

Property and Area of Historical Significance:

The North Clarendon Chapel is on the original Crown Point Road. (Fig 1 & 2)

The **Crown Point Road**, or the **Crown Point Military Road**, is a historic road built in 1759-60, mostly in what is now the United States state of Vermont. It was built by British Army and colonial militia forces to connect Fort Crown Point near the southern end of Lake Champlain to the Fort at Number 4 in what is now Charlestown, New Hampshire. It was the first major road in Vermont, spurring development along its route after the French and Indian War. Fragments of the road are still visible in largely period condition, or have been paved over, while others have disappeared into the forest. Sections of the road located in Weathersfield have been listed on the National Register of Historic Places.

History

In 1759, British forces under the command of General [Jeffery Amherst](#) captured [Fort Ticonderoga](#) from the French in the later stages of the [French and Indian War](#). Determined to maintain British control over the southern end of Lake Champlain, Amherst ordered the construction of Fort Crown Point, and the construction of the road joining it to the Fort at Number 4, then the northernmost British colonial outpost on the Connecticut River. The route roughly followed an old Native American trail, paralleling the [Black River](#) in its southern extent and Otter Creek in its northern. Early work on the road was performed by colonial militia forces commanded by Colonel [John Stark](#). Work included the clearing of trees and stumps, construction of bridges across small streams, and the construction of [corduroy](#) sections across swampy terrain.

After the war, the road became a major route by which central southern Vermont was settled. As more and better roads were built through the region, portions fell into disuse and were abandoned, while others continued to be used and were improved. In the late 19th century, efforts were made to mark and commemorate the route, resulting in the placement of markers, some of which are still present along or near its route. In some communities, portions of the original route are named "Crown Point Road" or "Old Crown Point Road". A portion of the route, some of it still in little-altered condition, is found around Stoughton Pond in northern Springfield.

Property Significance:

This property is noteworthy and remarkable for its vernacular style architecture as it exemplifies and represent a significant part of history in Clarendon for that century and its agricultural context.

Local: *The Town of Clarendon at that time was more significant in population than Rutland but much of the history has disappeared. The town had many districts and each one had a school. The 1869 map of Clarendon indicated there were 9 schools at that time, 1 for each district. That time frame corresponds nicely with the construction of the North Clarendon Chapel. As best I know there were only two other churches in that timeframe, the Brick Church and the Chippenhook Meetinghouse built in 1798 (burned down in 1971.) The town has very few buildings of that period remaining. The building was at the old core of North Clarendon Village and is the oldest building still standing in that district.*

State: *Judge Theophilus Harrington, speaker of the Vermont House Representative. Judge Theophilus Harrington came to Vermont from Rhode Island. He was a plain dirt farmer, not a lawyer, but served on*

the Supreme Court of the state and made the famous decision in a case involving ownership of slaves in a free state.

This chapel represents that 1800's period but also the rural aspect of Clarendon because of its vernacular style. This building has enough physical features such as the typical steeple, shingled belfry and unique rounded windows. From a religious point of view, Baptists were significant during that period.

Regional: *The Town of Clarendon at that time was more significant in population than Rutland but much of the history has disappeared. The town had many districts and each one had a school. The 1869 map of Clarendon indicated there were 9 schools at that time, 1 for each district. That time frame corresponds nicely with the construction of the North Clarendon Chapel. As best I know there were only two other churches in that timeframe, the Brick Church and the Chippenhook Meetinghouse built in 1798 (burned down in 1971.)*

National: *The efforts expanded on the National historical Registry are part of a revitalization, but also to reshape a community by enhancing its history and the significant colonial and revolutionary war happening. That history that is no longer standing and this building could serve as a museum.*

Background: *The area was part of Land Grants and Confiscations. Clarendon was claimed three times in the 1700's and the confiscation of properties owned by Tories following the Revolutionary War.*

The gray area on the map to the east of Lake Champlain is the Lydius Grant which is the first grant claiming what is now Clarendon. It ran approx. 24 miles to either side of Otter Creek. The northern portion of modern day Clarendon was part of Socialboro in the Lydius Grant and the remainder of town was part of Durham. (Fig 1)

The area also was built on Crown Point Road (built 1759-60 during French and Indian War) (fig 2) a military road of significance linking Forts (Ticonderoga). This military road was of prime importance in the plans of General Amherst. The new fort at Crown Point was to be a strong point in the defense and future development of the colonies, and a jumping-off point in the campaign against the French in Canada. The new road to No. 4, then the northernmost outpost in the Connecticut River valley, would serve to bring much needed supplies to the fort at Crown Point, as well as troops from New Hampshire, Massachusetts, Rhode Island and Connecticut. The Crown Point Road was again used for military purposes during the Revolution when troops and supplies were sent over the road from Fort No. 4 to support the American position at Ticonderoga.

But perhaps the road's most lasting contribution to Vermont's history was its use by settlers in the period between the French and Indian War and the Revolution. The road opened a large area of Vermont for settlement and, with the defeat of the French and the lessening danger from Indian raids, settlers were soon traveling the Crown Point Road and building their homes in the valleys and on the hillsides of Vermont.

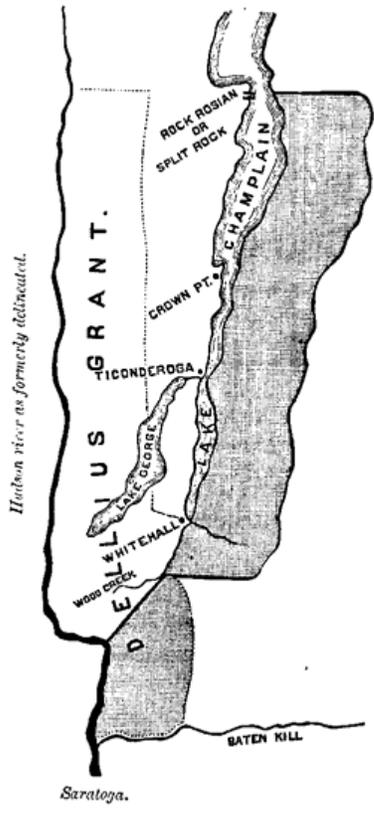


Fig 1

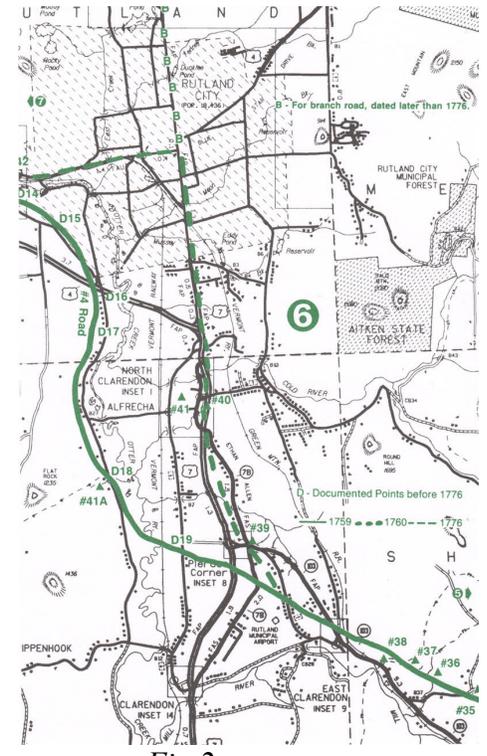


Fig 2

