

ADDENDA

Addenda, 93. Both the 1772 East Hubbardton road and Allen's bridle path along Pine Pond ran north from the present Route 4, which was the original Rutland-Whitehall road, and intersected the Crown Point Road in Sudbury; the Pine Pond, Beebe Lake path came out near the Vail House D.A.R. marker. The East Hubbardton road followed, except for the early Frisbie Hill route, its present course to a point along its big half circle bend around Sargent Hill and to the west, hence it took a straighter north course along the eastern edges of High, Hinkum and Huff ponds, as drawn for the writers in 1955 by the late Dr. Berne D. Colby of Sudbury on a U. S. Topographic map. It met the Crown Point Road in Sudbury near the D.A.R. marker on the shortcut diagonal road which runs from Route 30 across to Ferry Route 73 to Brandon.

Addenda, 96. As a result of studies made for us by the late Dr. E. Eugene Barker of Ticonderoga, formerly New York State Architect, who had a valuable collection of early maps of Lake Champlain, he prepared a two column article with map (*Rutland Herald*, July 19, 1963) with detailed discussion of the evidence in numerous early documents and the maps. His colleague, Paul Huey, whom he interested in the search, shortly afterward found cellar holes and early artifacts which verified the point in Bridport just north of the Hartke place on Route 125, where the Crown Point Road started on the Lake shore, not at Chimney Point (where the correctness of the State marker has been questioned), but about two miles south, and below Willow Point. The Crown Point Road Association dedicated a marble marker there on August 9, 1964. (Story and picture in *Rutland Herald*, Aug. 13). At present, January 1968, the road has not been traced through Bridport, except for the considerable stretch through Mr. Herbert Palmer's farm and the marker on Mr. Anderson's farm near Emile LaRocque's, on the sideroad leading into Route 22A north of the Shoreham line. The Association published *Crown Point Road Day, 200th Anniversary Celebration, Saturday, October 10, 1959, 24 p.*,



In 1959 Fritz Pawlusiak (left) of West Rutland, near the Ira line, flies the flag from this steel flagpole which he erected a few feet from his farm road, originally the Military Road. View from lower end of Gilmore Mountain looking south downhill across Castleton River, D. & H. R.R. track, the roadbed of the former street car line, which followed some stretches of the original 1772 Rutland-Whitehall road, and across his fields to his buildings on old U. S. Route 4. All this sidehill was completely altered in 1967 by the building of new two-level 4-lane Route 4; the flagpole will be reset higher up in 1968. Photo, Sept. 8, 1959, by Aldo Merusi, courtesy *Rutland Herald*.

with illustrations and maps, and in 1965 issued *Historical Markers on the Crown Point Road*, 44 p., an annotated list of the then 64 markers, with pictures of several, and a 4 p. summary history by Miss Flora B. Weeks of Rutland, Vice President. Mr. Carl E. Hollender of Cuttingsville is Secretary. In 1967 Mr. J. Robert Maguire of Shoreham, who is tracing the Bridport route, found two D.A.R. markers in Bridport on the two roads next west of the marker on Anderson's place. They had been overturned and obscured, and are not listed in the Crown Point Road Association booklet. On July 16, 1967, the Association rededicated the markers, which had been reset in concrete bases. An extensive article on the route through Shoreham, with map, was published in *Rutland Herald*, March 11, 1959. For Shrewsbury, see *Rutland Herald*, July 16, 1964. For Cavendish, with map see *Rutland Herald*, September 20, 1967. For Weathersfield, with map, December 18, 1967.

Addenda, 97. An article giving some details of this branch appeared in *Rutland Herald*, May 11, 1965. It notes that Trumbull's map shows the terminus at what is clearly Larrabee's Point, and not at the terminus of the former branch railroad.

Addenda, 99. This may need correction; a short road appears on Burgoyne's map, though not accurately located; see below, p. 199. It probably ran across into Sudbury and to Brown's Camp there, a point on the main Crown Point Road, where there was a "canteen." This may have been at or near the junction of the Ticonderoga branch of C.P.R., also.

Addenda, 100. Mr. Robert Ketchum, Sr., of Sudbury reports that his great grandfather drove an ox-team and cannon from Ti through Sudbury and Shrewsbury to Number Four.

Addenda, 101. The two most recent and interesting books on Burgoyne's Expedition give no attention to Mount Independence as a major military post: Louise H. Tharp. *The Baroness and the General* [Riedescl]. 458 p. Boston, 1962; Harrison Bird. *March to Saratoga: General Burgoyne and the American Campaign, 1777*. 300 p. N. Y. 1963. But there have been recent developments. The writer twice unsuccessfully urged a former Chairman of the Historic Sites Commission to have the state acquire and develop the Mount. (See the latter's statement, *Rutland Herald*, Oct. 2, 1958). At our request a bill was introduced in the Legislature by Mr. Irving Eastman of Whiting in 1959, (supported by the Vermont Sons of the Revolution) and passed by the

House, (see *Burlington Free Press*, May 13, 1959) to set up a five member Committee, headed by the late Adjutant General Billado, to take action. This was defeated in the Senate (See *Burlington Free Press*, June 9, 1959) on the ground that the Historic Sites Commission should handle the matter. However, there was a change in the Sites Commission chairmanship and in July 1961 the State purchased the south portion of the Mount. The north portion had for some years been owned by the Fort Ticonderoga Association. The three papers about the Mount read at the annual meeting of Vermont Historical Society, 1966, appear in *Vermont History* April, 1967; the 20 page article by Col. John A. Williams is the fullest account and appreciation of the importance of the Mount available. In December 1966 the nonprofit Mount Independence Associates was incorporated, with nine Trustees, to develop the Mount.

Addenda, 107. This model is displayed at the Daniels Museum at Orwell. A similar model is shown at Fort Ticonderoga Museum.

Addenda, 108. Captain Farmer made a model of the shipyard, shown at Whitehall Museum.

Addenda, 110. We have not been able to locate this report. Col. John Trumbull, letter to his brother Joseph, July 15, 1776 includes a map of the Mount, but the report was written some weeks later. Connecticut State Library. Trumbull Papers. IV: 359.

Addenda, 114. As he would presumably be best informed, the probably correct statement appears on Engineer Wintersmith's map (see footnote 48) that "a battery of four 12 pounders would have been able to open on the 6th at noon."

Addenda, 117. In Addenda 101 we noted Mrs. Tharp's absorbing book about Baroness Riedesel, so well worth reading. In 1965 University of North Carolina Press published *Baroness von Riedesel and the American Revolution; Journal and Correspondence of a Tour of Duty, 1776-1783*, ed. by Marvin L. Brown. 270 p. This contains much material not in the other Riedesel books, including a letter to her from the General, dated from Castleton.

Addenda, 118. See Addenda, 225.

Addenda, 196. In 1959 this was moved across the highway, and a line was added to explain that it was no longer "opposite" the fort.

Addenda, 200. Some years ago the Howard Hill School was auctioned by the town and remodelled as the Smith's residence. The Military Road ran east and west, past it.

Addenda, 207. This needs correction; several searches failed to trace a feasible route as described. Oscar Bordeau's son Raymond told us in 1963 that the road crossed the meadow north of Cranberry Swamp outlet but did not pass close to the barn or house. Instead, it joined the present highway where it bends north several hundred feet east of Bordeau's, and ran north and then west around the hill, then downgrade to the flat east of the brook crossing on Route 22A. He and his father drew logs over it in winter.

Addenda, 210. Spelling: a gravestone in the old cemetery, Benson, reads "Anthony Rabadaux. Died April 17, 1879. Aged 74 years."

Addenda, 225. In Dec. 1960 the Vermont Board of Historic Sites published the first adequate researched account, by Col. R. Ernest Dupuy (U.S.A. ret.): *The Battle of Hubbardton: a Critical Analysis*. 39 p. plus 52 references; mimeo'd. This was summarized in his welcome six page article in *Vermont Life*. Summer 1963, accompanied by a reproduction of Burgoyne's battle map and a color plate of the electronic model which is displayed at the Battlefield Museum. The model, with soundtrack, was prepared under Col. Dupuy's supervision. By permission of the Vermont Board of Historic Sites, which lent the color plates, we had this bird's eye view reprinted and it is inserted in the first 600 copies of the present book.

Addenda, 339. A State Marker on Route 4 near Mr. Pawlusiak's, points out the old road "Beyond the River." In 1960 he erected a flagpole there where a flag flies to show the location. This was moved a bit in 1967 for the new 4-lane course of Route 4 on the north side of Castleton River.

Addenda, 340. In the mid-1960's the strip from Fair Haven to Rutland, north and south of U. S. 4, was adequately remapped, four sheets, on twice as large a scale as the old topographic maps.

Addenda, 346. William Barsalow in 1967, told us that this inverted route up the steep incline, was probably built later for a shortcut from the quarry and is not the original route. He thinks the Military Road crossed Scotch Hill road about a quarter mile further south, where the grade is easier. This also was used later for hauling slate, as wheel

marks have worn into the ledge in several places. It skirted the SW edge of the swamp west of St. Matthew's Church.

Addenda, 347. About 1960, after the empty house had burned down, this knoll was bulldozed completely down to the surrounding level, so that nothing remains to remind one of its interesting history.

Addenda, 348. Professor Gwilym Roberts, mentioned above, has found records of Fort Warren indicating that on Oct. 28, 1781, Ira Allen had 327 men at "Camp Blanchard's Mills," i.e., Hydeville, but that Fort Warren was also still operating, with 478 men, and on Dec. 31 Fort Warren was still provisioned. This seems to conflict with our quote above, from Smith's History, but possibly the Hydeville stockade had not been finished; the camp may have still been unenclosed. That vigilance against British forays was not relaxed at several northern points until late in 1783 is shown by extracts from the Haldimand papers cited by the late Dr. John C. Huden in *Vermont History*, 27: 352-353. Oct. 1959.

Addenda, 350. "Whoever visits the scenes of the Revolution feels the sentiment of love of country kindling anew, as if the spirit . . . still hovered around, with power to move and excite all who in future time may approach them." Daniel Webster. Address on "The Character of Washington," for Washington's Hundredth Birthday. 1832.