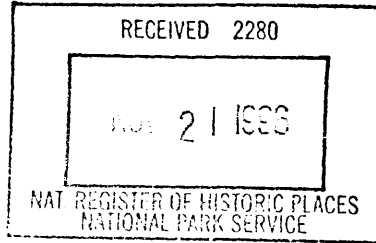


1519

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Chipman's Point

other names/site number Sholes Point

2. Location

street & number Chipman Point Road N/A not for publication

city or town Orwell N/A vicinity

state Vermont code VT county Addison code 001 zip code 05760

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Elisa Hulbertson National Register Specialist
Signature of certifying official/Title Date November 14, 1996

Vermont State Historic Preservation Office
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Edson H. Beall acting
Signature of the Keeper Date of Action 12-26-96

Chipman's Point

Addison County, Vermont

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2		buildings
2		sites
		structures
		objects
4		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Commerce/warehouse

Transportation/water-related

Government/post office

Domestic/hotel

Current Functions

(Enter categories from instructions)

Domestic/single dwelling

Transportation/water-related

Trade/specialty store

Recreation/picnic area

7. Description

Architectural Classification

(Enter categories from instructions)

No style

Materials

(Enter categories from instructions)

foundation stone

walls stone

brick

roof slate

other wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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Section number 2

Page 1

**Chipman's Point
Addison County, Vermont**

7. Narrative Description

Chipman's Point is a small section of land protruding into the narrow-southern section of Lake Champlain in Orwell, VT. Currently standing at the lake-side are two vernacular stone warehouse buildings. Many defining features of the historic landscape (#5) are still present, including the remains of the limestone foundation that supported the Chipman's Point Inn and its grand porch (#3), a ferry landing (#4), and the remains of quarried limestone outcroppings. The two warehouse buildings (#1 and #2), constructed in 1810 and 1824 are both in good condition. They share many of their defining features, including orientation, plan, massing, and interior designs. Positioned within eighty feet each other, both of the warehouses' first two floors are bermed into limestone ledge, and their front, western gable end facades rise four stories from the lake's edge. The hotel ruins, which sit behind the two warehouse buildings atop a small knoll, now consist of six stone piers and a partially intact footprint of the original stone foundation. The ferry landing is currently used as a public boat launch, as the ferry service was discontinued in 1975, after nearly one-hundred-fifty years of service. The property maintains integrity of design, setting, materials, workmanship, feeling, and association.

1. Chipman Warehouse Building, c.1810

One of the earliest buildings, still standing, constructed in Orwell, Vermont, this four-story warehouse building features a two-story limestone foundation and a two story, brick upper section laid in common bond with orange-red colored members. It has three bays on each gable wall, and four bays under the eaves in the brick section on the south facade, with only three bays on the north elevation. The stones are ashlar and range in size from 1/2 cu.ft. to greater than 4 cu.ft. Most of the stones are gray, although some are cream colored and others display dark shades of blue and purple. Designed as a warehouse, this simple structure was built to store goods; the architecture reflects its function. It is however interesting that the builders chose to use brick in combination with the

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Chipman's Point
Addison County, Vermont

stone . While they certainly would have been familiar with brick houses on stone foundations, there were a number of stone mill buildings with similar designs in the area, such as the Hoag family gristmill built in 1799 at the falls on the Lewis Creek, (listed on the National Register of Historic Places on April 22, , 1980, as part of the Knight Complex) constructed entirely of stone that could have been used as models for their designs.

The Chipman warehouse retains a number of its original twelve-over-eight, divided light, wooden, sash windows. Some two-over-two windows have been installed by previous owners. The slightly recessed windows feature simple wooden trim, as do the doors in the central bays of the gable ends. All of the wooden trim members are painted white. Each bay, except those on the bottom floor which have limestone versions, features a plain flush set marble lintel. The loading doors are recessed from the outer wall, and feature panels consisting of simple vertical boards. The main entrance doors, on the land-side, feature raised panels and simple moldings. The warehouse also features modest moldings at the cornice. One small brick chimney with a tapered top, rises above the multi colored grey, green, and red slate covered gable roof. A small section along the ridge of the roofing extends at the front of the building to protect the projecting hoist. This rope and pulley system was used to raise and lower barreled or boxed goods to and from the warehouse. Historically, a wharf connected the building to the lake. Today, a concrete slab and sections of wooden docks do the job.

Interior

The interior of the warehouse has been modified over time to meet a variety of needs, but has actually changed very little from what it would have looked like in the beginning of the 19th century. It is a post and beam construction, featuring a queen post truss design in a series of bents. All beams and floor joists are visible and the floor covering consists of wooden boards about ten inches wide. The posts sit directly

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**Chipman's Point
Addison County, Vermont**

on the floor boards, which are nailed to the joists. Hand wrought nails are visible throughout. Simple utilitarian staircases are located in various corners of the four floors, having little impact on the feel of the open spaces where they would have historically stored goods. The attic appears to have experienced no significant changes over the years. It houses the fly wheel portion of the rope and pulley mechanism used to raise and lower goods.

The second story interior features some 19th century graffiti signatures, mostly on the inside face of the loading door, but also on the posts, beams, stone walls, and in the stairways. The signatures appear to have been done in ink, perhaps the same type that would have been used in the warehouse to label the various barreled or crated goods that were coming and going. Dates accompany many names, and some also include small sketches. In some areas they are so concentrated that it is hard to decipher individual names or characters. In other areas they are clear, such as J. Sholes, marked on the stone wall next to the second floor loading door. It should be noted that no historical comparison with recognized signatures has been consulted, so authenticity of individual names as signatures by the actual persons cannot be stated by this researcher.

The beams are hand hewn and feature tool marks from both broad axes and adzes. The main beams are about 8" x 8" or 8" x 10" in most parts. The wood has been affected in some areas where they historically stored salt, but appears to maintain its structural integrity. Nearly all of the wood is and has been left natural, although some areas were whitewashed. The floor joist approximately measure 3"x 5", and rest in notches detailed into the stone work of the walls. The interior stone work and pointing is very rough and appears to have been influenced little by considerations related to appearance.

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Chipman's Point
Addison County, Vermont

2. Sholes Warehouse Building, c. 1824

Constructed to satisfy growing trade needs directly related to the opening of the Champlain Canal in 1823, this stone warehouse features similar materials to its stone and brick neighbor. It features gray limestone, although some reds, cream colors, dark blues and dark earth tones are seen on the front lake side. The rear elevation consist mostly of darker grays and blues. Most of the stones were probably quarried on the site, and range in size from very large lintels spanning the loading door bays, to small pond skipping sized members used randomly with others of all sizes in between. The stones are bonded with light gray mortar, featuring simple flush joints about one inch wide. The fenestration is random on the eave walls, featuring only one bay on one side, and none on the other. The gable end walls feature three bays, like the Chipman warehouse, with the central bays as loading doors for goods coming to or going from the warehouse. The Sholes building has had all of its original windows replaced, currently one-over-one units are in place. Other than the window replacements, the building stands very much in the same condition as it did when it was constructed. The wooden trim is painted white and is simple in design, featuring no contoured moldings. Structurally it appears to be in great shape, and it has experienced no major modern additions or major changes.

It features a new looking corbeled chimney near the back side of the slate-covered plank sheathed roof. This warehouse is taller and narrower than the Chipman building. It features the same gable ridge extension on the front lake side wall, protecting the hoist.

Interior

The current owners of the two warehouse buildings, Pat and Dick Ullom, are living on the main floor of the Sholes building, and have installed a wood stove for heat, added a kitchen along the north wall, and included some furnishings. The exposed beams in the main room feature stylized chamfers with chamfer stops, a common treatment for exposed beams.

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Chipman's Point
Addison County, Vermont

The attic houses the original fly wheel portion of the rope and pulley hoist used to move goods. While it is still in good condition, it is missing a few small components.

3. Hotel Ruins

Behind the two warehouse buildings is a gently sloping hill, atop which stands the remains from what was a large Federal style hotel, named the Chipman's Point Hotel. The hotel burned in a fire on May 29, 1952.

Currently six stone piers and sections of the stone foundation are all that remain. Historic photographs show a massive Federal style, gable roofed, Georgian plan, clapboarded building with interior end wall chimneys and a grand porch, punctuated by six colossal columns. Undoubtedly, the porch offered great views of the narrow section of the Lake Champlain, and the nearby New York shore.

4. Ferry Landing

Although the site currently functions as a public boat launch, for nearly one-hundred-fifty years it served as an active ferry crossing. One of the earliest ferries on Lake Champlain, it received an official charter in 1825, but was said to have run even before that time. Increased numbers of bridges, and other ferries, caused the traffic at this location to slow, eventually leading to its demise in the season of 1975. The ferry has not crossed in this location since 1975.

5. Landscape

The area between the two warehouse buildings consists mostly of limestone ledges, with some small saplings. Historic photos show similar growth, although originally much of the lakes shore in this section, was very thickly overgrown. Each building features a modern, poured concrete pad in front for the marina's gas pumps and dock connections. A concrete path links the docks to the warehouses, and has been used annually to record high water levels.

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Addison County, Vermont**

Grass has been planted, and picnic facilities have been maintained in the void created by the quarrying of limestone along the lake shore.

The site, although no longer actively involved with water related trade and commerce, retains much of its historical context. While less busy an area than it was after the 1830's, the feel of the activity that was there, at its height, can be clearly identified at the site.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
[] B Property is associated with the lives of persons significant in our past.
[x] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
[] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- [] A owned by a religious institution or used for religious purposes.
[] B removed from its original location.
[] C a birthplace or grave.
[] D a cemetery.
[] E a reconstructed building, object, or structure.
[] F a commemorative property.
[] G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

- Commerce
Architecture
Maritime History

Period of Significance

1810 - 1946

Significant Dates

- 1810
1823
1871

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- [] preliminary determination of individual listing (36 CFR 67) has been requested
[] previously listed in the National Register
[] previously determined eligible by the National Register
[] designated a National Historic Landmark
[] recorded by Historic American Buildings Survey #
[] recorded by Historic American Engineering Record #

Primary location of additional data:

- [x] State Historic Preservation Office
[] Other State agency
[] Federal agency
[] Local government
[] University
[] Other

Name of repository:

Chipman's Point
Name of Property

Addison County, Vermont
County and State

10. Geographical Data

Acreage of Property 3

UTM References

(Place additional UTM references on a continuation sheet.)

1

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3

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Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Russell Newton
University of Vermont
organization Historic Preservation Program date May 1996
street & number Wheeler House telephone (802) 656-3180
city or town Burlington state Vermont zip code 05405

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Pat and Dick Ullom
street & number Chipman's Point Road telephone (802) 948-2288
city or town Orwell state Vermont zip code 05760

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Chipman's Point
Addison County, Vermont

8. Narrative Statement of Significance

Chipman's Point in Orwell, VT, possesses significance under criterion A of the National Register for its contribution to nineteenth century trade and water related transportation. It is also eligible under criterion C because it features two important and well preserved examples of vernacular stone warehouses that were constructed along the shores of Lake Champlain while it served as the regions main transportation corridor. Included among the outstanding features of the warehouses are the original rope and pulley mechanisms used to hoist barreled goods up to each floors' loading bay. Both buildings also feature large sections of 19th century graffiti, signatures mostly, on their interior woodwork. The signatures were probably left by folks waiting to board a steamer, or waiting for a sloop or schooner to deliver particular goods. The site, and included structures, retain their integrity of design, setting, materials, workmanship, feeling, and association.

During its busiest periods, in the middle of the nineteenth century, a variety of boats including sloops, schooners, and canal boats stopped at Chipman's Point to unload goods such as flour, glass, nails, molasses, iron, paper, rum, salt, and snuff. They stored and sold some of the goods at the warehouse buildings at the point, while some were loaded onto the waiting horse drawn wagons, and distributed throughout Addison County, and beyond. While many items were regularly stocked at the point, special items and orders were also available. Many general stores, located inland from the lake, picked up many of their products at ports similar to Chipman's Point. Historic records refer to lines of up to forty teams of horse drawn wagons waiting for boats to arrive. Steamers also stopped at the point, as they carried passengers to various ports along the lake. The Chipman Point Inn attracted business from travelers on the passing steamers, and by the 1840's, from the Delaware and Hudson Railroad across the lake in New York.

When the railroad reached the north eastern section of Orwell in 1871,

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**Chipman's Point
Addison County, Vermont**

business on the lake and activity at Chipman's Point declined dramatically. From that point on, the area served mainly as a ferry landing, and a summer picnic spot. The warehouses are in good condition, despite the lack of activity in the area, and have retained nearly all of their 19th century features, the same is true of the site as a whole. The two warehouse buildings play a large role in the retention of setting, integrity of design, materials, feeling and association at Chipman's Point.

Long before American settlers, soldiers, or Samuel de Champlain navigated the waters of Lake Champlain, native Americans were enjoying its fruitful bounty. The Algonquin Indians fished and hunted near what is now Chipman's Point. They also collected chert from local deposits, using it to make arrow heads, stone knives, and tools. Limestone outcroppings, located about 650 feet south of the point, formed sheltered caves that may have been used by Indians during the winter.

The most populated section of Orwell, VT, 1820-40, Chipman's Point expanded to include a school, a church, nine dwellings, a grand hotel, the two stone warehouses and a ferry landing. In addition to storing goods, the warehouses also housed a general store, a restaurant, the town's first post office, and a tavern. The village center of Orwell slowly developed in the background of the action at the point, as did the surrounding lands.

Historically, ports were established along the lake, roughly six miles apart, to connect regions with the lake trade. Larrabee's Point, located about five miles north of Chipman's Point, in the town of Shoreham, features an 1823 stone warehouse building that is very similar to the Sholes warehouse. Currently named the Teachout Lakehouse, it was listed on the National Register of Historic Places on May 1, 1980. Larger ports on the Vermont side include Vergennes, Shelburne Point, Burlington Bay and St. Albans Bay. The New York side also featured many ports, such as: Ticonderoga, Port Henry, Essex and Plattsburgh. Goods were brought to the points from inland locations for shipping, and other items were purchased or ordered from the lake traders.

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**Chipman's Point
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The first phase of lake trade consisted of dealings between ports located on the lake. The second phase began when the Champlain Canal was finished in 1823. The canal connected the southern section of the lake with the Hudson River, which led south to important metropolitan centers such as Troy, NY and New York City. The third phase of trade was made possible by the opening of the Erie Canal, which connected the lake trade, via the Hudson River, with ports on the Great Lakes. In less than two decades, lake trade exploded into a major network consisting of many merchant fleets, transportation lines, and trading ports. This was important not only for the transportation of raw materials and processed goods, but for passenger freight as well. Water related travel became easy for people, and many took advantage of it.

As the canal system developed, so too did the railroad. Reaching Addison County in 1849, it began to attract the business of some merchants. The town of Orwell was linked to the rail system in 1871. The tracks, which were located a good distance inland, attracted new trade and new industries. Although not entirely, much trade was drawn away from the lake. Timber harvesters continued to transport their materials on the lake, and steamers and tugs towed canal boats up and down the lake. By the late 19th century, Chipman's Point had fallen into decline, serving mainly as a ferry landing, and summer picnic spot. The warehouse buildings are the last remaining intact representative members of what was a very lively and busy lake port village.

The Chipman warehouse c.1810, and the Sholes warehouse of 1824 are especially significant because they are in good condition, having been disturbed little by those who have occupied them over the years. The interior plans remain very open, framed by two rows of interior load bearing posts. They are good examples of vernacular stone commercial buildings. Other examples can be found locally, including warehouses in the town of Middlebury, and mills along the Otter Creek in both Middlebury and Vergennes. In Vergennes, examples such as the brick distillery and warehouse, both built in 1825, found below the Otter Creek falls, and a mill above the falls built of stone in 1836, display like forms. The mills

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**Chipman's Point
Addison County, Vermont**

and the lake side warehouses served as a connection to the water. Their forms display that, as they sit lightly on stone ledges with narrow but tall structures. In the town of Middlebury, very large examples of stone warehouses can be found. Some dwarf those at Chipman's Point, doubling their size three or four times. The Jonathon Hagar warehouse, built in Middlebury in 1815, is a good example, although it features three stories, a gable roof, and load bearing stone walls, it is much larger than most of the other warehouses and mills in the area.

Stone was a common building material along and around the lake. Deposits of sedimentary stone were left by a body of water called the Champlain Sea, which covered the entire area over four-hundred-million years ago. Readily available, and offering protection from rodents and the environment, stone was a good choice for a storage facility or home. The present owners, Pat and Richard Ullom, are residing in the Sholes warehouse, and running a marina and wharf for boaters. They are in the process of designing an interpretation center in the Chipman warehouse. They plan to display various relics and historical information related to the southern section of Lake Champlain, and perhaps host tours of the site.

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Chipman's Point
Addison County, Vermont

9. Bibliography

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Chipman's Point
Addison County, Vermont

10. Geographical Data

Verbal Boundry Justification

The boundaries of the Chipman's Point National Register Nomination Area, are formed by a combination of natural and physical objects. The western edge is defined by the contours of Lake Champlain, starting in the south, where the ledge rock rises from the water (point A), continuing to the north side of the ferry landing road, about eight hundred feet (point B). From that point, the boundary follows the road, Route 73A, easterly, until it intersects with the eastern boundary, as defined by the most eastern edge of the hotel ruins, about four hundred feet (point C). The eastern edge runs north-south to a point directly east of that ledge, about eight hundred feet (point D), which rises from the lake, forming the south-western point of the boundary. Roughly rectangular in shape, this boundary includes the two warehouse buildings, the hotel ruins, the ferry landing, and natural features which have played an important role in the history of the sight, such as the ledge rock, which may have been quarried to supply building materials for the construction of one or both of the warehouses, and perhaps the hotel foundation.

Boundry Justification

The boundary lines are not co-terminous with the Ullom property throughout, the section of their property east and south of the boundary was not included, as it did not seem to be an integral part of the historic significance of the sight, as nominated.



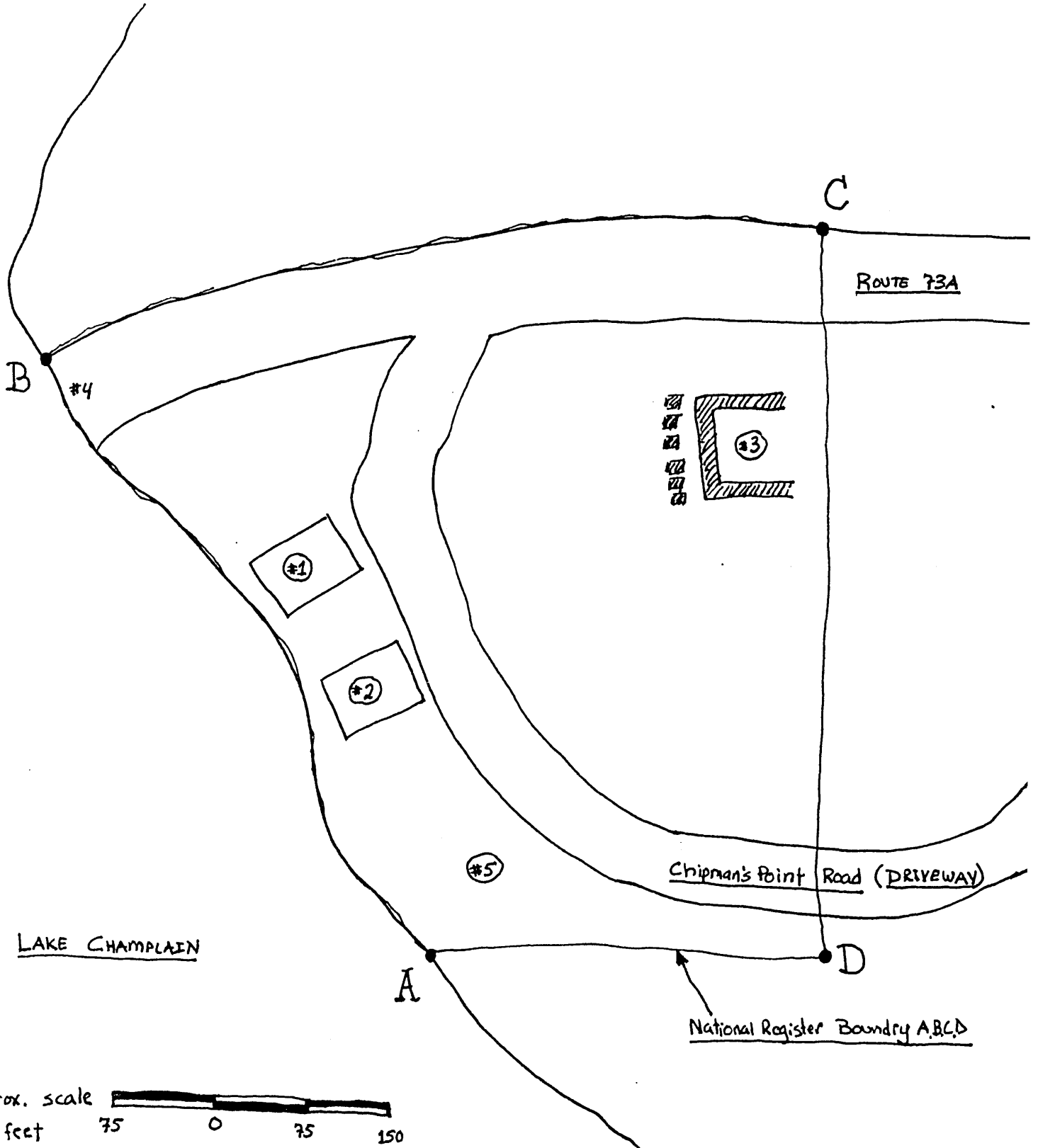
Chipman's Point

Orwell, Addison County, Vermont

KEY TO RESOURCES

- #1 Chipman Warehouse
- #2 Sholes Warehouse
- #3 Ruins, Chipman Point Inn
- #4 Ferry Landing
- #5 Landscape

ALL CONTRIBUTING



approx. scale
feet 75 0 75 150