

# French & Indian War Foundation

“PRESERVING AND INTERPRETING THE COLONIAL  
HISTORY OF VIRGINIA”

PO Box 751, Winchester, Virginia 22604

frenchandindianwarfoundation.org

Volume 7, Issue 1, February 2012

## 2011 ANNUAL MEETING REPORT

The French and Indian War Foundation hosted its 10th Annual Meeting on Nov. 13, 2011 at the Godfrey Miller Home in Winchester. This was free and open to the public.

Julia McCaul opened the meeting with comments on events of the past year. She introduced a special guest, Rita Woltz Beale, daughter of long time member Judge Robert Woltz. Committee reports followed:

Committee Reports were given, beginning with the Treasurer Report by Jim Shipp. Jim reported balances on hand and the status of the lease for the Baker-Hardy house.

Education and Outreach was presented by former board member David Look.

House and Grounds was presented by Linda Ross concerning the property at 419 N. Loudoun St. Jim Shipp is co-chair. At this time we have a tenant and are receiving regular monthly rent.

Membership Chairman Morgan Pierce has been developing a new membership data base to enable us to have a more up-to-date mailing capability.

Steve Resan gave a brief presentation of By-Law changes, highlighting a new rotating term schedule to have board members rotate within a three year cycle.

Introduction of two new board members, Scott Straub and Susan Emmart was followed by introduction of the Board: Carl Ekberg, Jim Shipp, Steve Resan, Linda Ross, Morgan Pierce, Norman Baker and Alan Morrison.

The annual Fort Loudoun Award was given by Mr. Norman Baker. This year the recipient was Mr. Charles Hall for his many years of hard work promoting the F&I War period. He was given a

plaque of appreciation



Our initial "Judge Robert Woltz" Award was presented by Jim Shipp to Dr. Carl Ekberg of Win-

chester, for his outstanding educational contributions to the F&I War period. He was given a silver gorget with the French Crest.

The initial "Leo Bernstein" Award was given in remembrance of Mr. Leo Bernstein, who was a huge history advocate and friend of our Foundation. This award went to Mr. David Holliday of Frederick County. Linda Ross spoke of his many contributions to our community and his love for the F&I War period. David joined our foundation as a Soldier, served on our board and has given relentless support in every way.

Our speaker, Norman Baker was introduced by Carl Ekberg, Norman gave a highlight version of the presentation made at the Jumonville Glen Conference earlier this year, more accurately defining the true route of Braddock's Road. Norman has personally walked or driven the areas on which he presented. A series of maps was given out so that those listening could follow more easily. Using an overlay technique, Norman has created these maps showing the path of Braddock's Road in relation to modern roads. This has been a time consuming research project, but one which has clarified the actual route and dispels several earlier locations.

We wish to thank Miss Morgan Deskins, a Handley High School junior, who helped us out at this meeting while receiving extra credit for History.



Public Invited! Please Join Us!

*French and Indian War Foundation  
& The George Washington Hotel*

*invite you to join us as we celebrate the  
280<sup>th</sup> Birthday of*

*Colonel George Washington*

*Wednesday, February 22, 2012*

*5:00 pm - until*

*George Washington Hotel Lounge*

*103 E. Piccadilly Street  
Winchester, Virginia*

*Cash Bar & Hors d'oeuvres  
Run Mojito's and French & Indian Martini's  
\$5 Drink Specials*

*Violin by Jane Casper*

*Colonel James Wood will be present!*

*Call 540-678-4700 for more information and questions*

*You may stay at the GW Hotel for \$76*



Annual Meeting

## 2012 Up-Coming Events

### February 22

Colonel George Washington Birthday Celebration

### March 24

Daniel Morgan Essay Competition Entry Deadline

### May 19

Fort Loudoun Day

### Fall

Bus Tour - Date to be announced

### November

Annual Meeting

## Fort Loudoun Award Recipient Charles Hall

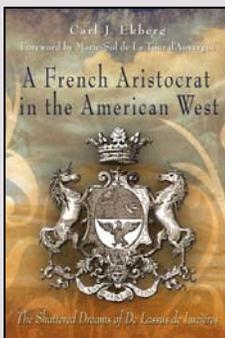


Charles Hall, proponent and activist in many historical realms, is likely best known for his long and dedicated service to The Fort Edwards Foundation,

committed to the preservation, protection, and interpretation of a French & Indian War settler's fort site in Capon Bridge (Hampshire County), West Virginia. Charles, a founding member in 1995, past president, and current member of the Board of Directors at Fort Edwards is active in the formation and growth of other historical endeavors, including Colonel Washington's Frontier Forts Association and the George Washington Frontier National Heritage Area. In February 2010, the state of West Virginia recognized Mr. Hall as a "West Virginia History Hero," for his many contributions to colonial Virginia historic preservation. Recently, Charles traveled to England where he investigated the origins of Thomas, Sixth Lord Fairfax and Earl of Cameron. He has since written extensively on Fairfax's English and Virginia ties, origins of place names in the colony, and historical relevance on the website of Fort Edwards at <http://www.fortedwards.org>.

## Looking for a good read?

Dr. Carl Ekberg is author of "A French Aristocrat" published in 2010. He resides in Winchester.



## Valley Pike

by Adrian O'Connor

### Scoop! Belestre in Winchester

As editor of The Star's opinion page, I seldom, if ever, experience the joy of a "scoop." Commentary, not "breaking news," is my thing.

Still, I'll take a scoop when I can get one — even if it's 255 years old. Which this one, courtesy of retired history professor Carl Ekberg, is.

Carl, who resides on Jefferson Street, emailed me late last year, with news, largely unreported over time, of one Francois-Louis Picoté de Belestre, ensign in the French Marines and scion of a storied French-Canadian military family.

Belestre, as Carl, who taught French history at Illinois State, discovered while researching a book on the early history of St. Louis, spent upwards of 15 months as a prisoner at Fort Loudoun.

Hmmm. St. Louis and Winchester are miles apart geographically, and light years removed in terms of history — or so it would seem. But in scouring the papers of Sir William Johnson, the British superintendent of Indian affairs in the Northern colonies, Carl, also a devoted member of the local French & Indian War Foundation, scanned the index for any mention of Winchester. There he found Belestre — and a great story.

Though a freshly minted ensign, Belestre, as Carl told me last month, was "just a kid" when he and a party of 12 French soldiers and 40 Indians sallied forth in mid-May 1757 from Fort Duquesne, site of present-day Pittsburgh, on a mission of early "terrorism."

Their destination: Fort Cumberland in what is now western Maryland. Their intent: to reconnoiter, set ambushes, take prisoners, and, in short, make general nuisances of themselves along the sparsely settled Virginia frontier.

He never made it back to Fort Duquesne. Somewhere between Fort Cumberland and the Forks of the Ohio, as Belestre later told inquisitors, the tables turned on him and his party, by then sans Indians who had left the column to seek "scalps and prisoners."

DR. CARL EKBERG  
IS A MEMBER OF OUR  
BOARD OF DIRECTORS

Reading through the lines of Belestre's account when questioned, he and his men walked into an ambush on May 30, in which five of their number (including two officers) died. Belestre himself was taken prisoner and sent to Fort Loudoun here in Winchester.

As Carl interjected (though not in these words), the kiddish Belestre sang like a bird on June 20, telling his interrogators — Edmund Atkyn, superintendent of Indian affairs in the South; George Croghan, Johnson's deputy; and Col. George Washington, post commander — all they wanted to know. No John McCain was he, said Carl with a laugh.

And what did he say? Among other things, that Fort Duquesne boasted but 300 in its garrison, only half of whom were regulars; that reinforcements had long been expected from Montreal, and that the French's Indian allies, numbering roughly 1,500, hailed from "more distant Nations" rather than those, by then neutral, who had previously engaged in such activities. It was a mother lode of information.

In time, which Carl pegs at more than a year since this "examination," Belestre left Fort Loudoun following a prisoner exchange and apparently rejoined his unit. In March 1762, he married Joachine Coulon de Villiers, also of a renowned military family. Her uncle — Joseph Coulon de Villiers, Sieur de Jumonville — as Carl noted, was the French officer slain at the hands of Washington's party in the engagement that ignited the French & Indian War.

By the late 1760s, Belestre and his wife were living in St. Louis where, Carl said, they are considered among the "first aristocracy" of the city that became the gateway to the American West.

There's the rub, you see. Carl knew of Belestre *prior* to that impromptu scan of the index to Johnson's papers. There he uncovered the French officer's unlikely, and little-known, link to Winchester. And therein lay my "scoop," some 255 years in the making.

Reprinted from The Winchester Star,  
February 8, 2012  
with permission from Adrian O'Connor,  
editorial page editor



*Special Insert Honoring Norman L. Baker's induction into the Virginia History Series **Hall of Fame.***

The following features part 1 of 3 inserts we will feature on Mr. Baker's recent research on Braddock's Road



## Braddock's Road

### *The Final Thrust*

*Fort Cumberland to the Monongahela  
A Definitive Mapping of Braddock's Route*

It was one of the most significant battles of the final French & Indian war. It was a disaster for British forces, awakening the people that it was an all-out war for America.

Braddock's Road, the army's path to that battle, is one of the best known icons of American history. The general course of that road has long been known. Yet, its near-precise physical identification has to a large degree eluded historians. There have been many narratives of the epic struggle of that small army's laborious trek through and beyond the inhabitants of Virginia, to the frontiers of Maryland and Pennsylvania, over a mainly untamed wilderness, to the brutal and bloody slaughter on the banks of the Monongahela.

Only a few writers have put aside the romantic telling of that struggle in order to concentrate on the tedious on-site exploration for the etching of the landscape of that historic path. When the precious and sometimes elusive signs have been eradicated or buried beneath the aftermath landmarks of modern development, some have found it convenient to rest on generalizations regarding the road's course. There has been much discourse, subsequent confusion, and only a few definitive conclusions.

More than 160 years ago, and almost a century after the ill-fated expedition, a fascinated student of the history of Braddock's Road, Thomas C. Atkinson, expressed concern for the confusion which attends the routes of celebrated expeditions after the lapse of years. He noted how the writers of the history of those routes resorted to copying from one writer to another until the only solution was to see the ground for himself. Atkinson foresaw "the time [was] coming when the road by which the unfortunate Braddock marched to his disastrous field [would] be invested with antiquarian interest, akin to that attending Hannibal's route..."

The predominate pioneers in identifying and preserving the route of Braddock's Road are Christopher Gist, Harry Gordon, Joseph Shippen, Jr., Thos. C. Atkinson, Neville B. Craig, Winthrop Sargent, James Veech, Archer Butler Hulbert, John Kennedy Lacock, and more recently, Paul A. W. Wallace, Walter S. Hough, Frank A. Cassell and Elizabeth W. Cassell, James V. Steeley, and Robert L. Bantz.

Sixty years after Atkinson, John Kennedy Lacock too decided it was time to take to the field to gain a more precise mapping of the road's remains. It has been a century since Lacock, whose principle tool of reference was Captain Robert Orme's Journal, published by Sargent, sought and walked traces of Braddock's Road. Orme, Braddock's aide, wrote his journal weeks after the battle. Lacock supplemented Orme's first-person, but meager definitive record, with bits and pieces of local records and histories, and the traditional histories of the residents and their farms, which he used as landmarks that at times are difficult to identify so many years removed. After the publication of Lacock's account of his research and in the last half of the past century, there were the discoveries of the journal of the batman of Captain Robert Cholmley, one of Braddock's vanguard officers, the journal of an unidentified British officer who also participated in the march and the battle, and the publication of Lieutenant Daniel Disney's orderly book of Sir Peter Halkett, Colonel of the 44<sup>th</sup> Regiment of Foot. These documents filled many of the voids and vagueness in Lacock's research, but, unfortunately, later researchers continued to rely heavily on Lacock in their search for the route of Braddock's army and the encampments. The result has been the incorrect locations of the road and encampment sites and the placement of historical markers. In the more recent years, researchers such as Bantz, Hough, Steeley and Wallace, have made significant strides in seeking to refine the route and encampments. In Virginia, Hough, and in Maryland, Bantz, have fathered a more precise mapping of the road. In Pennsylvania, Wallace and Steeley have contributed greatly to the approximation of some of the camps, while straight-lining the routes between their proposed encampments.

Significantly overlooked have been the original land records of the first settlers along the route of Braddock's march. Many of these settlers, within the first years following the end of the French and Indian war, were using the road to reach choice lands. Often the surveyors noted or depicted on the land grant surveys the presence of Braddock's Road. Lacock, only briefly and unsuccessfully, sampled this tedious and time consuming reviewing and plotting resource.

Also not to be overlooked is the realization that Braddock's Road was considered such an outstanding landmark a century before Lacock's research that public officials of the counties of Fayette and Westmoreland in Pennsylvania used it to divide their townships. Lacock learned, as he searched for the remnants of the road, that those township lines were often in the vicinity of the road. Like the compilers of a graph, the public officials laid out the district lines that represented the mean value of the road's course and its junction with familiar landmarks.

**Baker graduated from Indiana Institute of Technology with a Bachelor of Science in aerospace engineering. At Boeing, in Seattle, Washington, he was a development engineer on the Bomarc missile program. In October, 1955, he formally proposed the development of a space shuttle manned spacecraft very similar to the present spacecraft. He was later credited with coining the name of the "Space Shuttle." After a 40-year professional life as a writer, journalist, editor-in-chief and publisher in the fields of defense, military affairs, science and space, Norman retired from this vocation in 1996.**

**As part of his life-long love for the nation's history, Baker has been researching the American explorers and frontiersmen as well as the westward migration of our nation for five decades. A large portion of that study has been devoted to the French and Indian War and the Revolutionary War. He has compiled what is considered to be one of the most comprehensive studies identifying and locating the forts of the French and Indian War, extending from the shores of Lake Erie to North Carolina and their role in the defense of the frontiers.**

**Norman is the author of: Who's Who in Space (1965); Frontier Forts of Berkeley County (1999); French & Indian War in Frederick County, Virginia (2000); Valley of the Crooked Run: The History of a Frontier Road (2002); Braddock's Road. The Final Thrust (2011).**

It is Christopher Gist, "the General's guide," who provided a Rosetta stone to the current efforts to more precisely locate and map Braddock's Road and the encampments in Maryland and Pennsylvania. Gist, well known, but still an under-honored frontier leader, prepared the first official map of the expedition's route and encampments. One of the earliest explorers of Pennsylvania, Ohio, Kentucky and western Virginia, surveyor, and guide for George Washington, Gist prepared at least two drafts or maps of Braddock's route and encampment sites from Fort Cumberland to the battle on the Monongahela. One of the maps, signed by "Christopher Gist," recorded 122 miles from Fort Cumberland to Fort Duquesne. It has much less detail than the second map, which was signed: "The Draught of Genl. Braddocks Route towards Fort Duquesne as deliver'd to Capt. McKeller Engineer. By Christ. Gist The 15<sup>th</sup> of Sept. 1755," less than two months after the battle. The total distance on this map is 116 miles. To those experienced in the preparation and interpretation of maps, Gist's cartography provides an exciting, more precise narrative of the expedition. This was Gist's country. The route was Gist's neighborhood road that was intimately familiar to him. The waterways, the ridges and valleys were familiar landmarks. One only needs to compare Gist's map with other contemporary maps of that previously uncharted frontier to realize its immense value in providing details utilized in later cartography.

Harry Gordon, one of Braddock's engineers on the expedition responsible for supervising the conversion of the Indian trails into a military road, prepared an artistic topographical map of the route taken from Fort Cumberland to the battlefield. Suffering from a serious battle wound to his lower right arm that prevented him from using his drawing hand for an extended period of time, his delayed sketch relied to a great extent on Gist's earlier work. Gordon acknowledged: "The Courses of the Waters are taken from a Sketch of Mr. Gist's." He added that the road "being full of short windings," the "different Bearings" could not be expressed, but "the general Bearings are pretty just." Also, Gordon relied in the main on Gist for the location and identification of the encampment sites and the mileage between encampments.

This study is the quest, from the field, the archives, and air and space reconnaissance, for a more definitive mapping of the route of Braddock's army and the sites of its encampments. The encampments are highlighted, first, by the identifications used by Gist and, second, by Gordon in the preparation of their maps. There were 20 encampments between Fort Cumberland and the Monongahela. This study outlines briefly the first four encampments during the deployment from Fort Cumberland to the Little Meadows. It is principally concerned with the specifics from Camp 4, at the Little Meadows, through Camp 20, in present White Oak/McKeesport, Pennsylvania. This march, ending northwest of the mouth of Turtle Creek on the Monongahela, represents the final thrust of Braddock's expedition. At Little Meadows, about 21.5 miles from Fort Cumberland, Braddock had completed the gathering of his army and its reorganization into two divisions, an assault force and a reserve/supply detachment. There were many other encampments of the expedition, which began weeks earlier in April, when Braddock's army left Alexandria, Virginia, marching through Virginia and Maryland toward Fort Cumberland and, finally, to the Little Meadows.

Over a period of 13 days, from May 29 to June 10, Braddock deployed his army from Fort Cumberland. An advance party of 600 men and two engineers, commanded by Major Russell Chapman, with the objective of opening the road and preparing a forward base at Little Meadows, marched on May 29. The difficulties encountered in upgrading the trail west over Haystack (Will's) Mountain through Sandy Gap led to the decision to take the rest of the army through The Narrows of Will's Creek. The remainder of the army marched from Fort Cumberland June 8-10, encamping on a southwest branch of Will's Creek now

known as Braddock Run. The camp was about five miles from the fort, identified by Gist as the Grove Camp, in the present community of Allegany Grove. Orme identified it as the Spendelow camp, for the naval engineer Lieutenant Spendelow who discovered the narrows route as an alternative to the more difficult Sandy Gap route. The Sandy Gap route left Fort Cumberland by present Washington Street in Cumberland, Maryland, and followed the contours of the ridge to present Fayette Street, past the Rose Hill Cemetery to Camden Avenue. Following Camden Avenue to its end on the side of the mountain, it continued through the housing developments beyond, now crossed by Seton Drive and Seneca Avenue until it reached present Highway 49, identified as Braddock Road, a short distance east of Sandy Gap.

The advance party forged ahead opening the road to Little Meadows, reaching the site on June 5. The troops began the next day clearing the camp site and building a shelter for the provisions. On June 9, they began constructing a breastwork of trees cut during the clearing of the camp. The main body of the army back at the Grove Camp tightened the extent of its forces from front to rear to less than half a mile. On June 13, the army departed for its second camp, almost 6 miles distant, at "Martin's Plantation," the George's Creek camp, on the head branches of that creek in the present environs of Frostburg, Maryland. Staying close to Braddock Run, crossing it four times before turning southwest on the Flaggy Run branch at present Clarysville, the road made a right angle turn beyond present Hoffman to the encampment site at Grahamtown within Frostburg. Here, the main body was halted to rest the men and the horses.

On the 15<sup>th</sup> the army crossed the head branch of the main fork of George's Creek, ascended the ridge on the southeast edge of the Frostburg State University, before crossing the Sand Spring Run branch of George's Creek. For the next two miles the troops labored up the sometimes "extremely steep" east slope of Big Savage Mountain, only to be confronted with a "very rugged and almost perpendicular" west slope that demolished three wagons and shattered several more. The army crossed the Savage River at the base of the mountain and made its third encampment from Fort Cumberland above the west side of the Carey Run branch of the river. The First Brigade encamped still farther northwest, about three miles from the river, where Braddock's Road crosses the National Road (Highway 40), about 0.89-mile west of the present Mt. Zion Church. During this day's march, the army sometimes was extended for 4 to 5 miles. The First Brigade of the army reached the Little Meadows on June 16, but the Second Brigade did not arrive until the 17<sup>th</sup> and 18<sup>th</sup>, after marching through the extensive pine forest, known as the "Shades of Death", followed about a mile beyond by a "bogg", north of the present hamlet of Piney Grove, that required much work to make passable.\*

## Little Meadows to Great Crossings

'Laurel Camp' to 'Bare Camp' to 'Lick near big crossing'  
'Laurel Swamp' to 'Bear Camp' to 'Middle Crossing'

### Camp 4 to Camp 7

The vanguard of the final thrust of the campaign began on June 18, 1755, when an advance and pioneer road-clearing detachment of 400 men left the base camp at the Little Meadows, about three miles east of present Grantsville, Maryland. The following day, the General departed the camp, the fourth camp since leaving Fort Cumberland, leading the flying column of his now divided army. Camp was made that night at "Laurel Run," or "Laurel Swamp," in the valley between Big Shade and Little Shade runs. On June 20, ten days after the final contingent of Braddock's soldiers departed from Fort Cumberland, the last encampment in Maryland was reached. Gist called it the "Bare Camp;" the military recorded it as the "Bear Camp."

The army remained in the camp for three days while the advance and pioneer detachments extended the road over the north branch of Mill Run and the pass over the Winding Ridge. The road from this point began a pronounced northward bent as it crossed from Maryland into Pennsylvania. The next encampment was on the north side and near the mouth of a branch that became known as Braddock's Run, on the east side of the Youghiogheny River, at the fording known as the Great Crossings. Gist identified the camp as the "Lick near big crossing," while Orme dubbed it "Squaw's fort." En-

Baker is recipient of the Golden Owl award of the National Press Club, the Life Membership Award of the National Space Club as a founder and past President, the Stewart Bell Jr. Award for "Achievement in the Field of Historical Literature," the Shenandoah University President's Award for "Outstanding Service in Community History," the Fort Loudoun Award for "Outstanding Contribution to the Preservation of our French & Indian War Heritage," and the Indiana Institute of Technology's "Order of the Silver Slide Rule Award" for Outstanding Service



gineer Gordon recorded it as the “Middle Crossing.”

The distances recorded by the source participants between Little Meadows, the Laurel Run camp, the Bear Camp, and the “Lick near big crossing,” or “Squaw’s fort,” provides only a brief consensus of agreement. Gist and Orme estimated four miles between Little Meadows and the Laurel Run camp. The actual distance is 4.5 miles. Their estimates also agree on 19 miles for the total distance between Little Meadows and the Great Crossings of the Youghiogheny. The computed distance is 17.68 miles. However, Orme listed 9 miles from the Laurel Run camp to Bear Camp; Gist recorded 7 miles, close to the 7.7 miles between the two camps.

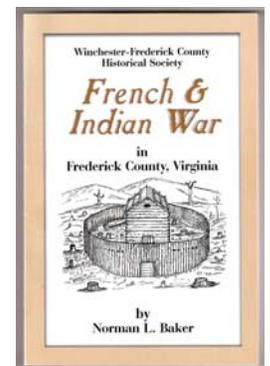
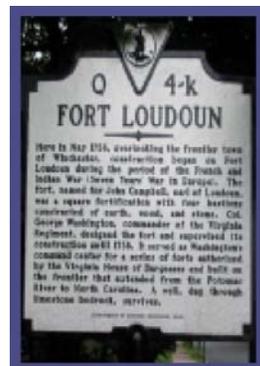
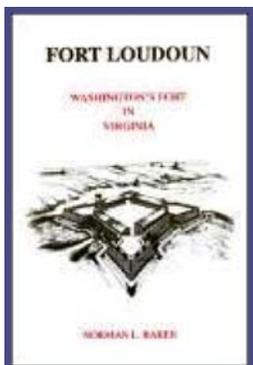
While Orme miscalculated the mileage between Laurel Run and Bear Camp by more than a mile, Gist committed a similar singular error in calculating the distance between Bear Camp and the camp on the east side of the Great Crossings of the Youghiogheny. He recorded 8 miles between the two encampments, which would have extended the course more than two miles west of the Youghiogheny. Orme wrote that the march from Bear Camp to the “Squaw’s fort” was “about six miles of very bad road.” The actual distance is 5.53 miles. It is starkly evident that the listing on Gist’s map was an error and should also have read six miles, instead of eight.

It was indeed a “very bad road,” northwest from the heights of Winding Ridge and down into the stream-washed valley of Braddock’s Run, to its mouth on the Youghiogheny. The upper ridge is covered with a profusion of rocks and boulders that had to be avoided or moved. Gordon noted there were lots of rubble, “with a few hard pinches.” The road descended into the head of a valley, drained by the stream now known as Chub Run, and ascended the next ridge at the head of Braddock’s Run. The road stayed with the north side of the run to its mouth, a section Gordon described as a defile.

It was a far different course than the one plotted by Lacock, who traced a course about 1.5 miles farther to the north. Lacock, possibly influenced by the misidentification in the early 19<sup>th</sup> century, of segments of the new National Road as “Braddock’s Road,” had the army’s trace swinging north to and through the present Addison, Pennsylvania, community. After, moving through the Addison area, Lacock had his course of the road swing about 90 degrees south to join Braddock’s Run near the mouth of the north branch of the run close to the site of the river encampment. It was a deviant course which no primary Indian trail could be expected to take.

Lacock indicated that he was aware that the course he had selected might not be the right one. In a footnote, he acknowledged that a survey of a tract of land in 1788, to the south of Addison, depicted a road identified as “Braddock’s Old Road.” This discovery, he wrote, “recently made, necessitates a further examination of the ground in order, if possible, to determine the exact location of the road between the state line [with Maryland] and the Youghiogheny.” The survey was for a grant of land to Conrad Wable at the head of Braddock’s Run and in the Chub Run valley. There is no indication that Lacock furthered his examination or attempted to correct his course of the road.

Gist’s map depicts the road following the north side of Braddock’s Run, from the head branch of the run to the encampment site west of the mouth of the north branch on the east bank of the Youghiogheny. The trace of that road, from Wable’s land grant, west down Hileman’s Lane, to the head branch of Braddock’s Run, and along the north side of the run to its mouth on the Youghiogheny, can still be followed. This section of Braddock’s Road apparently continued to be a main artery of travel until the opening of a road through Addison, and finally the building of the National Road early in the 19<sup>th</sup> century. This is illustrated in surveys at the Great Crossings of the Youghiogheny in 1769, 14 years after the passage of Braddock’s army. These surveys show distinctly Braddock’s Road crossing the river at the mouth of Braddock’s Run and proceeding north down the west side of the Youghiogheny, before turning west on Hall Run.

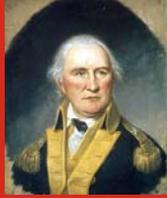


# FOCUS ON EDUCATION AND OUTREACH

## EDUCATION AND OUTREACH COMMITTEE UPDATE

### Essay Competition

To stimulate interest in the Colonial period on the Virginia frontier, the French and Indian War Foundation has established an *Essay Competition* with funds provided by an anonymous donor.



**Daniel Morgan** is the topic of the competition and the cash prize is \$500.00. Submissions may expound on Morgan's life and times, but must also include some mention of French and Indian War Era events (pre-1776). The submission deadline is March 24, 2012. The competition is open to public high school students at Handley, Sherando, Millbrook and James Woods High Schools in Winchester and Frederick County, Virginia (grades 9-12).

Papers will be reviewed by a committee of judges for accuracy, thoroughness, originality, and composition. The winning paper will be presented at Fort Loudoun Day: May 19, 2012.

For more information email [FIWFessay@comcast.net](mailto:FIWFessay@comcast.net) or visit our website [www.frenchandindianwarfoundation.com](http://www.frenchandindianwarfoundation.com).

## MEMBERSHIP

YES, I wish to become a member of the French and Indian War Foundation and play an important role in supporting the educational goals and preservation of the sites associated with this conflict on the American frontier.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_

E-MAIL \_\_\_\_\_

### Annual Dues

- |                          |                     |        |
|--------------------------|---------------------|--------|
| <input type="checkbox"/> | Student             | \$ 15  |
| <input type="checkbox"/> | Individual / Family | \$ 30  |
| <input type="checkbox"/> | Patron              | \$ 100 |
| <input type="checkbox"/> | Sustaining          | \$ 250 |
| <input type="checkbox"/> | Benefactor          | \$ 500 |

### 100 Soldiers—Lifetime Memberships

- |                          |         |           |
|--------------------------|---------|-----------|
| <input type="checkbox"/> | Soldier | \$ 1,000  |
| <input type="checkbox"/> | Captain | \$ 5,000  |
| <input type="checkbox"/> | Colonel | \$ 10,000 |

### Mission

*"The French and Indian War Foundation preserves and interprets the colonial history of the Virginia frontier."*

### Goals

- Raise public awareness about the war and its consequences through public lectures and tours, as well as publication in the media.
- Collect and conserve primary documents relating to the war.
- Identify, document, preserve and interpret French and Indian War era landmarks in the backcountry of the mid-Atlantic colonies.
- Cooperate with privately and publicly owned French and Indian War fort sites in research, promotion and preservation activities.

*We encourage high school and college History students to participate with all activities.*

- I will volunteer my services
- I would like to make a Donation \_\_\_\_\_

Please forward this form to:

**The French and Indian War Foundation**

**P.O. Box 751  
Winchester, VA 22604  
(540) 665-2046**

[www.frenchandindianwarfoundation.org](http://www.frenchandindianwarfoundation.org)

## THE 2012 BOARD

Board meetings are the 1<sup>st</sup> Tuesday of each month at 5:30 pm.

**President**, Linda Q. Ross  
**Vice President**, Morgan Pierce  
**Treasurer**, Jim Shipp  
**Secretary**, Alan Morrison  
**Historian**, Norman Baker  
Dr. Carl Ekberg  
Susan Emmart  
Steve Resan  
Scott Straub

### Committee Chairs

**Education & Outreach**, Scott Straub, & Susan Emmart  
**Membership**, Morgan Pierce  
**Finance**, Jim Shipp  
**Development/Fundraising**, Our Board  
**Building & Grounds**, Jim Shipp & Linda Ross

### Call for Committee Members!

If you have ideas, time or resources we need your help. If you could serve on any of the above committees, please call Linda Ross at 665-2046.

**Renewal Notices will go out to ALL members this month.**

### Welcome New Board Members

#### Susan Emmart

Susan resides in Winchester and is a Graduate of Penn. State. She and husband, Jim have has two grown children, a son in Winchester and a daughter in California. Susan enjoys research, particularly of the 18th Century.

#### Scott Straub

Scott is from Va. Beach, went to Va. Wesleyan College. He is a retired Air Traffic Controller and works as Air Traffic Instructor. He has been married for 21 years; with 2 daughters and 2 grandsons. Scott is working on his genealogy and hopes to help promote awareness of Winchester's rich history, particularly as it pertains to Daniel Morgan and his Dutch Mess.

# Fort Loudoun Day

Saturday May 19, 2012  
at Fort Loudoun



We are pleased to announce our speaker will be  
Dr. Jack McAllister of Winchester.

Topic is Daniel Morgan

Invitations will be mailed and posted on our website along with  
the schedule of events

Fort Loudoun Tours will begin at 10 am

This is a free event and all are welcome!

**SAVE THE DATE!**

*„Preserving and Interpreting the  
Colonial History of the Virginia Frontier”*

frenchandindianwarfoundation.org

Winchester, VA 22604

French and Indian War Foundation

