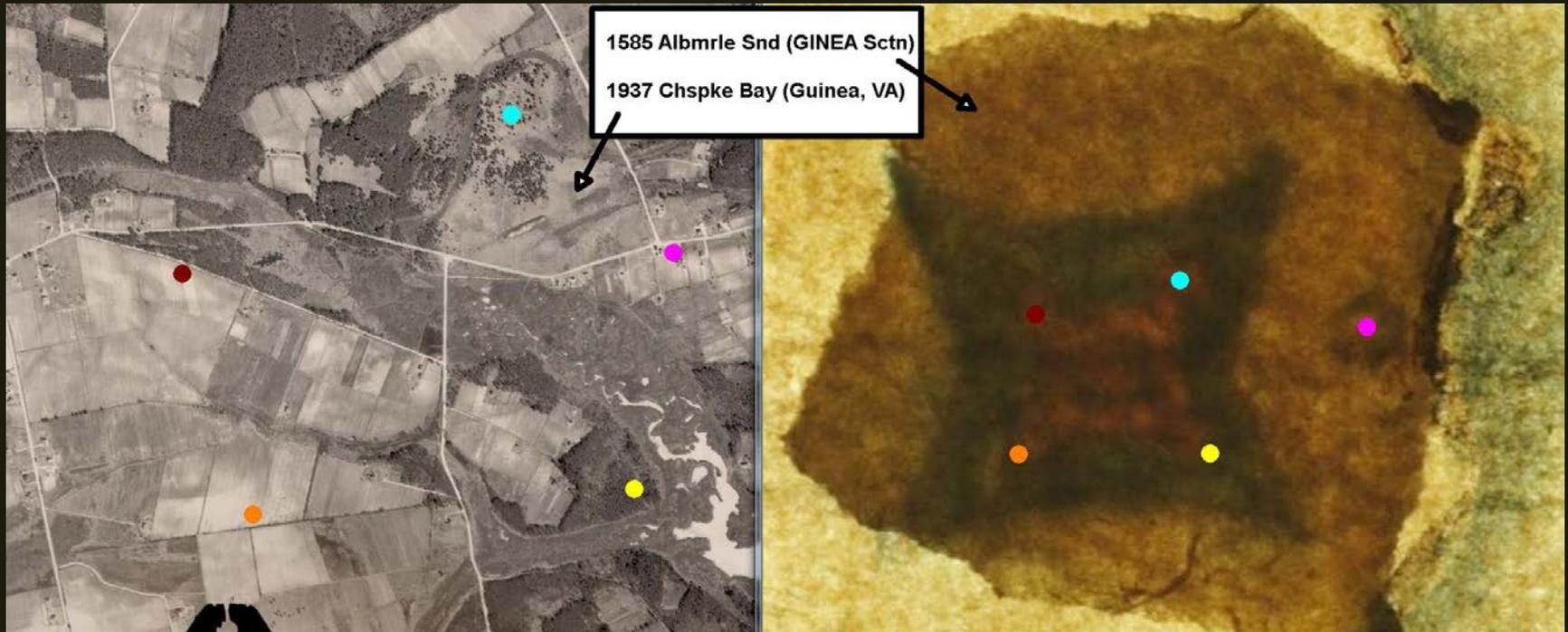


Virginia Mapping Project

Building an 18th century Virginia Trails Network by 2024



Presenters

- (Paul W. Emigholz, Esq.) Paul began practicing law in 2003 and has examined title to nearly 1000 properties. Since 2006, he has spent 6-7k hours studying maps/photos. He has spoken to numerous historical associations and GIS User Groups and Guest Lectured in a remote sensing course at the College of William & Mary.
- (Robert A. Selig, Ph.D.) Dr. Selig obtained his Ph.D. in 1988. He has published more than 100 articles in American and German scholarly and popular magazines. He is the principle researcher for the Washington-Rochambeau Revolutionary Route-NHT and has conducted 18th century routes and sites research up and down the East Coast.



Learning Objectives

- Attendees will better understand how real estate law and the colony's desire to grow impacted occupation patterns.
- Attendees will better understand the connections that exist between these occupation patterns, conditions below ground and their above ground physical sequelae.
- Attendees will better understand the range of options regarding routes and partnerships available.



Description of Session

- This presentation will discuss through the lens of real estate law how colonial interests altered occupation patterns that can still be seen on a variety of different resources, including maps, photos, LiDAR data, surveys, soil studies, meteor impact studies, etc... Our proximity to the 250th Anniversary of the Revolution is a catalyst for action among various localities and groups, which will provide many joint partnership, educational, tourism and planning opportunities as we near 2024.
- Generally speaking, I will discuss a mechanical process for locating heavy shapes that fall far down in time and resist change, while Bob will discuss W₃R and the various trails corridors it cuts through or surrounds.

Where do we start?

- I will discuss briefly project process and how a large scale study of all colonial routes in Virginia could reveal numerous opportunities to work to develop a wide array of interests. I will do this through a few examples.
- Bob Selig will then discuss the process related to and his lengthy experience researching and identifying 18th century road sections, including relating to the Washington Rochambeau National Historic Trail and W3R (eg. historical education/teaching of history; historic preservation; open space preservation; promoting tourism; recreation on land and water; and connections to that could lead to additional development of the Burgess Trail, Overmountain Victory Trail, trails networks around Washington, D.C., the Captain John Smith Trail, and Journey through Hallowed Ground National Scenic Byway; etc...).

Real Estate Law and Occupation Patterns

1. Title v. Occupation
2. Roads were required built to connect sites
3. As early as late 1600s, mills were so important that a private right of condemnation existed, pursuant to which a land owner on 1 side of a creek might receive up to 1 acre (for fair market value of damage to estate) on other side of the creek.
4. Use of roads and building earthworks/dams impacts drainage, soil conditions and other factors, which result in predictable visible above ground physical sequelae.
5. Dam width and road clearing requirements grew making certain road and dam sections datable.
6. Especially in undeveloped areas the law normally permits any measure necessary to protect an estate from ground water (the impacts of this in places like Dare, Guinea, Fox Hill, etc... similar).
7. Width, shape, lines, place and people name connections can largely be analyzed from above.

Note: Exploring the limits regarding how far this can go is my focus! The process will grow increasingly efficient for everyone at each step!

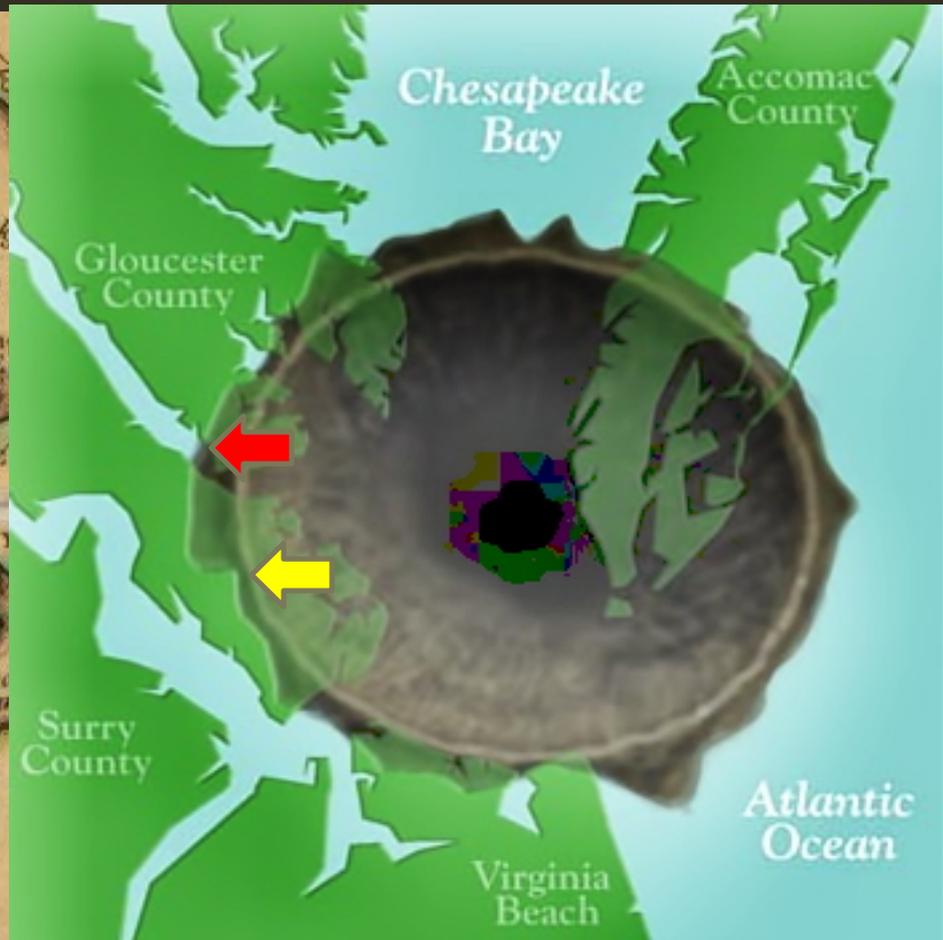


The Battle of the Hook, Thos. Harriot
and
Some Lost Roanoke Colonists?

... Near Yorktown?

SMALL BACKTRACK!

1. What do I mean when I say “shapes” themselves imply connections?
2. Why “might” there be a connection between here?
3. Where else can that take us?



1. John Smith's 1608 map is generally correct, but parts are very hard to understand?
2. Should it bother us that many of these places were early identified for settlement?
3. And what if they were also they places where more time was spent?



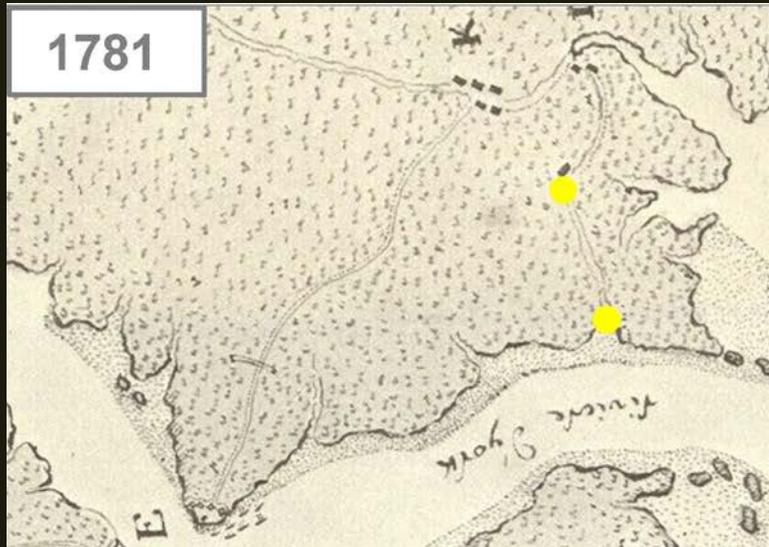
1. Why might a 2008 storm surge map show some of these shapes?
2. What impact does this have on our historic DEM?
3. How does this impact road locations in the future?



1. Relative to SE Gloucester, what do we see for the period just before the 18th century?
2. What types of things cause straight lines?
3. What impact do such things have upon surrounding routes?
4. It is fairly clear a road once connected inland from the Green dot. I'll call it Severn River Rd simply because it follows the Severn River.
5. If a road went south toward the Guinea Marshes, it appears it would come W some and then curve a bit back to the E.

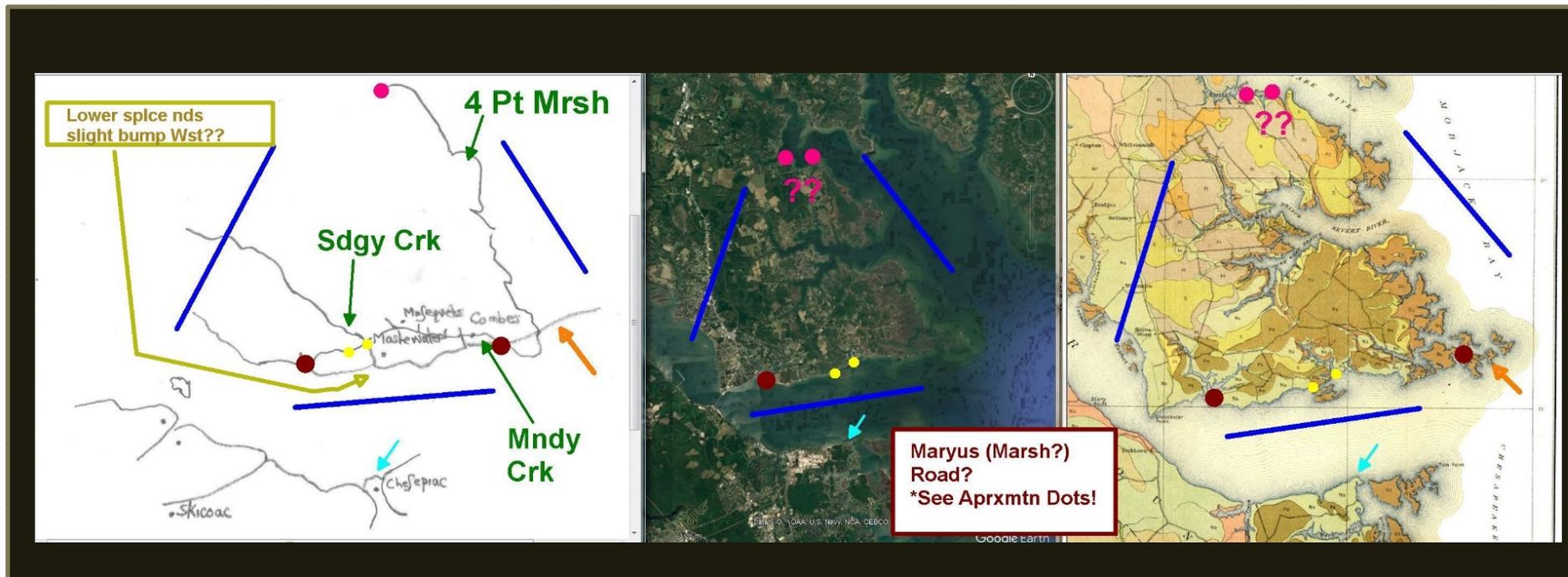


1. Bob can tell you about historic routes interpretation.
2. My focus is tying points on maps together.
3. Era road maps help explain confusion (eg. Big Bethel; Howard's Bridge).
4. Also, surrounding era and adjacent land analysis required opens partnership opportunities (eg. 17th century Gloucester settlement; Native American Lifeways of Kiskiaks still in region; etc...).

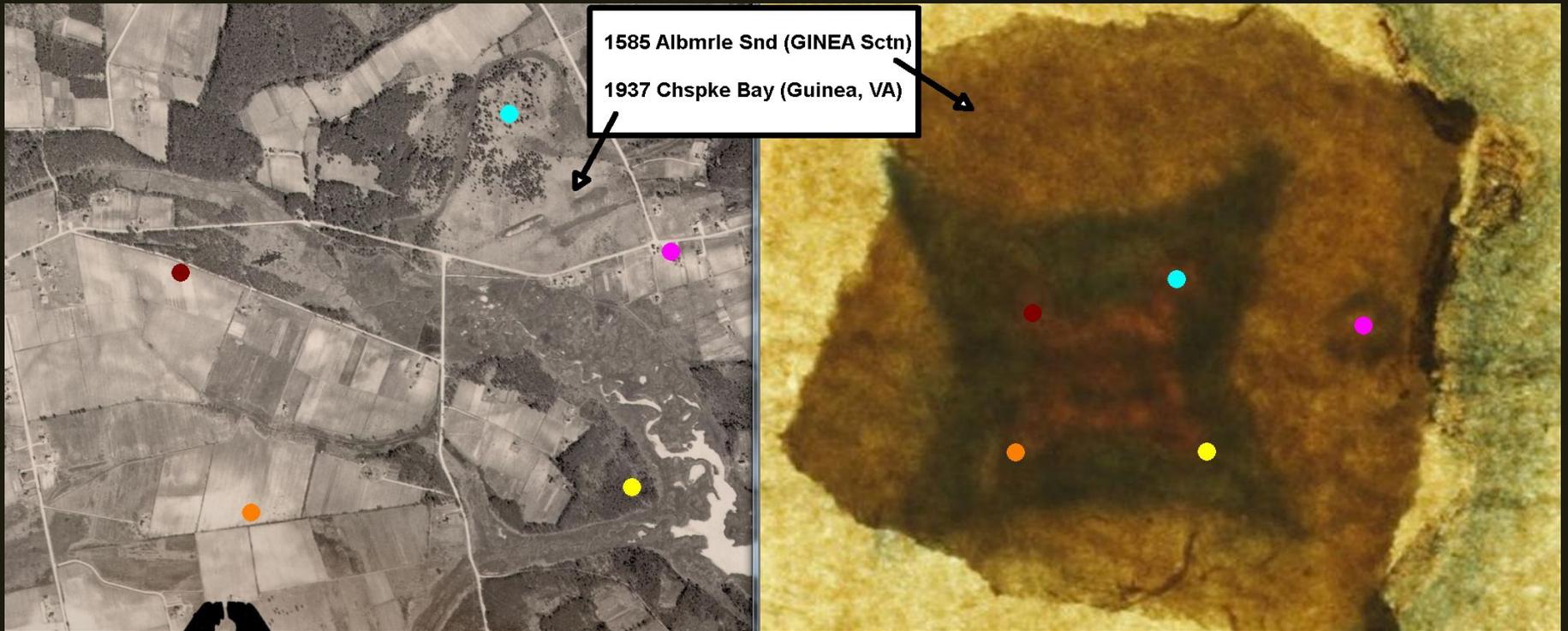


1. Why is that “Guinea” Virginia can be created by pieces from Thos. Harriot’s 1585 map of what purports primarily to be North Carolina’s Albemarle Sound?
2. Why might it be interesting the points depicted can in several ways be used to make 90 degree angle triangles?

Note: Bottom Left map created by “tracing” sections over top one another how I felt they should fit! No cardinal direction or scaling change to any degree!



1. Could this be the Fort purportedly at the mouth of the Albemarle Sound's Roanoke and Chowan Rivers? ... Also, is it unusual that a renowned mathematician botched significantly the “apparent” Chowan’s course?
2. Maybe Raleigh had reason to “code” the 1585 detail map to avoid someone that might obtain it finding the fort?
3. If he did the brilliant mathematician (Thos. Harriot) may have been perfect cartographer!





1937 Chspke Bay (Guinea, VA)
1585 Albmrle Snd (in GINEA Sctn)



1. Do you see the earthwork like feature at front of Perrin River?
2. Is it coincidence this interpretation puts map parts from “GINEA” in what’s now “Guinea?”
3. Is it interesting this would place “Okisko” inside the “Kiskiacks” territory?

1. Is it coincidence a “line” on a 1585 map corresponds to a “line of islands” on a 1905 soil map?

2. Is it coincidence the red dot would line up with “Combes”, a very common name used in Port books for Ship Captains that came from where Raleigh lived?



1. And what if the apparent “road” leads to what looks like another either another fort, or harbor?



1. And what if John Smith's 1608 map depicts a shape that seems at least partly preserved by soil compaction associated with its use?
2. Might this relate to the Roanoke Colony; the 1570s Jesuit Mission; or both?
3. More importantly, all this is just finding and following roads. What does that say about where this could lead?



But what about “Roanoac” Island?

1. Maybe “Roanoac” would be on edge of a bay where virtually every native American group ends place names with similar sounds (oac, ioc, eoc, iac, ac, ack, etc...).
2. Maybe Powhatan’s claim to John Smith he killed the colonists for living where they did was because they lived right where he was trying to expand?



1905 v. 1585



Primnry Pstnng!

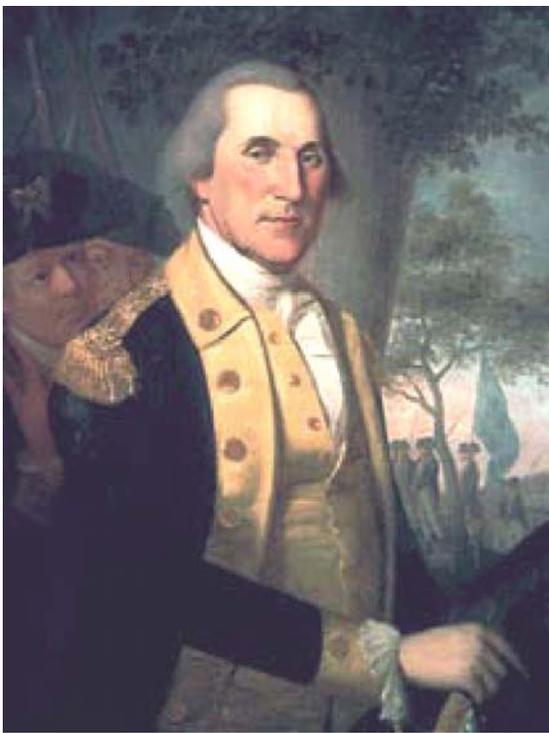
FOUR CONCLUDING POINTS!

1. Thos. Harriot was a stud mathematician, astronomer, optics researcher and geographer, also known for coding. Raleigh had a reason to be secretive about location. Parts of map are razor precise. Parts are utterly ridiculous. I'm all about "shapes" and "logic." I believe it is more logical to believe the map was encrypted to conceal location by a person definitely possessing that skillset than to believe one's of the world's best mathematicians "accidentally" mapped various areas very wrong in ways that correspond to another very specific area on the same map (in layers). I am only beginning to find all the connections. His map is worth study, in particular, as it might apply to the mouth of the York River and surrounding jurisdictions. I hope there's interest!
2. The 250th Anniversary for the American Revolution is the catalyst for why I submitted for Bob and I to speak. We'd love to stir wide interest to perform all the research necessary to map the 18th century Mid-Atlantic Region. I hope some jurisdictions and other organizations here might be interested.
3. Research process touches surrounding eras and adjacent geographic regions. We are hopeful some with interests in this "connected" periods of regions might also be interested in working to build something bigger.
4. I am just one person. I love puzzles and for better or worse I see everything as a series of connected pieces. I recognized shapes that led to what I just presented for reasons a computer trained over time could do far more efficiently. A couple universities have expressed interest working to build and enhance a GIS centered historic predictive model as part of the above research. This should open additional opportunities regarding education, tourism and planning that I hope will interest still more of you to entertain.

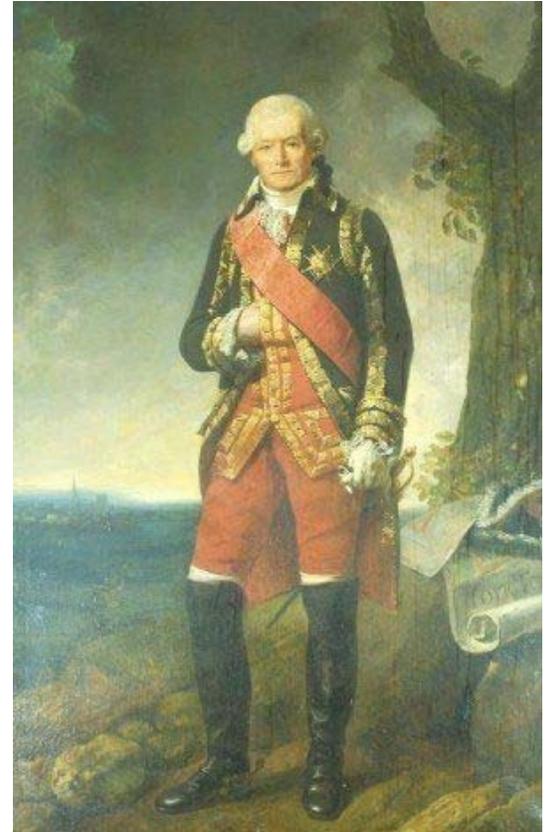


18th Century Routes Analysis

Process; WARO NHT; and connections to
other trails networks!



What is the Washington Rochambeau Revolutionary Route National Historic Trail ?



WaRo-NHT is the story of the MOVEMENTS of Continental Army and allied French forces from New York State and New England to Yorktown between June and September 1781, on water and on land, and back north again - the Continental Army in November and December 1781, and French forces in July and August 1782, through nine states and the District of Columbia, and of the contributions of those states in men and materiel to the victory at Yorktown on 19 October 1781.

Goals & Purpose



The unifying purpose of the WaRo-NHT is

- 1) to **identify resources** in the states along the route and to develop a plan to **preserve and interpret** campsites, surviving road sections, buildings and other resources as well as other architectural and/or landscape features with
- 2) a view toward the campaign of 1781 as a diverse, **cross-cultural** (intra-American as well as Franco-American) experience crucial for the development of a national American identity and/or character while
- 3) emphasizing the important **contributions of the various states** and their citizens toward the victory at Yorktown
- 4) as the culmination of the **crucial contributions of France** toward American independence and
- 5) as a manifestation of the **global character** of that war



Grenadier, Bourbonnais regiment





The Surrender of Lord Cornwallis at Yorktown, October 19, 1781 by John Trumbull. Courtesy of the Yale University Art Gallery, Trumbull Collection.

*The British
surrendered on
October 19, 1781
following the
Siege of Yorktown.*



The National Washington-Rochambeau Revolutionary Route Association Inc. (W3R-US)

The National Washington-Rochambeau Revolutionary Route Association Inc. (W3R-US) supports, interprets and preserves the Washington-Rochambeau National Historic Trail (WARO), commemorating the allied French, and Continental armies during the American War of Independence, and the hundreds of miles travelled to, and from, the victorious Siege of Yorktown in 1781 and 1782.

The allied armies travelled by land and by water, to and through New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and the District of Columbia (carved out of Virginia and Maryland in 1790), in the largest allied troop movement of the Revolutionary War.

The military, logistical and cultural significance of the march deserves recognition as a pivotal point in American history. Without the assistance of thousands of French soldiers and sailors, many of whom gave their lives, the outcome of the war could have been different. The W3R-US strives to educate visitors about the crucial aid provided by France to the United States during the American Revolution.

Learn more about the W3R-US here: [\[About Us\]](#)

www.w3r-us.org

Latest News



W3R-US News

The new W3R-US website is launched! Take a moment to navigate the interactive map, read the historic...

[Join The W3R!](#)

[Donate](#)

M^{rs} Bradworth's Letter
 to Royal Flint
 D^r

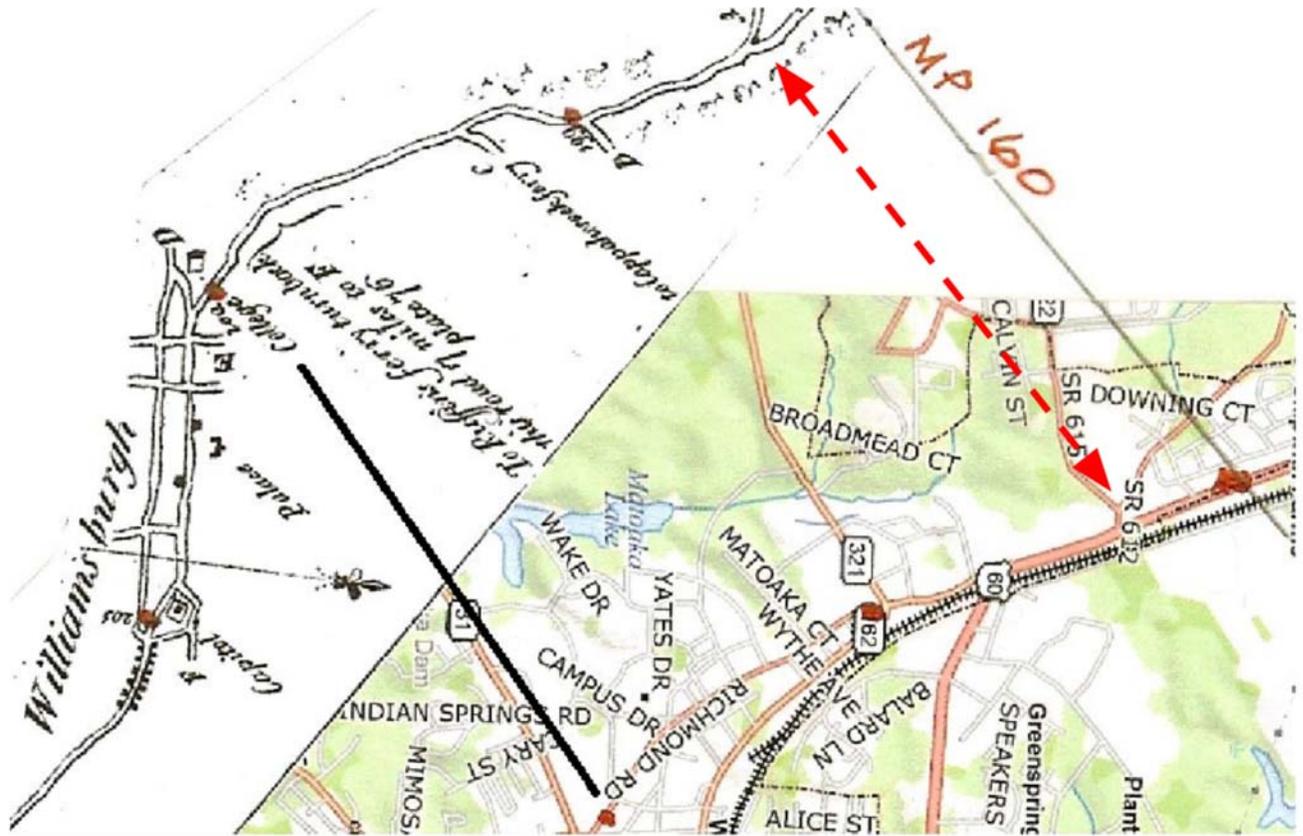
1781
 I have paid for ferrying Genl
 Rochambeau's baggage over
 the ferry at Colchester the sum of £14. 6
 Bills for ferrying 11 baggage over
 the river Pamunkey 1. 14
 Bills for ferrying the baggage
 the better } 7. 16
 £10. 19. 6

Williamsburg Sept. 24. 1781 Recd. of M^{rs} Bradworth's Letter
 for payment of the above billings & for some other
 money in full of the above account
 £10. 19. 6
 Royal Flint

105

Royal Flint's request for re-imbusement of Rochambeau's travel expenses to Williamsburg, dated Williamsburg, 24 September 1781.

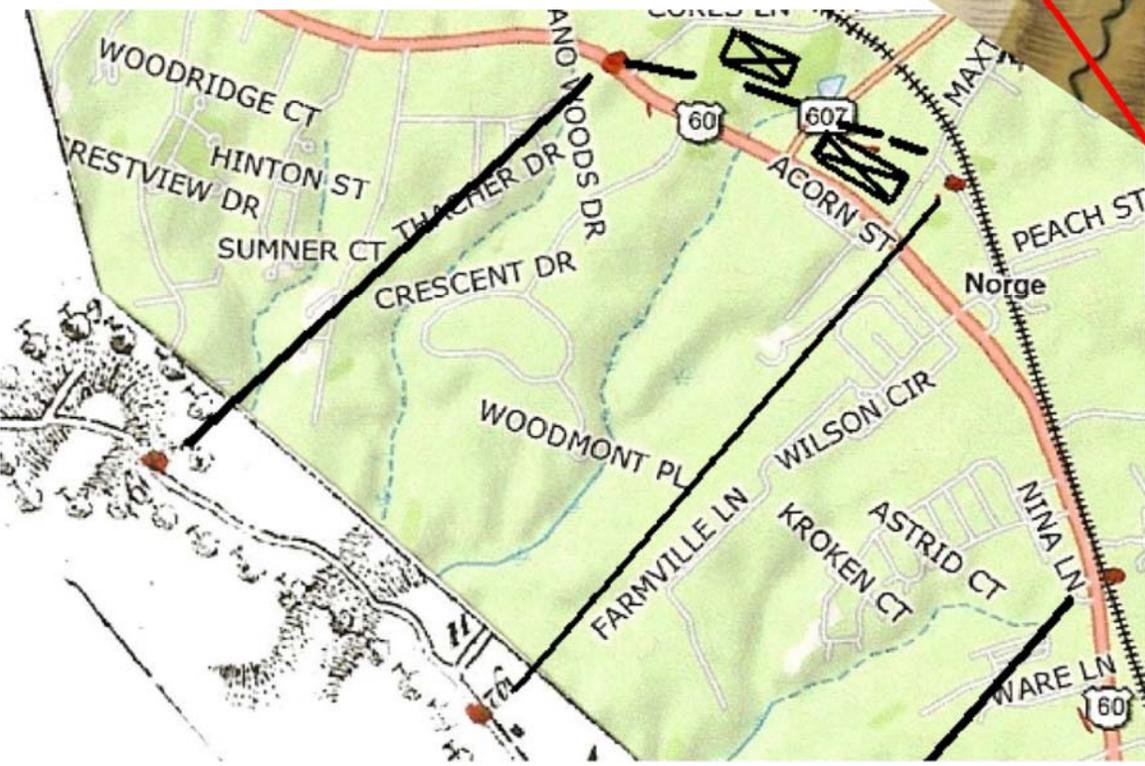
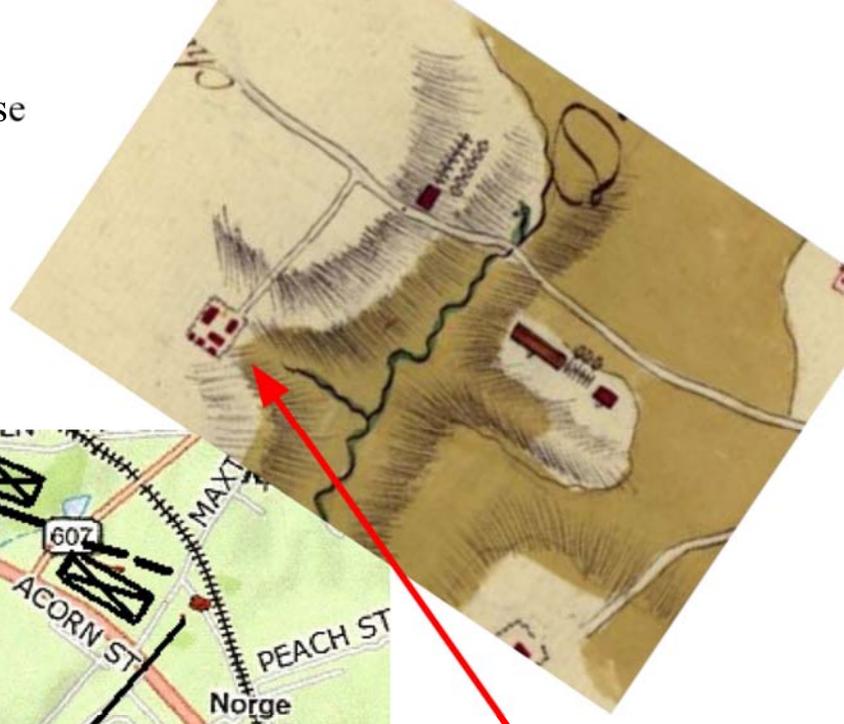
Christopher Colles, *A Survey of the Roads of the United States of America* (1789)



Mile-marker 200, the starting point of the return march, is on Richmond Road next to the *President's House* of the College of William and Mary

Detail of map of the first French camp of the return march at Drinking Spring. These maps are available on-line at the website of the Library of Congress.

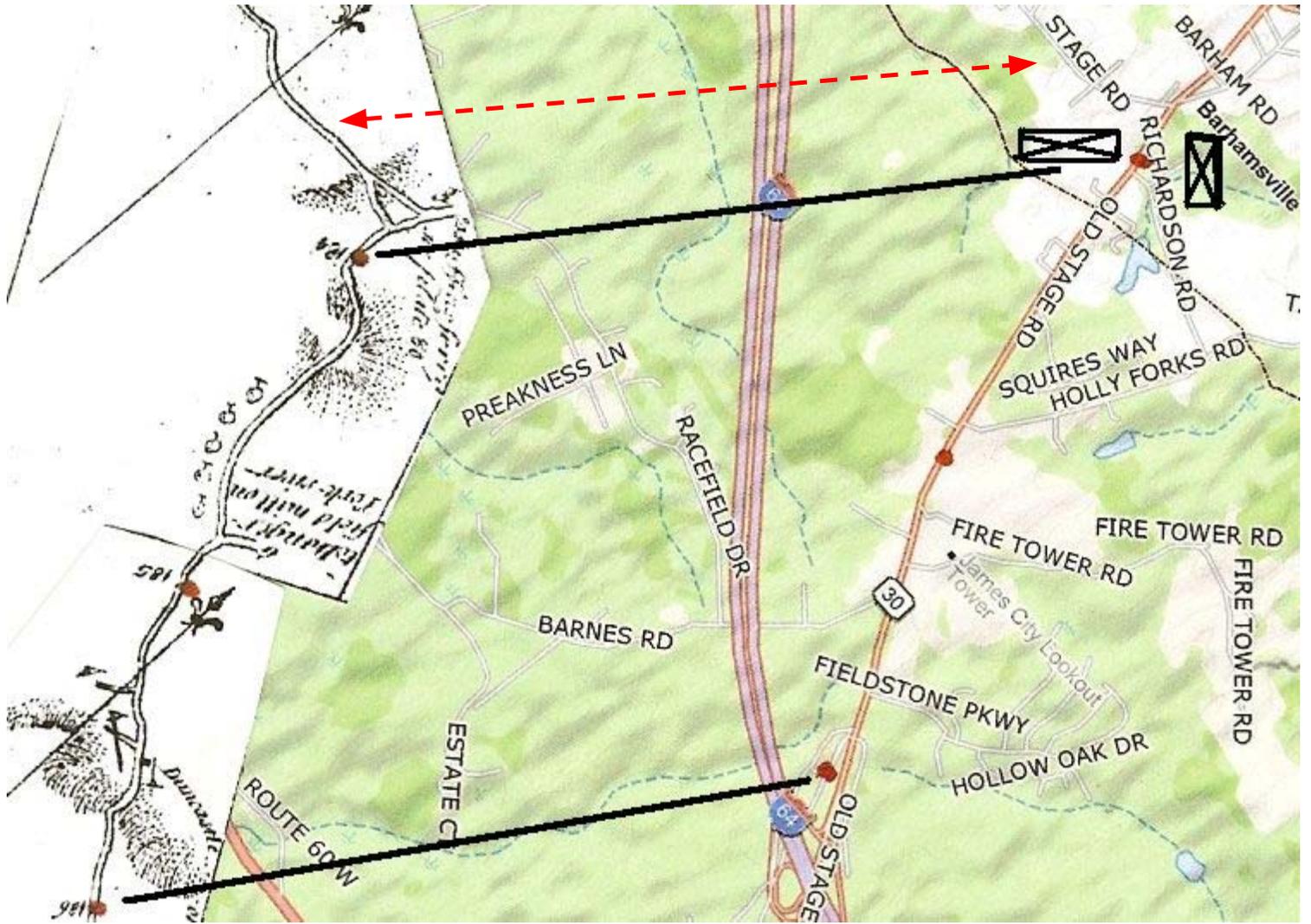
The camp was along VA-SR 60 in Norge near Our Savior Lutheran Church.

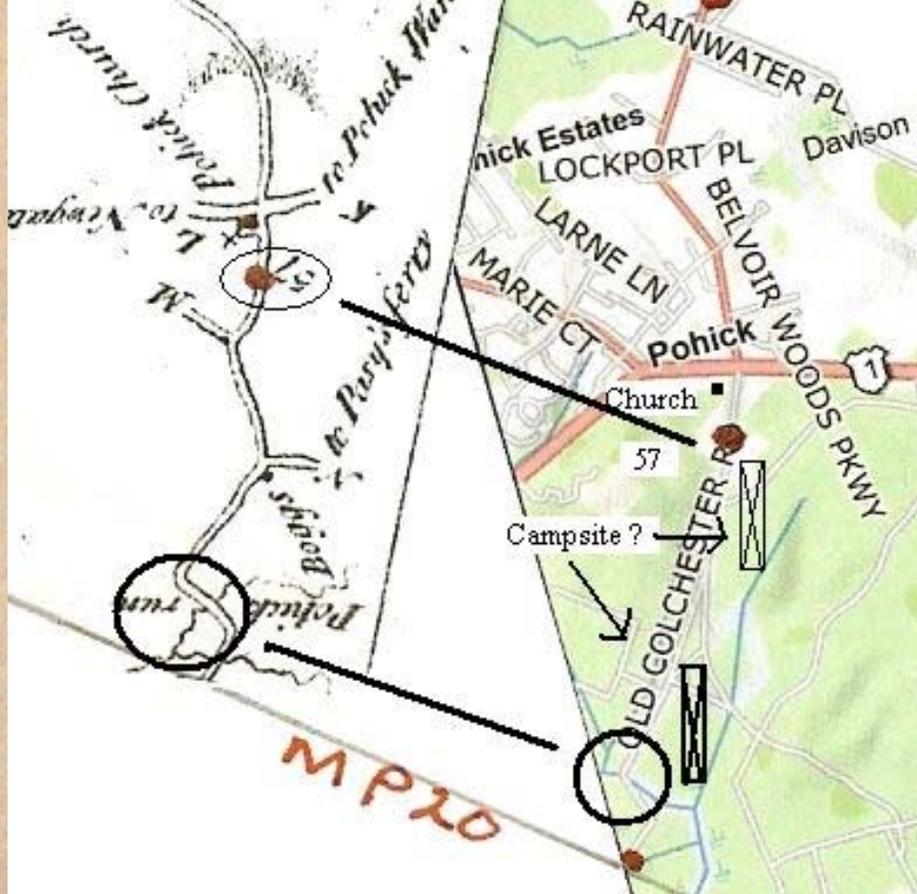
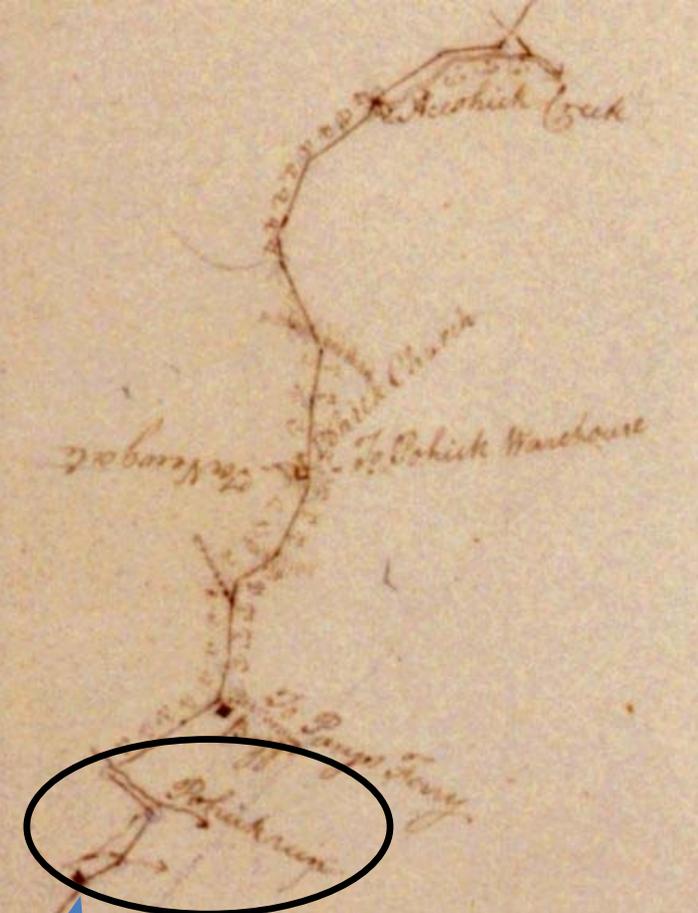


“three small houses in the middle of the woods”



From there French forces continue on Stage Road

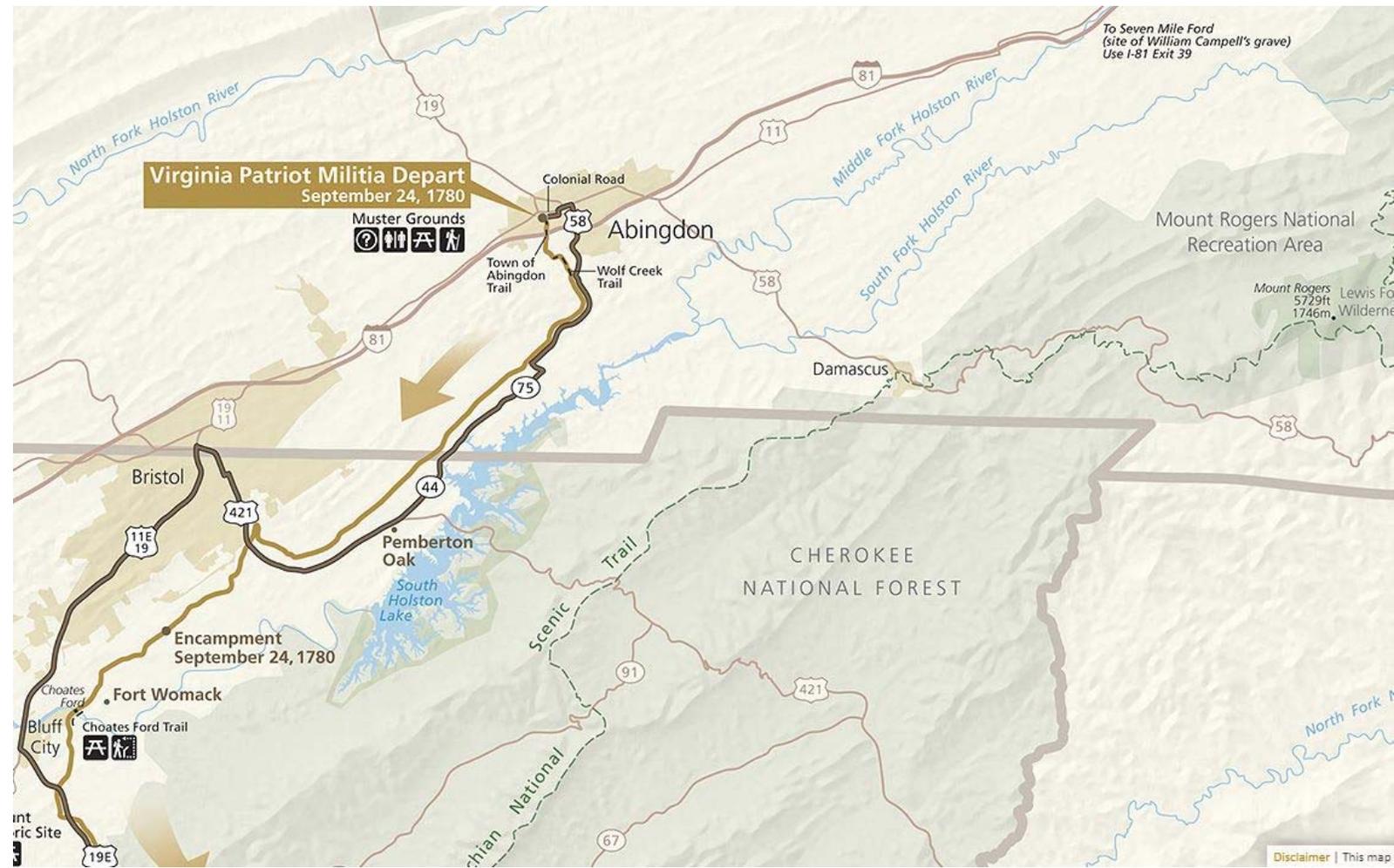




Mile Marker

Note the Accohick Creek at the top and Pohick Run, site of the camp of Lauzun's Legion on 16 September and of the American wagon train camp on 20 September 1781, at the bottom of the map about a mile south of the church





WaRo Connects to the Overmountain Victory NHT at Abingdon

FEATURED EVENTS

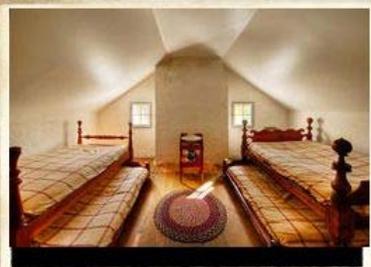


Date: May 23 - May 24, 2017

JTHG 11th Annual Conference

The Journey Through Hallowed Ground Partnership's 2017 Conference will take place in Harpers Ferry,...

view all >>



Where America Happened™

- [9 Presidential Homes & Sites](#)
- [18 National & State Parks](#)
- [1,000's of Historical Sites](#)
- [57 Historic Towns & Villages](#)
- [21 Historic Homes](#)
- [100's of Civil War Battlefields](#)



The Journey Through Hallowed Ground®

From Gettysburg to Monticello

Experience the fascinating historical and cultural landscape that is The Journey Through Hallowed Ground National Heritage Area, a 180-mile long, 75-mile wide area stretching from Gettysburg, Pennsylvania, to Thomas Jefferson's Monticello in Charlottesville, Virginia. Explore the region's vibrant landscapes and national heritage as you *Take the Journey to Where America Happened™*



It connects to the Journey Through Hallowed Ground NHA



Department of the Interior
Bureau of Land Management
U.S. Department of the Interior
Washington, D.C.

Captain John Smith
Chesapeake National Historic Trail
Lower James River

Plan Your Adventure

The Captain John Smith Chesapeake National Historic Trail travels nearly 3,000 miles across the Chesapeake Bay and its rivers. The trail was officially launched in May 2007, as part of the 400th anniversary of the founding of Jamestown, Virginia.

Since then, the trail has been extended beyond the route of Smith's explorations to include the rivers and upper reaches of estues that served as trade and transportation routes for Indians who lived here before the English arrived.

There are countless things to see and do along the Smith trail. The water routes offer great experiences for paddling and power boating, and there are lots of land-based sites to visit by car. You'll find opportunities for fishing, hiking, bicycling, and watching wildlife, as well as historic settings with museums, living history exhibits, and visitor centers. Many sites along the trail offer seasonal or one-time settings or in a cluster of nearby sites.

Use these resources to learn more about what the Smith trail offers.

Visit the trail website at www.SmithTrail.net. Check out the map or use the "Adventure Planner" to design your itinerary. Explore your options on a variety of water trails, and read excerpts from the official boater's guide. This website also offers lots of information about Smith, American Indians (past and present), and the Chesapeake Bay of the early 1600s.

Visit www.findYourChesapeake.com to inspire your next adventure along the Smith trail and throughout the Chesapeake region. Road travel articles for trip ideas, enjoy stunning photography, and search for specific interests—like boating, camping, geocaching, maritime heritage, and more—in the places you would like to visit.



Paddle the Smith trail by boat along a variety of water trails, from the James River to the York River.



The pier at Windsor Castle Park in Stafford is popular for fishing and watching wildlife.



Call up a "smart buoy." These yellow buoys float on the water to mark places on the John Smith trail. They also transmit recordings about that location 400 years ago. Access buoy information at www.buoying.com and by phone toll free at 877-BUOY-BAY.



The recreated fort at Jamestown Settlement provides a glimpse of early colonial life in Virginia.



The John Smith trail was designed based on the route of Smith's explorations to include additional river routes used by 17th-century Indians.



Map legend:
- Captain John Smith Chesapeake National Historic Trail
- Visitor information
- Trail point of interest
- Local water trail
- NOAA interpretive buoy
- Public water access site
- National Historic Landmark

WaRo Connects back in time to the Captain John Smith Chesapeake NHT



Put your feet on the trail to get a sense of what it was like to walk the trail 400 years ago.



The yellow buoys float on the water to mark places on the trail.



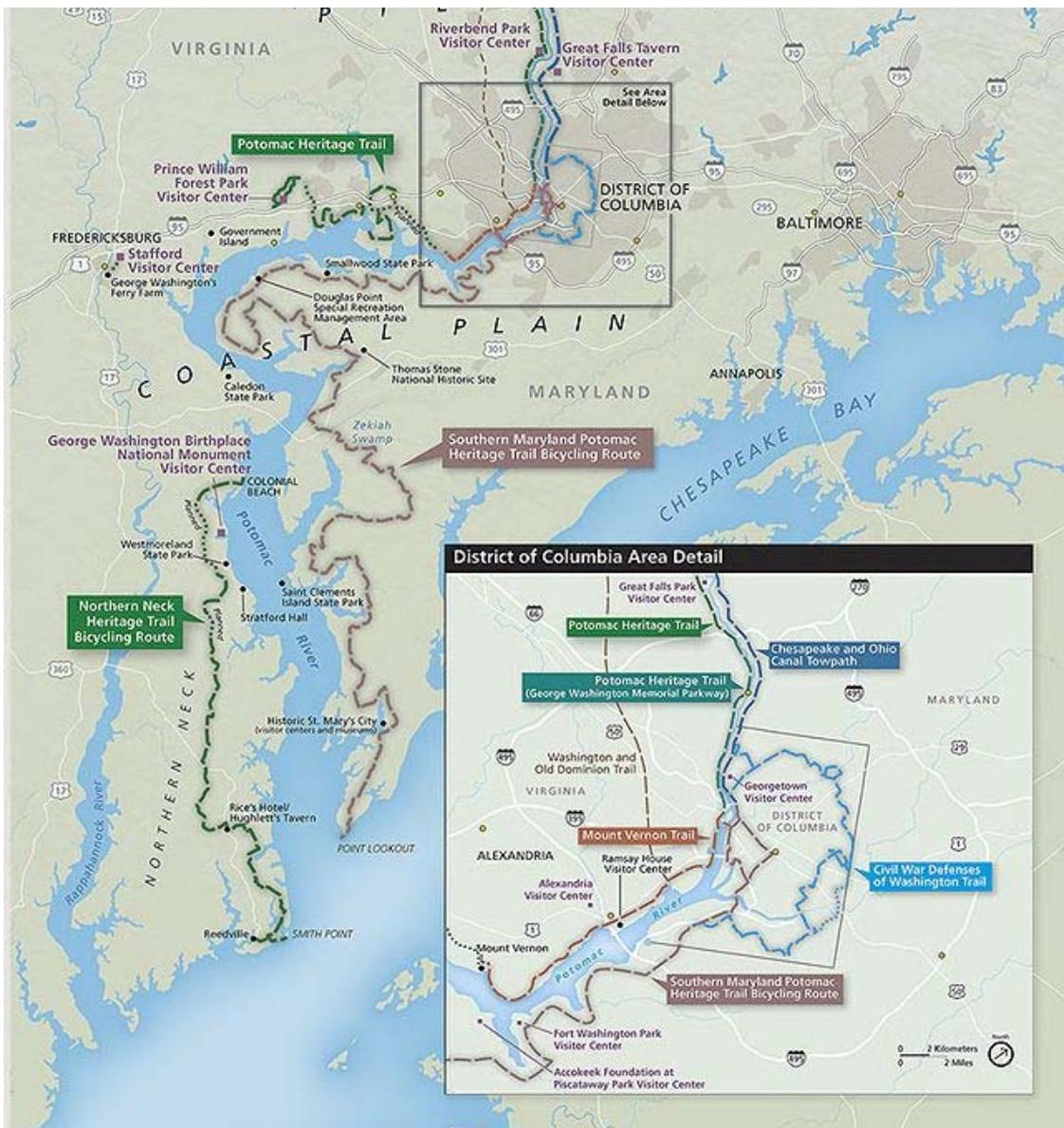
Members of Historic Jamestowne's interactive program were at the site of the original fort.



Canoeists on their portion of the trail are often the last to see the site of the original fort.



Visit the site of the original fort at Jamestowne.



WaRo connects to the present in the form of Bicycling Trails

Conclusion!

- Is anyone interested in discussing further educational, tourism, planning or other opportunities the types of research and trail planning described might yield?
- If so, please provide your name and other contact information to us either on the pad, by business card or by emailing me, at pemigholz@gmail.com!
- **Questions?**
- **And without further adieu, Bob Selig!**