

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY  
RECEIVED FEB 23 1980  
DATE ENTERED MAY 1 1980

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Larrabee's Point Complex

AND/OR COMMON

**2 LOCATION**

SW of Shoreham

STREET & NUMBER

Larrabee's Point at Route 74

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Shoreham

VICINITY OF

Vermont

STATE

CODE

COUNTY

CODE

Vermont

50

Addison

01

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input checked="" type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME

See Continuation Sheet

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Office of the Town Clerk

STREET & NUMBER

CITY, TOWN

STATE

Shoreham

Vermont

05770

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Vermont Historic Sites and Structures Survey

DATE

1976

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Vermont Division for Historic Preservation

CITY, TOWN

STATE

Montpelier

Vermont

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Larrabee's Point Complex consists of a house (#4), a wharf (#3), a ferry dock (#1), and a three-story stone building (#2) that were the nucleus of an important nineteenth century transportation and commercial outpost along Lake Champlain.

The ferry dock (#1) is more outstanding for its historical association than for its visual features which are largely the product of modernizations which have allowed the ferry to remain competitive with the bridge crossings to the north at Chimney Point and to the south along U.S. Route 4 into Whitehall, New York. The ferry dock consists of a steel gate and loading ramp, large enough for one large vehicle to pass. There is a sign identifying the site and a single ferry which crosses to New York along a cable dropped across the historic narrows of Lake Champlain.

More representative of the era during which commercial activity flourished is the unique gray limestone store and warehouse (#2) with its long and deteriorated stone wharf. This is an excellent and handsome example of vernacular stone architecture. Built in 1823 for John S. Larrabee and Samuel H. Holley, it is contemporaneous with numerous stone houses built in the surrounding area around Lake Champlain. Historical associations with Fort Ticonderoga are made through the building's materials which were taken from the ruins of the original fort.

The stone store has now been converted to a dwelling. The unaltered exterior retains its architectural features as they were when the building served as an important center of pre-railroad commercial activity in the Champlain Valley. The building stands three stories and is finished with random course gray limestone. It is three by two bays, has a slate-clad gable roof, and a plain wooden cornice which projects out at the gable peak to protect a derrick over the center bays. Here, below the derrick, are three tiers of warehouse doors through which goods were unloaded. The top opening is surmounted by a recessed, brick-faced semi-circular arch with a central raised panel with the date 1823 inscribed. A similar detail on the lakeside end is inscribed with 1823/J.S.L./S.H.H.; these refer to Larrabee and Holly, who built the store.

The building has retained its original window sash which are 12 over 12 on the third story and 12 over 8 on the lower stories.

The interior of the building has undergone necessary modernizations. The first story and attic are the least altered, retaining original panelled doors, handwrought hardware and part of the original chimney. A most interesting pulley and wheel assembly remains in the attic at the west end gable. This was used for maneuvering goods into the upper floors and is a fine example of the type of mechanical device that was a common feature of commercial and industrial buildings during the first quarter of the nineteenth century.

Projecting out into the lake from the southwest corner of the building are two stone walls (#3) which were used as the loading dock. This wharf area is now grassed over.

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

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The Larrabee-Douglas House (#4) was built for John S. Larrabee. It is an excellent example of brick, vernacular Greek Revival architecture. Built about 1835, it is 2-1/2 stories and 4 by 4 bays, with a slate-clad gable roof with a molded cornice which returns at the gable ends. The cornice is more delicately molded than is characteristic of Greek Revival architecture; however, there is no architrave or frieze. The windows retain their 6 over 6 sash; sills and lintels are marble, set into the random Flemish and American bond brick walls. The windows are flanked by plain panelled shutters.

The distinctive features of the fenestration enhance the transitional sense that this house conveys. Set in the peak of the gable end is an elaborately delineated semi-elliptical louvered fanlight, a carryover from the earlier Federal period.

The front elevation of the house features a later added porch with chamfered posts and scroll sawn brackets. The front elevation has a fine Greek Revival frontispiece which consists of multi-delineated sidelights and transom, panelled jambs, a panelled door and four minor pilasters which are molded into high relief.

The house rests on a stone foundation and there is a 1-1/2 story, period brick ell attached to the rear. It features similar detailing and construction techniques with the main mass. An exterior brick chimney on the north side is a recent addition.

The interior of the house has undergone few alterations since Larrabee's time. Windows and doors are fashioned with molded architraves, which are especially refined in the formal front parlor where the corners are articulated by carved corner blocks.

The house stands on an attractively landscaped lawn overlooking Lake Champlain and with a direct view of the ferry dock (#1), wharf (#3), and stone store (#2) that were at the center of Larrabee's working career.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1823, c. 1835

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

Larrabee's Point was a commercial landing on Lake Champlain and was a critical location for the flow of finished goods and raw materials before the opening of the railroads on both the Vermont and New York sides of the Lake. The railroads shifted the orientation of transportation away from the Lake and thus reduced Larrabee's Point's commercial importance. What remains of this important commercial site is a stone store (#2) and wharf (#3), the ferry dock (#1) and the house (#4) owned by John S. Larrabee for whom the point was named.

It is uncertain precisely when the first activity commenced along what is now Larrabee's Point. Undoubtedly, it was a site well known to Indians and French who inhabited the region for many years before the Treaty of Paris formally relinquished the Champlain waters to English control. The French and Indian Wars that raged during the late 1750's provided a catalyst for the development of what is now Shoreham and Addison. These lands were joined with the low country of the Connecticut River Valley in 1775 by the Crown Point Military Road which was built under Sir Jeffrey Amherst's instructions. It was during this interim between wars that the first settlement was commenced on Larrabee's Point and the first ferry was operated connecting the two shores.

Samuel Beman and Thomas Rowley occupied the site during the early 1770's and following the war in 1783. Command of the Lake was a high priority during the Revolutionary War and these early inhabitants of the point were forced to evacuate.

Thomas Rowley, the first settler on Larrabee's Point, originally came from Hebron, Connecticut, stopping for some years in Danby, Vermont before making Shoreham his home. He was the first town clerk of Shoreham, but is best remembered as the poet of the New Hampshire Grants.

John S. Larrabee came from Pownal, Vermont in 1783 at the age of 19, shortly following the arrival of his father. The elder Larrabee was a surveyor by trade. Having newly arrived from New London, Connecticut, he and the young Larrabee spent much of the first summer surveying lands to the north. When John S. Larrabee acquired "Rowley's Point" in 1787, he found Beman's tavern, a small house, and the perfect geographic features to establish a ferry. This was to become the center of his permanent residence until his death in 1847. He led a long and prosperous life and was called to public service by his town and county, acting variously as Clerk of the County Court, Judge of Probate and Representative to the State Legislature. The bulk of his time was occupied managing the ferry and trade at the Point.

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

- 1) Smith, H.P., History of Addison County, Vermont. Syracuse, New York, 1886.
- 2) Goodhue, Rev. Josiah F., History of the Town of Shoreham, Vt. Middlebury, Vt., 1861.
- 3) Hill, Ralph Nading, Lake Champlain - Key to Liberty. Taftsville, Vt., 1975.
- 4) Beers, F. W., Atlas of Addison County, Vermont. New York, 1871.
- 5) Hemenway, Abby Maria, Vermont Historical Gazetteer, Vol. 1. Burlington, Vt., 1867.
- 6) Letter files and Account books of the Sheldon Museum, Middlebury, Vt.

UTM NOT VERIFIED

## 10 GEOGRAPHICAL DATA

ACREAGE NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY 7

QUADRANGLE NAME Ticonderoga, Vt. - N.Y.

QUADRANGLE SCALE 1:62500

UTM REFERENCES

A	1,8	6,3,0	5,5,0	4,8	5,7	0,0,0	B	1,8	6,3,0	5,0,0	4,8	5,6	7,7,5
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING			
C	1,8	6,3,0	4,0,0	4,8	5,6	7,7,5	D	1,8	6,3,0	4,2,5	4,8	5,7	0,0,0
E							F						
G							H						

VERBAL BOUNDARY DESCRIPTION The boundaries of this site are co-extensive with the area on both sides of State Route 74 where it touches Lake Champlain in Shoreham, Vermont. These boundaries continue at a distance of 200 feet south of the road, 100 feet north of the road, 100 feet east of the Lake and the Lake shoreline.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

William N. Hosley, Jr.

ORGANIZATION

Division for Historic Preservation

DATE

November, 1977 - May, 1978

STREET & NUMBER

Pavilion Office Building

TELEPHONE

802-828-3226

CITY OR TOWN

Montpelier

STATE

Vermont

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL     

STATE X

LOCAL     

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*William B. Pinney*

TITLE Deputy State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

KEEPER OF THE NATIONAL REGISTER

DATE 5/1/80

ATTEST:

CHIEF OF REGISTRATION

DATE 4/22/80

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

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Page 1

- 1) Mr. James Bullard  
Shoreham, Vermont 05770
  
- 2) Mr. William Rader  
R.F.D.  
Shoreham, Vermont 05770
  
- 3) Ms. Margaret J. Hall  
635 Woodside Drive  
Kent, Ohio 44240

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When Larrabee arrived it was a meager settlement and he proceeded to enlarge the existing dwelling. This burned in 1838 after he had already established residence in the more pretentious brick house (#4) which still remains.

The first store on the point was opened by George and Alexander Trimble in 1789. This became a key outlet for the vast quantities of potash and wooden products that resulted from the settlement clearings in towns to the east. Shortly thereafter, Larrabee made a formal application to the Vermont Legislature for the grant of exclusive right to operate a ferry at the point. This was approved in 1799 and the ferry has been in operation continuously since that time, having altered its route from a southerly position about 1890 when the first linked chain for steering was drawn across the Lake.

In 1823, the stone warehouse (#2) was built for Larrabee and Samuel H. Holly. Holly, who eventually married Larrabee's daughter, was one of the leading citizens in Addison County, and spent an active life in the military, in politics, and as a lawyer.

A few years later, in 1847, Holly, in partnership with B. B. Brown, established the elegant United States Hotel at this location. This building, also called "The Lake House," burned around 1915. J. G. Brown (1831-1913), a New York City artist known mainly for his genre and street urchin paintings, summered here c. 1906 and painted at least two views of Larrabee's Point which are presently in the collections of Shelburne Museum, Shelburne, Vermont.

By 1875, Larrabee's Point became a major commercial and tourist center, with summer guests stopping and large steam-powered ships docking at the wharf (#3). The railroad era siphoned off much of the commercial vitality of the site. Early local accountbooks make frequent reference to the point as an outlet for goods bought and sold; however, the trains changed the routes of rural transportation. John S. Larrabee's death in 1847 came just before the arrival of the first trains in Addison County and the Lake Champlain region of New York. It was during his lifetime that the rural economy of Addison County emerged from its primitive roots to become a major manufacturing and agricultural goods exporting region. Larrabee's Point played an important role in those early years.