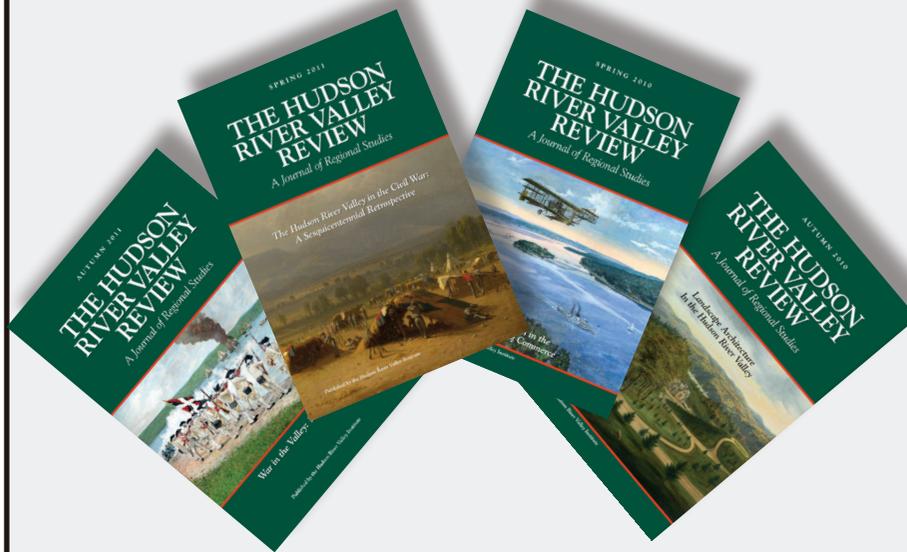
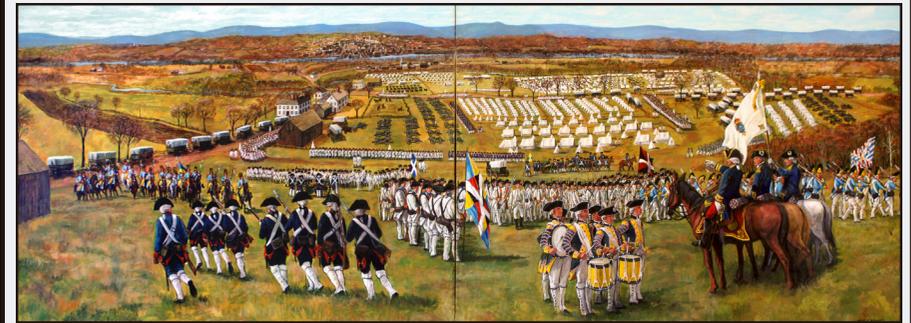


Your Gateway to the Historic Hudson River Valley



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The Dr. Frank T. Bumpus Collection: The French *expédition particulière* Marching to and From Yorktown, Virginia, 1781-82

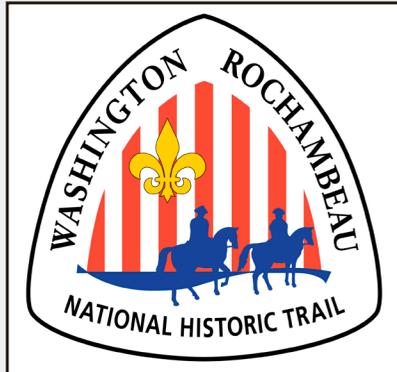


*French Army Encampment at East Hartford, CT,
October-November 1782*

A Gallery of Paintings
Celebrating the Washington-Rochambeau
Revolutionary Route in New York

David R. Wagner, Artist

*The Hudson River Valley Institute at Marist College is supported by a major grant from
the National Endowment for the Humanities.*



The Washington-Rochambeau Revolutionary Route (W3R)

General George Washington and the Continental Army and Jean Baptiste Donatien de Vimeur, comte de Rochambeau and his French Expeditionary Corps (*expédition particulière*) took part in the French-American campaign in 1781 first to lay siege to General Sir Henry Clinton's army in New York City, later to surround the main Southern British army under General Charles Lord Cornwallis at Yorktown, Virginia, and then to march back in 1782. The Franco-American journey was an amazing feat of endurance and military achievement. Elements of the French Army marched and then sailed to their destiny at Yorktown from June until September 1781. The Continental Army also made the march and then voyage from Philipsburg, New York, to the York River. It was at Philipsburg on 14 August that Generals Washington and Rochambeau learned that the fleet of French Admiral François Joseph Paul, comte de Grasse, was sailing to the Chesapeake Bay. In 1782 the French Army retraced its steps back to Boston, Massachusetts, to board ships for the Caribbean; the Continental Army returned for its final encampment at Newburgh and New Windsor, New York. The French Expeditionary Corps used thirty-eight camps in its march to Virginia and fifty-four for the return. Of these, there were eight camps in New York in 1781 and five in 1782. The Hudson River Valley National Heritage Area's initiative for a National Historic Trail officially started — after earlier failures even during the Bicentennial — at Washington's Headquarters in Newburgh on 16 December 1999. With the support of key members of the New York Congressional delegation, led by Congressman Maurice Hinchey, then Senator Hillary Rodham Clinton, and the Hudson River Valley Institute at Marist College, Congress passed the Washington-Rochambeau Revolutionary Route National Historic Trail Designation Act, which was signed by President Barack Obama on 30 March 2009. As a result, the Hudson River Valley is a part of the Washington-Rochambeau Revolutionary Route National Historic Trail.

years later ended his short career in medicine.

From 1953 to 1956, Frank served the Laird Norton Company as Assistant Treasurer. More recently, he assumed an important role on the Winona Foundation for eight years, including membership on the board and a term as President. Under his leadership, Laird Norton acquired the old Company office building for the Winona County Historical Society Museum and launched efforts to build the Laird Lucas Memorial Library.

Frank traveled throughout Europe and developed his love of opera while in Italy. His philanthropic contributions span both coasts, and from Key West, Florida, to the Hudson River Valley. He has generously devoted his life to good works at the Florida Memorial Hospital in Key West, Tufts University, and the Hudson River Valley Institute at Marist College.

Frank today considers himself "an Easterner" and loves the Village of Cold Spring near the Hudson River. Frank is steadfast in his support of the arts and history and particularly enjoys studying the American Civil War. The Frank T. Bumpus Collection brings his passions for art and history together.





The Patron, Dr. Frank T. Bumpus

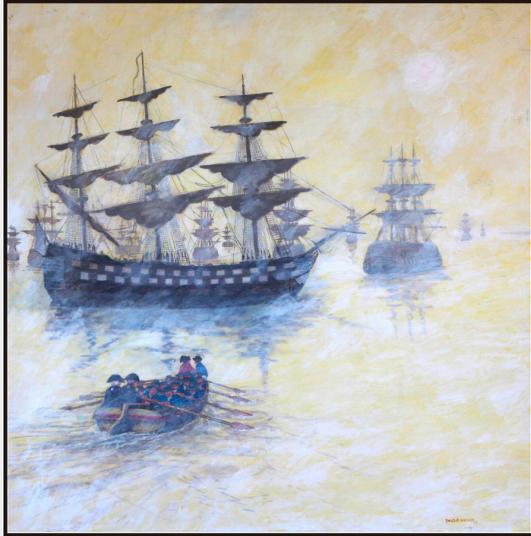
Frank Thatcher Bumpus was born in Rochester, Minnesota, on 28 April 1922, the son of Dr. and Mrs. Herman Carey Bumpus, Jr. Dr. Bumpus was an urologist at the Mayo Clinic, and when he moved to California to set up private practice, Frank became a Californian. After starting his education at the Thatcher School, in Ojai, California, in 1936, he attended the Deerfield Academy, Deerfield, Massachusetts, Harvard University, and then the University of California at Berkeley. He had completed all but the last semester of his senior year as a pre-medical student there when he enlisted in the United States Army Air Corps on 24 September 1942 as an Aviation Cadet-Student Bombardier. He trained as a bombardier and navigator from February to November 1943 at Santa Ana and King City, California, Roswell, New Mexico, and Barksdale Field, Louisiana. Commissioned as a second lieutenant on 13 November 1943, Frank was stationed in England from 7 May 1944 until 17 July 1945 from which he flew 43 combat missions in Douglas A-20 Havoc bombers against targets in France and Germany. He was awarded seven air medals for meritorious achievement in flight and on 6 March 1945, as a member of the 410th Bombardment Group on the Ninth Air Force, the Distinguished Flying Cross for "extraordinary achievement while serving as lead bombardier-navigator of an A-20 type aircraft dispatched against a vital marshaling yard in Germany on 6 October 1944." Captain Bumpus was discharged from the United States Army on 18 December 1945.

Frank graduated from the University of California with a degree in psychology in 1947 and attended medical school at Tufts University, where he trained as a radiologist. Dr. Bumpus graduated from Tufts College Medical School on June 19, 1951. He completed his internship at San Francisco Hospital on 30 June 1952. Dr. Bumpus took a position at Memorial Hospital in New York, now Sloan Kettering Memorial. Frank found the work unfulfilling, and five



The Artist, David R. Wagner with Dr. Frank T. Bumpus, on the left.

David R. Wagner, a lifelong resident of Scotland, Connecticut, attended the Black Hills Teachers College and the University of Connecticut and received a degree in history from Eastern Connecticut State College. A self-taught and versatile artist, Mr. Wagner's media include acrylic on canvas paintings and pen and ink illustrations. His subjects include portraits, still-lives, landscapes, Native American scenes, and representations of historical events, most notably his historical series depicting the activities of the French and Continental Armies during the American Revolution and a collection of 102 paintings depicting the history of the Eastern Woodland peoples, commissioned by the Mohegan Tribe in Uncasville, Connecticut. The Washington-Rochambeau Revolutionary Route collection covers all nine states and the District of Columbia traversed by the armies of Generals Washington and Rochambeau during their campaigns and numbers well over 100 paintings.



FIRST ANCHORAGE OF FRENCH ADMIRAL DE TERNAY'S FLEET OFF NEWPORT, RI, 10 JULY 1780

This is the first anchorage by the French fleet under Admiral Charles-Henri-Louis d'Arsac de Ternay, which had transported General Jean Baptiste Donatien de Vimeur, comte de Rochambeau's *expédition particulière* across the Atlantic Ocean. After a crossing of seventy-seven days from Brest, France, several encounters with British warships around Chesapeake Bay, and a period of very heavy fog, the 44-ship convoy anchored off Martha's Vineyard and secured the services of three pilots who could navigate Narragansett Bay and Newport harbor. De Ternay's fleet consisted of seven ships of the line, three frigates, two supply transports, and thirty-two transports, which carried the bulk of Rochambeau's army numbering some 5,000 soldiers. The crossing left over 800 soldiers and some 1,500 sailors sick, most with scurvy.



FRENCH TROOPS DEPART BOSTON, MA, FOR THE WEST INDIES, 24 DECEMBER 1782

On 24 December 1782 Admiral Louis-Philippe de Rigaud, Marquis de Vaudreuil gave the signal for his fleet to set sail from Boston for the West Indies. The fleet comprised ten ships of the line, two frigates, a corvette, several supply ships, and an American convoy, thirty-two sails in all. General Rochambeau's *expédition particulière* had accomplished its mission in the United States and was now bound for the Caribbean. General Rochambeau would sail for France from Annapolis, Maryland, on 14 January 1783, arriving in Saint-Nazaire on 10 February.



FINAL FAREWELL: GENERALS WASHINGTON AND ROCHAMBEAU AT NEWBURGH, NY, 7 DECEMBER 1782

On 7 December 1782, General Rochambeau bid farewell to General George Washington for the last time at his headquarters in Newburgh, New York, as he was making his way to Annapolis, Maryland. There he would board the frigate *Emeraude* and return to France in February 1783. The farewell was brief. Rochambeau's son, Vicomte de Rochambeau, described the event in his journal: "I left on the first of December to go with the French General to Newburgh on the North River to the general headquarters of the American army. We reached there on the seventh. Here we learned of the departure of the English fleet and took leave of General Washington and the American officers who seemed sorry to see us leave."



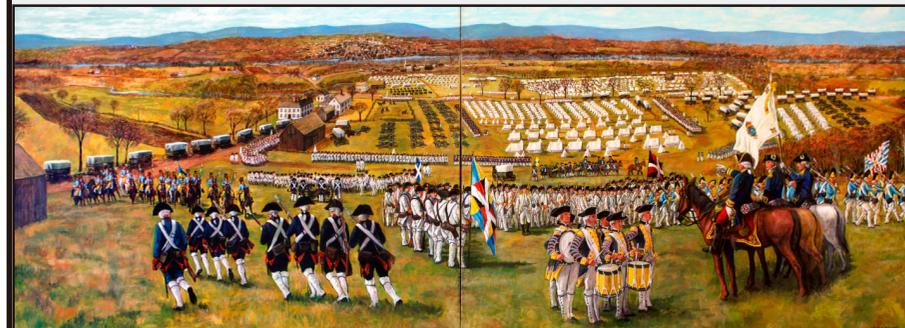
THE QUESTION: GENERAL ROCHAMBEAU RECEIVES A DELEGATION OF ONEIDAS IN NEWPORT, RI, 29 AUGUST 1780

On 29 August 1780--a month after the French army had settled into camp around Newport--a delegation of Oneida Indians from upstate New York visited General Rochambeau at Newport. They were received with much distinction. They asked to hear Mass, after which they were entertained by Rochambeau and given dinner. During the entertainment, one of the chiefs asked a question that the general could not answer: "How is it that the King of France, our father, sends his troops to protect the Americans against the King of England, their father?"



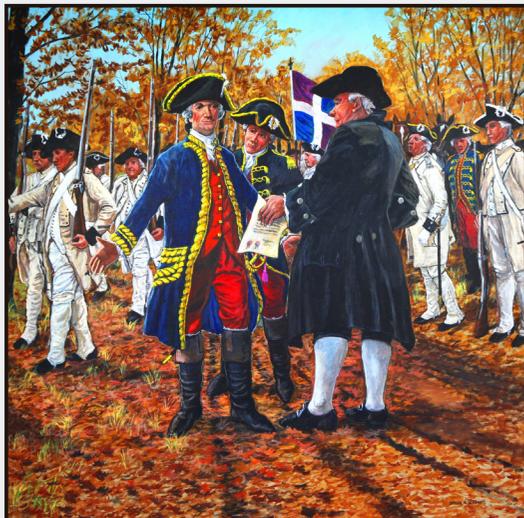
**GENERALS WASHINGTON AND ROCHAMBEAU REVIEW
THE FRENCH FLEET, NEWPORT, RI, 8 MARCH 1781**

Generals Washington and Rochambeau review the passing of the French fleet commanded by Admiral Charles René Dominique Sochet, Chevalier Destouches from the East Passage in Newport, Rhode Island, on 8 March 1781. The fleet returned on 27 March after engaging the English fleet commanded by Admiral Mariot Arbuthnot off the Chesapeake Bay. It suffered 80 sailors killed and 120 wounded.



**FRENCH ARMY ENCAMPMENT AT EAST HARTFORD, CT, 29
OCTOBER-5 NOVEMBER 1782**

With Hartford, Connecticut, in the distance, General Rochambeau on horseback surveys all the regiments of his army. The encampment of the French *expédition particulière* in East Hartford marked the 45th encampment and took place between 29 October and 5 November 1782. The army was on its return to New England after the great victory at Yorktown, Virginia, in October 1781. The entire French army seldom camped together as Rochambeau's forces marched in two-regiment brigades over two days. Each regiment used the same campsite as the previous regiment used the day before. However, on 29 October, the regiments all halted at East Hartford and remained there for eight days. There Rochambeau announced that the army would march to Boston and embark for the West Indies while he would return to France. There was a total of some 4,000 troops, 500 wagons, 800 teams of oxen, 1,500 horses, over 1,000 civilian paid teamsters, servants and cooks, and 30 pieces of artillery. Over 1,000 tents marked the encampment. Some 400 to 700 head of cattle were always present to feed the army. The encampment was a massive concentration of men, munitions, and materials not seen there before or since.



***ARREST OF GENERAL ROCHAMBEAU, CROMPOND, NY,
21 OCTOBER 1782***

On 21 October 1782 the night before leaving Crompond, General Rochambeau was approached by a local sheriff who presented a warrant for his arrest. The complaint against Rochambeau originated when soldiers of the Soissonnais regiment under Rochambeau's command had cut wood and damaged fences on land belonging to Captain Samuel Delevan, an American militia captain; they had also ironically improved his millrace. The sheriff explained that he was aware of what the General had done for his country, but that he must do his duty. He then placed his hand on Rochambeau's shoulder and said, "You are my prisoner." Rochambeau, surrounded by some 4,000 French troops, replied "Take me if you can." Rochambeau dissuaded General Washington from arresting the culprit and then ordered the damages to be paid based on an impartial estimate.



***DIFFICULT DUTY: THE EXECUTION OF A FRENCH SOLDIER,
LAUZUN'S LEGION, LEBANON, CT,
26 DECEMBER 1780***

Among the first Frenchmen to die for desertion was Jacques Sauker, age twenty-five, of the Second Squadron of Hussars, Lauzun's Legion, executed in Lebanon, Connecticut, on 26 December 1780.



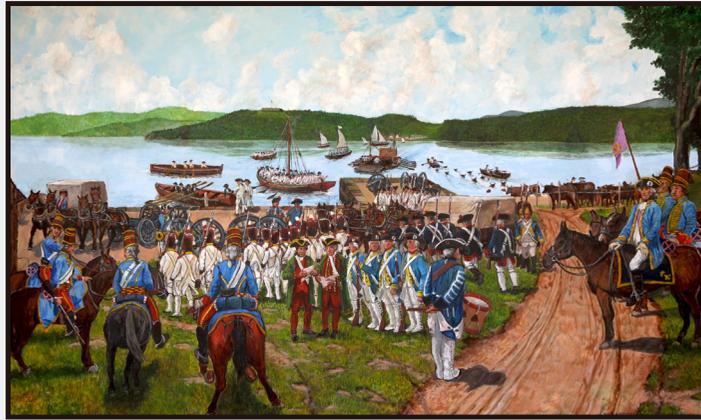
DEATH OF COLONEL CHRISTOPHER GREENE, 1ST RHODE ISLAND REGIMENT, BATTLE OF PINE'S BRIDGE, NY, 14 MAY 1781

The northern banks of the Croton River marked the southern outpost line of the Continental Army in Westchester County, NY. At sunrise on May 14, 1781, “about sixty Horse and two hundred foot” of Colonel James DeLancey’s Loyalist Westchester Refugees crossed the Croton River at Oblenis Ford and attacked some fifty men of Colonel Christopher Greene’s 1st Rhode Island Regiment at his headquarters in the Davenport House near Pine’s Bridge. Most of the soldiers of the regiment were former African-American slaves. Dr. James Thacher reported in his journal that DeLancey’s troops “first attacked Colonel Greene’s and Major Flagg’s quarters, and killed the major while in bed. The colonel being badly wounded in the house, was carried into the woods and barbarously murdered. Two subalterns and twenty-seven privates were also killed, and a lieutenant and surgeon, with about twenty men, taken prisoners.”



THE ROYAL DEUX-PONT REGIMENT AT CADILLAC SPRING, MAHWAH, NJ, AUGUST 1781

According to oral tradition, Cadillac Spring near Mahwah, NJ, was utilized by French and American forces during their march south to Yorktown. Water was as important as food, and only a spring or a well did not require a portion of rum to be added before it could be consumed. All other sources did. Natural springs were sought out as wells ran dry before a regiment could gain its fill. This scene shows French troops of the Royal Deux-Pont Regiment filling canteens with water from Cadillac Spring. According to legend, the executive chef to General Rochambeau, while looking into the spring, saw a large bull frog that had been known to keep the spring clean. The French like frog legs and must have captured the large frog, as it was never seen again after that day. The spring is still visible today along a portion of Route 202 in the Ramapo Valley.



***ROCHAMBEAU'S ARMY CROSSING THE HUDSON RIVER
AT KING'S FERRY, NY, AUGUST 1781***

The crossing of the Hudson River at King's Ferry from Verplanck's Point to Stony Point is a distance of three-quarters of a mile and at a depth of seventy-five feet at the channel. Ordinarily two large ferry boats served the ferry. These boats could carry four loaded wagons and their horses. The docks on either side were spacious and in good condition. To get the artillery across, Washington had ordered that provisional ferries be constructed by fastening planks to the decks of two boats lying parallel in the water. That way, a fully loaded wagon or two pieces of artillery or sixty to eighty men could cross the river at a time. Louis François Bertrand Dupont d'Aubevoye, comte de Laubardière noted with surprise that horses and oxen swam across the river. It took the American Army two days to cross on August 20 and the 21st. The French followed on the 21st and finished on the 26th.



***ADMIRAL DE BARRAS' FRENCH FLEET AT NEWPORT, RI,
JUNE 1781***

This is a view of the town of Newport, Rhode Island, and the arrangement of the French fleet in June 1781, just prior to the army's march south to Yorktown. It was in position in and around Newport Harbor covering shore batteries and all entry points to the bay. Admiral Charles-Henri-Louis d'Arsac de Ternay had died on 15 December 1780 and was replaced in June 1781 by Admiral Jacques-Melchior Saint-Laurent, comte de Barras. This scene shows the French fleet after de Barras assumed command. Seen in the foreground are the land emplacements of cannons facing the channel. The view, looking north and east, shows Newport as it appeared at the time, with some of these same buildings, including the churches, still standing today.



GENERAL ROCHAMBEAU BIDS FAREWELL AT WATERMAN'S TAVERN, COVENTRY, RI, 19 JUNE 1781

Waterman's Tavern in Coventry, Rhode Island, was the first stop for the French army after leaving the Providence encampment. The scene shows soldiers in the Bourbonnais regiment preparing to leave while the tavern keeper and his wife bid farewell to General Rochambeau.



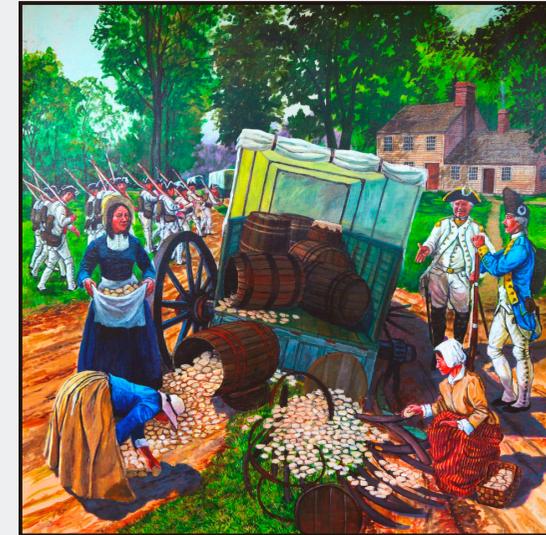
DECISION TO MARCH TO VIRGINIA, ODELL HOUSE, PHILIPSBURG, NY, 14 AUGUST 1781

From 6 July until 19 August, General Rochambeau occupied the Odell House as his headquarters in Philipsburg, present-day Hartsdale, New York. His *expédition particulière* and Washington's Continental Army were camped nearby as both generals were planning a siege of the British garrison of New York City. On 14 August, Rochambeau received word from the comte de Barras that Admiral François Joseph Paul, comte de Grasse was sailing with his fleet of twenty-eight ships of the line to the Chesapeake Bay. The historic union of both allied armies and the French fleet would seal the fate of British Lieutenant General Charles Lord Cornwallis's army in the siege at Yorktown, Virginia. Within four days both the American and French armies were moving south and would by 19 October force the surrender of Cornwallis in the last major campaign of the American Revolution. The final plans were worked out in this house, which still stands today on Ridge Road in Hartsdale.



***SOISSONNAIS REGIMENT ENGAGES BRITISH FRIGATES
OFF TARRYTOWN, NY, 16 JULY 1781***

A small detachment of a sergeant and twelve soldiers of the Soissonnais Regiment prevented British raiding parties from landing from two frigates to burn the stores at Tarrytown, New York. Troopers from Colonel Elisha Sheldon's 2nd Continental Light Dragoons supported the French and the two eighteen-pounder cannons that forced the ships out of range.



***THE LEGEND OF BISCUIT HILL: FRENCH SOLDIERS
SHARE THEIR BREAD, RICE CITY, RI, JUNE 1781***

Among the many fascinating stories connected with the movement of General Rochambeau's expédition particulière were events, encounters, and adventures that occurred along the way. Along a section of present-day Route 14 in Rhode Island near what is called Rice City, one of the more than 200 wagons that moved supplies and equipment broke an axle and dumped its contents all over the road. As the area was suffering its third year of drought and flour was in short supply, the French soldiers allowed nearby townspeople to collect most of the spilled biscuits that had been baked at Providence the day before. The area was henceforth called "Biscuit Hill," and a country lane nearby is still called Biscuit Hill Road.



FRENCH HOWITZER ON THE ROAD IN RHODE ISLAND, JUNE 1781

There were four regimental trains of artillery with some thirty cannons for the whole army. A regimental artillery train consisted of two 12-pounder cannons and four 4-pounder cannons (the battalion guns); two regiments also had one, and two regiments had two, howitzers. The howitzer and caisson shown here on present-day Route 14 are arriving in the early morning at one of the encampments. The artillery train always arrived either very late or very early in the morning because of very bad roads and the consequent damage to the gun carriages. In addition to the soldiers who operated the guns, the artillery train was supported by about fifteen foresters and engineers who cut branches, downed trees, and filled potholes. Every few miles the axles had to be packed with grease, mostly lard, for lubrication.



FRENCH AMPHIBIOUS OPERATION AGAINST FORT FRANKLIN, LLOYD'S POINT, LONG ISLAND, 12 JULY 1781

On 12 July 1781 some 200 French troops under the command of Colonel Baron d'Angély, originally left with the fleet at Newport as the main army began its march from Rhode Island, took part in the first actual contact with British forces at Fort Franklin on Lloyd's Neck in Huntington, Long Island, New York. Operating from the frigates, *Romulus* and *Gentille*, the *Ariel*, and the cutter, *Prudence*, under the command of Captain de La Villebrune, the force intended to burn supplies stored there, as the defenders were thought to be few—about fifty. However, the fort was heavily armed, the attack took place in the daylight, and a number of British cannons started to fire with grape-shot on the three French platoons preparing for the assault. Although the French far outnumbered the British, d'Angély decided to withdraw after losing four men.