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ATTORNEYS

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Crown Point
State Historic Site

Happy Anniversary

This year marks the 400th anniversary of the voyages of discovery made by Henry Hudson and Samuel de Champlain. In 1609 Hudson traveled up the river later named for him. That same year Champlain became the first European to see the lake, which he named after himself. State Parks is helping to celebrate these milestones in North American exploration with several new projects. New exhibits are opening at Crown Point and Crailo State Historic Sites.

In addition, a new state park will open this fall. The historic railroad bridge that spans the Hudson River at Poughkeepsie is being transformed into a stunning pedestrian trail. The bridge offers breathtaking views of the Hudson Valley and will connect to a network of trails on both sides of the river. This innovative project has been led by the nonprofit organization Walkway Over the Hudson, which has overseen the bridge's rehabilitation.



Aerial view of the Poughkeepsie Railroad Bridge, 1978. Courtesy Historic American Engineering Record.

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Our Best Foot Forward

I am especially pleased to share this edition of *The Preservationist* with you. You may have noticed that you did not receive the fall-winter 2008 issue. Unfortunately, New York's economic downturn necessitated a restriction on printing by state agencies. The good news is that we printed and distributed this issue with the help of private donations received over the past several years from many of our readers. We are very grateful to everyone who sent in contributions. For the foreseeable future our ability to publish *The Preservationist* will in large part be dependent on your continued generosity.

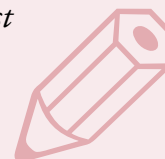
These are tough economic times and State Parks is striving to maintain the quality and accessibility of our properties and programs while searching for ways to cut costs. A short time ago we launched a new, multiple-year capital campaign to address a huge backlog of long overdue rehabilitation projects at state parks and historic sites across the state. I am pleased to report that we have begun to make progress addressing some of the most critical repairs at several facilities, but we have only just started to reverse the decline of the system's neglected and aging infrastructure. While the budget crisis has drastically reduced available funding, I remain confident that we will re-energize the capital initiative as soon as the economy stabilizes.

State Parks has amazing, dedicated, hard-working employees who are finding new ways of doing more

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with less. We are committed to providing safe, enjoyable, and educational experiences to the millions of people who visit New York's beautiful state parks and historic sites each year. It is especially important that we all have the opportunity to experience these magnificent scenic and historic treasures - to lift our spirits during these difficult times.

Thank you again for supporting *The Preservationist*. I hope you enjoy this issue, which is also available online at nysparks.com.

Carol Ash, Commissioner
 State Historic Preservation Officer

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Gifts of the St. Lawrence

- A. Moses-Saunders Power Dam
- B. Iroquois Dam
- C. Eisenhower Lock
- D. Snell Lock
- E. Robert Moses State Park



Part I: Transportation & Power

The St. Lawrence River is among North America's most formidable waterways. Flowing northeast along the U.S./Canadian border and through eastern Canada, the 750-mile river is the longest in North America, draining the Great Lakes and connecting Lake Ontario with the Atlantic Ocean. For centuries the St. Lawrence was crucial to the commerce, trade, and transportation of native populations before attracting European explorers as early as the sixteenth century. It was the earliest navigable route to the Great Lakes, playing vital roles in western migration, commerce, and military history. The river proved particularly important to the French exploration and settlement of Canada, and it became that country's main trade and transportation axis, while also supporting early logging, fishing, and fur trading industries. Since 1817 the river has served as the border between the United States and Canada, and prior to completion of the Erie Canal in 1825, the St. Lawrence was among the principal routes to the interior of the United States.

Despite its importance, the St. Lawrence presented substantial obstacles to those who tried to navigate it. The river's waters were both fast and shallow, broken by stretches of rapids, and dropped 226 feet between

The centerpiece of the project was the construction of a massive dam across the river and the impoundment of a vast lake behind it to provide a power pool.

Lake Ontario and Montreal. Early travel west of Montreal could only be contemplated in small vessels, such as canoes, bateaux, and sloops, which were able to portage over the dangerous and impassible stretches. By the mid-nineteenth century, several locks and canals, including the Lachine (1824) and Cornwall (1843) Canals, had been completed, enabling small ships to pass to Lake Ontario; the Welland Canal (c1839), which took ships around Niagara Falls, opened passage all the way to Duluth, Minnesota. However, as ships got larger in the late nineteenth and early twentieth centuries, they gradually outgrew the modest navigation system, rendering the St. Lawrence an impractical route for trade and transportation once again.

Meanwhile, the age of rapid industrial expansion that followed the Civil War sparked a critical need for new sources of power. In the eastern United States, hilly topography broken by numerous rivers and streams had made water an obvious and important source of power from the earliest settlement period, and during the eighteenth and nineteenth centuries a wide range of industries, from grist and saw mills to large textile factories, relied on water power for the mechanical production of goods. The successful development of

hydroelectricity as a viable source of energy in the late nineteenth century motivated engineers and entrepreneurs to promote the industrial use of electricity and to seek new sources capable of generating larger amounts of hydropower. By 1900 most major industries relied on electrical power, and rapid progress in the efficient transmission of electricity for lighting homes and cities greatly increased the demand.

In the early twentieth century these two great aspirations, a deep draft waterway providing large ships with an efficient route to the Great Lakes and a vast source of hydropower, were linked in an ambitious plan to restructure the St. Lawrence River. This multi-faceted, international project was designed to facilitate large-scale commercial navigation, while also harnessing the river's flow to increase the availability of efficient and reasonably priced electricity. More than forty years in planning and construction, the St. Lawrence Seaway and Power Project was one of the largest and most complex public works projects of the twentieth century.

Preparation for the power project began as early as 1913, when a Canadian commission began a detailed investigation into the possibility of generating power from the St. Lawrence. In 1924 a board of American and Canadian engineers recommended that the two countries cooperate in the development of the project. Two years later, the International Joint Commission, which had been established in 1909 to facilitate management of the river, issued the St. Lawrence Deep Waterway Treaty, calling for cooperative development of the river's power and navigational potential. Although signed by both governments in 1932, the treaty was

invalidated when the United States Senate refused to ratify it. Another attempt in 1941 resulted in the Great Lakes-St. Lawrence Basin Agreement; however, once again, the agreement failed to gain the support of the U.S. Congress.

The American government's failure to act was grounded in a long-standing public policy debate about the ownership and control of power. While Canada's hydropower plan was a government initiative

industry, spurring additional attempts to privatize the falls.

Not everyone supported this unbridled capitalism, however, which was criticized as an attempt by private companies to profit by selling the state's natural resources back to its citizens. Between 1907 and 1910, New York Governor Charles Evans Hughes, a strong advocate for holding such resources in the public trust, sought legislative support for a plan to restore



(through the Hydro-Electric Power Commission of Ontario, known as Ontario Hydro), in the United States, private industries had a long history of monopolizing power by obtaining lucrative leases to water rights with little or no compensation to the state. At Niagara Falls, a prime example, a succession of entrepreneurs had attempted, some more successfully than others, to establish monopolies over the production of power throughout the nineteenth century. By the 1890s, the size and scale of the industrial development around the falls demonstrated the enormous potential and profit inherent in the nascent hydropower

control of New York's waterpower to the people. The controversy continued after the establishment of the New York State Conservation Department in 1911 and the department's proposal to generate and sell hydroelectricity at cost to municipalities. In 1916 the state supreme court ruled that the state could not hand over water rights held in trust for citizens to private developers. Still not formalized in practice, the cause was taken up again in the late 1910s and 20s, first by Governor Alfred E. Smith and later by his successor, Franklin D. Roosevelt. In 1931 Roosevelt succeeded in making Hughes's goal

a matter of public policy when he established the New York Power Authority (NYPA), a nonprofit, public benefit corporation charged with developing efficient, low-cost hydropower for the state's citizens. NYPA, the first state public power authority in the country, took on the long-delayed St. Lawrence River power project as its first assignment.

Nevertheless, even after resolution of the power issue by New York State, the federal government still refused to authorize the project because it was inextricably linked to the much larger plan to develop a St. Lawrence Seaway. While the two projects were funded and constructed independently, they were always intended to be developed together, as the site designated for the power project, the International Falls area, would also form a section of the more than 2,000-mile proposed seaway. Any project to impound the river and construct a dam in this location would also have to address its navigational problems. This was the site of the treacherous Long Sault Rapids, one of the most significant impediments to river transportation. Raising the water level to create a lake behind the dam would cover the rapids, but damming the river would require the construction of locks so that ships could bypass the dam. U.S. opposition to the seaway was driven by the perceived threat to the nation's private transportation industries, particularly railroads, whose owners and investors were especially well represented in the United States Congress. But even though New York's railroads and ports, by virtue of their proximity, would potentially absorb the greatest impact, Roosevelt supported the seaway because its construction would ensure completion of the power project.

It took an additional twenty years of debate and delay before the United States agreed to joint development of the seaway. Not least important in removing the final obstacles were the urgent needs for power in both countries, an increase in railroad rates, and the Canadian government's threat to build the seaway alone, on Canadian soil. In 1953 the Federal Power Commission awarded NYPA a license for the power project, and the U.S. Supreme Court dismissed any remaining challenges in 1954. Subsequently, the St. Lawrence Seaway Development Corporation was created and delegated construction, maintenance, and operation of the American portion of the seaway.

The rapid development of the St. Lawrence Power Project was ensured by the appointment of Robert Moses as NYPA chair in 1954. Moses was among New York's most powerful public officials, and for

more than thirty years he had been responsible for the initiation and completion of many noteworthy large-scale government construction projects, particularly in New York City and the surrounding region. Moses chaired both the State Council of Parks and the Long Island State Park Commission for decades, while also serving as parks commissioner for New York City. Thanks to Moses, an enormous network of roads, bridges, tunnels, and parks radiated throughout New York City and Long Island. Among them, Jones Beach State Park (c1926-34), on the south shore of Long Island,



*Moses-Saunders Power Dam Construction, 1957.
Courtesy New York Power Authority.*

was one of the largest public works projects of its period. Moses's forceful personality and inclination for bold and decisive action served him well in making up for the long delays in initiating the St. Lawrence project, as did his close association with former governor Alfred E. Smith during the 1920s, when Smith was advocating a public power authority. Moses used his formidable skills to ensure passage of a \$1 billion plus bond, the largest in the state to date, in 1954, enabling construction of the power project to begin almost immediately.



*Turbine Construction, Moses-Saunders Power Dam, 1957.
Courtesy New York Power Authority.*

Moses's counterpart at Ontario Hydro was its chair, Robert H. Saunders, a powerbroker in his own right. Saunders was a lawyer and former mayor of Toronto; during his tenure he had championed slum clearance and school safety projects and pushed for construction of a subway. He began working for the seaway in 1948. Although Saunders and Moses are both credited with the rapid development of the power project, Saunders died in 1955 and did not live to see its completion.

The power project centered on a thirty-seven-mile stretch of the river between Ogdensburg, New York, and Cornwall, Ontario. The Long Sault Rapids, which dropped thirty feet over three miles, made this an ideal site for a power plant. The project benefitted from the numerous engineering studies that had been undertaken by the U.S. and Canada during the 1930s and 1940s. The main components of the project had been identified in 1941, and additional plans and specifications had been prepared in the late 1940s and early 1950s. These factors, combined with readily available cash and Moses's and

Saunders's dogged leadership, brought the project to completion in 1959, two years ahead of schedule.

The centerpiece of the project was the construction of a massive dam across the river and the impoundment of a vast lake behind it to provide a power pool. The power dam was complemented by two additional control dams and sixteen miles of dikes. These features were constructed jointly by the two governments, with each country responsible for those within its borders. NYPA also constructed the Massena Intake Dam, which helps to impound Lake St. Lawrence, administration buildings, an elevated water tank, a maintenance/warehouse complex, and a guest house. A planned manager's house was never built.

The project's central feature is the Moses-Saunders Power Dam, one of the largest dams in the world, which spans 3,200 feet between the U.S. and Canada and is flanked by powerhouses serving each country. Lake St. Lawrence, thirty miles long and ninety feet deep, was created by the dredging for the seaway and power projects.

Construction of the lake required the purchase of nearly 30,000 acres of land, the demolition or moving of nearly 2,000 buildings, and the relocation of nineteen cemeteries. The dam raised the water level to eighty-one feet, from which it plunges through the two powerhouses to spin thirty-two turbines that drive electricity-producing generators. Behind it, the Iroquois Dam helps regulate water levels and the Long Sault Dam acts as a spillway.

While the power project was under construction, Ontario Hydro and NYPA began working with two other companies, the Canadian Seaway Authority and the St. Lawrence Seaway Development Corporation, to build the navigational components necessary for the seaway. The seaway, the largest inland water system in the world, encompasses a series of rivers, lakes, canals, dams, and locks from Duluth, Minnesota, to the Atlantic Ocean. It was one of the largest construction projects ever undertaken and required an extensive amount of earthmoving, dredging, and land reconfiguration. Communities, farms, and islands were all lost, while lakes and canals were created or enlarged and existing locks deepened.

The seaway is divided into four sections, one of which, the International Falls section, is the site of the power project. Of the sixteen locks constructed for the seaway, the three within this section were necessary to bypass the Moses-Saunders and Iroquois Dams. The U.S. components, the Snell and Eisenhower Locks, on the eastern and western ends of the project, are part of the ten-mile-long Wiley-Dondero Ship Channel, which bypasses the power dam. Canada's Iroquois Lock bypasses the Iroquois Dam.



*Moses-Saunders Power Dam, undated.
Courtesy New York Power Authority.*

Both the power project and the seaway were completed in 1959. Today the St. Lawrence Power Project, the nation's largest non-federal public power facility, is the cornerstone of NYPA's statewide generating and transmission system, while the seaway, which carries an average of fifty million tons of cargo per year, is an essential part of the commercial infrastructure of the U.S. and Canada.

Although the power and seaway projects benefited trade, facilitated transportation, and increased hydroelectric power, they also destroyed some elements of local culture, particularly in Canada, where homes and settlements of the region's native populations and early settlers were lost, as well as numerous privately owned recreational properties. Although these resources were irreplaceable, the U.S. and Canadian governments partially compensated for these losses by adding specific public amenities to the project, including a series of parks and recreational features that were developed in conjunction with the engineering elements. In the U.S., the Federal Power Commission required NYPA to provide free public access to the area for recreational purposes. However, with the authority under the leadership of Robert Moses, this requirement may have been redundant, as Moses's close association with the New York state park system clearly played a role in the development of the comprehensive recreational plan for the U.S. portion of the project.

Moses described the recreational facilities as "one of the great by-products of the St. Lawrence Power and Seaway developments" and listed park planning as among NYPA's most important tasks.¹ Some of his comments suggest that Moses's plans for recreational development of the St. Lawrence may have predated

his association with NYPA. He stated that "as head of the State park system I have been familiar with the St. Lawrence for thirty years and have always looked forward to the day when the work of the Thousand Island State Park Commission would be coordinated with the Power and Seaway programs" and noted that the large park he proposed would "provide the Thousand Islands Commission with the reservation it has hoped [for] for years."² Moses also used his authority as chair of the State Council of Parks to encourage the seaway's builders to take a consistent approach to landscape design and urged them to hire the same designers.

Although often credited as a designer of parks and parkways, Moses is better described as a visionary whose talents were his unwavering confidence in his ability to complete projects of immense size and scale and his skill in assembling the political, financial, social, and artistic forces needed to bring them about. He collaborated with leaders in the fields of architecture, engineering, landscape architecture, and park planning; however, in almost all cases they were dependent on Moses to bring their designs to fruition. It was not for nothing that he was called "the powerbroker."

The recreational program developed under Moses's supervision included two state parks and two town beaches and encompassed several thousand acres. The new parks, Coles Creek and St. Lawrence (later Robert Moses), helped to complete a vision of recreational opportunities in northern New York established in the 1920s, when the New York state park system was conceived, and included features that had been standard components of New York's state parks for decades. Facilities were sited to take advantage of the natural landscape, and buildings were constructed using a compatible vocabulary of wood and stone. Yet, the designs of these park components are strikingly different from similar features in New York's other parks. Contemporary and sophisticated, these buildings and structures are outstanding examples of modernist expressionistic architecture. Nearly half a century after New York began to build simple wooden shelters for its park goers, the new St. Lawrence parks took state park design in a whole new direction.

Part Two of this article, which will explore the history and architecture of Coles Creek and Robert Moses State Parks, will appear in the next issue of *The Preservationist*.

1. *St. Lawrence Power: Recreation, Housing, Highways and Related Matters* (New York: New York State Power Authority, 1954), p. 1.

2. Robert Moses to Sen. Robert C. McEwen, August 25, 1955, New York Public Library, Robert Moses Papers; Power Authority of the State of New York, *Annual Report*, 1954, pp. 5-7.

Buffalo's Potter's Field

Buffalo was hard hit by the Asiatic Cholera Pandemic (1829-1851), which broke out in India and spread rapidly around the world, leaving death and despair in its wake. The disease arrived in Buffalo on July 16, 1832, when an Irish seaman died just eight hours after falling ill. Local officials were aware of the epidemic's devastating effects and feared that the existing cemeteries would be overwhelmed by the high number of anticipated victims. The city established a potter's field on the outskirts of town where the community's indigent people could be buried.

The epidemic took a heavy toll on the local population and the new cemetery offered a final resting place for hundreds of Buffalo's poorest citizens. As with most potter's fields of this era, few records were kept about the cemetery or the people who were buried there. Although it is not known for certain when the cemetery closed, historical records suggest that it stopped being used in the late 1870s or early 1880s.

By the late nineteenth century, the old potter's field was transformed into a public park (1887), which was designed by Frederick Law Olmsted and later became the site of the Masten Park High School (1895). Both of these projects required extensive excavation to level the uneven ground, and many old graves were uncovered during the course of construction. These disturbed remains were hastily moved to nearby Forest Lawn Cemetery. The high school burned in 1912 and was quickly replaced with a new building, which is now home to Buffalo's prestigious City Honors School.

The history of the potter's field faded from memory until the school district proposed to upgrade the high school building. In 2007 construction supervisors at LPCiminelli, Inc. discovered evidence of the historic cemetery and hired archaeologists from URS Corporation to examine the site. Initial investigations confirmed that some of the cemetery's graves were still intact. The archaeologists discovered the locations of over 500 burials and estimated that the cemetery once contained the remains of perhaps as many as 8,000-11,000 people. Of all the graves found, fewer than seventy-five contained intact, undisturbed remains, while most others held only partial remains in varying states of preservation.



Archaeologists excavate one of the burial sites.

The investigations revealed that most burials were simple affairs, with very few personal effects. Among the funerary artifacts were coffin handles, shoes, buttons, and jewelry fragments. While most of the people buried in the cemetery remain unknown, one undisturbed grave of an elderly woman did offer clues to her identity. Buried with a handful of treasured belongings, including a cluster of religious medals, she may have been a member of a Catholic order that served the poor and sick. The remains of those people found during the excavation will be documented, protected, and relocated to Forest Lawn Cemetery. Throughout the archaeological investigation, high school students were encouraged to tour the site, view artifacts, and learn about some of the city's early inhabitants. Thanks to the cooperation of the Buffalo School District and project coordinators, an important piece of Buffalo's history was rediscovered, researched, and shared with the community.

Eye of the Storm



Crown Point's Role in the Struggle for North America

The Champlain Valley's bucolic setting gives no hint that it was the center of one of the most turbulent periods in American history. Crown Point State Historic Site preserves and interprets the impressive remains of a nationally significant military outpost that played an important role during the struggle by France and England to control North America during the seventeenth and eighteenth centuries. Set in a vast landscape of incomparable beauty, the 360-acre site is situated at the tip of the most prominent peninsula on the southern half of Lake Champlain and takes in spectacular views of the Champlain Valley, including Vermont's Green Mountains to the east and New York's Adirondack Mountains to the north.

Lake Champlain, a 110-mile-long water body that flows north to Canada and empties into the Richelieu River, which itself drains into the St. Lawrence River, was part of one of North America's most important transportation corridors, with easy access to major water



routes to the south. Before and after Samuel de Champlain saw the lake that he named for himself, Crown Point was at the frontier between the Western Abenaki Algonkians to the east and the Mohawk Iroquois to the west. Champlain and two other Frenchmen accompanied a war party of Algonkians that was traveling up the lake to confront the Mohawks. During the battle on July 30, 1609, Champlain shot two Mohawk chiefs and the Mohawks fled. In later conflicts the Algonkians would align with the French and the Iroquois would side with the British.

European exploration brought intense territorial competition to the Champlain Valley, with New France to the north pitted against the British colonies to the south, and Crown Point became a strategic area for launching raids and military campaigns. Captain Jacobus de Warm was sent to Lake Champlain in 1690 by the British governor of

Above: Samuel de Champlain's illustration of his 1609 battle near Crown Point. Courtesy Library of Congress.

New York to “keep-an-eye” on the French and built one of the area’s first fortifications - a small stone fort at what would later be called Chimney Point (in Vermont), just across the narrows from Crown Point.

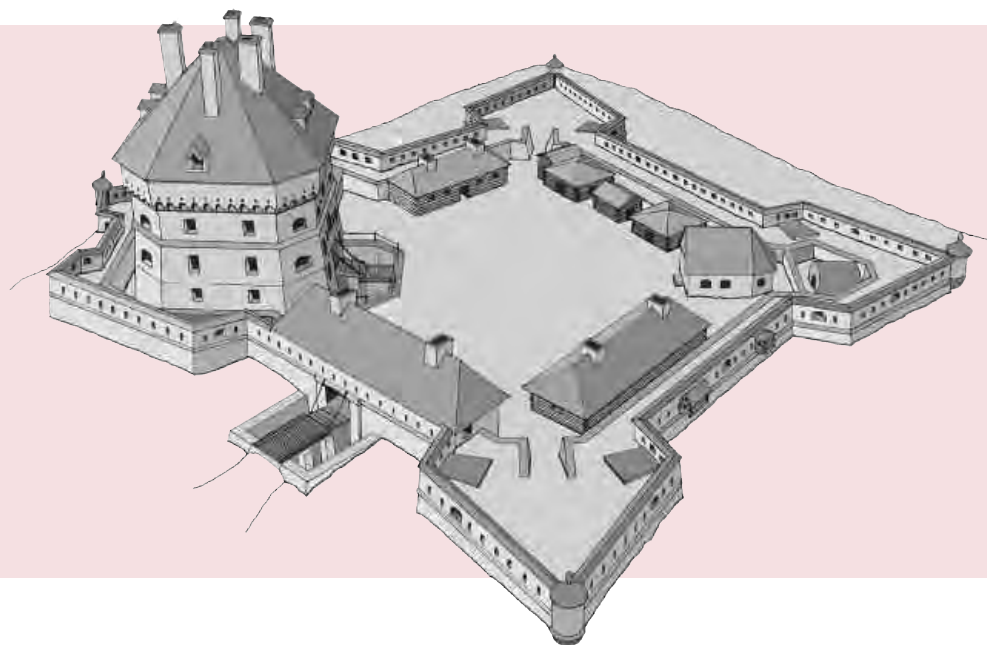
Tensions between France and England escalated during the eighteenth century, and Crown Point played an increasingly important role in their struggle for power. In 1713 the Treaty of Utrecht ended Queen Anne’s War, one of four wars fought between France and England in North America for control of the continent. The treaty established Split Rock Mountain, eighteen miles north of Crown Point, as the boundary between French territory and the British colonies. However, in 1731 the French violated the treaty and asserted their sovereignty in the valley by building a small wooden stockade fort at Chimney Point.

The French then constructed a much more permanent fortification, Fort St. Frédéric, at Crown Point in 1734-37. Designed by Chaussegros de Lery, the king’s engineer in New France, the sophisticated fort featured outer bastioned walls enclosing a four-story, eight-sided, stone tower. Cannons were mounted on each floor of the tower, which contained living quarters and store rooms. It was the largest, most advanced fortification built in the Champlain Valley to date and must have been a striking landmark in the wilderness. Shortly after the fort was finished, the French built a fortified windmill and, with the help of generous royal land grants, a small village grew up next to the fort and settlement spread to the surrounding area. As the French launched raids from Crown Point, their combined military and civilian stronghold thwarted British expansion in the region for many years.

When war broke out between the French and British colonies in 1744 and again in 1754, the British focused on Fort St. Frédéric as the source of their troubles. Repeated campaigns to take the fort, however, fell short. The last attack ended with the disastrous defeat of the British army at Carillon, a large timber fortification that the French constructed in 1755 at what is now Ticonderoga, about ten miles south of Crown Point. An even larger British army returned the following year under General Jeffrey Amherst. In the face of such an imposing threat, the French began withdrawing troops and settlers from the Champlain Valley north to Isle aux Noix on the Richelieu River.

The small French battalion stationed at Carillon set the fort on fire and retreated to Fort St. Frédéric, which they blew up and abandoned as well. The departure of the French and the arrival of the British took place in mid-summer 1759. When Amherst occupied Crown Point, he immediately began several major construction projects, including a large new fortification, three smaller forts, blockhouses, a fleet on Lake Champlain, and a seventy-seven-mile-long road to the Fort at No. 4 in New Hampshire. The new British fort at Crown Point, overlooking the damaged French fort, was enormous. The complex enclosed more than four acres and was designed to accommodate 4,000 soldiers. A bustling community and trading center grew up around the fort, including a tavern, stores, and homes for soldiers, their families, workers, and local residents.

The following year, 1760, troops from Crown Point sailed north and participated in the successful capture of Montreal, ending the major fighting in North America. The Treaty of Paris in 1763 brought



Fort St. Frédéric was the largest, most advanced fortification built in the Champlain Valley.

the war between France and Great Britain to a close, giving Britain control over French territory. With the French threat removed, construction at Crown Point stopped and only a small garrison was left at the fort. In April 1773, a chimney fire that started in one of the barracks quickly spread through the fort. The powder magazines exploded, leaving a gaping hole in the fort's wall.

On May 12, 1775, Seth Warner and the Green Mountain Boys easily took the fort from the small British garrison. The American soldiers undertook salvaging the cannons that were buried when the fort's walls collapsed and obtained over 100 artillery pieces. During the winter of 1775-76, twenty-nine of the cannons were hauled to Boston. This show of strength helped to drive the British out of that city. At the same time American troops left Crown Point to invade

(opposite Ticonderoga) built in 1776. A year later British General John Burgoyne led about 7,000 soldiers south from Canada into the Champlain Valley, forcing the Americans to leave Ticonderoga and abandon Mount Independence. The British built a powder magazine and hospital at Crown Point, helping to support Burgoyne's march on Albany.

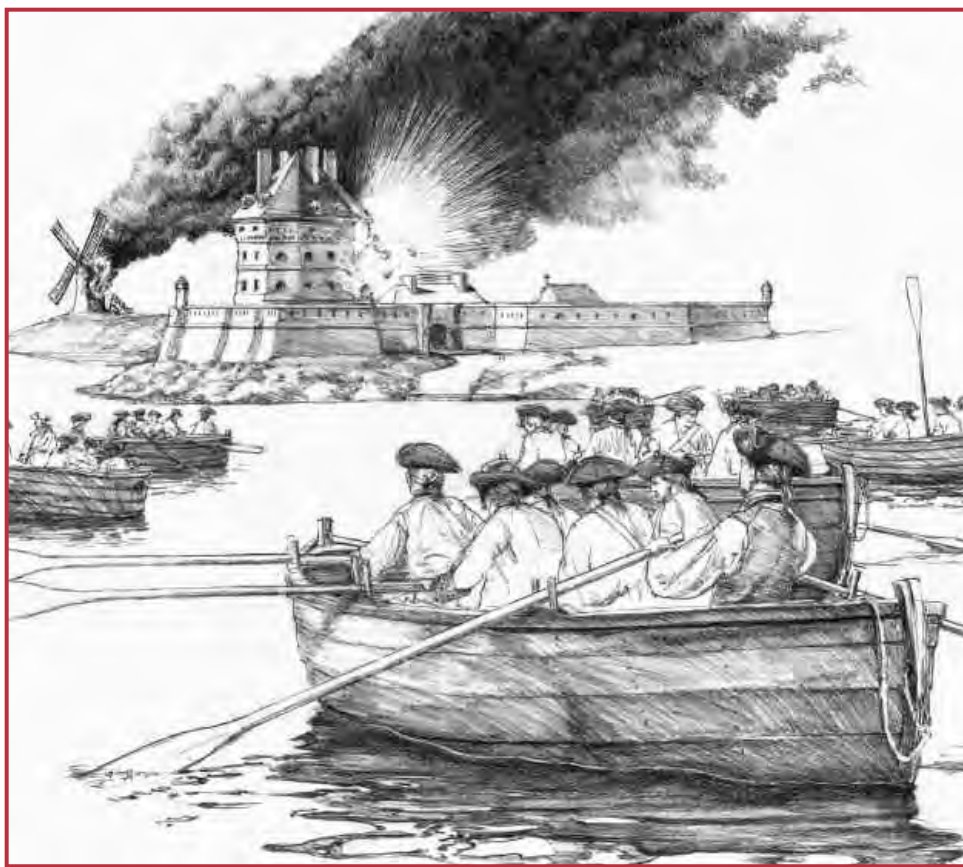
Despite Burgoyne's defeat at Saratoga, the British army retained control over Lake Champlain and Crown Point until the end of the war. The British led raids on local settlements, destroying buildings, burning crops, and taking some residents as prisoners. In 1783 the Treaty of Paris officially brought the Revolutionary War to an end and the following year the British left the Champlain Valley for Canada. The remains of the impressive fort at Crown Point slowly

deteriorated, suffering from long-term neglect, exposure to the weather, and the steady invasion of plants and trees. As the fort's physical remains decayed, the public's awareness of the site's significance in American history faded away.

The historic Crown Point property changed hands several times during the nineteenth century. In 1801 the state legislature granted the property to Union College and Columbia College so that those institutions might profit from selling it for development. Fortunately, when the property was sold in 1839, the deed stipulated

that the remains of the fort walls be preserved. In 1858 a lighthouse was built on the site of the eighteenth-century French windmill. During the last half of the nineteenth century various companies used portions of the property for commercial purposes, including limestone quarrying.

In July 1909 the celebration of the tercentenary of Samuel de Champlain's exploration of Lake Champlain was held at Crown Point and New York Governor Charles Evans Hughes was the guest of honor.



Depiction of the French leaving Fort St. Frédéric as the fort and windmill exploded. Artwork by Dahl Taylor.

British Canada and were victorious in Isle aux Noix, St. Jean, and Montreal, before losing at Quebec. When they returned to Crown Point in June 1776, many of the soldiers died of small pox.

Following the Battle of Valcour Island in October 1776, American forces under Benedict Arnold retreated south on Lake Champlain. They withdrew from Crown Point to Mount Independence, a large fort

This high-profile public event drew widespread attention to Crown Point and its importance in state and national history. In 1910 the state acquired the site and initiated a series of commemorative and preservation projects.

included a campground, the memorial lighthouse, and a large pier. The latter became a popular stop for sightseeing boats traveling up and down the lake. In 1928-29 the Lake Champlain Bridge at Crown Point was built close to the

Point was officially declared a state historic site and a National Historic Landmark in the mid-1960s. Today, the site's scenic location sets the stage for an epic tale of great European powers vying for dominance in the New World.

In celebration of this year's 400th anniversary of Champlain's exploration of the lake, the site's museum has been refreshed, renewed, and revitalized to enhance and enrich the visitor's experience. With the help of in-depth archaeological investigations conducted over several decades and years of research into the site's strategic military and political significance, the museum's new exhibits, exciting video, and engaging site models work together to convey the rich history of this extraordinary fortified peninsula and the important role that it played in shaping American history. Crown Point's story comes alive with the personal accounts of the soldiers and settlers who lived, fought, and died there, as well as those who were eventually forced to abandon one of New York's great military strongholds.



The Death of General Wolfe by Benjamin West captures the dramatic moment when the British commanding general died from his wounds as the British seized Quebec in 1759. Courtesy Library of Congress.

In 1912 the striking Champlain Memorial Lighthouse was built around the earlier lighthouse and dedicated as a monument to the famous French explorer. The following year restoration work began on the crumbling masonry walls of the British barracks. The historic site became part of the state's Crown Point Reservation, which

ruins of Fort St. Frédéric and now dominates the view east.

When the state acquired Crown Point in 1910, the sites of the historic settlements that grew up around the forts were privately owned and threatened with development. Eventually these archaeologically sensitive areas were conveyed to the state, and Crown

*Crown Point State Historic Site
21 Grandview Drive
Crown Point, NY 12928
(518) 597-4666*

Archaeology at Crown Point

Archaeology is the study of the past through the material that people have left behind. For more than fifty years archaeologists have periodically excavated at Crown Point, discovering a wide array of artifacts—from rare artillery pieces to everyday household items. Their investigations have made important contributions to understanding the property's history.



HIGHLIGHTS OF RECENT LISTINGS

The New York State and National Registers of Historic Places are the official lists of properties significant in the history and culture of the state and the nation. Registers listing helps to raise a community's appreciation of its past and enhances local preservation efforts. Listing also provides access to various state and federal incentives, such as tax credits and grants.

Garment Center Historic District

New York, New York County

Located between Sixth and Ninth Avenues from West 30th to 41st Streets, the Garment Center Historic District includes a large concentration of buildings and streetscapes that compose New York's historic garment manufacturing center. The densely built-up industrial area developed quickly between 1916 and 1935 and played a key role in the city's twentieth-century economic development. The district is also significant for its association with the thousands of immigrants who worked there and for its connection to the history of labor reform in the garment industry.



Home Farm

East Whitehall, Washington County

The Home Farm, which was settled and developed by the Merriam and Bartholomew families during the nineteenth and twentieth centuries, is a remarkably intact Washington



County farmstead. First improved by John Merriam in the early 1800s, the property contains a distinguished Greek Revival style residence and a large collection of farm support buildings set within an unspoiled rural landscape. The farm is important for its association with the area's historic agricultural development and growth.

Midway Park

Maple Springs, Chautauqua County

Midway, a significant and highly intact example of a twentieth-century park on Chautauqua Lake, represents two major periods of recreational history. Established as a trolley park in 1894, Midway retains its original picnic grove with lakeside pavilion and swimming facility. Midway also includes a stellar example of a mid-twentieth-century "kiddieland" amusement park, illustrating the plan, orientation, layout, and selection of rides characteristic of this post-World War II resource type.



Great New Yorkers

Dorothy M. Miner (1936–2008)

Dorothy Miner was a preservation champion. She was the lead counsel for New York City's Landmarks Preservation Commission (LPC) from 1975 through 1994, and she played an important role in the 1978 case of Penn Central Transportation Company versus New York City, which upheld the local landmark status of Grand Central Terminal and the constitutionality of local preservation legislation. Later, she successfully defended the designation of St. Bartholomew's Church on Park Avenue against a challenge by the parish, which argued that local landmark status interfered with its freedom of religion and its property rights. The city won its case in the federal Court of Appeals in 1990.

In 1994 Dorothy became an adjunct professor in the Graduate School of Architecture, Planning and Preservation at Columbia University and professor of preservation law at Pace University and Rensselaer Polytechnic Institute. Dorothy was a legal advisor to the National Trust for Historic Preservation, a founding member of the National Center for Preservation Law, and active in the National Alliance of Preservation Commissions. She also served on the boards of the Preservation League of New York State, Municipal

Art Society of New York, and the Bar Association of the City of New York.

On December 3, 2008, a New York State Historic Preservation Award was presented to Dorothy posthumously for her outstanding commitment to historic preservation. That same day, the New York City Department of Law renamed the award it

presents annually to the city attorney who most effectively defends the interests of the city and its citizens the *Dorothy M. Miner Award*.

Dorothy created a remarkable legacy of preservation case law and legal precedent. She will be remembered warmly for her passion for preserving our historic communities as well as for her generosity in sharing her knowledge and experience.



Margot Gayle (1908–2008)

Through a lively combination of intelligence, gentility, and spunk, Margot Gayle became the foremost leader in the preservation of historic cast-iron architecture. She began her preservation mission in the 1950s, when she gathered together a group of local residents to save New York City's Jefferson Market Courthouse, which was vacant and threatened with demolition. The group persuaded the city to reuse the Gothic style landmark as a public library.

In 1970, when the historic preservation movement in the United States was in its formative years, she launched the Friends of Cast Iron Architecture to assist communities in protecting significant examples of this distinctive building material.



One of her crowning achievements was helping to establish New York City's SoHo-Cast Iron Historic District, encompassing twenty-six blocks in what was originally an industrial quarter known as Hell's Hundred Acres.

In 1998 Margot and her daughter Carol published the book *Cast-Iron Architecture—The Significance of James Bogardus*, which traces the history of cast-iron architecture in the United States and the man who pioneered its development. In 2000 Margot received a state historic preservation award for her extraordinary dedication to safeguarding our historic built environment. She will be remembered for her commitment to protecting some of the country's most striking landmarks.



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