

**Appendix A**  
**Historic Description of State Route 30A**  
**(Route 22A)**



At 30.8 m. is the junction with a country road.

Left on this road is the *Phelps-Read House*, 1.5 m. (*private*), built in 1819 by an Englishman named Hakings (or Hawkins), who built nearly all of the many stone houses in South Hero township. The house was built for Benajah Phelps, son of a pioneer settler, and has been remodeled, but retains interesting original features, including two chimneys, three fireplaces, a brick oven, and 24-pane windows with stone lintels. Stone quarried locally was used in building all the South Hero stone houses. Mrs. Reade, wife of the present owner, is a granddaughter of Commodore Thomas Macdonough, Champlain naval hero in the War of 1812.

*Sand Bar Bridge*, 33.1 m., connecting South Hero with the mainland of Vermont, is a long causeway built up from the shallows of the lake, running between rock-guides and shade trees from the open stretches of Champlain to the low swamplands that usher US 2 in to the main shore. *Sand Bar State Forest Park*, 34.4 m., including camp grounds equipped with stone fireplaces and a State Bathing Beach with new stone bath house, extends to either side of the highway at the mainland end of Sand Bar Bridge. Excellently designed and landscaped, this development was made possible by Civilian Conservation Corps labor.

*State Game Refuge*, 35.6 m., lies fenced in on either side of the road, an animal reservation centered at a farm where pheasants are bred. On the mainland US 2 swings along the bank of the broad Lamoille River, flowing smooth and deep as it nears its mouth. The paved road wends over a rich rolling country, away from the lake and islands.

At 39.5 m. is the junction with US 7 (*see Tour 4, Sec. a*), 9.4 miles north of Burlington.

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## T O U R 4 B : From VERGENNES to FAIR HAVEN, 42.6 m., State 30A.

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Via Addison, Bridport, Shoreham, Orwell.

The road is intermittently hard surface and dirt, with the dirt predominant. In spring the unimproved stretches are apt to be quite muddy, owing to their clay construction.

THIS route traverses the 'great plains' section of the State, the sweeping Champlain Valley meadows of western Addison County. Vast plains stretch flatly away toward the lake, with towering Adirondack peaks massed tier on tier against the western skyline. The smooth fields are lined out by fringes of tall trees, and narrow roads diverge from the main highways to run straight out over the lowlands. Here is the widest visibility found in the State, with farmsteads plainly seen for miles and miles across the fertile flats. On the basis of these features, so unusual to

mountainous State, Addison County might well be called the Arcadia of Vermont. Fine old Georgian houses stand in quiet distinction all along the route, and the prevalence of brick and stone in building adds a substantial beauty to the general scene. The extensive use of stump and rail fences is another characteristic of the region. Large apple orchards spread over the plains. At an earlier date this section was noted for sheep-raising, and a few flocks are still found pastured here and there. The villages are well planned, arranged in a spacious orderly manner. And always the broad slightly undulant plain stretches are dominated by the high blue barrier of Adirondacks on the western horizon.

This section also offers much in the way of historic lore and tradition, inevitable from its proximity to Lake Champlain, Ticonderoga, Mt. Independence, and Crown Point. Here the Green Mountain Boys gathered for their audacious attack on Ticonderoga; Benedict Arnold beached and burned five shot-torn vessels in the shallows of Buttonmould Bay, after Valcour Island; Ethan Allen once more eluded the 'Yorkers' by leaping from a Bridport window; Mt. Independence was garrisoned, lost, and recaptured; and the Crown Point Military Road neared its terminus.

VERGENNES, 0 m. (*see Tour 4*), is at the junction with US 7 (*see Tour 4*). West of Vergennes State 30A climbs a long gradual slope. At 0.5 m. is the junction with a country road.

At 1.5 m. on this road is a junction with another country road.

Left on this branch road is PANTON (Four Corners) (alt. 200, pop. township 306), 3.5 m., named after a British nobleman, Lord Panton. This low-lying, sparsely settled town was burned by the English in 1777 when Burgoyne's forces swarmed triumphantly down the Champlain Valley, and the inhabitants who escaped capture fled southward, returning to start all over again after the Revolution.

Straight beyond Panton on a country road is *Arnold Bay*, 4.8 m. This tiny cove, in the larger Button Bay (originally Buttonmould Bay), owes its name to the final scene of a stirring and gallant chapter in Revolutionary history. Here it was that in October, 1776, Benedict Arnold ran his flagship 'Congress' and four smaller boats aground under the guns of the British fleet after the battle of Valcour Island. Arnold set fire to the ships and let them burn with colors flying rather than yield them to the enemy. The rotted hulks and beams are still visible in low water; cannonballs and countless relics have been found here. *Valcour Island* is a high-hog-backed island off the New York shore across the lake from South Hero. An overpowering British fleet was ready to sail southward against Ticonderoga and Mt. Independence when Arnold put his fleet in anchorage on the New York side of Valcour to hide and surprise the enemy. When the British fleet hove into sight, Arnold left the main strength of his fleet in the bay, and swung four boats around before the enemy to lure them after him. Following Arnold back into the narrow-mouthed bay, the Britishers ran into the concerted fire of the American fleet, and the military genius of Benedict Arnold had completely outmaneuvered the English admiral, Carleton. The two fleets pounded away at each other until nightfall, with the Americans having the advantage. During the night Arnold pulled another coup, sailing his fleet out under cover of darkness and escaping southward. The British followed when daylight showed that their quarry had flown. Arnold, with the 'Congress' and a small flotilla of supporting vessels, fought a rear-guard action that allowed the main part of his fleet to reach Ticonderoga in safety, while the rear guard was being hammered to pieces by the overwhelming forces of the English. Hopelessly smashed and beaten, Arnold put to shore in Buttonmould Bay, carried his wounded to the land and fired the battered boats. While Valcour Island

was technically a British victory, Arnold had accomplished his purpose, that of delaying the English advance another year. Before the British could recover and get another naval offensive under way, winter had set in and Lake Champlain was closed to navigation. There is an excellent account of this battle in 'Rabble in Arms,' by Kenneth Roberts.

Beyond this junction on the right-hand road is BASIN HARBOR, 6 m., a popular Lake Champlain summer resort with cottages and a hotel on the shore looking across the narrowed lake to the mighty Adirondacks of New York State. Close by is the *Site of Old Fort Cassin*, named in honor of the young French lieutenant who led the defense of this fortress, blockading the British fleet's attempt to bottle up Macdonough's flotilla in the waters of Otter Creek. On April 14, 1814, the English attacked Fort Cassin in hopes of gaining entrance to Otter Creek in order to sail upstream and destroy Macdonough's fleet under construction at Vergennes. The British were repulsed after a half-hour encounter, and Macdonough was saved to go on to subsequent Champlain victories.

Southwest of Vergennes, State 30A climbs past an ancient and long unused *Brick Schoolhouse* (L), 0.7 m., and an attractive *Cemetery* (R), 0.8 m.

At 1 m. is the hill crest overlooking the long sweep of plains running to Lake Champlain, straight-lined trees marking off the fields, and in the background the Adirondacks thrust massively skyward. Sunsets here are remarkably fine, as the sinking sun paints the mountain-and-plain pattern in changing hues of blue, ochre, and lavender under a flame-lit sky. The 1827 *Brick House* (R), 1.9 m., is a sturdy symbol in red brick of the many brick-built homes throughout the section.

*Old Cemetery* (R), 2.1 m., fenced in white wood, contains ancient tombstones with curious inscriptions and verses.

At 2.3 m. a typical *Stump Fence* (L) is seen, gnarled and grotesque in appearance, made from the tree-stumps blasted out in clearing the land.

At 2.9 m. a straight narrow clay road branches (R) to run tree-lined and unswerving across the far-reaching lowlands toward distant farms clearly visible over the open terrain. Extensive apple orchards reveal another phase of the Addison scene, and the old farmhouses along the roadside, white, wide-clapboarded and dignified, blend nicely with the prosperous aspect of the countryside.

ADDISON (Four Corners) (alt. 280, pop. township 684), 6.3 m., is a little plains settlement built at the crossroads around a fenced green (R), which fronts the *Baptist Church* (1816), a simple white structure, and the *Grandview Grange*. In the background are sweeping meadows, Champlain, and the serrated wall of the Adirondacks. An incongruous note is struck here in this quiet crossroads village — a machine-gun is mounted on the *World War Memorial* in the peaceful green.

Here is the junction with State 17 (see *Tour 3C*).

South of Addison the hard-surfaced road gives place to gravel. An orchard estate (R) with long straight rows of apple trees spread over level acres, and the twisted gray tentacles of stump fences are seen along the highway. *Snake Mountain* (L), whose elevation of 1271 feet is distinctive in this region, dominates the scene for miles, its long ridge curling against

the eastern horizon. A handsome gray stone house at 7.1 m. (R) is typical of the many stone and brick structures throughout the section.

The *Bigeelow House* (R), 10.1 m., is a good example of the region's well-made brick homesteads, large and trim-lined in faded red brick, with the habitual end chimneys of its period, early nineteenth century.

*Stone House* (R), 10.7 m., upholds the tradition of the section for combining practicality with beauty in building. These stone houses are testimonials of the thrift, labor, and craft of past generations.

At 12.8 m. is a distinctive *Brick Home* (L), its clear-lined simplicity marred by the addition of a wooden porch, illustrating the damage done to Georgian structures by later residents with a penchant for addition.

At 13.4 m. a small crossroads settlement at the edge of Bridport is distinguished by two more Georgian brick houses (R).

BRIDPORT (alt. 321, pop. township 703), 14 m., lies on the plain surrounded by sweeping meadows and pastures, where merino sheep and Morgan horses were formerly raised extensively. The noted ram, 'Bismarck,' and the celebrated Morgan sire, 'Black Hawk,' were products of Bridport farms. Sheep are still raised in the vicinity, but on a lesser scale. This agricultural community spreads about a large open common (R), the surrounding homes well spaced. A pleasing brick house and a venerable old wooden homestead (L), are landmarks on the village street. The *Congregational Church* (R) was erected in 1852, a brick structure with a portico of white wooden columns and Corinthian capitals, topped by a wooden spire. The *Old Cemetery* beside the church is guarded by an iron picket fence and holds headstones dated as early as the 1780's. The view from this graveyard sweeps over the meadowlands to distant mountains. Bridport was settled in 1768 by 21-year old Philip Stone from Groton, Massachusetts. The Smiths, second family to arrive, came by ox-wagon and batteau from New Jersey. The settlement was disrupted by the strife with 'York State' and the Revolutionary War, but the pioneers returned after hostilities ceased. It was in 1772 that Ethan Allen and Eli Roberts visited Bridport and nearly fell captives to the Yorkers. New York State had placed a bounty on the head of 'Outlaw' Allen and his associates, and six British soldiers arrived in Bridport to capture the fiery Green Mountain Boy. Warned by their hostess, Mrs. Richards, Allen and Roberts escaped by leaping through an open window, and the six soldiers returned to Crown Point empty-handed, cursing stronger than ever the name of Allen and all his unruly band.

South of Bridport, pasturelands and meadows glide away from State 30A in long gentle waves, and occasional flocks of sheep whiten the green plain.

At 14.4 m. is a *House* (L), all porches and railings, reminiscent of Swiss chalets and looking out of place on this flat landscape.

At 16.7 m. the country becomes more wooded and broken, the terrain breaking up into woodland knobs and low hills.

*Crown Point Military Road Marker* (L), 17.4 m., indicates the point where Amherst's old military road from Charlestown, New Hampshire, to Crown Point, New York, crossed the present highway. This was a highly important thoroughfare for pioneer settlers as well as soldiers, starting from that famous outpost at Charlestown, Number Four, and connecting the Connecticut River and Lake Champlain waterways.

SHOREHAM (alt. 396, pop. township 949), 20.7 m., lies mainly west of the highway around a large sloping open common, on the high western edge of which stand two trim brick buildings: the *Congregational Church* (1846) and a *Masonic Temple* (1852), the latter having been built and used for many years as a Universalist Church. This village reveals the careful and spacious planning evident in its fellows of the region, which may be traced to the availability of large level tracts of land, seldom found anywhere else in Vermont. The *St. Genevieve Catholic Church* (left of State 30A at the junction of roads) was built in 1873 and stands in the clear-lined eminence of white-painted wood, facing west toward the main part of the village and the broad open green. A *War Memorial* is found in a little plot near the hotel (R).

The town was founded by Ephraim Doolittle, a captain under Amherst in the French and Indian War, 1755, and present at Amherst's capture of Ticonderoga and Crown Point, 1759. While engaged in opening the Crown Point Military Road Colonel Doolittle became impressed with the beauty and fertility of the Shoreham section, and in 1766 headed a party of some 14 men in settling the town. Nearly all the early comers were veteran fighting men from the French War. Doolittle and his followers established settlement on a 'share the profits' basis, undoubtedly one of the first co-operative ventures in America.

Right from Shoreham on a country road over rolling land and past apple orchards is the *Hands Cove Monument* (R), 4 m., commemorating the pretentious daring of the Green Mountain Boys in crossing the lake to seize Fort Ticonderoga from the unwary British garrison. Northwest from this marker is *Hands Cove*, where on May 10, 1775, Ethan Allen and his lieutenants gathered their motley little backwoods army in readiness to strike at the stronghold on the York State side of Champlain. Here it was that Benedict Arnold arrived, handsomely uniformed and fully commissioned to head the attack, and here the proud Arnold and the dynamic Allen disputed as to who should take command, finally compromising to share the honor. The fact that they took Ticonderoga with such ridiculous ease does not detract from the willful courage and high purpose that motivated them. The prodigiousness of their feat is amply realized on viewing the beautiful restoration of Fort Ticonderoga, seemingly impregnable on its commanding site over the lake.

At 5.5 m. on this country road curving lakeward through a region of apple orchards is LARRABEE'S POINT on Lake Champlain. The *First Store* in Shoreham Township (R), stands near the water's edge, a strong solid structure of stone built in 1823 by John Larrabee and Samuel Holley, of stone carried across the lake from Fort Ticonderoga. The building was used as a store and warehouse, and resembles more the latter. A brief line of cottages along the shaded shore forms a little lakeside group. A beautiful quality of black marble is found near the Point. Across the lake by ferry is *Fort Ticonderoga* (*Jerry fare*, \$1 per auto one way, \$1.25 round trip). *The fort is open to the public, May 1 to October 31, 7 to 6, admission 50¢*, 1 m. Ticonderoga stands on a bold promontory commanding Lake Champlain, both north and south, as well as the outlet of Lake George. Recognized from

earliest history as the key position, the gateway of Champlain Valley, Ticonderoga has served as military theater for the forces of France, Great Britain, and the United States, being captured, held, and lost by one after another, once without a shot being fired, again after furious fighting which cost over 2000 lives.

A splendid job has been done in restoring the fort, which was originally constructed with the characteristic thoroughness and finish of the French manner, incredibly elaborate for an eighteenth-century outpost in the wilderness. The grimness of gray cannon-guarded walls is relieved by the red-roofed barracks surrounding the central Place d'Armes. Properly garrisoned, the outer-works well manned, Ticonderoga was practically impregnable, as was indicated in 1758 when 3500 Frenchmen under Montcalm shattered and repulsed with heavy losses 15,000 attacking Britishers, who never even carried the outer lines of French defense. Each time the fort was taken, it was taken from a small and unprepared garrison, or else abandoned without a fight.

On May 10, 1775, Allen and Arnold landed in the early-morning darkness with 83 Green Mountain Boys, clubbed down a surprised sentry on their unopposed entry to the fort, routed out the sleeping British Commander LaPlace and informed him that Ticonderoga was taken. This easily won victory was significant in that it offered moral courage to the Colonies and exemplified the audacity of the raw Green Mountain Boys.

The restored South Barracks contains an excellent Museum collection, displaying uniforms, firearms, armor, powderhorns, celebrated paintings, etchings, drawings, valuable documents, and books. The West Barracks, restored as an Armory, holds hundreds of firearms and weapons of all description. Many war relics have been unearthed here, identified, classified, and labeled for display.

South of Shoreham a variety of old fences is seen — the stone wall, stump, rail, board, and wire. At 24.8 m. is a bad railroad crossing, although trains are infrequent (Addison Branch of the Rutland R.R.).

BEEAMAN'S CORNERS, 26.9 m., marks the western extremity of Orwell village, a sort of tourist-servicing outpost of Orwell on the main highway.

1. Left from here on an improved road is ORWELL (alt. 385, pop. township 835), 0.2 m., well laid out, with an eye toward spacious planning along the gentle slope of a plain rising to the east, the easternmost houses in the shadow of the woods at the crest. This orchard and dairy community centers with a pleasant airy quality about a large sloping green (L), with the white-and-green *Town Hall* (original Baptist Church, 1810) and the *Congregational Church* (1843), red brick with white wooden trim, overlooking the Common and Main St. The *Eagle Inn* (L), a large wooden-porched building with mansard roof, is a typical hostelry of the Civil War Period. *St. Paul's Catholic Church* (right on the hill) was erected 1860, of red brick with a crenellated white wood steeple. The first settler was an eccentric Scotchman named John Charter, who brought his family down from Montreal several years before the Revolution. Long before any settlement was made, armed men ranged this region concerned with Mt. Independence and Ticonderoga, keystones of the gateway to Champlain.

2. Right from Beeman's Corners on an unimproved road winding through rolling tree-fringed plains toward the lake and the Adirondack barrier, is an old square white *Mansion* with four chimneys (L), 1 m., and beyond on the lakeshore is MONTCALM LANDING, 6 m., a small lakeside community in the shadow of Mt. Independence (R). From this peaceful little cove is the best view of Fort Ticonderoga obtainable from the Vermont shore. Almost directly north from the Landing, the fort crowns its projecting promontory, gray-battlemented and red-roofed, commanding the lake. Mt. Independence, a wooded bluff over the Vermont shoreline, was early linked with Ticonderoga when that fortress placed a battery on the hill to perfect dominance of Champlain. The Americans built a fort on Independence, and after Allen took Ticonderoga, the two strongholds were connected by a floating bridge constructed across the narrow lake, 1775.

When the Americans evacuated Ticonderoga at two A.M., July 6, 1777, the side of Mt. Independence was illuminated by a blazing house, foolishly fired, which disclosed to Burgoyne the flight of the Americans, and led to his prompt pursuit and victory over the Colonials at Hubbardton (see *Tour 4C*). On October 17, 1777, Mt. Independence was retaken by the American troops. Many soldiers, killed by 'camp fever' in 1776, were buried on Mt. Independence. The picture from Mount-calm Landing is one of scenic charm and historic significance.

South of Beeman's Corner the country gradually becomes more rolling, broken and wooded.

*Wilcox House* (L), 28.3 m., is unusually grandiose for rural Vermont, with massive fluted columns extending two stories high on three sides of the central structure and on the wings. This excellent example of the Greek Revival closely resembles the Ransom House in Castleton (see *Tour 6*). The *Stone House* (L), 29.1 m., forms a typical clear-cut pattern of gray and brown field stone on the landscape, exemplifying the combination of practical building and a sense of beauty.

*Mt. Independence-Hubbardton Military Road Marker* (R), 29.8 m., marks the course over which the American troops fled after yielding Ticonderoga to Burgoyne, ultimately making a stand at Hubbardton only to be blasted to pieces by the British Regulars.

At 33.2 m. is a junction with an unimproved hill road, the north entrance to Benson.

Right on this tree-lined dirt road over the hill is BENSON (alt. 420, pop. township 636), 0.8 m., a side-hill village with wooden houses strung along the slope, distinguished by a few antiquated homes. The *Ark* (L), a private tan-colored house, has a square-pillared porch and turret-like roof. From the hill crest at the upper end of the village, an eastern valley panorama unfolds. Walter Durfee was the first to come to Benson, before the Revolution. Driven away by Burgoyne's invasion in 1777, he returned in 1782 to establish permanent settlement. Benoni Gleason, another early settler, served at Yorktown and saw the surrender of Cornwallis. In Benson was born Rufus Wilnot Griswold (1815-57), one of the most influential, if not always most discriminating, of 19th-century American editors, critics, and anthologists. After editing the *Vergennes Vermonter*, 1838-39, he succeeded Edgar Allan Poe as editor of *Graham's Magazine* in 1842. He was Poe's literary executor, and his obituary notice and biographical sketch of the poet were frank almost to the point of moral denunciation, extenuating none of the weaknesses that had accompanied and corroded Poe's genius. Griswold's anthologies were an important factor in moulding mid-nineteenth-century American taste in verse. Much of his prose was of a polemical nature, and his retellatory critique of Duyckinck's 'Cyclopaedia of American Literature' is still considered the most destructive book review ever written by an American.

At 34 m. is the south, and main, entrance to Benson (R).

South of Benson on State 30A, *Rattlesnake Ridge* (L) parallels the highway, so called because of the many rattlers found along the upper reaches of this bumpily notched and forested ridge.

At 36.5 m. the country broadens and opens again to the westward sweep of plains, with Rattlesnake Ridge still running (L) beside the road.

At 39 m. is the junction with an unimproved road.

Right on this country road is WEST HAVEN (alt. 380, pop. township 230), 3.5 m.,

a little hamlet built around the *First Baptist Church* (1831), in a hilly region where the sparse population subsists on dairying and lumbering.

At 39.7 m. a little *Waterfall* (L) drops down the wooded hillside in a pattern of white-laced foam and spray.

At 40.1 m. a large *Orchard* (R) of young planted apple trees spreads from the roadside, and beyond (R) the low rich meadows offer fine pastureland for fall grazing. The transition from Addison to Rutland Counties is the sharp change from level plains to a broken, ridged, and forested terrain. At 41.4 m. (L), distinctive mountain profiles loom on the eastern horizon, sharp-thrusting Green and Taconic Mountain heads carved against the skyline, featuring the angular outline of *Bird Mt.* (alt. 2210).

FAIR HAVEN, 42.6 m. (see *Tour 6*). Here is the junction with US 4 (see *Tour 6*).

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T O U R 4 C : From MIDDLEBURY to MANCHESTER CENTER, 70 m., State 30.

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Via Cornwall, Whiting, Sudbury, Hubbardton, Bomoseen, Castleton, Poultney, Wells, Pawlet, Rupert, Dorset.

Between Castleton and Poultney the Delaware and Hudson R.R. parallels this route.

The road is dirt except for a few stretches of hard surface.

THIS north-and-south route runs along the western side of the State, roughly parallel to the main thoroughfare, US 7, and through a back-country section merging the southern plains of Addison County and the hilly broken woodlands of Rutland County. The site of the only battle ever fought on Vermont soil is in the mountains of Hubbardton. Among the scenic attractions are two large and beautiful lakes, Bomoseen and St. Catherine, as well as smaller bodies of water. The Poultney slate district is of interest, and the exclusive resort village of Dorset gives a clean distinction to the southern end of the route, which winds through the foothills of the Taconic Mountains.

MIDDLEBURY (alt. 366, pop. 2006) (see *MIDDLEBURY*). 0 m. Addison County Seat; Middlebury College; Meade Memorial Chapel; Egbert Starr Library; Congregational Church; Sheldon Art Museum; and other points of interest.

South of Middlebury, State 30 follows a surfaced road over broad, uneven plains characteristic of Addison County, with the bold outline of Green Mountains marking the eastern skyline. The plains give way at times to rolling, lightly wooded areas, and farmsteads are scattered along the way.