*Memoirs of Major General William Heath*, pages 271-273.] It would be of great interest to include this information in the study.

Page 25--

Chronology of the Route

The location for the meeting of the French and American troops is identified in the study as "White Plains" rather than "Philipsburg", the location cited in previous pages of the study. We suggest that the Chronology of the Route indicate that "Greenburgh (Philipsburg)" was the location for the meeting of the French and American troops on July 6, 2006.