



At a Crown Point Road landmark in Proctor.

Elaine Purdy

*Thanks Elaine, for all you do for the
Crown Point Road Association.*

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Guide to the Crown Point Road Its History and Markers

- 1759 Initial late Fall work, including a branch to Ft. Ticonderoga
- 1760 Improvements at SE end by N.H. troops under Goff, including some route relocations
- Immediate corner cuttings and grade improvements by users
- 1776 Connection of Mt. Independence, via Hubbardton, to new bridge below the falls at Center Rutland giving access to Ft. Ranger, Vermont militia headquarters; plus other road building supplementing the CPR route, e.g., in Plymouth, etc.
- Subsequent establishment of branches (for instance, to the East of Otter Creek from Rutland to Pitt's Ford, which allowed rejoining the CPR) and relocations, and, as dictated by settlement patterns over time, the abandonment of various original sections of the CPR, which were thereupon dropped from the growing network of town roads
- NW Termini: Crown Point Fort and Ft. Ticonderoga, both on the N.Y. side of Lake Champlain
- SE Terminal: Fort # 4, Charlestown, N.H., at the upper end of the Great Meadows on the East side of Connecticut River

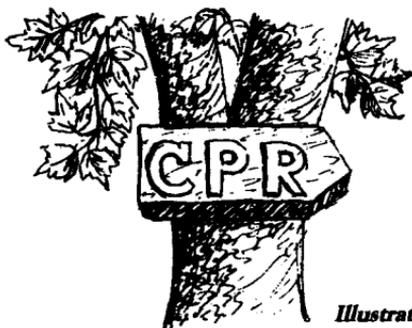


Illustration by Peg Armitage (1965)

Map base: U.S.G.S. topographic sheets for New Hampshire
Vt. Transportation Agency county sheets for Vermont

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Cover Photo: Lt. Col. Joseph Wait Monument (Marker #41) in Clarendon



Marker No. 10, on the Barlow Road in Springfield

Crown Point Road Association

...in recent times

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The Crown Point Road Association is an organization devoted to promoting interest in the Crown Point Road and preserving all information and historical materials relating to it. Membership in the Association is open to all interested. For information concerning the Crown Point Road Association, or for additional copies of this booklet, Check our website: www.crownpointroad.org. Dues should be sent to:

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51 Eden Ave.

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Student/Senior	\$3.00
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Key

Abbreviations used in the marker-to-marker directions that follow:

“continue”	proceed relatively straight ahead in same direction
“continuation”	next direction after arriving at a marker
“go”	proceed with distinct change of direction
rd	road
jc	junction
T-jc	T-junction, i.e., road off at about a right angle; thus T or \vdash or \dashv or \perp
Y-jc	Y-junction, i.e., road off at appreciably more or less than a right angle; thus Y or \prec or \succ or \wedge
X-rd, X-rds	crossroad(s); thus \times or $+$
N, E, S, W	North, East, South, West
NE, SE, SW, NW	northeast, southeast, etc.
NNE, ENE, ESE, etc.	north northeast, east northeast, etc.
Nd, Ed, Sd, Wd, and etc.	northward, eastward . . . northeastward, and etc.
Ny, Ey, Sy, Wy, and etc.	northerly, easterly . . . northeasterly, and etc.

PLAN of the *FORT* and
FORTRESSES at *CROWN POINT*
 with their *ENVIRONS*.

with the Disposition of the English Army and
 the Command of Gen Amherst encamp'd there

REFERENCES

- A The Grand Fort
 - B The Grand Fort and surrounding
 - C Light Infantry of Reg^t L
 - D Light Infantry of Reg^t S
 - E A temporary Detach^t of the Grand
 - F The Grand Detach^t of the Grand
 - G Another Detach^t of the Grand
 - H A spot for an intended Detach^t
 - I An intended Harbour
 - K The French Fort
 - L Another Detach^t of the Grand
 - M The Garden
 - N A house out thro' the Wood
 - NO Another out gate or passage
- See also the Plan of the
 Fortification of this place

Scale in Furlongs to a Inch

FOR DEPOSIT
 FEB 10 1907
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McPike

The Way to Chandernagore

Note:
Crown Point Road
begins here →

(Reproduced from the original Marker Booklet of 1965)

Early Investigators of the Crown Point Road



Phyllis and Hubert Humphreys

The Humphreys, of West Rutland, Vermont, were early investigators of the Crown Point Road and among the founding members of the Crown Point Road Association.



Beverly Cyr

Early investigator of the Crown Point Road and, with her husband Norman, among the earliest members of the Crown Point Road Association.



Miss Flora B. Weeks

The 1992 edition of CPR Marker Booklet was dedicated to Miss Flora B. Weeks, an early prime mover of interest in the Crown Point Road, one of the founders of the CPRA in August 1958 and for years the CPRA's archivist-historian



Albert L. Ransom

Most of the new information incorporated into the 1992 Edition (1st printing) came from the energetic research by Albert L. Ransom. He continued to find additional data, so it was especially fitting to dedicate the second (1999) printing, to him.

Also Sanborn Partridge

see page v - Acknowledgments



**GEN. LOCATION
CROWN PT. RD. &
BRANCHES**



BOWLES'S
NEW POCKET MAP
 OF
THE MOST INHERITED PART OF
NEW ENGLAND;
 comprehending the Provinces of
MASSACHUSETTS BAY
AND
NEW HAMPSHIRE;
 with the Colonies of
CONNECTICUT & RHODE ISLAND;
DIVIDED into their COUNTIES,
Townships, &c.

Together with an Accurate Plan of
 the Town, Harbour and Environs
 of **BOSTON.**

Printed for the Physician **CARINGTON BOWLES,**
 N^o 69 in St. Pauls Church Yard.
 LONDON: 1780.

According to the latest surveys this
 is about 50 Miles distant from
 the Mouth of the River
 of the White Hills

This line extends Northward
 to the 46th Degree of Latitude

THE CROWN POINT ROAD

Introduction

by Martin J. Howe

Across the state of Vermont a chain of markers stretches from the banks of the Connecticut River to the shore of Lake Champlain. Erected at different times, by different people, and made of different materials—granite, marble, stone, wood, metal—the markers have one thing in common; they mark the route of the old Crown Point Military Road.

Built in 1759–60, during the French and Indian War, the Crown Point Road was of great importance in the early history of Vermont. It was ordered constructed by General Jeffrey Amherst following his capture of the French forts at Ticonderoga and Crown Point. Its purpose was to connect the great stone fortress at Crown Point, then being built, with Fort No. 4, now Charlestown, New Hampshire. There was a suitable branch nearly straight West to Fort Ticonderoga.

This military road was of prime importance in the plans of General Amherst. The new fort at Crown Point was to be a strong point in the defense of the colonies, and a jumping off point in the campaign against the French in Canada. The new road to No. 4, then the northernmost outpost in the Connecticut River valley, would serve to bring much needed supplies to the fort at Crown Point, as well as troops from New Hampshire, Massachusetts, Rhode Island and Connecticut.

The road, although a poor one by today's standards, was built well enough to serve its purpose. Portions of the road were graded, trees were cut, stumps removed, bridges and causeways were built, and corduroy sections were laid in swampy areas. Over this road, in the 1760 campaign, passed colonial troops with supplies, munitions, cattle and sheep for the support of the army at Crown Point.

The Crown Point Road was again used for military purposes during the Revolution, when troops and supplies were sent over the road from Fort No. 4 to support the American position at Ticonderoga.

But perhaps the road's most lasting contribution to Vermont's history was its use by settlers in the period between the French and Indian War and the Revolution. The road opened a large area of

Vermont for settlement and, with the defeat of the French and the lessening danger from Indian raids, settlers were soon traveling the Crown Point Road and building their homes in the valleys and on the hillsides of Vermont.

The Crown Point Road, crossing the state of Vermont and connecting points in New York and New Hampshire could well be called Vermont's first interstate highway. Although crude and rough and steep in many places it was, nevertheless, for many years, the chief road between the Connecticut River and Lake Champlain.

The Crown Point Road of today has changed greatly from the days of John Stark, Robert Rogers, John Hawks, and John Goffe. Much of the road has disappeared entirely, reclaimed by the forest. Other parts have been plowed under or bulldozed away to meet the needs of the expanding population of the nineteenth and twentieth centuries. Some sections of the road are marked and can be followed as trails, while the other sections are barely discernible paths through the woods, marked only by the lilac-fringed cellar holes and stone walls of abandoned farms. A few short stretches of the old military road are still in use as town roads.

Over the years, relics of the past have been found along the Crown Point Road and in the encampment areas. At the intersection of the Crown Point Road and Interstate 91 in Springfield, a section of corduroy road was uncovered in 1965 during the construction of the interstate highway. The logs, cut and placed side by side to facilitate passage through a swampy area, were well preserved after 200 years.

Interest in the old Crown Point Road has been evident for many years. In the latter part of the 19th century several markers were placed by individuals to mark the route of the road. These supplemented the original milestones set by the builders of the road. Only two of these original markers, both in Weathersfield, now remain.

The Daughters of the American Revolution performed a valuable service in the period 1909-1914 when they were instrumental in placing a number of granite markers in many towns along the route of the Crown Point Road. At about the same time, additional markers of the same size and material were erected by several of the towns along the road. These markers were placed on traveled highways at points where the highways intersected the Crown Point Road or at points as near as possible to the Crown Point Road. On many of these markers an arrow engraved on top indicates the general direction of the Crown Point Road. These arrows are not reliable in all

cases as several of the markers have been moved from their original position because of road construction.

Interest in the Crown Point Road remains high at the present time. The Crown Point Road Association has erected several markers along the route of the old road, and plans to erect additional markers in the future. These markers will mark not only the Crown Point Road, but also will indicate points of interest along the road.

Possibly the reason the Crown Point Road has held the interest of so many for so long a time is that it is more than a hiking trail, and more than "just another old road." It is a link to history—an 85-mile monument to the memory of the soldiers and early settlers who opened the wilderness of Vermont. Through woods, across meadows and upland pastures, around ledges, and over mountains and streams, the Crown Point Road brought men and supplies to the armies at Lake Champlain. Over the same road, sick, wounded, tired soldiers returned to their homes after the campaigns, leaving many of their comrades at Montreal, Valcour, Crown Point and Ticonderoga.

It is this closeness to history, together with the natural beauty of the back country of Vermont, that gives the Crown Point Road its appeal.



This section of the Crown Point Road and its stone supports survive in Proctor

CROWN POINT ROAD HISTORY

In 1759 a "New Road"

by Flora B. Weeks

In 1744 a few English settlers, in great danger, because of their exposed frontier location, built a fort on the Connecticut River in Township Number Four, now Charlestown, New Hampshire. War between the English colonies and the French and Indians was in progress. By July, 1759, the English, with General Jeffrey Amherst as their Commander-in-Chief, were closing in on Canada and had taken the French forts on Lake Champlain. The French had called them St. Frederic and Carillon, but the English renamed them Crown Point and Ticonderoga, respectively. To maintain these newly won posts with more than the single supply line back to the Hudson River valley and Albany a direct route to Southern New England was desired. Fort Number Four, named for the town of its location on the Connecticut River, already had the necessary highway and water connections to the South.

General Amherst, anxious to get equipment, cattle, and other food in the shortest possible time, ordered Major Robert Rogers, on August 8, 1759, to send Captain John Stark (later of Bennington Battle fame) to mark and cut a road to Fort Number Four.¹ Two hundred Rangers were sent the same day. The road was to go in the most "direct line possible" across the mountains and rivers of Vermont. Captain Stark came back to Crown Point on September 8 or 9, reporting that the road "measured 77 miles and one half" . . . still pretty accurate today.²

In a letter of August 10 from General Amherst to Commissary Leake mention is made of Crown Point, Ticonderoga, Fort #4, and the road to connect them.³ The letter from General Amherst to Major Hawks, dated October 26, 1759, contains the orders for improving the road which had been "marked and cutt" and is so fascinating that it is reproduced now in part.⁴

1. Major Rogers, Robert, *Journal*, page 104. Published in 1961.
2. Amherst, Jeffrey, *Journal*, for August 8 and 10, 1759. Edited by James Clarence Webster, 1931.
3. *Ibid.*, for September 9, 1759.
4. *Ibid.*, page 184, in Amherst Papers, Vol. 81, Folio 89. Copy courtesy of Albert L. Ransom.

"To Major Hawk of the Massachusetts's Forces
and Coll. Ruggle's first Battalion

"Whereas nothing contributes more to the wealth & prosperity of a country than free and open Communications to and from it on all sides and that by our present possession of Ticonderoga and Crown Point, a Direct road from hence into New England by No. 4 must prove of the greatest advantages to the Inhabitants and settlers of the latter particularly those of the Provinces of the Massachusetts Bay and New Hampshire; I have accordingly for the mutual benefit of the whole, as well as that of the Garrisons of Crown Point & Ticonderoga, caused a Road to be marked and cutt from hence to No. 4, and in order that the same may become known to and frequented by the people of New England, as well as to save their troops a long and tedious march, I have resolved to send these last home by this new road, and that they may meet with less fatigue and difficulties than are common to new roads in an uncultivated country, I propose to have the same entirely cleared, straightened and widened, and, as I am convinced that no one is more equal to the task than yourself and that from your love for your Country and zeal for the common cause You will exert Yourself to the utmost to carry this good Design into Execution in the best manner possible, I do hereby Repose that trust and confidence in You.

"You will accordingly take upon You the Command of the party appointed for that purpose by last night's orders, and with them proceed to the Entrance [? entrance] of the said New Road from hence which you will carry out in the most Direct Line possible to No. 4, clearing the forrest all the way you go and widening it in every part to at least Twenty feet and, wherever it may be necessary to lay any bridges across, you will lay them sufficiently strong to bear carriages.

"You will also at every fifteen miles distance cause log'd fences to be put up for harboring and keeping together the cattle that will be drove through that road for the use of the troops.

"And that nothing may retard you in this so necessary and essential work or that your party may not be so bothered, they are to leave their arms behind them and I send you Lieut. Small of the Royal Highland Regiment [also known as the Black Watch Regiment] with a party of thirty armed men of the Regulars not only to guard and serve you but to be aiding and assisting to you in every thing that you shall require of him for the good of the frontier."

General Amherst's letter added:

"When your work is quite compleated and finished in the manner before mentioned You may then Dismiss Your party at No. 4 where Lieut Small will order them provisions sufficient to carry them to the Inhabited Country or farther if the men chuse it but if from thence they had rather have four pences in lieu of provisions they shall receive the same from him for so many days as at a moderate march will take the Massachusett to go to Worcester, the Connecticut to Hartford and the Rhode Islanders to Providence."

There is a tradition that General Amherst laid a ruler on the map and said, "This is where the road should go." Another version has been reported by the late Mrs. Mary Smith of Shrewsbury, Vermont, who remembered it as "He laid his sword on the map and said, 'The road shall go between these two points.'"

See the frontispiece (pp. x & xi) of this book for a reproduction of the map made in 1759 for General Amherst. This shows that the northern end of the Crown Point Road in Vermont was not at Chimney Point (then as now essentially an island) directly across from the Fort, but a little further south in today's Town of Bridport. The Crown Point Road Association dedicated marble Marker #62 in 1964 on Vermont Route #125 near that starting point.

The road-building was begun again on October 27, 1759, as Major Hawks and about 250 men started on the "New Road" to go to Fort No. 4.

Extracts from Robert Webster's *Journal* by Mary Fletcher Charlton⁵ give sketchy details of the men's activities, mainly building bridges, until they reached Otter Creek on November 5, for Webster says of November 6 "Our bread is just gone . . . Yesterday we came to Otter Creek and are there still. We are very hungry." They had built eight or nine bridges. Besides the scarcity of bread, there was sickness and desertion . . . altogether a tough season and time for the men to be building a road.

They continued along beside Otter Creek, and on November 8 they made a footbridge over the river. They left the Otter Creek area on November 10. The *Journal* continued to describe the weather and the food of Nov. 10 "One biscuit for four men" . . . Nov. 12 "One biscuit for one man . . . We have nice weather and hungry bellies" . . . Nov. 13 "Encamped on the road. It hasn't pleased the Major to give us any meat yesterday or today as yet, so we lay still at present. This day at twelve o'clock they gave us two days allowance of beef, so we went to work then and felt better." Nov. 14 "On the road . . . This day the sick that came by for No. 4 overtook us." Nov. 15 ". . . rained moderate in the morning. We had a severe shower last night." Nov. 16 "This morning we went to work and had nothing to eat . . . arrived at No. 4 and we ate supper of beef and turnips."

Doesn't seem like much work could have been accomplished in

5. Webster, Robert, *Journal*. Extracts edited by Mary Fletcher Charlton in *Proceedings of the Vermont Historical Society*, December 1931, pp. 173 ff.

those last six days! Perhaps a peek at the original of Webster's journal would tell more.

Because Captain John Stark in the fall of 1759 was the acting Commander at Crown Point, while Robert Rogers was away on the mission to destroy the Indian settlement at St. Francis in Canada, his responsibilities at the Fort kept him from taking further part with Major Hawks in the actual building of the Crown Point Road.⁶

Hilkiah Grout, a relative of Major Hawks, is reported to have said "A regiment was sent to make this road in 1760. . . . made a good cart and carriage road [from Connecticut River] to Cavendish, stopping at a brook which was called 'Twenty Mile Brook', being that distance from No. 4 and a name it retains to this day, that when completed so far, Montreal was taken and the work on the road discontinued, that the year before his mother's uncle, John Hawks, and General Stark had made a road to Crown Point from No. 4 good enough for foot travel; this road was long known as Hawks and Stark's road."⁷

The field notes and a map of William Cockburn's made before 1770 depicts the crossing of Otter Creek in the Town of Clarendon.⁸ Lieutenant Small's letter to General Amherst of April 9, 1761, also confirms this.⁹ Another letter of Lieutenant Small in November, 1759, refers to the Rangers' ferry and a bridge made for footmen.¹⁰ The foot bridge was 37 miles from No. 4 according to the diary of Lt. William Henshaw noted November 20, 1759.¹¹

6. Loescher, Burt G., *Genesis of Rogers Rangers: The First Green Berets*, p. 65

7. Hall, Henry, *Historical Notes*, Ms. at the Vermont Historical Society. The quotation is interesting as Hilkiah Grout called his mother's uncle "John Hawks" and not "Zadock" as used by several authors. The *History of Deerfield* by Sheldon shows the name as "John Hawks." Indeed, Major Hawks's name was "John" in all the original records examined to the present time, so why "Zadock" got used is unknown.

8. Cockburn, William, *1767 Map*, unpublished. Copy courtesy of Albert L. Ransom.

9. Lieutenant Small, John, *Letter to General Amherst*, April 9, 1761. Copy courtesy of Historian at the Crown Point Site, via archives at Ottawa, Canada.

10. Webster, Robert, *Journal*. Extracts edited by Mary Fletcher Charlton in *Proceedings of the Vermont Historical Society*, December 1931, p. 174, for Nov. 8, 1759.

11. Lieutenant Henshaw, William, *Diary*, American Antiquarian Society, 1904, p. 253 for November 20, 1759.

Since one of the reasons for building the Crown Point Road was to move cattle to the forts on Lake Champlain, it is interesting to note that, in the summer of 1759, five droves of cattle of about 80 head in each case came through Fort No. 4, making an overnight stop before crossing the Connecticut River and plodding on to Crown Point.¹²

The Windsor County History by Lewis Cass Aldrich and Frank A. Holmes, 1891, says: "The road was built in forty-four days to the Green Mountains and Simon Stevens marked the first tree. The block-house, also the land adjoining, and two of the King's boats used as a ferry, were given by General Amherst to Lexford Goodwin as early as 1760 in payment for his carrying a packet from him [General Amherst] to General Murray at Quebec. In 1826 most of the Crown Point Road was discontinued in Springfield."¹³ That last often happened when later settlement and development patterns did not adhere to the "Old Road."

Notwithstanding the general orders about the road, including the specification that bridges were to be built strong enough to bear carriages, complaints about the road were soon received. In December, 1759, Major Willard (of Colonel Willard's regiment) and Captain Willard (of Brigadier Ruggles's regiment) were sent to search out "a way suitable for carriages."¹⁴ Major Willard was said to have made a sketch of his survey, covering about one third of the distance to Crown Point. Sure would like to see it!

In the spring and summer of 1760 the troops from the New England colonies were ordered to Crown Point to join Colonel Haviland, who was in command there. The plan was to mount an expedition against the French in Canada.

A New Hampshire regiment of approximately 800 men under Colonel John Goffe, while on their way to Crown Point, were to "cut over anew"¹⁵ and make a better road. They first built a blockhouse on the Vermont bank of the Connecticut River about two miles above Fort No. 4.¹⁶ The soldiers were allotted various

12. Heywood, William (Col.) *Diary 1758-1760*, unpublished. Copy courtesy of the New York Historical Society via Albert L. Ransom.

13. Aldrich & Holmes, *Windsor County History*, 1891, p. 417.

14. General Amherst, *Letter to John Small*, February 2, 1760.

15. General Amherst, *Letter to Governor Wentworth* [of N.H.], April 6, 1760.

16. Hobart, Samuel, *Orderly Book*, for June 27, 1760. Unpublished.

duties, as guards, roadworkers, carpenters, etc. The names of the camps used while engaged in the 1760 work were: on Atkinson's "rode"; on Goffe's "rode"; Black River, North Branch; Goffe's road, 15 Mile Post; Goffe's road, 20 mile Post.¹⁷

The Hawks and Stark's road of 1759, as shown on the Cockburn map (1767)¹⁸ was southerly of the "Pond," today's Lake Ninevah. Beyond the "20 Mile Post" the route seems "lost" even though it had been marked by Major Willard "to the Ponds" and sketched.¹⁹ At the "20 Mile Post" on July 26, 1760, orders were given to several officers (Lovewill, Hazen, Moony, and Moor) to "find out the road."²⁰ They knew or quickly found the way, for the Rev. Samuel MacClintock, the Chaplain in Goffe's regiment, writes the next day, 27 July, "Sunday - The main body of the regiment marched about 12 o'clock for Crown Point, travelling in our road to the southernmost of Black River ponds; from thence directed our course S by W 2 and ½ miles to Hawkes Road."²¹ That makes it appear that Goffe's men ended their road building at or near the southernmost of the Plymouth Valley ponds.

Benjamin Hall's *History of Eastern Vermont*, written in 1858, says "The road [in Vermont] began at Wentworth's Ferry, two miles above the Fort at Charlestown [N.H.], and was laid out twenty-six miles in the course of Black River, as far as the present Town of Ludlow, where commenced a path which had been made the year before by Lieut-Col Hawks."²²

The Town of Plymouth map made by Scott, Stickney, and Pollard in 1859 shows a road identified as the "OLD MILITARY ROAD from Crown Point to Number Four."²³ It is shown going around the northernmost of the ponds, Lake Amherst, but what the mapmakers relied upon is not known.

17. Ibid., for June 29, 1760, July 4, July 5, July 12, July 19, and July 26, 1760.

18. Cockburn, Will, *1767 Map*, unpublished. Copy courtesy of Albert L. Ransom.

19. General Amherst, *Letter to John Small*, February 2, 1760.

20. Hobart, Samuel, *Orderly Book*, for June 27, 1760. Unpublished.

21. Rev. MacClintock, Samuel, *Journal*, p. 11. Published by the Crown Point Road Association in 1972.

22. Hall, Benjamin, *History of Eastern Vermont*, 1858.

23. Scott, Stickney, & Pollard, *1859 Map of the Town of Plymouth*, Vermont.

A deed for "land in Saltash" [= present day Plymouth] found in the Town of Cavendish land records and dated 1785 describes the deeded land as "near the Crown Point Road" and "by the pond about the mill place."²⁴ A still earlier land transaction is recorded in the Town of Clarendon land records between one Sampson and Josiah Willard for 3 rights of land, one in Rutland, one in Clarendon, and one in Saltash. The date is 20 January 1774, but there is no mention of the Crown Point Road.²⁵

Changes in the road occurred early and frequently, mostly informally, despite the 1760 directive to "cut over anew."²⁶ The stage route in 1774 had stopovers near, but not always on, the original roads.²⁷ In 1776, General Gates ordered Lt. John Barrett "to immediately proceed to cut a road from Number Four to the foot of Mt. Independence."²⁸ Segments of the "old Crown Point Road" were later accepted and became incorporated in town highway systems, and were thereafter maintained; other parts were refused by the towns, and soon became overgrown, indistinct, and even untraceable.

Corduroy or log sections of the road have largely disappeared. One corduroy section was discovered in the building of the Interstate highway in Springfield, Vermont, in 1965.²⁹

Stone causeways are found in the Town of Cavendish along the route of the Crown Point Road. Finding, marking, researching and interpreting such features are all objectives of the Crown Point Road Association.

The Proprietors' map of Sudbury dated 1785 shows the Ticonderoga branch joining the Crown Point Road in Sudbury.³⁰

24. *Land Records, Town of Cavendish*, Book 2, p. 11.

25. *Land Records, Town of Clarendon*.

26. General Amherst, *Letter to Governor Wentworth* [of N.H.], April 6, 1760.

27. Rev. MacClintock, Samuel, *Journal*, p. 20. Published by the CPR Association in 1972.

28. Wheeler, Joseph L., and Mabel A., *The Mount Independence-Hubbardton 1776 Military Road*, Vermont History Magazine, 1959, and reprinted 1968. See Footnote 1 at p. 194.

29. Howe, Martin J., *The Crown Point Road: Introduction*, at page 2 in *Historical Markers on the Crown Point Road* published by the CPR Association in 1965, and reprinted at the beginning of this book, page 1.

30. *Map of Sudbury*, Vermont about 1775-1785: in very fragile conditions at the Vermont Historical Society Library, Montpelier, Vermont. A copy of that map is in the Town Clerk's Office, Sudbury.

This was the information relied upon when the Crown Point Road Association placed marble marker #50A in 1980 on the west side of Vermont Route #30 near the intersection of Vermont Route #73 coming from Brandon.

The Ticonderoga branch in Cockburn's records, 1767, is near where the present Town of Shoreham's southerly line leads over to Lake Champlain.³¹

As part of its continuing marker program, the CPRA, on September 20, 1987, dedicated a granite marker in the Town of Pittsford at a site on the dead-end road in Florence called the 'Hollister Quarry Road.' The field notes of Will Cockburn and Archibald Campbell, who were surveying town lines in 1767, locate the Crown Point Road as passing near this spot. Phyllis Humphreys and Albert Ransom spot the road as about 300 ft. out into the adjacent field, said as of 1987 to be owned by the OMYA Corporation.³²

Towns touched or crossed by the Crown Point Road include: Bridport, Shoreham, Whiting, Sudbury, Brandon, Pittsford, Proctor, Rutland Town, Rutland City, Clarendon, Shrewsbury, Mount Holly, Ludlow, (?) Plymouth, Cavendish, Weathersfield, and Springfield.

One reason for questioning Plymouth in the list of towns above is that Worcester's map dated 1763 does not show a road in Saltash (today's Plymouth). And see also MacClintock, 1760,³³ and Hobart, 1760.³⁴

The CPRA placed Marker #32A close to the Ludlow line in 1984; I now understand it may in fact be in Plymouth. This is one of our best cared for markers and we all should give appreciation to the elderly ladies of the nearby Dix Family Home for their devoted service.

31. Cockburn, Will, *1767 Map*, and field notebooks of Will Cockburn and A. Campbell, unpublished. Seen courtesy of Albert L. Ransom.

32. Personal communication.

33. Rev. MacClintock, Samuel, *Journal*, published by the CPR Association in 1972.

34. Hobart, Samuel, *Orderly Book*, unpublished.

Progress in our research in recent years has come especially through the persistence, ingenuity, and diligence of Albert L. Ransom, who says simply "It is a challenge."³⁵

Note: The reader might like to know that there was still another military road in Vermont, but at some distance from the several Crown Point and Ticonderoga roads discussed in this book. This was the Bailey-Hazen Road in 1776. It was pushed northwest from Wells River, on the Vermont side of the Connecticut River's so-called "Coos Country," and got as far as Hazen's Notch in Westfield, Vermont ...about half way to St. John (St. Jean in French), Province of Quebec, Canada. St. Jean was significant for its fort, for being handy to Montreal, and for its relation to navigation on the Richelieu River (also called the "Sorel River") that is the connection between Lake Champlain and the great St. Lawrence River.

With the failure of the 1775-1776 American invasion of Canada, the work was abruptly terminated for fear it would provide the British with an easy route for the invasion of New England.³⁶

35. Personal communication from Albert L. Ransom, plus his note herewith reproduced:

The Crown Point Road was not a static, fixed-in-one-place road, but more like the creek, which it often followed, was constantly changing and evolving into a new road, with new parts being added and some old parts being abandoned as better routes were discovered. The addition of a new bridge or a new tavern could be enough to change the location.

Flora Weeks was one of the first to realize this when she first started collecting information about and talking to people about the location of the road. She has often told me, "everybody knew where the road went and it was always someplace different." She also became aware, early on, that there had to be some way to separate the wheat from the chaff. A primary source document had to be given more weight than a statement by someone that said his grandfather said it went through his pasture. Also date of information is quite pertinent, the later the date on a document, the more likelihood that it refers to a changed road.

Any attempt to depict the Crown Point Road as one line on a map, must be considered as only a snapshot in time. This has led to considerable controversy within the Crown Point Road Association over time, for various persons, convinced that their route was the true route, found it difficult to accept that the road could have gone some place else, either before or since.

With this in mind I offer you some new documented locations for the old road.

A. L. Ransom

36. McCorison, Marcus, A., *The Bailey-Hazen Military Road*, Vermont History, Vol. 27, No. 1 (January 1959), pp. 57-68.

Detail Maps

Source for bases: N.H.—U.S.G.S. topos, and Charlestown's own.
Vt.—Vt. Highway Dept. county maps

Map	Marker #	Documented Points (before 1776)	Documented Locations (before 1776, but not "points")	Page
NH	N.H.#1—N.H.#7			23
VT				
1	Vt. #1—Vt. #7, #8—#16			31
2	#16—#26		P2 & P3	43
3	#27—#32B	D23 & D24	P1	53
4	#32B—#34	D23		65
5	#34A—#34C	D20—D22		73
6	#35—#41A	D14—D19		77
7	#42—#45A	D11—D15		85
8	#45A—#48	D9 & D10		91
9	#48—#51A	D6—D8		95
10	#51A—#60	D2—D5		99
11	#59—#64	D1		109

Documentation for Maps by A. L. Ransom

D 1	Benzel	1764(?)	D18	Campbell	1767
D 2	ibid		D19	Henshaw	1759
D 3	Cockburn	1767		Small	1761
D 4	ibid		D20	Baker	1770
D 5	ibid		D21	Munn	1770
D 6	Thompson	1767	D22	Munn	1771
D 7	Cockburn	1767	D23	MacClintock	1760
D 8	ibid			Kent	1760
D 9	Cockburn	1770		Hobart	1760
D10	Cockburn	1767	D24	Cavendish	
D11	ibid			Land Records	1775—1780
D12	ibid		D25	Henshaw	1759
D13	Cockburn	1771	P 1	Henshaw	
D14	Campbell	1767	P 2	ibid	
D15	Cockburn	1771	P 3	ibid	
D16	ibid				
D17	ibid				

List of CPR Markers

Marker #	In Township of	"Typical" Granite Marker	Brief Description of Non-"Typical" Marker	Text at Page #	Picture at Page #
NEW HAMPSHIRE MAP (p.23)					
1	Charlestown		State historical marker: white letters on green	25-26	25
2	Charlestown		Square granite post	27	27
3	Charlestown		Square granite post	28	—
4	Charlestown		Square granite post	28	—
5	Charlestown	approx.		29	29
6	Charlestown		Square granite post	30	—
7	Charlestown		Square granite post	30	—

----- CONNECTICUT RIVER -----

VERMONT MAP 1 (p.31)					
1	Springfield		Bronze plaque on granite	32-33	32
2	Springfield		Smaller than "typical"	33-34	33
3	Springfield		Bronze plaque on boulder	34-35	34
4	Springfield	✓	"typical"	35	—
5	Springfield	✓	_____	36-37	36
6	Springfield	✓	_____	37	—
7	Springfield	✓	_____	37	—
8	Springfield	✓	Bronze plaque on boulder	38-39	38
9	Springfield	✓	_____	39	—
10	Springfield	✓	_____	39-40	—
11	Springfield	✓	_____	40	—
12	Springfield	✓	_____	40-41	—
13	Springfield	✓	_____	41	—
14	Springfield	✓	_____	42	—
15	Weathersfield	✓	_____	42	—
16	Weathersfield	✓	_____	44	—
VERMONT MAP 2 (p.43)					
17	Weathersfield		Bronze plaque near gate	45-46	45
18	Weathersfield		Original milestone	47-48	47
19	Weathersfield	✓	_____	48-49	—
20	Weathersfield	✓	_____	49	—
21	Weathersfield	✓	_____	49-50	—
22	Weathersfield		Original milestone boulder	50-51	50

Marker #	In Township of	"Typical" Granite Marker	Brief Description of Non-"Typical" Marker	Text at Page #	Picture at Page #
VERMONT MAP 2 (continued)					
23	Weathersfield	✓	_____	51	—
23A	Cavendish	✓	_____	52	—
24	Cavendish	✓	_____	52	—
25	Cavendish	✓	_____	54	—
26	Cavendish	✓	_____	54	—
VERMONT MAP 3 (p.53)					
27	Cavendish		Small metal marker	55	—
28	Cavendish	✓	_____	55	—
29	Cavendish		Wooden markers	56	—
29A	Cavendish	approx.	_____	56	—
30	Cavendish	✓	_____	57	—
31	Cavendish	✓	_____	58	—
32	Cavendish		Taller and squarer	59-60	59
32A	Ludlow	✓	_____	60-61	—
32B	Plymouth		Metal white letters on green	61-62	—
32C	Plymouth		State Historical Marker gold letters on green	62	63
VERMONT MAP 4 (p.65)					
33	Plymouth		Tall shaft with bronze plaque	66-68	66
34	Plymouth		Wooden marker, lettered	69-71	69+71
VERMONT MAP 5 (p.73)					
34A	Mount Holly	✓	_____	74	—
34B	Shrewsbury	✓	_____	75	—
34C	Mount Holly	✓	_____	75	—
VERMONT MAP 6 (p.77)					
35	Shrewsbury	✓	_____	75	—
36	Shrewsbury		Wooden marker	78	—
37	Shrewsbury		Wooden marker	78-79	—
38	Shrewsbury		"typical"	79-80	79
39	Clarendon	✓	_____	80	—
40	Clarendon	✓	_____	81	—
41	Clarendon		Fenced grave in field headstone etc.	81-84	81+82
41A	Clarendon	✓	_____	84	76
VERMONT MAP 7 (p.85)					
42	Rutland Town		Watering trough, inscribed	86-87	86
43	Rutland Town	✓	_____	87-88	—
44	Proctor		Marble, incised	88-89	88
44A	Proctor	✓	_____	89	—
45	Proctor	✓	_____	90	—
45A	Pittsford	✓	_____	90-92	—

Marker #	In Township of	Granite Marker	"Typical" Brief Description of Non-"Typical" Marker	Text at Page #	Picture at Page #
VERMONT MAP 8 (p.91)					
45B	Pittsford	✓	_____	92	92
46	Pittsford	✓	_____	93	—
47	Brandon	✓	_____	93-94	—
48	Brandon	✓	_____	94	—
VERMONT MAP 9 (p.95)					
49	Sudbury	✓	_____	96	—
50	Sudbury	✓		96-97	—
51	Sudbury	✓	Reference to Ticonderoga Branch	97-98	97
VERMONT MAP 10 (p.99)					
51A	Sudbury	✓	Ticonderoga Branch	100	—
51B	Orwell	✓	Ticonderoga Branch	101	—
51C	Orwell	✓	Ticonderoga Branch	101-102	—
51D	Orwell	✓	Ticonderoga Branch	102-103	102
52	Whiting	✓	_____	103	—
53	Whiting	✓	_____	103-104	—
54	Shoreham		Tall, tapered marble shaft, inscribed	104-105	104
55	Shoreham	✓		105-106	—
56	Shoreham	✓		106	—
57	Shoreham	✓		106-107	—
58	Shoreham	✓		107	—
VERMONT MAP 11 (p.109)					
59	Shoreham	✓		110	—
60	Shoreham	✓		110	—
61	Bridport	✓	"typical"	111-112	111
61A	Bridport	✓		112	—
61B	Bridport	✓		112-113	113
62	Bridport		Marble, inscribed	114-115	114
63	Addison		Bronze plaque on boulder	115-116	115
64	Addison		State historical marker gold letters on green	116-117	116

CROWN POINT ROAD MARKERS LOCATIONS

GPS Survey by Hunter Melville in 2008

NCAMP Long: -72.788000	Lat: 43.476917	VT14 Long: -72.471317	Lat: 43.340783
NH1 Long: -72.423983	Lat: 43.233100	VT15 Long: -72.474517	Lat: 43.355083
NH2 Long: -72.420817	Lat: 43.236567	VT16 Long: -72.489133	Lat: 43.376117
NH3 Long: -72.416933	Lat: 43.245400	VT17 Long: -72.493800	Lat: 43.382150
NH4 Long: -72.417983	Lat: 43.246550	VT18 Long: -72.504317	Lat: 43.390667
NH5 Long: -72.409883	Lat: 43.252617	VT19 Long: -72.506583	Lat: 43.395783
NH6 Long: -72.417300	Lat: 43.260667	VT20 Long: -72.508550	Lat: 43.399967
NH7 Long: -72.415300	Lat: 43.267550	VT21 Long: -72.506133	Lat: 43.405133
VT1 Long: -72.418167	Lat: 43.268833	VT22 Long: -72.509483	Lat: 43.407600
VT2 Long: -72.418200	Lat: 43.268867	VT23 Long: -72.513283	Lat: 43.411300
VT3 Long: -72.426217	Lat: 43.270233	VT24 Long: -72.545617	Lat: 43.413883
VT4 Long: -72.434717	Lat: 43.286183	VT25 Long: -72.575250	Lat: 43.411567
VT5 Long: -72.442800	Lat: 43.297067	VT26 Long: -72.583150	Lat: 43.412733
VT6 Long: -72.446250	Lat: 43.301950	VT27 Long: -72.601200	Lat: 43.411500
VT7 Long: -72.445750	Lat: 43.308900	VT28 Long: -72.605633	Lat: 43.417217
VT8 Long: -72.446167	Lat: 43.310750	VT29 Long: -72.614717	Lat: 43.425767
VT9 Long: -72.447467	Lat: 43.310817	VT29A Long: -72.623517	Lat: 43.438817
VT10 Long: -72.455500	Lat: 43.319517	VT30 Long: -72.623217	Lat: 43.442400
VT11 Long: -72.456817	Lat: 43.324233	VT31 Long: -72.651750	Lat: 43.448633
VT12 Long: -72.460250	Lat: 43.327917	VT32 Long: -72.653500	Lat: 43.449817
VT13 Long: -72.470267	Lat: 43.335367	VT32A Long: -72.666283	Lat: 43.457283

VT32B Long: -72.681617	Lat: 43.471117	VT51 Long: -73.193317	Lat: 43.826633
VT33 Long: -72.704600	Lat: 43.495367	VT51A Long: -73.208717	Lat: 43.826850
VT34 Long: -72.755367	Lat: 43.482367	VT51B Long: -73.227200	Lat: 43.818950
VT34A Long: -72.787317	Lat: 43.475967	VT51C Long: -73.247483	Lat: 43.814433
VT35 Long: -72.902350	Lat: 43.514617	VT51D Long: -73.306783	Lat: 43.822300
VT36 Long: -72.912283	Lat: 43.516583	VT52 Long: -73.210850	Lat: 43.847133
VT37 Long: -72.918983	Lat: 43.517317	VT53 Long: -73.220183	Lat: 43.862033
VT38 Long: -72.922333	Lat: 43.520267	VT54 Long: -73.248283	Lat: 43.870233
VT39 Long: -72.954167	Lat: 43.541283	VT55 Long: -73.259700	Lat: 43.869950
VT40 Long: -72.965100	Lat: 43.566283	VT56 Long: -73.267967	Lat: 43.886050
VT41 Long: -72.969933	Lat: 43.565983	VT57 Long: -73.278883	Lat: 43.905367
VT42 Long: -73.011633	Lat: 43.604483	VT58 Long: -73.291983	Lat: 43.924350
VT43 Long: -73.021517	Lat: 43.601467	VT59 Long: -73.306467	Lat: 43.935033
VT44 Long: -73.043400	Lat: 43.659200	VT60 Long: -73.310867	Lat: 43.939067
VT45 Long: -73.038683	Lat: 43.679167	VT61 Long: -73.320800	Lat: 43.941500
VT45A Long: -73.033950	Lat: 43.709000	VT61A Long: -73.333183	Lat: 43.948933
VT45B Long: -73.053933	Lat: 43.720600	VT61B Long: -73.345400	Lat: 43.949483
VT46 Long: -73.068683	Lat: 43.735383	VT62 Long: -73.389183	Lat: 44.015000
VT47 Long: -73.093967	Lat: 43.764617	VT63 Long: -73.418283	Lat: 44.036517
VT48 Long: -73.120750	Lat: 43.778717	VT64 Long: -73.420483	Lat: 44.036050
VT49 Long: -73.159333	Lat: 43.796850	NY1 Long: -73.424456	Lat: 44.025182
VT50 Long: -73.189667	Lat: 43.819933		

List of Marker Pictures

Most markers look something alike (“typical”); Vermont granite markers #4, 38, and 61 are representative.

To aid in recognition and identification, most of the “different” markers have their picture herein.

Marker #	In Township of	Brief Description of Non-Typical Marker
NEW HAMPSHIRE		
1	Charlestown	State metal historical sign: white letters on green
2	Charlestown	Square granite post, inscribed
5	Charlestown	Granite slab, rounded upper corners, inscribed
VERMONT		
1	Springfield	Bronze plaque on granite slab
2	Springfield	Square granite post, inscribed
3	Springfield	Bronze plaque on dressed boulder
4	Springfield	“Typical” granite marker, inscribed
8	Springfield	Bronze plaque on dressed boulder
17	Weathersfield	Bronze plaque on dressed stone, in wall
18	Weathersfield	Mile-marker slab, inscribed
22	Weathersfield	Mile-marker boulder, inscribed
32	Cavendish	Tall, square stone post, with bronze plaque
32C	Plymouth	State metal historical sign: gold letters on green
33	Plymouth	Tall stone, with bronze plaque
34	Plymouth	Wooden sign, lettered
38	Shrewsbury	“Typical” granite marker, inscribed
41	Clarendon	Fenced grave out in field
41A	Clarendon	“Typical” granite marker, inscribed
42	Rutland Town	Stone watering trough, inscribed
44	Proctor	Marble marker, inscribed
51	Sudbury	“Typical” granite marker, inscribed; reference to Ft. Ticonderoga Branch
51D	Orwell	“Typical” granite marker, inscribed for Ft. Ticonderoga Branch
54	Shoreham	Tall, tapered marble shaft, inscribed
61	Bridport	“Typical” granite marker, inscribed
62	Bridport	Marble marker, inscribed
63	Addison	Bronze plaque on dressed boulder
64	Addison	State metal historical sign: gold letters on green

{ also separate picture
showing both }

NEW YORK

HISTORICAL MARKERS on the CROWN POINT ROAD

(and its branches and "adjustments":
Ticonderoga 1759; Goffe 1760; Mt. Independence, etc. 1776;
and Rutland-Pittsford on the east side of Otter Creek ca. 1781)

The markers in the following list have been numbered for convenience, separately from New Hampshire, and arranged by towns, beginning with Springfield on the Connecticut River, and continuing through Weathersfield, Cavendish, Ludlow, Plymouth, Mount Holly, Shrewsbury, Clarendon, Rutland, Proctor, Pittsford, Brandon, Sudbury, Whiting and Shoreham to Bridport and Addison on Lake Champlain. Although there had been no markers in Mount Holly, two (34B and 34C) were dedicated there in 1995 and 1997, respectively. The Half Way Encampment (34A) was located there.

The inscriptions on the markers are shown in capital letters.

Vermont markers #4, #38, and #61 are typical of the many inscribed granite markers erected in the early twentieth century by the D.A.R. and the towns along the route of the old Crown Point Road.

Please be aware of the following:

This *Crown Point Road Marker Booklet* gives the locations of the over seventy markers with considerable precision, and shows you how to find them.

However, only in a limited number of cases can the markers be said to be positively alongside the roadway of the 1759-1760 Crown Point Roads. Two obvious examples would be: The stone slab inscribed for Mile 10 and the boulder inscribed for Mile 11 (carved XI).

Most of the markers were placed at the margins of traveled roads as they existed in the last century (about 1902 on), so that they would be currently noticed and remind the passing public of the Crown Point Roads of old. Sometimes they do indeed represent the spot where the CPR crossed the modern road, or perhaps where the CPR and the modern are coincident. Most of the time the marker locations must be accepted as approximations of the CPR route of 250+ years ago.

Taken together, the chain of markers give a remarkably good representation of the route of the 1759-1760 Crown Point Roads

that connected Crown Point in New York State with Charlestown's Fort #4 in New Hampshire.

Nonetheless, bear in mind that the details of the CPR route between markers may be sketchy and only sometimes evident. After all, some 250 years have intervened, and the repeated plowing up of fields have often obliterated the early traces. Bear in mind that stone walls within the woods of now forested lands clearly tell that the adjacent lands were once cleared.

Some of the stone marker monuments have arrows carved into their tops to point the onward directions of the CPR route, but some having been moved are no longer correct.

The termini of the Crown Point Roads of 1759–1760 are both at about 100 feet above mean sea level. About half way in between are the peaks today called Killington, Pico, Mendon, and Shrewsbury, all around 4,000 feet high. Indeed Bernard Romans's 1780 map labels them the "Half-Way Hills". Not far off the straight line connecting the termini are Okemo, Saltash, and Hawkes Mountains. The way to avoid all such major obstacles was to use the drainage patterns: Otter Creek and its Mill River tributary on the West side of the Green Mountains, and Black River, a tributary of the Connecticut River, on the East side of the Green Mountains. That way, bending a bit to the South of a straight line, one could cross the Green Mountains at around 2,000 feet. However, notice that the route of the Crown Point Roads of 1759–1760 did not usually run right close to the master streams; instead, the builders not only stayed out of the floodable bottom lands but chose the higher ground of uplands where only smaller bridges and culverts would be needed.

Occasional stone ramps, stone culverts, ledge traverses with stone build-up of the downhill side, even relics of corduroy road-building preserved in moist earth areas offer hard evidence that the CPR passed exactly there.

Several maps made before 1776 are especially helpful: Specific and recognizable landmarks may be shown, or they may settle that the CPR passed South of some pond or North of some hill. Still, and unfortunately, even an 1859 map (as in fact the case) may in some places be absolutely wrong as to where the original CPR route of 1759–1760 went . . . or have made the mistake of thinking that a later branch road was the 1759–1760 route. By analogy, the same has to be said of some deeds and some oral history: where grandma alleged "the Crown Point Road passed just South of the barn" may

have completely overlooked the chronology, or whether it was a branch, and so forth.

So, the detail is still being researched, bit by bit puzzles are still being solved, and evidence is still turning up in newly-found documents or in the field. Please add to the sum of knowledge if you possibly can . . . and please, please, let the CPR Association hear about your discoveries and insights.



**CPRA outing in 1988 that started at the Billings Farm.
Al Ransom explaining the maps.**

NEW HAMPSHIRE MAP

**for New Hampshire Marker #1
thru New Hampshire Marker #7**

VERMONT

#1 & 2 ▲

NH #7 ▲

Picnic Area

Fish and Wildlife Mgt Area

Wildlife Area

Hoyts Landing

Cheshire Toll Bridge

NH #6 ▲

11
12

Trailer Parks

REPLICA FT #4 ▲

Trailer Park

Oak Hill

Pine Crest Cem

NH #5 ▲

Trailer Park

11

Springfield Junction

Snumshire

NH #4 ▲

NH #3 ▲

ACKWORTH

Pumping Station

12

NEW HAMPSHIRE

Breakneck Hill

NH #2 ▲

Charlestown

NH

NH #1 ▲

OLD FORT #4

Cem

tr pk

New Hampshire Map

Starting reference: N.H. end, that is the southerly end, of Cheshire Toll Bridge over Connecticut River . . . go S

0.35

T-jc with side road W to modern replica of Fort #4, Charlestown, but not the original location . . . continue S

0.2

Y-jc where N.H. #11 veers E (while Old Springfield Rd continues S) . . . go E

0.3

T-jc where N.H. #11 joins N.H. #12 (becomes Main St to S) . . . go S

0.75

T-jc with E end of footbridge over RR to Old Springfield Rd . . . continue S

0.2+

T-jc with E end of Sullivan St, which goes E & N to become Old Claremont Rd . . . continue S

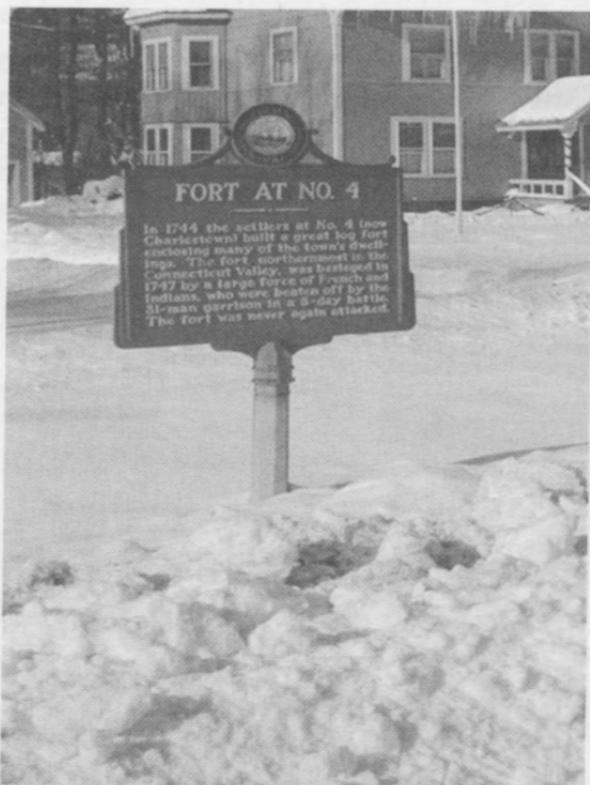
0.15

T-jc with E end of Summer St (poorly marked): fancy bldg in view . . . continue S

0.2

New Hampshire Marker #1: Southernmost of a string of 3 markers quite close together, and across the street from P.O. (corner of Perry Ave.) and Charlestown School (corner of Elm St.). A sign for the new replica ("restoration") of Ft. #4 is on top of N.H. Marker #1. [There is a 4th marker (boulder with bronze plaque) in a small grassy triangle several hundred feet still further S.]

New Hampshire No. 1 Charlestown



*****FORT AT NO. 4 — IN 1744 THE SETTLERS AT NO. 4 (now Charlestown) BUILT A GREAT LOG FORT ENCLOSING MANY OF THE TOWN'S DWELLINGS. THE FORT, NORTHERNMOST IN THE CONNECTICUT VALLEY, WAS BESIEGED BY A LARGE FORCE OF FRENCH AND INDIANS, WHO WERE BEATEN OFF BY THE 31-MAN GARRISON IN A 3-DAY BATTLE. THE FORT WAS NEVER AGAIN ATTACKED.**

*****The inscriptions on the markers are shown in CAPITAL LETTERS.**

This marker is a "standard" historical marker sign with white letters on a green background. It is sited on the West side of Charles-

town's Main Street (which runs N-S), more or less across from the U.S. Post Office (which is in the angle with Perry Avenue) and across from the Charlestown School (which is in the angle with Elm Street, the next cross street south of Perry Avenue).

In fact, this N.H. Marker #1 is the southerly sign of a cluster of three signs only a few feet from one another. Of these three, the northernmost one is a "standard" historical sign with white lettering on a green background and is for GENERAL STARK'S EXPEDITION TO BENNINGTON, AUGUST 1777. Quite close to that, but set a little further west away from Main Street is a boulder with a bronze plaque, this one for THE OLD PROVINCE ROAD OF 1768.

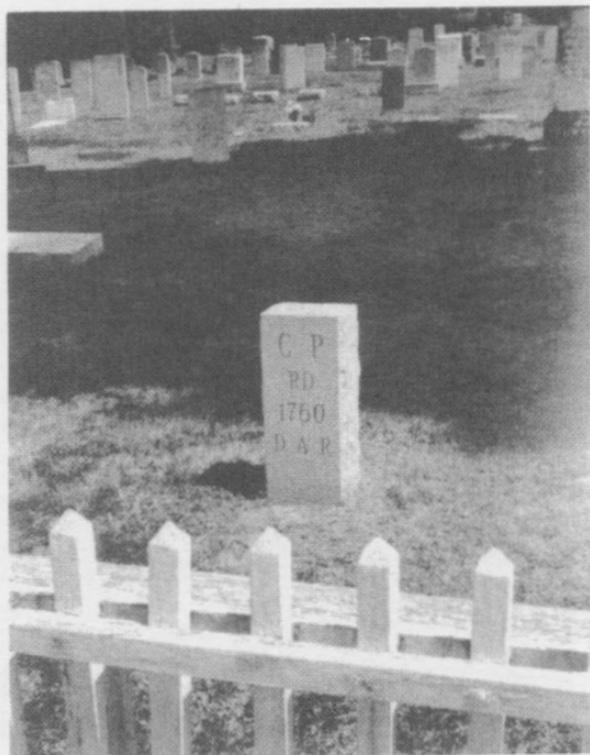
From N.H. Marker #1 (Charlestown) to N.H. Marker #2 (Charlestown) is about 0.25 miles by today's roads.

- 0.0+ N.H. Marker #1 . . . continue to E
- 0.0+ T-jc with W end of Elm St. . . go E
- 0.1 T-jc with East St at E end of Elm St . . . go N
- 0.15 T-jc with Briggs Hill Rd off to E and (after tiny jog) Summer St off to W
- 0.0+ N.H. Marker #2: on E within Forest Hill Cemetery fence, opposite E end of Summer St . . . continuation N



End-To-End Hikers arrive at Fort No. 4 in 2009

New Hampshire No. 2 Charlestown



C.P. RD. 1760 D.A.R.

This marker is an inscribed square granite post, currently a few feet inside the Forest Hill Cemetery fence. It is a recent replacement for a former marker that presumably was scooped up in the old location by a snowplow; at any rate the original marker disappeared.

From N.H. Marker #2 (Charlestown) to N.H. Marker #3 (Charlestown) is 0.7 mile by today's roads.

- 0.25 **N.H. Marker #2** . . . continue to N
Y-jc into Sullivan Rd (which becomes Old Claremont Rd to N) . . . continue N
- 0.1 Y-jc with Summit Rd, which veers E . . . continuation N
- 0.35 **N.H. Marker #3**: on E side of Old Claremont Rd, before Acworth Rd, and up bank at eye level at 10 ft. from traveled way . . . continuation N

New Hampshire No. 3 Charlestown

C.P. RD. 1760 D.A.R.

This marker is an inscribed square granite post on the East side of Old Claremont Road less than 100 yards South of its junction with Acworth Road. It is located about 10 feet from the traveled way (up the East bank) and has a tendency to get hidden in the road-side vegetation.

From N.H. Marker #3 (Charlestown) to N.H. Marker #4 (Charlestown) is about 0.15 mile by today's roads.

- 0.05 **N.H. Marker #3** . . . continue to N
X-rd with Acworth Rd off to E and its westward extension to "Fling Rd" which extension points directly at N.H. Marker #4 . . . go W
- 0.1- **N.H. Marker # 4:** on W side of "Fling Rd" at the T-jc and a few feet from a ONE-WAY sign pointing N . . . continuation N

New Hampshire No. 4 Charlestown

C.P.R. 1760 D.A.R.

This marker is an inscribed square granite post and is located at the West side of the T-intersection ending the westward extension of Acworth Road. This extension crosses a bridge from which can be seen the old dam that used to make a pond skirted northward by the one-way road ahead. A few feet to the right or north of the marker is a rusty ONE-WAY highway arrow sign.

From N.H. Marker #4 (Charlestown) to N.H. Marker #5 (Charlestown) is almost 0.85 mile by today's roads.

- 0.2 **N.H. Marker #4** . . . continue to N
Y-jc joining Old Claremont Rd . . . continue N
- 0.65- **N.H. Marker #5:** in a lawn on the W side of Old Claremont Rd . . . continuation N

New Hampshire No. 5 Charlestown



CROWN POINT ROAD 1760 D.A.R.

This marker is an inscribed stone slab, with rounded top corners, and stands on a lawn on the West side of Old Claremont Road. It is across the road from the Peachblow Farm Apartments and less than 0.1 mile South of Old Claremont Road's junction with Hemlock Road.

From N.H. Marker #5 (Charlestown) to N.H. Marker #6 (Charlestown) is about 1.4 miles by today's roads.

- 0.1- **N.H. Marker #5** . . . continue to N
- 0.15 Y-jc with Hemlock Rd off to E . . . continue N
- 0.4+ T-jc with Snumshire Lane off to W . . . continue N
- 0.5+ T-jc with Lovers Lane off to W . . . go W
- 0.25 Cross combined N.H. Routes #11 and #12 . . . continue W
- N.H. Marker #6:** on N side of Lovers Lane . . . continuation W

New Hampshire No. 6 Charlestown

C.P. RD 1760 D.A.R.

This marker is an inscribed square granite post. It is located behind the guard rail, just East of a lane on whose West side is a mobile home (2011).

From N.H. Marker #6 (Charlestown) to N.H. Marker #7 (Charlestown) is about 0.75 mile by today's road.

- 0.1 **N.H. Marker #6** . . . continue to W
- ca. 0.15 Bridge overpassing RR . . . continue W
- ca. 0.5± T-jc with dirt track to N (stays W of RR tracks) . . . go N
- N.H. Marker #7:** fairly near Connecticut River bank . . . return

New Hampshire No. 7 Charlestown

C.P. R. 1760 D.A.R.

This marker is an inscribed square granite post. It was in fact once a hitching post, now re-used, for, seen lying on its side, its bottom still has an attached hitching post ring! Near here the so-called "Wentworth Ferry" plied back and forth across the Connecticut River to the Vermont side in the near neighborhood of Vermont Marker #1.

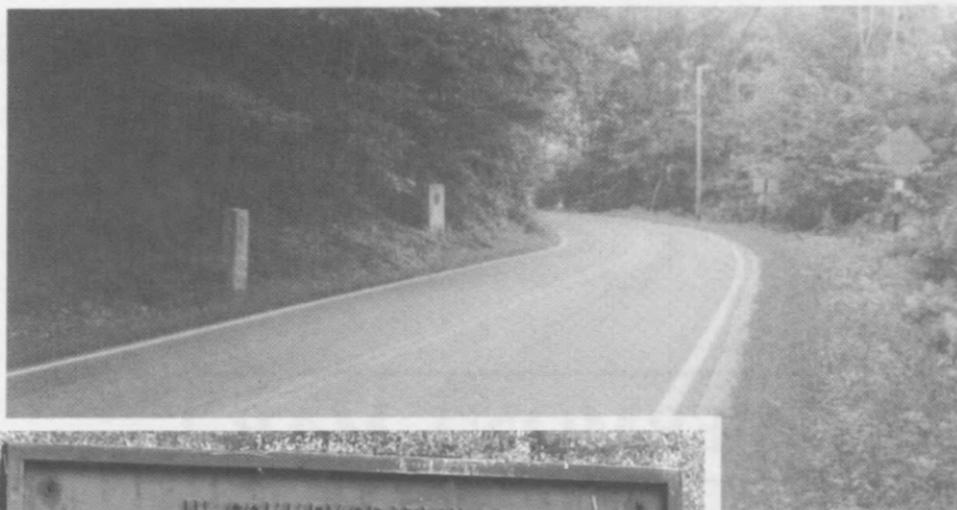
From N.H. Marker #7 (Charlestown) to Vermont Marker #1 (Springfield) is about 1.6 miles by today's roads.

- ca. 0.5± **N.H. Marker #7** . . . continue to S
- 0.35 T-jc of dirt track with Lovers Lane Rd . . . go W and S
- 0.1 T-jc with N.H. Route #11 by toll house at S end of Cheshire Toll Bridge . . . go to Vermont
- 0.8 T-jc with U.S. #5 at Vermont end of Cheshire Toll Bridge . . . go N
- Vt. Marker #1 and #2:** close together and both on W side of U.S. #5 . . . continuation by hiking NW to Vt. Marker #3 [special culvert under I #91 for hiking onward from Vt. Marker #3 to Vt. Marker #4]

VERMONT MAP 1

**for Vermont Marker #1 (Springfield)
thru Vermont Marker #7 (Springfield)
and
#8 (Springfield) thru #16 (Weathersfield)**

Vermont No. 1 Springfield



↑
Above photo shows
both Vt. Marker #1
and Vt. Marker #2

◀
Photo at left shows
bronze plaque on
Vt. Marker #1.

IN COMMEMORATION OF THE CROWN POINT ROAD
AND THE BLOCK HOUSE AT WENTWORTH FERRY
BUILT BY GENERAL AMHERST 1759-60

ERECTED BY THE GEN. LEWIS MORRIS CHAPTER
DAUGHTERS OF THE AMERICAN REVOLUTION 1909

This inscription is on a bronze plaque on a granite marker on the West side of U.S. Route #5, quite close to the Connecticut River North of the mouth of the Black River and about 1 mile East of Interstate #91, and about 0.8 of a mile North of the Cheshire Toll Bridge over the Connecticut River between Charlestown, New Hampshire, and Springfield, Vermont.

Wentworth's Ferry crossed the Connecticut River near this marker.¹ The Crown Point Military Road in Vermont began at the ferry landing.²

¹At the time of the building of the Crown Point Road the blockhouse was constructed on the farm later owned by the family of the late J. M. Butterfield. This blockhouse, surrounded by pickets, was made of heavy pine timbers, squared and laid up after the manner of the log houses of those times. Later some of the timbers were used in the frame of a barn on the farm of Orrin Rice. In recent years Mr. Maurice Crandall of Springfield had a few of the beams in his possession.

²Hubbard and Dartt, *History of Springfield, Vermont*, p. 21.
The Vermonter Magazine, Feb. 1910, p. 64.

Vermont No. 2 Springfield



CROWN POINT ROAD 1760

This marker is on U.S. Route #5 about fifty feet south of the Vermont No. 1 marker. It stands on the west side of the present highway beside the Crown Point Military Road where its path around Skitchewaug Mountain begins.

The marker is a narrow stone post five feet high. It was placed by the late Daniel A. Gill (1796-1886) who was familiar with the Crown Point Road in this area. R. M. Colburn assisted in its setting.¹

¹Hubbard and Dartt, pp. 21, 308, 310.

From Vt. Markers #1 and #2 (Springfield) to Vt. Marker #3 (Springfield) is about ½ mile, on foot.

0.5±

Vt. Markers #1 and #2 . . . continue by hiking NW

Vt. Marker #3: at the "Crown Point Burying Ground," about half way to the culvert under I#91 put in for CPR hikers . . . return

Vermont No. 3 Springfield



OLD CROWN POINT ROAD BURYING GROUND
IN MEMORY OF THE SOLDIERS OF GEN. AMHERST AND
THE EARLY SETTLERS OF SPRINGFIELD BURIED HERE, 1759-60
ERECTED BY GEN. LEWIS MORRIS CHAPTER D.A.R. 1911¹

¹*Vermont Magazine*, Vol. 19, No. 1 (Jan. 1914), p.9.

This stands on the left side of the old Crown Point Road and about 100 feet from the route of the Crown Point Road itself, and around one half mile West of U.S. Route #5.

The inscription is on a plaque set in a boulder in the cemetery which can be seen from the old Crown Point Road. Near it are a few field stones, without lettering, marking graves.

From Vt. Marker #3 (Springfield) to Vt. Marker #4 (Springfield) is about ½ mile return on foot plus 3.95 miles by auto on today's roads.

- Vt. Marker #3** . . . continue SE returning on foot to autos at Vt. Markers #1 and #2.
- 0.5± From Vt. Markers #1 and #2 return S
- 0.8 T-jc with Vt. Route #11 at N end of Cheshire Toll Bridge . . . go NW
- 0.5 Vt. Route #11 underpassing Interstate #91 . . . continue W
- 0.3 Entrance to Holiday Inn Express on N . . . continue W
- 0.35 Y-jc of Vt. Route #11 with a paved rd veering toward NW & W on N side of Black River . . . veer NW
- 0.55 T-jc with rd off to N (paved to top of hill, then gravel) . . . go N
- 1.45 **Vt. Marker #4:** T-jc with a rd that is paved to NW . . . continuation NW

Vermont No. 4 Springfield

This marker stands at the intersection of the Crown Point Road and the Spencer Hollow Road. It is on the north side of the intersection, 4 feet from the end of a culvert and about 100 feet from a private residence.

The arrows on its top points northwest. From this point northwest for about a mile the road is called the Crown Point Road.

From Vt. Marker #4 (Springfield) to Vt. Marker #5 (Springfield) is 0.9 miles by today's roads.

- 0.9 **Vt. Marker #4** . . . continue NW
- Vt. Marker #5:** in triangle at T-jc . . . continuation to W

Vermont No. 5 Springfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY TOWN OF SPRINGFIELD 1912.

This marker stands in the triangle at the junction of Vermont Route #143 (Skitchewaugh Trail) and the Crown Point Road.

It is near the Rufus Estey farm, formerly the Arms' Place (1965), 10 feet south of Vermont Route #143. The arrow on top of the marker points northwest.

From Vt. Marker #5 (Springfield) to Vt. Marker #6 (Springfield) is 0.55 mile by today's roads.

Vt. Marker #5 . . . go W

0.25

T-jc with Eureka St (small sign) . . . go N on Eureka St

0.3

Vt. Marker #6: on W side of Eureka St . . . continuation N



CROWN POINT ROAD MARKER #7
at Gaylord Spring

Vermont No. 6 Springfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY TOWN OF SPRINGFIELD 1912.

This marker is on the west side of the Eureka Road about 100 feet northerly from a private residence on property formerly belonging to the Ellis family. It is one quarter mile north of the intersection of the Eureka Road and Route 143. There is an arrow engraved on top of this marker.

From Vt. Marker #6 (Springfield) to Vt. Marker #7 (Springfield) is 0.55 mile by today's roads.

0.55 **Vt. Marker #6** . . . continue N

Vt. Marker #7: on W side of Eureka St at Gaylord Spring . . . continuation N

Vermont No. 7 Springfield

THE GAYLORD SPRING AND SITE OF THE
GAYLORD TAVERN ON THE CROWN POINT ROAD
THE FIRST BUSINESS CENTER OF THE TOWN WAS AT
THE JUNCTION OF THE ROADS A FEW RODS NORTH
D.A.R. 1912

This marker is located about 25 feet west of the Eureka Road and 200 yards south of its junction with the Woodbury Road.

From Vt. Marker #7 (Springfield) to Vt. Marker #8 (Springfield) is 0.15 mile by today's roads.

0.1 **Vt. Marker #7** . . . continue N

T-jc with Woodbury Rd off to W; small triangle (nearby sign notes "Site of First General Store in Springfield") . . . go W on Woodbury Rd

0.05 **Vt. Marker #8:** in Eureka Cemetery, bronze plaque on granite . . . continuation W

Vermont No. 8 Springfield



Eureka Cemetery

IN MEMORY OF THE TWO SCORE PIONEER SOLDIERS AND
FIRST INHABITANTS OF THE TOWN WHO ARE HERE
BURIED WITH UNMARKED GRAVES.

TO MARK THE FIRST PROPOSED SITE OF THE FIRST CHURCH OF
THE TOWN AND FRONTING THE SITE OF THE FIRST STORE.
ALSO TO FULFILL A HUMAN DUTY IN MEMORIAM LONG NEGLECTED.
ERECTED BY THE GENERAL LEWIS MORRIS CHAPTER D.A.R. 1918.

This cemetery, called the Eureka Cemetery, is located near the intersection of Eureka Street and Woodbury Road, south of Woodbury Road and west of Eureka Street.

The inscription appears on a plaque mounted on a granite boulder in the cemetery. The graves of James Martin and his son and that of Margaret Gaylord are marked with slate stones and a few other graves are indicated by rough pieces of field stone. The Crown Point Road is a short distance west of the cemetery.

From Vt. Marker #8 (Springfield) to Vt. Marker #9 (Springfield) is about 0.1 mile by today's roads.

- 0.1+ **Vt. Marker #8** . . . continue W
- Vt. Marker #9:** on N side of Woodbury Rd . . . return to Eureka Cemetery

Vermont No. 9 Springfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY TOWN OF SPRINGFIELD 1912

This marker stands on the north side of Woodbury Road about 300 feet west of the Eureka cemetery, 8 feet south of a stone wall and 75 feet from the house occupied by Miland Jordan (1965). The monument has an arrow on the top.

From Vt. Marker #9 (Springfield) to Vt. Marker #10 (Springfield) is about 1.5 miles by today's roads.

- 0.15 **Vt. Marker #9** . . . return past Eureka Cemetery to T-jc with Eureka St
- 0.15 T-jc of Woodbury Rd with Eureka St . . . go N
- 0.45- Sign for first industry in Springfield . . . continue N
- 0.35 X-rds jc of Eureka St with Barlow Rd . . . go W on Barlow Rd
- 0.5+ "Barlow Farm," formerly Streeter . . . continue W
- 0.05 **Vt. Marker #10:** on N side of Barlow Rd . . . continuation to W

Vermont No. 10 Springfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY TOWN OF SPRINGFIELD 1912

This granite marker is 15 feet north of the Barlow Road and 200 feet west of the house occupied by Robert Barlow (2011). The Barlow place was formerly Streeter's. There is an arrow on the top of the monument.

From Vt. Marker #10 (Springfield) to Marker #11 (Springfield) is about 0.45 mile by today's roads.

- 0.15 **Vt. Marker #10** . . . continue W
X-rds jc of Barlow Rd and Town Farm Rd . . . go N on Town Farm Rd
- 0.3+ **Vt. Marker #11:** on E side of Town Farm Rd . . . continuation to N

Vermont No. 11 Springfield

CROWN POINT ROAD 1759

GEN. AMHERST CAMPED ON THE LEVEL GROUND WEST OF THIS POINT. THE FIRST APPLE TREES IN TOWN WERE PLANTED NEAR THE CAMP.

This marker is on the east side of the Town Farm Road about 0.3 of a mile northwest of the junction of the Barlow Road with the Town Farm Road. The arrow on top points approximately northwest.

The hill east of the Town Farm Road and extending to the north is called Camp Hill as Col. Goffe's men made camp here, 1760.¹

From the marker to the Weathersfield Center Road is a distance of about 1.2 miles.

¹Records do not indicate that Gen. Amherst was in this locality in 1760. Probably the marker should read GENERAL AMHERST'S SOLDIERS CAMPED . . .

From Vt. Marker #11 (Springfield) to Vt. Marker #12 (Springfield) is about 0.3 mile by today's roads.

- 0.3+ **Vt. Marker #11** . . . continue N
- 0.3+ **Vt. Marker #12:** on W side of Town Farm Rd, by "Moorelands Farm" . . . continuation N

Vermont No. 12 Springfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759

MARKED BY TOWN OF SPRINGFIELD 1912

This marker stands on the west side of the Town Farm Road in front of the house that was the town farm.

The marker is about 10 feet from the road.

This site was first settled by Captain Simon Stevens, a soldier in the French and Indian War and was later the Town Farm.¹

¹Mary Ellis, *Eureka*, p. 6.

From Marker #12 (Springfield) to Marker #13 (Springfield) is about 1.35 miles by today's roads.

- 0.45 **Vt. Marker #12** . . . continue N
T-jc, with blacktop starting toward W . . . go W
- 0.6+ T-jc with Weathersfield Center Rd . . . go N on Weathersfield Center Rd
- 0.3- **Vt. Marker #13:** about 25 feet off E side of Weathersfield Ctr. Rd . . . continuation N

Vermont No. 13 Springfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY TOWN OF SPRINGFIELD 1912

This marker is on the east side of the Weathersfield Center Road at a point nearly 0.3 of a mile north of the Town Farm Road intersection with the Weathersfield Center Road. It is approximately 25 feet from the road and 3 feet from the end of a stone wall near a driveway. The Crown Point Road ran about 20 feet north of the monument.

From Vt. Marker #13 (Springfield) to Vt. Marker #14 (Springfield) is 0.55 mile by today's roads.

- 0.4 **Vt. Marker #13** . . . continue N
T-jc with entrance to Crown Point Country Club on W, and immediately before Springfield-Weathersfield Town Line . . . go in to W
- 0.15 **Vt. Marker #14:** at very E edge of CC parking lot . . . return

Vermont No. 14 Springfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY TOWN OF SPRINGFIELD 1912

This marker stands on the north side of the entrance road leading to the clubhouse of the Crown Point Country Club. It is about 800 feet from the Weathersfield Center Road.

From Vt. Marker #14 (Springfield) to Vt. Marker #15 (Weathersfield) is 1.5 miles by today's roads.

- 0.15 **Vt. Marker #14** . . . return to Weathersfield Center Rd
T-jc with Weathersfield Center Rd, by Town Line . . . go N
1.05 T-jc with Wellwood Orchard Rd off to W . . . go W on Wellwood Orchard Rd
0.3 **Vt. Marker #15:** on N side of Wellwood Orchard Rd . . . continuation Wy

Vermont No. 15 Weathersfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1760
MARKED BY THE TOWN OF WEATHERSFIELD 1915

This marker (N. Latitude $43^{\circ}21'18''$; W. Longitude $72^{\circ}28'28''$) is located 0.3 of a mile from the Weathersfield Center Road on a branch road leading west through Wellwood Orchards. The branch road is about 1.1 miles north of the Springfield-Weathersfield town line. The marker is on the north side of the road (Town Road 62).

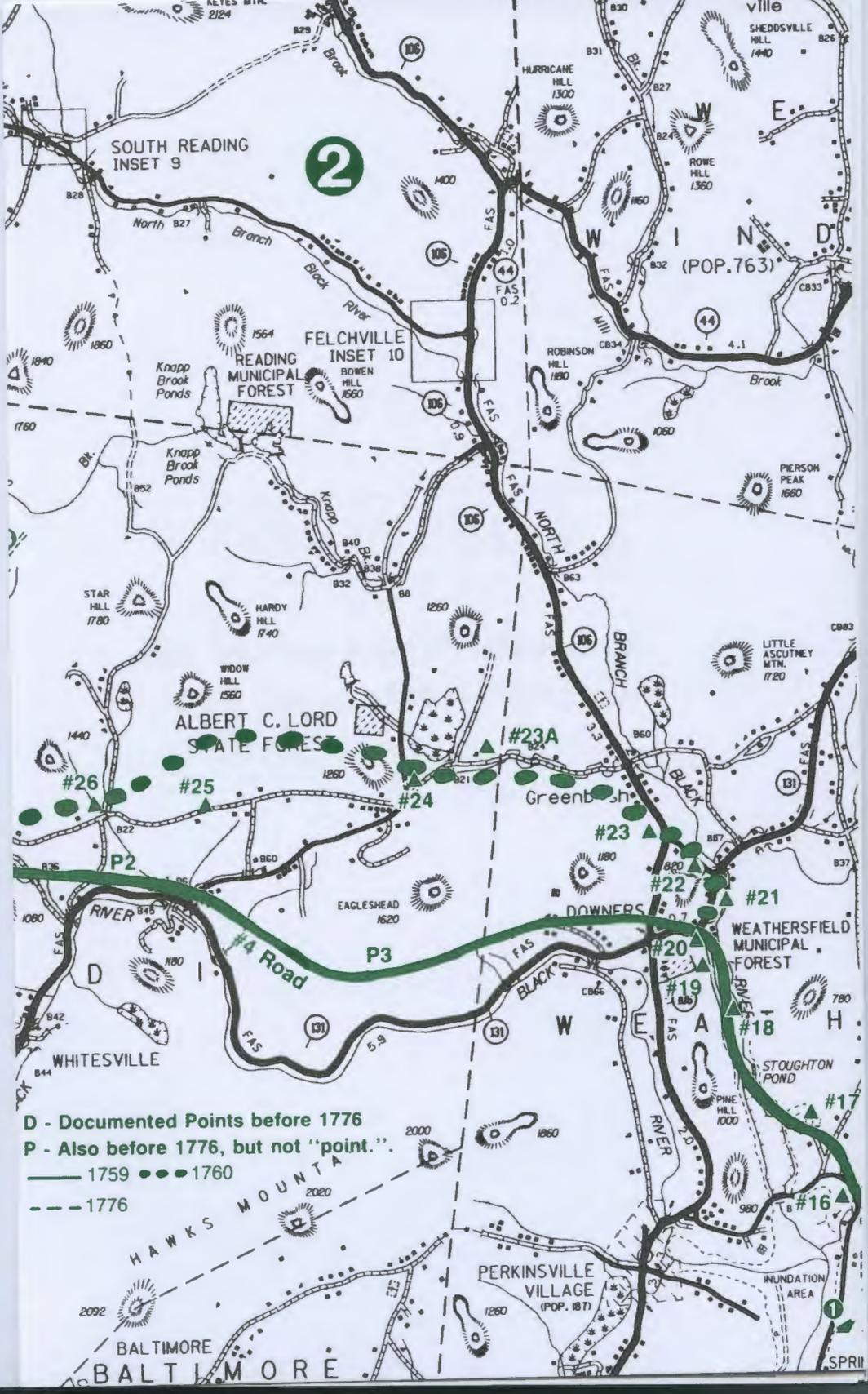
¹The latitudes and longitudes of the Weathersfield markers were prepared by Augustus Aldrich of Weathersfield.

From Vt. Marker #15 (Weathersfield) to Marker #16 (Weathersfield) is about 2.75 miles by today's roads.

- 0.3 **Vt. Marker #15** . . . continue westerly
Blacktop ends at Wellwood Orchards . . Wy and SW
1.1 T-jc with blacktopped rd . . . go N
0.4- T-jc with Butterfield Hill Rd to E . . . continue N
1.85 **Vt. Marker #16:** on W side of rd, up at eye-level and a few feet S of the T-jc with Cady Hill Rd off to E . . . continuation N & W

VERMONT MAP 2

**for Marker #16 (Weathersfield)
thru Marker #26 (Cavendish)**



2

SOUTH READING INSET 9

FELCHVILLE INSET 10

READING MUNICIPAL FOREST

ALBERT C. LORD STATE FORES

WEATHERSFIELD MUNICIPAL FOREST

PERKINSVILLE VILLAGE (POP. 187)

BALTIMORE BALTIMORE

D - Documented Points before 1776
 P - Also before 1776, but not "point."
 — 1759 ●●● 1760
 --- 1776

#4 Road

Greenbush

DOWNERS

STOUGHTON POND

INUNDATION AREA

(POP. 763)

HURRICANE HILL 1300

ROWE HILL 1360

ROBINSON HILL 1180

PERSON PEAK 1660

LITTLE ASCUTNEY MTN. 1720

EAGLESHEAD 1620

WIDOW HILL 1560

STAR HILL 1780

Knapp Brook Ponds

Knapp Brook Ponds

BOWEN HILL 1560

HARDY HILL 1740

PINE HILL 1000

STOUGHTON POND

INUNDATION AREA

BALTIMORE

BALTIMORE

SPRI

Vermont No. 16 Weathersfield

CROWN POINT ROAD BUILT BY GEN. AMHERST
1760 MARKED BY THE TOWN OF WEATHERSFIELD 1915

This marker (N. Latitude $42^{\circ} 22' 32''$; W. Longitude $72^{\circ} 29' 23''$) is at the intersection of Reservoir Road to the north Springfield Flood Control Dam with the Weathersfield Town Road No. 26 (formerly known as Bachman's Corner). From the Weathersfield Center Road at a point of 0.3 of a mile south of the Weathersfield Center Church is a gravel road (TR 26) which leads westerly and connects with the Town Road No. 47. TR 47 leads in an approximately southwesterly direction to the intersection. Total distance from the Weathersfield Center Road is 1.9 miles.

The granite marker is on the southwest corner opposite the house of Robinson Bullard (1965). The distance from this marker to Route 106 is approximately 1.5 miles.

The marker was moved and relocated during road construction and the arrow on its top no longer indicates the true direction of the Crown Point Road.

From Vt. Marker #16 (Weathersfield) to Vt. Marker #17 (Weathersfield) is about 0.9 mile by today's roads.

- Vt. Marker #16** . . . continue N & W
- 0.25- T-jc with Old Plains Rd off to N . . . go N on Old Plains Rd
- 0.15 X-rds, with Old Plains Rd swinging NE . . . go NE
- 0.1 Main entrance to Crown Point Campground toward N . . . continue NE
- 0.3 T-jc with lane to Grout and Plains Cemeteries . . . go W
- 0.1 **Vt. Marker #17**: in wall on westerly side of cemetery gate . . . return

Vermont No. 17 Weathersfield



THE GROUT CEMETERY

LAI D OUT IN 1781 BY MAJOR HILKIAH GROUT, INDIAN FIGHTER PIONEER AND STATESMAN WHOSE WIFE, SUBMIT, AND THREE CHILDREN WERE CAPTURED BY THE INDIANS AND FOR THREE YEARS HELD HOSTAGE IN CANADA. THIS ANCIENT BURIAL GROUND WAS MOVED TO THIS PLACE IN 1959 FROM ITS ORIGINAL LOCATION IN THE VALLEY OF THE BLACK RIVER, DUE TO THE CONSTRUCTION OF THE NORTH SPRINGFIELD FLOOD CONTROL DAM.

“REST IN PEACE”

The Plain Cemetery and the Grout Cemetery

The Crown Point Road goes through the northeast corner of the Plain Cemetery. Adjacent to the Plain Cemetery on the east side is the Grout Cemetery. There is a bronze plaque near the gate to the Grout Cemetery.

The cemeteries are east of Stoughton Pond just off the road leading northerly toward Route 131 from the Perkinsville-Weathersfield Center Road. The entrance road to the Grout Cemetery is about

0.2 of a mile north of the entrance to the Crown Point Camping Area.

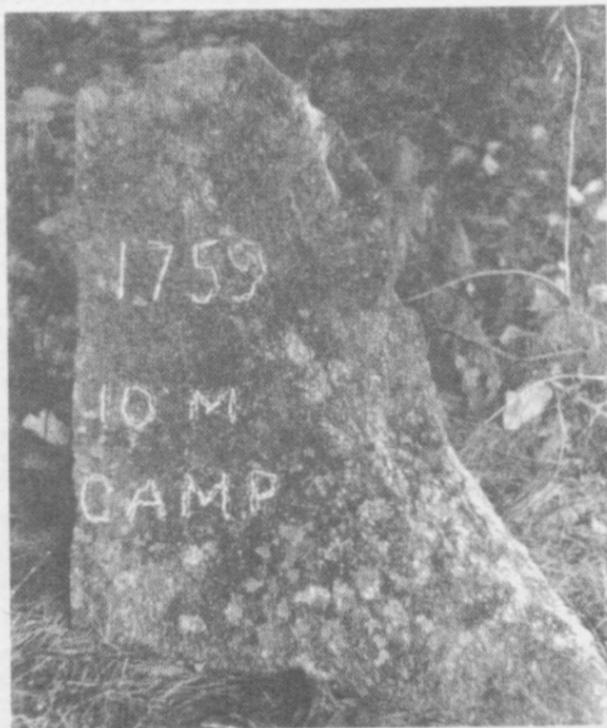
From Vt. Marker #17 (Weathersfield), because of the Stoughton Pond flood control project, to Vt. Marker #18 (Weathersfield) is an end run of 4.9 miles by today's roads.

Vt. Marker #17 . . . return to Old Plains Rd

Note: The area between Markers #17 and #18 has had its original roads blocked or relocated because of the Stoughton Pond flood control and recreation project done by the U.S. Army Engineers. Instead of being able to proceed directly from one marker to the other by auto, it is now necessary to make an "end run" over the flood control dam at the S end of Stoughton Pond, and so N to Downer's Four Corners, then hooking E and S (past Markers #20 and #19) in order to reach Marker #18 situated near the N end of Stoughton Pond.

- 0.1 T-jc of cemetery land with Old Plains Rd . . . go SW
- 0.4 X-rds where Old Plains Rd comes in from S . . . continue ahead SW
- 0.15 T-jc with paved rd swinging W toward dam at S end of Stoughton Pond . . . go W
- 0.3 Mid-point of dam at S end of Stoughton Pond . . . continue W
- 0.85+ Y-jc with Vt. Route #106 . . . go N
- 1.95 Downer's Four Corners, crossing of Vt. Route #106 and #131 . . . go E
- 0.25 At sharp curve in Vt. Route #131 and W end of junction for triangle for Branch Brook Rd to S . . . continue E along triangle
- 0.05 S.E. tip of triangle with Branch Brook Rd to S . . . go S
- 0.5 Y-jc road with SE to picnic/campground . . . continue S
Note: It is possible for a 4-wheel drive auto to loop back to here from Marker #18, but one very bad spot.
- 0.1 Northerly entrance (inactive) to gravel pit on W side of Branch Brook Rd . . . continue S
- 0.15 Southerly entrance (active) to gravel pit on W side of Branch Brook Rd . . . continue S
- 100 ft± Y-jc with old woods road to SE, 2 "white" posts visible . . . go SE (4-wheel drive, or hike)
- 70 ft± Two "white" (paint peeling) round posts, one on each side, barely a vehicle width apart . . . continue SE and E
- 0.1- **Vt. Marker #18:** on W side of CPR and screened by shrubs on N side of a small clearing . . . return to Branch Brook Rd

Vermont No. 18 Weathersfield



A crudely lettered stone marks the site of the Ten Mile Encampment in Weathersfield.

1759 10 M CAMP

This marker (N. Latitude $43^{\circ} 23' 34''$; W. Longitude $72^{\circ} 30' 18''$) is one of the only two discovered original milestones set by the builders of the Crown Point Road. Compare photo at page 48.

It is located on Branch Brook Road, a virtually discontinued, unsurfaced, though passable road heading south from a point on Vermont 131 about 0.4 of a mile southwest of the former store at Amsden. The marker is 0.6 of a mile from Vermont 131, about 0.1 of a mile beyond two gate posts. It is at the north of the roadway approximately 75 feet at the edge of the woods.

The "TEN MILE" marker is a field stone on the site of the encampment ten miles from the Crown Point Road's beginning on

the west bank of the Connecticut River.¹ Moved for safekeeping during construction of the North Springfield Flood Control Dam, the field stone has been reset in its original position, between the access road to the north end of Stoughton Pond and the North Branch of the Black River. The approach road and the stone are within the boundaries of the flood control project.

¹*Crown Point Road Day*, Booklet, p. 4.

From Vt. Marker #18 (Weathersfield) to Vt. Marker #19 (Weathersfield) is about 0.45 mile by wood-road and today's roads.

Vt. Marker #18. . . return to Branch Brook Rd via the 2 posts

Note: Continuing N, but only with a 4-wheel drive vehicle as 0.2+ mile to N is a tricky, even perilous, place (trees and very steep bank). However, once at the picnic/campground below the steep bank, there is a decent road leading 0.1+ mile to the jc with Branch Brook Rd. noted on the way to Marker #18.

0.1

100 ft±

Y-jc with Branch Brook Rd back near the southerly gravel pit . . . go N

Southerly entrance (active) to gravel pit on W side of Branch Brook Rd . . . continue to return N

0.15

Northerly entrance (inactive) to gravel pit on W side of Branch Brook Rd . . . continue to return N

0.1

Y-jc with road from picnic/campground . . . continue to return N

0.05

Y-jc with road from NE out of open field's S end . . . continue N

0.05

Vt. Marker #19: on W side of Branch Brook Rd . . . continuation to return N

Vermont No. 19 Weathersfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1760
MARKED BY THE TOWN OF WEATHERSFIELD 1915

This marker(N. Latitude 43° 23' 35"; W. Longitude 72° 30' 24") is on Branch Brook Road to the north end of Stoughton Pond, the same road used to reach Marker No. 18. It is about one third mile north of the latter marker, in thick vegetation, on the west side of the dirt road.

From Vt. Marker #19 (Weathersfield) to Vt. Marker #20 (Weathersfield) is 0.35 mile by today's roads.

- 0.15 **Vt. Marker #19** . . . continue to return N
Y-jc with road from SE out of open field's N end . . . continue N
- 0.2 **Vt. Marker #20:** on W side of Branch Brook Rd . . . continuation to return N

Vermont No. 20 Weathersfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1760
MARKED BY THE TOWN OF WEATHERSFIELD 1915

South of Amsden, on Branch Brook Road leading from Vermont 131 toward Stoughton Pond, is a marker (N. Latitude $43^{\circ} 23' 56''$; W. Longitude $72^{\circ} 30' 31''$) that has recently been reset. This marker is on the west side of the road, about 300 feet off Vermont 131.

From Vt. Marker #20 (Weathersfield) to Vt. Marker #21 (Weathersfield) is 0.45 mile by today's roads.

- 0.05 **Vt. Marker #20** . . . continue to return N
SE corner of rd triangle . . . continue N
- 0.05 NE corner of rd triangle, jc with Vt. Route #131 . . . go NE
- 0.35 **Vt. Marker #21:** on E side of rd, and leaning away from rd . . . continuation NE

Vermont No. 21 Weathersfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1760
ERECTED BY VERMONT SOCIETY D.A.R. 1915

This marker (N. Latitude $43^{\circ} 24' 14''$; W. Longitude $72^{\circ} 30' 22''$) is located in the village of Amsden on the east side of Vermont 131, approximately 335 feet south of the intersection of 131 and Amsden School Road connection to Vermont 106.

From Vt. Marker #21 (Weathersfield) to Vt. Marker #22 (Weathersfield) is 0.3 mile by today's roads.

0.05 **Vt. Marker #21** . . . continue E and N

0.5 Y-jc with Amsden Hollow Rd from S . . . continue N

0.2 T-jc with Amsden School Rd off to NW just before bridge . . . go NW

Vt. Marker #22: on W side of Amsden School Rd and at N side of the blacktop driveway to Morris house (1991) . . . continuation to NW

Vermont No. 22 Weathersfield



CP 1760 MILE XI
RESTORED IN 1922

This is the second mile marker considered to be "original"¹(N. Latitude 43° 24' 22"; W. Longitude 72° 30' 34"). It is about 0.2 mile NW of the former Amsden Store on Amsden School Rd. connecting Vermont 131 and 106.

It is on the W side of the road, about 20 ft. into the brush, so that it is not visible from the road. However, it is barely 10 ft. N of the paved driveway leading to the Morris house (1991) and is visible from that driveway, with the brush cleared to it.

The moss-covered stone is roughly triangular and about 3 ft. high.

The inscriptions on the stone are of two dates, the older covering more area in several lines, and the 1922 addition being a small incised rectangle in which is carved the phrase "RESTORED IN 1922."

¹Unlike the other marker considered to be "original," this one mentions both 1759 and 1760. Goffe's troops, working in 1760, are understood to have established mile posts along the twenty or more miles of the Crown Point Road route they improved. So, albeit there is no absolute certainty on when the stone was carved and emplaced, it could without inconsistency date to 1760.

From Vt. Marker #22 (Weathersfield) to Vt. Marker #23 (Weathersfield) is about 0.35 mile by today's roads.

Vt. Marker #22 . . . continue NW

0.25

T-jc of Amsden School Rd with Vt. Route #106 . . . go N

0.1+

Marker #23: behind 15-inch basswood tree in stone wall, about 15 ft W of highway, and leaning markedly toward rd . . . continuation N

Vermont No. 23 Weathersfield

CROWN POINT ROAD BUILT BY GEN. AMHERST 1760
ERECTED BY VERMONT SOCIETY D.A.R. 1915.

This marker (N. Latitude 43° 24' 35"; W. Longitude 72° 30' 50") is about 300 feet north of the intersection of the Amsden Road and Route 106 on the west side of the latter road. This point is about three quarters of a mile north of Downer's Four Corners.

From Vt. Marker #23 (Weathersfield) to Vt. Marker #23A (Cavendish) is 1.4 miles by today's roads.

Vt. Marker #23 . . . continue N

0.5

X-rds with Tarbel Hill Rd. to W. (and Little Ascutney Rd. to E.)
. . . go W.

0.9

Vt. Marker #23A on N side of road near Weathersfield-Cavendish town line.

Vermont No. 23A Cavendish

THE 1760 LOCATION OF THE CROWN POINT ROAD RAN ABOUT 1000 FEET SOUTH OF THIS MARKER. THIS MARKER WAS PLACED 2000 BY THE C.P.R.A. IN MEMORY OF GLENN A. WHEELOCK TRAIL GUIDE MARKER 23A

This marker is on the north side of Tarbell Hill Road (Weathersfield) in a wooded spot.. (This road becomes Greenbush Road (Cavendish) near the marker, per a street sign here.) It is dedicated to Glenn Wheelock, a longtime CPRA enthusiast of Springfield.

Vt. Marker #23A . . . continue W

0.2

T-jc with road to N (Stevens Rd) at small triangle . . . continue W

0.4

Vt. Marker #24 on N side of road under apple tree on lawn of 31 Greenbush Road, and about 100 feet before Y-jc with the road leading to Reading (Tarbell Hill Road, Cavendish).

Vermont No. 24 Cavendish

CROWN POINT ROAD BUILT BY GEN. AMHERST 1760
MARKED BY CAVENDISH CHAPTER, D.A.R. 1915

This marker stands at the corner of Tarbell Hill Road (Cavendish) and Greenbush Road by the old Paine Tavern (31 Greenbush Road). The 13-mile encampment was north of the road.

From Vt. Marker #24 (Cavendish) to Vt. Marker #25 (Cavendish) is about 1.6 miles by today's roads.

From Vt. Marker #24 . . . continue W

100 feet

Y-jc with paved road leading N to Reading, and under power line . . . go SW

0.05

T-jc with East Road to W, not blacktopped . . . go W

0.35-

Caton Place Camping (2419 East Road) on N side of road . . . continue W

0.65

T-jc with road off to S (Chambers Rd) . . . continue W

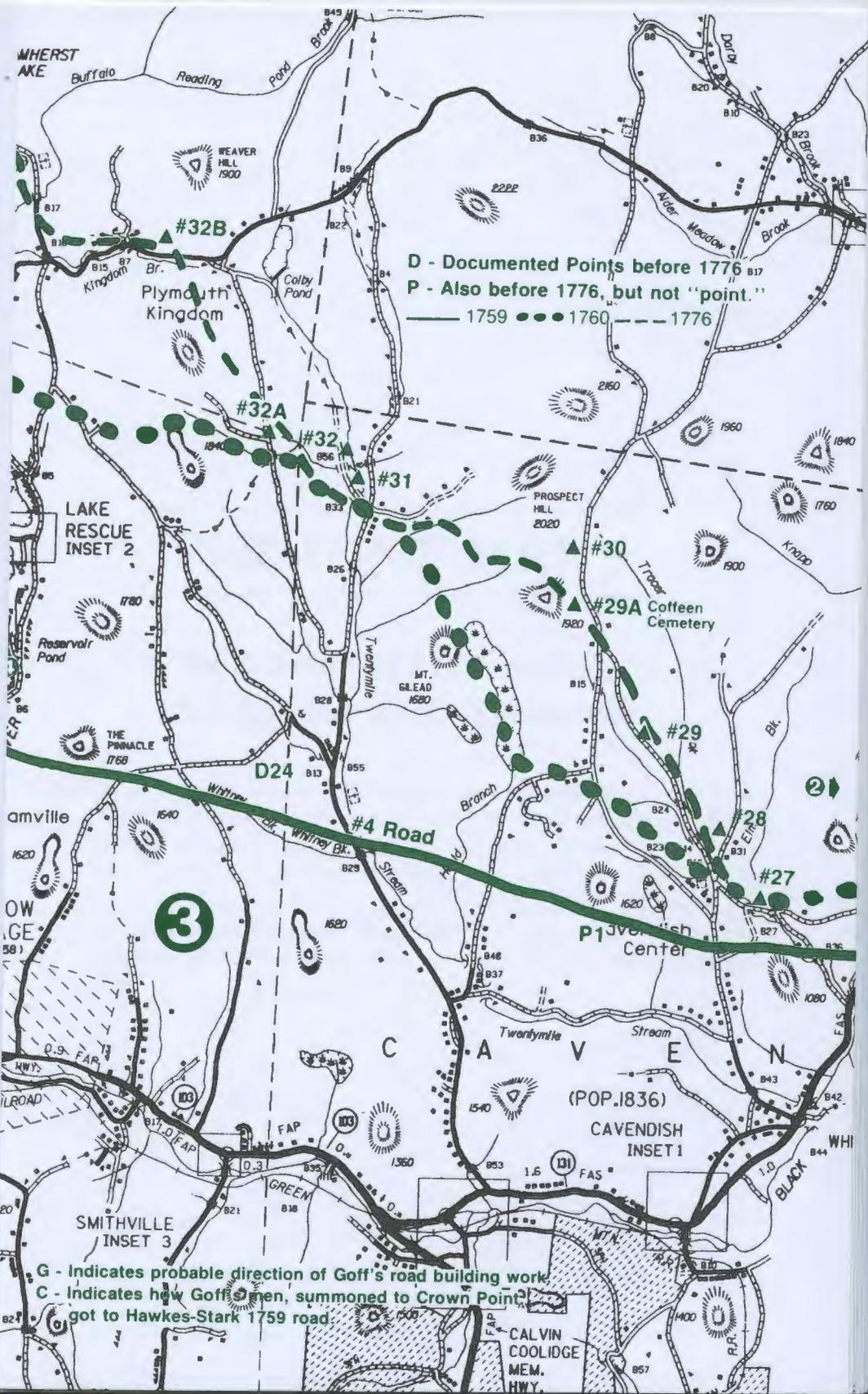
0.55

Vt. Marker #25 on N side of road, about 200 feet E of (Jennifer Chobar in 2011) house (1200 East Road) . . . continuation W

VERMONT MAP 3

for Marker #27 (Cavendish) thru Marker #32B (Plymouth)

Note: To carry out the October 1759 orders that cattle pens should be available about every 15 miles along the CPR (the distance considered achievable for driving cattle in one day), there should have been one about 15 miles West from the Connecticut River. That would place it in the Cavendish-Ludlow area, somewhere near Vermont map 3's Documented Point D24. Put another way, that is a couple of miles West of Marker #27 or a couple of miles South of Marker #31 since Markers #27–Markers #31 are along the route used in 1776 and not along the original 1759 route.



WHERST AKE Buffalo Reading pond

#32B
Plymouth Kingdom
Colby Pond
Kingdom Br.

D - Documented Points before 1776
P - Also before 1776, but not "point."
— 1759 ●●● 1760 - - - 1776

LAKE RESCUE INSET 2

THE PINNACLE 1768

3

amville

OW GE

D.S. FAR

ILROAD

SMITHVILLE INSET 3

G - Indicates probable direction of Goff's road building work
C - Indicates how Goff's men, summoned to Crown Point, got to Hawkes-Stark 1759 road

#32A
#32
#31

D24

#4 Road

Plymouth Center

(POP.1836)
CAVENDISH INSET 1

CALVIN COOLIDGE MEM. HWY.

Vermont No. 25 Cavendish

CROWN POINT ROAD BUILT BY GEN. AMHERST 1760
MARKED BY CAVENDISH CHAPTER, D.A.R. 1915

This marker is 1.7 miles west of Vt. Marker #24 marker on the north side of the crossroad leading from Tarbell Hill to Cavendish Center. It is approximately 200 feet east of the (J. Chobar) home (1200 East Road).

From Vt. Marker #25 (Cavendish) to Vt. Marker #26 (Cavendish) is about 0.45 mile by today's roads.

Vt. Marker #25 . . . continue W

0.45-

Vt. Marker #26: at NW angle of T-jc with Old County Road (formerly Jolley Road) off to N . . . continuation to W

Vermont No. 26 Cavendish

CROWN POINT ROAD BUILT BY GEN. AMHERST 1760
MARKED BY CAVENDISH CHAPTER D.A.R., 1915

This marker stands at the northwest corner of the intersection of East Road and Old County Road leading north to the Jolley Farm. That intersection is Russell's Corner. The side is 0.3 to 0.4 of a mile west of J. Chobar's house (formerly Kingsbury).

This is near the probable site of the 15-mile encampment.

From Vt. Marker #26 (Cavendish) to Vt. Marker #27 (Cavendish) is just over 1 mile by today's roads.

Vt. Marker #26 . . . continue W

0.05

Small triangle at T-jc for road to S . . . continue "up & over" to W (Field Hill Road and Brook Road join at 774 Brook Road (Zimmer 2011)).

0.8

T-jc with road downstream to S . . . continue W

0.2

Vt. Marker #27: on N side of road at path N to "Old Cemetery" alongside of which CPR ran (and 50 feet beyond marker is a large culvert (formerly Morgan Bridge) and sign for Hoey Road which goes S) . . . continuation to W

Vermont No. 27 Cavendish

OLD CEMETERY

TOP OF HILL TO LEFT IS THE OLD CEMETERY OF
EARLY SETTLERS VERMONT #27 C.P.R.A.

This wooden marker placed in 2008 is approximately 50 feet east of Brook Road and a large culvert, near the sign for Hoey Road which goes to south. It marks the path up the hill about 200 feet to the large cemetery where are the graves of several Revolutionary War soldiers. The Crown Point Road was along the NE edge of the cemetery.

From Vt. Marker #27 (Cavendish) to Vt. #28 (Cavendish) is 0.4 mile by today's roads.

Vt. Marker #27 . . . continue W

0.25

Tjc at triangle . . . go NW

0.25

X-rds jc with Atkinson Road to N and a cemetery nearby to SW . . . go N

0.1

Vt. Marker #28 on W side of Atkinson Road (which dead ends) . . .

continuation is to return S

Vermont No. 28 Cavendish

CROWN POINT ROAD BUILT BY GEN. AMHERST 1760
MARKED BY CAVENDISH CHAPTER, D.A.R. 1915

This marker is on the west side of the Atkinson Road (2011) about 0.2 of a mile north of the four corners at Cavendish Center. It is on the opposite side of the road from the cellar holes of the Quirk house and barn (late 1800s), and just south of the driveway of 133 Atkinson Road (Charles Bostock 2011).

From Vt. Marker #28 (Cavendish) to Vt. Marker #29 (Cavendish) is about 1.4 miles by today's roads.

Vt. Marker #28 . . . return S

0.1

jc Atkinson Road with road to NW . . . go NW

0.4-

Pass under power line . . . continue NW

0.9-

Vt. Marker #29 on E side of road, wooden sign by Boy Scouts . . . continue

NW

A wooden directional marker on the present highway (Brook Road), presented by Boy Scouts, reads "41 RODS (656 feet) northeast to the grave beside The Crown Point Road of a soldier on the French and Indian war."

Vermont No. 29 Cavendish

HERE LIES AN UNKNOWN SOLDIER OF THE FRENCH AND
INDIAN WAR WHO DIED IN 1760 WHILE BUILDING THE
CROWN POINT ROAD BESIDE WHICH HE RESTS.
CAVENDISH HISTORICAL SOCIETY 1964

Mrs. Charlton's article in the Proceedings of the Vermont Historical Society, December 1931, on the Crown Point Road describes the location as follows: "In Mr. Parker's Dutton Pasture, about 30 rods from his house, we come upon a grave, one rod north of the stone wall and east of the bar way. A rough stone marks the head within 10 feet of the old road."

From Vt. Marker #29 (Cavendish) to Vt. Marker #29A (Cavendish) is about 0.85 mile by today's roads.

Vt. Marker #29 ... continue NW

0.65

Y-jc with road to S (Derby Rd) ... continue NW & N (South Reading Road, house at Y-jc is 817 South Reading Road)

0.2+

Vt. Marker #29A in Coffeen Cemetery at W side of South Reading Road

... continue N

Vermont No. 29A Cavendish

The Coffeen Cemetery (just west of the Crown Point Road)

Captain John Coffeen and his wife Susanna, the first settlers in Cavendish, are buried with members of their family and neighbors a short distance south of the Coffeen cellar hole on the west side of the South Reading Road. The cemetery is about opposite the William Durkin barn (standing 2011) (1174 South Reading Road).

From Vt. Marker #29A ... continue N

0.35

Vt. Marker #30 on W side of South Reading Road ... continuation is to return S

Vermont No. 30 Cavendish

CROWN POINT ROAD BUILT BY GEN.AAMHERST 1760
MARKED BY CAVENDISH CHAPTER, D.A.R. 1915

The marker is on the west side of the South Reading Road about 0.6 of a mile northwest of the intersection of the road to Cavendish Center and South Reading Road. The house of (William Durkin) (1174 South Reading Road) built by Capt. Coffeen, as a tavern, is 0.3 of a mile from the intersection in a northwesterly direction.

From Vt. Marker #30 (Cavendish) to Vt. Marker #31 (Cavendish) is about 7.15 miles by today's roads.

Vt. Marker #30 ... return S

0.55+

Yjc with road from Marker #29 off to SE ... continue S straight ahead

0.9

Tjc with (Heald Road) to W ... go W

0.4

Pass under power line at Tjc with road that dead-ends (The Hill Road)
... continue W & S

1.35

Bridge with blacktop starting S ...continue S

0.2

Tjc with gravel to E (Davis Road) and pavement to W ... go W on pavement

0.15

Tjc with blacktopped 20 Mile Stream Road ... go NW

0.6

Stone house (1902 20 Mile Stream Road) on E side of road ...continue NW

0.75

Stone house on W side of road ... continue NW

0.15

Steep cemetery on E side of road ... veer N

0.2

Yjc with blacktopped Quent Phelan Road of to NW ... continue N

0.8

Tjc with road off to W at former Old Wheeler School
(3710 20 Mile Stream Road) ... continue N

1.05

X-rd with NW road (Meadowbrook Farm Road) whereas E arm is Newton
Road ... continue N

0.05

Vt. Marker #31 on W side of 20 Mile Stream Road just N of old
starch mill foundation ... continuation is to return S

Vermont No. 31 Cavendish

CROWN POINT ROAD BUILT BY GEN. AMHERST 1760
MARKED BY CAVENDISH CHAPTER, D.A.R. 1915

This marker is on the west side of the Twenty Mile Stream Road about 1 mile south of the Cavendish-Reading line. It is about 6 miles from Vermont Route 131 in the village of Proctorsville. About 0.1 of a mile south of the marker is a side road to Meadowbrook Farm Campground, owned in 2011 by Belle McKnight and Norman Spaulding. (253 Meadowbrook Farm Road).

From Vt. Marker #31 (Cavendish) to Vt. Marker #32 (Cavendish) is 0.2 mile by today's roads.

Vt. Marker #31 ... return S to X-rds

0.05

X-rds with branch off to W & N to Meadowbrook Farm,
whereas branch to E is Newton Road ... go W and NW

0.15

Vt. Marker #32 tall column on N side of road
... continuation is to return SE and E to X-rds

(Note: Beyond Meadowbrook the road N is no longer passable to Plymouth.)

Vermont No. 32 Cavendish



Tablet and Road, looking North

The flagstaff on the meadow marks the exact site of the twenty-mile encampment. The old road crossed the present highway where the largest pine tree stands.



ON THE MEADOW NEAR THIS SPOT
WAS LOCATED THE
TWENTY MILE ENCAMPMENT
ON THE LINE OF THE
BRITISH MILITARY ROAD
BUILT BY ORDER OF GENERAL AMHERST
FROM FORT NO. 4 (CHARLESTOWN N.H.)
TO CROWN POINT AND FORT TICONDERUGA
CONSTRUCTION BEGUN OCTOBER 1768 AT
LAKE CHAMPLAIN BY MAJ. JOHN HAWKS;
EASTERN PART FROM CONNECTICUT
RIVER TO MOUNTAINS BUILT IN SPRING
OF 1780 BY COL. JOHN GOFF
THIS TABLET ERECTED 1909 BY
DESCENDANTS OF THE FIRST SETTLERS

Tablet and Decoration placed August 26, 1909, at Twenty-Mile Encampment, Cavendish, on line of Crown Point Military Road
(Compare modern photo on page 56, to left)

Looking northeast. The Shaft was from the capstone of an old mill in the locality.

IN THE MEADOW NEAR THIS SPOT WAS LOCATED THE TWENTY
MILE ENCAMPMENT ON THE LINE OF THE BRITISH MILITARY ROAD
BUILT BY ORDER OF GENERAL AMHERST FROM FORT NO. 4
(CHARLESTOWN, N.H.) TO CROWN POINT AND FORT TICONDEROGA.
CONSTRUCTION BEGAN OCTOBER 1759 AT LAKE CHAMPLAIN BY
MAJ. JOHN HAWKS; EASTERN PART FROM CONNECTICUT RIVER
TO MOUNTAINS BUILT IN SPRING OF 1760 BY COL. JOHN GOFF
THIS TABLET ERECTED 1909 BY
DESCENDANTS OF THE FIRST SETTLERS

This marker is on the east side of (Meadowbrook Road) (dead end) which leads from Twenty Mile Stream Road to Meadowbrook Farm Campground. It is northwest 0.4 of a mile from this road intersection, known as Smith's Corner.

The marker was the capstone of the Ordway Mill which stood on Twenty Mile Stream about 3.5 miles south of Smith's Corner and is 7 feet 10 inches high. The inscription is on a bronze plaque. The initials of David and Zephaniah K. Ordway appear on the side of the marker.

From Vt. Marker #32 (Cavendish) to Vt. Marker #32A (Ludlow) is 2.8 miles by today's roads.

Vt. Marker #32 ... return SE & E

0.15

X-rds with 20 Mile Stream Road (Newton Road to E) ... return S

1.05

T-jc at former Wheeler School (3710 20 Mile Stream Road) with Chapman Road (TH#11) off to W ... go W & NW

1.6

Vt. Marker #32A on E side of road within a few feet of T-jc with Dix Hill Road (nearest house is 1093 to NW) ... continuation NW

Vermont No. 32A Ludlow

CROWN POINT ROAD BUILT IN 1759 - 1760

C.P.R.A. 1984 MARKER 32A (**)

** It is evident that the "A" is carved over a "B."

This standard granite marker is about 8 feet off the traveled way on the east side of Chapman Road (TH#11), virtually at the T-junction of Dix Hill Road, about 0.15 mile south of the Ludlow-Plymouth town line. Chapman Road was named for Mrs. Chapman, who was originally Mrs. Dix, and

runs from the Wheeler School (now a dwelling) to Plymouth Kingdom.

An encampment was located nearby to NW.

From Marker #32A (Ludlow) to Vt. Marker 32B (Plymouth) is 1.7 miles by today's roads.

Vt. Marker #32A ... continue NW

1.1

Y-jc with N end of old road from (Meadowbrook Farm Campground) which old road is now impassable to autos (called Colby Pond Rd 2011) ... go W

0.1

jc SE tip of triangle where Chapman Road meets Kingdom Road (Tyson - South Reading road) ... go W

0.1

jc W end of triangle where join black-topped Kingdom Road in "Plymouth Kingdom" ... continue W

0.4

Vt. Marker #32B for Plymouth Kingdom Cemetery, on N side of road ... continuation W

Vermont No. 32B Plymouth

PLYMOUTH KINGDOM CEMETERY

BURIAL SPOT OF PIONEER SETTLERS AND SOLDIERS OF THE REVOLUTIONARY WAR. DEACON DANIEL CLARK, ONE OF THOSE SOLDIERS, CAME HERE IN 1804, BUILT A CHURCH, A SAWMILL, AND A GRISTMILL, AND WAS A COMMUNITY LEADER TILL HE DIED, AGED 101 YEARS 6 MONTHS AND A DAY. THIS CEMETERY ON LAND OF THE DEACON CLARK FARM ADJOINS THE CROWN POINT MILITARY ROAD AT THE NORTH. CLOSE BY IS THE SITE OF THE MUDGE HOUSE, THE FIRST DWELLING IN THIS AREA.

This marker is akin to state historical signs, with white letters on a green background, and indicates the path to the nearby burying ground that an 1859 map² depicts with the Crown Point Road proceeding along its north side. Deacon Daniel Clark, who once owned a large part of the land in the vicinity, and for whom the Kingdom was originally termed "Clark's Kingdom"³,

1 Encampment still without a marker (2011) In the area known as "Plymouth Kingdom," or increasingly now as "Colby Pond", the 1859 Scott, Stickney, & Pollard Map of Plymouth indicates a Crown Point Road encampment. This is shown as in the extreme southeastern part of the township, about 0.75 of a mile northeast of the Dix (Chapman) Farm, and so northerly of Marker #32A.

2 C. A. Scott, J. W. Stickney and J. A. Pollard, Map of Plymouth, 1859.

3 Norman P. Mason, letter, Rutland Herald, February 7, 1962

is buried in this cemetery. The burying ground is about 150 feet north of the Plymouth Kingdom to Tyson paved highway. (Kingdom Road)

From Vt. Marker #32B (Plymouth) to Vt. Marker #32C (Plymouth) is about 1.3 miles by today's roads.

Vt. Marker #32B ... continue W

0.8 X-rds, with N branch (Scout Camp Road) going to Camp Plymouth State
Park (1960 Scout Camp Road.) ... continue N
.6

Entrance to Camp Plymouth State Park ... continuation N

Vermont Marker No. 32C Plymouth

REVOLUTIONARY WAR CAMPGROUND ON THE CROWN POINT ROAD

THIS LAKESIDE MEADOW WAS A 1777 CAMPGROUND FOR RINDGE NH TROOPS EN ROUTE TO MOUNT INDEPENDENCE AND FORT TICONDEROGA TO FIGHT BURGOYNE'S INVADING BRITISH ARMY. THE 1776 CROWN POINT ROAD LINKING FORT NO. 4 ON THE CONNECTICUT RIVER TO LAKE CHAMPLAIN FORTS CLOSELY FOLLOWED THE PRESENT HIGHWAY. THE EARLIER 1759 - 60 CROWN POINT ROAD, ORDERED BUILT BY BRITISH GENERAL AMHERST DURING THE FRENCH AND INDIAN WAR, PASSED FURTHER TO THE SOUTH. IT FOLLOWED INDIAN TRAILS AND LATER BROUGHT HOMESTEADERS TO VERMONT. THE BLACK RIVER PONDS WERE AT A PORTAGE POINT BETWEEN THE BLACK RIVER AND OTTER CREEK. OTHER CAMPSITES MAY BE FOUND NEARBY. THE BOY SCOUTS OF AMERICA OWNED THIS PROPERTY AND OPERATED A SUMMER CAMP HERE FROM 1927 - 1984 WHEN THE LAND WAS SOLD TO THE STATE OF VERMONT.

(VERMONT DIVISION OF HISTORIC PRESERVATION 2007)

From Vt. Marker #32C (Plymouth) to Vt. Marker #33 (Plymouth) is 1.7 miles by today's roads.

VT. Marker #32C ... continue N

0.05 Steep cemetery on E ...continue N

1.5 T-jc at N end of bridge leading S ... go S

0.25 **VT. Marker #33** tall shaft with bronze plaque, on E side of Scout Camp Road. (178 Scout Camp Road)



Crown Point Road Association members pause at newest Vt. Marker No. 32C at Camp Plymouth State Park in August 2009 during their 250th Anniversary through-hike. From left are Ruth Lewis, Eileen Klymn, James Lewis, Jim Moore, Jim Rowe, Dan Keebler.



(top l to r) Past president Bill Allen, DAR regent Sue Hathaway and CPRA researcher Fran Hollender at the dedication of Marker 35 in Shrewsbury.

(bottom) Some of the founders and early researchers of the CPR at the 1962 dedication of Marker 62 in Bridport. Second and third from the left, Dr. and Mrs. Eugene Barker; at center in fedora, Carl Hollender, and to his right, Mr. and Mrs. Martin Howe.

VERMONT MAP 4

**for Marker #32B (Plymouth)
thru Marker #34 (Plymouth)**

(POP. 405)

D - Documented Points before 1776

4

CALVIN COOLIDGE STATE FOREST

Capt. John Coolidge cellar hole CPRA sign (ca. 1785)

AMHERST LAKE

34A

#34

#32C

#32

PROCTOR HILL 2240

LAKE NINEVAH

Park Meadows Camping Area (Girls)

TINY MTH. 2320

Tiny Pond

Tiny Pond

SABYER ROCKS 2280

INSET 13

#4 Road

LAKE RESCUE

LAKE RESCUE INSET 2

ALDVILLE

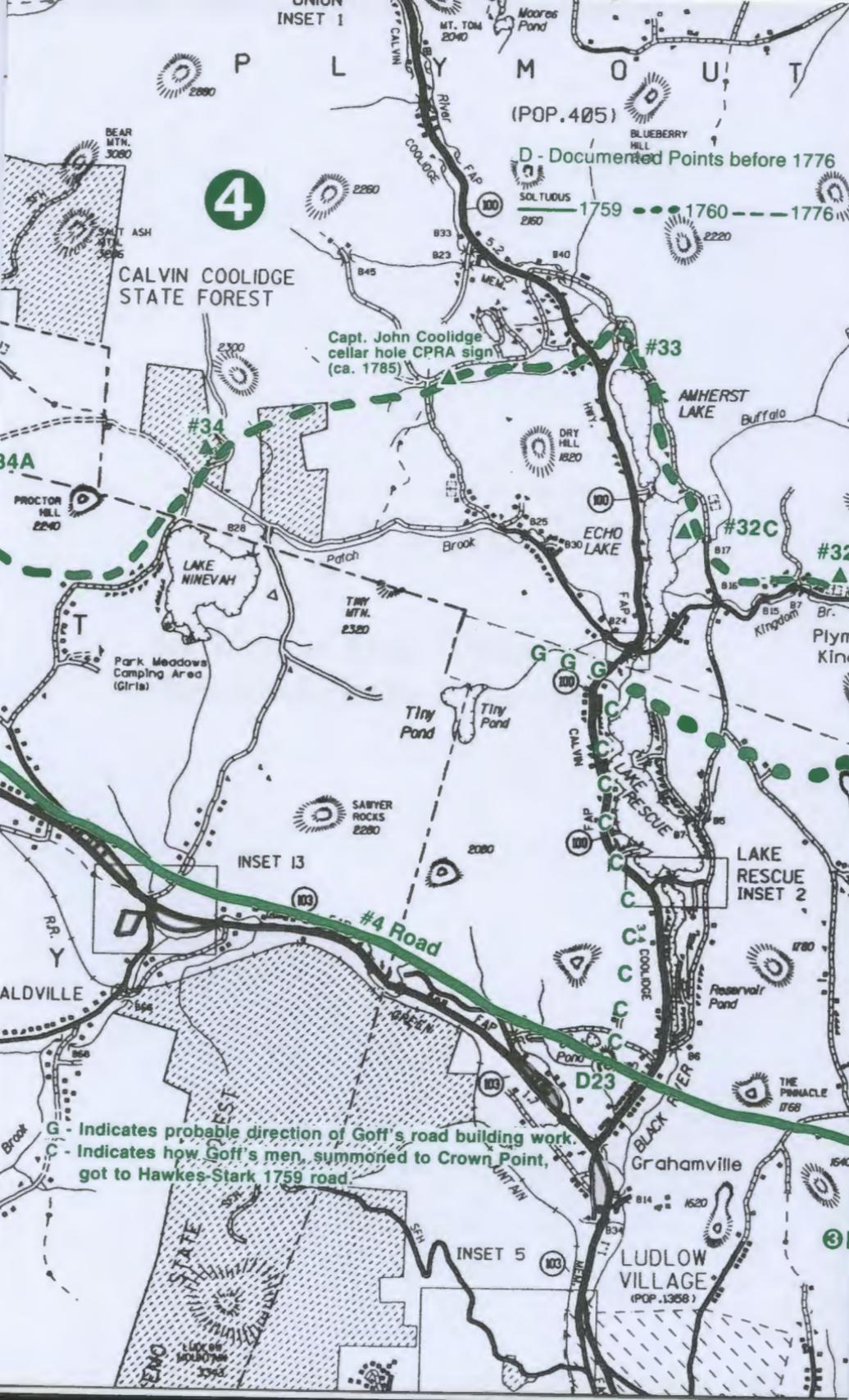
G - Indicates probable direction of Goff's road building work.
C - Indicates how Goff's men, summoned to Crown Point, got to Hawkes-Stark 1759 road.

Grahamville

INSET 5

LUDLOW VILLAGE (POP. 1358)

STATE FOREST



Vermont No. 33 Plymouth



CROWN POINT MILITARY ROAD
BUILT BY GEN. JEFFREY AMHERST 1759-1760
26 MILE ENCAMPMENT LIES ONE QUARTER MILE WEST¹
MARKED IN 1926 BY LUCY FLETCHER CHAPTER
DAUGHTERS OF THE AMERICAN REVOLUTION.

This marker is a tall shaft of gneiss, about 8 feet tall and 3 feet wide, with a bronze plaque. It stands on one square rod of land given by Judge Charles Scott of Plymouth.² The 26-Mile Encampment is

¹The 28-Mile Encampment over nearer Buttermilk Falls and Vermont Route #103 in Mt. Holly, being further south than the presumed continuation from 26-Mile Encampment route, must be on the Hawkes route of 1759.

over West of Vermont Route #100 and only a few hundred feet North from the junction of Marker #33's road with Vermont Route #100; the approach up the bank has been made very steep by highway construction. Less than a mile further on West beyond the encampment are the ancient cellar holes of the homes where lived the ancestors of President Coolidge.³

Since marker #33, up near the North end of today's Lake Amherst, is a couple of miles North of Tyson (on Vt. Route #100 in the Town of Plymouth), it was not on the Goffe 1760 route and not on the Hawkes 1759 route which MacClintock reports as 2.5 miles still further South.⁴ That leaves it for the 1776 route. For more information, see footnote 5.

²Lucy Fletcher Chapter, D.A.R., *Dedication of the Monument on the Old Crown Point Road in Plymouth*, pamphlet, 1926, pp. 3 and 4. Picture at page 1 therein.

³A small wooden sign, replaced in 2007, stands on the South side of a gravel road in the Township of Plymouth that reads HOME SITE OF CAPT. JOHN COOLIDGE ABOUT 1785 CROWN POINT ROAD ASS'N 1966. This is about 1.5 miles crosslots from Marker #34.

⁴MacClintock, Rev. Samuel, *Journal, May 26, 1790–August 28, 1760*, from a "true copy" acquired by the Library of Congress in 1867 and reproduced by the Crown Point Road Association in their 1972 booklet, 30 pages. See Sunday, 27 July, at the top of p. 11 therein.

⁵Recalling how hastily the Crown Point Road was marked and built in the Fall of 1759, it is small wonder that early on there were many complaints about the insufficiency and condition of the road. Among the complainers was Lt. John Small (Black Watch Regiment of the British Regular Army), who went over the road in both the Fall of 1759 and 1760. He was detailed to pay off provincial troops as they passed through Charlestown's Fort #4 on their way to homes in southern New England at the end of the warmer-weather campaign season each year. In 1760 it took him 7 days (16–22 November) to go from Crown Point to Charlestown.

General Amherst responded to the situation by ordering Goffe, when he came northwest with New Hampshire troops to start the 1760 campaign season, to work at improving the Crown Point Road. So Goffe and his men did important work on about the first 25 miles of road from the Connecticut River, that is as far as the Plymouth valley and its ponds: mile posts, better stone culverts, stone ramps, changes of route, etc.

The Reverend MacClintock's Diary reports that orders came to hot-foot-it to Crown Point to join in the British 1760 invasion of Canada, and that they had to drop "S & by W 2 & ½ miles to Hawkes' road". That leaves an inference of being near today's Tyson and reaffirms that the Goffe route was not always coincident with the Hawkes route of 1759.

Another response to the early complaints about the Crown Point Road was Lt. John Small's interpretation of his 1760 orders when he was again sent to Fort #4 to pay off homeward-bound troops. He read his orders as directing him, when he returned to Crown Point, to scout a more northerly, shorter route. Waiting at Charlestown for stragglers, winter caught him, so he lingered there until March 1761. By then he figured the snow had thinned enough and the weather warmed enough to be able to make it alive to Crown Point. With what remained of his detachment, plus a couple of locals whom he hired, he set out on snowshoes, "kept the main road (as far as it was cleared last summer by the New Hampshire Regiment) to the ponds or small lakes whence Black River flows, being about twenty-five miles". After going up valley a bit, he heads West to the "height of land", calling it less than three miles from the valley. Then he "left the party & our packs &, with one of the No. 4 Inhabitants, went up to the Summit

of one of the highest mountains in order to try discovering from thence the nearest & most accessible passage for the road. . . . I could discern an opening or Notch between two very high hills, but considerably more to the northward than anyone had attempted to pass before this time—it appeared to be pretty level [not over 300 ft. of relief on modern topographic maps and that much only for crossing the North branch of Cold River] in a direct course toward Otter Creek”.

To what did Lt. Small refer for his “Summit of one of the highest mountains”? Shrewsbury Peak (3737 ft. and part of the Killington massif) made no sense and would have taken too long to climb. Was it Saltash Mountain, a 2-mile long N-S ridge North of the Mount Holly gap used by the Hawkes route? So Sanborn Partridge and friend climbed it to check out “the view”, but ruled it out on finding no decent view, all wooded, and being too close to the Hawkes route. Next they tried the road from Round Top to North Shrewsbury, a very gentle route once one has climbed out of the Plymouth Valley. Just South of this route is an E-W ridge that ends abruptly just East of North Shrewsbury, but looms 500 ft. or more above the route. Climbing that was rewarding for off northwest in the view is a “notch” which Rutland still calls “The Notch” and the direction takes one across Rutland’s basin and Rutland’s Pine Hill to strike Otter Creek about as Lt. Small reported doing . . . “to where I struck Otter River & Hawkes Road about three miles above the great falls [= Proctor] & seven miles below [= downstream of] where the former road passes the Creek [which pins the 1759 crossing to Clarendon]”. No evidence has been found for the reuse in early times of Lt. Small’s route.

Other fascinating information comes from Lt. John Small’s report. His “I found it somewhat difficult to cross Connecticut River, the ice being just broke up & its banks overflow’d” confirms the wisdom of 1759 in not crossing the Connecticut River right by Fort #4 and having shortly to cross Black River, but going a couple of miles North in New Hampshire and crossing above the mouth of Black River. Also, “as we lost our provisions in crossing Otter River [doubtless in flood since the Connecticut River was]. A raft I caused to be made for that purpose gave way and we were obliged to save ourselves by swimming.” In such a situation one typically clutched and kept one’s musket, but let one’s pack go . . . hence the hasty change of destinations from Crown Point to the nearer Fort Ticonderoga.

From Vt. Marker #33 (Plymouth) to Vt. Marker #34 (Plymouth) is 5.85 miles by road, although less than half that as the crow flies.

- Vt. Marker #33** . . . continue S
- 0.2 Y-jc with Vt. Route #100 on W side of Lake Amherst . . . continue S
- 1.9 X-rds at Echo Lake Inn, Tyson, with Dublin Rd (TH #15) NW up Patch Brook . . . go NW
- 1.05 End of Blacktop . . . continue NW
- 0.2 T-jc with dead-end rd to N . . . continue NW
- 0.1 Y-jc with Patch Brook Rd to W . . . go W up brook
- 1.5 T-jc with rd S that passes near E side of Lake Ninevah . . . continue W
- 0.6+ Old X-rds (“Pollard Four Corners”, buildings gone), with W continuation for 4-wheel drive vehicles and N branch toward Revolutionary War soldier’s grave . . . go N
- 0.3— **Vt. Marker #34:** wooden marker on W side of rd shows path to grave . . . return S

Vermont No. 34 Plymouth



Unknown Revolutionary War Soldier's Grave and Nearby Encampment

HERE LIES AN UNKNOWN SOLDIER OF THE
AMERICAN REVOLUTION WHO DIED HERE BY THE ROAD
WHILE RETURNING TO HIS HOME.

MT. HOLLY BOY SCOUTS TROOP 17 1984

The grave and the site of the nearby encampment ¹ are about 0.5 of a mile northeast of Lake Ninevah and north of the Mount Holly-Plymouth line. The location, on the old Ninevah-Plymouth road, may be reached from Lake Ninevah and is also accessible from the village of Tyson. Running west from Tyson, the so-called Patch Brook road is passable by automobile nearly three miles to its intersection with the above mentioned road at a four-corners marked by the foundations of old farm buildings (The Pollard place). One reaches the grave and encampment site about one-quarter mile north on the Ninevah-Plymouth road. On the west side of this road is a small wooden directional marker indicating the path to the grave. The Vermont National Guard dedicated a granite marker here to honor Vermont's unknown soldier, July 4, 1995.

¹Sometimes called "Simons Camp".

The grave is near the top of a fairly steep knoll about 0.3 of a mile from the marker. Field stones cover it and four iron posts mark its corners. A Revolutionary War Veteran's grave marker with flag was placed at the head of the grave by the D.A.R. in 1935-36. Continuing northerly from the grave less than 600 feet to the head of a swampy area at the base of a steep bank, one comes to a spring now filled with earth, leaves, etc. We are told that at this spring two soldiers knelt for a drink and one departed this life on the spot, and the soldier, whose name is not remembered, was buried on the knoll, between the spring and the nearby encampment.

The story and the information regarding his burial place were given to the Rev. William J. Ballou of Chester, by Moses Townsend of Ludlow, who owned a large tract of land in the area. The Reverend Ballou, a scoutmaster, and Donald Wheatley from the same troop investigated the site October 19, 1935 and confirmed the grave's location. In November of the same year the Chester troop of Boy Scouts cleared the vicinity of brush and placed wooden pointers at the edge of the old road from Lake Ninevah.² In 1963 these were renewed.

The site of the nearby encampment is shown on the Scott, Stickney & Pollard 1859 Plymouth map. It was located on the east side of the road, in an area opposite the grave described above. It is unmarked and completely overgrown.

Note: Lake Ninevah is in Mount Holly township. It was in the early days called Beal's Pond,³ in 1859 I. Tyson's Reservoir,⁴ more recently Patch Pond, and presently Lake Ninevah.

²D.A.R. Magazine, October 1937, p. 875.

³Mt. Holly Town Records, Book 1.

⁴Scott, Stickney & Pollard, *Map of Plymouth*, 1859.

From Vt. Marker #34 (Plymouth) to Vt. Marker #34A (Mount Holly) is about 5.3 miles by today's roads.

- Vt. Marker #34 . . . return S**
- 0.3- "Pollard Four Corners" again . . . continue S on Lake Ninevah Rd (TH #44)
- 0.3 jc with road to W . . .continue S
- 0.1 T-jc with access rd to Lake Ninevah over to E . . . continue S
- 1.5 Pass under power line . . . continue S

- 0.4 T-jc at S end of Lake Ninevah Rd (TH #44) off to S . . . go NW
 1.05 T-jc with Stanley Ln (TH #35) off to S . . . continue NW
 0.55 X-rds at Hortonville, with NNE branch toward Shrewsbury . . . go NNE
 0.25 Pass under power line . . . continue NNE
 0.15 T-jc with Perry Rd off to E . . . go E & NE
 0.75 **Vt. Marker #34A** near end of Perry Rd., east side.



**Research outing at Revolutionary War soldier's grave,
 Marker #34, Plymouth, Vermont.
 Al Ransom standing behind gravestone.**



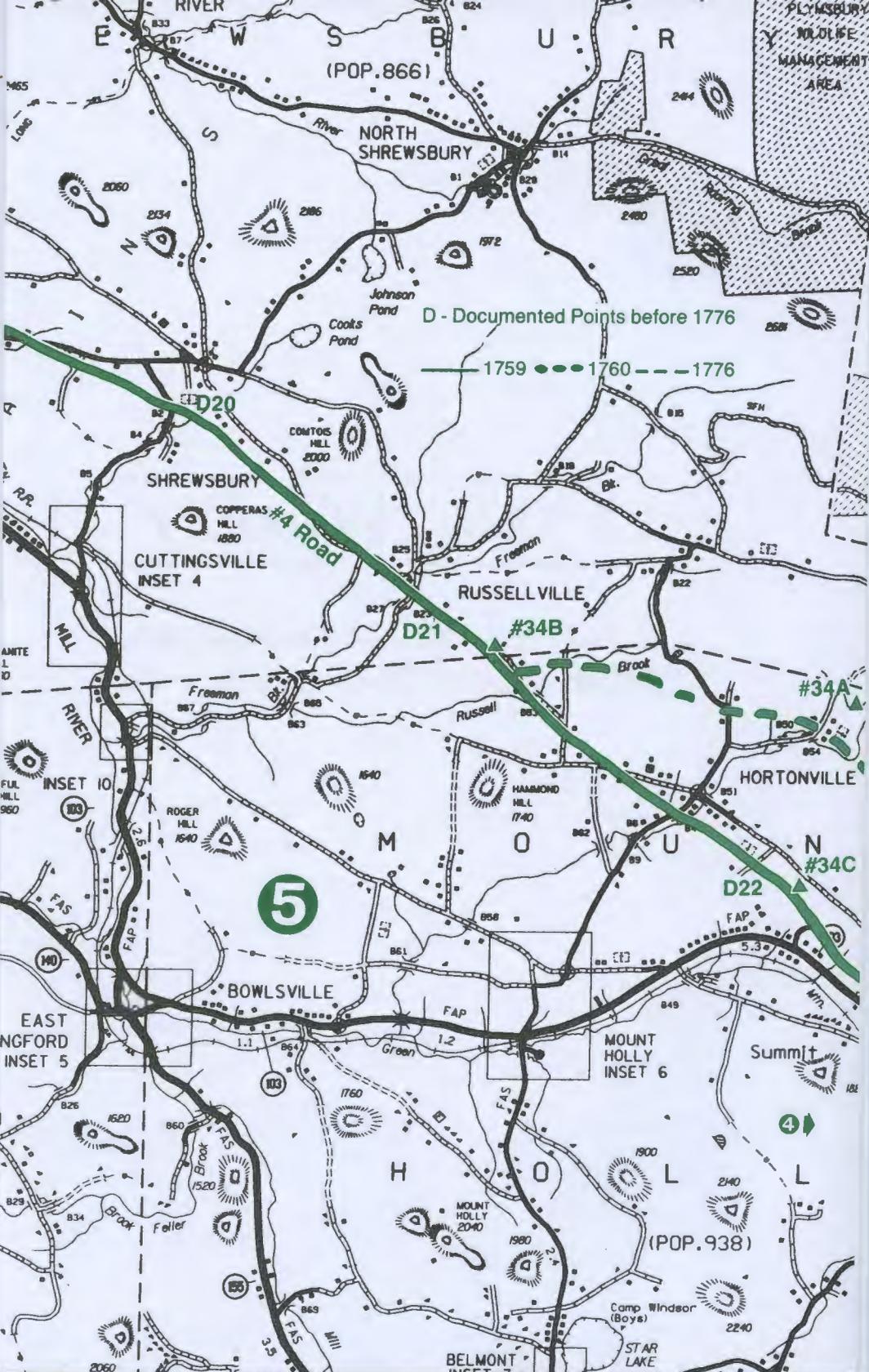
1990 Crown Point Road Association outing.
(standing) Bill Allen, Redfield Purdy, Norm Cyrs, Bev Cyrs,
(seated) Laura Alexander, Robert Barlow



**Barbara Griffith stands near the Crown Point Road
crossing of Otter Creek in Clarendon**

VERMONT MAP 5

**for Marker #34A (Mount Holly)
thru Marker #34C (Mount Holly)**



(POP. 866)

NORTH SHREWSBURY

D - Documented Points before 1776

— 1759 —●— 1760 —●— 1776

D20

SHREWSBURY

CUTTINGSVILLE
INSET 4

RUSSELLVILLE

D21

#34A

HORTONVILLE

N #34C

D22

5

BOWLSVILLE

MOUNT HOLLY
INSET 6

Summit

4

(POP. 938)

BELMONT

Camp Windsor
(Boys)

STAR LAKE

Vermont No. 34A Mount Holly

THE 1776-1777 HALFWAY ENCAMPMENT ON THE CROWN POINT MILITARY ROAD WAS LOCATED ONE THIRD OF A MILE TO THE EAST MARKER 34A PLACED IN 2004 BY C.P.R.A. IN MEMORY OF MARTIN HOWE

The field east of the farmhouse of Kyle Perry in Mount Holly is known as the "Halfway Encampment". Bordering it at the southeast is the "Military Field" and Proctor Hill.¹

Mrs. Mary Fletcher Charlton has described the site as "the Half Way Encampment upon the farm of Mr. Charles Martin. It is located on a flat on a small rise of ground about a mile north of the "Shunpike" and a mile and a half from Patch's Pond. This was a camping ground not only for our soldiers but for the French and Indians as well, as a curious earthen vessel and other Indian relics have been found there."²

This farm is reported as having formerly belonged to the Powells, Baldwins, Martins, Andrew Dean and other families.³ On a hillside northeast of the encampment site is a small Martin cemetery.

¹Dean and Powell Families.

²Mary Fletcher Charlton, "The Crown Point Road", *Proceedings of the Vermont Historical Society*, Dec. 1931, p. 183.

³Warren Dean of Rutland, 1947.

From Vt. Marker #34A to #34B is about 2.5 miles by today's roads

Vt. Marker #34A return SW on Perry Road to X-rds at Hortonville.

Go W one mile on "Shunpike".

Turn N on Russellville Road and continue 0.6 mile and left at fork.

Granite marker is on right

Vermont No. 34B Shrewsbury

CROWN POINT ROAD BUILT BY GENERAL AMHERST 1759-1760
PASSED NEAR THIS SITE MARKED BY C.P.R.A. IN 1995
MARKER 34B

From Marker #34B to #34C is about 3 miles.

Vt. Marker #34B return to the X-rds at Hortonville and continue east on "Shunpike" for 1.2 miles. Granite marker is located on the right.

Vermont No. 34C Mount Holly

1759 AMHERST ROAD TO FORT NO. 4 AT EAST LINE OF HULTON
(NY GRANT 1770) C.P.R.A. 1997 MARKER 34C

Vt. Marker #34C return W to the X-rds at Hortonville continue W on "Shunpike" one mile. Turn N on Russellville Road past Marker #34B. Continue on Russellville Road in NW direction to Shrewsbury Center. Go W on Lincoln Hill Road 1.8 miles. Marker #35 is on right.

Vermont No. 35 Shrewsbury

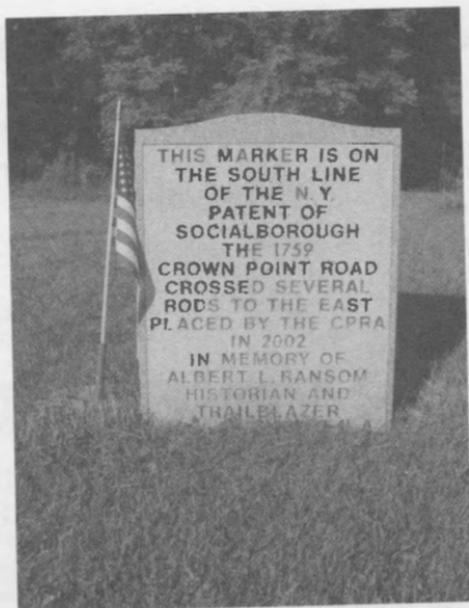
CROWN POINT ROAD 1759 - 1760 MARKED BY ANN STORY
CHAPTER DAR AND C.P.R.A. JUNE 14, 1994 MARKER 35

The marker stands on the north side of the so-called Lincoln Hill Road, a town road beginning 0.6 of a mile southeast of the point where the Long Trail and the Rutland Railroad cross Route 103 and extending easterly 2.6 miles to Shrewsbury Center. The marker location is 1.8 miles west of the Town Hall at Shrewsbury Center and 0.8 mile east of Route 103.¹

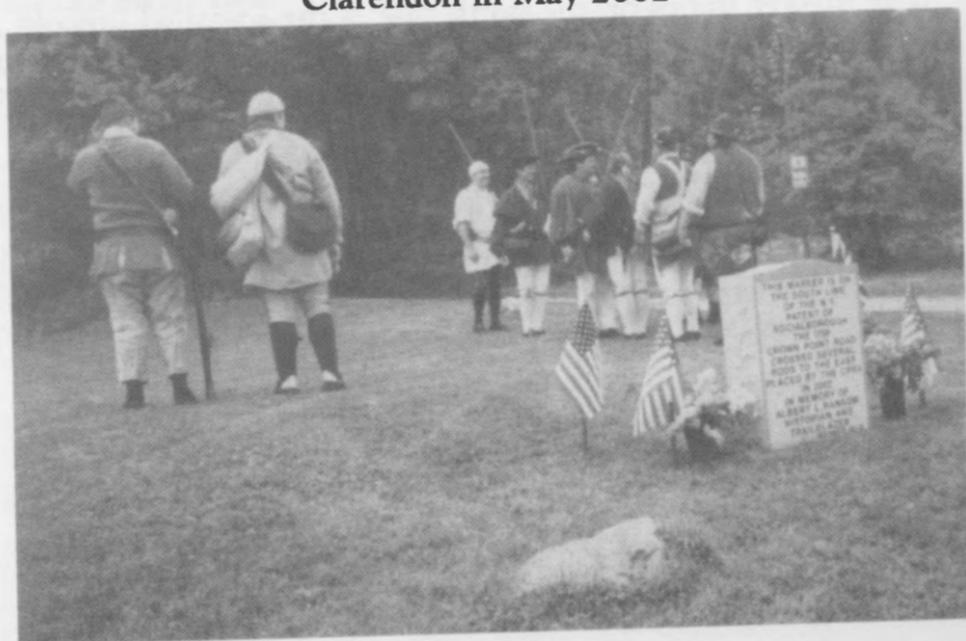
¹Shrewsbury Land Records, Book 2, pp. 198, 227.

From Vt. Marker #35 (Shrewsbury) to Vt. Marker #36 (Shrewsbury) is about 0.35 mile by today's roads.

- 0.1+ **Vt. Marker #35** . . . continue W on Lincoln Hill Rd
Y-jc with dead-end rd off to N . . . continue W on Lincoln Hill Rd
0.2+ **Vt. Marker #36:** 3-inch-square wooden post (originally with small rectangular wooden sign) . . . continuation in alternative: A) hike NW through woods to Marker #37, or B) end-run by auto to Marker #38 alongside Vt. Route #103 and then hike up former town road directly to Marker #37.

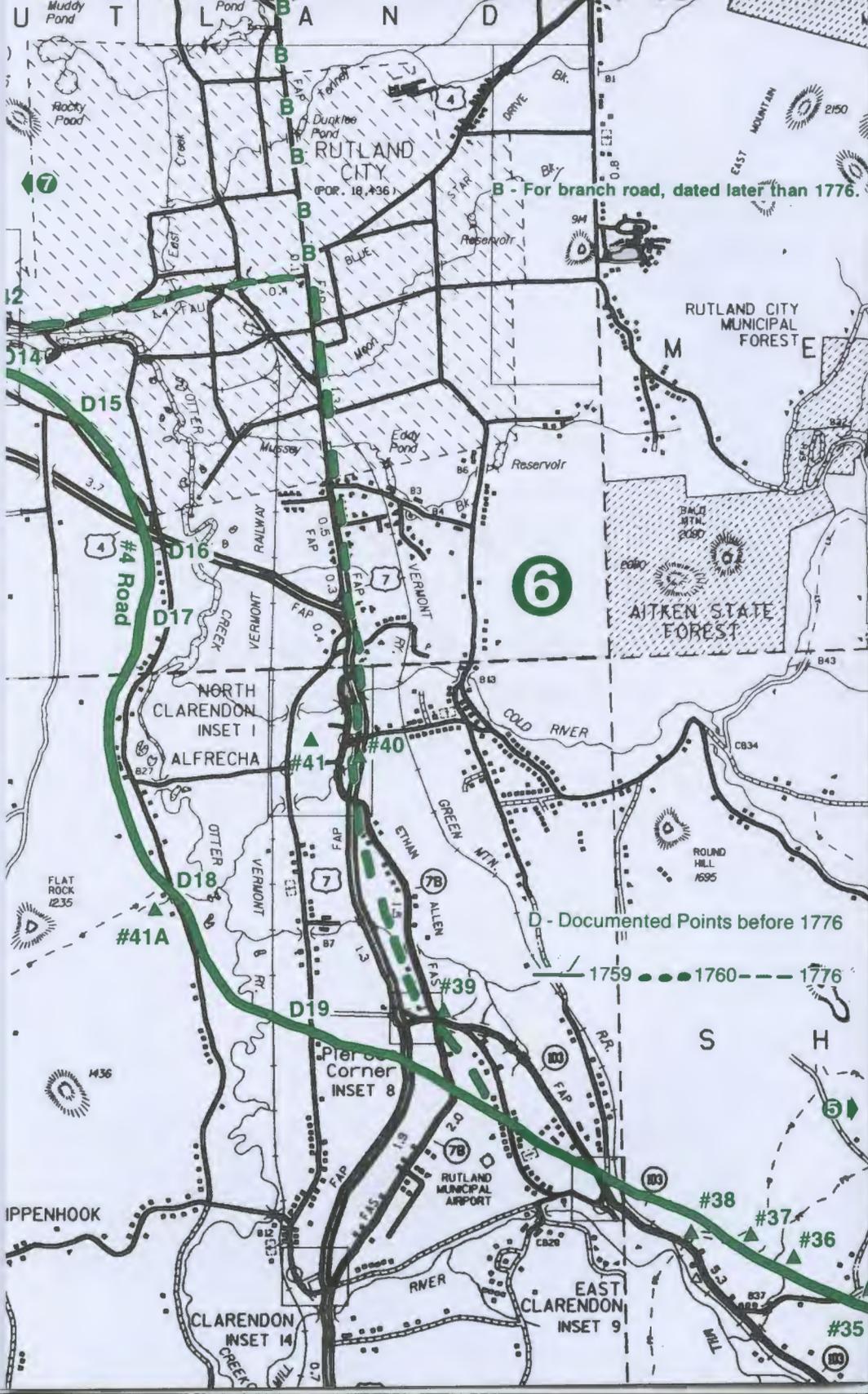


(Bottom) Whitcomb's Rangers Reenactors participated in the dedication of Marker #41A honoring Al Ransom in Clarendon in May 2002



VERMONT MAP 6

**for Marker #35 (Shrewsbury)
thru Marker #41A (Clarendon)**



RUTLAND CITY
(POP. 18,436)

RUTLAND CITY MUNICIPAL FOREST

AITKEN STATE FOREST

NORTH CLARENDON INSET I
ALFRECHA

Pearl Corner INSET 8

RUTLAND MUNICIPAL AIRPORT

EAST CLARENDON INSET 9

B - For branch road, dated later than 1776.

6

D - Documented Points before 1776

1759 ●●● 1760 --- 1776

#4 Road

#41A

#41

#40

#39

#38

#37

#36

#35

7

12

514

D15

D16

D17

D18

D19

5

IPPENHOOK

CLARENDON INSET 14

EAST MOUNTAIN

S

H

2150

FLAT ROCK 1235

1436

ROUND HILL 1695

837

838

839

840

841

842

843

844

845

846

847

848

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Vermont No. 36 Shrewsbury

CROWN POINT ROAD

This wooden marker is set in the woods about 500 feet southeast of Marker 37 and 15 feet east of a stone wall identified in Shrewsbury town records as "Willoby's east line" and also as a point on the Crown Point Road.¹

¹Shrewsbury Land Records, Book 4, pp. 89, 123.

From Vt. Marker #36 (Shrewsbury) to Marker #37 (Shrewsbury) is about 1.45 miles by today's roads.

- Vt. Marker #36** . . . A) hike through woods NNW to Marker #37 . . . ca. 0.4 mile, or B) end-run by auto and then hike up former town road . . . continue W on Lincoln Hill Rd
- 0.2+ Pass under power line . . . continue W on Lincoln Hill Rd
- 0.3- Y-jc with Vt. Route #103 . . . go N
- 0.55+ Marker #38 on E side of Vt. Route #103 at T-jc with former town rd off to E (once used by the Long Trail) . . . go E
- ca. 0.2 Pass under power line . . . continue E on former town rd
- ca. 0.2 **Vt. Marker #37:** Marker consists of 12×18" wooden sign mounted on twin 3-inch-square wooden posts (satellite white wooden post about 45 yds. SE in direction of Marker #36; CPR and former town rd diverge). Continuation is to return to Vt. Marker #38.

Vermont No. 37 Shrewsbury

CROWN POINT ROAD 1759-1760

ERECTED BY THE CROWN POINT ROAD ASSOCIATION 1964

This wooden marker is located three-eighths of a mile east of Marker 38 on Route 103, on the side of an abandoned Town Road which led to the Ezra Oliver place of 1820¹.

Recalling that cattle pens were ordered constructed about every 15 miles, the distance it was expected cattle could be driven in a day, and that this marker is about 45 miles from Crown Point, Albert L. Ransom has found evidence near this marker that could relate to a cattle pen.

¹Shrewsbury Town Proceedings, Book 2, p. 336.

From Vt. Marker #37 (Shrewsbury) to Vt. Marker #38 (Shrewsbury) is about 0.4 mile by today's roads.

Vt. Marker #37 . . . return W on former town rd to Marker #38 and Vt. Route #103

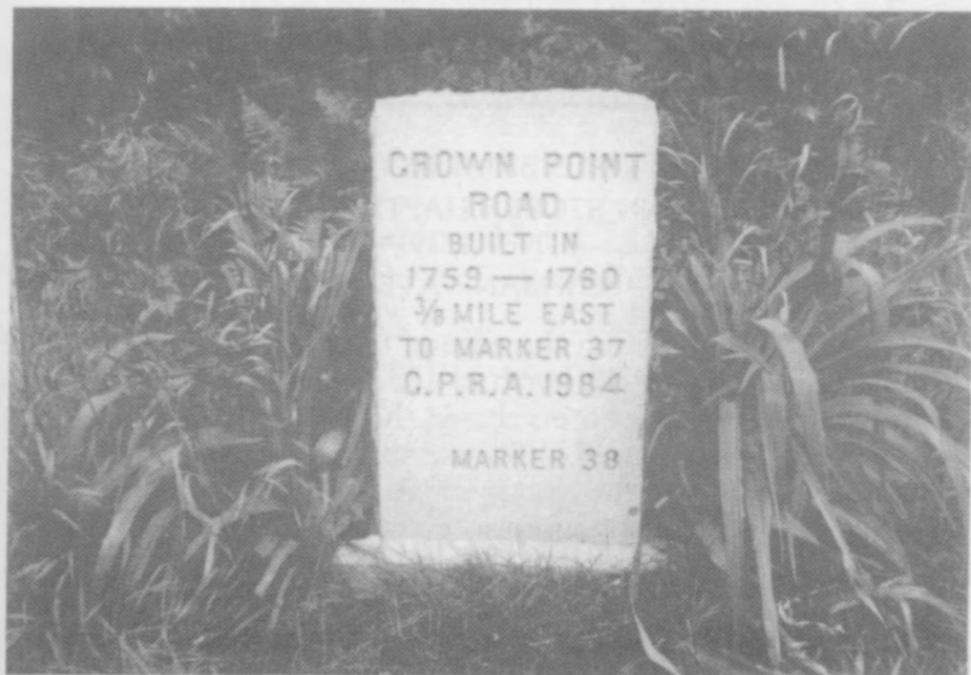
ca. 0.2

Pass under power line . . . continue W on former town rd

ca. 0.2

Vt. Marker #38: "typical" granite marker, on E side of Vt. Route #103 at T-jc with the former town road that was once part of the Long Trail (marker inscription actually included carved "38"). Continuation is N on Vt. Route #103.

Vermont No. 38 Shrewsbury



CROWN POINT ROAD BUILT IN 1759-1760
3/8 MILE EAST TO MARKER 37
C.P.R.A. 1984

This is a granite marker with directional arrow on the north side of Route 103 about one-half mile east of the Shrewsbury-Clarendon town line and slightly east of the railroad and Long Trail Crossing, and at the junction of a former town road.

From Vt. Marker #38 (Shrewsbury) to Vt. Marker #39 (Clarendon) is 2.3 miles by today's roads.

- 0.2 **Vt. Marker #38** . . . "typical" granite marker, on E side of Vt. Route #103, at T-jc with former town rd that was once part of the Long Trail (marker inscription actually includes carved "38") . . . go N
- 2.0 RR grade crossing . . . continue N and eventually W
- 0.1 Y-jc with Airport Rd off to S . . . continue W
- Vt. Marker #39:** "typical" inscribed granite marker about 50 ft. from pavement in NE quadrant at X-rds of Vt. #103 and U.S. #7B known as Pierce's Corners (a bit E of jc with divided U.S. #7) . . . continuation N

Vermont No. 39 Clarendon

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY ANN STORY CHAPTER D.A.R. RUTLAND
JUNE 14, 1914
BOWMAN TAVERN

This marker stands on the edge of the lawn at the junction of Route 103 and U.S. #7B, north of 103 and east of Route 7. John Bowman, a tavern keeper, purchased this property from his father-in-law, Joseph Smith, in 1776.¹ Since 1836 this had been the Pierce family homestead and the road junction is known as "Pierce's Corner."² In 1959 the old house was completely destroyed by fire.

¹Clarendon Land Records, Book 1, p. 331.

²*Ibid.*, Book 12, p. 207.

From Vt. Marker #39 (Clarendon) to Vt. Marker #40 (Clarendon) is 1.8 miles by today's roads.

- 1.45 **Vt. Marker #39** . . . "typical" inscribed granite marker . . . go N and eventually W
- 0.35 X-rds with divided U.S. #7 . . . cross and continue W and N on U.S. #7B
- Vt. Marker #40:** "typical" inscribed granite marker on E side of U.S. #7B and almost at T-jc with Moulton Ave to W . . . continuation to W

Vermont No. 40 Clarendon

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY ANN STORY CHAPTER D.A.R., RUTLAND
JUNE 14, 1914

At the south end of the village of North Clarendon this marker stands on the east side of U.S. Route #7B, in front of a private home.

From VT. Marker #40 (Clarendon) to Vt. Marker #41 (Clarendon) is 0.3 mile by today's roads.

0.3 **Vt. Marker #40** . . . "typical" inscribed granite marker on E side of U.S. Rte #7B and almost across from T-jc with Moulton Ave to W . . . go W

Vt. Marker #41: (fenced grave) out in field in NE quadrant of X-rds of Moulton Ave and Middle Rd and behind farmhouse, several 100 ft. from pavement . . . continuation to W

Vermont No. 41 Clarendon



Joseph Wait Monument



Joseph Wait Monument

The Wait monument is about three hundred feet behind the Pinkowski farmhouse, which is located on the east side of the Middle Road (first road west of and parallel to U.S. Route #7) approximately 0.2 of a mile north of Moulton Avenue–Middle Road–Alfrecha Road crossroads, at North Clarendon. It may be reached by taking the connecting road nearly opposite Marker No. 40 (Moulton Avenue), traveling west 0.5 of a mile to the crossroads. The fenced-in marker is visible from this intersection, looking NE. The monument stands near the Crown Point Road and marks the grave of Lieut. Col. Joseph Wait, a veteran of both the French and Indian War and the American

Revolution. Severely wounded, he died near Fort Hill, while attempting to reach his home in Claremont, New Hampshire.¹

A slate stone lying flat on the grave is inscribed:

LT. COL. JOSEPH WAIT
CONTINENTAL ARMY
KILLED SEPT. 1776

Another stone, of marble, standing at the head of the grave has these lines:

TO PERPETUATE THE MEMORY OF LT. COL. JOSEPH WAIT,
AN OFFICER IN THE AMERICAN REVOLUTIONARY WAR
WHO DIED ON HIS RETURN FROM CANADA IN SEPT. 1776
THIS STONE IS ERECTED IN TESTIMONY OF RESPECT
BY HIS BRETHREN IN ARMS

On the west face of this stone, beneath a quaint carved figure of a soldier, is the verse:

OUR COMMON COUNTRY CLAIMS OUR AID:
LIVING OR DYING I WILL DEFEND HER

An iron fence was erected many years ago around this plot of ground. The fence carries a small square plaque with insignia and the inscription: "SONS OF THE REVOLUTION."

In the Clarendon land records is a survey and affidavit made by a descendant, Horatio Loomis Wait, in 1908 and attached to the land deed of Mrs. Harriet Barrows, owner of the property at that time.² Mrs. Inez Waite Seaver's article "The Wait Brothers" credits Joseph Wait as having been the soldier who killed a deer on the river at Bradford, Vermont, October 1759, thus providing food for his starving companions on their return from Robert Rogers' raid on the St. Francis Indians. The river was subsequently named for Joseph Wait.³

¹John Spargo, *Lieut. Col. Joseph Wait of Rogers' Rangers and the Continental Army, Free Mason and Pioneer Vermont Settler*, Booklet, 1942.

²Clarendon Town Records, Book 18, p. 17.

³*Vermont Life*, Fall 1951, p. 15.

- Vt. Marker #41** . . . continue W on Alfrecha Rd. (continuation of Moulton Ave.)
- 0.1 Abrupt hump for RR X-ing . . . continue W
- 0.7 Bridge over Otter Creek . . . continue W
- 0.15 T-jc with Creek Road . . . go S
- 0.6 To Horton Road **Vt. Marker #41A** is at SW corner of Creek and Horton Roads.

Vermont No. 41A Clarendon

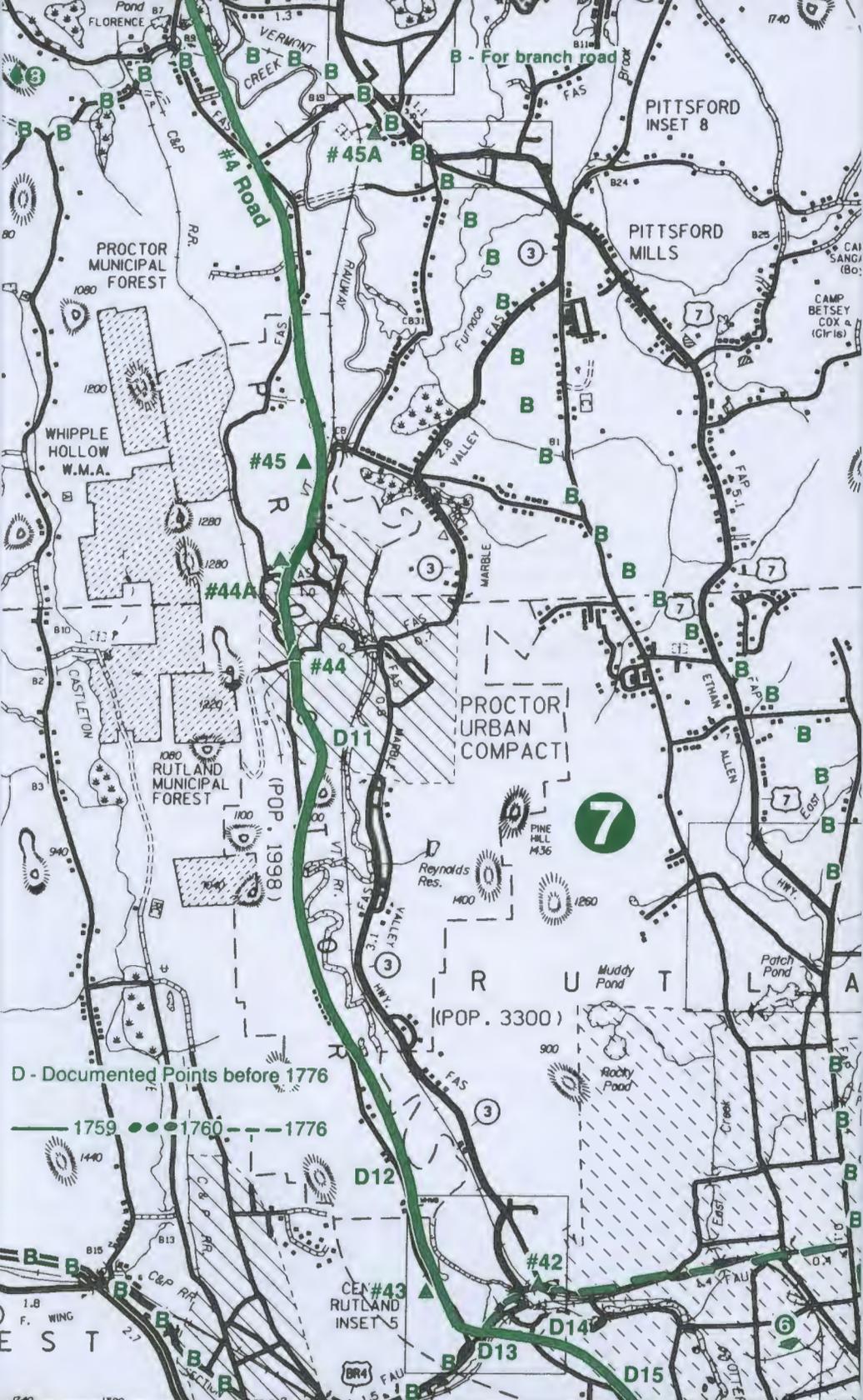
THIS MARKER IS ON THE SOUTH LINE OF THE NY PATENT OF SOCIALBOROUGH THE 1759 CROWN POINT ROAD CROSSED SEVERAL RODS TO THE EAST PLACED BY THE C.P.R.A. IN 2002 IN MEMORY OF ALBERT L. RANSOM HISTORIAN AND TRAILBLAZER MARKER #41A

This marker is appropriately placed to honor Al Ransom since, shortly before his untimely passing in 2001, he had established this location as the southern boundary of Socialborough. Al's dedication to accurate research and exploration verified many locations of the CPR and he is deeply missed.

- Vt. Marker #41A** . . . return N on Creek Rd.
- 0.6 T-jc with Alfrecha Rd. Continue N on Creek Rd .
- 1.65 Pass under divided highway U.S. #4.
- 0.35 Pass radio station with towers . . . continue N.
- 1.05 W end of Dorr Bridge over Otter Creek, a T-jct with River St. . . . continue N and W.
- 0.4+ Pass entrance to College of St. Joseph . . . continue W. to Ripley Rd. and bridge over Otter Creek at Center Rutland . . . go N over bridge
- 0.15+ RR X-ing and T-jct with old U.S. #4, now U.S. #4 Business . . . W.
- 0.4 **Vt. Marker #42** . . . "Drinking Fountain," a low watering trough on S side of rd by SE abutment of RR overpass and T-jct with old East Proctor Road to N; Oldest CPR marker of the 20th century . . . continuation to W

VERMONT MAP 7

**for Marker #42 (Center Rutland)
thru Marker #45A (Pittsford)**



D - Documented Points before 1776

— 1759 ● 1760 - - - 1776

1.8 F. WING

E S T

CE#43
RUTLAND
INSET 5

PROCTOR
URBAN
COMPACT

R U T L A
(POP. 3300)

PITTSFORD
INSET 8

PITTSFORD
MILLS

7

1740

East

6

Vermont No. 42 Center Rutland



**View N (ca. 1903) of Watering Trough at its original location
[East Proctor Road climbs uphill into distance]**

DRINKING FOUNTAIN TO MARK THE OLD MILITARY ROAD
FROM CHARLESTOWN, N.H. TO CROWN POINT, N.Y. 1759-60.
FORT RANGER STOOD ON THE OPPOSITE BLUFF 1778
FIRST COMMANDER CAPT. GIDEON BROWNSON.

ERECTED BY ANN STORY CHAPTER
DAUGHTERS OF THE AMERICAN REVOLUTION
JUNE 14, 1903

This unusual marker, the earliest put up in the 20th century, is a memorial "drinking fountain" (horse watering trough), and was moved a few feet S in 1959 to the S side of the then U.S. #4 (now U.S. #4 Business) near the SE abutment of the RR overpass. The location is about 0.1 mile W of the Center Rutland Evergreen Cemetery and even closer to the site of Fort Ranger, the headquarters of the Vermont militia during the American Revolutionary War. The "Mount Independence to Hubbardton Road" of 1776 connected

through to this headquarters via a newly built bridge just below the nearby Center Rutland Falls (Mead's Falls or the "Lesser Falls", to distinguish them from the greater 116 foot drop at Proctor early referred to as the "Great Falls" and later as "Sutherland Falls").

This marker is not on the Crown Point Road itself, but on a branch road, for the CPR crossed in Clarendon¹ and continued going NW thereafter on the W side of Otter Creek.

¹Letter from Lt. John Small to General Amherst, April 9, 1761, reporting on his return from Charlestown Fort #4 and noting that he crossed Otter Creek 3 miles above the "Great Falls" and 7 miles below (i.e., downstream from) where Hawkes crossed [in 1759].

From Vt. Marker #42 (Rutland Town) to Vt. Marker #43 (Rutland Town) is 0.8 mile by today's roads.

- Vt. Marker #42** . . . low watering trough on S side of rd . . . continue W
- 0.2 Bridge over Otter Creek just below Center Rutland Falls (Mead's Falls) and about where 1776 bridge allowed connection from Mount Independence to Fort Ranger, headquarters of Vt. militia in 1776 . . . continue W
- 0.3 Bridge over Clarendon River . . . continue W
- 0.1 T-jc with West Proctor Rd to N . . . go N
- 0.2 **Vt. Marker #43**: "typical" inscribed granite marker on W side of rd . . . continuation to N

Vermont No. 43 Center Rutland

SITE OF MEAD'S TAVERN BUILT OF LOGS WITH THREE ROOMS
BY COL. JAMES MEAD IN 1769 ON CROWN POINT ROAD.

HERE GEN. ST. CLAIR WROTE HIS REPORT OF
THE BATTLE OF HUBBARDTON

MARKED BY ANN STORY CHAPTER D.A.R. AND
GOV. JOHN A. MEAD JUNE 14, 1912.

This "typical" marker is on the west side of the west road to Proctor, a highway branching north from U.S. Route #4B about 0.5 of a mile west of the junction of Vermont Route #3 and U.S. Route #4B (old #4). The marker is 0.8 of a mile northwest of Vt. Marker No. 42.

From Vt. Marker #43 (Rutland Town) to Vt. Marker #44 (Proctor) is 4.2 miles by today's roads.

- 0.85 **Vt. Marker #43** . . . continue N
 Pass Wilson Castle . . . continue N
- 3.05
 Pass cliff to E (flattish hilltop above cliff quite possibly was one of the CPR cattle pens ordered for each 15 miles of CPR) . . . continue N
- 0.3
Vt. Marker #44: inscribed marble marker in the angle of Y-jc where Cross St. branches from West St, by West Street Market . . . continuation to NE

Vermont No. 44 Proctor



CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
 ANN STORY CHAPTER D.A.R. RUTLAND JUNE 14, 1912

This marble marker is in the southwest part of the "village" of Proctor at the junction of West and Cross Streets. West Street is a continuation of the West Proctor Road.

Recalling the 1759 directive for providing cattle pens along the CPR about every 15 miles, such a pen could be expected in Proctor, which is close to 30 airline miles from Crown Point. Sure enough, Albert L. Ransom has found a candidate site handy to the route of the CPR in Proctor: a hill with flat top, steep or even cliffsides on

the N, W, and S, and a decent road with definitely old stonework giving access up its eastern flank. Such a site lends itself to confining and defending livestock and practically ensures that raiding Indians could not drive cattle away.

The site is the hill behind the prominent cliff along the East side of West Street a couple of hundred yards N of Columbian Avenue at the SW corner of Proctor's "village." An early survey by William Cockburn appears to put the CPR in the notch immediately E of the pen site and handy to the road to the top.

From Vt. Marker #44 (Proctor) to Vt. Marker #45 (Proctor) is 1.6 miles by today's roads.

- 0.15 **Vt. Marker #44** . . . go NE and N on Cross St.
X-rds with School St., northward Cross St. becomes Market St. . . .
continue N and E.
- 0.25 5 corners with North St., Main St., and High St. . . . go N on North
St.
- 0.15 Y-jct with Florence Rd. . . . go NW on Florence Rd.
- 0.01 Y-jct with Pleasant St. . . . stay on Florence Rd. W
- 0.04 **Vt. Marker #44A** . . . on W side of road and N of Beaver Pond.

Vermont No. 44A Proctor

CROWN POINT ROAD BUILD BY GEN. AMHERST 1759
ANN STORY CHAPTER D.A.R. RUTLAND, JUNE14, 1912

This granite marker had been discarded in near perfect condition and was found by William Taranovich and given to the CPRA in 2003. Its inscription is identical to that of Marker #44 at West Street in Proctor. It is probable that the present Marker #44, beautifully carved in marble, was the Marble Town's preference to the granite stone. Wishing to make an appropriate use of the marker, the CPRA decided to place it in Proctor on Florence Road north of Beaver Pond near a stone ramp on the CPR. Although the date on the stone says 1912, the actual setting was done by Treasurer James Moore in 2003

- 0.05 **Vt. Marker #44A** . . . return E.
to Y-jct with North St. . . . go N down Powers Hill.
- 0.2 T-jct with Meadow St. at bottom of hill . . . go W.
- 0.05 T-jct with Gorham Bridge Rd. . . . go N.
- 0.65 **Vt. Marker #45** . . . on W side of Gorham Bridge Rd. (Covered
Bridge in view) . . . continue N

Vermont No. 45 Proctor

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY ANN STORY CHAPTER D.A.R.,
RUTLAND, JUNE 14, 1912

The granite marker is on the west side of the highway 0.1 of a mile southwest of Gorham Bridge, a covered bridge which spans Otter Creek near the Proctor-Pittsford line. According to tradition a fordway was located a few hundred feet south of the bridge. From the corner of Pleasant Street and Florence Road to the marker is 1.0 mile.

From Marker #45 (Proctor) to Marker #45A (Pittsford) is 2.8 miles by today's roads.

- 0.1 **Vt. Marker #45** . . . continue N and E
Through Gorham Covered Bridge to T-jc at its E end in Pittsford
. . . go N along Otter Creek
- 0.9
Through red-painted Cooley Covered Bridge . . . wiggles but continues N.
- 1.15
T-jc with U.S. Route #7 near Village Green and Congregational Church . . . continue N
- 0.45
T-jc with Old Depot Rd off W at Keith's Trading Post . . . go W and N
- 0.2
Vt. Marker #45A: "typical" inscribed granite marker on W side of rd, but recall that this location is on the Rutland to Pitt's Ford branch rd . . . continuation is downhill to N and W

Vermont No. 45A Pittsford¹

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY LAKE DUNMORE CHAPTER D.A.R., 1911²

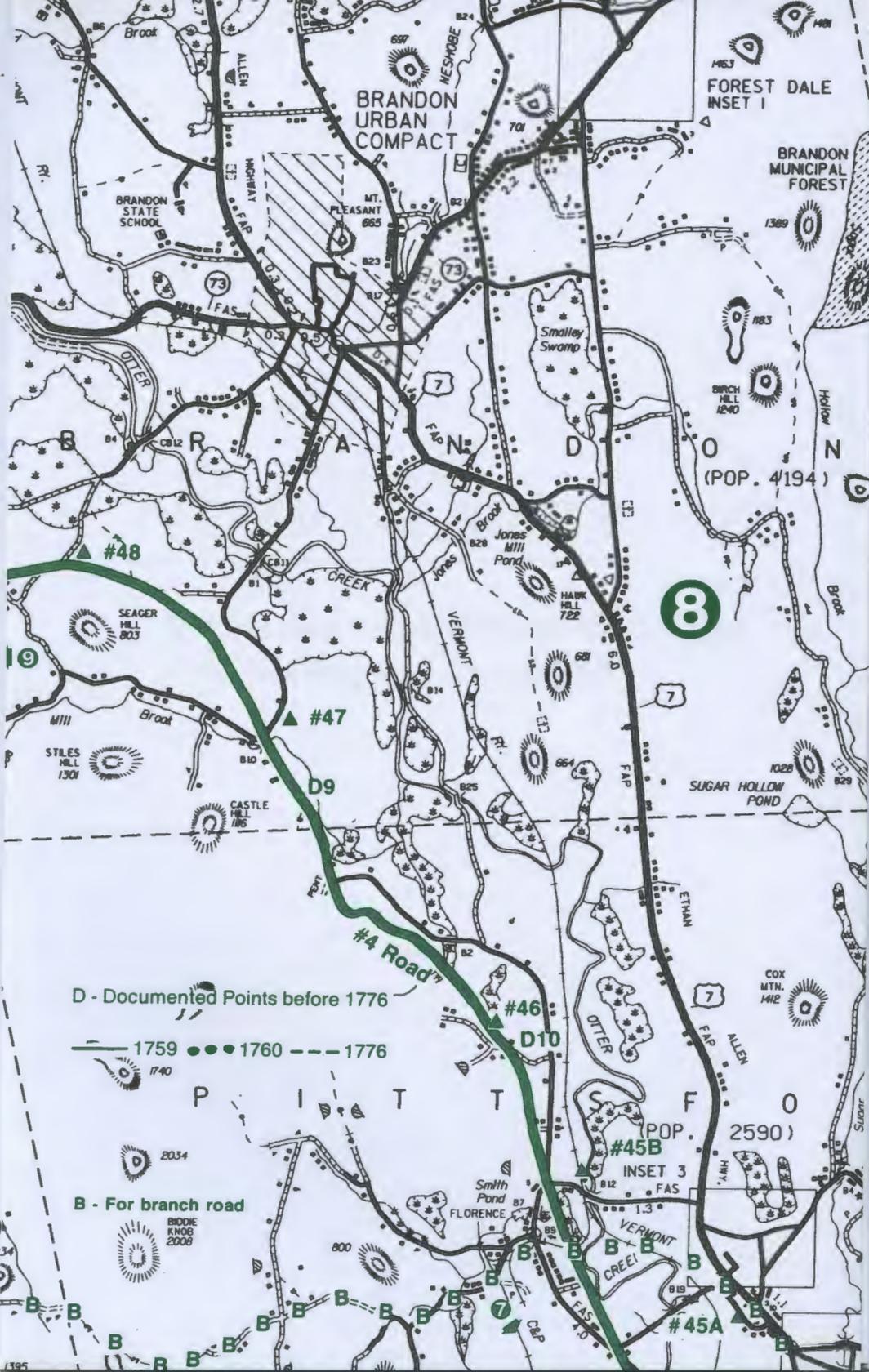
¹Called #46 in original marker booklet, However, it is off the main road, which in Pittsford was West of Otter Creek, on a branch road East of Otter Creek, and so it was renumbered.

²"D.A.R. 1911" is currently out of site below ground level.

This standard inscribed granite marker on the West side of the road designates a branch road that led from the northward extension of Rutland's present day Grove Street, crossed Furnace Brook, stayed out of the bottom lands as much as possible, circled West of Pittsford's Green, and finally cut across the flood plain to Pitt's Ford, and so made junction with the original Crown Point Road in Florence. This branch road, it seems, did not come into existence until after the building of Fort Vengeance in 1780 and the original Gorham Bridge in 1781, inasmuch as the building of the bridge was to improve resupplying the fort, still dependent on the Crown Point Road.

VERMONT MAP 8

**for Marker #45A (Pittsford)
thru Marker #48 (Brandon)**



BRANDON URBAN COMPACT

FOREST DALE INSET 1

BRANDON MUNICIPAL FOREST

BRANDON STATE SCHOOL

MT. PLEASANT 685

Smalley Swamp

BIRCH HILL 1240

(POP. 4194)

#48

8

#47

STILES HILL 1301

#4 Road

D - Documented Points before 1776

1759 ●●● 1760 --- 1776

1740

P I T T F O

B - For branch road

(POP. 2590)

#45B

Smith Pond FLORENCE

BIDDIE KNOB 2008

#45A

#46

#45A

- 0.8 **Vt. Marker #45A** . . . continue N and W.
 0.9 T-jct with Florence-Proctor Rd. . . . go N.
 0.4 Narrow and blind passage under RR at Florence . . . continue N.
 0.2 T-jct with Kendall Hill Rd. . . . go E on Kendall Hill Rd.
Vt. Marker #45B . . . at the Hammond Bridge Vt. Historic Site W of Otter Creek.

Vermont No. 45B Pittsford

PITT'S FORD ACCESSED THE 1759 CROWN POINT ROAD SOME 2000 FEET TO THE SOUTH MARKER 45B PLACED BY THE C.P.R.A. IN 2003 IN MEMORY OF FOUNDERS PHYLLIS AND HUBERT HUMPHREYS

This marker locates the historic crossing of Otter Creek named in honor of William Pitt the elder. It is placed at the same Vermont Historical Site as the Hammond Covered Bridge. The Humphreys, in addition to being founders, conducted valuable early research of the road in this area for the CPRA

- 0.2 **Vt. Marker #45B** . . . return W on Kendall Hill Rd.
 0.8 T-jct with West Creek Rd. . . . go N.
 0.55 T-jct with Hollister Rd. . . . go W on Hollister Rd. Paved at first
Vt. Marker #46 . . . on N side of road.



Brook Aldrich at Hammond Covered Bridge

Vermont No. 46 Pittsford

AMHERST NO. 4 ROAD 1759 CROSSED NEAR THIS SPOT
C.P.R.A. 1987

This standard inscribed granite marker is about 10 feet North of the traveled way of Hollister Road. It is shortly before a power line crossing and at the edge of an open field after a rise in the road.

From Vt. Marker #46 (Pittsford) to Vt. Marker #47 (Brandon) is about 3.9 miles by today's roads.

- Vt. Marker #46** . . . retrace to T-jc with Florence-Brandon Rd (now West Creek Road) . . . return E
- 0.55 T-jc with Florence-Brandon Rd . . . go N & W
- 0.8 Pass stone house . . . continue Wy
- 0.1 T-jc with gravel rd to N . . . continue W & N
- 0.8 Stone hitching post at D. E. Mills farm on E side of rd and not far S of "Socialborough" N line ("Socialborough" was colonial New York's attempt to charter a town about coincident with the New Hampshire colonial grants of earlier date for the Towns of Pittsford and Rutland) . . . continue NW & N
- 1.4 Bridge & T-jc at Bresee's Mill, also a brick house . . . go NE on Union St.
- 0.25 **Vt. Marker #47:** on E side of rd (this relocated site is 0.2 mile further from the Dean Bridge site than originally) 1.35 miles S of the Dean Bridge site . . . continuation is a return SW

Vermont No. 47 Brandon

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY LAKE DUNMORE CHAPTER D.A.R. 1911

This "typical" marker is west of Otter Creek on Town Road #5, which runs between the Florence Road and the Village of Brandon over the old covered Dean Bridge (destroyed by fire, 1986) Road #5 intersects the Florence Road at Bresee's Mills (Parmalee's Corner). The marker is on the east side of Union St. and is 0.2 of a mile northeast of the intersection. From the marker to Dean Bridge is 1.4 miles. The meadow east of the marker is believed to have been

an encampment ground, and in the area near the spring Indian and Revolutionary War relics have been found.

This marker was moved 0.2 of a mile south from its original site (1986).

From Vt. Marker #47 (Brandon) to Vt. Marker #48 (Brandon) is about 2.75 miles by today's roads.

- 0.25 **Vt. Marker #47** . . . return SW
- 1.4 T-jc at bridge S to Florence from Bresee's Mill . . . go NW
- 1.4 T-jc where paved High Pond Rd swings off SW . . . continue NW on Hacks Sawmill Rd.
- 0.6 T-jc with rd NE to Brandon Village . . . go NE on Short Swamp Rd.
- 0.5- **Vt. Marker #48**: "typical" inscribed granite marker on E side of rd . . . return SW

Vermont No. 48 Brandon

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY LAKE DUNMORE CHAPTER D.A.R. 1911

This "typical" marker is on Short Swamp Road in the southwest part of Brandon.

Sanderson Bridge by road is approximately 2.4 miles from the old Dean Bridge, the 2.4 mile distance made up of 0.9 of a mile on Road #5 to Maple Street, 0.5 of a mile to Pearl Street, and 1.0 mile thence southwest to Sanderson Bridge.

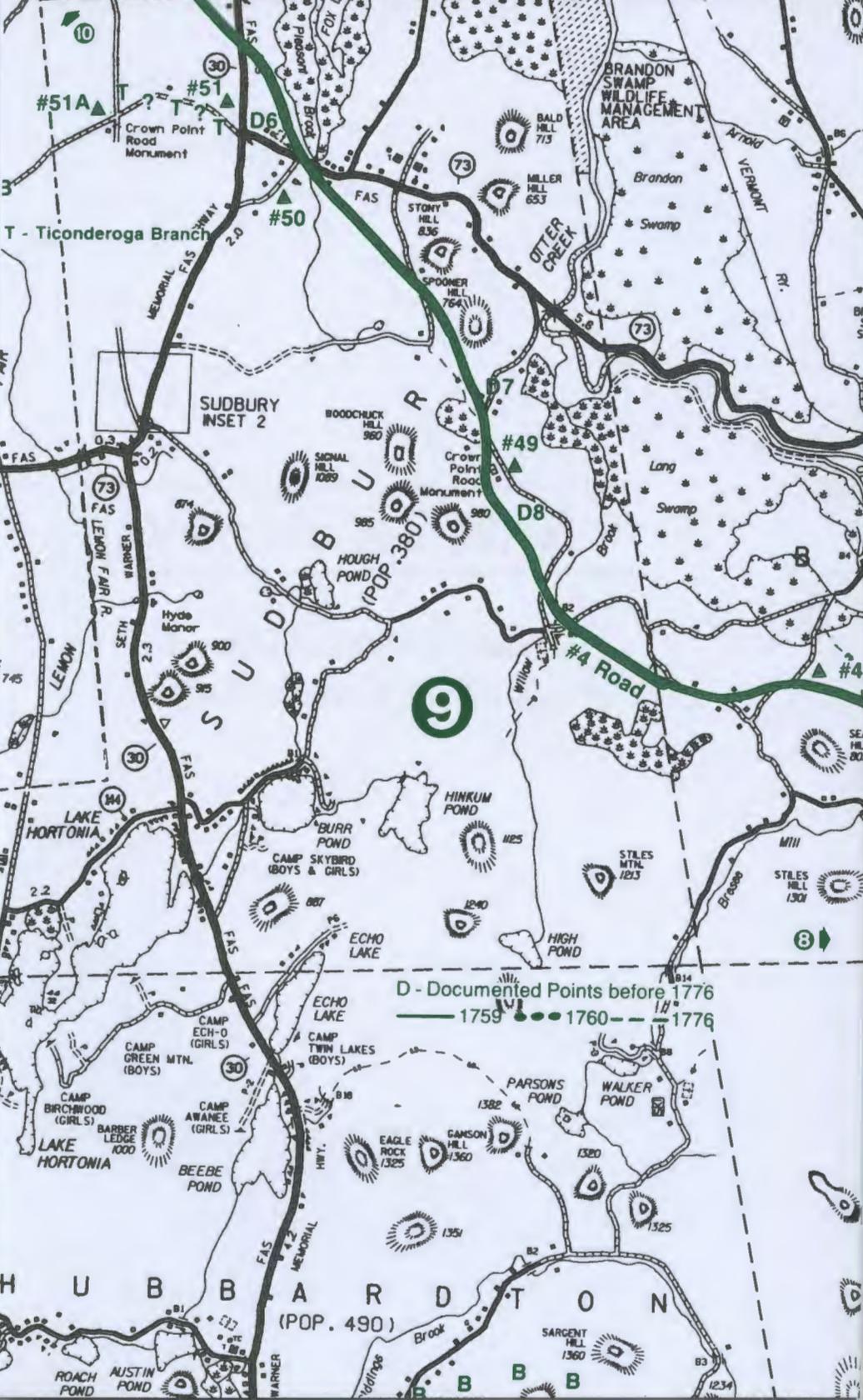
The marker is on the south side of Short Swamp Rd., a gravel road branching southwest 0.5 of a mile west of the bridge. The distance from the junction to the marker is approximately 0.5 of a mile.

From Vt. Marker #48 (Brandon) to Vt. Marker #49 (Sudbury) is about 3.5 miles by today's roads.

- 0.5- **Vt. Marker #48** . . . retrace route to SW
- 1.05 T-jc with rd to Bresee's Mill . . . but go NW
- 0.8 T-jc with rd E to Brandon Village . . . continue NW & Wy
- 1.35 X-rds, with N branch proceeding to Vt. Route #73 . . . go N
- Vt. Marker #49**: "typical" granite marker on E side of rd . . . continuation N

VERMONT MAP 9

**for Marker #48 (Brandon)
thru Marker #51A (Sudbury)**



D - Documented Points before 1776
 — 1759 • 1760 - - - 1776

SUDBURY
 INSET 2

BRANDON SWAMP
 WILDLIFE
 MANAGEMENT
 AREA

9

S U D B U R Y
 (POP. 490)

#51A T
 #51 T
 #50 T
 #49 T
 #4 T

Crown Point
 Road
 Monument

T - Ticonderoga Branch

MEMORIAL FAS HWY

WOODCHUCK HILL 960

SIGNAL HILL 1089

HOUGH POND (POP. 380)

Hyde Manor

LAKE HORTONIA

BURR POND
 CAMP SKYBIRD (BOYS & GIRLS)

ECHO LAKE

ECHO LAKE

CAMP TWIN LAKES (BOYS)

CAMP GREEN MTLN (BOYS)

CAMP BIRCHWOOD (GIRLS)

CAMP AWANEE (GIRLS)

LAKE HORTONIA

BEEBE POND

ROACH POND

AUSTIN POND

BALD HILL 713

MILLER HILL 653

STONY HILL 836

SPOONER HILL 764

Crown Point Road Monument

980

985

980

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Vermont No. 49 Sudbury

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY LAKE DUNMORE CHAPTER D.A.R. 1911

This "typical" marker stands on the east side of Willow Brook Rd., about 1.4 miles north of the Willow School corner, the so-called "Punk Hole" locality.

From Vt. Marker #49 (Sudbury) to Vt. Marker #50 (Sudbury) is about 3.55 miles by today's roads.

- 1.05 **Vt. Marker #49** . . . continue N
- 0.25 Blacktop starts at Fish & Game put-in to Otter Creek . . . continue N
- 0.25 Y-jc with Vt. Route #73 just N of Governor Ormsbee Spring (whose bronze plaque is at American Legion on Route 7) and bridge over Otter Creek . . . go W uphill
- 1.2 X-rds, with S branch heading S along W side of Spooner Hill (whose top may have served as one of the cattle pens ordered in 1759 for every 15 miles of CPR) . . . continue W
- 0.35 T-jc with rd to N . . . continue W
- 0.45 T-jc with rd to S by the Sudbury Elementary School . . . go S
- 0.25 **Vt. Marker #50:** "typical" granite marker on SE side of rd . . . continuation is return N

Vermont No. 50 Sudbury

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY LAKE DUNMORE CHAPTER D.A.R. 1911

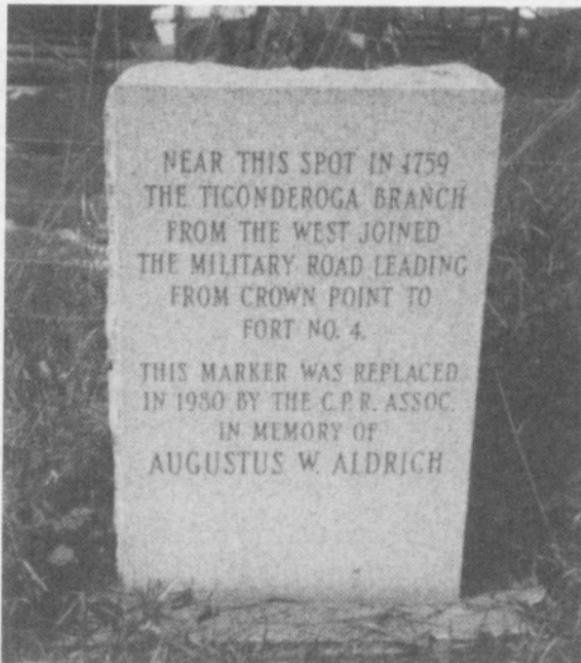
The "typical" marker is on Schoolhouse Road, a short crossroad between Vermont Routes #73 and #30, but records indicate that the Crown Point Road actually crossed farther to the northeast. The monument is set on the south side of the road.

From Vt. Marker #50 (Sudbury) to Vt. Marker #51 (Sudbury) is about 0.7 mile by today's roads.

- 0.25 **Vt. Marker #50** . . . return N to Vt. Route #73
- 0.4 T-jc with Vt. Route #73 . . . go W
- 0.4 X-rds jc with Vt. Route #30 . . . go N

Vt. Marker #51: on W side of rd (Inscription notes the marker was replaced in 1980 and dedicated to Augustus W. Aldrich and that the Ticonderoga Branch joined near here. [In the 1965 marker booklet this was #50A.]) . . . CPR continues N (cf. #52), whereas any branch to Ticonderoga had to go W (cf. #51A, B, C, and D)

Vermont No. 51 Sudbury



NEAR THIS SPOT IN 1759 THE TICONDEROGA BRANCH FROM THE WEST JOINED THE MILITARY ROAD LEADING FROM CROWN POINT TO FORT NO. 4 [Charlestown, N.H]
THIS MARKER WAS REPLACED IN 1980 BY THE C.P.R. ASSOC. IN MEMORY OF AUGUSTUS W. ALDRICH

It is clear that, in the Fall of 1759, a Ticonderoga Branch Road was made to connect the Vermont shore of Lake Champlain near Ft. Ticonderoga to the Crown Point Road, which passed 10 miles or so to the East. A letter from Lt. John Small to General Jeffrey Amherst on April 9, 1761, for instance, notes that he was able to get to Fort #4, Charlestown, N.H., ahead of the troops he was to pay off there because, though he and the troops left Crown Point

at the same time, the troops had to go first to Ticonderoga to draw supplies before marching East to pick up the Crown Point Road.¹

Nonetheless, questions arise over the route of the Branch Road and exactly where the junction was. In the first place, the Champlain lowland through which the route lay, has been steadily farmed for over 200 years, which means that much of the original physical evidence and traces of the Branch Road have gradually been plowed up and erased. Secondly, even early documentation conflicts. On the one hand, William Cockburn's 1767 survey puts the junction at Documented Point D4 of this marker booklet's Vermont Map 10 and runs the Branch Road nearly along today's Orwell-Shoreham Town Line. On the other hand the Sudbury Lotting Map of 1775-1785 places the junction further South, closer to where D.A.R. markers #51A, #51B, #51C, and #51D are located. Presumably the D.A.R. ladies saw and relied on the Sudbury map; they could not have been aware of Cockburn's data, which only came to light very recently . . . and William Cockburn was a good, careful surveyor, as shown by his other work.

¹Lieutenant Small, of the Royal Highland Regiment, also called the Black Watch Regiment (British Regular Army), acted as paymaster to New England provincial troops when they headed home at the end of both the 1759 and 1760 campaign seasons. In 1760 he took 7 days (Nov. 16-22) to go from Crown Point to Fort #4 at Charlestown on the Connecticut River, and brought sterling (i.e., money) with him. He had a small detachment with him.

From Vt. Marker #51 (Sudbury) to Vt. Marker #52 (Whiting) is about $1.3 \pm$ miles by today's roads.

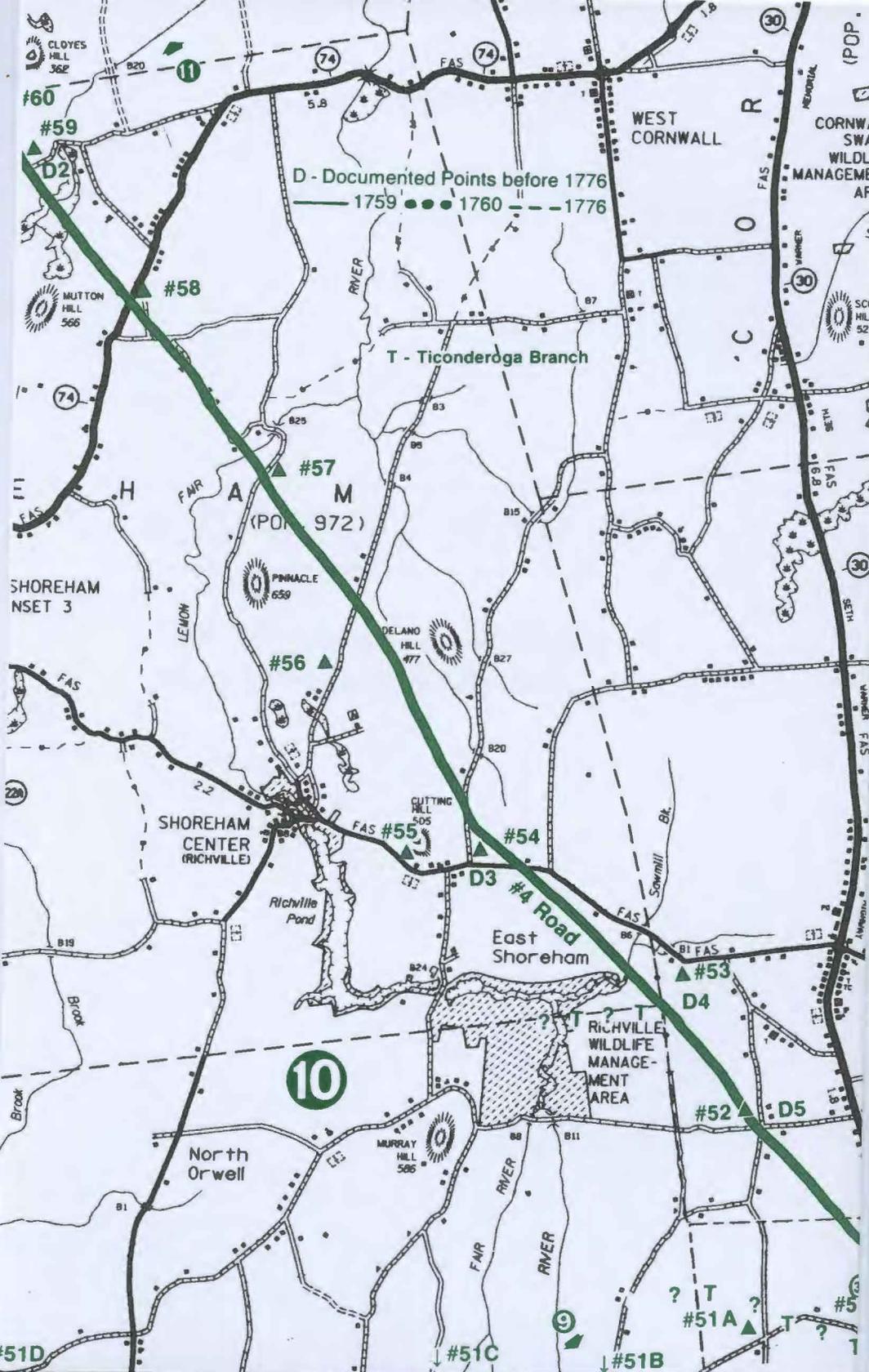
- Vt. Marker #51** . . . from this marker, dedicated to Augustus W. Aldrich, continue N for the CPR itself
- 0.65± T-jc with rd to W at small triangle . . . go W
- 0.05 **Vt. Marker #52:** N of rd in NW angle of X-rds . . . continuation is to return E

From Vt. Marker #51 (Sudbury) to Vt. Marker #51A (Sudbury) is about 0.9 mile by today's roads.

- Vt. Marker #51** . . . For Ticonderoga Branch Rd return S to X-rds where Vt. Route #73 comes in from E and extension to W is Vail Road
- 0.05 X-rds jc with Vt. Route #73 to E and Vail Road to Wy . . . go Wy
- 0.85+ **Vt. Marker #51A:** on N side of rd at X-rds and across from brick Vail House . . . continuation SW

VERMONT MAP 10

**for Marker #51A (Sudbury)
thru Marker #58 (Shoreham)**



D - Documented Points before 1776
— 1759 ●●● 1760 - - - 1776

T - Ticonderoga Branch

10

East Shoreham

RICHVILLE WILDLIFE MANAGEMENT AREA

North Orwell

#51B

#51C

#51A

#51D

#5

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Vermont No. 51A Sudbury

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY LAKE DUNMORE CHAPTER D.A.R. 1911

This "typical" inscribed granite marker stands at the northwest corner of the intersection of Town Roads #7 and #8 about 0.9 of a mile west of the junction of Routes #30 and #73. The marker is north of the "Vail place. The house is a large brick structure, the upper rooms of which were once used as a Masonic Hall, and was owned by the Ketcham family for several generations. One-half mile southeast is said to have been the site of a French trading post.

This marker appears to be close to the route of the 1759 Ticonderoga Branch Road as shown on the Sudbury lot map dating to 1775-1785 . . . and that would have been seen at the time of the D.A.R. effort in 1911 to erect markers commemorating the Crown Point Road and its branches. More recently William Cockburn's field notes and mapping in 1767 have come to light, and he appears to place the junction of the Ticonderoga Branch Road with the main Crown Point Road further North (at Documented Point #D4 on this book's Vermont Map 10).

From Vt. Marker #51A (Sudbury) to Vt. Marker #51B (Orwell) is about 1.2 miles by today's roads.

- 1.1 **Vt. Marker #51A** . . . continue SW on old Vail Rd
- 1.1 T-jc with Vail Rd to N . . . go N
- 0.1 **Vt. Marker #51B:** on W side of rd near oak tree . . . return S

Vermont No. 51B Orwell

MILITARY ROAD FROM MOUNT INDEPENDENCE
TO AMHURST [sic] ROAD
MARKED BY HANDS COVE CHAPTER D.A.R. 1933

This "typical" inscribed granite marker is on the West side of Vail Road in open country (one solitary oak tree close to it), a bit North of Old Sawmill Road.

From Vt. Marker #51B (Orwell) to Vt. Marker #51C (Orwell) is about 2.5+ miles by today's roads.

- 0.1 Vt. Marker #51B . . . return S to Old Sawmill Rd
- 0.5+ T-jc with Old Sawmill Rd . . . go SW
- 0.9- Bridge over Lemon Fair (stream) . . . continue SW
- 0.1 Triangle jc with Vt. #73 at sharp curve of same . . . go W
- 0.05 W end of triangle at blacktop of Vt. #73 . . . continue W
- 0.85 T-jc with Griswold Lane off to N . . . go N
- Vt. Marker #51C: on E side of rd . . . continuation is to return S

Vermont No. 51C Orwell

MILITARY ROAD FROM MOUNT INDEPENDENCE
TO AMHURST [sic] ROAD
MARKED BY HANDS COVE CHAPTER D.A.R. 1933

This "typical" inscribed granite marker is on the East side of Griswold Lane nearly 0.9 mile North of blacktopped Vt. Route #73.

From Vt. Marker #51C (Orwell) to Vt. Marker 51D (Orwell) is about 5.2 miles by today's roads.

- 0.85 Vt. Marker #51C . . . return S to Vt. Route #73
- 2.9- T-jc with Vt. Route #73 . . . go W
- Orwell Town Clerk's Office at W end of Village on N side . . . continuation W

Vt. Marker #51D . . . to get back to the route of the Crown Point Road itself, either:

A) Backtrack to Marker #51 on Vt. Route #30, so as to continue N by the description noted under Marker #51 at page 94 to **Marker #52**; or

B) Proceed generally E about 5.85 miles (noting that the roads in that direction change names from Brown Lane to Royce Hill Road to Murray Road), going past the S end of the Richville Wildlife Management Area, and so to the X-rds close to which stands **Marker #52** (about 0.6 mile to W of Vt. Route #30).

Vermont No. 52 Whiting

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY HANDS COVE CHAPTER D.A.R. 1910

This "typical" granite marker is on the north side of Town Road #15 which, at a point 1.1 miles south of Whiting Village, leads west from Route 30 through the old South Whiting school four-corners to North Orwell. The marker is 0.1 of a mile west of the four-corners. The four-corners are 1.1 miles south of the Whiting-Shoreham main road and 1.4 miles north of Marker No. 51.

From Vt. Marker #52 (Whiting) to Vt. Marker #53 (Whiting) is about 1.5 miles by today's roads.

Vt. Marker #52 . . . return back E

0.05

X-rds . . . go N

0.85

Small triangle at Y-jc . . . continue N

0.3+

T-jc with blacktopped rd . . . go W

0.3-

Vt. Marker #53: on SW side of rd corner . . . continuation is Wy

Vermont No. 53 Whiting

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY HANDS COVE CHAPTER D.A.R. 1910

This "typical" granite marker is about one mile west of Whiting Village on the main road to Shoreham, on the south side of the road.

From Vt. Marker #53 (Whiting) to Vt. Marker #54 (Shoreham) is about 1.6 miles by today's roads.

1.1 Vt. Marker #53 . . . continue Wy

T-jc with rd to N . . . continue W

0.5

Vt. Marker #54: tapered marble "obelisk" on N side of rd by Perry Brook Dairy . . . continuation W

Vermont No. 54 Shoreham



CAMP STONY SPRING 1760
ERECTED BY S. L. BISSELL AND E. HALL 1860

The marble marker sits on the north side of the main highway from Whiting Village to Shoreham. It is 1.6 miles west of Marker No. 53 on the same road.

The monument, a marble obelisk nearly six feet high is, except for the two milestones found in Weathersfield, the oldest monument marking the Crown Point Road. Nearby was the traditional site of

an encampment in the French and Indian War and a point on the so-called old "French Road."

The monument was given by Elias Hall to honor the memory of his father, Elias Hall, who had enlisted at Hartford under Col. Whiting. Taken ill, he was permitted by Gen. Amherst to leave the lake area to return to his home in New Cheshire, Connecticut, and so traveled the Crown Point Road late in the fall of 1759. "The first night on his way" he stopped at a spring near the monument. The monument was erected here by Mr. Bissell, who then owned the farm where the spring is located.¹

¹Charlton, p. 187.

From Vt. Marker #54 (Shoreham) to Vt. Marker #55 (Shoreham) is about 0.6 mile by today's roads.

- 0.05 **Vt. Marker #54** . . . continue W
- 0.25 T-jc with rd to N . . . continue W
- 0.2 T-jc with rd to S . . . continue W
- 0.2 Cemetery on S side of rd at curve . . . continue Wy
- 0.1+ **Vt. Marker #55**: on N side of rd to Shoreham Center . . . continuation on W

Vermont No. 55 Shoreham

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY HANDS COVE CHAPTER D.A.R. 1910

This "typical" granite marker is on the east side of the Whiting-Shoreham road about 0.6 of a mile west of Stony Spring marker. The locality, once owned by a Mr. Cutting, is known as Cutting Hill. The site overlooks the wildlife refuge and dam on the Lemon Fair River.

From Vt. Marker #55 (Shoreham) to Vt. Marker #56 (Shoreham) is about 1.65 miles by today's roads.

- 0.5- **Vt. Marker #55** . . . continue W
- 0.15 Vt. Fish & Game Access on S to Richville Wildlife Management Area . . . continue W
- 0.15 X-jc with blacktopped lesser rd to NW . . . go NW

- 0.05 Y-jc with gravel rd uphill to N . . . go N
- 0.25 T-jc with rd from W . . . continue N
- 0.15 T-jc with Goodrich Rd from E . . . continue N
- 0.55 **Vt. Marker #56:** on W side of rd . . . continuation is to return S

Vermont No. 56 Shoreham

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
 MARKED BY HANDS COVE CHAPTER D.A.R. 1910

At the Richville Dam, a fork to the north from the Whiting-Shoreham road leads in about 0.3 of a mile to a second fork, the right-hand or northeasterly branch being the Buttolph Road (Town Road #4) and the left hand branch being the Shakesberry Mill Road (Town Road #35). Marker 56 stands on the west side of Buttolph Road about 0.8 of a mile from its beginning. The Crown Point Road passed roughly parallel with and east of Buttolph Road by the E. L. Farr (formerly Delano) farm buildings (1965).

From Vt. Marker #56 (Shoreham) to Vt. Marker #57 (Shoreham) is about 3.1 miles by today's roads.

- Vt. Marker #56 . . . return S**
- 0.55 T-jc with Goodrich Rd from E . . . continue S
- 0.15 T-jc with rd from W . . . go W
- 0.1 T-jc at small triangle (blacktop to S and not to N) . . . go N
- 2.3 **Vt. Marker #57:** "typical" inscribed granite marker on E side of rd . . . continuation to N

Vermont No. 57 Shoreham

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
 MARKED BY HANDS COVE CHAPTER D.A.R. 1910

The "typical" granite marker is on the east side of the Shacksboro Road (location of this road noted under Marker 56) about 2.2. miles North of its junction with Buttolph Road, and some distance beyond the "Pinnacle" hill on the east.

From Vt. Marker #57 (Shoreham) to Vt. Marker #58 (Shoreham) is about 2.15 miles by today's roads.

- 0.5 **Vt. Marker #57** . . . continue N
- T-jc with poor rd to E and bridge over Lemon Fair (stream) to W
 . . . go W
- 0.05 T-jc at small triangle, with one branch to N and other branch to SW
 . . . go SW
- 0.25+ Right angle in rd . . . continue NW
- 0.95- Large triangle whose W branch is signed DO NOT ENTER . . . so con-
 tinue N_y
- 0.35 Small triangle jc with SW-NE blacktopped rd . . . go NE
- 0.05 **Vt. Marker #58:** about 12 ft. E of traveled way (vegetation tends
 to hide) . . . continuation NE

Vermont No. 58 Shoreham

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY HANDS COVE CHAPTER D.A.R. 1910

This "typical" granite marker stands on the east side of Route #74. It is 0.3 of a mile north of the intersection of the Shacksboro Road and Route #74, about 0.2 of a mile south of the Raymond F. Cousino home (1965) and 2.1 miles north of the junction of Routes #74 and #22A.

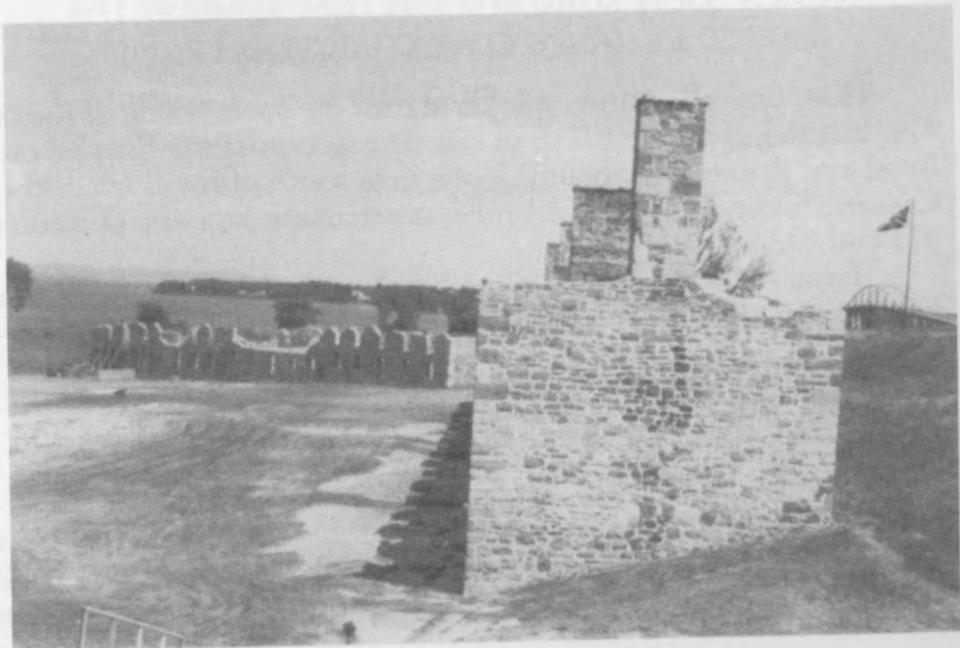
From Vt. Marker #58 (Shoreham) to Vt. Marker #59 (Shoreham) is about 1.45 miles by today's roads.

- 0.25 **Vt. Marker #58** . . . continue NE
- T-jc with rd to NW . . . go NW
- 0.85 T-jc with E-W rd . . . go W
- 0.15 Twist across brook . . . continue W
- 0.2 **Vt. Marker #59:** on N side of rd . . . continuation to W



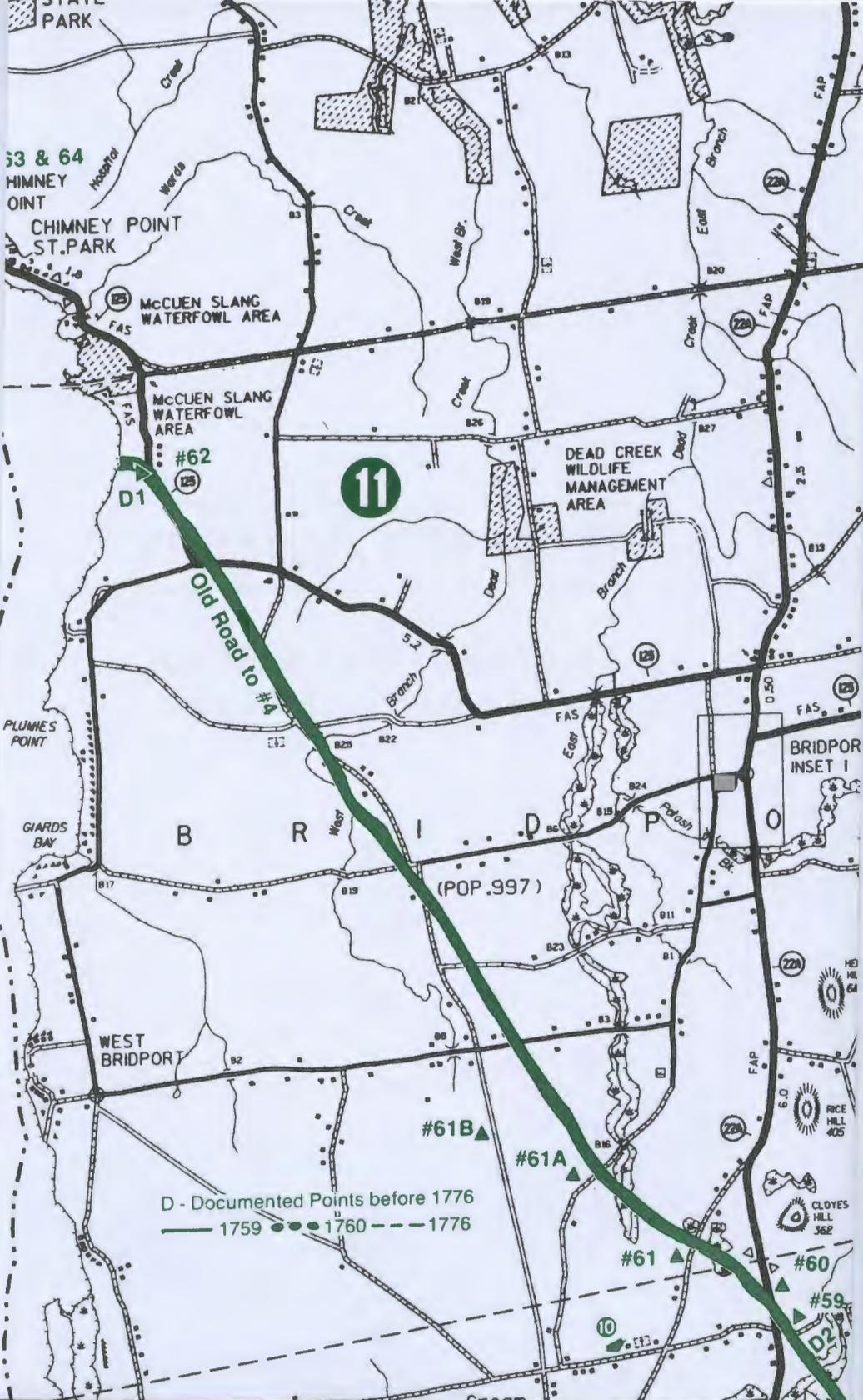
(Top) Larry Clark lectures hikers at the Willow Point terminus of the Crown Point Road in Bridport.

(Bottom) The New York State terminus of the Crown Point Road, Fort Amherst at Crown Point.



VERMONT MAP 11

**for Marker #59 (Shoreham)
thru Marker #64 (Addison)**



33 & 64
HIMNEY
OINT

CHIMNEY POINT
ST. PARK

McCUEN SLANG
WATERFOWL AREA

McCUEN SLANG
WATERFOWL AREA

11

DEAD CREEK
WILDLIFE
MANAGEMENT
AREA

Old Road to #4

PLUMES
POINT

GIARDS
BAY

B R I D P O R T

(POP. 997)

BRIDPORT
INSET I

WEST
BRIDPORT

#61B ▲

#61A ▲

#61 ▲

#60 ▲

#59 ▲

D - Documented Points before 1776
 ——— 1759 ●●● 1760 - - - - 1776

CLOYES
HILL
362

RICE
HILL
405

HEI
HILL
54

10

D2

Vermont No. 59 Shoreham

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY HANDS COVE CHAPTER D.A.R. 1910

This "typical" granite marker is on the north side of the Doolittle Road, 0.2 of a mile east of the junction of that road with Route #22 A. The marker is south of the ancient mill ruins on private property, originally the land of Ephraim Doolittle, whom Addison County histories record as one of Shoreham's first settlers.¹

¹*Addison County Gazetteer & Directory*, 1881-82, p. 211.

From Vt. Marker #59 (Shoreham) to Vt. Marker #60 (Shoreham) is about 0.5 mile by today's roads.

- 0.2 Vt. Marker #59 . . . continue W
- X-rds with Vt. Route #22A . . . go N on Vt. #22A
- 0.3 Vt. Marker #60: on E side of rd . . . continuation to N

Vermont No. 60 Shoreham

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY HANDS COVE CHAPTER D.A.R. 1910

The "typical" granite marker is on the east side of Route #22A a short distance south of the Bridport-Shoreham town line. A few rods north of the marker is a branch of Prickly Ash Brook, and also a wayside picnic area.

From Vt. Marker #60 (Shoreham) to Vt. Marker #61 (Bridport) is about 1.6 miles by today's roads.

- 0.15 Vt. Marker #60 . . . continue N
- Shoreham-Bridport Town Line . . . continue N
- 0.65+ Y-jc with rd from SW . . . double back acutely and go SW
- 0.8- Vt. Marker #61: on W side of rd . . . continuation to SW

Vermont No. 61 Bridport



CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY HANDS COVE CHAPTER D.A.R. 1910

This "typical" granite marker is near the south line of Bridport on Town Road #42 which runs southwest diagonally from Route #22A to Cream Hill. The marker is on the west side of the road immediately north of the Anderson or old "Kellogg" farm.

From Vt. Marker #61 (Bridport) to Vt. Marker #61A (Bridport) is about 2.75 miles by today's roads.

Vt. Marker #61 . . . continue SW

0.65

X-rds . . . go W

0.75

T-jc with Valley Rd to N . . . go N on Valley Rd and then NE

Note: Whereas, after visiting Marker #61A and returning here, it is only about 0.1 mile to N-S Old Basin Harbor Road which leads to Marker #61B, this segment of Old Basin Harbor Road is a "4th Class Road, Pass at Your Own Risk", and so contra-indicated without 4-wheel drive. There is a much shorter exposure to the bad segment of Old Basin Harbor Road by end-running and coming down from the N to Marker #61B; even so, without 4-wheel drive, it is probably best to park and walk the bad stretch of Old Basin Harbor Road.

1.35

Vt. Marker #61A: "typical" inscribed granite marker on W side of Valley Rd . . . continuation NE

Vermont No. 61A Bridport

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY RHODA FARRAND CHAPTER D.A.R. 1930

This "typical" granite marker is about 0.8 of a mile northwest of No. 61 on the west side of Town Road #40 about 1.2 miles north of its intersection with the road leading from Route #22A west to Cream Hill.

From Vt. Marker #61A (Bridport) to Vt. Marker #61B (Bridport) is about 3.35 miles by today's roads.

- Vt. Marker #61A** . . . continue NE on Valley Rd
- 0.85 Blacktop begins . . . continue N_y
- 0.35 T-jc and small triangle with modern rd off to W signed "Crown Point Road" . . . go W
- 1.35+ X-rds with Old Basin Harbor Rd that, to S, goes through a barnyard and is signed "4th Class Road, Pass at Your Own Risk", i.e., open to public. (Easy passage with 4-wheel drive; turn-around problems for ordinary autos, so best to park and walk.) Go S.
- 0.1- Farm cattle control gates that are sometimes swung across Old Basin Harbor Rd . . . continue S over 3 "rises" of the rd
- 0.7+ **Vt. Marker #61B:** on W side of rd . . . continuation is to return N

Vermont No. 61B Bridport

CROWN POINT ROAD BUILT BY GEN. AMHERST 1759
MARKED BY RHODA FARRAND CHAPTER D.A.R. 1930

This "typical" granite marker is about 0.5 of a mile west of No. 61A on the west side of an abandoned section of Town Road #41 (Old Basin Harbor Road) 1.1 miles north of its intersection with the road leading from Vermont Route #22A west to Cream Hill.

Note: Markers Nos. 61A and 61B were found in November, 1966, overturned and partly hidden.

From Vt. Marker #61B (Bridport) to Vt. Marker #62 (Bridport) is about 5.8 miles by today's roads.

- 0.7+ **Vt. Marker #61B** . . . return N on Old Basin Harbor Rd
Back to farm cattle control gates (sometimes swung across rd) . . . continue N
- 0.1- Back to X-rds with modern E-W "Crown Point Road" . . . continue N on Basin Harbor Rd
- 0.6 T-jc with rd from E . . . continue N
- 0.7 Small triangle at T-jc with E-W "Middle Road" . . . jog W and continue N
- 0.1 T-jc with rd to E . . . continue N on Basin Harbor Rd
- 1.15 T-jc with rd from E (possibly old X-rds) . . . continue N
- 1.1+ X-rds (all blacktop except from S) with E-W Vt. Route #125 . . . go W on Vt. Route #125
- 0.6- Jc with Lake St continuing W and Vt. Route #125 turning N . . . go N
- 0.3 Views of Lake Champlain . . . continue N
- 0.45 **Vt. Marker #62:** inscribed marble on W side of Vt. Route #125 . . . continuation N

[Inscription correctly indicates Vermont terminus of CPR at shore of Lake Champlain to W, near Willow Point and not at Chimney Point (Pointe à la Chèvre) as wrongly attributed by some authors.]



(L to R) Barry Griffith, Hunter Melville, Eileen Klymn, Jim Moore, Jim Rowe.

Vermont No. 62 Bridport



(Left to right) Hon. Joseph B. Johnson and Martin Howe, President, Crown Point Road Association, Springfield, at the dedication of Marker No. 62 in Bridport (1964).

ON THE LAKE SHORE DIRECTLY WEST, GEN. AMHERST'S MEN
BEGAN BUILDING THE CROWN POINT ROAD ON AUG. 8, 1759
CROWN POINT ROAD ASSN. 1964

The above inscription appears on a marble marker on the west side of Route 125 about 2.5 miles south of the Lake Champlain Bridge at Chimney Point in Addison. The marker, dedicated August 9, 1964, stands about 250 feet north of the home of Mr. and Mrs. Theodore Hartke and 0.6 of a mile south of the Bridport-Addison line.

From Vt. Marker #62 (Bridport) to Vt. Marker #63 (Addison) is about 1.45 miles by today's roads.

- 0.5 **Vt. Marker # 62** . . . continue N
- 0.3 Sign for Willow Point to W . . . continue N & NW
- 0.3 Access rd to W for McCuen Slang Waterfowl Area . . . continue NW
- 0.35 Bridge and causeways across Whitney Creek to Chimney Point's "island" . . . continue NW
- 0.3 Triangle jc of Vt. Route #125 into Vt. Route #17 just before Lake Champlain Bridge
- 0.0± **Vt. Marker #63:** bronze plaque on boulder inside the jc triangle . . . continuation toward bridge

Vermont No. 63 Addison



NEAR THIS SPOT ON THE SHORE OF THE LAKE WAS THE
 NORTHERN TERMINAL OF THE CROWN POINT
 MILITARY ROAD BUILT BY GEN. AMHERST IN 1759
 ERECTED BY THE RHODA FARRAND CHAPTER D.A.R. 1929

This marker is near the Lake Champlain Bridge in the triangle
 between Vt. Routes #125 and #17.

Note: More recent studies of old maps, including several from the collection of the late Dr. Eugene Barker of Crown Point, New York, disclose that the terminus of the Crown Point Road was in Bridport, on the shore of Lake Champlain, one half mile south of Willow Point. The most authoritative of the maps studied is in the Library of Congress from which photographic copies were obtained by Dr. Barker and the Crown Point Road Association (see pages x and xi).

From Vt. Marker #63 (Addison) to Vt. Marker #64 (Addison) is less than 0.1 mile.

- 0.1- **Vt. Marker #63** . . . continue toward Lake Champlain Bridge
Vt. Marker #64: State metal historical sign (gold letters on green New 2011) . . . continuation over Lake Champlain Bridge to Crown Point Fort site

Vermont No. 64 Addison



CHIMNEY POINT

COLONIAL FORTS AND END OF GEN. AMHERST'S MILITARY ROAD

THE FIRST WHITE SETTLEMENT HERE WAS THE STOCKADE OF CAPT. DE WARM BUILT IN 1690. LATER THE CHIMNEYED RUINS

OF THE FRENCH FORT, 1759, GAVE THE SITE ITS NAME. ACROSS THE LAKE IS THE CROWN POINT FORT WHICH WAS THE END OF THE MILITARY ROAD FROM "NO. 4" (CHARLESTOWN, N.H.)

VERMONT HISTORIC SITES COMMISSION

This standard state historical marker of cast aluminum, with gold letters on a green background, is East of the Lake Champlain Bridge, near the intersection of Vt. Routes #17 and #125.

See also the footnote to Marker #63 explaining that the true Vermont NW end of the CPR was not at Chimney Point, but several miles further south in Bridport.

From Vt. Marker #64 (Addison) to N.Y. "Marker #1" (the Crown Point Fort) is about 0.6 mile via the Lake Champlain Bridge.

ca. 0.6 **Vt. Marker #64** . . . continue W over Lake Champlain Bridge
"N.Y. Marker #1": Crown Point Fort Historical Site

New York "Marker #1"

The New York State Crown Point Historical Site, at the W end of the Lake Champlain Bridge encompasses the remains of the British fort and its outlying works, the remains of the French Fort Frédéric (blown up by the French as they retreated in 1759), and a visitor center with museum, and multi-media theater facility.

General Jeffrey Amherst, having captured the point of land between Bulwagga Bay and the southern narrow extension of Lake Champlain for the British and driven the French out, started the building of a new large fort (intended to be perhaps the biggest, strongest British post in North America). Inadvertent fires in 1773 and resulting explosions largely destroyed the Crown Point Fort. Nonetheless, except for American occupation from 1775 to 1777, the British long maintained a garrison there.

In recent times, there has been both preservation and restoration work.

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