

**United States Department of the Interior  
National Park Service**

For NPS use only

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

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic FORT TICONDEROGA/MOUNT INDEPENDENCE NATIONAL HISTORIC LANDMARK

and or common

**2. Location**

street & number Both sides of Lake Champlain \_\_\_\_\_ not for publication

Orwell, VT and Town and Village of Ticonderoga, NY

city, town \_\_\_\_\_ vicinity of

state 51 (VT) Addison (VT) code 01  
code 36 (NY) county Essex (NY) code 31

**3. Classification**

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input 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 checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name Multiple public and private--see continuation sheet 4-1

street & number

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ state

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Essex County Courthouse

street & number Court Street \_\_\_\_\_ (see continuation sheet 5-1)

city, town Elizabethtown \_\_\_\_\_ state NY

**6. Representation in Existing Surveys**

title Historic Sites Survey \_\_\_\_\_ has this property been determined eligible?  yes  no

date 1960, 1972 \_\_\_\_\_  federal  state  county  local

depository for survey records National Park Service \_\_\_\_\_ (see continuation sheet 6-1)

city, town Washington \_\_\_\_\_ state D.C.

## 7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input checked="" type="checkbox"/> unexposed	(reconstructed)	

### Describe the present and original (if known) physical appearance

The Fort Ticonderoga/Mount Independence National Historic Landmark is located in the Town and Village of Ticonderoga, Essex County, New York, and the Town of Orwell, Addison County, Vermont. The landmark is centered on three separate land masses bordering Lake Champlain in the vicinity of Lake George's outlet into Lake Champlain. Lake Champlain is fairly narrow at this point and the three land masses--all of them well-defined promontories--afford excellent views along its length. The area therefore possessed great strategic value as a military "checkpoint" that could control movement up and down the Champlain Valley between the Hudson and St. Lawrence Valleys.

To the north of the Lake George outlet (also known as Ticonderoga Creek), on the New York side of Lake Champlain, is a low-lying promontory, rising to just over 260 feet above sea level (or 165 feet above the level of the lake). Near the southeastern tip of this promontory is the site of Fort Ticonderoga which overlooks the South Bay of Lake Champlain to the south, the narrow strait separating the promontory from Mount Independence to the southeast, and the mouth of Ticonderoga Creek to the southwest. The fort was originally established by the French, with defense against British advances from the south uppermost in their minds. To protect the weaker approaches on the landward side the French constructed extensive outworks to the northwest and north of the fort. American forces later strengthened and added to these defenses during the Revolutionary War to prevent British advances from the north. This segment of the landmark is focused on the reconstructed buildings, ruins and tourist facilities within and close to the fort, and on numerous earthwork remains in the surrounding area. Also contained within the landmark on the Fort Ticonderoga promontory are the remains of a mid-18th century French village immediately south of the fort; the site of the mid-18th century gardens to the east of the fort; the Pell mansion to the north of the fort; other defensive works and a hospital site to the southeast of the fort overlooking the site of the bridge leading across the lake to Mount Independence; and a handful of more recent buildings, mostly connected with the operation of the fort as one of the nation's most frequently visited historic sites.

The second major land mass that forms a component of the landmark is the Mount Independence promontory which is located on the Vermont side of Lake Champlain, to the southeast of Fort Ticonderoga. The slopes of Mount Independence rise steeply to about 300 feet above sea level (more than 200 feet above the lake), and the promontory lends itself well to defense as it is bounded by the lake on the north, west, and south and by East Creek on the east. Land access is via a narrow strip of lowland at the southern end of the promontory. The Mount Independence portion of the landmark contains extensive archaeological remains dating to the American occupation of the promontory in 1776-1777 and a few intrusive elements in the form of later buildings erected around the foot of the promontory.

The third component of the landmark is Mount Defiance, a steeply sloping, densely wooded hill that rises to an elevation of 853 feet above sea level. This peak lies at the northern end of a ridge named South Mountain and, because

(see continuation sheet 7-1)

# 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 type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input checked="" type="checkbox"/> military	<input type="checkbox"/> social/
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify) preservation history

**Specific dates** 1755, 1777 **Builder/Architect** Marquis de Lotbiniere

**Statement of Significance (in one paragraph)**

The area encompassed by the Fort Ticonderoga/Mount Independence National Historic Landmark was the military key to the Champlain Valley (and thus the key to control of the principal natural highway linking New York City, the Hudson River Valley, and western New England with Montreal) for most of the second half of the 18th century. Because of the strategic location of the fort and Mount Independence at a narrow point of the lake, they were thus among the most important military sites in the French, English and American struggles for control of North America in the French and Indian and Revolutionary Wars. With the exception of the British advance on Plattsburgh from Canada in 1814, the Champlain Valley has not been an invasion route since the Treaty of Paris in 1783, and through the years the sites have taken on a new level of significance: as one of the premier reconstructed 18th century military installations (Fort Ticonderoga) and perhaps the largest undisturbed Revolutionary War archaeological site (Mount Independence) in the country. Mount Hope and Mount Defiance are also inextricably linked to the fight to control the lake during the same period.

The setting of the landmark is a major factor in its significance. Although the built-up area of the Village and Town of Ticonderoga has expanded over the past two centuries, the surrounding terrain remains predominantly rural and much as it must have appeared in the second half of the 18th century; the virtually undeveloped peak of Mount Defiance rises from thickly wooded slopes, and the swampy area bordering Ticonderoga Creek is, with the exception of a railroad causeway, as wild as it was two hundred years ago. Similarly, on the Vermont shore the wooded slopes and plateau of Mount Independence substantially retain the natural character of the Colonial period. Unlike other northern lake shores, the margin of Lake Champlain is not lined with summer homes; those that exist are not obtrusive.

The first military post at Ticonderoga was Fort Vaudreuil, later Fort Carillon, built by the French in 1755-57 under the chief engineer Michel Chartier (later the Marquis de Lotbiniere). He adapted the designs of the great French military engineer, the Marquis de Vauban, to the rocky ledge site, and oriented it principally to repulse advances from the south.

On July 8, 1758, an army of 15,000 British regular and colonial troops attacked the fort and was thrown back, with heavy losses by the French defenders under Montcalm. On July 27, 1759, however, General Jeffrey Amherst captured the fort without firing a shot and renamed it Ticonderoga. Amherst's success, coupled

(see continuation sheet 8-1)

# 9. Major Bibliographical References

(See continuation sheet 9-1)

# 10. Geographical Data

Acreeage of nominated property 2195+

Quadrangle name Ticonderoga N.Y.-Vt.

Quadrangle scale 1:24 000

UTM References

AA 1 8 | 6 3 0 4 3 0 | 4 8 5 6 0 5 0  
Zone Easting Northing

BB 1 8 | 6 3 0 5 5 0 | 4 8 5 2 5 1 0  
Zone Easting Northing

CC 1 8 | 6 2 9 4 0 0 | 4 8 5 2 4 5 0

DD 1 8 | 6 2 9 3 4 0 | 4 8 5 3 4 7 0

EE 1 8 | 6 2 6 8 9 0 | 4 8 5 3 4 0 0

FF 1 8 | 6 2 7 3 0 0 | 4 8 5 5 3 8 0

GG 1 8 | 6 2 9 4 8 0 | 4 8 5 6 9 3 0

HH 1 8 | 6 2 7 0 4 0 | 4 8 5 6 7 6 0

Verbal boundary description and justification

(see continuation sheet 10-1)

II: 18/627040/4856560

JJ: 18/626700/4856550

KK: 18/626730/4856740

List all states and counties for properties overlapping state or county boundaries

state New York code 36 county Essex code 31

state Vermont code 51 county Addison code 01

# 11. Form Prepared By

name/title Charles H. Ashton and Richard W. Hunter

organization Heritage Studies, Inc.

date October, 1983

street & number RD6 Box 864, Mapleton Road

telephone (609) 452-1754

city or town Princeton

state NJ

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  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

title \_\_\_\_\_ date \_\_\_\_\_

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I hereby certify that this property is included in the National Register

Keeper of the National Register

date

7/18/84

Attest:

Chief of Registration

date

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NEW YORK

Privately Owned

Town of Ticonderoga:

The Fort Ticonderoga Association, c/o John H. Pell, P.O. Box 390, Ticonderoga,  
NY 12883  
Section 151.01, Block 1, Lot<sup>2.1</sup> & 2.2 (gatehouse); Block 2, Lots 3, 4 (The Pavilion)  
and 5 (fort, restaurant/gift shop, maintenance garage, log structure)  
Section 151.03, Block 1, Lots 1 (observation structure) and 2.2  
Section 150.02, Block 9, Lot 3

The Delaware and Hudson Railroad, Albany, NY 12201  
Section 140.01, Block 1, Lot 7

Willard Blood, Wright's Ferry Road, Putnam, NY 12861  
Section 151.01, Block 3, Lots 1 and 2

John Teriele, Montcalm Road, Ticonderoga, NY 12883  
Section 151.01, Block 4, Lot 1; Section 150.02, Block 9, Lot 2

Robert Hill, Montcalm Road, Ticonderoga, NY 12883  
Section 151.03, Block 1, Lots 2.1 and 6

Jeffrey Nowc, Putnam NY 12861  
Section 151.03, Block 1, Lot 3

Ticonderoga Realty Co., Inc., c/o Gerald Lawson, Montcalm Street, Ticonderoga,  
NY 12883  
Section 151.03, Block 1, Lot 4; Block 2, Lot 2; Block 3, Lot 1

Lawrence Hill, 328 Champlain Avenue, Ticonderoga, NY 12883  
Section 151.03, Block 1, Lot 5

Harold Ask, Montcalm Road, Ticonderoga, NY 12883  
Section 151.03, Block 1, Lot 7

Mary Wallace, 28 Fairview Avenue, Waterford, NY 12188  
Section 151.03, Block 1, Lot 8

Buster Michalak, Montcalm Road, Ticonderoga, NY 12883  
Section 151.03, Block 1, Lot 9

(see continuation sheet 4-2)

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Ada Stone, Albany, NY 12201  
Section 151.03, Block 1, Lot 10

Eli LaRock, Sr., Montcalm Road, Ticonderoga, NY 12883  
Section 151.03, Block 2, Lot 1

Pyrofax Gas Corporation, The Ad Valorem Tax Department, P.O. Box 2521, Houston,  
TX 77252 - Section 151.03, Block 2, Lot 3

Michael O'Connor, Alexandria Avenue, Ticonderoga, NY 12883  
Section 150.04, Block 3, Lot 1

John La Tour, Pinnacle Street, Ticonderoga, NY 12883  
Section 150.04, Block 3, Lot 2

Doreen Rockhill, Blackpoint Road, Ticonderoga, NY 12883  
Section 150.04, Block 3, Lot 3.1

David Bechard, 41 Defiance Street, Ticonderoga, NY 12883  
Section 150.04, Block 3, Lot 3.2

Mildred Bassett, 1421 East Beardsley Avenue, Elkhart, IN 46514  
Section 150.04, Block 3, Lot 4

Village of Ticonderoga:

The Fort Ticonderoga Association, c/o John H. Pell, P.O. Box 390, Ticonderoga,  
NY 12883

Section 150.35, Block 6, Lots 1.1 (reconstructed block house and visitors'  
facility), and 2

Thomas Lonergan, Burgoyne Road, Ticonderoga, New York 12883  
Section 150.35, Block 6, Lot 1.2

Publicly Owned

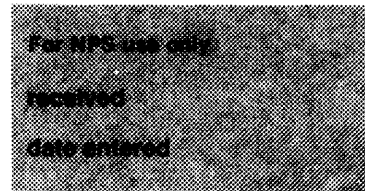
Town of Ticonderoga:

People of the State of New York (Office of General Services), Empire State  
Plaza, Tower Building, Albany, NY 12242  
Section 151.01, Block 2, Lots 1 and 2

(see continuation sheet 4-3)

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VERMONT

Privately Owned

Town of Orwell:

The Fort Ticonderoga Association, c/o John H. Pell, P.O. Box 390, Ticonderoga, NY 12883 (owner of northern half of Mount Independence and cabin on lakeshore at northwest end)

J. Chiamulera, RD Orwell, VT 05760 (owner of house on west side of access road to Mount Independence)

C. Leazer, RD Orwell, VT 05760 (owner of marina and adjacent land; seasonal homes owned by others but not listed in town records)

R. Robie, RD Orwell, VT 05760 (owner of farm with three houses, and isolated house on east side of access road to Mount Independence)

Publicly Owned

State of Vermont:

Vermont Division for Historic Preservation, The Pavilion Building, Montpelier, VT 05602 (owner of southern half of Mount Independence)

Note: The Town of Orwell has not been mapped for tax purposes.

CHIEF ELECTED OFFICIALS

Adolph Difkin, Town Supervisor, Community Building, Ticonderoga, NY 12883

Virginia R. Smith, Mayor of the Village of Ticonderoga, Community Building, Ticonderoga, NY 12883

Charles McLane, Chairman, Board of Selectmen, RD Orwell, VT 05760

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Representation in Existing Surveys cont'd

Vermont Historic Sites and Structures Survey  
1967, 1968 State  
Vermont Division for Historic Preservation  
Montpelier Vermont



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of its far greater height compared to neighboring hills, commands a fine view of the Village of Ticonderoga, the northern end of Lake George, and the countryside surrounding Lake Champlain. Most significant of all in historical terms, Mount Defiance affords a direct line of sight down into Fort Ticonderoga to the northeast and toward Mount Independence to the east. Mount Defiance contains no architectural or known archaeological resources related to the events of 1777; today, the hill has only a visitors' facility and communications equipment on the summit. This imposing natural feature is included in the landmark as it contributes to the setting and played a crucial role in the British capture of the fort and Mount Independence during the Revolutionary War.

Also included within the landmark are a portion of Lake Champlain extending from the navigation light on the west shore just south of the Larrabee's Point Ferry to the southern end of Mount Independence; the marshy estuary of Ticonderoga Creek between Fort Ticonderoga and Mount Defiance; and a discontinuous parcel of land on Mount Hope in the Village of Ticonderoga. The lake and estuary are included as integral parts of the historic setting of the landmark. Mount Hope, a small knoll to the north of the village rising to more than 320 feet, figured in the British capture of the fort in 1777 and today contains Revolutionary period earthworks, a reconstructed block house, and a tourist facility.

The entire landmark is contained within two discontinuous tracts of land. The larger of the two contains the three major land masses (the Fort Ticonderoga and Mount Independence promontories and Mount Defiance), the section of Lake Champlain and the estuary of Ticonderoga Creek. This tract, at its maximum extent, is 2.7 miles north-south by 2.3 miles east-west, and lies in the Towns of Ticonderoga, New York and Orwell, Vermont. It is east and southeast of the Village of Ticonderoga. The western boundary of this tract comes within approximately 750 feet of the eastern boundary of the Village of Ticonderoga. The second tract of land is on Mount Hope and totals slightly more than 12 acres. This tract is at the northern edge of the Village of Ticonderoga, adjoining the Town-Village boundary. It is located some 3000 feet from the center of the village and, at its maximum extent, measures approximately 800 feet north-south by 950 feet east-west.

The following detailed description of the landmark begins with the Fort Ticonderoga promontory, continues with the Mount Independence promontory and Mount Defiance, and finally summarizes those features on the discontinuous Mount Hope tract.

(see continuation sheet 7-2)

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Fort Ticonderoga

The dominant feature of the Fort Ticonderoga promontory is the fort which, over the course of this century has been the subject of a program of reconstruction by the Pell family and the Fort Ticonderoga Association. Now set in a large tract of woods and pasture, Fort Ticonderoga was in a ruined state in 1908 when the late Stephen Pell began the reconstruction. Many of the structures had been scavenged for building materials by the local inhabitants. The upper part of the walls and most of the stone barracks had disappeared, and the earth behind the walls had also washed over the remnants of the original walls. The fort has since been reconstructed on the original mid-18th century foundations and has utilized parts of the original walls. Original plans were followed in reconstructing the barracks, and except for a few minor details (including the installation of modern utilities) the work of reconstruction has been quite accurate.

The original fort, named Fort Vaudreuil and then Fort Carillon by the French, and later renamed Fort Ticonderoga by the British, was constructed in 1755 by Michel Chartier (afterwards the Marquis de Lotbiniere) who adapted the classic designs of Vauban to the irregularity of the rocky ridge upon which the site was located. As originally built, the fort was rectangular with four bastions, one at each corner. Two bastions contained storehouses, one a magazine, and the fourth, a bakery. There were two triangular demi-lunes to landward, one located centrally along the north wall and the other in the center of the west wall. Although detached, the demi-lunes were entered via raised gangways. The demi-lunes were also protected by dry ditches. On the south and west sides, the fort was further protected by a serrate outer wall. The interior of the fort contained a sunken central courtyard, La Place d'Armes, which was enclosed on the west, south and east by three two-story stone barracks with red tile roofs. The north end of the east barracks contained a square watchtower which rose to a height of 60 feet. The north side of La Place d'Armes was formed by a bomb-proof of arched masonry, under the rampart. All of these features with the exception of the roof and interior of the east barracks have been reconstructed or restored, and serve as offices and library and museum areas. La Place d'Armes, which is entered via a stone arch under the south barracks, is eight feet lower than the ramparts which run the entire length of the fort's inner walls.

In conjunction with the operation of the fort as an historic site, four new buildings have been constructed, one of which contributes to the landmark. It is a 1 1/2-story coursed rubble gatehouse, at the entrance to the fort's grounds from NY Route 74. Designed to convey the feeling of the same period as the fort, it is three bays wide with a central entrance. The upper floor contains three gabled wall dormers, whose cut stone parapets and red tile roofing match those of the main roof and also link the building to the fort stylistically. Adjacent to the building is the stone and iron gate giving access to the fort's drive. The other three buildings are located immediately adjacent to the fort and are described below.

(see continuation sheet 7-3)

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The original French defenses on the Fort Ticonderoga promontory also included some outworks on the higher ground to the northwest of the fort, designed to protect it from land attack from the west. As shown on a British map of 1758 engraved by Thomas Jeffreys, those outworks consisted of a 10-foot high breast work fronted by a log palisade, and an abatis of felled logs. This irregular line of defense followed the contours of the land and stretched more than half the way across the peninsula. During the Revolutionary War, American forces devoted a large part of their energy to improving the outer defenses of the fort. They repaired the old French lines, added a block house, established a series of redoubts and a small fort to the north and built other redoubts between the original outworks and the fort. As the Wintersmith map of 1777 indicates, these modifications sealed the western approaches to the promontory even more effectively. The remains of the French and American defensive works are still clearly visible in places as overgrown banks and ditches in the woodland and pastureland.

At the visitors' entrance to the fort, adjacent to the parking lot, are the other three modern buildings. The first is a 20th century log restaurant/gift shop, 1 1/2 stories with stone foundation and gabled roof. Although built in the rustic mode seen elsewhere in upstate New York, the building is unrelated to the historical events at the fort and does not contribute to the landmark.

Immediately west of the restaurant but less apparent to visitors are a two-story, metal clad maintenance garage with a shed roof and, between it and the access road, a small gable-roofed log building, also modern. Neither contributes to the landmark.

Outside the original main (south) entrance to the fort are the archaeological remains of a small French village that grew up in the 1750's and 1760's. The village, referred to as the "Lower Town" on the Jeffreys map of 1758, extended from the south wall of the fort to a dock on the shore of Lake Champlain and included several stone houses, a refectory and a chapel, arranged on either side of a center walk. The village was protected at this time by redoubts to the west and east. The village does not appear to have survived long, as the Wintersmith map of Ticonderoga in 1777 shows only storehouses in this location. Today, there are surficial remains on the site of the village and this is generally regarded as being potentially one of the most interesting archaeological locales within the Ticonderoga component of the landmark.

Northwest of the fort is the site of the Jardin du Roi (King's Garden) which was laid out in 1756 for Montcalm during his command at Fort Carillon. It was replanted in the 19th century following years of neglect, and has been maintained ever since. Immediately northwest and west of the King's Garden are the sites of redoubts established during both the French and American occupations of the fort.

South of the Jardin du Roi and southeast of the fort the French constructed a

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hospital and storehouse along the lakeshore. The hospital was later used by both British and American forces. A battery, known as the Grenadier Redoubt, was also erected here, on the rocky tip of land overlooking the narrows between the Fort Ticonderoga promontory and Mount Independence. A covered way extended from the southeast corner of the fort out to this point. Today there are ruined foundations marking this site.

On the lake shore adjacent to the Jardin du Roi stands The Pavilion, the second house built by William Ferris Pell and still occupied by his descendants. It was built in 1826 to replace "Beaumont", the home he constructed prior to 1820 and which burned in 1825. The Pavilion is a symmetrical frame building, constructed on a T-plan; the front, the crossbar of the T, faces the lake and is one story except for a two-story, three-bay central entry pavilion whose gable front is protected by a full-height porch terminating in a pediment. The remainder of the front facade actually consists of two extended hyphens which connect the central section to a one-story, gable-front terminating pavilion on each end.

The Pavilion is closely linked to the preservation history of the fort, not only as the home of the only family which has owned the site but as a component of the idyllic enclave created by Pell. The ruins, the lake scenery, and a home from which to enjoy them were all part of that Romantic setting.

Elsewhere on the Ticonderoga promontory are a small number of buildings unrelated to the fort and which do not contribute to the landmark. These are principally located in a cluster east of an unpaved road connecting the fort to NY Route 74.

The Ticonderoga promontory thus contains the only three structures which contribute to the landmark: the restored and reconstructed fort, its gatehouse, and the Pavilion.

In 1777, the Americans built a 1500-foot long log bridge across the lake from just north of the hospital to the northern tip of Mount Independence. This engineering feat was designed to connect Ticonderoga and Mount Independence by road but also denied British vessels on Lake Champlain (to the north) access to South Bay, the fort, and the entrance to Lake George. General Burgoyne noted in his contemporary description of the area that:

[t]he great bridge of communication was supported by 22 sunken piers of large timber, at nearly equal distances; the space between were filled by separate floats, each about 50 feet long, and 12 feet wide, strongly fastened together by chains and rivets, and also fastened to the sunken piers. Before [north of] this bridge was a boom, made of very large pieces of round timber, fastened together by rivets, bolts, and double chains, made iron an inch and a half square. (John Burgoyne, A State of the Expedition... (London, 1780), Appendix VII, pages xiv-xv).

The sunken piers or caissons were made of tree trunks 3/4 of a foot in diameter,

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20 to 25 feet long, put together on the square, and filled in with quarry stone to hold them in place. They were reportedly built on the frozen surface of the lake, then sunk. Although the remains of the piers were still visible in the 1880's and were apparently a navigation hazard, no trace of the bridge can be seen today, either on the lake shore or above the water. Recent underwater archaeological investigations, however--as yet unpublished--have located traces of the sunken piers on the lake bed.

Mount Independence

The rocky promontory of Mount Independence is about 1.3 miles long and 3/4 of a mile wide at its maximum extent. It is bordered on the west and northeast by steep cliffs ranging from 15 feet at the northern tip to 60 feet on the western side. A break in the cliffs at the northern tip of the point provides a narrow natural ramp. From this tip, the land rises gradually to a large and irregularly shaped plateau 200 to 300 feet high and then slopes sharply southward toward the lake and also to the low flat land to the southeast. The north, east and west slopes are now forested with pines and mixed hardwoods. Most of the north slope and the higher plateau are pastureland dotted with clumps of cedar. Surrounded on three sides by a natural wall of rock and also by water, Mount Independence was a position of great military strength in 1776-77.

General Burgoyne's description of Mount Independence at that time is excellent and gives a good indication of the American fortifications on the promontory:

It seemed that the enemy had employed their chief industry, and were in greatest force, upon Mount Independence, which is high and circular, and upon the summit, which is table land, was a star fort made with pickets, and well supplied with artillery, and a large square of barracks within it. The [north] foot of the hill on the side which projects into the Lake, was intrenched and covered with a strong abatis, close to the water. This intrenchment was lined with heavy artillery, pointed down the Lake [north] flanking the water battery [on the Fort Ticonderoga side]..., and sustained by another [horseshoe-shaped] battery about half-way up the hill. On the west side of the hill runs the main river [lake], and on its passage round [Mount Independence] is joined by the water which come down from Lake George. On the east side of the hill the water forms a small bay [East Creek], in which falls a rivulet after having encircled in its course part of the hill to the southeast. The side to the south could not be seen, but was described as inaccessible." (John Burgoyne, A State of the Expedition...(London, 1780), Appendix VII, pages xiv-xv).

This account is borne out by a map made in July of 1777 by Lt. Charles Wintersmith showing exactly what the Americans had abandoned. He recorded the

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features Burgoyne described, as well as the crane on the west and the "New Wharf not finished" at the southern end. These steep southern slopes were also crowned by entrenchments and three redoubts. The slopes on this side of the promontory were covered with a large abatis.

The star fort, Colonel Kosciuszko stated in 1778, would hold 1000 men. The ground on the summit of Mount Independence, he added, was very stony and rocky and required a great deal of labor to construct fortifications on it -- a ditch could not be sunk to its proper depth without blasting. The spring for Mount Independence was located on the west side, near the lake, and the main landing place for supplies was situated at this time on the southwest side in Catfish Bay.

The surface of Mount Independence, about 300 acres, has never been plowed and the 1776-77 remains are remarkably distinct. The principal surviving features are shown on the accompanying sketch map produced by the Vermont Division for Historic Preservation. Among the extant ruins at the northern end of the promontory are earthen banks, three to four feet high -- remains of the horseshoe-shaped battery which was located half-way up the north slope. The log stockade or pickets of the star fort in the center of the plateau have disappeared, but its parade ground (visible as a rectangular clearing) and also the fort's well are still quite evident. Stone foundations, such as those of the 25 by 200-foot hospital and other smaller block houses, are also visible. The location of a crane, used to hoist supplies up the steep cliffs from the ship-landing in Catfish Bay on the west side of the promontory, is also marked by a stone foundation. Aside from a few old wire fences and a trail information and first aid outpost, there are no intrusions on the tableland of Mount Independence.

Around the base of Mount Independence, there are few remains relating to the events of 1776-77. At the northern tip of the promontory there are traces of the ramp that led down from the shore battery (sited below the horseshoe-shaped battery) to the bridge crossing. At the southern end the present access road leading to Mount Independence approximately follows the historic road alignment while, on the lake shore, there are vestigial remains of a dock that was used by American forces in 1776-77, and which is shown on the 1777 Wintersmith map.

On the western edge of the base of Mount Independence, on the lake shore, is a small clearing ringed by approximately two dozen small-scale seasonal homes, both site-built and manufactured. Within the clearing is a larger building, related to a marina which is at the foot of the slope (north of the clearing). The seasonal homes are predominantly one story, of frame construction with gabled roofs. The marina consists of a frame house and a small store, also frame. Boats are moored offshore and are also stored within the clearing. The complex is entirely within the previously-designated Mount Independence landmark, but it does not contribute to it.

Other buildings on Mount Independence include a cabin, on the lakeshore at the

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base of the cliff in the northwestern part of the site, and, on the landward side, two isolated houses and a farm complex.

The first of these, the cabin, is a one-story frame building, undoubtedly built for seasonal use and not unlike the buildings near the marina. The more southerly of the two isolated houses is on the lowland south of Mount Independence, but is within the landmark because of its location in relation to the 140-foot contour which forms the boundary in this area. It is frame, 1 1/2 to 2 stories tall, with its three-bay gable end fronting on the road. It appears to date from the late 19th century.

Just north of it, where the access road intersects the long farm drive, stands the second isolated house, which appears to have been built early in the 20th century. It too is frame, 1 1/2 stories tall with a gabled roof, but with tall kneewalls. The entry is centered in the three-bay facade, and the siding is what is sometimes called novelty or german.

The farm complex contains three houses plus agricultural structures. All three are frame, 1 1/2 stories in height with gabled roofs and irregular fenestration. The main house is the only one of the three without dormers on the front slope of the roof; it has the appearance of greatest age but is also the most altered. It may date from the 19th century. The other two, one of which has aluminum siding, are in all likelihood late 19th century to early 20th century in date.

None of the buildings now standing in the Mount Independence component of the landmark--the two dozen seasonal houses, the house and store at the marina, the cabin at the foot of the cliff, the two isolated houses or the three houses of the farm complex--have any known or suspected relationship to the events for which Mount Independence is significant. None, therefore, contributes to the landmark.

Mount Defiance

The steep-sided, rugged, densely-wooded outcrop known since the Revolutionary War as Mount Defiance was also known variously as "Serpente a Sonnette" or Song Serpent, Rattlesnake Mountain, Sugar Hill, and Sugar Loaf. The Wintersmith map of 1777 indicates that the British constructed a battery, a block house, a temporary fortification called a "fleche," and a road as part of their operations on Mount Defiance but no known remains of these features survive today. However, the privately-owned toll road that winds up its marginally less steep northern slope probably follows approximately the same route followed by the British when they scaled the hill with their cannon.

At the peak of the mountain is a square modern observation building, on a concrete foundation with stone (probably veneer) walls. The observation area is on the flat roof. Elsewhere on the peak there is modern communications equipment, not visible from the lake side. Northeast of Mount Defiance, on the

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lowland between it and Ticonderoga Creek, there is a scattering of buildings unrelated to the landmark but which are within the boundary. Most prominent of these is the railroad station, a two-story frame building of domestic proportions. None of the buildings on Mount Defiance or at its foot contributes to the landmark.

Mount Hope

Mount Hope, a small knoll to the north of the Village of Ticonderoga, was fortified and garrisoned by the Americans in 1776-1777 as part of their preparations to block the British advance southward along Lake Champlain. The Wintersmith map of 1777 depicts a small, irregularly shaped battery crowning the knoll. A guard house was located on the battery's southern side. The battery was abandoned early in 1777 because of a shortage of troops, and the British took over the deserted outpost en route to Mount Defiance and their capture of Fort Ticonderoga and Mount Independence. Much of Mount Hope is now covered with suburban housing and the Mount Hope Cemetery; however, a parcel of just over 12 acres on the southern half of the summit has been acquired by the Fort Ticonderoga Association. This area contains earthwork remains of the battery (now partly restored and surmounted with a picket defense), a reconstructed block house and tourist facilities including a parking area and interpretive center.

The two-story block house dates from the middle of the 20th century. Built of stacked squared timbers, the second story overhangs the first. The building has a hipped roof sheathed in wood shingle, and a shed-roofed unglazed dormer or lookout pierces the southern slope of the roof. The interpretive center is a one-story frame structure, with a gabled roof, of very recent construction and is of no architectural consequence. Neither building contributes to the landmark. Even though the block house, like much of Fort Ticonderoga, is a reconstruction, its design was based on conjecture rather than on documentation.

In summary, only three structures now standing within the landmark contribute to it in architectural terms: the reconstructed and restored Fort Ticonderoga, its gatehouse, and The Pavilion. Much of the landmark is, of course, rich in archaeological potential, but there are no other buildings standing within the landmark related to the fort's role in military and preservation history.



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with British pressure elsewhere on the frontier between New France and the American Colonies, was a severe blow to the French. The taking of Ticonderoga gave the British undisputed possession of the strategically important Hudson River Valley. The French blew up part of the fort before they withdrew, but Amherst had repairs made in accordance with the original design. In the years between the defeat of France in North America and the outbreak of the Revolution, a small garrison manned the post.

One of the more famous exploits of the gathering Revolution took place on May 10, 1775, when Ethan Allen and 83 "Green Mountain Boys" surprised and captured the 49 British defenders. The following winter Colonel Henry Knox earned a place in Revolutionary history by hauling cannon from the fort to Boston, where they were used to besiege the British. Ticonderoga, meanwhile, became a base for the projected American advance on Canada; when this effort failed, the Americans repaired and expanded the old French fort and its outworks in 1777.

Concurrently the Americans had fortified the high ground immediately across the lake, which they had named Mount Independence in late July of 1776 when news of the Declaration was received. The fortification of Mount Independence, executed under the supervision of Chief Engineer Jeduthan Baldwin and his assistant, Colonel Thaddeus Kosciuszko, began in June 1776 and continued into October. On October 28, 1776, a reconnoitering party from the British fleet on Lake Champlain, fresh from their naval victory over Benedict Arnold at Valcour Bay, approached the two forts and viewed the 13,000-man American army manning the defenses of Fort Ticonderoga and Mount Independence. A week later the 8,000-man British army under General Sir Guy Carleton withdrew from Crown Point and retired to Canada for the winter.

Work continued on the Mount Independence fortifications during the winter and the following spring and summer months. By the summer of 1777 the defenses were much stronger than in 1776, but the Americans now had only about 5,300 men available to defend lines that were intended to be held by 10,000.

On June 20, 1777, Major General Philip Schuyler, commanding officer of the Northern Department, Major General Arthur St. Clair, commandant of Fort Ticonderoga and Mount Independence, and St. Clair's three brigadier generals held a council of war at Ticonderoga. It was considered to be highly unlikely that a powerful British army would come down Lake Champlain that year, "but in this event, because of the number of troops..are greatly inadequate to the

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defense of both posts...that if it should become necessary to evacuate one or other of the posts,...that it ought to be the Ticonderoga side."<sup>1</sup>

Mount Independence was thus chosen as the key position in the event of a major attack because the generals believed that the great bridge which linked Fort Ticonderoga and Mount Independence could be defended from the Independence side alone, thus still preventing the British fleet from entering the South Bay of Lake Champlain and proceeding south to Skenesborough (now Whitehall). The American fleet, operating from the south end of Lake George, it was believed, would be able to block British penetration by that route. Finally, the troops on the Mount Independence side of the Lake Champlain could take advantage of a newly built military road running from there to New Hampshire. Reinforcements and supplies could come via this route, or, in the event of disaster, the road offered an escape route.

On June 17, 1777, the British under Lieutenant General John Burgoyne embarked on Lake Champlain from St. Johns, Canada. By keeping his naval vessels, 400 Indians, and 1500 light troops well advanced as a screen, Burgoyne skillfully and secretly moved a British army down Lake Champlain, arriving before Ticonderoga and Mount Independence on July 1. Not until July 3, 1777, did General St. Clair realize that he was confronted by a powerful British army of over 9,000 men, not merely by a strong skirmishing force. In this advance Burgoyne achieved one of the greatest strategic and tactical surprises of the Revolution.

The Americans had also built a small blockhouse and battery on Mount Hope, located northwest of the fort; its mission was to maintain access between Lake George and Ticonderoga. However, like the French and British before them, they had made no effort to fortify Mount Defiance, whose 853-foot peak overlooks Ticonderoga. All three nations, assuming that no enemy could place an artillery battery on the peak, had not considered an unguarded Defiance to be a threat.

On July 2, 1777, British regiments on the New York side of the lake circled through the forests to the west of Fort Ticonderoga and took Mount Hope which had been abandoned by the Americans because of the lack of men, and thereby cut communications between Ticonderoga and Lake George. On July 3 and 4 German (Brunswick) troops pushed southward through the heavy forests on the east or Vermont side of the lake, while British opened batteries and began firing on the Ticonderoga side.

Burgoyne's chief engineer is quoted as having said, "Where a goat can go a man can go, and where a man can go he can drag a gun."<sup>2</sup> On the night of July 4, the British succeeded in hauling four 12-pounders to the summit of Mount Defiance. The Americans below, suddenly stripped of their impregnability, retreated across the bridge linking Ticonderoga to Independence on July 6. From there they withdrew to the east, towards Castleton, but were overtaken by the British at Hubbardton.

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In September of 1777 the Americans attempted to re-take Ticonderoga. Led by Colonel John Brown, they succeeded in capturing Mount Defiance but a lack of supplies prevented any concerted American attack on the fort. Brown withdrew.

The British were never driven from the fort by arms. They evacuated their positions on both sides of the lake in November of the same year, destroying them at the same time; Burgoyne's surrender at Saratoga had placed the British at Fort Ticonderoga and Mount Independence "in an untenable position."<sup>3</sup>

The fort became the property of New York State at the cessation of hostilities. It was later turned over to Union and Columbia Colleges for educational purposes, and was leased to William Ferris Pell in 1816.

Pell was a New York City businessman who traded in mahogany and marble. Attracted to the ruinous fort site in his travels between Burlington and New York City, Pell purchased the property in 1820, after building a house on the lake shore. Pell's interest in the site seems to have been as a romantic ruin rather than as an historical site; he stopped the illicit quarrying of stone from the fort's walls, thus preserving what remained, but did not take any steps towards reconstructing the site. The house burned in 1825 and it was replaced the following year by The Pavilion, still standing.

The property remained in the Pell family, preserved but not reconstructed, for nearly a century. This changed in 1908 when Stephen Pell, a descendant, began the reconstruction of the site. Alfred C. Bossom of New York was the restoration architect. Since that time the fort has emerged as "the most faithfully restored fort in America"<sup>4</sup> (according to one of its publications), attracting 200,000 visitors annually.

The interpretation of the fort has changed with the evolving view of preservation in America. Beginning with the halting of further destruction of the ruins early in the 19th century, and proceeding to the reconstruction of the fort in the 20th century, the property now under common ownership includes Mount Defiance, Mount Hope and part of Mount Independence, with the realization that the fort alone does not convey the full sense of the events which took place here.

Mount Independence, across the lake from the fort and linked to it by a bridge built in 1776, was an integral part of the defense of the lake. The history subsequent to the Revolution is less clear than that of the fort; it was apparently used no more intensively than for grazing cattle as well as for informal group outings. Early in the 20th century, when Stephen Pell was beginning the reconstruction of the fort, he purchased the northern half of Mount Independence. The Board of Historic Sites of the State of Vermont, forerunner of the Division for Historic Preservation, purchased much of the remainder in 1961. A small portion remains in private ownership, and is the only developed part of the promontory.

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Mount Defiance and Mount Hope were less crucial in the various campaigns to control the lake, but were nonetheless important in the taking of Ticonderoga by the British in 1777. Mount Hope, as previously described, changed hands just prior to the American evacuation of Ticonderoga and Independence; Mount Defiance was the key site from which the evacuation was forced, by the mere presence of British artillery and observers.

From an archaeological standpoint, the landmark ranks as one of the premier military sites of the mid- to late 18th century in the United States. The landmark has the potential to yield considerable archaeological and historical data relating to both the French and Indian War and the Revolutionary War, and the military and civilian usage of the area in intervening years. The structural remains, stratigraphy and artifacts on the site of Fort Ticonderoga, (both within the fort itself and among the outworks and redoubts surrounding the fort), on Mount Independence, and to a lesser extent on Mount Hope can provide valuable information on a variety of topics, notably: the design, strategic concerns, construction, alteration and occupation of military fortifications of this period; the social and economic status and life style of officers, troops, and associated civilians in a fairly isolated colonial military outpost; and military and civilian trade networks and supply systems in the Champlain Valley in the second half of the 18th century.

The archaeological resources relating to the military occupation of the Fort Ticonderoga promontory are of particular interest as they may exhibit physical evidence of characteristically French, British or American cultural patterns. These could shed light on the shifting military fortunes of these three nations in the Champlain Valley in the late colonial period. Worthy of specific mention is the site of the French "Lower Town" outside the fort. Relatively undisturbed, this site was occupied for only a brief period (not more than 20 years). This extremely significant site offers a rare opportunity within the United States for archaeological research into a French colonial civilian settlement and trading post attached to a military base. Archaeological data from the Lower Town may be used to address research questions relating to French trading relationships with Indians in the area, and relationships between the French on Lake Champlain and other European groups and the larger French settlements on the St. Lawrence River.

Mount Independence and Mount Hope are archaeologically significant as they contain visible, and again largely undisturbed, remains relating to the events of 1776 and 1777. Mount Independence, in particular, has a proliferation of archaeological features (redoubts, a star fort, a hospital, workshops, supply lines, etc.) which, when examined in toto, give a fine impression of the layout and workings of an American Revolutionary War era strategic military installation. This promontory retains not only considerable archaeological integrity but also great integrity of setting; it is arguably the single most important unexcavated Revolutionary War era archaeological site in the country and is deserving of the most sensitive interpretation and preservation. Mount Hope, with portions of its defenses and interior still undisturbed, can yield

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useful data on the design and function of a small, short-lived outlying battery of the Revolutionary War. Finally, the lake itself is known to contain underwater archaeological resources connected with the military usage of the area. Remains of the bridge that linked the Fort Ticonderoga and Mount Independence promontories in the late 1770s have been identified and it is conceivable that remains of the footbridge that preceded it and the boom to the north may also survive. Shipwrecks may also be located on the lake floor within the landmark while dock remains and other artifacts are anticipated at the southern end of Mount Independence, in Catfish Bay at the foot of the crane, and on the shoreline adjacent to the "Lower Town".

The major elements of the landmark -- Fort Ticonderoga, Mount Independence, Mount Hope and Mount Defiance -- have played key roles in the colonial and Revolutionary era of the military history of the United States. The well-preserved setting of the landmark and its considerable physical remains, on both sides of the lake, contribute substantially to the visitor's understanding of the events which took place in the area in the second half of the 18th century. The landmark also possesses a higher level of archaeological integrity, potentially a source of much valuable historical information. Finally, the landmark is indicative of the evolution of preservation principles and practices from the early 19th century to the present, beginning with William Pell's preservaton of the fort's ruins and proceeding through interpreted reconstruction to the interpreted preservation of Mount Independence and Mount Defiance.

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<sup>1</sup>Court Martial of Major General Arthur St. Clair, August 25, 1778, in Collections of the New York Historical Society for 1880, (New York, 1881, pp. 24-26), quoted in Snell, "Mount Independence" National Historic Landmark designation, January, 1972.

<sup>2</sup>Robert B. Roberts, New York's Forts in the Revolution, (Cranbury, NJ, 1980), p.179.

<sup>3</sup>Col. John A. Williams, "Mount Independence in Time of War," in Vermont History: Proceedings of the Vermont Historical Society, Vol. 35 No. 2 (Montpelier, VT: Vermont Historical Society, April, 1967), p.106.

<sup>4</sup>S.H.P. Pell, Fort Ticonderoga: A Short History, (Ticonderoga: The Fort Ticonderoga Museum, reprinted 1978), p. 110.

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Boundary Description

The boundary of the Fort Ticonderoga/Mount Independence National Historic Landmark, in two discrete parcels, is shown on the enclosed maps and is described as follows:

The first begins at a point A, the intersection of the southern edge of NY Route 74 with the mean low water mark of Lake Champlain (i.e., the western terminus of the Larrabee's Point ferry); thence proceeding generally southerly and easterly along the said low water mark to Point B, the easternmost extent of the point on which stands a navigation light; thence proceeding due south (true), crossing the state boundary (into Vermont) and the western bank of East Creek, to the intersection with the 140-foot contour line on the east side of Mount Independence; thence proceeding generally southerly and southwesterly along the 140-foot contour line to Point C, its intersection with the centerline of the road which approaches Mount Independence from the southeast; thence proceeding generally southwesterly, at right angles to the road's centerline at Point C, to the mean low water mark of Lake Champlain; thence proceeding due south (true) 100 feet; thence proceeding generally westerly, northwesterly, and northerly, along a line parallel to and 100-foot offshore from the mean low water mark, to Point D, the intersection of this line with the extension in an easterly direction of the south boundary line of the so-called Kiersted Patent, a line lying in the Town of Ticonderoga, New York; thence proceeding generally west, along this extension and south boundary line, and its extension in a westerly direction, thereby crossing the state line, the Delaware and Hudson Railroad, (Baldwin Branch), NY Route 22, and the ridge of South Mountain, to Point E, the intersection of the extension in a westerly direction of the south line of the Kiersted Patent with the 500-foot contour line on the western side of Mount Defiance (or South Mountain); thence proceeding generally northeasterly, along the 500-foot contour line, to Point F, its intersection with the centerline of the private road to the summit of Mount Defiance; thence proceeding generally northwest along this centerline to Point G, the intersection with the centerline of Defiance Street; thence proceeding east northeast along the centerline of Defiance Street to its intersection with the property line defining Section 150.02, Block 9, Lot 6 (Town of Ticonderoga); thence proceeding southwest, southeast and northeast following the boundary of this parcel to its intersection with the western boundary of Section 150.02, Block 9, Lot 2 (Town of Ticonderoga); thence proceeding north northeast along the western boundary of Lot 2 to the southern boundary of the Delaware and Hudson Railroad (Baldwin Branch); thence proceeding southeast along the southern boundary of the railroad to its point of intersection with the extension in a southwesterly direction across the Lake George outlet of the western boundary of Section 151.01, Block 1, Lot 2.2 (Town of Ticonderoga); thence proceeding generally northeasterly, along the extension in a southwesterly direction of the western property line of Block 1 Lot 2.2 in the Town of Ticonderoga, and along the said property line, to its intersection with the southern edge of NY Route 74; thence continuing along the said southern edge and its extension in an easterly direction to Point A, the point of beginning.

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The boundary of the second parcel, Mount Hope, is a line bounding Section 150.35, Block 6, Lots 1.1, 1.2, and 2 in the Village of Ticonderoga; more specifically, the northern boundaries of Block 6 Lots 1.1 and 2; the eastern and southern boundaries of the said Lot 2, to the southwestern corner of the lot; the eastern boundary of Block 6 Lot 1.1 south of Lot 2; the southern boundary of Lot 1.1; the western boundary of the said Lot 1.1, south of Lot 1.2; the western boundary of Block 6 Lot 1.2; and the remainder of the western boundary of the said Lot 1.1 to the northwestern corner of the lot, the place of beginning.

Boundary Justification

The boundary of the Fort Ticonderoga/Mount Independence National Historic Landmark was selected to encompass those features most closely related to the military events of 1758-1777, and to the fort's 20th century role as an interpreted historic site.

The above boundary description connects and expands two existing National Historic Landmarks, Fort Ticonderoga and Mount Independence. The decision to join the two into one was made because, starting with the fortification of Mount Independence in 1776 and continuing through its evacuation a year later, the two sites were linked strategically and indeed physically, by a floating bridge. The two were treated as one by the American defenders. It should be noted that at that time Vermont was neither colony nor state, and the line in the lake dividing two states did not exist. Accordingly, some of the previously designated landmark boundaries are incorporated into the above description, in particular the northern boundary of Fort Ticonderoga from the crossing of Ticonderoga Creek to the navigation light on the lake.

Joining Mount Independence to Fort Ticonderoga of course required that the boundary cross the lake. A logical connection would have been at or near the site of the bridge, but to protect its exact location a line of convenience running due south from the navigation light was used. The east and south boundaries of the Mount Independence component are generally equivalent to those in the previously designated landmark, although described somewhat differently. However, the boundary described here leaves the shoreline and parallels it 100 feet into the lake, to include any archaeological resources which may exist, especially those in the vicinity of the dock built by the Americans at the south end of the promontory (shown on the 1777 Wintersmith map).

Mount Defiance is included in the landmark because of its direct link to the British capture of Fort Ticonderoga and Mount Independence in 1777; it was from its summit that the British artillery effectively precipitated the American evacuation of both sites. Thus, its exclusion could not be justified, and in fact it was proposed as an extension to the Fort Ticonderoga landmark in 1980. Its inclusion within the present boundary required a second crossing of the lake, to some point south of the peak. A line of convenience was thus created, based on the southern boundary of a parcel of property in the Town of Ticonderoga known

(see continuation sheet 10-3)

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as the Kiersted Patent. This southern boundary was extended eastward across the lake to the point where it intersects the line paralleling the shore of Mount Independence.

Consideration was given to keying the crossing line on two other physical features: the Fort Ticonderoga railroad station, a small but highly visible frame structure at the foot of Mount Defiance, and a shallow saddle on the South Mountain ridge south of the peak of Mount Defiance. The first was rejected because buildings are more ephemeral than surveyors' lines; although the result is a line which is less easily discernible on the ground, it should be more readily identifiable on maps of the area. The second feature proved to be not feasible because the saddle is not as clearly defined on the western side of the mountain as it is at the summit, and there was no clearcut boundary continuing west from the top of the ridge.

After crossing the lake and the ridge of South Mountain south of the peak of Mount Defiance, the 500-foot contour line forms much of the western boundary. This line was selected as it is near the toe of the slope; west of it the contour lines are more widely spaced (which has allowed for the construction of later buildings, unrelated to the landmark). East (uphill) of the 500-foot contour, the steep wooded slopes are undeveloped. Consideration was given to placing the boundary along the 400-foot contour, but this would have passed through parts of more than a dozen properties unrelated to the landmark, and which could not be justifiably included. The landmark does not suffer because of this slightly higher boundary; the significance of the western side of Mount Defiance is not as great as that of the summit and the north and east slopes, which are unaffected by this decision.

The northern edge of Mount Defiance and its connection with the Fort Ticonderoga segment of the landmark presented considerable difficulty. It would have been possible to make Mount Defiance a third discrete parcel, bounded on the east by a convenient edge such as NY Route 22. This would have resulted in the omission from the landmark of the swamp at the mouth of Ticonderoga Creek (which empties Lake George into Lake Champlain). The swamp, because of its impassability, was part of the natural defense of the fort, and is today undeveloped (with the exception of the railroad causeway). Its inclusion is thus justified, which meant that Mount Defiance would be linked to the fort rather than being a discrete element.

Accordingly, the line of the toll road, a public street, and a short run of property lines was used to connect the 500-foot contour to the railroad on the south bank of the creek, and the railroad was used to reach a point intersected by an extended property line of the fort itself. This combination of lines creates a boundary which includes the swamp but none of the buildings at the edge of Ticonderoga village. A small number of later buildings between the eastern toe of Mount Defiance and the south edge of the swamp are necessarily included; while they do not contribute to the landmark, they do not detract from it.

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Mount Hope is included as a discrete parcel because it is separated from the remainder of the landmark by a considerable distance (it is nearly two air miles west of the fort, nearly three by road). The driving route between the two has been developed with the continuing growth of the village, and the road on which it is located contains several 20th century houses. Thus, it is enclosed by a separate boundary which is composed entirely of the property lines surrounding the significant features at the summit.

Consideration was given to reducing the size of the Mount Independence segment of the landmark to omit the marina and campground, both 20th century developments. However, this option was rejected because a large part of the significance of Mount Independence lies in its archaeological potential, which is unaffected by a smattering of seasonal buildings. The whole of the Mount was, after all, occupied by forces of both nations. Furthermore, the topography of Mount Independence--a sharply defined eminence rising from the lake, East Creek and the lower, flatter farmland beyond--lends itself to inclusion of the whole, rather than to a parceling off due to a relatively recent change in use. This decision is reinforced by the fact that it is the same decision reached by the delineators of the original Mount Independence landmark boundary. Property lines were not taken into consideration in laying out the Independence boundary for this reason and also because the Town of Orwell has not been mapped for tax purposes as has Ticonderoga; even if a decision had been made to use property lines rather than physical features as the boundary, there would have been no clear delineation of exactly where the lines run, short of conducting title searches.

Consideration was also given to including another discrete parcel: Hand's Cove in Shoreham, Vermont, slightly north of the landmark and already listed in the National Register. This was the point from which Ethan Allen's small band of Green Mountain Boys embarked on May 10, 1775 on their way to the capture of Fort Ticonderoga. However, the physical distance from the fort, the scant (if any) remains at the site, the relatively short time period in which it was associated with the landmark (one night), and the relative importance of the site to the overall significance of the landmark, all weakened the case for its inclusion.

The sites, or probable sites, of the saw mills on Ticonderoga Creek (referred to in accounts of the British assaults on the fort during the French and Indian War) were examined to determine whether they should be part of the landmark. A probable location for one of the mills, at the lowermost falls on the creek, was the site of a large factory in the 19th century and into the 20th, owned by the Dixon Crucible Company of Jersey City, New Jersey, where the well-known Dixon Ticonderoga pencils were manufactured. The factory has been demolished and the site graded. Another possible mill site, slightly upstream, showed remains of raceways but no buildings are standing. If either site contains any 18th century saw mill remains they are well buried and were not visible above ground. In the absence of satisfactory archaeological data, neither is included in the landmark.

